



*Road Star*



**XV1600A**

OWNER'S MANUAL

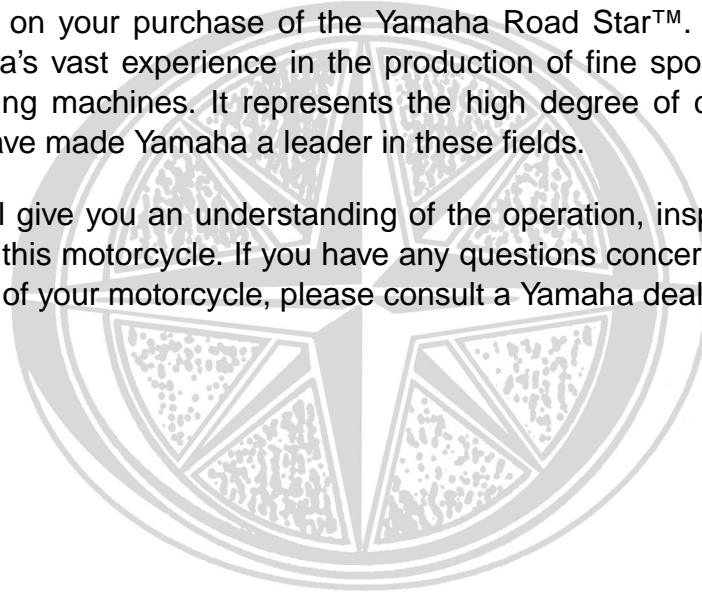


YAMAHA

YAMAHA

Congratulations on your purchase of the Yamaha Road Star™. This model is the result of Yamaha's vast experience in the production of fine sporting, touring, and pacesetting racing machines. It represents the high degree of craftsmanship and reliability that have made Yamaha a leader in these fields.

This manual will give you an understanding of the operation, inspection, and basic maintenance of this motorcycle. If you have any questions concerning the operation or maintenance of your motorcycle, please consult a Yamaha dealer.



# IMPORTANT MANUAL INFORMATION

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Particularly important information is distinguished in this manual by the following notations:



The Safety Alert Symbol means **ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!**



Failure to follow **WARNING** instructions could result in severe injury or death to the motorcycle operator, a bystander, or a person inspecting or repairing the motorcycle.

**CAUTION:**

A **CAUTION** indicates special precautions that must be taken to avoid damage to the motorcycle.

**NOTE:**

A **NOTE** provides key information to make procedures easier or clearer.

**NOTE:**

- This manual should be considered a permanent part of this motorcycle and should remain with it even if the motorcycle is subsequently sold.
  - Yamaha continually seeks advancements in product design and quality. Therefore, while this manual contains the most current product information available at the time of printing, there may be minor discrepancies between your motorcycle and this manual. If you have any questions concerning this manual, please consult your Yamaha dealer.
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# IMPORTANT MANUAL INFORMATION

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 **WARNING**

**PLEASE READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE OPERATING THIS MOTORCYCLE.**

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# **IMPORTANT MANUAL INFORMATION**

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**XV1600AM**

**OWNER'S MANUAL**

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# SAFETY INFORMATION

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MOTORCYCLES ARE SINGLE TRACK VEHICLES. THEIR SAFE USE AND OPERATION ARE DEPENDENT UPON THE USE OF PROPER RIDING TECHNIQUES AS WELL AS THE EXPERTISE OF THE OPERATOR. EVERY OPERATOR SHOULD KNOW THE FOLLOWING REQUIREMENTS BEFORE RIDING THIS MOTORCYCLE.

HE OR SHE SHOULD:

1. OBTAIN THOROUGH INSTRUCTIONS FROM A COMPETENT SOURCE ON ALL ASPECTS OF MOTORCYCLE OPERATION.
2. OBSERVE THE WARNINGS AND MAINTENANCE REQUIREMENTS IN THE OWNER'S MANUAL.
3. OBTAIN QUALIFIED TRAINING IN SAFE AND PROPER RIDING TECHNIQUES.
4. OBTAIN PROFESSIONAL TECHNICAL SERVICE AS INDICATED BY THE OWNER'S MANUAL AND/OR WHEN MADE NECESSARY BY MECHANICAL CONDITIONS.

## Safe riding

1. Always make pre-operation checks. Careful checks may help prevent an accident.
2. This motorcycle is designed to carry the operator and a passenger.
3. The failure of motorists to detect and recognize motorcycles in traffic is the predominating cause of automobile/motorcycle accidents. Many accidents have been caused by an automobile driver who did not see the motorcycle. Making yourself conspicuous appears to be very effective in reducing the chance of this type of accident.

Therefore:

- a. Wear a brightly colored jacket.
- b. Use extra caution when approaching and passing through intersections, since intersections are the most likely places for motorcycle accidents to occur.
- c. Ride where other motorists can see you. Avoid riding in another motorist's blind spot.

4. Many accidents involve inexperienced operators. In fact, many operators who have been involved in accidents do not even have a current motorcycle license.
  - a. Make sure that you are qualified and that you only lend your motorcycle to other qualified operators.
  - b. Know your skills and limits. Staying within your limits may help you to avoid an accident.
  - c. We recommend that you practice riding your motorcycle where there is no traffic until you have become thoroughly familiar with the motorcycle and all of its controls.
5. Many accidents have been caused by error of the motorcycle operator. A typical error made by the operator is veering wide on a turn due to EXCESSIVE SPEED or undercornering (insufficient lean angle for the speed).
  - a. Always obey the speed limit and never travel faster than warranted by road and traffic conditions.
  - b. Always signal before turning or changing lanes. Make sure that other motorists can see you.
6. The posture of the operator and passenger is important for proper control.
  - a. The operator should keep both hands on the handlebar and both feet on the operator footrests during operation to maintain control of the motorcycle.
  - b. The passenger should always hold onto the operator, seat strap, or grab bar, if equipped, with both hands and keep both feet on the passenger footrests.
  - c. Never carry a passenger unless he or she can firmly place both feet on the passenger footrests.
7. Never ride under the influence of alcohol or other drugs.
8. This motorcycle is designed for on-road use only, therefore, it is not suitable for off-road use.





# SAFETY INFORMATION

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## Protective apparel

The majority of fatalities from motorcycle accidents are the result of head injuries. The use of a safety helmet is the single most critical factor in the prevention or reduction of head injuries.

1. Always wear an approved helmet.
2. Wear a face shield or goggles. Wind in your unprotected eyes could contribute to an impairment of vision which could delay seeing a hazard.
3. The use of a jacket, heavy boots, trousers, gloves, etc., is effective in preventing or reducing abrasions or lacerations.
4. Never wear loose-fitting clothes, otherwise they could catch on the control levers, footrests, or wheels and cause injury or an accident.
5. Never touch the engine or exhaust system during or after operation. They become very hot and can cause burns. Always wear protective clothing that covers your legs, ankles, and feet.
6. Passengers should also observe the precautions mentioned above.

## Modifications

Modifications made to this motorcycle not approved by Yamaha, or the removal of original equipment, may render the motorcycle unsafe for use and may cause severe personal injury. Modifications may also make your motorcycle illegal to use.

## Loading and accessories

Adding accessories or cargo to your motorcycle can adversely affect stability and handling if the weight distribution of the motorcycle is changed. To avoid the possibility of an accident, use extreme caution when adding cargo or accessories to your motorcycle. Use extra care when riding a motorcycle that has added cargo or accessories. Here are some general guidelines to follow if loading cargo or adding accessories to your motorcycle:

## Loading

The total weight of the operator, passenger, accessories and cargo must not exceed the maximum load limit of 196 kg. When loading within this weight limit, keep the following in mind:

1. Cargo and accessory weight should be kept as low and close to the motorcycle as possible. Make sure to distribute the weight as evenly as possible on both sides of the motorcycle to minimize imbalance or instability.
2. Shifting weights can create a sudden imbalance. Make sure that accessories and cargo are securely attached to the motorcycle before riding. Check accessory mounts and cargo restraints frequently.
3. Never attach any large or heavy items to the handlebar, front fork, or front fender. These items, including such cargo as sleeping bags, duffel bags, or tents, can create unstable handling or slow steering response.

## Accessories

Genuine Yamaha accessories have been specifically designed for use on this motorcycle. Since Yamaha cannot test all other accessories that may be available, you must personally be responsible for the proper selection, installation and use of non-Yamaha accessories. Use extreme caution when selecting and installing any accessories.

Keep the following guidelines in mind, as well as those provided under “Loading” when mounting accessories.

1. Never install accessories or carry cargo that would impair the performance of your motorcycle. Carefully inspect the accessory before using it to make sure that it does not in any way reduce ground clearance or cornering clearance, limit suspension travel, steering travel or control operation, or obscure lights or reflectors.



# SAFETY INFORMATION

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- a. Accessories fitted to the handlebar or the front fork area can create instability due to improper weight distribution or aerodynamic changes. If accessories are added to the handlebar or front fork area, they must be as lightweight as possible and should be kept to a minimum.
  - b. Bulky or large accessories may seriously affect the stability of the motorcycle due to aerodynamic effects. Wind may attempt to lift the motorcycle, or the motorcycle may become unstable in cross winds. These accessories may also cause instability when passing or being passed by large vehicles.
  - c. Certain accessories can displace the operator from his or her normal riding position. This improper position limits the freedom of movement of the operator and may limit control ability, therefore, such accessories are not recommended.
2. Use caution when adding electrical accessories. If electrical accessories exceed the capacity of the motorcycle's electrical system, an electric failure could result, which could cause a dangerous loss of lights or engine power.

## Gasoline and exhaust gas

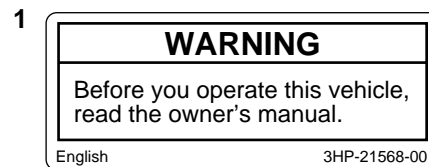
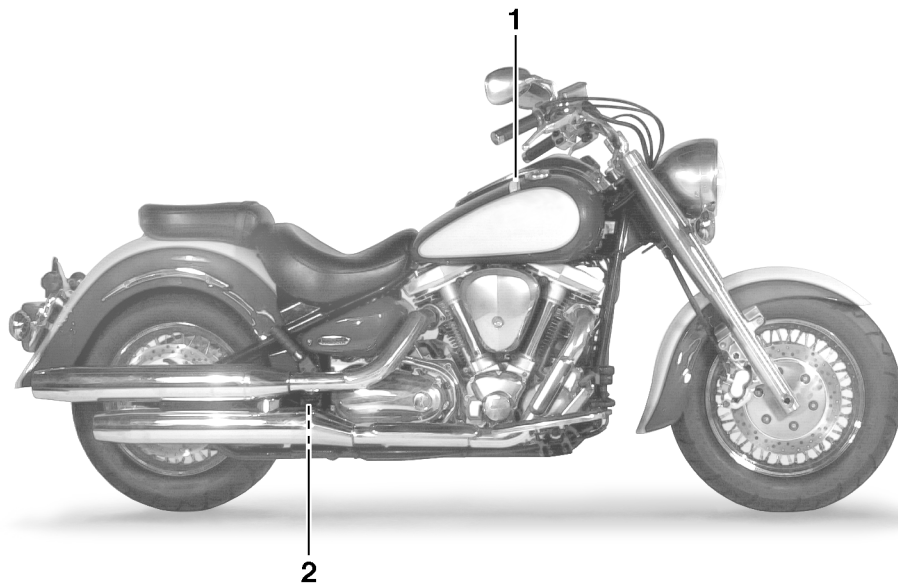
1. GASOLINE IS HIGHLY FLAMMABLE:
  - a. Always turn the engine off when refueling.
  - b. Take care not to spill any gasoline on the engine or exhaust system when refueling.
  - c. Never refuel while smoking or in the vicinity of an open flame.
2. Never start the engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always operate your motorcycle in an area that has adequate ventilation.
3. Always turn the engine off before leaving the motorcycle unattended and remove the key from the main switch. When parking the motorcycle, note the following:

- a. The engine and exhaust system may be hot, therefore, park the motorcycle in a place where pedestrians or children are not likely to touch these hot areas.
  - b. Do not park the motorcycle on a slope or soft ground, otherwise it may fall over.
  - c. Do not park the motorcycle near a flammable source (e.g., a kerosene heater, or near an open flame), otherwise it could catch fire.
4. When transporting the motorcycle in another vehicle, make sure that it is kept upright and that the fuel cock is turned either to “ON” or to “RES” (for vacuum fuel cocks) or “OFF” (for manual fuel cocks). If it should lean over, gasoline may leak out of the carburetor or fuel tank.
  5. If you should swallow any gasoline, inhale a lot of gasoline vapor, or allow gasoline to get into your eyes, see your doctor immediately. If any gasoline spills on your skin or clothing, immediately wash the affected area with soap and water and change your clothes.

# SAFETY INFORMATION

## Location of important labels

**1** Please read the following important labels carefully before operating this motorcycle.



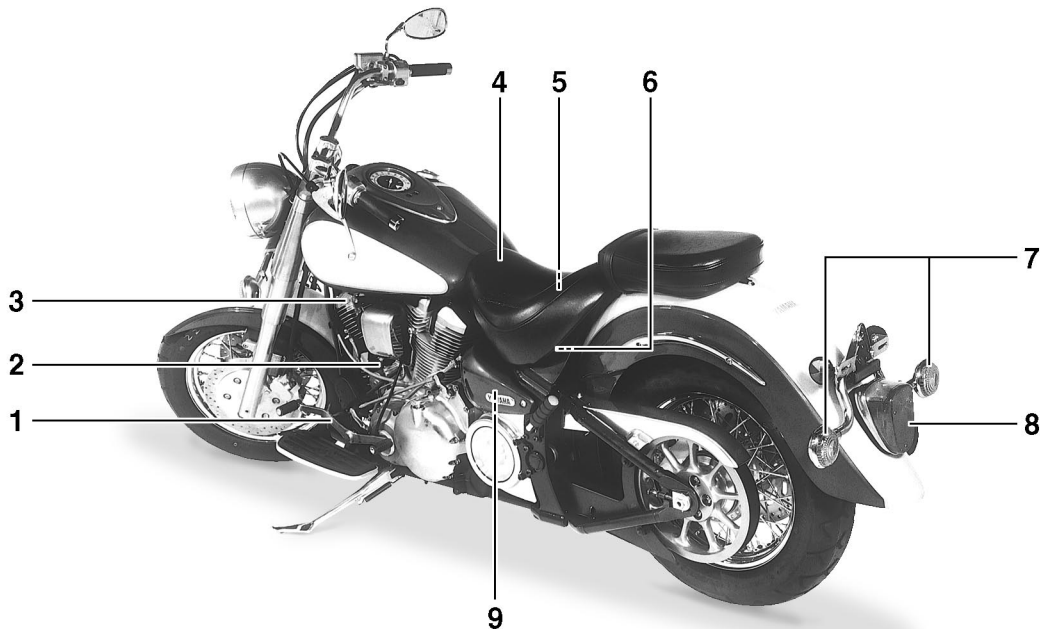
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Right view .....	2-2
Controls and instruments .....	2-3



# DESCRIPTION

## Left view

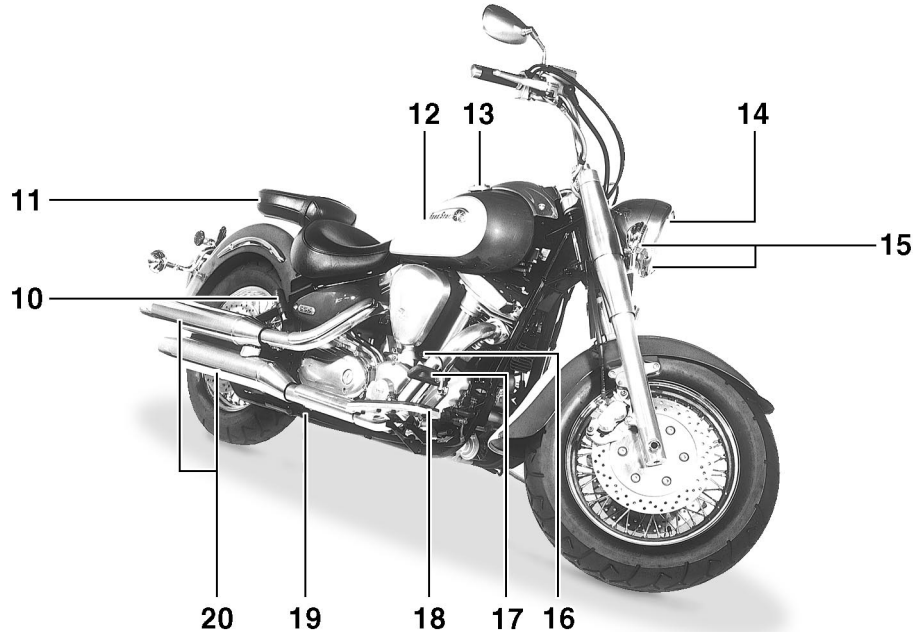
2



- 1. Shift pedal (page 3-7)
- 2. Starter (choke) knob (page 3-10)
- 3. Fuel cock (page 3-9)
- 4. Rider seat (page 3-11)
- 5. Owner's tool kit (page 6-1)

