

OWNERS SERVICE MANUAL
MANUEL D'ARELER DU
PROPRIETARE
FAHRER-UND
WARTUNGS-HARBUCH
NANUEL DI-SEVIZIO DEL
PROPRIETARIO

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YZ250F(S)
OWNER'S SERVICE MANUAL
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INTRODUCTION

Congratulations on your purchase of a Yamaha YZ series. This model is the culmination of Yamaha's vast experience in the production of pacesetting racing machines. It represents the highest grade of craftsmanship and reliability that have made Yamaha a leader.

This manual explains operation, inspection, basic maintenance and tuning of your machine. If you have any questions about this manual or your machine, please contact your Yamaha dealer.

NOTE: _

As improvements are made on this model, some data in this manual may become out-dated. If you have any questions, please consult your Yamaha dealer.

WARNING

PLEASE READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE OPERATING THIS MACHINE. DO NOT ATTEMPT TO OPERATE THIS MACHINE UNTIL YOU ATTAINED SATISFACTORY HAVE Α KNOWLEDGE OF ITS CONTROLS AND **OPERATING FEATURES AND UNTIL YOU** HAVE BEEN TRAINED IN SAFE AND PROPER RIDING TECHNIQUES, REGULAR INSPECTIONS AND CAREFUL MAINTE-NANCE, ALONG WITH GOOD RIDING SKILLS, WILL ENSURE THAT YOU SAFETY ENJOY THE CAPABILITIES AND THE RELI-ABILITY OF THIS MACHINE.

IMPORTANT NOTICE

THIS MACHINE IS DESIGNED STRICTLY FOR COMPETITION USE, ONLY ON A CLOSED COURSE. It is illegal for this machine to be operated on any public street, road, or highway. Off-road use on public lands may also be illegal. Please check local regulations before riding.

⚠ SAFETY INFORMATION

- 1. THIS MACHINE IS TO BE OPERATED BY AN EXPERIENCED RIDER ONLY.

 Do not attempt to operate this machine at maximum power until you are totally familiar with its characteristics.
- 2. THIS MACHINE IS DESIGNED TO BE RIDDEN BY THE OPERATOR ONLY.

 Do not carry passengers on this machine.
- 3. ALWAYS WEAR PROTECTIVE APPAREL.

When operating this machine, always wear an approved helmet with goggles or a face shield. Also wear heavy boots, gloves, and protective clothing. Always wear proper fitting clothing that will not be caught in any of the moving parts or controls of the machine.

- 4. ALWAYS MAINTAIN YOUR MACHINE IN PROPER WORKING ORDER.
 For safety and reliability, the machine must be properly maintained. Always perform the pre-operation checks indicated in this manual. Correcting a mechanical problem before you ride
- 5. GASOLINE IS HIGHLY FLAMMABLE. Always turn off the engine while refueling. Take care to not spill any gasoline on the engine or exhaust system. Never refuel in the vicinity of an open flame, or while smoking.

may prevent an accident.

- 6. GASOLINE CAN CAUSE INJURY.
 If you should swallow some gasoline, inhale excess gasoline vapors, or allow any gasoline to get into your eyes, contact a doctor immediately. If any gasoline spills onto your skin or clothing, immediately wash skin areas with soap and water, and change your clothes.
- 7. ONLY OPERATE THE MACHINE IN AN AREA WITH ADEQUATE VENTILATION.

Never start the engine or let it run for any length of time in an enclosed area. Exhaust fumes are poisonous. These fumes contain carbon monoxide, which by itself is odorless and colorless. Carbon monoxide is a dangerous gas which can cause unconsciousness or can be lethal.

- 8. PARK THE MACHINE CAREFULLY; TURN OFF THE ENGINE.
 - Always turn off the engine if you are going to leave the machine. Do not park the machine on a slope or soft ground as it may fall over.
- 9. THE ENGINE, EXHAUST PIPE, MUF-FLER, AND OIL TANK WILL BE VERY HOT AFTER THE ENGINE HAS BEEN RUN.

Be careful not to touch them or to allow any clothing item to contact them during inspection or repair.

10. PROPERLY SECURE THE MACHINE BEFORE TRANSPORTING IT.

When transporting the machine in another vehicle, always be sure it is properly secured and in an upright position and that the fuel cock is in the "OFF" position. Otherwise, fuel may leak out of the carburetor or fuel tank.

TO THE NEW OWNER

This manual will provide you with a good basic understanding of features, operation, and basic maintenance and inspection items of this machine. Please read this manual carefully and completely before operating your new machine. If you have any questions regarding the operation or maintenance of your machine, please consult your Yamaha dealer.

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NOTICE

Some data in this manual may become outdated due to improvements made to this model in the future. If there is any question you have regarding this manual or your machine, please consult your Yamaha dealer.

EC070001

	F.I.M. MACHINE WEIGHTS: ——
	I II.W. WAOTINE WEIGHTS.
	Weights of machines without fuel
	The minimum weights for motocross
	machines are.
	for the class 125 cc mınımum
	88 kg (194 lb)
	for the class 250 cc minimum
-	98 kg (216 lb)
Ī	for the class 500 cc minimum
	102 kg (225 lb)
	In modifying your machine (e.g., for weight
	reduction), take note of the above limits of
	weight.

HOW TO USE THIS MANUAL

PARTICULARLY IMPORTANT INFORMATION



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

WARNING

Failure to follow WARNING instructions <u>could</u> result in severe injury or death to the machine operator, a bystander, or a person inspecting or repairing the machine.

CAUTION:

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

NOTE:

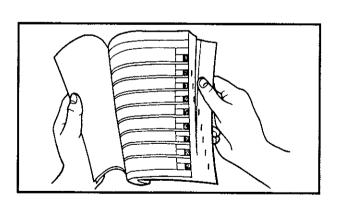
A NOTE provides key information to make procedures easier or clearer.

EC082000

FINDING THE REQUIRED PAGE

- 1. This manual consists of seven chapters; "General information", "Specifications", "Regular inspection and adjustments", "Engine", "Chassis", "Electrical" and "Tuning".
- The table of contents is at the beginning of the manual. Look over the general layout of the book before finding then required chapter and item.

Bend the book at its edge, as shown, to find the required fore edge symbol mark and go to a page for required item and description.



MANUAL FORMAT

All of the procedures in this manual are organized in a sequential, step-by-step format. The information has been complied to provide the mechanic with an easy to read, handy reference that contains comprehensive explanations of all disassembly, repair, assembly, and inspection operations.

In this revised format, the condition of a faulty component will precede an arrow symbol and the course of action required will follow the symbol, e.g.,

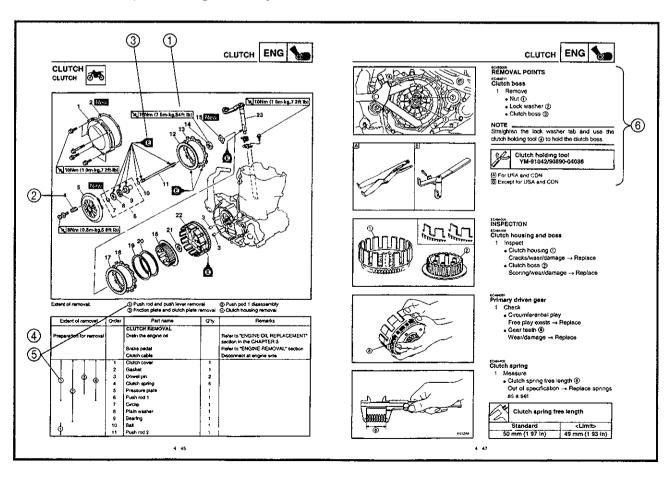
Bearings
 Pitting/damage → Replace.

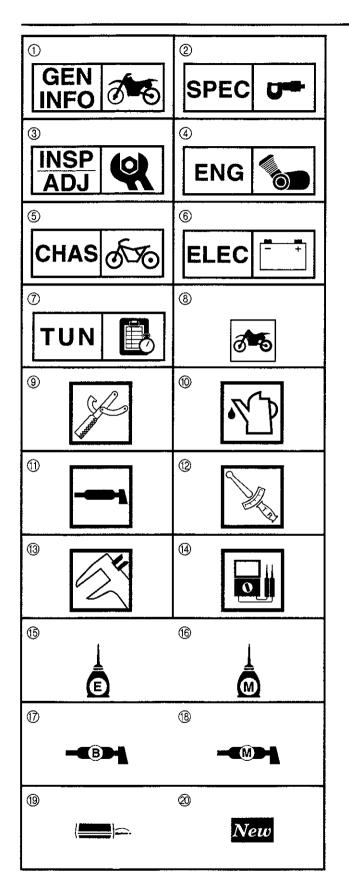
EC084002

HOW TO READ DESCRIPTIONS

To help identify parts and clarify procedure steps, there are exploded diagrams at the start of each removal and disassembly section

- 1. An easy-to-see exploded diagram ① is provided for removal and disassembly jobs.
- 2. Numbers ② are given in the order of the jobs in the exploded diagram. A number that is enclosed by a circle indicates a disassembly step.
- An explanation of jobs and notes is presented in an easy-to-read way by the use of symbol marks ③. The meanings of the symbol marks are given on the next page.
- 4. A job instruction chart 4 accompanies the exploded diagram, providing the order of jobs, names of parts, notes in jobs, etc.
- 5. Extent of removal ⑤ is provided in the job instruction chart to save the trouble of an unnecessary removal job.
- 6. For jobs requiring more information, the step-by-step format supplements (§) are given in addition to the exploded diagram and job instruction chart.





ILLUSTRATED SYMBOLS (Refer to the illustration)

Illustrated symbols ① to ⑦ are designed as thumb tabs to indicate the chapter's number and content.

- (1) General information
- ② Specifications
- 3 Regular inspection and adjustments
- (4) Engine
- (5) Chassis
- (6) Electrical
- Tuning

Illustrated symbols ® to @ are used to identify the specifications appearing in the text.

- ® With engine mounted
- Special tool
- Filling fluid
- ① Lubricant
- 12 Tightening
- 13 Specified value, Service limit
- Resistance (Ω), Voltage (V), Electric current (A)

Illustrated symbols (§) to (®) in the exploded diagrams indicate grade of lubricant and location of lubrication point

- (5) Apply engine oil
- (6) Apply molybdenum disulfide oil
- Apply lightweight lithium-soap base grease
- (8) Apply molybdenum disulfide grease

Illustrated symbols (9) to (20) in the exploded diagrams indicate where to apply a locking agent and where to install new parts.

- Apply locking agent (LOCTITE®)
- @ Use new one

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GENERAL INFORMATION
SPECIFICATIONS
REGULAR INSPECTION AND ADJUSTMENTS
ENGINE
CHASSIS
ELECTRICAL
TUNING

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GENERAL INFORMATION

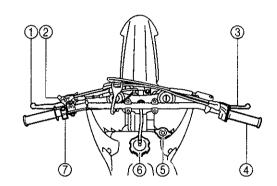
EC110000

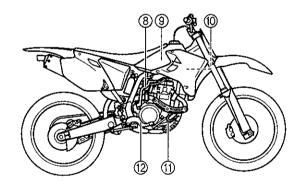
DESCRIPTION

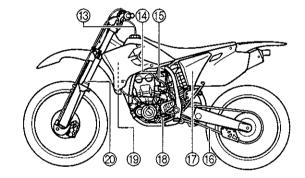
- (1) Clutch lever
- ② Hot starter lever
- ③ Front brake lever
- 4) Throttle grip
- ⑤ Radiator cap
- 6 Fuel tank cap
- 7 Engine stop switch
- Fuel tank
- Radiator
- (1) Coolant drain bolt
- Rear brake pedal
- (3) Valve joint
- (14) Fuel cock
- (5) Cold starter knob
- ® Drive chain
- Air filter
- ® Shift pedal
- (19) Dipstick
- @ Front fork



- The machine you have purchased may differ slightly from those shown in the following.
- Designs and specifications are subject to change without notice.







MACHINE IDENTIFICATION



EC120001

MACHINE IDENTIFICATION

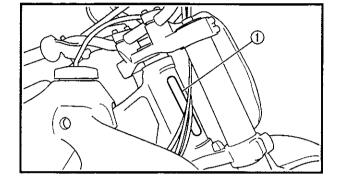
There are two significant reasons for knowing the serial number of your machine:

- When ordering parts, you can give the number to your Yamaha dealer for positive identification of the model you own.
- 2. If your machine is stolen, the authorities will need the number to search for and identify your machine.

EC121001

VEHICLE IDENTIFICATION NUMBER

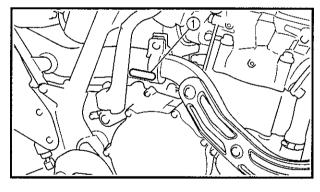
The vehicle identification number ① is stamped on the right of the steering head pipe.



EC12300

ENGINE SERIAL NUMBER

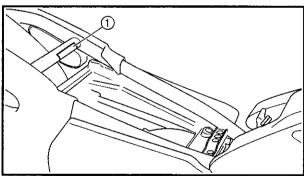
The engine serial number ① is stamped into the elevated part of the right-side of the engine.



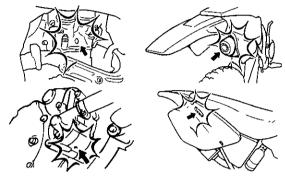
C124000

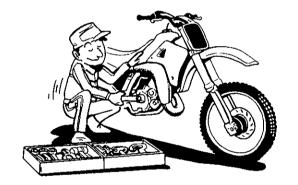
MODEL LABEL

The model label ① is affixed to the frame under the rider's seat. This information will be needed to order spare parts.













IMPORTANT INFORMATION

EC131010

PREPARATION FOR REMOVAL AND DISASSEMBLY

- Remove all dirt, mud, dust, and foreign material before removal and disassembly.
 - When washing the machine with high pressured water, cover the parts follows.
 - Silencer exhaust port
 - Side cover air intake port
 - Water pump housing hole at the bottom
 - Drain hole on the cylinder head (right side)

Use proper tools and cleaning equipment. Refer to "SPECIAL TOOLS" section

- 3. When disassembling the machine, keep mated parts together. They include gears, cylinders, pistons, and other mated parts that have been "mated" through normal wear. Mated parts must be reused as an assembly or replaced.
- During the machine disassembly, clean all parts and place them in trays in the order of disassembly. This will speed up assembly time and help assure that all parts are correctly reinstalled.
- 5. Keep away from fire.



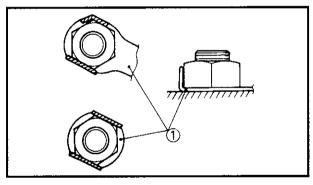
EC132000 ALL REPLACEMENT PARTS

1. We recommend to use Yamaha genuine parts for all replacements. Use oil and/or grease recommended by Yamaha for assembly and adjustment.

EC133000

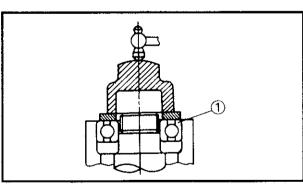
GASKETS, OIL SEALS AND O-RINGS

- 1. All gaskets, oil seals, and O-rings should be replaced when an engine is overhauled. All gasket surfaces, oil seal lips, and O-rings must be cleaned.
- 2. Properly oil all mating parts and bearings during reassembly. Apply grease to the oil seal lips



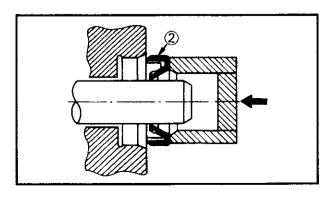
LOCK WASHERS/PLATES AND COTTER

1. All lock washers/plates ① and cotter pins must be replaced when they are removed. Lock tab(s) should be bent along the bolt or nut flat(s) after the bolt or nut has been properly tightened.



BEARINGS AND OIL SEALS

1. Install the bearing(s) (1) and oil seal(s) (2) with their manufacturer's marks or numbers facing outward. (In other words, the stamped letters must be on the side exposed to view.) When installing oil seal(s), apply a light coating of lightweight lithium base grease to the seal lip(s). Oil the bearings liberally when installing.

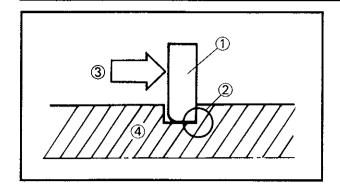


CAUTION:

Do not use compressed air to spin the bearings dry. This causes damage to the bearing surfaces.

IMPORTANT INFORMATION



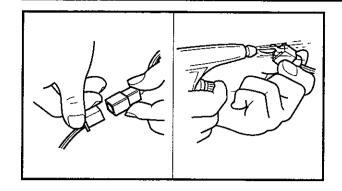


CIRCLIPS

- All circlips should be inspected carefully before reassembly. Always replace piston pin clips after one use. Replace distorted circlips. When installing a circlip ①, make sure that the sharp-edged corner ② is positioned opposite to the thrust ③ it receives. See the sectional view.
- 4 Shaft

CHECKING OF CONNECTION

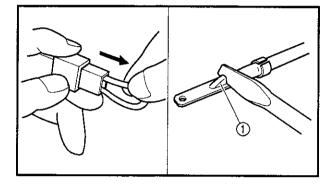




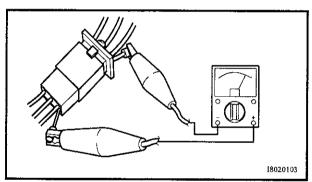
CHECKING OF CONNECTION

Dealing with stains, rust, moisture, etc. on the connector.