- 6. Helmet holder (page 3-12)
- 7. Rear turn signal lights (page 6-34)
- 8. Tail/brake light (page 6-34)
- 9. Fuses (page 6-31)

## Right view



- 10. Passenger footrest
- 11. Passenger seat
- 12. Fuel tank
- 13. Fuel tank cap
- 14. Headlight
- 15. Front turn signal lights

(page 3-9)  
(page 3-8)  
(page 6-32)  
(page 6-34)

- 16. Throttle stop screw (page 6-16)
- 17. Brake pedal (page 3-7)
- 18. Rider footrest
- 19. Rear shock absorber spring preload adjusting nut (page 3-13)
- 20. Mufflers

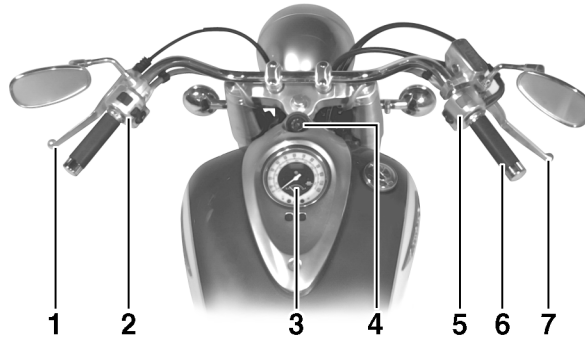
# DESCRIPTION

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## Controls and instruments

2



- 1. Clutch lever
- 2. Left handlebar switches
- 3. Speedometer unit
- 4. Main switch/steering lock

(page 3-6)  
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(page 3-3)  
(page 3-1)

- 5. Right handlebar switches
- 6. Throttle grip
- 7. Brake lever

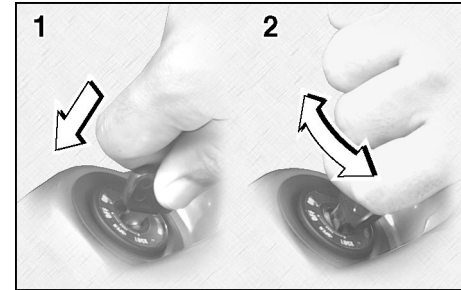
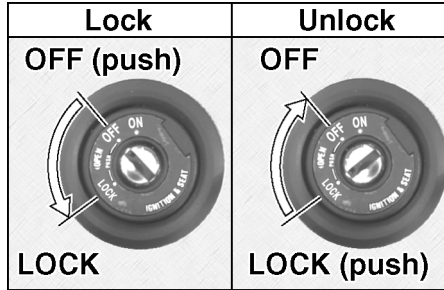
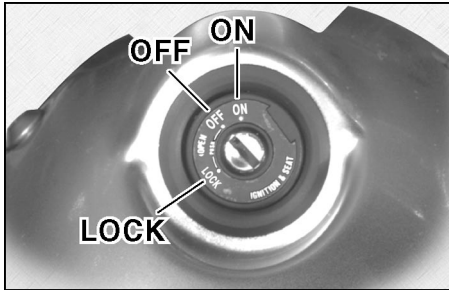
(page 3-6)  
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# INSTRUMENT AND CONTROL FUNCTIONS

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# INSTRUMENT AND CONTROL FUNCTIONS

3



1. Push.
2. Turn.

## Main switch/steering lock

The main switch/steering lock controls the ignition and lighting systems, and is used to lock the steering. The various positions are described below.

### ON

All electrical systems are supplied with power, the headlight, meter lighting and taillight come on, and the engine can be started. The key cannot be removed.

### OFF

All electrical systems are off. The key can be removed.

### LOCK

The steering is locked, and all electrical systems are off. The key can be removed.

#### To lock the steering

1. Turn the handlebars all the way to the left.
2. Push the key in from the "OFF" position, and then turn it to "LOCK" while still pushing it.
3. Remove the key.

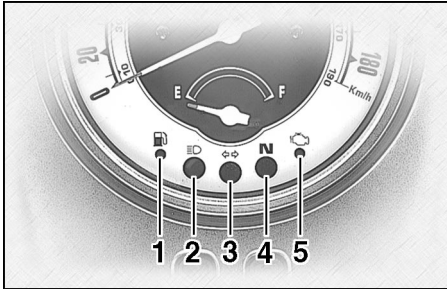
#### To unlock the steering

Push the key in, and then turn it to "OFF" while still pushing it.

### **! WARNING**

**Never turn the key to "OFF" or "LOCK" while the motorcycle is moving, otherwise the electrical systems will be switched off, which may result in loss of control or an accident. Make sure that the motorcycle is stopped before turning the key to "OFF" or "LOCK".**

# INSTRUMENT AND CONTROL FUNCTIONS



## Turn signal indicator light “”

This indicator light flashes when the turn signal switch is pushed to the left or right.

## Neutral indicator light “ N ”

This indicator light comes on when the transmission is in the neutral position.

## Indicator and warning lights

### Fuel level warning light “”

This warning light comes on when the fuel level drops below approximately 3.5 L. When this occurs, turn the fuel cock lever to the “RES” position and re-fuel as soon as possible.

### High beam indicator light “”

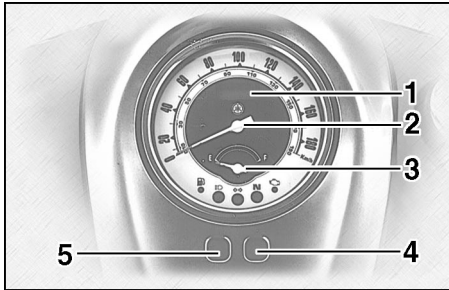
This indicator light comes on when the high beam of the headlight is switched on.

### Engine trouble warning light “”

This warning light comes on or flashes when an electrical circuit monitoring the engine is defective. When this occurs, have the Yamaha dealer check the self-diagnosis system.



# INSTRUMENT AND CONTROL FUNCTIONS



1. Odometer/tripmeter/clock
2. Speedometer
3. Fuel gauge
4. Set button
5. Mode button

## Speedometer unit

The speedometer unit is equipped with a speedometer, an odometer and two tripmeters. The speedometer shows riding speed. The odometer shows the total distance traveled. The tripmeters show the distance traveled since they were last set to zero.

Pushing the mode button (left) switches the display between the odometer mode “ODO” and the tripmeter modes “TRIP A” and “TRIP B” in the following order:



To reset a tripmeter, select it by pushing the mode button (left), and then hold down the set button (right) for at least one second. The tripmeters can be used to estimate the distance that can be traveled with a full tank of fuel. This information will enable you to plan future fuel stops.

### **NOTE:** \_\_\_\_\_

This motorcycle is not equipped with a tachometer; however, it has a built-in engine speed limiter, which prevents the engine speed from exceeding approximately 4,400 r/min.

# INSTRUMENT AND CONTROL FUNCTIONS

## Fuel gauge

The fuel gauge indicates the amount of fuel in the fuel tank. The needle moves towards “E” (Empty) as the fuel level decreases. When the needle reaches “E”, approximately 3.5 L of fuel remain in the fuel tank. If this occurs, refuel as soon as possible.

### NOTE:

Do not allow the fuel tank to empty itself completely.

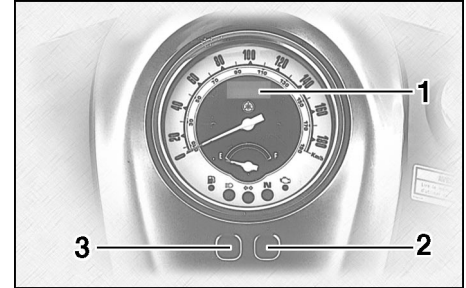
## Self-diagnosis device

This model is equipped with a self-diagnosis device for various electrical circuits.

If any of those circuits are defective, the engine trouble warning light will come on or the fuel level warning light will flash. If this occurs, have a Yamaha dealer check the motorcycle.

### CAUTION:

To prevent engine damage, be sure to consult a Yamaha dealer as soon as possible if this occurs.



1. Clock
2. Set button
3. Mode button

## Clock

The digital clock shows the time regardless of the main switch position.

# INSTRUMENT AND CONTROL FUNCTIONS

3



To set the clock:

1. Turn the key to "ON".
2. Press both the set button (right) and the mode button (left) simultaneously until the hours and minutes flash.



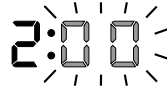
3. Push the left button and only the hour display will flash.



4. Push the right button to change the hours.

2:00

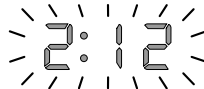
5. Push the left button and only the minute display will flash.



6. Push the right button to change the minutes.

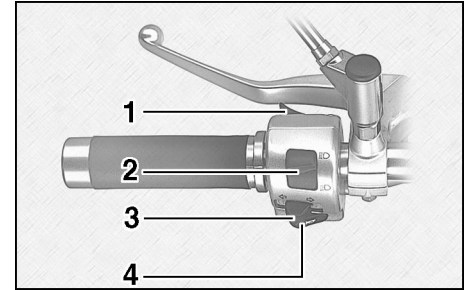
2:12

7. Push the left button and both the hours and minutes will flash.



8. Push the right button for two seconds to set the clock.

2:12



## Handlebar switches

### 1. Pass switch “≡○”



Press this switch to flash the headlight.

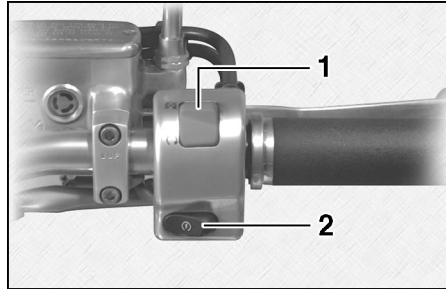
### 2. Dimmer switch

Set this switch to “≡○” for the high beam and to “≡○” for the low beam.

# INSTRUMENT AND CONTROL FUNCTIONS


## 3. Turn signal switch

To signal a right-hand turn, push this switch to “”. To signal a left-hand turn, push this switch to “”. When released, the switch returns to the center position. To cancel the turn signal lights, push the switch in after it has returned to the center position.



## 4. Horn switch “ Press this switch to sound the horn.

## 1. Engine stop switch

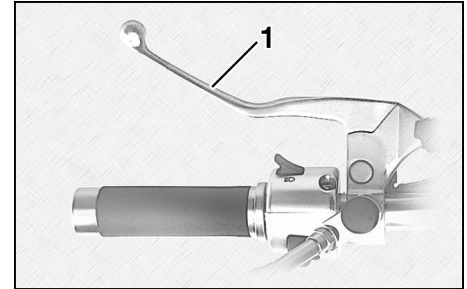
Set this switch to “” to stop the engine in case of an emergency, such as when the motorcycle overturns or when the throttle cable is stuck.

## 2. Start switch “”

Push this switch to crank the engine with the starter.

### CAUTION:

**See page 5-1 for starting instructions prior to starting the engine.**



1. Clutch lever

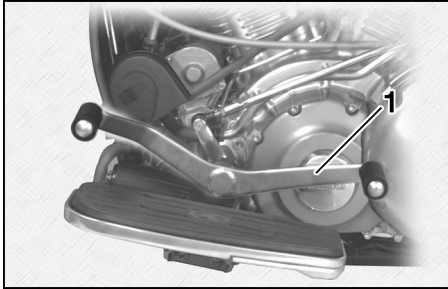
## Clutch lever

The clutch lever is located at the left handlebar grip. To disengage the clutch, pull the lever toward the handlebar grip. To engage the clutch, release the lever. The lever should be pulled rapidly and released slowly for smooth clutch operation.

The clutch lever is equipped with a clutch switch, which is part of the ignition circuit cut-off system. (See page 3-15 for an explanation of the ignition circuit cut-off system.)

# INSTRUMENT AND CONTROL FUNCTIONS

3

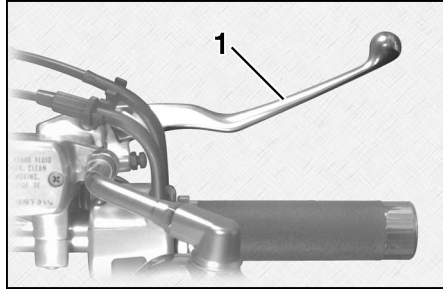


1. Shift pedal

## Shift pedal

The shift pedal is located on the left side of the engine and is used in combination with the clutch lever when shifting the gears of the 5-speed constant-mesh transmission equipped on this motorcycle.

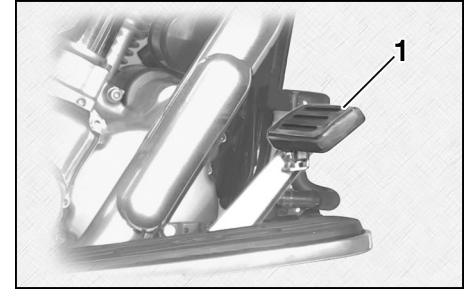
**NOTE:** \_\_\_\_\_  
Use your toes or heel to shift up and your toes to shift down.  
\_\_\_\_\_



1. Brake lever

## Brake lever

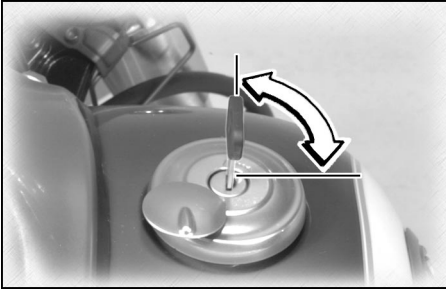
The brake lever is located at the right handlebar grip. To apply the front brake, pull the lever toward the handlebar grip.



1. Brake pedal

## Brake pedal

The brake pedal is on the right side of the motorcycle. To apply the rear brake, press down on the brake pedal.



**NOTE:** \_\_\_\_\_  
The fuel tank cap cannot be installed unless the key is in the lock. In addition, the key cannot be removed if the cap is not properly installed and locked.  
\_\_\_\_\_

**⚠ WARNING** \_\_\_\_\_  
**Make sure that the fuel tank cap is properly installed before riding.**  
\_\_\_\_\_

## Fuel tank cap

### To remove the fuel tank cap

Slide the lock cover open, insert the key into the lock, and then turn it 1/4 turn clockwise. The lock will be released and the fuel tank cap can be removed.

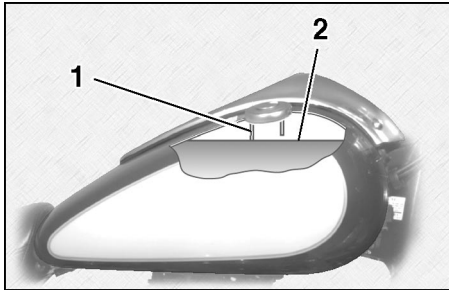
### To install the fuel tank cap

1. Insert the fuel tank cap into the tank opening with the key inserted in the lock and with the “△” mark facing forward.
2. Turn the key counterclockwise to the original position, remove it, and then close the lock cover.



# INSTRUMENT AND CONTROL FUNCTIONS

3



1. Filler tube
2. Fuel level

## Fuel

Make sure that there is sufficient fuel in the tank. Fill the fuel tank to the bottom of the filler tube as shown in the illustration.

### **! WARNING**

- Do not overfill the fuel tank, otherwise it may overflow when the fuel warms up and expands.
- Avoid spilling fuel on the hot engine.

### CAUTION:

Immediately wipe off spilled fuel with a clean, dry, soft cloth, since fuel may deteriorate painted surfaces or plastic parts.

### Recommended fuel:

Regular gasoline

For Australia:

Unleaded fuel only

### Fuel tank capacity:

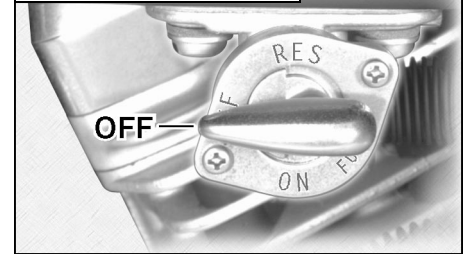
Total amount:

20 L

Reserve amount:

3.5 L

### OFF: closed position



## Fuel cock

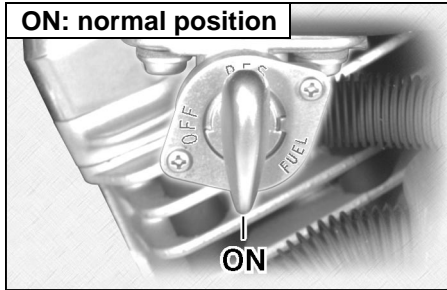
The fuel cock supplies fuel from the tank to the carburetor while filtering it also.