- 1. Disconnect:
 - Connector
- 2. Dry each terminal with an air blower



- Connect and disconnect the connector two or three times.
- 4. Pull the lead to check that it will not come off.
- If the terminal comes off, bend up the pin
 and reinsert the terminal into the connector



- 6. Connect.
 - Connector

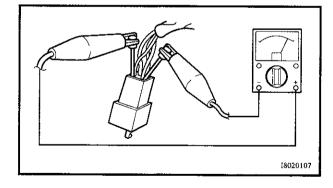
NO"	TF.
110	

The two connectors "click" together.

7. Check for continuity with a tester.

NOTE

- If there in no continuity, clean the terminals.
- Be sure to perform the steps 1 to 7 listed above when checking the wireharness.
- For a field remedy, use a contact revitalizer available on the market.
- Use the tester on the connector as shown.



SPECIAL TOOLS INFO

SPECIAL TOOLS

The proper special tools are necessary for complete and accurate tune-up and assembly. Using the correct special tool will help prevent damage caused by the use of improper tools or improvised techniques. The shape and part number used for the special tool differ by country, so two types are provided. Refer to the list provided to avoid errors when placing an order.

NOTE:

- For U.S.A. and Canada, use part number starting with "YM-", "YU-" or "ACC-"
- For others, use part number starting with "90890-".

Part number	Tool name/How to use	Illustration	
YU-1135-A, 90890-01135	Crankcase separating tool	YU-1135-A	90890-01135
	These tool is used to remove the crankshaft from either case		
YM-1189, 90890-01189	Flywheel puller	YM-1189	90890-01189
	This tool is used to remove the flywheel magneto		600
YU-1235, 90890-01235	Rotor holding tool	YU-1235	90890-01235
	This tool is used when loosening or tightening the fly- wheel magneto securing nut		
YU-3097, 90890-01252 YU-1256	Dial gauge and stand Stand	YU-3097 YU-1256	90890-01252
	These tools are used to check each part for runout or bent		
YU-90050, 90890-01274 YU-90050, 90890-01275 YU-91044, 90890-04081 YU-90063, 90890-01278	Crankshaft installing tool Crankshaft installing pot Crankshaft installing bolt Spacer (crankshaft installer) Adapter (M12) These tools are used to install the crankshaft	YU-90050 YU-90063 YU-91044	90890-01274 90890-01275 90890-01278 90890-04081
YU-1304, 90890-01304	Piston pin puller set	YU-1304	90890-01304
	This tool is used to remove the piston pin	00	00
YU-24460-01, 90890-01325 YU-33984, 90890-01352	Radiator cap tester Radiator cap tester adapter	YU-24460-01 YU-33984	90890-01325 90890-01352
	These tools are used for checking the cooling system		

SPECIAL TOOLS



Part number	Tool name/How to use	Illustration	
'U-33975, 90890-01403	Steering nut wrench	YU-33975	90890-01403
	This tool is used when tighten the steering ring nut to specification		
/M-01442, 90890-01442	Fork seal driver	YM-01442	90890-01442
,	This tool is used when install the fork oil seal		
YM-01494, 90890-01494	Damper rod holder	YM-01494	90890-01494
	Use this tool to remove and install the damper rod		
YU-3112-C, 90890-03112	Use this tool to inspect the coil resistance, output voltage and amperage	YU-3112-C	90890-03112
YM-33277-A, 90890-03141	Timing light	YM-33277-A	90890-03141
	This tool is necessary for checking ignition timing		
YM-4019, 90890-04019	Valve spring compressor	YM-4019	90890-04019
	This tool is needed to remove and install the valve assemblies		
YM-91042, 90890-04086	Clutch holding tool	YM-91042	90890-04086
	This tool is used to hold the clutch when removing or installing the clutch boss securing nut		
YM-4111, 90890-04111 YM-4116, 90890-04116	Valve guide remover Intake 4.0 mm (0.16 in) Exhaust 4.5 mm (0.18 in)	YM-4111 YM-4116	90890-04111 90890-04116
	This tool is needed to remove and install the valve guide		
YM-4112, 90890-04112	Valve guide installer	YM-4112	90890-04112
YM-4117, 90890-04117	Intake 4.0 mm (0 16 in) Exhaust 4 5 mm (0 18 in)	YM-4117	90890-04117
	This tool is needed to install the valve guide		

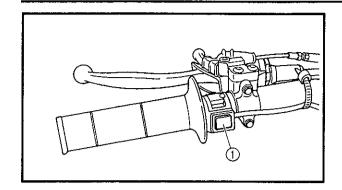
SPECIAL TOOLS



Part number	Tool name/How to use	Illustration	
YM-4113, 90890-04113 YM-4118, 90890-04118	Valve guide reamer Intake 4 0 mm (0 16 in) Exhaust 4 5 mm (0 18 in)	YM-4113 YM-4118	90890-04113 90890-04118
	This tool is needed to rebore the new valve guide		
YM-34487 90890-06754	Dynamic spark tester Ignition checker This instrument is necessary for checking the ignition system components	YM-34487	90890-06754
ACC-QUICK-GS-KT 90890-85505	Quick gasket [®] YAMAHA Bond No 1215	ACC-QUICK-GS-KT	90890-85505
	This sealant (Bond) is used for crankcase mating surface, etc		

CONTROL FUNCTIONS

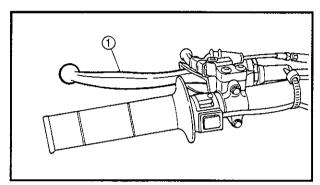




CONTROL FUNCTIONS

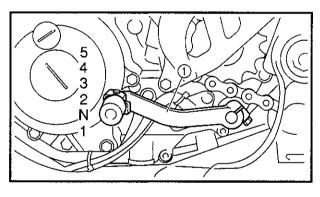
ENGINE STOP SWITCH

The engine stop switch (1) is located on the left handlebar. Continue pushing the engine stop switch till the engine comes to a stop.



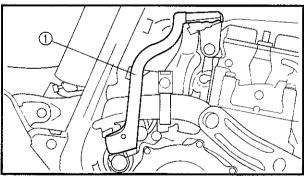
EC152000 CLUTCH LEVER

The clutch lever (1) is located on the left handlebar; it disengages or engages the clutch. Pull the clutch lever to the handlebar to disengage the clutch, and release the lever to engage the clutch. The lever should be pulled rapidly and released slowly for smooth starts.



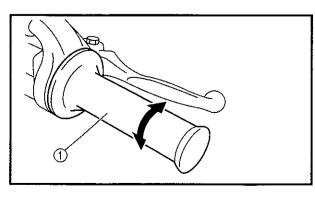
SHIFT PEDAL

The gear ratios of the constant-mesh 5 speed transmission are ideally spaced. The gears can be shifted by using the shift pedal (1) on the left side of the engine.



KICKSTARTER CRANK

Rotate the kickstarter crank (1) away from the engine. Push the starter down lightly with your foot until the gears engage, then kick smoothly and forcefully to start the engine. This model has a primary kıckstarter crank so the engine can be started in any gear if the clutch is disengaged. In normal practices, however, shift to neutral before starting.



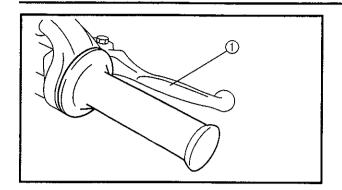
EC155001

THROTTLE GRIP

The throttle grip (1) is located on the right handlebar; it accelerates or decelerates the engine. For acceleration, turn the grip toward you; for deceleration, turn it away from you.

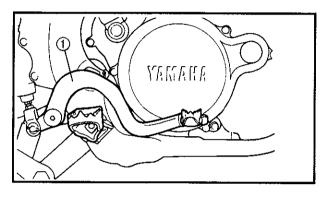
CONTROL FUNCTIONS





FRONT BRAKE LEVER

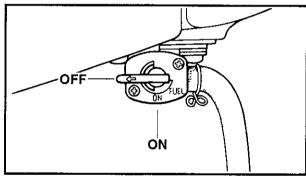
The front brake lever ① is located on the right handlebar. Pull it toward the handlebar to activate the front brake.



EC157000

REAR BRAKE PEDAL

The rear brake pedal ① is located on the right side of the machine. Press down on the brake pedal to activate the rear brake.



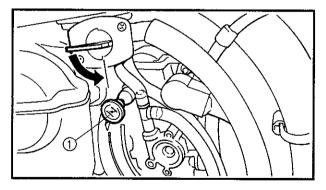
EC 15800

FUEL COCK

The fuel cock supplies fuel from the tank to carburetor while filtering the fuel. The fuel cock has the two positions:

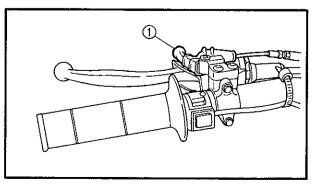
OFF:With the lever in this position, fuel will not flow. Always return the lever to this position when the engine is not running.

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



COLD STARTER KNOB

When cold, the engine requires a richer air-fuel mixture for starting. A separate starter circuit, which is controlled by the cold starter knob ①, supplies this mixture. Pull the cold starter knob out to open the circuit for starting. When the engine has warmed up, push it in to close the circuit.



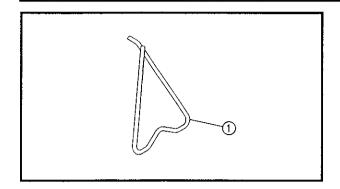
HOT STARTER LEVER

The hot starter lever ① is used when starting a warm engine.

Use the hot starter lever when starting the engine again immediately after it was stopped (the engine is still warm). Pulling the hot starter lever injects secondary air to thin the air-fuel mixture temporarily, allowing the engine to be started more easily.

CONTROL FUNCTIONS



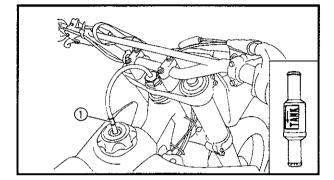


EC15R001 DETACHABLE SIDESTAND

This sidestand (1) is used to support only the machine when standing or transporting it.

WARNING

- Never apply additional force to the side-
- Remove this sidestand before starting out.



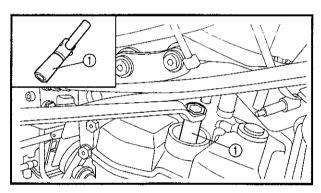
EC15F000

VALVE JOINT

This valve joint 1 prevents fuel from flowing out and is installed to the fuel tank breather hose.

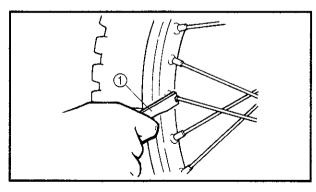


In this installation, make sure the arrow faces the fuel tank and also downward.



SPARK PLUG WRENCH

This spark plug wrench (1) is used to remove and install the spark plug.



NIPPLE WRENCH

This nipple wrench (1) is used to tighten the spoke.

FUEL

Always use the recommended fuel as stated below. Also, be sure to use new gasoline the day of a race.



Recommended fuel:

Except for ZA:

Premium unleaded gasoline only with a research octane number of 95 or higher.

For ZA:

Premium gasoline

	of
leaded gasoline will cause severe dama	
to the engine internal parts such as valv	es,
piston rings, and exhaust system, etc.	
NOTE:	
If knocking or pinging occurs, use a differ	ent
brand of gasoline or higher octane grade.	

- For refueling, be sure to stop the engine and use enough care not to spill any fuel.
 Also be sure to avoid refueling close to a fire
- Refuel after the engine, exhaust pipe, etc. have cooled off.



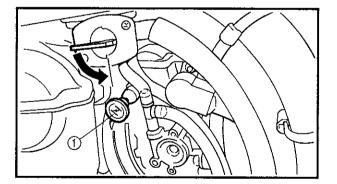
STARTING AND BREAK-IN

WARNING

Never start or run the engine in a closed area. The exhaust fumes are poisonous; they can cause loss of consciousness and death in a very short time. Always operate the machine in a well-ventilated area.

CAUTION:

- The carburetor on this machine has a built-in accelerator pump. Therefore, when starting the engine, do not operate the throttle or the spark plug will foul.
- Unlike a two-stroke engine, this engine cannot be kick started when the throttle is open because the kick starter may kick back. Also, if the throttle is open the air/ fuel mixture may be too lean for the engine to start.
- Before starting the machine, perform the checks in the pre-operation check list.



STARTING A COLD ENGINE

- 1 Inspect the coolant level
- 2 Turn the fuel cock to "ON".
- 3. Shift the transmission into neutral.
- 4 Fully open the cold starter knob (1).
- 5. Kick the kickstarter crank.

WARNING

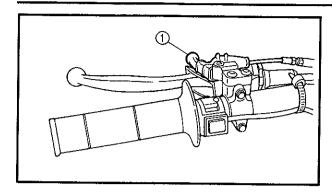
Do not open the throttle while kicking the kickstarter crank. Otherwise, the kickstarter may kick back.



6. Return the cold starter knob to its original position and run the engine at 3,000 ~ 5,000 r/min for 1 or 2 minutes.

5,000 Millimor Tor 2 minutes.	
NOTE:	. <u>.</u>
Since this model is equipped with an acc	celera-
tor pump, if the engine is raced (the t	
opened and closed), the air/fuel mixture	
too rich and the engine may stall. Also u	nlike a
two-stroke engine, this model can idle.	
* Shirta a dimensiona a	
CAUTION	
Do not warm up the engine for exterperiods of time.	ended





STARTING A WARM ENGINE

Do not operate the cold starter knob and throttle. Pull the hot starter lever ① and start the engine by kicking the kickstarter crank forcefully with a firm stroke.

As soon as the engine starts, Release the hot starter lever to close the air passage

Restarting an engine after a fall

Pull the hot starter lever and start the engine. As soon as the engine starts, Release the hot starter lever to close the air passage.

The engine fails to start

Pull the hot starter lever all the way out and while holding the lever, kick the kickstarter crank 10 to 20 times to clear the engine.

Then, restart the engine.

Refer to "Restarting an engine after a fall".

		Throttle gnp oper- ation*	Cold starter knob	Hot starter lever
Starting a cold engine	Air temperature = less than 5 °C (41 °F)	Open 3 or 4 times	ON	OFF
	Air temperature = more than 5 °C (41 °F)	None	ON	OFF
	Air temperature (normal tem- perature) = between 5 °C (41 °F) and 25 °C (77 °F)	None	ON/OFF	OFF
	Air temperature = more than 25 °C (77 °F)	None	OFF	OFF
Starting an engine after a long period of time		None	ON	OFF
Restarting a warm engine		None	OFF	ON
Restarting an engine after a fall		None	OFF	ON

^{*} Operate the throttle grip before kick starting

CAUTION:

Observe the following break-in procedures during initial operation to ensure optimum performance and avoid engine damage.



BREAK-IN PROCEDURES

- 1. Before starting the engine, fill the fuel tank with the fuel.
- 2. Perform the pre-operation checks on the machine.
- Start and warm up the engine. Check the idle speed, and check the operation of the controls and the engine stop switch. Then, restart the engine and check its operation within no more than 5 minutes after it is restarted.
- 4. Operate the machine in the lower gears at moderate throttle openings for five to eight minutes.
- 5. Check how the engine runs when the motorcycle is ridden with the throttle 1/4 to 1/2 open (low to medium speed) for about one hour.
- Restart the engine and check the operation of the machine throughout its entire operating range. Restart the machine and operate it for about 10 to 15 more minutes. The machine will now be ready to race.

CAUTION:

 After the break-in or before each race, you must check the entire machine for loose fittings and fasteners as per "TORQUE-CHECK POINTS".

Tighten all such fasteners as required.

 When any of the following parts have been replaced, they must be broken in.
 CYLINDER AND CRANKSHAFT:

About one hour of break-in operation is necessary.

PISTON, RING, VALVES, CAMSHAFTS AND GEARS:

These parts require about 30 minutes of break-in operation at half-throttle or less. Observe the condition of the engine carefully during operation.

TORQUE-CHECK POINTS



TORQUE-CHECK POINTS

Frame construction —			Frame to rear frame Fuel tank to frame
	— Combined Seat and	i idei talik —	——– Fuel tank to frame
Exhaust system ——			—— Silencer to rear frame
Engine mounting			Frame to engine Engine bracket to engine Engine bracket to frame
Steering —	Steering stem to handlebar		Steering stem to frame Steering stem to upper bracket Upper bracket to handlebar
Suspension ———	— Front ——— Steering ster fork — Rear ——— For link type		Front fork to upper bracket Front fork to lower bracket Assembly of links Link to frame
			Link to rear shock absorber Link to swingarm
	Rear Installation o shock absort		—— Rear shock absorber to frame
L	— Rear ——— Installation o arm	f swing- —	Tightening of pivot shaft
Wheel ———	— Installation of wheel ———	Front —	Tightening of wheel axle Tightening of axle holder Tightening of wheel axle Wheel to rear wheel sprocket
Brake ————		Front —	Brake caliper to front fork Brake disc to wheel Tightening of union bolt Brake master cylinder to handlebar Tightening of bleed screw
		Rear	Brake pedal to frame Brake disc to wheel Tightening of union bolt Brake master cylinder to frame Tightening of bleed screw
Fuel system			
			Tightening of oil hose clamp
		NOTE Conce "MAIN	erning the tightening torque, refer to NTENANCE SPECIFICATIONS" section CHAPTER 2.

CLEANING AND STORAGE



CLEANING AND STORAGE

CLEANING

Frequent cleaning of your machine will enhance its appearance, maintain good overall performance, and extend the life of many components

- Before washing the machine, block off the end of the exhaust pipe to prevent water from entering. A plastic bag secured with a rubber band may be used for this purpose.
- If the engine is excessively greasy, apply some degreaser to it with a paint brush. Do not apply degreaser to the chain, sprockets, or wheel axles.
- 3. Rinse the dirt and degreaser off with a garden hose, use only enough pressure to do the job.

5-82° 2_ 2	^
CAUTION	•
UMULIUN	

Excessive hose pressure may cause water seepage and contamination of wheel bearings, front forks, brakes and transmission seals. Many expensive repair bills have resulted from improper high pressure detergent applications such as those available in coin-operated car washers.

- After the majority of the dirt has been hosed off, wash all surfaces with warm water and a mild detergent. Use an old toothbrush to clean hard-to-reach places.
- 5 Rinse the machine off immediately with clean water, and dry all surfaces with a soft towel or cloth.
- 6 Immediately after washing, remove excess water from the chain with a paper towel and lubricate the chain to prevent rust.
- Clean the seat with a vinyl upholstery cleaner to keep the cover pliable and glossy
- Automotive wax may be applied to all painted or chromed surfaces. Avoid combination cleaner-waxes, as they may contain abrasives.
- After completing the above, start the engine and allow it to idle for several minutes.

CLEANING AND STORAGE



EC1B2001 STORAGE

If your machine is to be stored for 60 days or more, some preventive measures must be taken to avoid deterioration. After cleaning the machine thoroughly, prepare it for storage as follows:

- 1. Drain the fuel tank, fuel lines, and the carburetor float bowl.
- Remove the spark plug, pour a tablespoon of SAE 10W-30 motor oil in the spark plug hole, and reinstall the plug. With the engine stop switch pushed in, kick the engine over several times to coat the cylinder walls with oil.
- 3. Remove the drive chain, clean it thoroughly with solvent, and lubricate it. Reinstall the chain or store it in a plastic bag tied to the frame.
- 4 Lubricate all control cables.
- 5. Block the frame up to raise the wheels off the ground.
- 6 Tie a plastic bag over the exhaust pipe outlet to prevent moisture from entering.
- If the machine is to be stored in a humid or salt-air environment, coat all exposed metal surfaces with a film of light oil. Do not apply oil to rubber parts or the seat cover.

NOTE:					
Make	any	necessary	repairs	before	the
machir	ne is s	tored			



SPECIFICATIONS

GENERAL SPECIFICATIONS

Model name:	YZ250FS (USA) YZ250F (EUROPE)	
Model code number:	YZ250F(S) (CDN, AUS, NZ, ZA) 5XC1 (USA)	
in out out manipol.	5XC2 (EUROPE)	
	5XC4 (CDN, AUS, NZ, ZA)	
Dimensions:		
Overall length	2,165 mm (85.2 in)	
Overall width	827 mm (32.6 in)	
Overall height	1,303 mm (51 3 in)	
Seat height	995 mm (39.2 in)	
Wheelbase	1,475 mm (58.1 in)	
Minimum ground clearance	382 mm (15.0 in)	
Dry weight:		
Without oil and fuel	93.5 kg (206 lb)	
Engine:		
Engine type	Liquid cooled 4-stroke, DOHC	
Cylinder arrangement	Single cylinder, forward inclined	
Displacement	249 cm ³ (8.76 lmp oz, 8.42 US oz)	
Bore × stroke	77.0 × 53.6 mm (3.03 × 2.11 in)	
Compression ratio	12.5 : 1	
Starting system	Kıckstarter	
Lubrication system:	Dry sump	
Oil type or grade:		
Engine oil	(For USA and CDN)	
Temp	At 5 °C (40 °F) or higher A	
30 40 50 60°F	Yamalube 4 (20W-40) or SAE 20W-40 type SG motor oil	
A	(Non-Friction modified)	
	At 15 °C (60 °F) or lower B	
	Yamalube 4 (10W-30) or SAE 10W-30 type	
B	SG motor oil	
0 5 10 15°C	(Non-Friction modified)	
	and/or	
	Yamalube 4-R (15W-50) (Non-Friction modified)	
Temp °C	(Non-Friction modified)	
-20 -10 0 10 20 30 40 50	/=	
10W-30	(Except for USA and CDN)	
10W-40	API "SG" or higher grade	
15W-40		
20W-40		
20W-50		
-4 14 30 50 68 86 104 122 °F		
<u> </u>		

GENERAL SPECIFICATIONS



Oil capacity:	
Engine oil	
Periodic oil change	1.0 L (0.88 lmp qt, 1.06 US qt)
With oil filter replacement	1.1 L (0.97 Imp qt, 1.16 US qt)
Total amount	1.2 L (1.06 Imp qt, 1.27 US qt)
Coolant capacity (including all routes):	0.9 L (0.79 Imp qt, 0.95 US qt)
Air filter:	Wet type element
Fuel:	
Туре	Premium unleaded gasoline only with a research octane number of 95 or higher. (Except for ZA) Premium gasoline (For ZA)
Tank capacity	7.0 L (1.54 lmp gal, 1.85 US gal)
Carburetor:	
Туре	FCR-MX37
Manufacturer	KEIHIN
Spark plug:	
Type/manufacturer	CR8E/NGK (resistance type)
Gap	0.7 ~ 0.8 mm (0.028 ~ 0.031 in)
Clutch type:	Wet, multiple-disc
Transmission:	
Primary reduction system	Gear
Primary reduction ratio	57/17 (3.353)
Secondary reduction system	Chain drive
Secondary reduction ratio	48/13 (3.692) (Except for EUROPE)
	49/13 (3.769) (For EUROPE)
Transmission type	Constant mesh, 5-speed
Operation	Left foot operation
Gear ratio: 1st	30/14 (2.143)
2nd	28/16 (1.750)
3rd	29/20 (1.450)
4th	27/22 (1.227)
5th	25/24 (1.042)
Chassis:	
Frame type	Semi double cradle
Caster angle	27.1°
Trail	117.4 mm (4.62 in)
Tire:	
Туре	With tube
Size (front)	80/100-21 51M (For USA, CDN, ZA, AUS, NZ
	and F) 80/100-21 51R (For EUROPE except F)
Size (rear)	100/90-19 57M (For USA, CDN, ZA, AUS, NZ
	and F) 100/90-19 NHS (For EUROPE except F)
Tire pressure (front and rear)	100 kPa (1.0 kgf/cm², 15 psi)

GENERAL SPECIFICATIONS



Brake:	
Front brake type	Single disc brake
Operation	Right hand operation
Rear brake type	Single disc brake
Operation	Right foot operation
Suspension:	
Front suspension	Telescopic fork
Rear suspension	Swingarm (link type monocross suspension)
Shock absorber:	
Front shock absorber	Coil spring/oil damper
Rear shock absorber	Coil spring/gas, oil damper
Wheel travel:	
Front wheel travel	300 mm (11.8 in)
Rear wheel travel	315 mm (12.4 in)
Electrical:	
Ignition system	CDI magneto

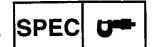
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MAINTENANCE SPECIFICATIONS ENGINE

Item	Standard	Limit
Cylinder head: Warp limit *		0.05 mm (0.002 in)
Cylinder:		
Bore size	77.00 ~ 77.01 mm	
Out of round limit	(3.0315 ~ 3.0319 in)	0.05 mm (0.002 in)
Camshaft:		
Drive method	Chain drive (Left)	
Camshaft cap inside diameter	22.000 ~ 22.021 mm (0.8661 ~ 0.8670 in)	
Camshaft outside diameter	21.967 ~ 21.980 mm	
	(0.8648 ~ 0.8654 in)	
Shaft-to-cap clearance	0.020 ~ 0.054 mm (0.0008 ~ 0.0021 in)	0.08 mm (0.003 in)
Cam dimensions	(0.0000 - 0.0021 111)	(3.333)
B—B	A	
Intake "A"	30.296 ~ 30.346 mm	30.196 mm
(cry)	(1.1923 ~ 1.1947 in)	(1.1888 in) 22.35 mm
"B"	22.45 ~ 22.55 mm (0.8839 ~ 0.8878 in)	(0.8799 in)
Exhaust "A"	30.399 ~ 30.499 mm	30.299 mm
	(1.1968 ~ 1.2007 in)	(1.1929 in)
"B"	22.45 ~ 22.55 mm (0.8839 ~ 0.8878 in)	22.35 mm (0.8799 in)
Camshaft runout limit	(0.8639 ~ 0.8676 111)	0.03 mm
		(0.0012 in)



Item		Standard		Limit
Timing chain:				
Timing chain type/No. of I	ınks	92RH2010-114M/114		
Timing chain adjustment r	method	Automatic		
Valve, valve seat, valve guid				
Valve clearance (cold)	IN	0.10 ~ 0.15 mm		
` '		(0.0039 ~ 0.0059 in)		
	EX	0.17 ~ 0.22 mm		
		(0.0067 ~ 0.0087 in)		
Valve dimensions:		1 (2:000)		
1.1	1.			
				1
	B	C		_
A —				
Head Diameter	Face Width	Seat Width	Margin ⁻	i Thickness
"A" head diameter	IN	22.9 ~ 23.1 mm		
		(0.9016 ~ 0 9094 in)		
	EX	24.4 ~ 24.6 mm		
		(0.9606 ~ 0.9685 in)		
"B" face width	IN	2 26 mm (0.089 in)		
	EX	2 26 mm (0.089 in)	!	
"C" seat width	IN	0.9 ~ 1.1 mm		1.6 mm
		(0.0354 ~ 0.0433 in)		(0.0630 in)
	ΕX	0.9 ~ 1.1 mm		1.6 mm
		(0.0354 ~ 0.0433 in)		(0.0630 in)
"D" margin thickness	iN	0.8 mm (0.0315 in)		(0.0000 111)
ū	EX	0.7 mm (0.0276 in)		
Stem outside diameter	IN	3.975 ~ 3.990 mm		3.945 mm
	•	(0.1565 ~ 0.1571 in)		(0.1553 in)
	EX	4.460 ~ 4.475 mm		4.430 mm
		(0.1756 ~ 0.1762 in)		(0.1744 in)
Guide inside diameter	IN	1 '		4.050 mm
		(0.1575 ~ 0 1580 in)		(0 1594 in)
	EX			4 550 mm
		(0 1772 ~ 0 1776 in)	}	(0 1791 in)
Stem-to-guide clearance	IN	0.010 ~ 0 037 mm		0.08 mm
-		(0.0004 ~ 0.0015 in)		(0.003 in)
	EX	0.025 ~ 0.052 mm		0.10 mm
		(0.0010 ~ 0.0020 in)		(0.004 in)
		1,1111111111111111111111111111111111111	i	(0.00 / 111)



Item		Standard	Limit
Stem runout limit			0.01 mm
			(0.0004 in)
Valve seat width	IN	0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in)	1.6 mm (0.0630 in)
	EX	0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in)	1.6 mm (0.0630 in)
Valve spring:	· · · · · · · · · · · · · · · · ·		
Free length	IN	37.81 mm (1.49 in)	36.81 mm (1.45 in)
	EX	37.54 mm (1.48 in)	36.54 mm (1.44 in)
Set length (valve closed)	IN	29.13 mm (1.15 in)	
John Common and any	EX	29.30 mm (1.15 in)	
Compressed force		, ,	
(installed)	IN	99 ~ 114 N at 29.13 mm (9.9 ~ 11.4 kg at 29.13 mm, 22.27 ~ 25.57 lb at 1.15 in)	
	EX	126 ~ 144 N at 29.30 mm (12.6 ~ 14.4 kg at 29.30 mm, 28.44 ~ 32.41 lb at 1.15 in)	
Tılt limit ⊹	IN		2.5°/ 1.7 mm (2.5°/0.067 in)
	EX •		2.5°/1.6 mm (2.5°/0.063 in)
	Ti,		
Direction of winding			1
(top view)	IN EX	Clockwise Clockwise	
Piston:			
Piston to cylinder clearance		0.040 ~ 0.065 mm	0.1 mm
·		(0.0016 ~ 0.0026 in)	(0.004 in)
Piston size "D"		76.955 ~ 76.970 mm	
	H	(3.0297 ~ 3.0303 in)	
Measuring point "H"		8 mm (0.31 in)	
Piston off-set		0.5 mm (0.020 in)/IN-side	



Itaun	O4	T
ltem	Standard	Limit
Pıston pin bore inside diameter	16.002 ~ 16.013 mm	16.043 mm
Piston pin outside diameter	(0.6300 ~ 0.6304 in) 15.991 ~ 16.000 mm	(0.6316 in)
Fision pin odiside diameter	(0.6296 ~ 0.6299 in)	15.971 mm
Piston rings:	(0.0290 ~ 0.0299 iii)	(0.6288 in)
Top ring:		
□ □ □ B □ □ □ □ □ □ □ □ □ □ □ □ □ □ □ □		
Type	Barrel	
Dimensions (B×T)	$0.90 \times 2.75 \text{ mm } (0.04 \times 0.11 \text{ in})$	
End gap (ınstalled)	0.15 ~ 0.25 mm	0.50 mm
	(0.006 ~ 0.010 in)	(0.020 in)
Side clearance (installed)	0.030 ~ 0.065 mm	0.12 mm
	(0.0012 ~ 0.0026 in)	(0.005 in)
2nd ring:		
B T		
Туре	Taper	
Dimensions (B × T)	$0.80 \times 2.75 \text{ mm } (0.03 \times 0.11 \text{ in})$	
End gap (installed)	0.30 ~ 0.45 mm	0.80 mm
	(0.012 ~ 0.018 in)	(0.031 in)
Side clearance	0.020 ~ 0.055 mm	0.12 mm
Oil sings	(0.0008 ~ 0.0022 in)	(0.005 in)
Oil ring:		
B		
Dimensions (B × T)	1.50 × 2.25 mm (0.06 × 0.09 in)	
End gap (installed)	0.10 ~ 0.40 mm	
,	(0.004 ~ 0.016 in)	
Crankshaft:		
Crank width "A"	55.95 ~ 56.00 mm	
	(2.203 ~ 2.205 in)	
Runout limit "C"	0.03 mm (0.0012 in)	0.05 mm
But and aids also wares "D"	0.45	(0.002 in)
Big end side clearance "D"	0.15 ~ 0.45 mm	0.50 mm
Small end free play "F"	(0.0059 ~ 0.0177 in) 0.4 ~ 1.0 mm	(0.02 in)
omail ond free play i	(0.02 ~ 0.04 in)	2.0 mm (0.08 in)
	(0.02 - 0.04 111)	(0.00 111)



Item		Standard	Limit
Clutch:			
Friction plate thickness		2.9 ~ 3.1 mm	2.7 mm
, none, place une and		(0.114 ~ 0.122 in)	(0.106 in)
Quantity		9	
Clutch plate thickness		1.1 ~ 1.3 mm (0.043 ~ 0.051 in)	
Quantity		8	
Warp limit	:		0.1 mm
waip mint			(0.004 in)
Clutch spring free length		40.4 mm (1.59 in)	39.4 mm
Oldier spring neerongar		(1.55 ki)	(1.55 in)
Quantity		5	
Clutch housing thrust clearance		0.10 ~ 0.35 mm	
Oldier floading thrust olderation	:	(0.0039 ~ 0.0138 in)	
Clutch housing radial clearance		0.010 ~ 0.044 mm	
Clater floading radial dicarance		(0.0004 ~ 0.0017 in)	
Clutch release method		Inner push, cam push	
Shifter:			
Shifter type		Cam drum and guide bar	
Guide bar bending limit			0.05 mm
			(0.002 in)
Kickstarter:			
Туре		Kick and ratchet type	
Carburetor:			
Type/manufacturer		FCR-MX37/KEIHIN	
I. D. mark		5XC1 00	
Main jet	(M.J)	#180	
Main air jet	(M.A.J)	ø2.0	
Jet needle	(J.N)	OBEKR-4	
Cutaway	(C.A)	1.5	
Pilot jet	(P.J)	#42	
Pilot air jet	(P.A.J)	#100	
Pilot outlet	(P.O)	ø0.9	
Pilot screw (example)	(P.S)	1-5/8	
Bypass	(B.P)	ø1.0	
Valve seat size	(V.S)	ø3.8	
Starter jet	(G.S)	#72	
Leak jet	(Acc.P)	#90	
Float height	(F.H)	8 mm (0.31 in)	
Engine idle speed	. ,	1,900 ~ 2,100 r/min	
Intake vacuum		26.7 ~ 32.0 kPa	
		(200 ~ 240 mmHg, 7.87 ~ 9.45 inHg)	
Hot starter lever free play		3 ~ 6 mm (0.12 ~ 0.24 in)	



Item	Standard	Limit
Lubrication system:		
Oil filter type	Paper type	
Oil pump type	Trochoid type	***
Tip clearance	0.12 mm or less (0.0047 in or less)	0.20 mm (0.008 in)
Side clearance	0.09 ~ 0.17 mm (0.0035 ~ 0.0067 in)	0.24 mm (0.009 in)
Housing and rotor clearance	0.03 ~ 0.10 mm (0.0012 ~ 0.0039 in)	0.17 mm (0.0067 in)
Cooling:		<u> </u>
Radiator core size		
Width	107.8 mm (4.2 in)	
Height	220 mm (8.7 in)	
Thickness	32 mm (1.26 in)	
Radiator cap opening pressure	110 kPa (1.1 kg/cm², 15.6 psi)	
Radiator capacity (total)	0.56 L (0.49 Imp qt, 0.59 US qt)	
Water pump		
Туре	Single-suction centrifugal pump	