The fuel cock has three positions:

### OFF

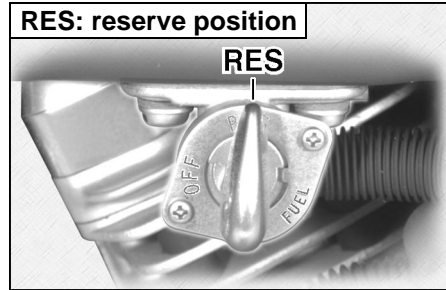
With the lever in this position, fuel will not flow. Always return the lever to this position when the engine is not running.

# INSTRUMENT AND CONTROL FUNCTIONS



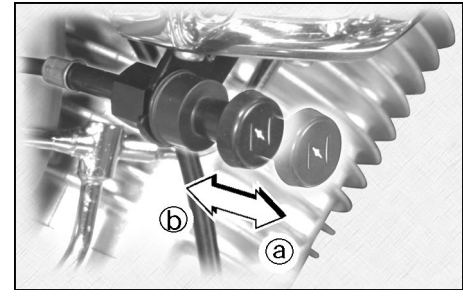
## ON

With the lever in this position, fuel flows to the carburetor. Normal riding is done with the lever in this position.



## RES

This indicates reserve. If you run out of fuel while riding, move the lever to this position. Fill the tank at the first opportunity. Be sure to set the lever back to "ON" after refueling!



## Starter (choke) knob

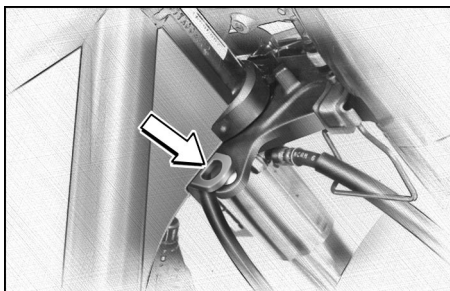
Starting a cold engine requires a richer air-fuel mixture, which is supplied by the starter (choke).

Move the knob in direction Ⓐ to turn on the starter (choke).

Move the knob in direction Ⓑ to turn off the starter (choke).

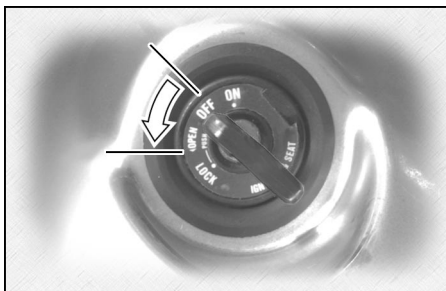
# INSTRUMENT AND CONTROL FUNCTIONS

3



## Locking the steering with a padlock

In addition to the main switch/steering lock, there are brackets on the right side of the steering head pipe for locking the steering with a padlock. To do so, turn the handlebar until the holes in the two brackets are aligned, and then lock the steering with a suitable padlock.



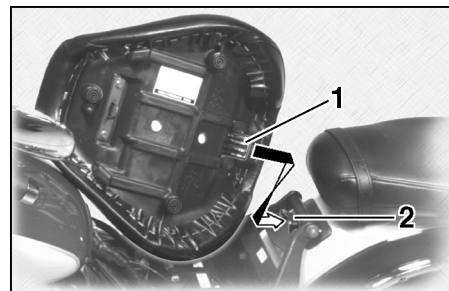
## Rider seat

### To remove the rider seat

1. Insert the key into the main switch, and then turn it counterclockwise to "OPEN".

**NOTE:** \_\_\_\_\_  
Do not push inward when turning the key.

2. Pull the rider seat off.

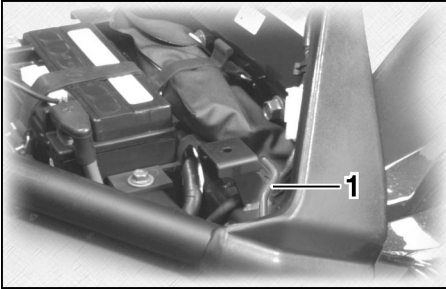


1. Projection
2. Seat holder

### To install the rider seat

1. Insert the projection on the rear of the rider seat into the seat holder as shown, and then push the front of the seat down to lock it in place.
2. Remove the key from the main switch if the scooter will be left unattended.

**NOTE:** \_\_\_\_\_  
Make sure that the rider seat is properly secured before riding.



1. Helmet holder

## Helmet holder

The helmet holder is located under the rider seat.

### To secure a helmet to the helmet holder

1. Remove the rider seat. (See page 3-11 for rider seat removal and installation procedures.)
2. Attach the helmet to the helmet holder, and then securely install the seat.

### **!** WARNING

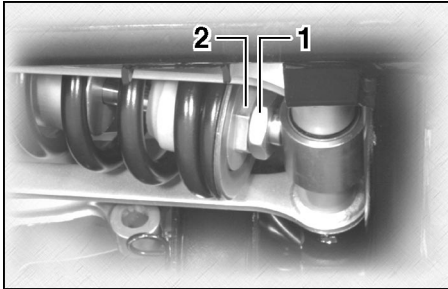
Never ride with a helmet attached to the helmet holder, since the helmet may hit objects, causing loss of control and possibly an accident.

### To release the helmet from the helmet holder

Remove the rider seat, remove the helmet from the helmet holder, and then install the seat.

# INSTRUMENT AND CONTROL FUNCTIONS

3



1. Locknut
2. Adjusting nut

## Adjusting the shock absorber assembly

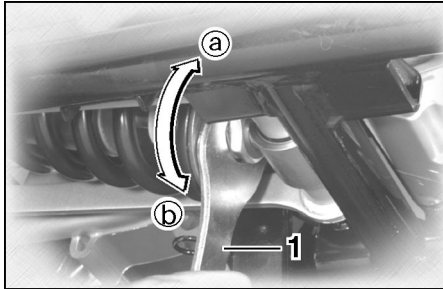
This shock absorber assembly is equipped with a spring preload adjusting nut.

### CAUTION:

**Never attempt to turn an adjusting mechanism beyond the maximum or minimum settings.**

Adjust the spring preload as follows.

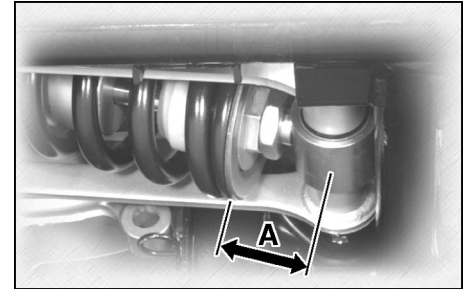
1. Loosen the locknut.



1. Special wrench
2. To increase the spring preload and thereby harden the suspension, turn the adjusting nut in direction (a). To decrease the spring preload and thereby soften the suspension, turn the adjusting nut in direction (b).

### NOTE:

The spring preload setting is determined by measuring distance A, shown in the illustration. The shorter distance A is, the higher the spring preload; the longer distance A is, the lower the spring preload.



A. Distance A

### Spring preload:

Minimum (soft):

Distance A = 42.5 mm

Standard:

Distance A = 42.5 mm

Maximum (hard):

Distance A = 51.5 mm

3. Tighten the locknut to the specified torque.

Tightening torque:  
Locknut:  
35 Nm (3.5 m·kg)

**CAUTION:**

Always tighten the locknut against the adjusting nut, and then tighten the locknut to the specified torque.

**⚠ WARNING**

This shock absorber contains highly pressurized nitrogen gas. For proper handling, read and understand the following information before handling the shock absorber. The manufacturer cannot be held responsible for property damage or personal injury that may result from improper handling.

- Do not tamper with or attempt to open the gas cylinder.
- Do not subject the shock absorber to an open flame or other high heat sources, otherwise it may explode due to excessive gas pressure.
- Do not deform or damage the gas cylinder in any way, as this will result in poor damping performance.
- Always have a Yamaha dealer service the shock absorber.

# INSTRUMENT AND CONTROL FUNCTIONS

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## Sidestand

The sidestand is located on the left side of the frame. Raise the sidestand or lower it with your foot while holding the motorcycle upright.

### NOTE:

The built-in sidestand switch is part of the ignition circuit cut-off system, which cuts the ignition in certain situations. (See further down for an explanation of the ignition circuit cut-off system.)

### WARNING

**The motorcycle must not be ridden with the sidestand down, or if the sidestand cannot be properly moved up (or does not stay up), otherwise the sidestand could contact the ground and distract the operator, resulting in a possible loss of control. Yamaha's ignition circuit cut-off system has been designed to assist the operator in fulfilling the responsibility of raising the sidestand before starting off. Therefore, check this system regularly as described below and have a Yamaha dealer repair it if it does not function properly.**

## Ignition circuit cut-off system

The ignition circuit cut-off system (comprising the sidestand switch, clutch switch and neutral switch) has the following functions.

- It prevents starting when the transmission is in gear and the sidestand is up, but the clutch lever is not pulled.
- It prevents starting when the transmission is in gear and the clutch lever is pulled, but the sidestand is still down.
- It cuts the running engine when the sidestand is moved down.

Periodically check the operation of the ignition circuit cut-off system according to the following procedure.

### WARNING

**If a malfunction is noted, have a Yamaha dealer check the system before riding.**

# INSTRUMENT AND CONTROL FUNCTIONS

With the engine turned off:  
1. Move the sidestand down.  
2. Make sure that the engine stop switch is set to “ $\odot$ ”.  
3. Turn the key to “ON”.  
4. Shift the transmission into the neutral position.  
5. Push the start switch.  
**Does the engine start?**

**NOTE:** \_\_\_\_\_  
This check is most reliable if performed with  
a warmed-up engine.  
\_\_\_\_\_

YES NO

The neutral switch may be defective.  
**The motorcycle should not be ridden** until  
checked by a Yamaha dealer.

With the engine still running:  
6. Move the sidestand up.  
7. Keep the clutch lever pulled.  
8. Shift the transmission into gear.  
9. Move the sidestand down.  
**Does the engine stall?**

YES NO

The sidestand switch may be defective.  
**The motorcycle should not be ridden** until  
checked by a Yamaha dealer.

After the engine has stalled:  
10. Move the sidestand up.  
11. Keep the clutch lever pulled.  
12. Push the start switch.  
**Does the engine start?**

YES NO

The clutch switch may be defective.  
**The motorcycle should not be ridden** until  
checked by a Yamaha dealer.

The system is OK. **The motorcycle can be ridden.**





Pre-operation check list ..... 4-1

# **PRE-OPERATION CHECKS**

The condition of a vehicle is the owner's responsibility. Vital components can start to deteriorate quickly and unexpectedly, even if the vehicle remains unused (for example, as a result of exposure to the elements). Any damage, fluid leakage or loss of tire air pressure could have serious consequences. Therefore, it is very important, in addition to a thorough visual inspection, to check the following points before each ride.

## **Pre-operation check list**

<b>ITEM</b>	<b>CHECKS</b>	<b>PAGE</b>
<b>Front brake</b>	<ul style="list-style-type: none"><li>• Check operation, fluid level, and vehicle for fluid leakage.</li><li>• Fill with DOT 4 brake fluid if necessary.</li></ul>	6-20-6-24
<b>Rear brake</b>	<ul style="list-style-type: none"><li>• Check operation, fluid level, and vehicle for fluid leakage.</li><li>• Fill with DOT 4 brake fluid if necessary.</li></ul>	
<b>Clutch</b>	<ul style="list-style-type: none"><li>• Check operation, condition and free play.</li><li>• Adjust if necessary.</li></ul>	6-19-6-20
<b>Throttle grip and housing</b>	<ul style="list-style-type: none"><li>• Check operation.</li><li>• Lubricate if necessary.</li></ul>	6-16
<b>Engine oil</b>	<ul style="list-style-type: none"><li>• Check oil level.</li><li>• Add oil if necessary.</li></ul>	6-8-6-9
<b>Wheels and tires</b>	<ul style="list-style-type: none"><li>• Check tire air pressure, for wear and damage.</li></ul>	6-17-6-19
<b>Brake and shift pedal shafts</b>	<ul style="list-style-type: none"><li>• Check operation.</li><li>• Lubricate if necessary.</li></ul>	6-26
<b>Brake and clutch lever pivots</b>	<ul style="list-style-type: none"><li>• Check operation.</li><li>• Lubricate if necessary.</li></ul>	6-27
<b>Sidestand pivot</b>	<ul style="list-style-type: none"><li>• Check operation.</li><li>• Lubricate if necessary.</li></ul>	6-27
<b>Chassis fasteners</b>	<ul style="list-style-type: none"><li>• Make sure that all nuts, bolts and screws are properly tightened.</li><li>• Tighten if necessary.</li></ul>	—

# PRE-OPERATION CHECKS

ITEM	CHECKS	PAGE
Fuel	<ul style="list-style-type: none"><li>• Check fuel level.</li><li>• Add fuel if necessary.</li></ul>	3-9
Lights, signals and switches	<ul style="list-style-type: none"><li>• Check operation.</li></ul>	—

**NOTE:** \_\_\_\_\_

Pre-operation checks should be made each time the motorcycle is used. Such an inspection can be accomplished in a very short time; and the added safety it assures is more than worth the time involved.

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 **WARNING** \_\_\_\_\_

If any item in the Pre-operation check list is not working properly, have it inspected and repaired before operating the motorcycle.

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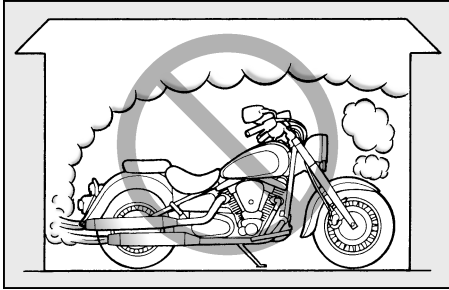
# OPERATION AND IMPORTANT RIDING POINTS

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Starting and warming up a cold engine .....	5-1
Starting a warm engine .....	5-3
Shifting .....	5-3
Tips for reducing fuel consumption .....	5-4
Engine break-in .....	5-4
Parking .....	5-5

# OPERATION AND IMPORTANT RIDING POINTS

---



- Before starting out, make sure that the sidestand is up. If the sidestand is not raised completely, it could contact the ground and distract the operator, resulting in a possible loss of control.
- 

## **!** WARNING

- Become thoroughly familiar with all operating controls and their functions before riding. Consult a Yamaha dealer regarding any control or function that you do not thoroughly understand.
- Never start the engine or operate it in a closed area for any length of time. Exhaust fumes are poisonous, and inhaling them can cause loss of consciousness and death within a short time. Always make sure that there is adequate ventilation.

## Starting and warming up a cold engine

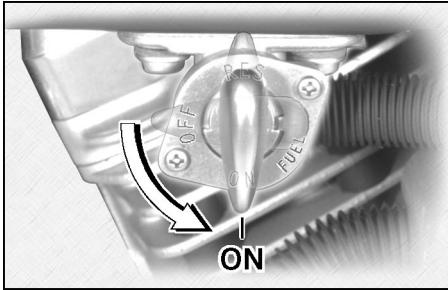
In order for the ignition circuit cut-off system to enable starting, one of the following conditions must be met:

- The transmission is in the neutral position.
- The transmission is in gear with the clutch lever pulled and the sidestand up.

## **!** WARNING

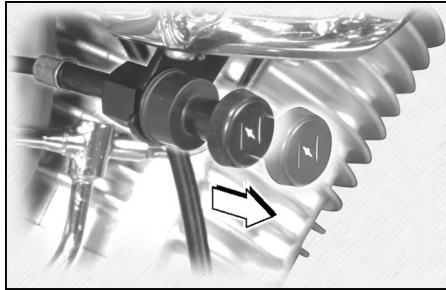
- Before starting the engine, check the function of the ignition circuit cut-off system according to the procedure described on page 3-15.
  - Never ride with the sidestand down.
-

# OPERATION AND IMPORTANT RIDING POINTS



1. Turn the fuel cock lever to "ON".
2. Turn the key to "ON" and make sure that the engine stop switch is set to "○".
3. Shift the transmission into the neutral position.

**NOTE:** \_\_\_\_\_  
When the transmission is in the neutral position, the neutral indicator light should be on, otherwise have a Yamaha dealer check the electrical circuit.



4. Turn the starter (choke) on and completely close the throttle. (See page 3-10 for starter (choke) operation.)
5. Start the engine by pushing the start switch.

**NOTE:** \_\_\_\_\_  
If the engine fails to start, release the start switch, wait a few seconds, and then try again. Each starting attempt should be as short as possible to preserve the battery. Do not crank the engine more than 10 seconds on any one attempt.

6. After starting the engine, move the starter (choke) knob back halfway.

**CAUTION:** \_\_\_\_\_  
**For maximum engine life, never accelerate hard when the engine is cold!**

7. When the engine is warm, turn the starter (choke) off.

**NOTE:** \_\_\_\_\_  
The engine is warm when it responds normally to the throttle with the starter (choke) turned off.

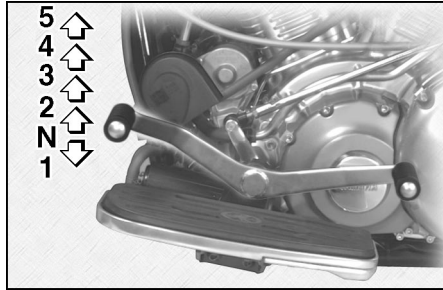


# OPERATION AND IMPORTANT RIDING POINTS

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## Starting a warm engine

Follow the same procedure as for starting a cold engine with the exception that the starter (choke) is not required when the engine is warm.