SPEC	J -
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Doubte les tieletened	Throad area	Thread size Q'ty		Tightening torque		
Part to be tightened	Tilleau Size	Ct ty	Nm	m∙kg	ft⋅lb	
Spark plug	M10S × 1.0	1	13	1.3	9.4	
Camshaft cap	M6 × 1.0	10	10	1.0	7.2	
Cylinder head blind plug screw	M12 × 1.0	1	28	2.8	20	
Cylinder head (stud bolt)	M6 × 1.0	2	7	0.7	5.1	
(stud bolt)	M8 × 1.25	1	15	1.5	11	
(bolt)	M9 × 1.25	4	38	3.8	27	
(nut)	M6 × 1.0	2	10	1.0	7.2	
Cylinder head cover	M6 × 1.0	2	10	1.0	7.2	
Cylinder	M6 × 1.0	1	10	1.0	7.2	
Balancer weight	M6 × 1.0	2	10	1.0	7.2	
Balancer shaft driven gear	M14 × 1.0	1	50	5.0	36	
Timing chain guide (intake side)	M6 × 1.0	2	10	1.0	7.2	
Timing chain tensioner	M6 × 1.0	2	10	1.0	7.2	
Timing chain tensioner cap bolt	M6 × 1.0	1	7	0.7	5.1	
Impelier	M8 × 1.25	1	14	1.4	10	
Radiator hose clamp	M6 × 1.0	8	2	0.2	1.4	
Coolant drain bolt	M6 × 1.0	1	10	1.0	7.2	
Water pump housing	M6 × 1.0	4	10	1.0	7.2	
Radiator	M6 × 1.0	6	10	1.0	7.2	
Radiator guard	M6 × 1.0	2	10	1.0	7.2	
Radiator pipe	M6 × 1.0	1	10	1.0	7.2	
Oil pump cover	M4 × 0.7	1	2	0.2	1.4	
Oil pump	M6 × 1.0	3	10	1.0	7.2	
Oil filter element drain bolt	M6 × 1.0	1	10	1.0	7.2	
Oil filter element cover	M6 × 1.0	2	10	1.0	7.2	
Oil strainer	M6 × 1.0	2	10	1.0	7.2	
Oil delivery pipe 1 (M10)	M10 × 1.25	1	20	2.0	14	
(M8)	M8 × 1.25	2	18	1.8	13	
Oil hose	M6 × 1.0	2	8	0.8	5.8	
Oil hose clamp		2	2	0.2	1.4	
Oil strainer and frame	M14 × 1.5	1	70	7.0	50	
Carburetor joint clamp	M4 × 0.7	2	3	0.3	2.2	
Air filter joint clamp	M6×1.0	1	3	0.3	2.2	
Throttle cable (pull)	M6 × 1.0	1	4	0.4	2.9	
Throttle cable (pull) Throttle cable (return)	M12 × 1.0	1	11	1.1	8.0	
Throttle cable cover	M5 × 0.8	2	4	0.4	2.9	
Hot starter plunger	M12 × 1.0	1	2	0.2	1.4	
Air filter case	M6 × 1.0	2	8	0.2	5.8	
Air filter joint and air filter case	M5 × 0.8	1	4	0.4	2.9	
Air filter element	M6 × 1.0	'	2	0.4	1.4	
	M8 × 1.25	1	13	1.3	9.4	
Exhaust pipe (nut)	M8 × 1.25	1	24	2.4	17	
(bolt) Exhaust pipe protector	M6 × 1.25	3	10	1.0	7.2	



		1	T		
Part to be tightened	Thread size	Q'ty	Tightening tor		rque
	7111044 5120	Q ty	Nm	m⋅kg	ft⋅lb
∆ Silencer	M8 × 1.25	2	35	3.5	25
Silencer clamp	M8 × 1.25	1	16	1.6	11
Crankcase	M6 × 1.0	11	12	1.2	8.7
Crankcase bearing stopper	M6 × 1.0	11	10	1.0	7.2
Crankcase bearing stopper (crankshaft)	M6 × 1.0	4	10	1.0	7.2
Left crankcase cover	M6×1.0	8	10	1.0	7.2
Right crankcase cover	M6×1.0	8	10	1.0	7.2
Clutch cover	M6 × 1.0	7	10	1.0	7.2
Crankcase oil drain bolt	M10 × 1.25	1	20	2.0	14
Drive chain sprocket cover	M6 × 1.0	2	8	0.8	5.8
Kick shaft ratchet wheel guide	M6 × 1.0	2	12	1.2	8.7
Kıckstarter crank	M8 × 1.25	1	33	3.3	24
Primary drive gear	M18 × 1.0	1	75	7.5	54
Clutch spring	M6 × 1.0	5	8	8.0	5.8
Clutch boss	M16 × 1.0	1	60	6.0	43
Push lever shaft	M6 × 1.0	1	10	1.0	7.2
Drive sprocket	M18 × 1.0	1	75	7.5	54
Drive axle oil seal stopper	M6 × 1.0	2	10	1.0	7.2
Segment	M8 × 1.25	1	30	3.0	22
Shift guide	M6 × 1.0	2	10	1.0	7.2
Stopper lever	M6 × 1.0	1	10	1.0	7.2
Shift pedal	M6 × 1.0	1	12	1.2	8.7

NOTE: _

 $[\]triangle$ - marked portion shall be checked for torque tightening after break-in or before each race.



CHASSIS

Item	Stan	dard	Limit
Steering system:			
Steering bearing type	Taper roller bearin		
Front suspension:			
Front fork travel	300 mm (11.8 in)		
Fork spring free length	479 mm (18.9 in)		474 mm (18.7 in)
Spring rate, STD	K = 4.2 N/mm		
,	(0.428 kg/mm, 24.	0 lb/in)	
Optional spring/spacer	Yes		
Oil capacity	662 cm3 (23.3 lmp	oz, 22.4 US oz)	
Oil level	125 mm (4.92 in)		
<min.~max.></min.~max.>	105 ~ 135 mm (4.	13 ~ 5.31 in)	
(From top of outer tube with inner			
tube and damper rod fully com-			
pressed without spring.)			
Oil grade	Suspension oil "01	333	
Inner tube outer diameter	48 mm (1.89 in)		
Front fork top end	5 mm (0.20 in)		
Rear suspension:	USA, CDN, AUS, NZ, ZA	EUROPE	
Shock absorber travel	132 mm (5.20 in)	\	
Spring free length	260 mm	275 mm	
	(10.24 in)	(10.83 in)	
Fitting length	249 mm	264.5 mm	
	(9.80 in)	(10.41 in)	
<min.~max.></min.~max.>	240.5~ 258.5 mm	255.5~ 273.5 mm	
	(9.47 ~ 10.18 in)	(10.06 ~ 10.77 in)	
Spring rate, STD	K = 46.0 N/mm	K = Approx.	
	(4.70 kg/mm,	48.0 N/mm	
	263.2 lb/in)	(4.90 kg/mm,	
		274.4 lb/in)	
Optional spring	Yes	←	
Enclosed gas pressure	1,000 kPa	←	
	(10 kg/cm²,		
Curio ara man	142 psi)		
Swingarm:			
Swingarm free play limit			1.0 mm (0.04 in)
End			1.0 mm (0.04 m)



Item	Standard	1 :
Wheel:	Startuaru	Limit
	On also sub a al	
Front wheel type	Spoke wheel	
Rear wheel type	Spoke wheel	
Front rim size/material	21 × 1.60/Aluminum	
Rear rim size/material	19 × 1.85/Aluminum	
Rim runout limit:		
Radial		2.0 mm (0.08 in)
Lateral		2.0 mm (0.08 in)
Drive chain:		
Type/manufacturer	DID520DMA2 SDH/DAIDO	
Number of links	111 lınks + joint	
Chain slack	40 ~ 50 mm (1.6 ~ 2.0 in)	
Chain length (10 links)	•	152.5 mm (6.00 in)
Front disc brake:		
Disc outside dia. × Thickness	$250 \times 3.0 \text{ mm } (9.84 \times 0.12 \text{ in})$	250 × 2.5 mm
		(9.84 × 0.10 in)
Pad thickness	4.4 mm (0.17 in)	1.0 mm (0.04 in)
Master cylinder inside dia.	11.0 mm (0.433 in)	
Caliper cylinder inside dia.	27.0 mm (1.063 in) × 2	
Brake fluid type	DOT #4	
Rear disc brake:		
Disc outside dia. × Thickness	$245 \times 4.0 \text{ mm } (9.65 \times 0.16 \text{ in})$	245 × 3.5 mm
		(9.65 × 0.14 in)
Deflection limit		0.15 mm (0.006 in)
Pad thickness	6.4 mm (0.25 in)	1.0 mm (0.04 in)
Master cylinder inside dia.	11.0 mm (0.433 in)	
Calıper cylinder inside dia.	25.4 mm (1.000 in) × 1	
Brake fluid type	DOT #4	
Brake lever and brake pedal:		
Brake lever position	95 mm (3.74 in)	
Brake pedal height	5 mm (0.20 in)	
(vertical height above footrest top)		
Clutch lever free play (lever end)	8 ~ 13 mm (0.31 ~ 0.51 in)	
Throttle grip free play	3 ~ 5 mm (0.12 ~ 0.20 in)	



Ī		T l	0".	Tight	tening to	que
	Part to be tightened	Thread size	Q'ty	Nm	m∙kg	ft⋅lb
	Upper bracket and outer tube	M8 × 1.25	4	23	2.3	17
	Lower bracket and outer tube	M8 × 1.25	4	20	2.0	14
1	Upper bracket and steering stem	$M24 \times 1.0$	1	145	14.5	105
	Handlebar holder and upper bracket	M8 × 1.25	4	28	2.8	20
	Steering stem and steering ring nut	M28 × 1.0	1	Ref	er to NO	TE.
	Front fork and front fork cap bolt	M51 × 1.5	2	30	3.0	22
ļ	Front fork and base valve	M30 × 1.0	2	55	5.5	40
- 1	Front fork cap bolt and damper rod	M12 × 1.25	2	29	2.9	21
	Front fork bleed screw and front fork cap bolt	$M5 \times 0.8$	2	1	0.1	0.7
\triangle	Front fork and front fork protector	M6 × 1.0	6	10	1.0	7.2
\triangle	Front fork and brake hose guide	$M6 \times 1.0$	1	4	0.4	2.9
	Front fork and brake hose holder	M6 × 1.0	2	10	1.0	7.2
Δ	Front fork and brake hose cover (M8)	M8 × 1.25	1	16	1.6	11
Δ	(M6)	M6 × 1.0	1	7	0.7	5.1
	Throttle grip cap	$M5 \times 0.8$	2	4	0.4	2.9
Δ	Front brake master cylinder	M6 × 1.0	2	9	0.9	6.5
	Brake lever mounting bolt	M6 × 1.0	1	6	0.6	4.3
	Brake lever mounting nut	M6 × 1.0	1	6	0.6	4.3
	Brake lever position locknut	M6 × 1.0	1	5	0.5	3.6
	Clutch lever holder	M5 × 0.8	2	4	0.4	2.9
	Clutch lever mounting nut	M6 × 1.0	1	4	0.4	2.9
	Hot starter lever holder	M5 × 0.8	2	4	0.4	2.9
	Front brake master cylinder cap	M4 × 0.7	2	2	0.2	1.4
\triangle	Front brake hose union bolt	$M10 \times 1.25$	2	30	3.0	22
\triangle	Front brake caliper	M8 × 1.25	2	23	2.3	17
	Pad pin plug	M10 × 1.0	2	3	0.3	2.2
	Front brake caliper and pad pin	M10 × 1.0	1	18	1.8	13
	Rear brake caliper and pad pin	M10 × 1.0	1	18	1.8	13
	Brake caliper and bleed screw	M8 × 1.25	2	6	0.6	4.3
	Front wheel axle and axle nut	M16 × 1.5	1	105	10.5	75
	Front wheel axle holder	M8 × 1.25	4	23	2.3	17
Δ	Front brake disc	M6 × 1.0	6	12	1.2	8.7
Δ	Rear brake disc	M6 × 1.0	6	14	1.4	10
Δ	Brake pedal	M8 × 1.25	1	26	2.6	19
\triangle	Rear brake master cylinder	M6 × 1.0	2	11	1.1	8.0
	Rear brake master cylinder cap	M4 × 0.7	2	2	0.2	1.4
	Rear brake hose union bolt	M10 × 1.25	2	30	3.0	22
\triangle	Rear wheel axle and axle nut	M20 × 1.5	1	125	12.5	90

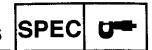
^{1.} First, tighten the steering nut approximately 38 Nm (3.8 m • kg, 27 ft • lb) by using the steering nut wrench, then loosen the steering nut one turn.

^{2.} Retighten the steering nut 7 Nm (0.7 m • kg, 5.1 ft • lb).

	Part to be tightened	Thread size Q'ty		Tightening torque			
	r art to be lighteried	Tillead Size	Q ty	Nm	m⋅kg	ft·lb	
\triangle	Nipple (spoke)		72	3	0.3	2.2	
\triangle	Rear wheel sprocket	M8 × 1.25	6	42	4.2	30	
\triangle	Rear brake disc cover	M6 × 1.0	2	7	0.7	5.1	
\triangle	Rear brake caliper protector	M6 × 1.0	2	7	0.7	5.1	
·	Drive chain puller adjust bolt and locknut	M8 × 1.25	2	16	1.6	11	
	Engine mounting:						
\triangle	Engine and engine bracket (front)	M10 × 1.25	1	69	6.9	50	
Δ	Engine and frame (lower)	M10 × 1.25	1	69	6.9	50	
\triangle	Upper engine bracket and frame	M8 × 1.25	2	44	4.4	32	
Δ	Lower engine bracket and frame	M8 × 1.25	4	34	3.4	24	
\triangle	Engine and engine bracket (upper)	M10 × 1.25	1	55	5.5	40	
	Lower engine guard	M6×1.0	3	10	1.0	7.2	
	Right engine guard	M8 × 1.25	2	23	2.3	17	
	CDI unit bracket	M6 × 1.0	1	10	1.0	7.2	
Δ	Pivot shaft and nut	M16 × 1.5	1	85	8.5	61	
\triangle	Relay arm and swingarm	M14 × 1.5	1	80	8.0	58	
\triangle	Relay arm and connecting rod	M14 × 1.5	1	80	8.0	58	
\triangle	Connecting rod and frame	M14 × 1.5	1	80	8.0	58	
\triangle	Rear shock absorber and frame	M10 × 1.25	1	56	5.6	40	
\triangle	Rear shock absorber and relay arm	M10 × 1.25	1	53	5.3	38	
\triangle	Rear frame (upper)	M8 × 1.25	1	32	3.2	23	
\triangle	Rear frame (lower)	M8 × 1.25	2	29	2.9	21	
\triangle	Swingarm and brake hose holder	M5 × 0.8	4	1	0.1	0.7	
l	Swingarm and patch	M4 × 0.7	4	2	0.2	1.4	
	Upper drive chain tensioner	M8 × 1.25	1	19	1.9	13	
1	Lower drive chain tensioner	M8 × 1.25	1	20	2.0	14	
	Drive chain support	M6 × 1.0	3	7	0.7	5.1	
	Seal guard and swingarm	M5 × 0.8	4	6	0.6	4.3	
\triangle	Fuel tank	M6 × 1.0	2	10	1.0	7.2	
\triangle	Fuel cock	$M6 \times 1.0$	2	7	0.7	5.1	
- 1	Seat set bracket and fuel tank	$M6 \times 1.0$	1	7	0.7	5.1	
İ	Hooking screw (fitting band) and fuel tank	M6 × 1.0	1	7	0.7	5.1	
	Fuel tank bracket and fuel tank	$M6 \times 1.0$	4	7	0.7	5.1	
	Air scoop and fuel tank	M6 × 1.0	6	6	0.6	4.3	
	Air scoop and radiator guard (lower)	M6 × 1.0	2	6	0.6	4.3	
Δ	Front fender	$M6 \times 1.0$	4	7	0.7	5.1	
	Rear fender (front)	M6 × 1.0	2	7	0.7	5.1	
	Rear fender (rear)	M6 × 1.0	2	12	1.2	8.7	
	Side cover	M6 × 1.0	2	7	0.7	5.1	
[:	Seat	M8 × 1.25	2	23	2.3	17	
\triangle	Number plate	M6 × 1.0	1	7	0.7	5.1	

NOTE:

 \triangle - marked portion shall be checked for torque tightening after break-in or before each race.