## Shifting

Shifting gears lets you control the amount of engine power available for starting off, accelerating, climbing hills, etc.

The gear positions are shown in the illustration.

### NOTE:

To shift the transmission into the neutral position, press the shift pedal down repeatedly until it reaches the end of its travel, and then slightly raise it.

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### CAUTION:

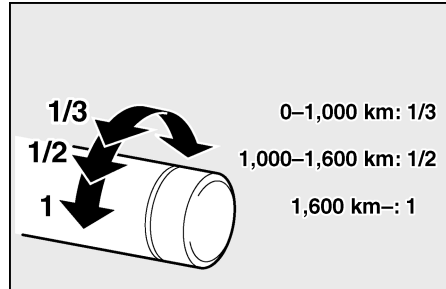
- Even with the transmission in the neutral position, do not coast for long periods of time with the engine off, and do not tow the motorcycle for long distances. The transmission is properly lubricated only when the engine is running. Inadequate lubrication may damage the transmission.
  - Always use the clutch while changing gears to avoid damaging the engine, transmission, and drive train, which are not designed to withstand the shock of forced shifting.
-

# OPERATION AND IMPORTANT RIDING POINTS

## Tips for reducing fuel consumption

Fuel consumption depends largely on your riding style. Consider the following tips to reduce fuel consumption:

- Thoroughly warm up the engine.
- Turn the starter (choke) off as soon as possible.
- Shift up swiftly, and avoid high engine speeds during acceleration.
- Do not rev the engine while shifting down, and avoid high engine speeds with no load on the engine.
- Turn the engine off instead of letting it idle for an extended length of time (e.g., in traffic jams, at traffic lights or at railroad crossings).



## Engine break-in

There is never a more important period in the life of your engine than the period between 0 and 1,600 km. For this reason, you should read the following material carefully.

Since the engine is brand new, do not put an excessive load on it for the first 1,600 km. The various parts in the engine wear and polish themselves to the correct operating clearances. During this period, prolonged full-throttle operation or any condition that might result in engine overheating must be avoided.

### 0-1,000 km

Avoid prolonged operation above 1/3 throttle.

### 1,000-1,600 km

Avoid prolonged operation above 1/2 throttle.

### CAUTION:

After 1,000 km of operation, the engine oil and transfer case oil must be changed, and the oil filter cartridge/element replaced.

### 1,600 km and beyond

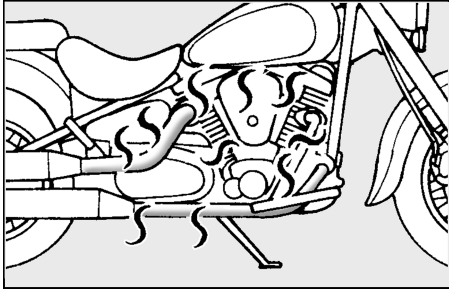
The vehicle can now be operated normally.

### CAUTION:

If any engine trouble should occur during the engine break-in period, immediately have a Yamaha dealer check the vehicle.

# OPERATION AND IMPORTANT RIDING POINTS

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## Parking

5

When parking, stop the engine, remove the key from the main switch, and then turn the fuel cock lever to “OFF”.

### **WARNING**

- Since the engine and exhaust system can become very hot, park in a place where pedestrians or children are not likely to touch them.
  - Do not park on a slope or on soft ground, otherwise the motorcycle may overturn.
-

# PERIODIC MAINTENANCE AND MINOR REPAIR

Owner's tool kit .....	6-1	Checking the brake fluid level .....	6-23
Periodic maintenance and lubrication chart .....	6-3	Changing the brake fluid .....	6-24
Removing and installing the panel .....	6-6	Drive belt slack .....	6-24
Checking the spark plugs .....	6-7	Checking and lubricating the brake and shift pedals .....	6-26
Engine oil and oil filter cartridge .....	6-8	Checking and lubricating the brake and clutch levers .....	6-27
Transfer case oil .....	6-11	Checking and lubricating the sidestand .....	6-27
Cleaning the air filter element .....	6-13	Checking the front fork .....	6-28
Adjusting the carburetor .....	6-15	Checking the steering .....	6-28
Adjusting the engine idling speed .....	6-15	Checking the wheel bearings .....	6-29
Adjusting the throttle cable free play .....	6-16	Battery .....	6-29
Adjusting the valve clearance .....	6-16	Replacing the fuses .....	6-31
Tires .....	6-17	Replacing the headlight bulb .....	6-32
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Adjusting the clutch lever free play .....	6-19	Troubleshooting .....	6-34
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Adjusting the brake pedal position .....	6-21		
Adjusting the rear brake light switch .....	6-21		
Checking the front and rear brake pads .....	6-22		

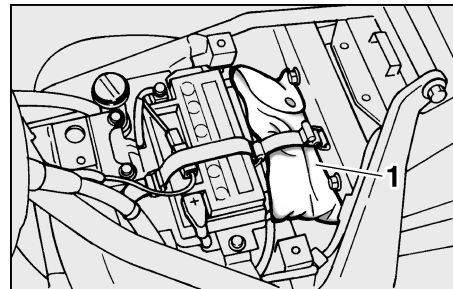
# PERIODIC MAINTENANCE AND MINOR REPAIR



VALS MAY NEED TO BE SHORTENED.

## **WARNING**

If you are not familiar with motorcycle maintenance work, have a Yamaha dealer do it for you.



1. Owner's tool kit

Safety is an obligation of the owner. Periodic inspection, adjustment and lubrication will keep your vehicle in the safest and most efficient condition possible. The most important points of inspection, adjustment, and lubrication are explained on the following pages.

The intervals given in the periodic maintenance and lubrication chart should be simply considered as a general guide under normal riding conditions. However, DEPENDING ON THE WEATHER, TERRAIN, GEOGRAPHICAL LOCATION, AND INDIVIDUAL USE, THE MAINTENANCE INTER-

## **Owner's tool kit**

The owner's tool kit is located under the rider seat. (See page 3-11 for rider seat removal and installation procedures.)

The service information included in this manual and the tools provided in the owner's tool kit are intended to assist you in the performance of preventive maintenance and minor repairs. However, additional tools such as a torque wrench may be necessary to perform certain maintenance work correctly.

# PERIODIC MAINTENANCE AND MINOR REPAIR

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## NOTE:

If you do not have the tools or experience required for a particular job, have a Yamaha dealer perform it for you.

## WARNING

Modifications not approved by Yamaha may cause loss of performance and render the vehicle unsafe for use. Consult a Yamaha dealer before attempting any changes.

# PERIODIC MAINTENANCE AND MINOR REPAIR

## Periodic maintenance and lubrication chart

NO.	ITEM	CHECKS AND MAINTENANCE JOBS	Initial	Every	Every	Annual check
			1,000 km	6,000 km	12,000 km	
1	* Fuel line	<ul style="list-style-type: none"> <li>• Check fuel hoses for cracks or damage.</li> <li>• Replace if necessary.</li> </ul>		√		√
2	* Fuel filter	<ul style="list-style-type: none"> <li>• Check condition.</li> <li>• Replace if necessary.</li> </ul>			√	
3	Spark plugs	<ul style="list-style-type: none"> <li>• Check condition.</li> <li>• Clean, regap or replace if necessary.</li> </ul>	√	√		
4	* Valves	<ul style="list-style-type: none"> <li>• Check valve clearance.</li> <li>• Adjust if necessary.</li> </ul>	Every 24,000 km or 24 months (whichever comes first)			
5	Air filter element	<ul style="list-style-type: none"> <li>• Clean or replace if necessary.</li> </ul>		√		
6	Clutch	<ul style="list-style-type: none"> <li>• Check operation.</li> <li>• Adjust or replace cable.</li> </ul>	√	√		
7	* Front brake	<ul style="list-style-type: none"> <li>• Check operation, fluid level and vehicle for fluid leakage. (See NOTE on page 6-5.)</li> <li>• Correct accordingly.</li> <li>• Replace brake pads if necessary.</li> </ul>	√	√		√
8	* Rear brake	<ul style="list-style-type: none"> <li>• Check operation, fluid level and vehicle for fluid leakage. (See NOTE on page 6-5.)</li> <li>• Correct accordingly.</li> <li>• Replace brake pads if necessary.</li> </ul>	√	√		√
9	* Brake hoses	<ul style="list-style-type: none"> <li>• Check for cracks or damage.</li> <li>• Replace if necessary.</li> </ul>		√		√
10	* Wheels	<ul style="list-style-type: none"> <li>• Check balance, runout, spoke tightness and for damage.</li> <li>• Tighten spokes and rebalance, replace if necessary.</li> </ul>		√		
11	* Tires	<ul style="list-style-type: none"> <li>• Check tread depth and for damage.</li> <li>• Replace if necessary.</li> <li>• Check air pressure.</li> <li>• Correct if necessary.</li> </ul>		√		

# PERIODIC MAINTENANCE AND MINOR REPAIR

NO.	ITEM	CHECKS AND MAINTENANCE JOBS	Initial	Every	Every	Annual check
			1,000 km	6,000 km	12,000 km	
12	* Wheel bearings	<ul style="list-style-type: none"> <li>• Check bearings for looseness or damage.</li> <li>• Replace if necessary.</li> </ul>		√		
13	* Swingarm	<ul style="list-style-type: none"> <li>• Check operation and for excessive play.</li> <li>• Correct accordingly.</li> <li>• Lubricate with molybdenum disulfide grease every 24,000 km or 24 months (whichever comes first).</li> </ul>		√		
14	* Drive belt	<ul style="list-style-type: none"> <li>• Check belt tension.</li> <li>• Adjust if necessary. Make sure that the rear wheel is properly aligned.</li> </ul>	√	Every 4,000 km		
15	* Steering bearings	<ul style="list-style-type: none"> <li>• Check bearing play and steering for roughness.</li> <li>• Correct accordingly.</li> <li>• Lubricate with lithium-soap-based grease 24,000 km or 24 months (whichever comes first)</li> </ul>	√	√		
16	* Chassis fasteners	<ul style="list-style-type: none"> <li>• Make sure that all nuts, bolts and screws are properly tightened.</li> <li>• Tighten if necessary.</li> </ul>		√		√
17	Sidestand	<ul style="list-style-type: none"> <li>• Check operation.</li> <li>• Lubricate and repair if necessary.</li> </ul>		√		√
18	* Sidestand switch	<ul style="list-style-type: none"> <li>• Check operation.</li> <li>• Replace if necessary.</li> </ul>	√	√		√
19	* Front fork	<ul style="list-style-type: none"> <li>• Check operation and for oil leakage.</li> <li>• Correct accordingly.</li> </ul>		√		
20	* Rear shock absorber assembly	<ul style="list-style-type: none"> <li>• Check operation and shock absorber for oil leakage.</li> <li>• Replace shock absorber assembly if necessary.</li> </ul>		√		
21	* Rear suspension relay arm and connecting arm pivoting points	<ul style="list-style-type: none"> <li>• Check operation.</li> <li>• Lubricate with molybdenum disulfide grease every 24,000 km or 24 months (whichever comes first).</li> </ul>		√		
22	* Carburetor	<ul style="list-style-type: none"> <li>• Check engine idling speed and starter operation.</li> <li>• Adjust if necessary.</li> </ul>	√	√		√
23	Engine oil	<ul style="list-style-type: none"> <li>• Check oil level and vehicle for oil leakage.</li> <li>• Correct accordingly.</li> <li>• Change. (Warm engine before draining.)</li> </ul>	√	√		√



# PERIODIC MAINTENANCE AND MINOR REPAIR

NO.	ITEM	CHECKS AND MAINTENANCE JOBS	Initial	Every	Every	Annual check
			1,000 km	6,000 km	12,000 km	
24	Engine oil filter cartridge	• Replace.	√		√	
25	* Transfer case oil	• Check oil level and vehicle for oil leakage. • Correct accordingly. • Change oil at initial 1,000 km and thereafter every 24,000 km or 24 months (whichever comes first)	√		√	
26	* Front and rear brake switches	• Check operation. • Correct accordingly.	√	√		√
27	Moving parts and cables	• Lubricate if necessary.		√		√
28	* Air induction system	• Clean.		√		√
29	* Lights, signals and switches	• Check operation. • Correct if necessary. • Adjust headlight beam if necessary.	√	√		√

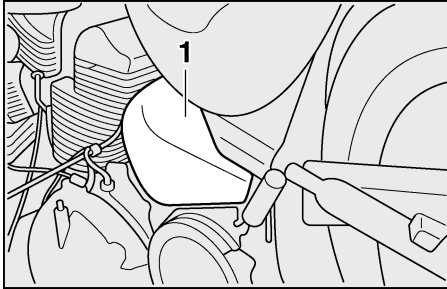
\* Since these items require special tools, data and technical skills, have a Yamaha dealer perform the service.

6

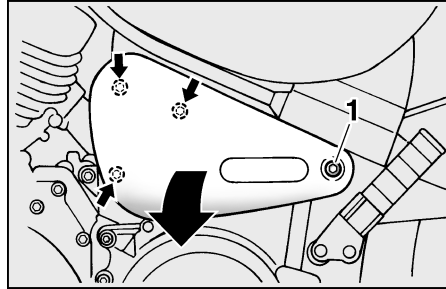
## NOTE:

- The annual checks must be performed every year except if a 6,000 km or 12,000 km maintenance is performed instead.
- The air filter needs more frequent service if you are riding in unusually wet or dusty areas.
- Hydraulic brake service
  - Regularly check and, if necessary, correct the brake fluid level.
  - Every two years replace the internal components of the brake master cylinder and caliper, and change the brake fluid.
  - Replace the brake hoses every four years and if cracked or damaged.

# PERIODIC MAINTENANCE AND MINOR REPAIR



1. Panel A



1. Bolt

## Removing and installing the panel

The panel shown above needs to be removed to perform some of the maintenance jobs described in this chapter. Refer to this section each time the panel needs to be removed and installed.

### Panel A

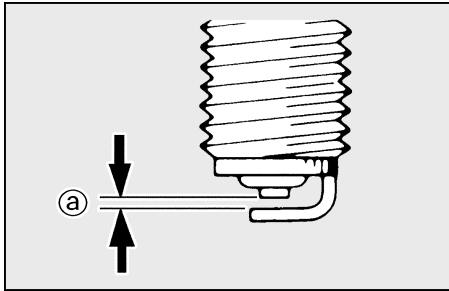
#### To remove the panel

Remove the bolt, and then pull the panel off as shown.

#### To install the panel

Place the panel in the original position, and then install the bolt.

# PERIODIC MAINTENANCE AND MINOR REPAIR



a. Spark plug gap

## Checking the spark plugs

The spark plugs are important engine components, which should be checked periodically, preferably by a Yamaha dealer. Since heat and deposits will cause any spark plug to slowly erode, they should be removed and checked in accordance with the periodic maintenance and lubrication chart. In addition, the condition of the spark plugs can reveal the condition of the engine.

The porcelain insulator around the center electrode of each spark plug should be a medium-to-light tan (the ideal color when the motorcycle is ridden normally), and all spark plugs installed in

the engine should have the same color. If any spark plug shows a distinctly different color, the engine could be defective. Do not attempt to diagnose such problems yourself. Instead, have a Yamaha dealer check the motorcycle. If a spark plug shows signs of electrode erosion and excessive carbon or other deposits, it should be replaced.

Specified spark plug:  
DPR7EA-9/NGK or  
X22EPR-U9/DENSO

Before installing a spark plug, the spark plug gap should be measured with a wire thickness gauge and, if necessary, adjusted to specification.

Spark plug gap:  
0.8–0.9 mm

Clean the surface of the spark plug gasket and its mating surface, and then wipe off any grime from the spark plug threads.

Tightening torque:  
Spark plug:  
18 Nm (1.8 m·kg)

**NOTE:** If a torque wrench is not available when installing a spark plug, a good estimate of the correct torque is 1/4–1/2 turn past finger tight. However, the spark plug should be tightened to the specified torque as soon as possible.

# PERIODIC MAINTENANCE AND MINOR REPAIR

## **CAUTION:** \_\_\_\_\_

Do not use any tools to remove or install the spark plug cap, otherwise the ignition coil coupler may get damaged. The spark plug cap may be difficult to remove because the rubber seal on the end of the cap fits tightly. To remove the spark plug cap, simply twist it back and forth while pulling it out; to install it, twist it back and forth while pushing it in.

## **Engine oil and oil filter cartridge**

The engine oil level should be checked before each ride. In addition, the oil must be changed and the oil filter cartridge replaced at the intervals specified in the periodic maintenance and lubrication chart.