EC212300 ELECTRICAL

Item	Standard	Limit
Ignition system:		
Advancer type	Electrical	-4-4
CDI:		
Magneto-model (stator)/manufac- turer	5SF-00/YAMAHA	
Charging coil 1 resistance (color)	720 ~ 1,080 Ω at 20 °C (68 °F) (Green – Brown)	
Charging coil 2 resistance (color)	44 ~ 66 Ω at 20 °C (68 °F) (Black – Pink)	••••
Pickup coil resistance (color)	248 ~ 372 Ω at 20 °C (68 °F) (White – Red)	
CDI unit-model/manufacturer	5XC-00/YAMAHA	
Ignition coil:		
Model/manufacturer	5UL-10/DENSO	
Minimum spark gap	6 mm (0.24 in)	
Primary coil resistance	0.08 ~ 0.10 Ω at 20 °C (68 °F)	
Secondary coil resistance	4.6 ~ 6.8 kΩ at 20 °C (68 °F)	

Deaths to hightened	Through size	Q'ty	Tightening torque		
Part to be tightened	Thread size		Nm	m⋅kg	ft⋅lb
Stator	M6 × 1.0	3	10	1.0	7.2
Rotor	M12 × 1.25	1	56	5.6	40
Neutral switch	M5 × 0.8	2	4	0.4	2.9

GENERAL TORQUE SPECIFICATIONS/ DEFINITION OF UNITS

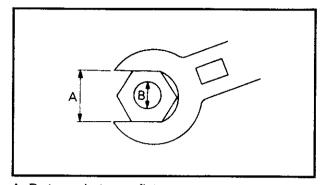
SPEC U

EC220001

GENERAL TORQUE SPECIFICATIONS

This chart specifies torque for standard fasteners with standard I.S.O. pitch threads. Torque specifications for special components or assemblies are included in the applicable sections of this book. To avoid warpage, tighten multi-fastener assemblies in a crisscross fashion, in progressive stages, until full torque is reached. Unless otherwise specified, torque specifications call for clean, dry threads. Components should be at room temperature.

A (Nut)	B (Bolt)	TORQUE SPECIFICATION					
(Nat)	(BOIL)	Nm	m•kg	ft•lb			
10 mm	6 mm	6	0.6	4.3			
12 mm	8 mm	15	1.5	11			
14 mm	10 mm	30	3.0	22			
17 mm	12 mm	55	5.5	40			
19 mm	14 mm	85	8.5	61			
22 mm	16 mm	130	13	94			



A: Distance between flats B: Outside thread diameter

EC230000

DEFINITION OF UNITS

Unit	Read	Definition	Measure
mm cm	millimeter centimeter	10 ⁻³ meter 10 ⁻² meter	Length Length
kg	kilogram	10 ³ gram	Weight
N	Newton	1 kg × m/sec ²	Force
Nm m • kg	Newton meter Meter kilogram	N×m m×kg	Torque Torque
Pa	Pascal	N/m²	Pressure
N/mm	Newton per millimeter	N/mm	Spring rate
L cm³	Liter Cubic centimeter		Volume or capacity Volume or capacity
r/min	Revolution per minute		Engine speed

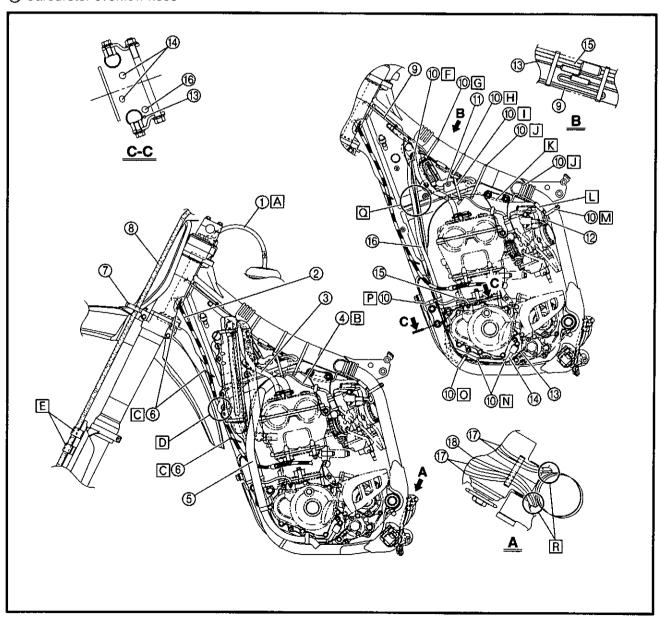
SPEC

CABLE ROUTING DIAGRAM

- Fuel tank breather hose
- ② Clutch cable
- 3 Oil tank breather hose
- 4 Hot starter cable
- (5) Cylinder head breather hose
- ⑥ Cable guide
- 7 Hose guide
- ® Brake hose
- (9) Engine stop switch lead
- (f) Clamp
- (fi) Sub-wire harness
- 1 Throttle position sensor lead
- (3) Neutral switch lead
- (4) Oil hose
- (5) CDI magneto lead
- (6) Radiator breather hose
- (7) Carburetor breather hose
- (B) Carburetor overflow hose

- A Insert the end of the fuel tank F Fasten the neutral switch lead breather hose into the hole in the steering stem cap.
- B Pass the hot starter cable breather hose, oil tank breather hose and ignition coil, then on the outside of the left engine H Fasten the engine stop switch bracket.
- C Pass the clutch cable through the cable guides.
- Pass the clutch cable in front of II Fasten the sub-wire harness the radiator mounting boss.
- E Fit the brake hose into the guides on the protector.

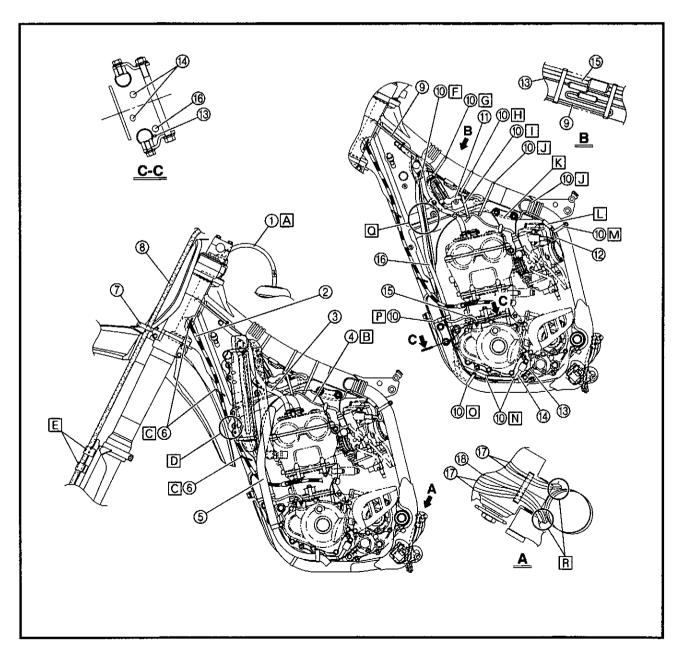
- and CDI magneto lead to the cable guide with a plastic locking tie and cut off the tie end.
- between the cylinder head G Fasten the engine stop switch lead, neutral switch lead and CDI magneto lead.
 - lead and sub-wire harness at the protecting tube for the engine stop switch lead.
 - and hot starter cable at the white tape for the sub-wire harness.
 - I Fasten the sub-wire harness.
 - K Pass the sub-wire harness between the engine brackets.





- L Make sure that the throttle position sensor coupler does not go out side the chassis.
- M Fasten the throttle position sensor lead.
- N Fasten the neutral switch lead on the oil hose with a plastic locking tie and cut off the tie end.
- O Fasten the neutral switch lead.
- P Fasten the neutral switch lead, CDI magneto lead and radiator breather hose.
- Pass the neutral switch lead, CDI magneto lead and radiator breather hose between the radiator and frame

R Pass the carburetor breather hoses and overflow hose so that all there hoses do not contact the rear shock absorber.



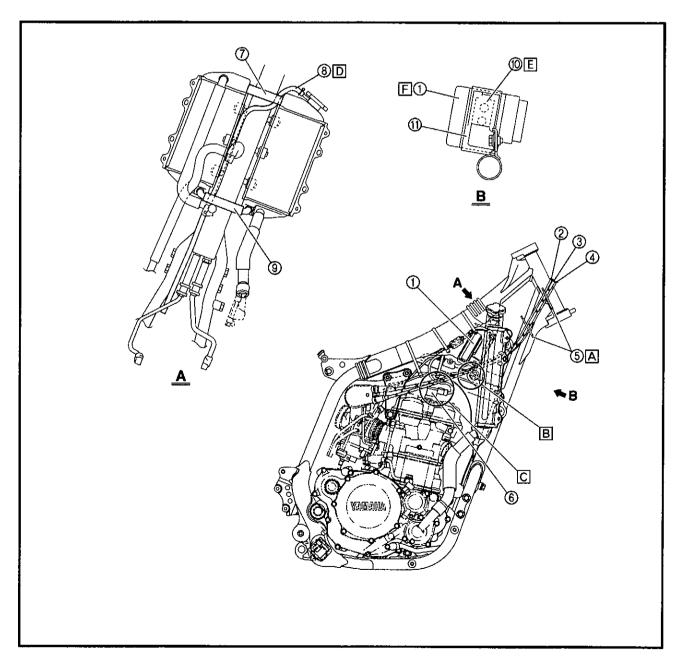
SPEC



- ① CDI unit
- 2 Hot starter cable
- ③ Throttle cable (pull)
- 4 Throttle cable (return)
- ⑤ Cable guide
- ⑤ Ignition coil
- 7 Radiator hose 2
- ® Radiator breather hose
- Radiator hose 4
- (ii) CDI unit bracket
- (f) CDI unit band

- A Pass the hot starter cable and throttle cables through the cable guides.
- Pass the hot starter cable and throttle cables between the radiator and frame, then over the radiator mounting boss.
- © Pass the throttle cables on the outside of the ignition coil.
- D Pass the radiator breather hose in front of the radiator hose 2, on the left of the chassis, and then between the frame and radiator hose 4.
- E Insert the CDI unit band over the CDI unit bracket as far as possible.

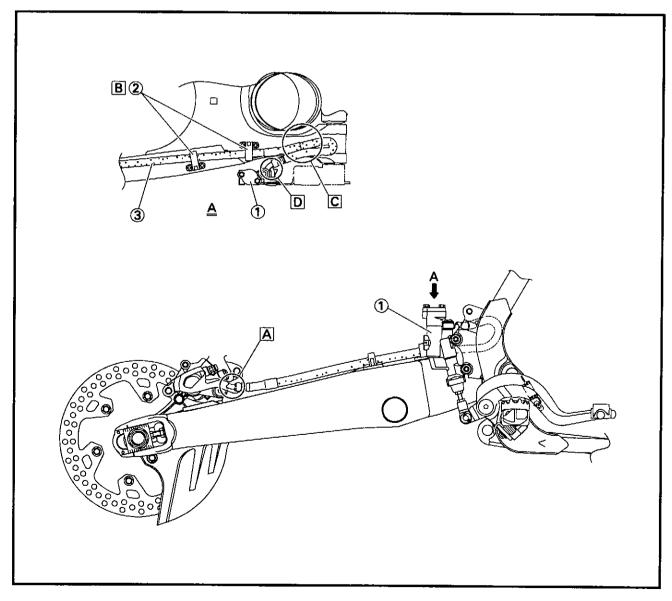
First install the CDI unit and CDI unit band to the CDI unit bracket, then the CDI unit bracket to the frame.



SPEC U

- ① Brake master cylinder
- ② Brake hose holder
- 3 Brake hose

- A Install the brake hose so that its pipe portion directs as shown and lightly touches the projection on the brake caliper.
- B Pass the brake hose into the brake hose holders.
- If the brake hose contacts the spring (rear shock absorber), correct its twist
- Install the brake hose so that its pipe portion directs as shown and lightly touches the projection on the brake master cylinder.

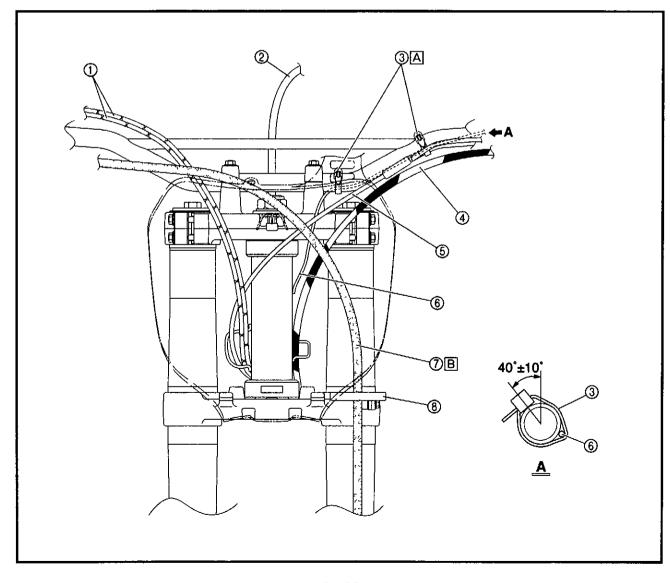


SPEC



- ① Throttle cable
- 2 Fuel tank breather hose
- ③ Clamp
- (4) Clutch cable
- ⑤ Hot starter cable
- Engine stop switch lead
- 7 Brake hose
- ® Hose guide

- A Fasten the engine stop switch lead to the handlebar
- Pass the brake hose in front of the number plate.



MAINTENANCE INTERVALS



REGULAR INSPECTION AND ADJUSTMENTS MAINTENANCE INTERVALS

The following schedule is intended as a general guide to maintenance and lubrication. Bear in mind that such factors as weather, terrain, geographical location, and individual usage will alter the required maintenance and lubrication intervals. If you are a doubt as to what intervals to follow in maintaining and lubricating your machine, consult your Yamaha dealer.

Item	After break-ın	Every race	Every third (or 500 km)	Every fifth (or 1,000 km)	As re- quired	Remarks
ENGINE OIL Replace Inspect	•	•	OUD KITY	•	•	
OIL FILTER ELEMENT, OIL STRAINER Clean				•		
VALVES Check the valve clearances Inspect Replace	•		•	•	•	The engine must be cold. Check the valve seats and valve stems for wear
VALVE SPRINGS Inspect Replace				•	•	Check the free length and the tilt.
VALVE LIFTERS Inspect Replace				•	•	Check for scratches and wear.
CAMSHAFTS Inspect Replace				•	•	Inspect the camshaft surface Inspect the decompression system.
TIMING CHAIN SPROCKETS, TIMING CHAIN Inspect Replace				•	•	Check for wear on the teeth and for damage.
PISTON Inspect Clean Replace				•	•	Inspect crack Inspect carbon deposits and eliminate them.
PISTON RING Inspect Replace				•	•	Check ring end gap
PISTON PIN Inspect Replace				•	•	
CYLINDER HEAD Inspect and clean	:			•		Inspect carbon deposits and eliminate them. Change gasket
CYLINDER Inspect and clean Replace				•	•	Inspect score marks Inspect wear
CLUTCH Inspect and adjust Replace	•	•			•	Inspect housing, friction plate, clutch plate and spring
TRANSMISSION Inspect Replace bearing					•	

MAINTENANCE INTERVALS



ltem	After break-ın	Every race	third (or	Every fifth (or 1,000 km)	As re- quired	Remarks
SHIFT FORK, SHIFT CAM, GUIDE BAR			JOO KITIY	1,000 Killy		
Inspect	ļ				•	Inspect wear
ROTOR NUT						
Retighten	•			•		
EXHAUST PIPE, SILENCER, PRO-			İ	!		
TECTOR]		
Inspect and retighten	•	•	l			
Clean				•	_	* Whichever comes first
Replace			<u> </u>		•	whichever comes first
CRANK		ļ	}		_	
Inspect and clean		<u> </u>	-		•	
CARBURETOR		_				
Inspect, adjust and clean			<u> </u>			
SPARK PLUG						
Inspect and clean	•		•		_	
Replace			<u> </u>		•	
DRIVE CHAIN		_				Use chain lube
Lubricate, slack, alignment	•	•			_	Chain slack: 40 ~ 50 mm
Replace					•	(1.6 ~ 2.0 in)
COOLING SYSTEM		_				
Check coolant level and leakage	•	•				
Check radiator cap operation						Event hue veere
Replace coolant		l _	-		•	Every two years
Inspect hoses			<u> </u>	ļ		Refer to "STARTING
OUTSIDE NUTS AND BOLTS						AND BREAK-IN" section
Retighten	•					in the CHAPTER 1.
AIR FILTER	 		<u> </u>	1		
Clean and lubricate						Use foam air-filter oil or
Replace					•	equivalent oil
OIL FILTER			1			
Replace				•		
OIL STRAINER (frame)		···	 			
Clean			İ	•		
FRAME	 					
Clean and inspect	•	•				
FUEL TANK, COCK	+	 				
Clean and inspect	•		•			
BRAKES		<u> </u>				
Adjust lever position and pedal heigh	t •	•				
Lubricate pivot point	•	•				
Check brake disc surface	•	•				
Check fluid level and leakage	•	•				
Retighten brake disc bolts, caliper	•	•				
bolts, master cylinder bolts and union						
bolts						
Replace pads	1				•	
Replace brake fluid		<u> </u>			•	Every one year
FRONT FORKS						
Inspect and adjust	•	•			ł	
Replace oil	•			•		Suspension oil "01"
Replace oil seal		<u> </u>			•	



			_			
Item	After break-in	Every race	Every third (or 500 km)	Every fifth (or 1,000 km)	As re- quired	Remarks
FRONT FORK OIL SEAL AND DUST SEAL Clean and lube	•	•				Lithium base grease
REAR SHOCK ABSORBER Inspect and adjust Lube Retighten	•	•	•		(After rain ride) ●	Molybdenum disulfide grease
DRIVE CHAIN GUIDE AND ROLLERS Inspect SWINGARM	•	•				Molybdenum disulfide
Inspect, lube and retighten RELAY ARM, CONNECTING ROD	•	•				grease Molybdenum disulfide
Inspect, lube and retighten STEERING HEAD Inspect free play and retighten Clean and lube Replace bearing	•	•		•	•	grease Lithium base grease
TIRE, WHEELS Inspect air pressure, wheel run-out, tire wear and spoke looseness Retighten sprocket bolt Inspect bearings Replace bearings	•	•	•			
Lubricate THROTTLE, CONTROL CABLE Check routing and connection Lubricate Inspect and clean (throttle cable)	•	•	•			Lithium base grease Yamaha cable lube or SAE 10W-30 motor oil Inspect dirt and wear on the throttle cable on the carburetor side.
HOT STARTER, CLUTCH LEVER Inspect free play					•	

PRE-OPERATION INSPECTION AND MAINTENANCE



PRE-OPERATION INSPECTION AND MAINTENANCE

Before riding for break-in operation, practice or a race, make sure the machine is in good operating condition.