### **To check the engine oil level**

1. Place the motorcycle on a level surface and hold it in an upright position.

### **NOTE:** \_\_\_\_\_

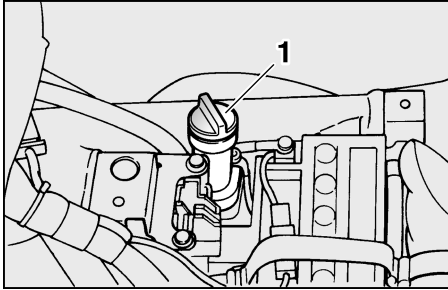
Make sure that the motorcycle is positioned straight up when checking the oil level. A slight tilt to the side can result in a false reading.

2. Remove the rider seat. (See page 3-11 for rider seat removal and installation procedures.)
3. Start the engine, warm it up until the engine oil has reached a normal temperature of 60 °C, let it continue to idle for ten seconds, and then turn the engine off.

### **NOTE:** \_\_\_\_\_

To achieve the proper engine oil temperature for an accurate oil level reading, the engine must have first completely cooled down, and then warmed up again for several minutes to normal operating temperature.

# PERIODIC MAINTENANCE AND MINOR REPAIR

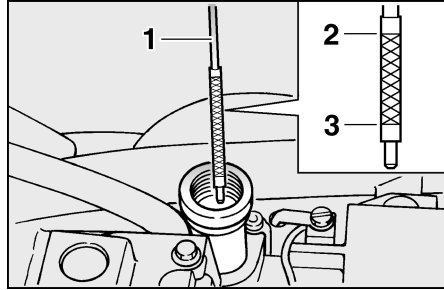


1. Engine oil filler cap

4. Wait a few minutes until the oil settles, remove the oil filler cap, wipe the dipstick clean, insert it back into the oil filler hole (without screwing it in), and then remove it again to check the oil level.

**NOTE:** \_\_\_\_\_  
The engine oil should be between the minimum and maximum level marks.

5. If the engine oil is below the minimum level mark, add sufficient oil of the recommended type to raise it to the correct level.

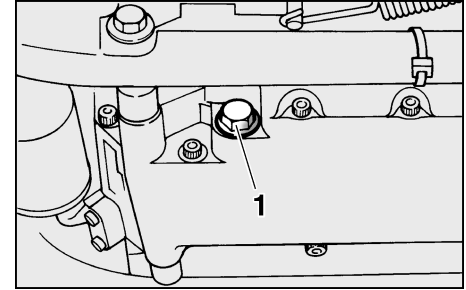


1. Dipstick
2. Maximum level
3. Minimum level

**NOTE:** \_\_\_\_\_  
When adding oil, be careful not to overfill the engine; the oil level rises faster starting from the half level portion on the dipstick.

6. Insert the dipstick into the oil filler hole, and then tighten the oil filler cap.
7. Install the rider seat.

**CAUTION:** \_\_\_\_\_  
**Make sure that the oil filler cap is securely tightened, otherwise oil may seep out when the engine is running.**

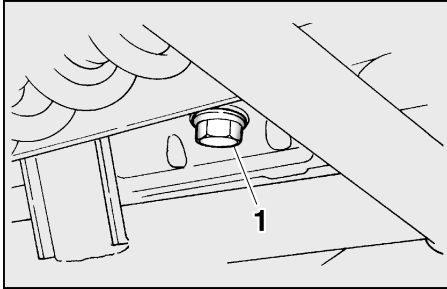


1. Engine oil drain bolt (crankcase)

**To change the engine oil (with or without oil filter cartridge replacement)**

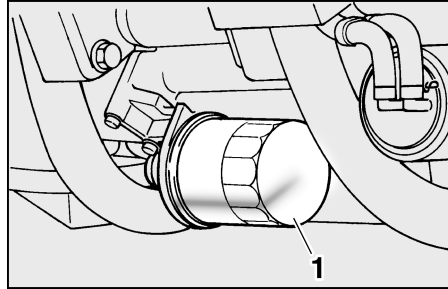
1. Start the engine, warm it up for several minutes, and then turn it off.
2. Place an oil pan under the engine to collect the used oil.

# PERIODIC MAINTENANCE AND MINOR REPAIR



1. Engine oil drain bolt (oil tank)

3. Remove the engine oil filler cap and drain bolts to drain the oil from the crankcase and the oil tank.



1. Engine oil filter cartridge

**NOTE:** \_\_\_\_\_  
Skip steps 4–6 if the oil filter cartridge is not being replaced.

4. Remove the oil filter cartridge with an oil filter wrench.

**NOTE:** \_\_\_\_\_  
An oil filter wrench is available at a Yamaha dealer.

5. Apply a thin coat of engine oil to the O-ring of the new oil filter cartridge.

**NOTE:** \_\_\_\_\_  
Make sure that the O-ring is properly seated.

6. Install the new oil filter cartridge, and then tighten it to the specified torque with a torque wrench.

Tightening torque:  
Oil filter cartridge:  
17 Nm (1.7 m·kg)

7. Install the engine oil drain bolts, and then tighten them to the specified torques.

Tightening torques:  
Engine oil drain bolt (crankcase):  
43 Nm (4.3 m·kg)  
Engine oil drain bolt (oil tank):  
20 Nm (2.0 m·kg)

8. Pour only 2.5 L of the specified amount of recommended engine oil through the filler hole, insert the dipstick, and then tighten the oil filler cap.
9. Start the engine, rev it several times, and then turn it off.

# PERIODIC MAINTENANCE AND MINOR REPAIR

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10. Remove the engine oil filler cap, and then gradually fill the oil tank with the remaining oil quantity while regularly checking the oil level on the dipstick.

Recommended engine oil:

See page 8-1.

Oil quantity:

Without oil filter cartridge replacement:

3.7 L

With oil filter cartridge replacement:

4.1 L

Total amount (dry engine):

5.0 L

## CAUTION:

- **In order to prevent clutch slip-page (since the engine oil also lubricates the clutch), do not mix any chemical additives with the oil or use oils of a higher grade than “CD”. In addition, do not use oils labeled “ENERGY CONSERVING II” or higher.**
- **Make sure that no foreign material enters the crankcase.**

11. Install the engine oil filler cap.
12. Start the engine, and then let it idle for several minutes while checking it for oil leakage. If oil is leaking, immediately turn the engine off and check for the cause.
13. Turn the engine off, and then check the oil level and correct it if necessary.

## Transfer case oil

The transfer case oil level should be checked before each ride. In addition, the oil must be changed at the intervals specified in the periodic maintenance and lubrication chart.

### To check the transfer case oil level

1. Place the motorcycle on a level surface and hold it in an upright position.

### NOTE:

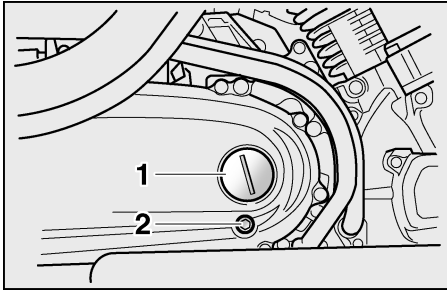
Make sure that the motorcycle is positioned straight up when checking the oil level. A slight tilt to the side can result in a false reading.

2. Remove the oil check bolt, and then check the oil level in the transfer case.

### NOTE:

The oil should be at the brim of the check hole.

# PERIODIC MAINTENANCE AND MINOR REPAIR

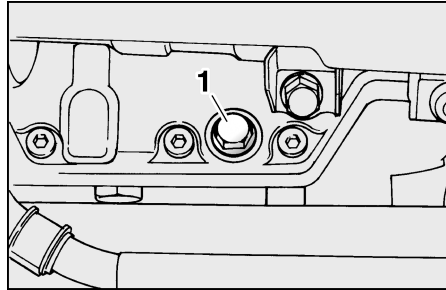


1. Transfer case oil filler cap
2. Transfer case oil level check bolt

3. If the oil is below the brim of the check hole, remove the oil filler cap, add sufficient oil of the recommended type to raise it to the correct level, and then install the oil filler cap.
4. Install the oil check bolt, and then tighten it to the specified torque.

Tightening torque:

Transfer case oil check bolt:  
8 Nm (0.8 m·kg)



1. Transfer case oil drain bolt

## To change the transfer case oil

1. Place an oil pan under the transfer case to collect the used oil.
2. Remove the drain bolt and the check bolt to drain the oil from the transfer case.
3. Install the drain bolt and the check bolt, and then tighten the drain bolt to the specified torque.

Tightening torque:

Transfer case oil drain bolt:  
18 Nm (1.8 m·kg)

5. Remove the oil filler cap, add the specified amount of the recommended transfer case oil, and then install and tighten the oil filler cap.

Recommended transfer case oil:

See page 8-2.

Oil quantity:

0.4 L

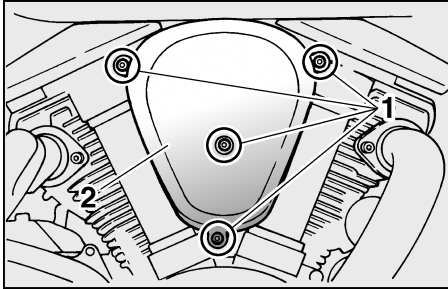
## CAUTION:

**Make sure that no foreign material enters the transfer case.**

6. Start the engine and let it idle for several minutes while checking the transfer case for oil leakage. If oil is leaking, immediately turn the engine off and check for the cause.



# PERIODIC MAINTENANCE AND MINOR REPAIR

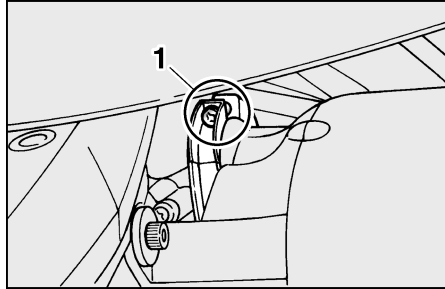


1. Bolt (× 4)
2. Air filter case cover

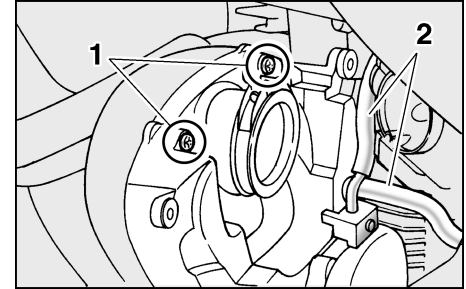
## Cleaning the air filter element

The air filter element should be cleaned at the intervals specified in the periodic maintenance and lubrication chart. Clean the air filter element more frequently if you are riding in unusually wet or dusty areas.

1. Remove the air filter case bolts.

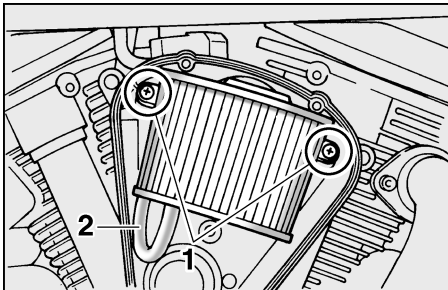


1. Air filter joint clamp screw
2. Loosen the air filter joint clamp screw, and then slightly pull the air filter case out.



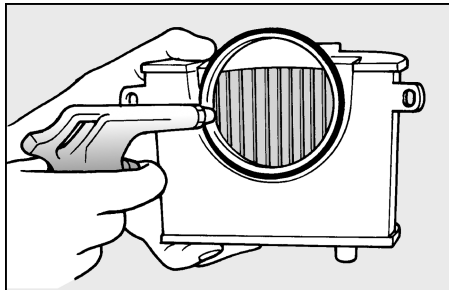
1. Screw (× 2)
2. Hose (× 2)
3. Remove the air filter case cover by removing the screws.
4. Disconnect the hoses shown.

# PERIODIC MAINTENANCE AND MINOR REPAIR

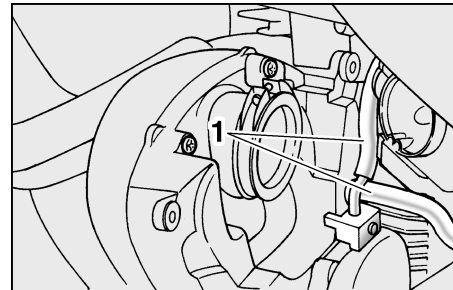


1. Screw (× 2)
2. Hose

5. Remove the air filter element by removing the screws, and then disconnect the hose shown.



6. Lightly tap the air filter element to remove most of the dust and dirt, and then blow the remaining dirt out with compressed air as shown. If the air filter element is damaged, replace it.
7. Install the air filter element by inserting it into the air filter case, then installing the screws, and then connect the hose.



1. Hose (× 2)

8. Install the air filter case cover by installing the screws.
9. Connect the hoses.
10. Install the air filter by pushing it onto the air filter joint, then tightening the air filter joint clamp screw.

# PERIODIC MAINTENANCE AND MINOR REPAIR

## Adjusting the carburetor

The carburetor is an important part of the engine and requires very sophisticated adjustment. Therefore, most carburetor adjustments should be left to a Yamaha dealer, who has the necessary professional knowledge and experience. The adjustment described in the following section, however, may be serviced by the owner as part of routine maintenance.

### CAUTION:

**The carburetor has been set and extensively tested at the Yamaha factory. Changing these settings without sufficient technical knowledge may result in poor performance of or damage to the engine.**

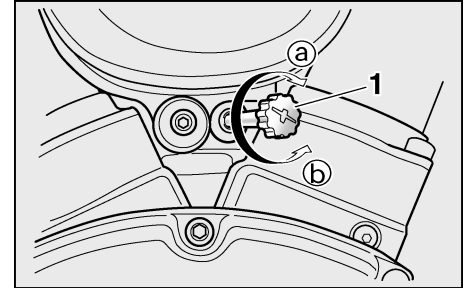
## Adjusting the engine idling speed

The engine idling speed must be checked and, if necessary, adjusted as follows at the intervals specified in the periodic maintenance and lubrication chart.

### NOTE:

A diagnostic tachometer is needed to make this adjustment.

1. Attach the tachometer to the spark plug lead.



1. Throttle stop screw

2. Start the engine and warm it up for several minutes at 1,000–2,000 r/min while occasionally revving it to 3,500–4,000 r/min.

### NOTE:

The engine is warm when it quickly responds to the throttle.

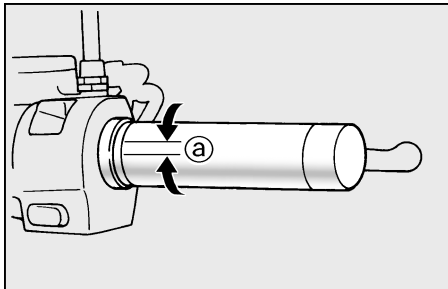
3. Check the engine idling speed and, if necessary, adjust it to specification by turning the throttle stop screw. To increase the engine idling speed, turn the screw in direction (a). To decrease the engine idling speed, turn the screw in direction (b).

# PERIODIC MAINTENANCE AND MINOR REPAIR

Engine idling speed:  
850–950 r/min

**NOTE:**

If the specified idling speed cannot be obtained as described above, have a Yamaha dealer make the adjustment.



a. Throttle cable free play

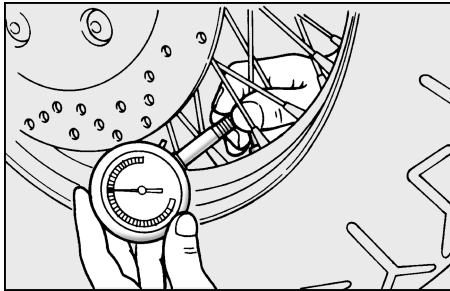
## Adjusting the throttle cable free play

The throttle cable free play should measure 4–6 mm at the throttle grip. Periodically check the throttle cable free play and, if necessary, have a Yamaha dealer adjust it.

## Adjusting the valve clearance

The valve clearance changes with use, resulting in improper air-fuel mixture and/or engine noise. To prevent this from occurring, the valve clearance must be adjusted by a Yamaha dealer at the intervals specified in the periodic maintenance and lubrication chart.

# PERIODIC MAINTENANCE AND MINOR REPAIR



## Tires

To maximize the performance, durability, and safe operation of your motorcycle, note the following points regarding the specified tires.

### Tire air pressure

The tire air pressure should be checked and, if necessary, adjusted before each ride.

### **⚠ WARNING**

Tire inflation pressure should be checked and adjusted when the temperature of the tire equals the ambient air temperature. Tire inflation pressure must be adjusted according to total weight of cargo, rider, passenger, and accessories (windshield, saddlebags, etc. if approved for this model).