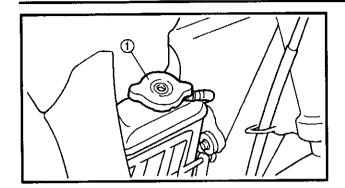
Before using this machine, check the following points.

GENERAL INSPECTION AND MAINTENANCE

item	Routine	Page
Coolant	Check that coolant is filled up to the radiator cap. Check the cooling system for leakage	P 3-5 ~ 9
Fuel	Check that a fresh gasoline is filled in the fuel tank. Check the fuel line for leakage.	P 1-13
Engine oil	Check that the oil level is correct. Check the crankcase and frame oil line for leakage.	P 3-13 ~ 17
Gear shifter and clutch	Check that gears can be shifted correctly in order and that the clutch operates smoothly.	P 3-9
Throttle grip/Housing	Check that the throttle grip operation and free play are correctly adjusted. Lubricate the throttle grip and housing, if necessary	P 3-10
Brakes	Check the play of front brake and effect of front and rear brake.	P.3-24 ~ 30
Drive chain	Check drive chain slack and alignment. Check that the drive chain is lubricated properly.	P 3-31 ~ 33
Wheels	Check for excessive wear and tire pressure Check for loose spokes and have no excessive play.	P 3-41 ~ 42
Steering	Check that the handlebar can be turned smoothly and have no excessive play.	P.3-42 ~ 43
Front forks and rear shock absorber	Check that they operate smoothly and there is no oil leakage.	P.3-33 ~ 40
Cables (wires)	Check that the clutch and throttle cables move smoothly Check that they are not caught when the handlebars are turned or when the front forks travel up and down	_
Exhaust pipe	Check that the exhaust pipe is tightly mounted and has no cracks	P.4-3 ~ 4
Rear wheel sprocket	Check that the rear wheel sprocket tightening bolt is not loose	P.3-31
Lubrication	Check for smooth operation Lubricate if necessary	P.3-44
Bolts and nuts	Check the chassis and engine for loose bolts and nuts	P 1-18
Lead connectors	Check that the CDI magneto, CDI unit, and ignition coil are connected tightly.	P 1-6
Settings	Is the machine set suitably for the condition of the racing course and weather or by taking into account the results of test runs before racing? Are inspection and maintenance completely done?	P.7-1 ~ 22

ENGINE/COOLANT LEVEL INSPECTION





ENGINE COOLANT LEVEL INSPECTION

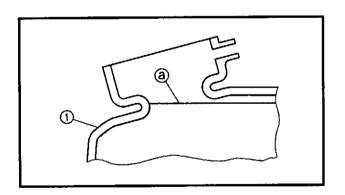
⚠ WARNING

Do not remove the radiator cap ①, drain bolt and hoses when the engine and radiator are hot. Scalding hot fluid and steam may be blown out under pressure, which could cause serious injury.

When the engine has cooled, place a thick towel over the radiator cap, slowly rotate the cap counterclockwise to the detent. This procedure allows any residual pressure to escape. When the hissing sound has stopped, press down on the cap while turning counterclockwise and remove it.

CAUTION:

Hard water or salt water is harmful to the engine parts. You may use distilled water, if you can't get soft water.



- 1. Place the machine on a level place, and hold it in an upright position.
- 2. Remove:
 - Radiator cap
- 3. Check:
 - Coolant level ③
 Coolant level low → Add coolant.
- ① Radiator

COOLANT REPLACEMENT



COOLANT REPLACEMENT

WARNING

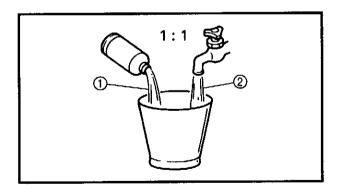
Do not remove the radiator cap when the engine is hot.

CAUTION:

Take care so that coolant does not splash on painted surfaces. If it splashes, wash it away with water.

- 1. Place a container under the engine.
- 2. Remove:
 - Coolant drain bolt ①
- 3. Remove:
 - Radiator cap
 Drain the coolant completely.
- 4. Clean:
 - Cooling system
 Thoroughly flush the cooling system with clean tap water.
- 5. Install:
 - Copper washer New
 - Coolant drain bolt

🗽 10 Nm (1.0 m · kg, 7.2 ft · lb)



- 6. Fill:
 - Radiator
 - Engine
 To specified level.



Recommended coolant:

High quality ethylene glycol anti-freeze containing anti-corrosion for aluminum engine

Coolant ① and water (soft water) ② mixing ratio:

50 %/50 %

Coolant capacity:

0.9 L (0.79 Imp qt, 0.95 US qt)

RADIATOR CAP INSPECTION



CAUTION:

- Do not mix more than one type of ethylene glycol antifreeze containing corrosion inhibitors for aluminum engine.
- Do not use water containing impurities or

Handling notes of coolant:

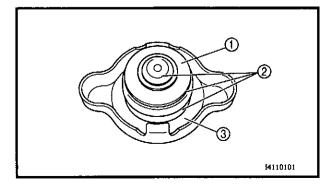
The coolant is harmful so it should be handled with special care.

⚠ WARNING

- When coolant splashes to your eye. Thoroughly wash your eye with water and see your doctor.
- When coolant splashes to your clothes. Quickly wash it away with water and then with soap.
- When coolant is swallowed. Quickly make him vomit and take him to a doctor.

7. Install:

- Radiator cap Start the engine and warm it up for a several minutes.
- 8. Check:
 - Coolant level Coolant level low → Add coolant.

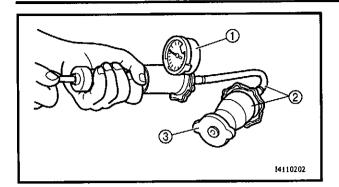


RADIATOR CAP INSPECTION

- 1. Inspect:
 - Seal (radiator cap) (1)
 - Valve and valve seat ② Crack/damage → Replace. Exist fur deposits ③ → Clean or replace.

RADIATOR CAP OPENING PRESSURE INSPECTION/ COOLING SYSTEM INSPECTION





RADIATOR CAP OPENING PRESSURE INSPECTION

- 1. Attach:
 - Radiator cap tester (1) and adapter (2)



Radiator cap tester: YU-24460-01/90890-01325 Radiator cap tester adapter: YU-33984/90890-01352

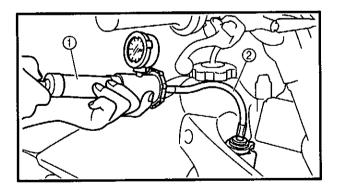
NOTE: _____Apply water on the radiator cap seal.

- ③ Radiator cap
 - 2. Apply the specified pressure.



Radiator cap opening pressure: 110 kPa (1.1 kg/cm², 15.6 psi)

- 3. Inspect:
 - Pressure
 Impossible to maintain the specified pressure for 10 seconds → Replace.



COOLING SYSTEM INSPECTION

- 1. Inspect:
 - Coolant level
- 2. Attach:
 - Radiator cap tester ① and adapter ②



Radiator cap tester: YU-24460-01/90890-01325 Radiator cap tester adapter: YU-33984/90890-01352

3. Apply the specified pressure.



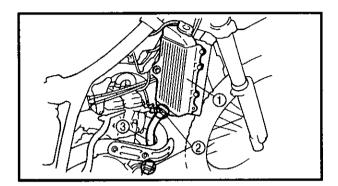
Standard pressure: 180 kPa (1.8 kg/cm², 25.6 psi)

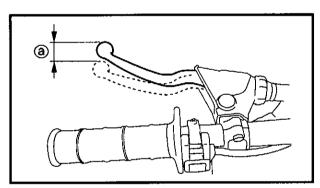
CLUTCH ADJUSTMENT

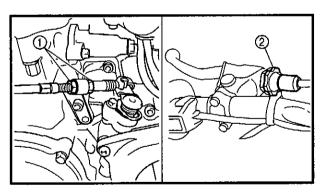


	_	_	_
N	1		_
	•		_

- Do not apply pressure more than specified pressure.
- Radiator should be filled fully.







4. Inspect:

- Pressure Impossible to maintain the specified pressure for 10 seconds → Repair.
- Radiator ①
- Radiator hose joint ②
 Coolant leakage → Repair or replace.
- Radiator hose ③
 Swelling → Replace.

CLUTCH ADJUSTMENT

- 1. Check:
 - Clutch lever free play ^③
 Out of specification → Adjust.



Clutch lever free play @: 8 ~ 13 mm (0.31 ~ 0.51 in)

2. Adjust:

• Clutch lever free play

Clutch lever free play adjustment steps:

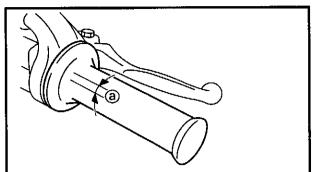
- Loosen the locknuts ①.
- Adjust the free play by changing their tightening position.
- Tighten the locknuts.

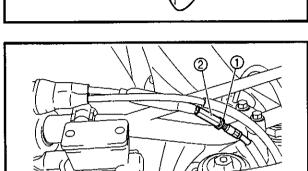
NOTE:

- Make minute adjustment on the lever side using the adjuster ②.
- After adjustment, check proper operation of clutch lever.

THROTTLE CABLE ADJUSTMENT/ THROTTLE LUBRICATION







THROTTLE CABLE ADJUSTMENT

- 1. Check:
 - Throttle grip free play @
 Out of specification → Adjust.



Throttle grip free play @: 3 ~ 5 mm (0.12 ~ 0.20 in)

- 2. Adjust:
 - Throttle grip free play

Throttle grip free play adjustment steps:

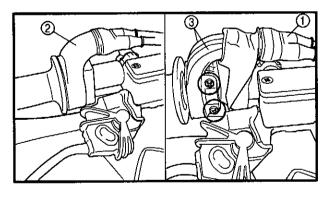
- Slide the adjuster cover.
- Loosen the locknut ①.
- Turn the adjuster ② until the specified free play is obtained.
- Tighten the locknut.

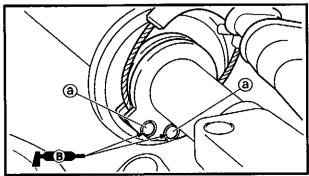
NOTE:

Before adjusting the throttle cable free play, the engine idle speed should be adjusted.

⚠ WARNING

After adjusting, turn the handlebar to right and left and make sure that the engine idling does not run faster.





THROTTLE LUBRICATION

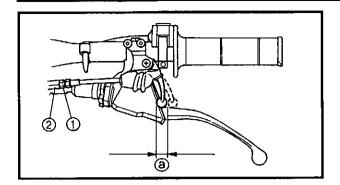
- 1. Remove:
 - Cover (throttle cable cap) ①
 - Cover (grip cap) ②
 - Throttle grip cap ③
- 2. Apply:
 - Lithium soap base grease
 On the throttle cable end (a).
- 3. Install:
 - Throttle grip cap
 - Screw (throttle grip cap)

4 Nm (0.4 m · kg, 2.9 ft · lb)

- Cover (grip cap)
- Cover (throttle cable cap)

HOT STARTER LEVER ADJUSTMENT/ AIR FILTER CLEANING





HOT STARTER LEVER ADJUSTMENT

- 1. Check:
 - Hot starter lever free play @
 Out of specification → Adjust.



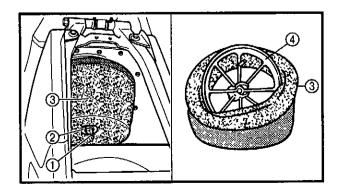
Hot starter lever free play @: 3 ~ 6 mm (0.12 ~ 0.24 in)

- 2. Adjust:
 - Hot starter lever free play

Hot starter lever free play adjustment steps:

- Loosen the locknut ①.
- Turn the adjuster ② until free play ③ is within the specified limits
- Tighten the locknut.

NOTE:				
After adjustment,	check	proper	operation	O
hot starter.				



AIR FILTER CLEANING

NOTE:

Proper air filter maintenance is the biggest key to preventing premature engine wear and damage.

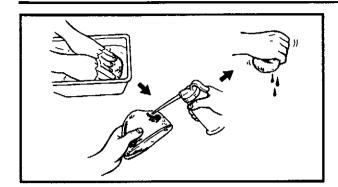
CAUTION:

Never run the engine without the air filter element in place; this would allow dirt and dust to enter the engine and cause rapid wear and possible engine damage.

- 1. Remove:
 - Seat
 - Fitting bolt ①
 - Washer ②
 - Air filter element ③
 - Air filter guide 4

AIR FILTER CLEANING





2. Clean:

Air filter element
 Clean them with solvent.

NOTE:

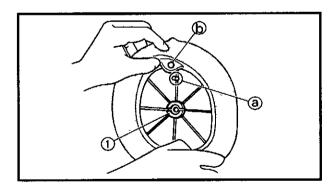
After cleaning, remove the remaining solvent by squeezing the element.

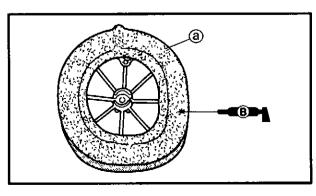
CAUTION:

- Do not twist the element when squeezing the element.
- Leaving too much of solvent in the element may result in poor starting.
 - 3. Inspect:
 - Air filter element
 Damage → Replace.
 - 4. Apply:
 - Foam-air-filter oil or equivalent oil to the element.

NOTE: _

Squeeze out the excess oil. Element should be wet but not dripping.





5. Install:

• Air filter guide ①

NOTE:

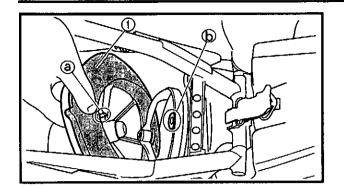
Align the projection ⓐ on air filter guide with the hole ⓑ in air filter element.

6. Apply:

Lithium soap base grease
 On the matching surface (a) on air filter element.

ENGINE OIL LEVEL INSPECTION





7. Install:

- Air filter element (1)
- Washer
- Fitting bolt

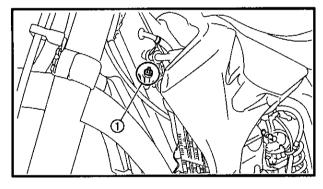
🗽 2 Nm (0.2 m · kg, 1.4 ft · lb)

NOTE:

Align the projection ⓐ on filter guide with the hole ⓑ in air filter case.

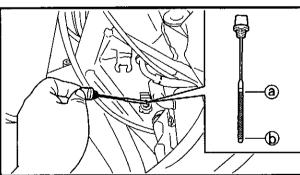
ENGINE OIL LEVEL INSPECTION

- 1. Start the engine, warm it up for several minutes, and then turn off the engine and wait for five minutes.
- 2. Place the machine on a level place and hold it up on upright position by placing the suitable stand under the engine.



3. Remove:

• Oil tank cap ①



4. Inspect:

• Oil level

Oil level should be between maximum ⓐ and minimum ⓑ marks.

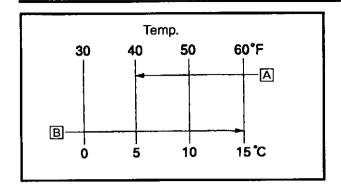
Oil level is low \rightarrow Add oil to proper level.

NOTE:

When inspecting the oil level, do not screw the oil tank cap into the oil tank. Insert the gauge lightly.

ENGINE OIL LEVEL INSPECTION





(For USA and CDN)



Recommended oil:

At 5 °C (40 °F) or higher A
Yamalube 4 (20W-40) or SAE
20W-40 type SG motor oil (NonFriction modified)
At 15 °C (60 °F) or lower B
Yamalube 4 (10W-30) or SAE
10W-30 type SG motor oil (NonFriction modified)
and/or
Yamalube 4-R (15W-50)
(Non-Friction modified)

CAUTION:

- Do not add any chemical additives.
 Engine oil also lubricates the clutch and additives could cause clutch slippage.
- Do not allow foreign material to enter the crankcase.

(Except for USA and CDN)



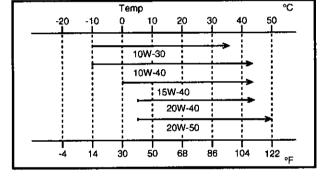
Recommended oil:

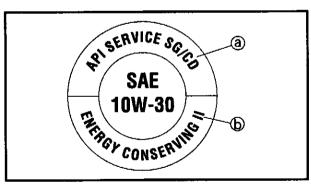
Refer to the following chart for selection of oils which are suited to the atmospheric temperatures. Recommended engine oil classi-

fication:

API STANDARD:

API "SG" or higher grade (Designed primarily for motor-cycles)





CAUTION:

- Do not add any chemical additives or use oils with a grade of CD @ or higher.
- Do not allow foreign materials to enter the crankcase.
 - 5. Install:
 - Oil tank cap
 - 6. Start the engine and let it warm up for several minutes.
 - 7. Turn off the engine and inspect the oil level once again.