Tire air pressure (measured on cold tires)		
Load*	Front	Rear
Up to 90 kg	250 kPa 2.50 kgf/cm <sup>2</sup> 2.50 bar	250 kPa 2.50 kgf/cm <sup>2</sup> 2.50 bar
90 kg– maximum	250 kPa 2.50 kgf/cm <sup>2</sup> 2.50 bar	280 kPa 2.80 kgf/cm <sup>2</sup> 2.80 bar
Maximum load*	196 kg	

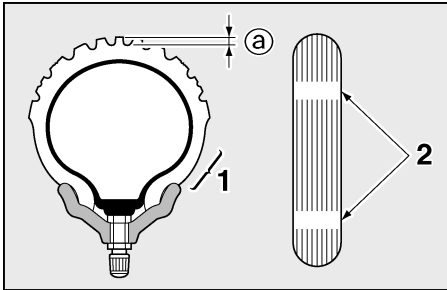
\* Total weight of rider, passenger, cargo and accessories

### **⚠ WARNING**

Because loading has an enormous impact on the handling, braking, performance and safety characteristics of your motorcycle, you should keep the following precautions in mind.

- **NEVER OVERLOAD THE MOTORCYCLE!** Operation of an overloaded motorcycle may result in tire damage, loss of control, or severe injury. Make sure that the total weight of rider, passenger, cargo, and accessories does not exceed the specified maximum load for the vehicle.
- Do not carry along loosely packed items, which can shift during a ride.
- Securely pack the heaviest items close to the center of the motorcycle and distribute the weight evenly on both sides.
- Adjust the suspension and tire air pressure with regard to the load.
- Check the tire condition and air pressure before each ride.

# PERIODIC MAINTENANCE AND MINOR REPAIR



1. Tire tread depth
2. Wear indicators
- a. Sidewall

## Tire inspection

Always check the tires before operating the motorcycle. If a tire tread shows crosswise lines (minimum tread depth), if the tire has a nail or glass fragments in it, or if the side wall is cracked, contact a Yamaha dealer immediately and have the tire replaced.

### FRONT

Manufacturer	Size	Type
Dunlop	130/90-16 67H	D404FL
Bridgestone	130/90-16 67H	G703F

### REAR

Manufacturer	Size	Type
Dunlop	150/80B-16 71H	D404
Bridgestone	150/80B-16 71H	G702

Minimum tire tread depth (front and rear)	1.0 mm
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## WARNING

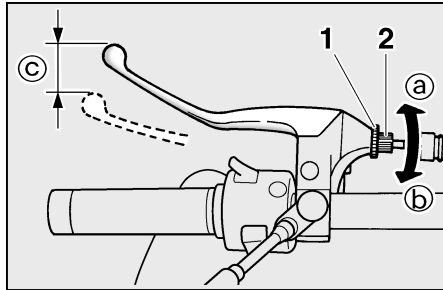
- It is dangerous to ride with a worn-out tire. When a tire tread begins to show crosswise lines, have a Yamaha dealer replace the tire immediately.
- The replacement of all wheel- and brake-related parts, including the tires, should be left to a Yamaha dealer, who has the necessary professional knowledge and experience.
- It is not recommended to patch a punctured tube. If unavoidable, however, patch the tube very carefully and replace it as soon as possible with a high-quality product.

# PERIODIC MAINTENANCE AND MINOR REPAIR

## Spoke wheels

To maximize the performance, durability, and safe operation of your motorcycle, note the following points regarding the specified wheels.

- The wheel rims should be checked for cracks, bends or warpage, and the spokes for looseness or damage before each ride. If any damage is found, have a Yamaha dealer replace the wheel. Do not attempt even the smallest repair to the wheel. A deformed or cracked wheel must be replaced.
- The wheel should be balanced whenever either the tire or wheel has been changed or replaced. An unbalanced wheel can result in poor performance, adverse handling characteristics, and a shortened tire life.
- Ride at moderate speeds after changing a tire since the tire surface must first be “broken in” for it to develop its optimal characteristics.

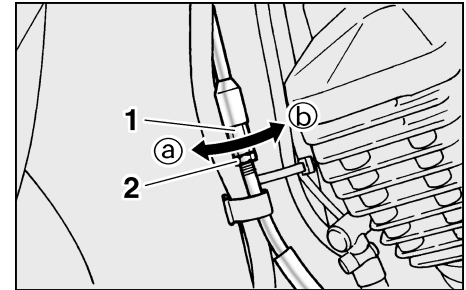


1. Locknut
2. Adjusting nut
- c. Clutch lever free play

## Adjusting the clutch lever free play

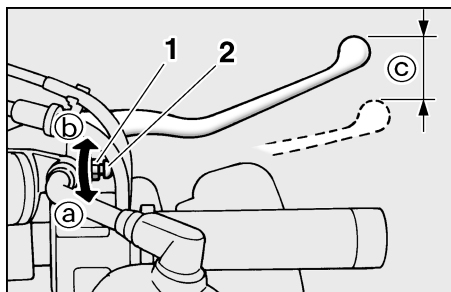
The clutch lever free play should measure 10–15 mm as shown. Periodically check the clutch lever free play and, if necessary, adjust it as follows.

1. Loosen the locknut at the clutch lever.
2. To increase the clutch lever free play, turn the adjusting bolt in direction (a). To decrease the clutch lever free play, turn the adjusting bolt in direction (b).



1. Adjusting nut
2. Locknut

3. If the specified clutch lever free play could be obtained as described above, tighten the locknut and skip the rest of the procedure, otherwise proceed as follows.
4. Fully turn the adjusting bolt at the clutch lever in direction (a) to loosen the clutch cable.
5. Loosen the locknut at the crankcase.
6. To increase the clutch lever free play, turn the adjusting nut in direction (a). To decrease the clutch lever free play, turn the adjusting nut in direction (b).
7. Tighten the locknut at the clutch lever and the crankcase.



1. Locknut
2. Adjusting bolt
- c. Brake lever free play

## Adjusting the brake lever free play

The brake lever free play should measure 2–5 mm as shown. Periodically check the brake lever free play and, if necessary, adjust it as follows.

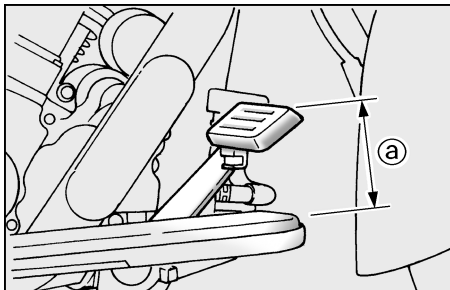
1. Loosen the locknut at the brake lever.
2. To increase the brake lever free play, turn the adjusting bolt in direction ①. To decrease the brake lever free play, turn the adjusting bolt in direction ②.
3. Tighten the locknut.

### **⚠ WARNING**

- After adjusting the brake lever free play, check the free play and make sure that the brake is working properly.
- A soft or spongy feeling in the brake lever can indicate the presence of air in the hydraulic system. If there is air in the hydraulic system, have a Yamaha dealer bleed the system before operating the motorcycle. Air in the hydraulic system will diminish the braking performance, which may result in loss of control and an accident.



# PERIODIC MAINTENANCE AND MINOR REPAIR



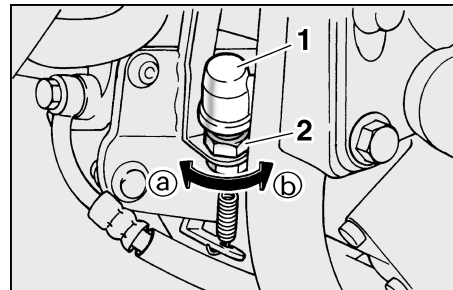
a. Distance between brake pedal and footrest

## Adjusting the brake pedal position

The top of the brake pedal should be positioned approximately 100 mm above the top of the footrest as shown. Periodically check the brake pedal position and, if necessary, have a Yamaha dealer adjust it.

### **⚠ WARNING**

A soft or spongy feeling in the brake pedal can indicate the presence of air in the hydraulic system. If there is air in the hydraulic system, have a Yamaha dealer bleed the system before operating the motorcycle. Air in the hydraulic system will diminish the braking performance, which may result in loss of control and an accident.



1. Brake light switch
2. Adjusting nut

## Adjusting the rear brake light switch

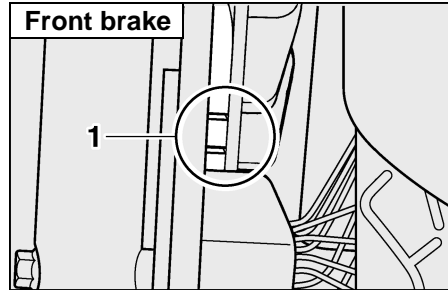
The rear brake light switch, which is activated by the brake pedal, is properly adjusted when the brake light comes on just before braking takes effect. If necessary, adjust the brake light switch as follows.

Turn the adjusting nut while holding the rear brake light switch in place. To make the brake light come on earlier, turn the adjusting nut in direction **a**. To make the brake light come on later, turn the adjusting nut in direction **b**.

# PERIODIC MAINTENANCE AND MINOR REPAIR

## Checking the front and rear brake pads

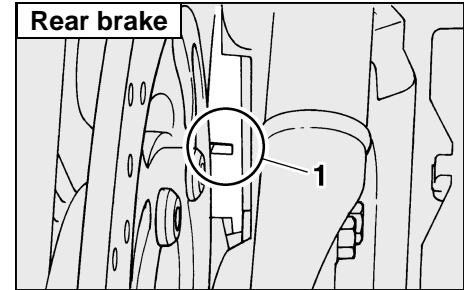
The front and rear brake pads must be checked for wear at the intervals specified in the periodic maintenance and lubrication chart.



1. Wear indicator groove (× 2)

### Front brake pads

Each front brake pad is provided with wear indicator grooves, which allow you to check the brake pad wear without having to disassemble the brake. To check the brake pad wear, check the wear indicator grooves. If a brake pad has worn to the point that the wear indicators have almost disappeared, have a Yamaha dealer replace the brake pads as a set.

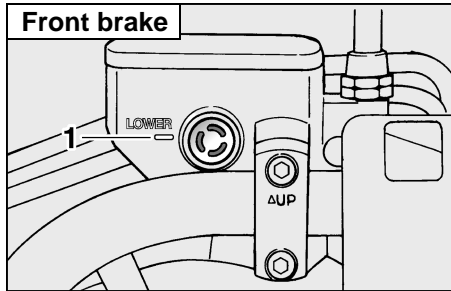


1. Wear indicator groove

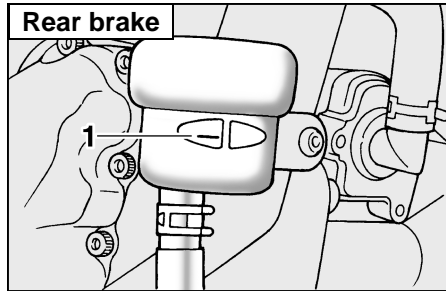
### Rear brake pads

Each rear brake pad is provided with a wear indicator groove, which allows you to check the brake pad for wear without having to disassemble the brake. To check the brake pad wear, check the wear indicator groove. If a brake pad has worn to the point that the wear indicator groove has almost disappeared, have a Yamaha dealer replace the brake pads as a set.

# PERIODIC MAINTENANCE AND MINOR REPAIR



1. Minimum level mark



1. Minimum level mark

## Checking the brake fluid level

Insufficient brake fluid may allow air to enter the brake system, possibly causing it to become ineffective.

Before riding, check that the brake fluid is above the minimum level mark and replenish if necessary. A low brake fluid level may indicate worn brake pads and/or brake system leakage. If the brake level is low, be sure to check the brake pads for wear and the brake system for leakage.

Observe these precautions:

- When checking the fluid level, make sure that the top of the master cylinder or brake fluid reservoir is level.

- Use only the recommended quality brake fluid, otherwise the rubber seals may deteriorate, causing leakage and poor braking performance.

Recommended brake fluid: DOT 4

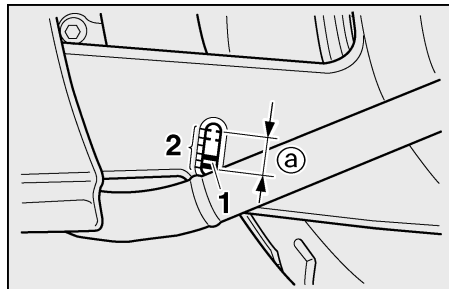
- Refill with the same type of brake fluid. Mixing fluids may result in a harmful chemical reaction and lead to poor braking performance.
- Be careful that water does not enter the master cylinder when refilling. Water will significantly lower the boiling point of the fluid and may result in vapor lock.

- Brake fluid may deteriorate painted surfaces or plastic parts. Always clean up spilled fluid immediately.
- As the brake pads wear, it is normal for the brake fluid level to gradually go down. However, if the brake fluid level goes down suddenly, have a Yamaha dealer check the cause.

## Changing the brake fluid

Have a Yamaha dealer change the brake fluid at the intervals specified in the periodic maintenance and lubrication chart. In addition, have the oil seals of the brake master cylinder and caliper as well as the brake hose replaced at the intervals listed below or whenever they are damaged or leaking.

- Oil seals: Replace every two years.
- Brake hose: Replace every four years.



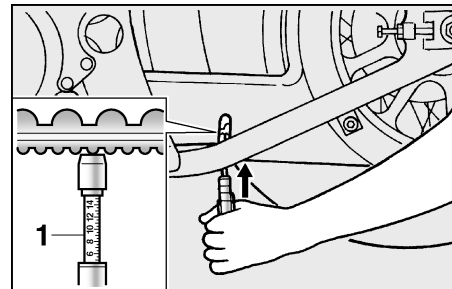
1. Drive belt
2. Marks
- a. Slack

## Drive belt slack

The drive belt slack should be checked before each ride and adjusted if necessary.

### To check the drive belt slack

1. Place the motorcycle on a level surface and hold it in an upright position.
2. Note the current position of the drive belt using the marks near the check hole.



1. Belt tension gauge

### NOTE:

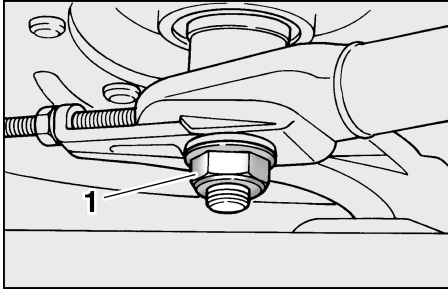
The marks near the drive belt check hole are 5 mm apart.

3. Note the position of the drive belt with a force of 45 N (4.5 kg) applied to the belt with a belt tension gauge as shown.
4. Calculate the drive belt slack by subtracting the measurement noted in step 2 from the measurement noted in step 3.

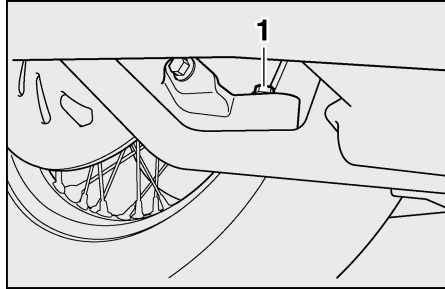
Drive belt slack:  
7.5–13 mm

5. If the drive belt slack is incorrect, adjust it as follows.

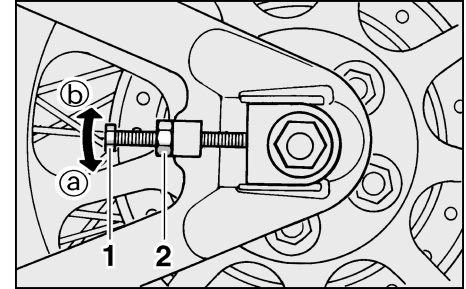
# PERIODIC MAINTENANCE AND MINOR REPAIR



1. Wheel axle nut



1. Caliper bracket bolt



1. Adjusting bolt (× 2)

2. Locknut (× 2)

## To adjust the drive belt slack

1. Loosen the rear wheel axle nut and the brake caliper bracket bolt.

2. Loosen the drive belt puller locknut on each side of the swingarm.
3. To tighten the drive belt, turn the adjusting bolt on each side of the swingarm in direction Ⓐ. To loosen the drive belt, turn the adjusting bolt on each side of the swingarm in direction Ⓑ, and then push the rear wheel forward.

**NOTE:** \_\_\_\_\_  
Turn each adjusting bolt the same amount for proper wheel alignment.  
\_\_\_\_\_

4. Tighten the locknuts.

# PERIODIC MAINTENANCE AND MINOR REPAIR

## CAUTION:

Improper drive belt slack will overload the engine. Keep the drive belt slack within the specified range.

5. Tighten the axle nut and the brake caliper bracket bolt to the specified torques.

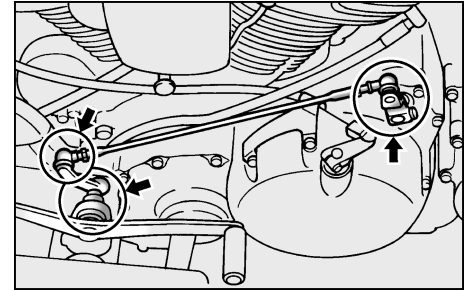
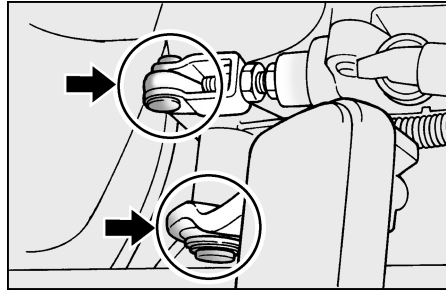
### Tightening torques:

Axle nut:

150 Nm (15 m·kg)

Brake caliper bracket bolt:

48 Nm (4.8 m·kg)



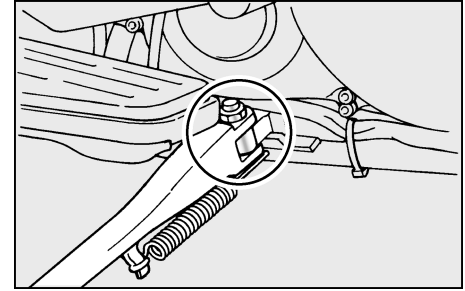
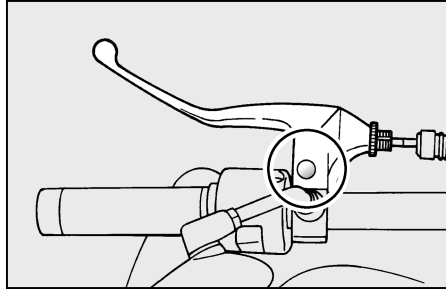
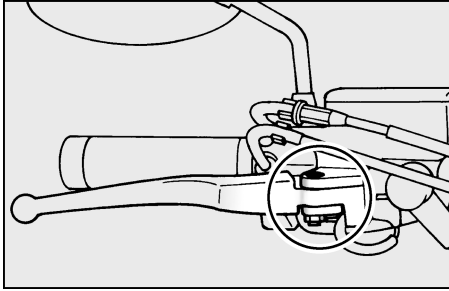
## Checking and lubricating the brake and shift pedals

The operation of the brake and shift pedals should be checked before each ride, and the pedal pivots should be lubricated if necessary.

### Recommended lubricant:

Lithium-soap-based grease  
(all-purpose grease)

# PERIODIC MAINTENANCE AND MINOR REPAIR



## Checking and lubricating the brake and clutch levers

The operation of the brake and clutch levers should be checked before each ride, and the lever pivots should be lubricated if necessary.

Recommended lubricant:  
Lithium-soap-based grease  
(all-purpose grease)

## Checking and lubricating the sidestand

The operation of the sidestand should be checked before each ride, and the sidestand pivot and metal-to-metal contact surfaces should be lubricated if necessary.

### **⚠ WARNING**

If the sidestand does not move up and down smoothly, have a Yamaha dealer check or repair it.

Recommended lubricant:  
Lithium-soap-based grease  
(all-purpose grease)

# PERIODIC MAINTENANCE AND MINOR REPAIR

## Checking the front fork

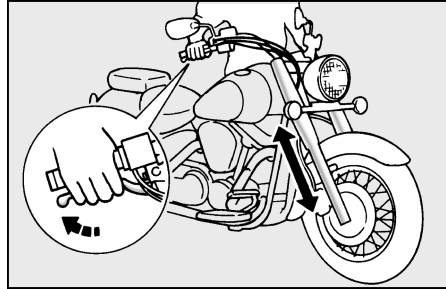
The condition and operation of the front fork must be checked as follows at the intervals specified in the periodic maintenance and lubrication chart.

### To check the condition

#### **⚠ WARNING**

**Securely support the motorcycle so that there is no danger of it falling over.**

Check the inner tubes for scratches, damage and excessive oil leakage.



### To check the operation

1. Place the motorcycle on a level surface and hold it in an upright position.
2. While applying the front brake, push down hard on the handlebars several times to check if the front fork compresses and rebounds smoothly.

#### **CAUTION:**

**If any damage is found or the front fork does not operate smoothly, have a Yamaha dealer check or repair it.**

## Checking the steering

Worn or loose steering bearings may cause danger. Therefore, the operation of the steering must be checked as follows at the intervals specified in the periodic maintenance and lubrication chart.

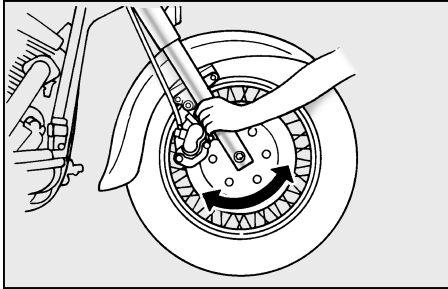
1. Place a stand under the engine to raise the front wheel off the ground.

#### **⚠ WARNING**

**Securely support the motorcycle so that there is no danger of it falling over.**



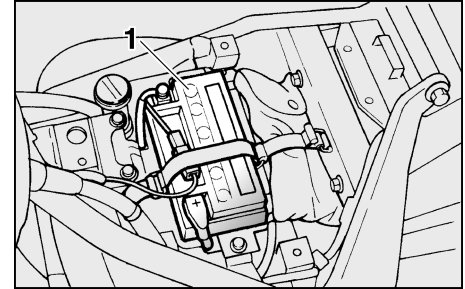
# PERIODIC MAINTENANCE AND MINOR REPAIR



## Checking the wheel bearings

The front and rear wheel bearings must be checked at the intervals specified in the periodic maintenance and lubrication chart. If there is play in the wheel hub or if the wheel does not turn smoothly, have a Yamaha dealer check the wheel bearings.

2. Hold the lower ends of the front fork legs and try to move them forward and backward. If any free play can be felt, have a Yamaha dealer check or repair the steering.



1. Battery

## Battery

This motorcycle is equipped with a sealed-type (MF) battery, which does not require any maintenance. There is no need to check the electrolyte or to add distilled water.

### **CAUTION:**

**Never attempt to remove the battery cell seals, as this would permanently damage the battery.**

# PERIODIC MAINTENANCE AND MINOR REPAIR

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## **WARNING**

- **Electrolyte is poisonous and dangerous since it contains sulfuric acid, which causes severe burns. Avoid any contact with skin, eyes or clothing and always shield your eyes when working near batteries. In case of contact, administer the following FIRST AID.**
  - **EXTERNAL:** Flush with plenty of water.
  - **INTERNAL:** Drink large quantities of water or milk and immediately call a physician.
  - **EYES:** Flush with water for 15 minutes and seek prompt medical attention.

- **Batteries produce explosive hydrogen gas. Therefore, keep sparks, flames, cigarettes, etc., away from the battery and provide sufficient ventilation when charging it in an enclosed space.**
  - **KEEP THIS AND ALL BATTERIES OUT OF THE REACH OF CHILDREN.**
- 

## **To charge the battery**

Have a Yamaha dealer charge the battery as soon as possible if it seems to have discharged. Keep in mind that the battery tends to discharge more quickly if the motorcycle is equipped with optional electrical accessories.

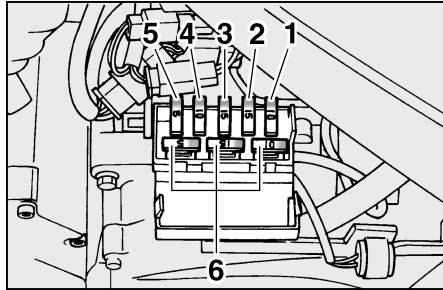
## **To store the battery**

1. If the motorcycle will not be used for more than one month, remove the battery, fully charge it, and then place it in a cool, dry place.
2. If the battery will be stored for more than two months, check it at least once a month and fully charge it if necessary.
3. Fully charge the battery before installation.
4. After installation, make sure that the battery leads are properly connected to the battery terminals.

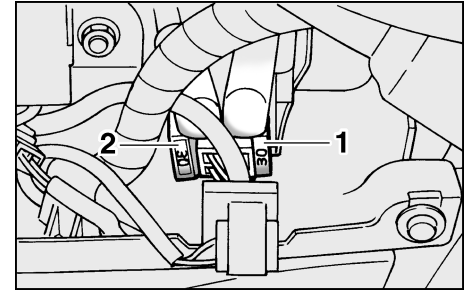
# PERIODIC MAINTENANCE AND MINOR REPAIR

## CAUTION:

- Always keep the battery charged. Storing a discharged battery can cause permanent battery damage.
- To charge a sealed-type (MF) battery, a special (constant-voltage) battery charger is required. Using a conventional battery charger will damage the battery. If you do not have access to a sealed-type (MF) battery charger, have a Yamaha dealer charge your battery.



1. Signaling system fuse
2. Ignition fuse
3. Headlight fuse
4. Carburetor heater fuse
5. Odometer fuse
6. Spare fuse (× 3)



1. Main fuse
2. Spare main fuse

### Specified fuses:

Main fuse:	30 A
Ignition fuse:	15 A
Signaling system fuse:	10 A
Headlight fuse:	15 A
Carburetor heater fuse:	10 A
Odometer fuse:	5 A

## Replacing the fuses

The fuse boxes are located behind panel A. (See page 6-6 for panel removal and installation procedures.)

If a fuse is blown, replace it as follows.

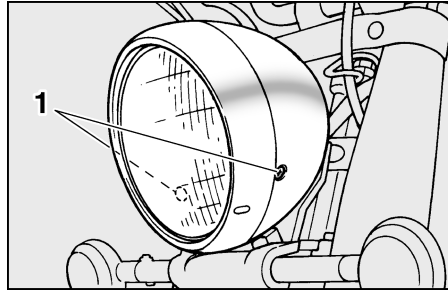
1. Turn the key to “OFF” and turn off the electrical circuit in question.
2. Remove the blown fuse, and then install a new fuse of the specified amperage.

# PERIODIC MAINTENANCE AND MINOR REPAIR

## CAUTION:

Do not use a fuse of a higher amperage rating than recommended to avoid causing extensive damage to the electrical system and possibly a fire.

3. Turn the key to "ON" and turn on the electrical circuit in question to check if the device operates.
4. If the fuse immediately blows again, have a Yamaha dealer check the electrical system.

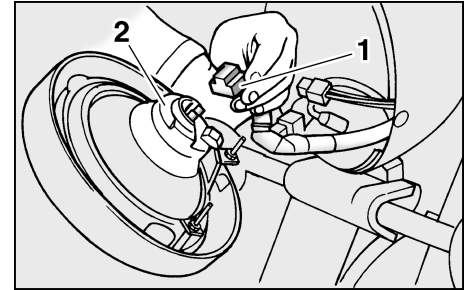


1. Screw (× 2)

## Replacing the headlight bulb

This motorcycle is equipped with a quartz bulb headlight. If the headlight bulb burns out, replace it as follows.

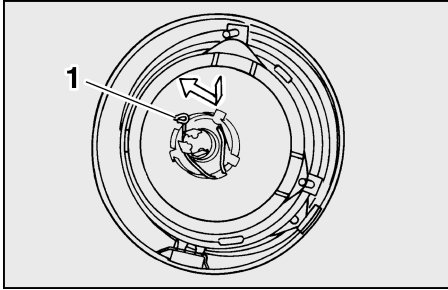
1. Remove the headlight unit by removing the screws.



1. Headlight coupler  
2. Bulb cover

2. Disconnect the headlight coupler, and then remove the headlight unit and bulb cover.

# PERIODIC MAINTENANCE AND MINOR REPAIR



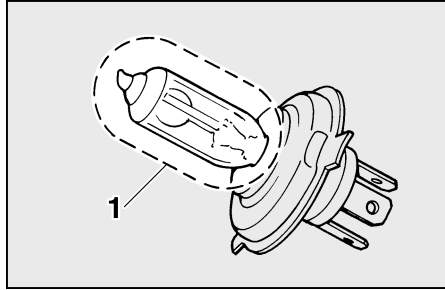
1. Headlight bulb holder

3. Unhook the headlight bulb holder, and then remove the defective bulb.

6

## **WARNING**

Headlight bulbs get very hot. Therefore, keep flammable products away from a lit headlight bulb, and do not touch the bulb until it has cooled down.



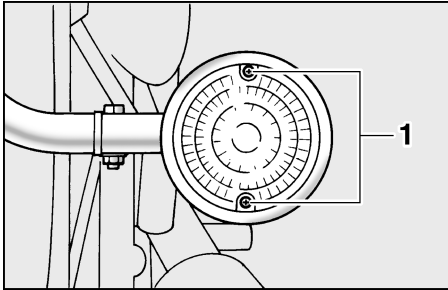
1. Do not touch this area.

4. Place a new bulb into position, and then secure it with the bulb holder.

## **CAUTION:**

Do not touch the glass part of the headlight bulb to keep it free from oil, otherwise the transparency of the glass, the luminosity of the bulb, and the bulb life will be adversely affected. Thoroughly clean off any dirt and fingerprints on the headlight bulb using a cloth moistened with alcohol or thinner.

5. Install the bulb cover, and then connect the coupler.
6. Install the headlight unit by installing the screws.
7. Have a Yamaha dealer adjust the headlight beam if necessary.



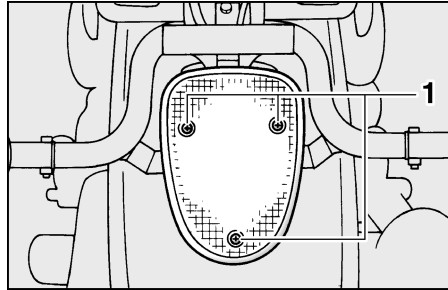
1. Screw (× 2)

## Replacing a turn signal light bulb or the tail/brake light bulb

1. Remove the lens by removing the screws.
2. Remove the defective bulb by pushing it in and turning it counter-clockwise.
3. Insert a new bulb into the socket, push it in, and then turn it clockwise until it stops.
4. Install the lens by installing the screws.

### CAUTION:

**Do not overtighten the screws, otherwise the lens may break.**



1. Screw (× 3)

## Troubleshooting

Although Yamaha motorcycles receive a thorough inspection before shipment from the factory, trouble may occur during operation. Any problem in the fuel, compression, or ignition systems, for example, can cause poor starting and loss of power.

The following troubleshooting chart represents a quick and easy procedure for checking these vital systems yourself. However, should your motorcycle require any repair, take it to a Yamaha dealer, whose skilled technicians have the necessary tools, experience, and know-how to service the motorcycle properly.

Use only genuine Yamaha replacement parts. Imitation parts may look like Yamaha parts, but they are often inferior, have a shorter service life and can lead to expensive repair bills.

# PERIODIC MAINTENANCE AND MINOR REPAIR

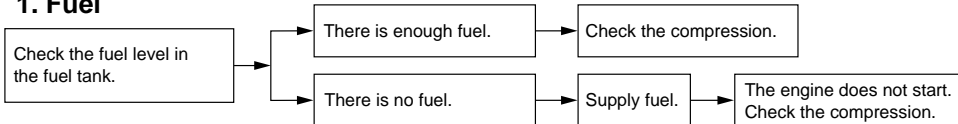
## Troubleshooting chart



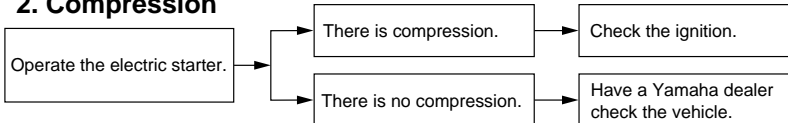
**WARNING**

**Keep away from open flames and do not smoke while checking or working on the fuel system.**

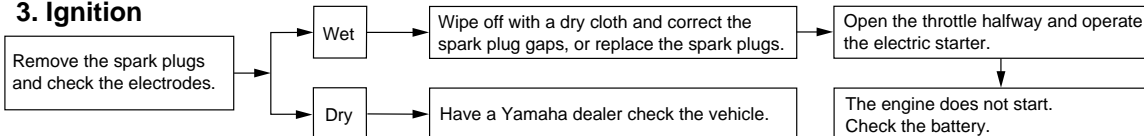
### 1. Fuel



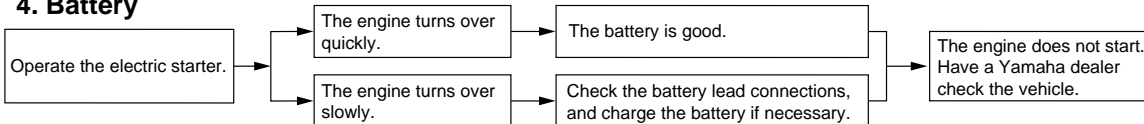
### 2. Compression



### 3. Ignition



### 4. Battery



# MOTORCYCLE CARE AND STORAGE

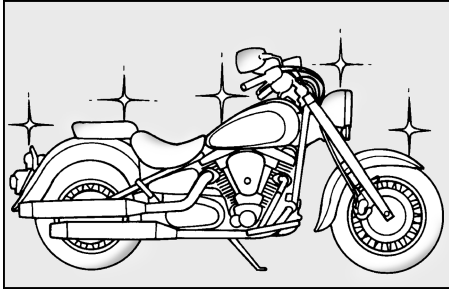
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Care .....	7-1
Storage .....	7-4



# MOTORCYCLE CARE AND STORAGE



## Care

While the open design of a motorcycle reveals the attractiveness of the technology, it also makes it more vulnerable. Rust and corrosion can develop even if high-quality components are used. A rusty exhaust pipe may go unnoticed on a car, however, it detracts from the overall appearance of a motorcycle. Frequent and proper care does not only comply with the terms of the warranty, but it will also keep your motorcycle looking good, extend its life and optimize its performance.