NOTE:

Wait a few minutes until the oil settles before inspecting the oil level.

ENGINE OIL REPLACEMENT

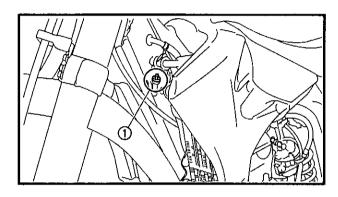


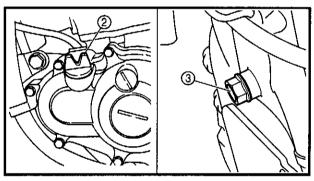
ENGINE OIL REPLACEMENT

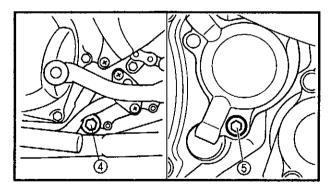
- Start the engine and warm it up for several minutes, and then turn off the engine and wait for five minute.
- 2. Place the machine on a level place and hold it on upright position by placing the suitable stand under the engine.
- 3. Place a suitable container under the engine.

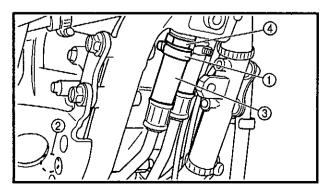
4. Remove:

- Oil tank cap ①
- Oil filler cap ②
- Frame oil drain bolt ③
- Crankcase oil drain bolt 4)
- Oil filter element drain bolt ⑤
 Drain the crankcase and oil tank (frame) of its oil.









5. Remove:

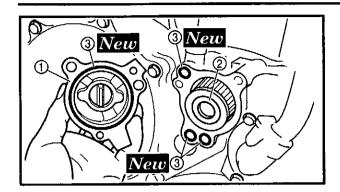
- Lower engine bracket
- Oil hose clamp ①
- Bolt (oil hose) ②
- Oil hose ③
- Oil strainer (frame) @

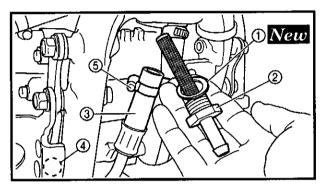
6. Inspect:

Oil strainer (frame)
 Clogged → Blow.

ENGINE OIL REPLACEMENT







7. If the oil filter is to be replaced during this oil change, remove the following parts and reinstall them.

Replacement steps:

- Remove the oil filter element cover ① and oil filter element ②.
- Check the O-rings ③, if cracked or damaged, replace them with a new one.
- Install the oil filter element and oil filter element cover.



Oil filter element cover: 10 Nm (1.0 m • kg, 7.2 ft • lb)

- 8. Install:
 - Copper washer ① New
 - Oil strainer (frame) ②

3 70 Nm (7.0 m · kg, 50 ft · lb)

- Oil hose ③
- Bolt (oil hose) 4

🗽 8 Nm (0.8 m · kg, 5.8 ft · lb)

• Oil hose clamp (5)

2 Nm (0.2 m · kg, 1.4 ft · lb)

Lower engine bracket

🗽 10 Nm (1.0 m · kg, 7.2 ft · lb)

- 9. Install:
 - Copper washer New
 - Oil filter element drain bolt

🗽 10 Nm (1.0 m · kg, 7.2 ft · lb)

Crankcase oil drain bolt

20 Nm (2.0 m · kg, 14 ft · lb)

Frame oil drain bolt

23 Nm (2.3 m · kg, 17 ft · lb)

10. Fill:

• Engine oil



Oil quantity:

Periodic oil change:

1.0 L (0.88 Imp qt, 1.06 US qt)
With oil filter replacement:

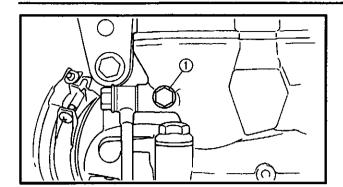
1.1 L (0.97 Imp qt, 1.27 US qt) Total amount:

1.2 L (1.06 Imp qt, 1.27 US qt)

- 11. Check:
 - Oil leakage
- 12. Install:
 - Oil tank cap
- 13. Check:
 - Engine oil level

OIL PRESSURE INSPECTION/ PILOT SCREW ADJUSTMENT





OIL PRESSURE INSPECTION

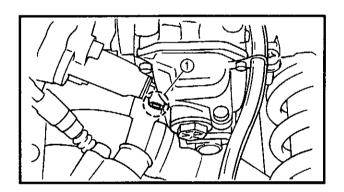
- 1. Check:
 - Oil pressure

Checking steps:

- Slightly loosen the oil pressure check bolt
 1).
- Start the engine and keep it idling until oil starts to seep from the oil pressure check bolt. If no oil comes out after one minute, turn the engine off so it will not seize.
- Check oil passages and oil pump for damage or leakage.
- Start the engine after solving the problem(s) and recheck the oil pressure.
- Tighten the oil pressure check bolt.



Oil pressure check bolt: 10 Nm (1.0 m • kg, 7.2 ft • lb)



PILOT SCREW ADJUSTMENT

- 1. Adjust:
 - Pilot screw (1)

Adjustment steps:

NOTE:

To optimize the fuel flow at a smaller throttle opening, each machine's pilot screw has been individually set at the factory. Before adjusting the pilot screw, turn it in fully and count the number of turns. Record this number as the factory-set number of turns out.

- Turn in the pilot screw until it is lightly seated.
- Turn out the pilot screw by the factory-set number of turns.

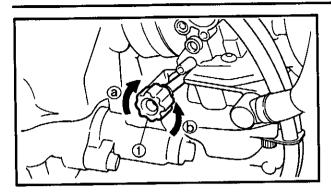


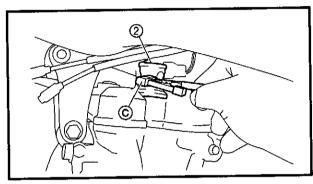
Pilot screw:

1-5/8 turns out (example)

ENGINE IDLING SPEED ADJUSTMENT/ VALVE CLEARANCE INSPECTION AND ADJUSTMENT







ENGINE IDLING SPEED ADJUSTMENT

- 1. Start the engine and thoroughly warm it up.
- 2. Adjust:
 - . Engine idling speed

Adjustment steps:

- Adjust the pilot screw.
 Refer to "PILOT SCREW ADJUSTMENT" section.
- Turn the throttle stop screw ① until the specified engine idling speed.

NOTE:

Using a digital engine tachometer for idle speed adjustment, detect the engine idling speed by bringing the sensing element © of the engine tachometer close to the ignition coil ②.

To increase idle speed \rightarrow Turn the throttle stop screw ① in ②.

To decrease idle speed \rightarrow Turn the throttle stop screw ① out ⑤.



Engine idling speed: 1,900 ~ 2,100 r/min

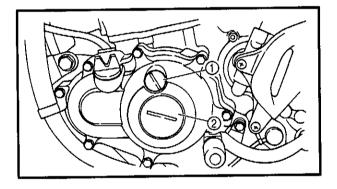
VALVE CLEARANCE INSPECTION AND ADJUSTMENT

NOTE: .

- The valve clearance should be adjusted when the engine is cool to the touch.
- The piston must be at Top Dead Center (T.D.C.) on compression stroke to check or adjust the valve clearance.
 - 1. Remove:
 - Seat
 - Fuel tank
 Refer to "SEAT, FUEL TANK AND SIDE COVERS" section in the CHAP-TER 4.
 - 2. Drain:
 - Coolant Refer to "COOLANT REPLACEMENT" section.



- 3. Remove:
 - Right radiator
 Refer to "RADIATOR" section in the CHAPTER 4.
 - Carburetor
 Refer to "CARBURETOR" section in the CHAPTER 4.
 - Spark plug
 - Upper engine bracket
 - Cylinder head cover
 Refer to "CAMSHAFTS" section in the CHAPTER 4.



4. Remove:

- Timing mark accessing screw ①
- Crankshaft end accessing screw ②
- O-ring

5. Check:

Valve clearance
 Out of specification → Adjust.



Valve clearance (cold):

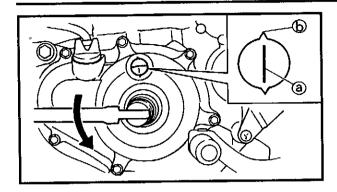
Intake valve:

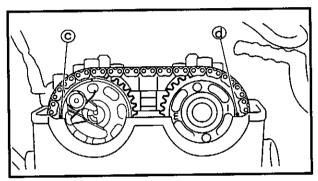
0.10 ~ 0.15 mm (0.0039 ~ 0.0059 in)

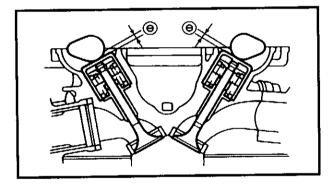
Exhaust valve:

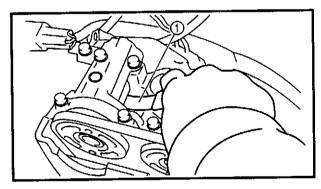
0.17 ~ 0.22 mm (0.0067 ~ 0.0087 in)











Checking steps:

- Turn the crankshaft counterclockwise with a wrench.
- Align the T.D.C. mark @ on the rotor with the align mark @ on the crankcase cover when piston is at T.D.C. on compression stroke.

	_	_	_	
N	n	Т	F	1

In order to be sure that the piston is at Top Dead Center, the punch mark © on the exhaust camshaft and the punch mark © on the intake camshaft must align with the cylinder head surface, as shown in the illustration.

NOTE:

Record the measured reading if the clearance is incorrect.

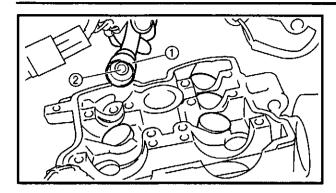
6. Adjust:

Valve clearance

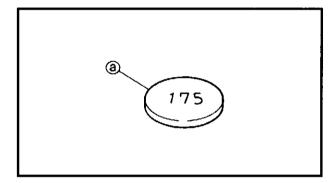
Adjustment steps:

 Remove the camshaft (intake and exhaust).
 Refer to "CAMSHAFTS" section in the CHAPTER 4.





EX	<u>(a)</u> (b)
IN	(a)(b)(c)(c)(d)(d)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)(e)<l< th=""></l<>



• Remove the valve lifters ① and the pads ②.

NOTE:

- Place a rag in the timing chain space to prevent pads from falling into the crankcase.
- Identity each valve lifter and pad position very carefully so that they can be reinstalled in their original place.
- Select the proper pad using the pad selecting table.

Pad :	range	Pad Availability: 25 increments
No. 120	1.20 mm	Pads are available in
~ No. 240	2.40 mm	Pads are available in 0.05 mm increments

NOTE:

The thickness (a) of each pad is indicated in hundreths of millimeters on the pad upper surface.

 Round off the last digit of the installed pad number to the nearest increment.

Last digit of pad number	Rounded value
0, 1 or 2	0
4, 5 or 6	5
8 or 9	10

EXAMPLE:

Installed pad number = 148 Rounded off value = 150

NOTE:

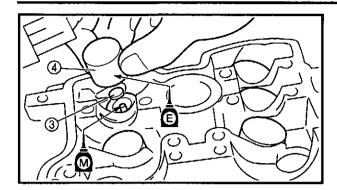
Pads can only be selected in 0.05 mm increments.

Locate the rounded-off value and the measured valve clearance in the chart "PAD SELECTION TABLE". The field where these two coordinates intersect shows the new pad number to use.

NOTE

Use the new pad number only as a guide when verifying the valve clearance adjustment.





• Install the new pads ③ and the valve lifters ④.

NOTE:

- Apply the engine oil on the valve lifters.
- Apply the molybdenum disulfide oil on the valve stem ends.
- Valve lifter must turn smoothly when rotated with a finger.
- Be careful to reinstall valve lifters and pads in their original place.
- Install the camshafts (exhaust and intake).
 Refer to "CAMSHAFTS" section in the CHAPTER 4.



INTAKE

MEASURED									I N	ICTA	LLE	אם ר	D NII	INAIDE	В									
CLEARANCE	120 1	25 13	0 135	140	145	150	155	160								200	205	210	015	220	205	020	005	240
0 00 ~ 0.04	1.20	12	0 125	130	135	140	145	150	155	160	165	170	175	190	195	100	105	200	213	210	245	220	200	220
0 05 ~ 0 09	1	20 12	5 130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235
0 10 ~ 0.15	1				1			1.00			DAR					1.00	200	200	210	210	220	ZZJ	200	200
0 16 ~ 0 20	125 1	30 13	5 140	145	150	155	160	165								205	210	215	220	225	230	235	240	_
0.21 ~ 0.25	130 1	35 14	0 145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240		
0 26 ~ 0 30	135 1	40 14	5 150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240			
0 31 ~ 0 35	140 1	45 15	0 155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240		J		
0.36 ~ 0 40	145 1	50 15	5 160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240		,			1
0 41 - 0 45	150 1	55 16	0 165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240		'				
0 46 ~ 0 50	155 1	60 16	5 170	175	180	185	190	195	200	205	210	215	220	225	230	235	240		,					
0.51 ~ 0.55	160 1	65 17	175	180	185	190	195	200	205	210	215	220	225	230	235	240								
0 56 ~ 0.60	165 1	70 17	180	185	190	195	200	205	210	215	220	225	230	235	240									- 1
0 61 ~ 0 65	170 1	75 18	185	190	195	200	205	210	215	220	225	230	235	240		•								
0 66 ~ 0.70	175 1	80 18	5 190	195	200	205	210	215	220	225	230	235	240											
071~075	180 1																							
0.76 ~ 0.80	185 1	90 19	5 200	205	210	215	220	225	230	235	240			VAI	VF	CLE	ΔR	ΔΝΙ	CE (cold	I)			
081~085	190 1										J					~ 0.			J	COIC	'			
0.86 ~ 0.90	195 2									J									4 -	7 -				
	200 2							240							-	e: Ir								
	205 2															sure						mm)	
	210 2					240										e 17:					pad			
	215 2															num								ı
1 11 ~ 1 15	220 2			240										F	ad	No.	175	= 1	.75	mm				1
1 16 ~ 1.20 1 21 ~ 1 25	225 2													F	Pad	No.	185	= 1	.85	mm				
1.26 ~ 1.30	230 23 235 24	_																						
	240	+0																						- 1
131~133	240						_																	1

EXHAUST

MEASURED										ΙΝ	STA	LLEI) PA	D NL	JMBE	R									
CLEARANCE	120	125	130	135	140	145	150	155	160								200	205	210	215	220	225	230	235	240
0 00 ~ 0 04				120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225
0.05 ~ 0.09			120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230
0.10 ~ 0.16		120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235
0 17 ~ 0 22										S	TAN	DAR	D CL	EAR	ANC	E						.,			
0.23 ~ 0 25	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240	Ţ
0.26 ~ 0.30	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240		j.
0 31 ~ 0 35	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240			
0.36 ~ 0.40	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240				
0 41 ~ 0 45	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240					
0.46 ~ 0 50	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240						
0 51 ~ 0 55	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240		•					
0.56 ~ 0.60	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240								
0 61 ~ 0.65	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240									
0 66 ~ 0 70	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240										
0.71 ~ 0.75	175	180	185	190	195	200	205	210	215	220	225	230	235	240											
	180																								
0 81 ~ 0 85	185	190	195	200	205	210	215	220	225	230	235	240													
0 86 ~ 0.90	190	195	200	205	210	215	220	225	230	235	240]													
0 91 ~ 0 95	195	200	205	210	215	220	225	230	235	240								EAR		CE (cold) :			
	200														С).17	~ 0.	22 t	nm						
	205							240							Exa	mpl	e: Ir	stal	led	ıs 17	75				
	210																	d cl				.27	mm	ı	
	215					240												5 pa						'	
	220				240																	Jau			
	225			240														ber:							
	230																	175							
	235	240													F	'ad	No.	185	= 1	.85	mm				
1 36 ~ 1.40	240																								

CHASSIS/BRAKE SYSTEM AIR BLEEDING



CHASSIS

EC361012

BRAKE SYSTEM AIR BLEEDING



Bleed the brake system if:

- The system has been disassembled.
- A brake hose has been loosened or removed.
- The brake fluid is very low.
- The brake operation is faulty.

A dangerous loss of braking performance may occur if the brake system is not properly bled.

- 1. Remove:
 - Brake master cylinder cap
 - Diaphragm
 - Reservoir float (front brake)
 - Protector (rear brake)
- 2. Bleed:
 - Brake fluid
- A Front
- **B** Rear

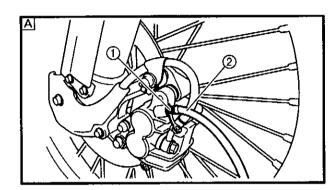
Air bleeding steps:

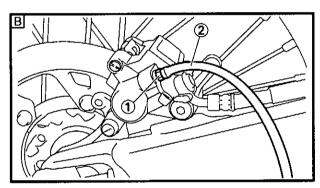
- a. Add proper brake fluid to the reservoir.
- b. Install the diaphragm. Be careful not to spill any fluid or allow the reservoir to overflow.
- c. Connect the clear plastic tube ② tightly to the caliper bleed screw ①.
- d. Place the other end of the tube into a container.
- e. Slowly apply the brake lever or pedal several times.
- f. Pull the lever in or push down on the pedal. Hold the lever or pedal in position.
- g. Loosen the bleed screw and allow the lever or pedal to travel towards its limit.
- h. Tighten the bleed screw when the lever or pedal limit has been reached; then release the lever or pedal.