## Before cleaning

1. Cover the muffler outlets with plastic bags after the engine has cooled down.
2. Make sure that all caps and covers as well as all electrical couplers and connectors, including the spark plug caps, are tightly installed.
3. Remove extremely stubborn dirt, like oil burnt onto the crankcase, with a degreasing agent and a brush, but never apply such products onto seals, gaskets, the drive belt and wheel axles. Always rinse the dirt and degreaser off with water.

## Cleaning

### CAUTION:

- Avoid using strong acidic wheel cleaners, especially on spoked wheels. If such products are used on hard-to-remove dirt, do not leave the cleaner on the affected area any longer than instructed. Also, thoroughly rinse the area off with water, immediately dry it, and then apply a corrosion protection spray.
- Improper cleaning can damage windshields, cowlings, panels and other plastic parts. Use only a soft, clean cloth or sponge with mild detergent and water to clean plastic.

# MOTORCYCLE CARE AND STORAGE

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- **Do not use any harsh chemical products on plastic parts. Be sure to avoid using cloths or sponges which have been in contact with strong or abrasive cleaning products, solvent or thinner, fuel (gasoline), rust removers or inhibitors, brake fluid, antifreeze or electrolyte.**
- **Do not use high-pressure washers or steam-jet cleaners since they cause water seepage and deterioration in the following areas: seals (of wheel and swing-arm bearings, fork and brakes), electric components (couplers, connectors, instruments, switches and lights), breather hoses and vents.**
- **For motorcycles equipped with a windshield: Do not use strong cleaners or hard sponges as they will cause dulling or scratching. Some cleaning compounds for plastic may leave scratches on the windshield. Test the product on a small hidden part of the windshield to make sure that it does not leave any marks. If the windshield is scratched, use a quality plastic polishing compound after washing.**

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## After normal use

Remove dirt with warm water, a mild detergent, and a soft, clean sponge, and then rinse thoroughly with clean water. Use a toothbrush or bottlebrush for hard-to-reach areas. Stubborn dirt and insects will come off more easily if the area is covered with a wet cloth for a few minutes before cleaning.

## After riding in the rain, near the sea or on salt-sprayed roads

Since sea salt or salt sprayed on roads during winter are extremely corrosive in combination with water, carry out the following steps after each ride in the rain, near the sea or on salt-sprayed roads.

# MOTORCYCLE CARE AND STORAGE

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## NOTE: \_\_\_\_\_

Salt sprayed on roads in the winter may remain well into spring.

1. Clean the motorcycle with cold water and a mild detergent, after the engine has cooled down.

## CAUTION: \_\_\_\_\_

**Do not use warm water since it increases the corrosive action of the salt.**

2. After drying the motorcycle, apply a corrosion protection spray on all metal, including chrome- and nickel-plated, surfaces to prevent corrosion.

## After cleaning

1. Dry the motorcycle with a chamois or an absorbing cloth.
2. Use a chrome polish to shine chrome, aluminum and stainless-steel parts, including the exhaust system. (Even the thermally induced discoloring of stainless-steel exhaust systems can be removed through polishing.)
3. To prevent corrosion, it is recommended to apply a corrosion protection spray on all metal, including chrome- and nickel-plated, surfaces.
4. Use spray oil as a universal cleaner to remove any remaining dirt.
5. Touch up minor paint damage caused by stones, etc.
6. Wax all painted surfaces.
7. Let the motorcycle dry completely before storing or covering it.

## WARNING \_\_\_\_\_

- **Make sure that there is no oil or wax on the brakes or tires. If necessary, clean the brake discs and brake linings with a regular brake disc cleaner or acetone, and wash the tires with warm water and a mild detergent.**
- **Before operating the motorcycle test its braking performance and cornering behavior.**

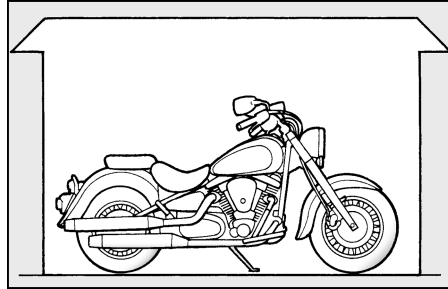
# MOTORCYCLE CARE AND STORAGE

## CAUTION:

- Apply spray oil and wax sparingly and make sure to wipe off any excess.
- Never apply oil or wax to the drive belt.
- Never apply oil or wax to any rubber and plastic parts, but treat them with a suitable care product.
- Avoid using abrasive polishing compounds as they will wear away the paint.

## NOTE:

Consult a Yamaha dealer for advice on what products to use.



## Storage

### Short-term

Always store your motorcycle in a cool, dry place and, if necessary, protect it against dust with a porous cover.

## CAUTION:

- Storing the motorcycle in a poorly ventilated room or covering it with a tarp, while it is still wet, will allow water and humidity to seep in and cause rust.
- To prevent corrosion, avoid damp cellars, stables (because of the presence of ammonia) and areas where strong chemicals are stored.

### Long-term

Before storing your motorcycle for several months:

1. Follow all the instructions in the “Care” section of this chapter.
2. For motorcycles equipped with a fuel cock that has an “OFF” position: Turn the fuel cock lever to “OFF”.
3. Drain the carburetor float chambers by loosening the drain bolts; this will prevent fuel deposits from building up. Pour the drained fuel into the fuel tank.
4. Fill up the fuel tank and add fuel stabilizer (if available) to prevent the fuel tank from rusting and the fuel from deteriorating.
5. Perform the following steps to protect the cylinders, piston rings, etc. from corrosion.

# MOTORCYCLE CARE AND STORAGE

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- a. Remove the spark plug caps and spark plugs.
- b. Pour a teaspoonful of engine oil into each spark plug bore.
- c. Install the spark plug caps onto the spark plugs, and then place the spark plugs on the cylinder head so that the electrodes are grounded. (This will limit sparking during the next step.)
- d. Turn the engine over several times with the starter. (This will coat the cylinder walls with oil.)
- e. Remove the spark plug caps from the spark plugs, and then install the spark plugs and the spark plug caps.
6. Lubricate all control cables and the pivoting points of all levers and pedals as well as of the sidestand/centerstand.
7. Check and, if necessary, correct the tire air pressure, and then lift the motorcycle so that both of its wheels are off the ground. Alternatively, turn the wheels a little every month in order to prevent the tires from becoming degraded in one spot.
8. Cover the muffler outlets with plastic bags to prevent moisture from entering them.
9. Remove the battery and fully charge it. Store it in a cool, dry place and charge it once a month. Do not store the battery in an excessively cold or warm place (less than 0 °C or more than 30 °C). For more information on storing the battery, see page 6-30.

**NOTE:** \_\_\_\_\_  
Make any necessary repairs before storing the motorcycle.  
\_\_\_\_\_

7

## **WARNING**

**To prevent damage or injury from sparking, make sure to ground the spark plug electrodes while turning the engine over.**

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Specifications ..... 8-1  
Conversion table ..... 8-5

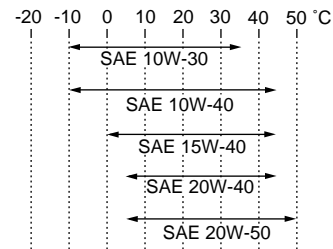
# SPECIFICATIONS

## Specifications

<b>Model</b>	<b>XV1600A</b>
<b>Dimensions</b>	
Overall length	2,500 mm
Overall width	980 mm
Overall height	1,140 mm
Seat height	710 mm
Wheelbase	1,685 mm
Ground clearance	145 mm
Minimum turning radius	3,200 mm
<b>Basic weight (with oil and full fuel tank)</b>	<b>332 kg</b>
<b>Engine</b>	
Engine type	Air-cooled 4-stroke, OHV
Cylinder arrangement	V-type, 2-cylinder
Displacement	1,602 cm <sup>3</sup>
Bore × Stroke	95 × 113 mm
Compression ratio	8.3:1
Starting system	Electric starter
Lubrication system	Dry sump

## Engine oil

### Type



Recommended engine oil classification

API Service SE, SF, SG type or higher

### CAUTION:

**Be sure to use motor oils that do not contain anti-friction modifiers. Passenger car motor oils (often labeled “Energy Conserving”) contain anti-friction additives which will cause clutch and/or starter clutch slippage, resulting in reduced component life and poor engine performance.**

### Quantity

Without oil filter cartridge replacement	3.7 L
With oil filter cartridge replacement	4.1 L
Total amount (dry engine)	5.0 L

# SPECIFICATIONS

**Transfer case oil**

Type	SAE80API "GL-4" Hypoid Gear Oil
Quantity	0.4 L

**Air filter**

Dry type element

**Fuel**

Type	Regular gasoline Unleaded fuel only (for Australia)
Fuel tank capacity	20 L
Fuel reserve amount	3.5 L

**Carburetor**

Manufacturer	MIKUNI
Model × quantity	BSR40 × 1

**Spark plug**

Manufacturer/Model	NGK / DPR7EA-9 or DENSO / X22EPR-U9
Gap	0.8–0.9 mm

**Clutch type**

Wet, multiple-disc

**Transmission**

Primary reduction system	Spur gear
Primary reduction ratio	1.532
Secondary reduction system	Belt drive

Secondary reduction ratio	2.320
Transmission type	Constant-mesh, 5-speed
Operation	Left foot
Gear ratio	
	1st 2.438
	2nd 1.579
	3rd 1.160
	4th 0.906
	5th 0.750

**Chassis**

Frame type	Double cradle
Caster angle	32°
Trail	142 mm

**Tires**

Front	
Type	With tube
Size	130/90-16 67H
Manufacturer/model	Dunlop / D404FL Bridgestone / G703F
Rear	
Type	With tube
Size	150/80B-16 71H
Manufacturer/model	Dunlop / D404 Bridgestone / G702



# SPECIFICATIONS

Maximum load*	196 kg
Tire air pressure (measured on cold tires)	
Up to 90 kg*	
Front	250 kPa (2.50 kgf/cm <sup>2</sup> , 2.50 bar)
Rear	250 kPa (2.50 kgf/cm <sup>2</sup> , 2.50 bar)
90 kg–maximum*	
Front	250 kPa (2.50 kgf/cm <sup>2</sup> , 2.50 bar)
Rear	280 kPa (2.80 kgf/cm <sup>2</sup> , 2.80 bar)

\* Total weight of rider, passenger, cargo and accessories

## Wheels

Front	
Type	Spoke wheel
Size	16 × MT 3.00
Rear	
Type	Spoke wheel
Size	16 × MT 3.50

## Brakes

Front	
Type	Dual disc brake
Operation	Right hand
Fluid	DOT 4

Rear	
Type	Single disc brake
Operation	Right foot
Fluid	DOT 4

## Suspension

Front	
Type	Telescopic fork
Rear	
Type	Swingarm (link suspension)

## Spring/shock absorber

Front	Coil spring / oil damper
Rear	Coil spring / gas-oil damper

## Wheel travel

Front	140 mm
Rear	110 mm

## Electrical

Ignition system	T.C.I. (digital)
Charging system	
Type	A.C. magneto
Standard output	14 V, 21 A @ 5,000 r/min
Battery	
Type	YTX20L-BS
Voltage, capacity	12 V, 18 Ah

**Headlight type** Quartz bulb (halogen)

**Bulb voltage, wattage × quantity**

Headlight	12 V, 60/55 W × 1
Tail/brake light	12 V, 5/21 W × 1
Front turn signal light	12 V, 21 W × 2
Rear turn signal light	12 V, 21 W × 2
Meter lighting	14 V, 0.6 W × 4
Neutral indicator light	12 V, 1 W × 1
High beam indicator light	12 V, 1 W × 1
Turn signal indicator light	12 V, 1 W × 1
Fuel level warning light	LED
Engine trouble warning light	LED

**Fuses**

Main fuse	30 A
Ignition fuse	15 A
Signaling system fuse	10 A
Headlight fuse	15 A
Carburetor heater fuse	10 A
Odometer fuse	5 A

# SPECIFICATIONS

## Conversion table

All specification data in this manual are listed in SI and METRIC UNITS.

Use this table to convert METRIC unit data to IMPERIAL unit data.

Example

METRIC		MULTIPLIER	=	IMPERIAL
** mm	×	0.03937	=	** in
2 mm	×	0.03937	=	0.08 in

## Conversion table

METRIC TO IMPERIAL			
	Metric unit	Multiplier	Imperial unit
Torque	m·kg	7.233	ft·lb
	m·kg	86.794	in·lb
	cm·kg	0.0723	ft·lb
	cm·kg	0.8679	in·lb
Weight	kg	2.205	lb
	g	0.03527	oz
Speed	km/h	0.6214	mi/h
Distance	km	0.6214	mi
	m	3.281	ft
	m	1.094	yd
	cm	0.3937	in
	mm	0.03937	in
Volume, Capacity	cc (cm <sup>3</sup> )	0.03527	oz (IMP liq.)
	cc (cm <sup>3</sup> )	0.06102	cu-in
	L (liter)	0.8799	qt (IMP liq.)
	L (liter)	0.2199	gal (IMP liq.)
Miscellaneous	kg/mm	55.997	lb/in
	kg/cm <sup>2</sup>	14.2234	psi (lb/in <sup>2</sup> )
	Centigrade (°C)	9/5 + 32	Fahrenheit (°F)

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# CONSUMER INFORMATION

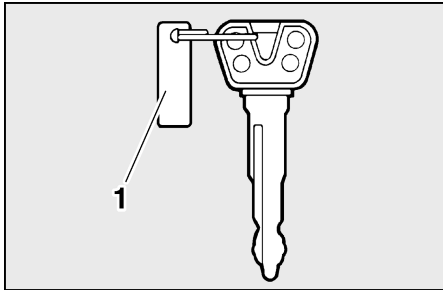
## Identification numbers

Record the key identification number, vehicle identification number and model label information in the spaces provided below for assistance when ordering spare parts from a Yamaha dealer or for reference in case the vehicle is stolen.

1. KEY IDENTIFICATION NUMBER:

2. VEHICLE IDENTIFICATION NUMBER:

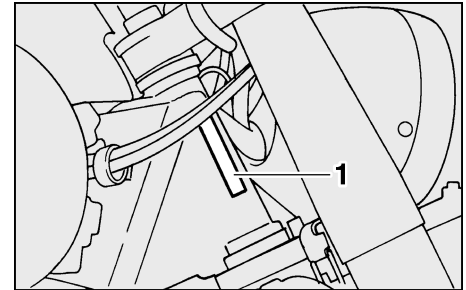
3. MODEL LABEL INFORMATION:



1. Key identification number

### Key identification number

The key identification number is stamped into the key tag. Record this number in the space provided and use it for reference when ordering a new key.



1. Vehicle identification number

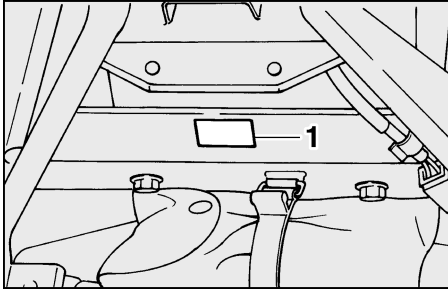
### Vehicle identification number

The vehicle identification number is stamped into the steering head pipe. Record this number in the space provided.

#### NOTE: \_\_\_\_\_

The vehicle identification number is used to identify your motorcycle and may be used to register your motorcycle with the licensing authority in your area.

---



1. Model label

## Model label

The model label is affixed to the frame under the rider seat. (See page 3-11 for rider seat removal and installation procedures.) Record the information on this label in the space provided. This information will be needed when ordering spare parts from a Yamaha dealer.

## Motorcycle noise regulation (for Australia)

### TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED:

Owners are warned that the law may prohibit:

- (a) The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and
- (b) The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

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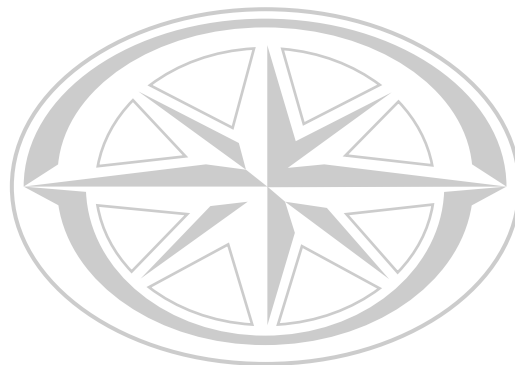
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