Bleed screw: 6 Nm (0.6 m • kg, 4.3 ft • lb)

i. Repeat steps (e) to (h) until of the air bubbles have been removed from the system.





FRONT BRAKE ADJUSTMENT



NOTE:

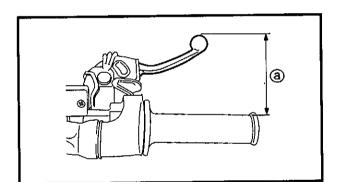
If bleeding is difficult, it may be necessary to let the brake fluid system stabilize for a few hours. Repeat the bleeding procedure when the tiny bubbles in the system have disappeared.

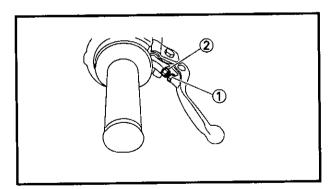
 Add brake fluid to the level line on the reservoir.

WARNING

Check the operation of the brake after bleeding the brake system.

- 3. Install:
 - Protector (rear brake)
 - Reservoir float (front brake)
 - Diaphragm
 - Brake master cylinder cap





EC362040

FRONT BRAKE ADJUSTMENT

- 1. Check:
 - Brake lever position @

Brake lever	position ②:
Standard position	Extent of adjustment
95 mm (3.74 in)	76 ~ 97 mm (2.99 ~ 3.82 in)

- 2. Remove:
 - Brake lever cover
- 3. Adjust:
 - Brake lever position

Brake lever position adjustment steps:

- Loosen the locknut ①.
- Turn the adjusting bolt ② until the lever position ③ is within specified position.
- Tighten the locknut.



Locknut:

5 Nm (0.5 m • kg, 3.6 ft • lb)

CAUTION:

Be sure to tighten the locknut, as it will cause poor brake performance.

- 4. Install:
 - Brake lever cover

REGLAGE DE FREIN AVANT VORDERRADBREMSE EINSTELLEN REGOLAZIONE DEL FRENO ANTERIORE



N.B.: .

Si la purge est difficile, il peut être nécessaire de laisser le système du liquide de freinage se stabiliser pendant quelques heures Répéter la procédure de purge quand les bulles du système ont disparu.

j Remettre à niveau le fluide de frein dans le réservoir

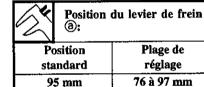
A AVERTISSEMENT

Vérifier le fonctionnement du frein après avoir purgé le circuit de freinage.

- 3 Monter:
 - Protection (frein armère)
 - Flotteur de réservoir (frein avant)
 - Diaphragme
 - Couvercle de maître-cylindre de frein

REGLAGE DE FREIN AVANT

- 1. Contrôler.
 - Position du levier de frein @



2. Déposer:

(3,74 in)

- Cache du levier de frein
- 3 Régler:
 - Position du levier de frein

(2,99 à 3,82 in)

Etapes du réglage de la position du levier de frein:

- Desserrer le contre-écrou ①
- Tourner le boulon de réglage ②
 jusqu'à ce que la position du levier
 ③ soit conforme aux spécifications.
- Serrer le contre-écrou.



Contre-écrou: 5 Nm (0,5 m • kg, 3,6 ft • lb)

ATTENTION:

S'assurer que le contre-écrou est bien serré, sinon le freinage ne sera pas efficace.

- 4 Monter.
 - · Cache du levier de frein

HINWEIS:

Kann die Anlage nicht zufriedenstellend entluftet werden, sollte die Bremsflüssigkeit einige Stunden ruhen Den Entlüftungsvorgang erst wiederholen, wenn die winzigen Luftblasen verschwunden sind.

 Ausgleichsbehäfter bis zur Markierung auffüllen.

⚠ WARNUNG

Nach dem Entlüften der Bremsanlage die Bremse auf einwandfrele Funktion prüfen.

- 3. Montieren:
 - Protektor (Hinterradbremse)
 - Ausgleichsbehälter-Schwimmer (Vorderradbremse)
 - Membran
 - Hauptbremszylinderdeckel

VORDERRADBREMSE EINSTELLEN

- Kontrollieren:
 - Handbremshebelposition @



Handbremshebelposition @:

<u> </u>	
Standardpo-	Umfang der
sition	Einstellung
95 mm	7697 mm
(3,74 ln)	(2,99-3,82 in)

- 2. Demontieren:
 - Bremshebelabdeckung
- 3. Einstellen:
 - Handbremshebelposition

Stufen bei der Einstellung des Handbremshebels:

- Die Sicherungsmutter (1) lösen
- Die Einstellschraube @ drehen, bis die Hebelposition @ innerhalb des vorgeschriebenen Bereichs liegt
- Die Sicherungsmutter wieder festziehen



Muttern: 5 Nm (0,5 m • kg, 3,6 ft • lb)

ACHTUNG:

Die Mutter muß festgezogen werden, um den korrekten Betrieb der Bremse zu gewährleisten.

- 4. Montieren:
 - Bremshebelabdeckung

NOTA: .

Se lo spurgo risulta difficoltoso, potrebbe essere necessario lasciar depositare il liquido dei freni per alcune ore Ripetere la procedura di spurgo quando le bollicine nel sistema sono scomparse.

j Aggiungere liquido per freni fino a raggiungere il limite di livello del serbatoio.

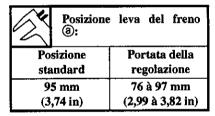
↑ AVVERTENZA

Controllare l'azionamento del freno dopo lo spurgo del sistema frenante.

- 3. Installare:
 - Dispositivo di protezione (freno posteriore)
 - Galleggiante del serbatoio (freno anteriore)
 - Diaframma
 - Caperchio pompa del freno

REGOLAZIONE DEL FRENO ANTERIORE

- 1. Controllare:
 - Posizione leva del freno @



- 2 Rimuovere.
 - · Copertura della leva del freno
- Regolare.
 - Posizione leva del freno

Fasi per la regolazione della posizione della leva del freno:

- Svitare il controdado ①.
- Ruotare il registro a vite ② finché la posizione della leva ③ è nei limiti della posizione specificata
- Serrare il controdado.



Controdado: 5 Nm (0,5 m • kg, 3,6 ft • lb)

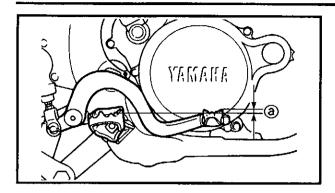
ATTENZIONE:

Accertarsi di serrare il controdado altrimenti le prestazioni di frenatura verrebbero compromesse.

- 4. Installare:
 - · Copertura della leva del freno

REAR BRAKE ADJUSTMENT/ FRONT BRAKE PAD INSPECTION AND REPLACEMENT



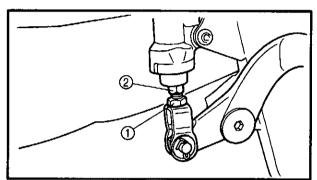


REAR BRAKE ADJUSTMENT

- 1. Check:
 - Brake pedal height ⓐ
 Out of specification → Adjust.



Brake pedal height @: 5 mm (0.20 in)

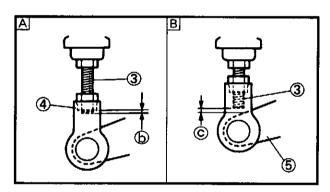


2. Adjust:

• Brake pedal height

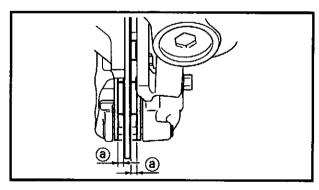
Pedal height adjustment steps:

- Loosen the locknut (1).
- Turn the adjusting nut ② until the pedal height ③ is within specified height.
- Tighten the locknut.



⚠ WARNING

- Adjust the pedal height between the maximum A and the minimum B as shown. (In this adjustment, the bolt 3 end b should protrude out of the threaded portion 4 but not be less than 2 mm (0.08 in) © away from the brake pedal 5).
- After the pedal height adjustment, make sure that the rear brake does not drag.



FRONT BRAKE PAD INSPECTION AND REPLACEMENT

- 1. Inspect:
 - Brake pad thickness ⓐ
 Out of specification → Replace as a set.



Brake pad thickness: 4.4 mm (0.17 in)

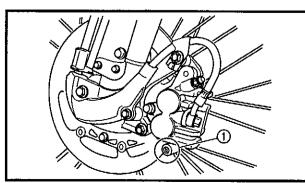
<Limit>: 1.0 mm (0.04 in)

2. Replace:

Brake pad

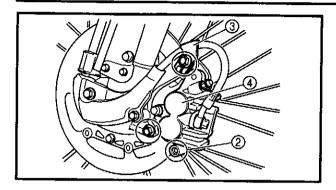


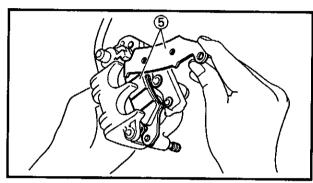
• Remove the pad pin plug ①.

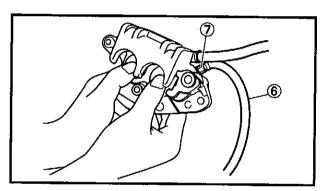


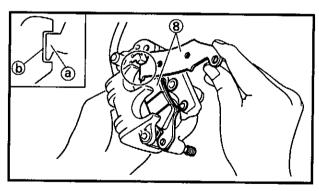
FRONT BRAKE PAD INSPECTION AND REPLACEMENT

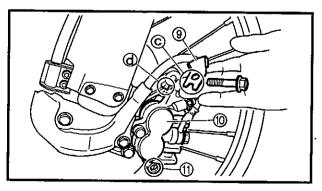












- Loosen the pad pin ②.
- Remove the brake hose holder ③ and brake caliper ④ from the front fork.
- Remove the pad pin and brake pads ⑤.
- Connect the transparent hose ® to the bleed screw ⑦ and place the suitable container under its end.
- Loosen the bleed screw and push the brake caliper piston in.

CAUTION:

Do not reuse the drained brake fluid.

• Tighten the bleed screw.



Bleed screw: 6 Nm (0.6 m • kg, 4.3 ft • lb)

Install the brake pads ® and pad pin.

NOTE:

- Install the brake pads with their projections (a) into the brake caliper recesses (b).
- Temporarily tighten the pad pin at this point.
- Install the brake hose holder (9) and brake caliper (10) and tighten the pad pin (11).

NOTE:

Fit the brake hose holder cut © over the projection @ on the front fork and clamp the brake hose.



Bolt (brake caliper):

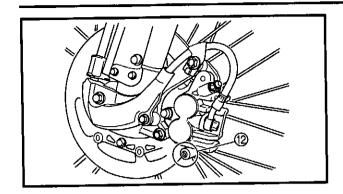
23 Nm (2.3 m • kg, 17 ft • lb)

Pad pin:

18 Nm (1.8 m • kg, 13 ft • lb)

REAR BRAKE PAD INSPECTION AND REPLACEMENT





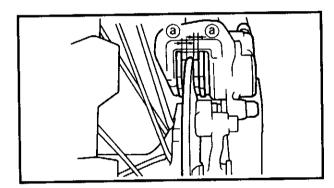
• Install the pad pin plug 12.

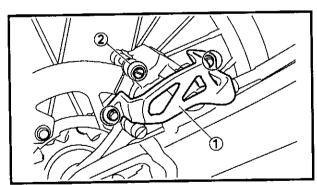


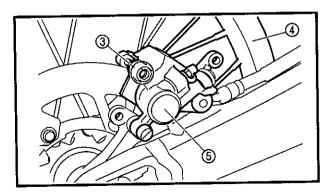
Pad pin plug: 3 Nm (0.3 m • kg, 2.2 ft • lb)

- 3. Inspect:
 - Brake fluid level
 Refer to "BRAKE FLUID LEVEL
 INSPECTION" section.
- 4. Check:
 - Brake lever operation
 A softy or spongy feeling → Bleed brake system.

 Refer to "BRAKE SYSTEM AIR BLEEDING" section.







REAR BRAKE PAD INSPECTION AND REPLACEMENT

- 1. Inspect:
 - Brake pad thickness

 Out of specification → Replace as a set.



Brake pad thickness: 6.4 mm (0.25 in)

<Limit>: 1.0 mm (0.04 in)

- 2. Replace:
 - Brake pad

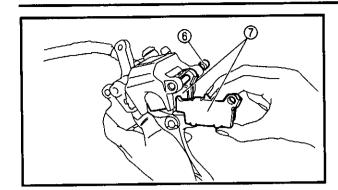
Brake pad replacement steps:

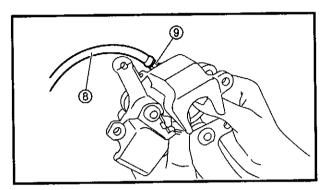
- Remove the protector ① and pad pin plug
 ②.
- Loosen the pad pin 3.

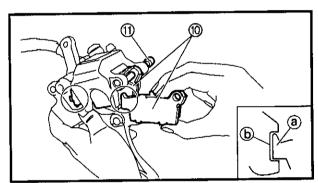
Refer to "FRONT WHEEL AND REAR WHEEL" section in the CHAPTER 5.

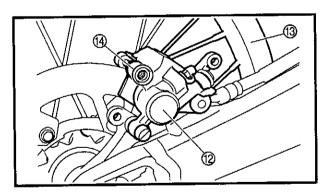
REAR BRAKE PAD INSPECTION AND REPLACEMENT

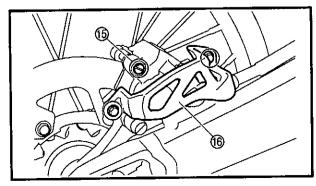












- Remove the pad pin (6) and brake pads (7).
- Connect the transparent hose ® to the bleed screw ® and place the suitable container under its end.
- Loosen the bleed screw and push the brake caliper piston in.

CAUTION:

Do not reuse the drained brake fluid.

Tighten the bleed screw.



Bleed screw: 6 Nm (0.6 m • kg, 4.3 ft • lb)

• Install the brake pad (10) and pad pin (11).

NOTE

- Install the brake pads with their projections (a) into the brake caliper recesses (b).
- Temporarily tighten the pad pin at this point.
- Install the brake caliper ② and rear wheel
 ③.

Refer to "FRONT WHEEL AND REAR WHEEL" section in the CHAPTER 5.

• Tighten the pad pin 14.



Pad pin: 18 Nm (1.8 m • kg, 13 ft • lb)

• Install the pad pin plug (5) and protector (6).



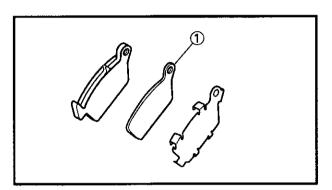
Pad pin plug: 3 Nm (0.3 m • kg, 2.2 ft • lb) Bolt (protector): 7 Nm (0.7 m • kg, 5.1 ft • lb)

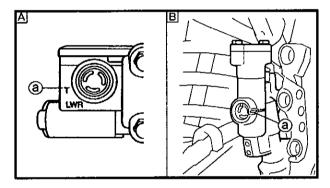
REAR BRAKE PAD INSULATOR INSPECTION/ BRAKE FLUID LEVEL INSPECTION



- 3. Inspect:
 - Brake fluid level
 Refer to "BRAKE FLUID LEVEL
 INSPECTION" section.
- 4. Check:
 - Brake pedal operation
 A softy or spongy feeling → Bleed brake system.

 Refer to "BRAKE SYSTEM AIR BLEEDING" section.





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REAR BRAKE PAD INSULATOR INSPECTION

- 1. Remove:
 - Brake pad
 Refer to "REAR BRAKE PAD INSPECTION AND REPLACEMENT" section.
- 2. Inspect:
 - Rear brake pad insulator ①
 Damage → Replace.

BRAKE FLUID LEVEL INSPECTION

- 1. Place the brake master cylinder so that its top is in a horizontal position.
- 2. Inspect:
 - Brake fluid level
 Fluid at lower level → Fill up.
- (a) Lower level
- A Front
- B Rear



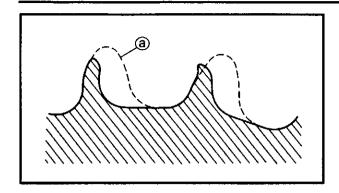
Recommended brake fluid: DOT #4

WARNING

- Use only designated quality brake fluid to avoid poor brake performance.
- Refill with same type and brand of brake fluid; mixing fluids could result in poor brake performance.
- Be sure that water or other contaminants do not enter master cylinder when refilling.
- Clean up spilled fluid immediately to avoid erosion of painted surfaces or plastic parts.

SPROCKETS INSPECTION/DRIVE CHAIN INSPECTION



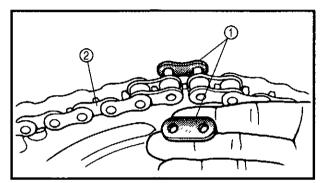


SPROCKETS INSPECTION

- 1. Inspect:
 - Sprocket teeth ⓐ
 Excessive wear → Replace.

NOTE:

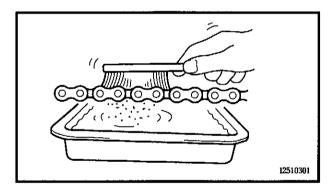
Replace the drive sprocket, rear wheel sprocket and drive chain as a set.



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DRIVE CHAIN INSPECTION

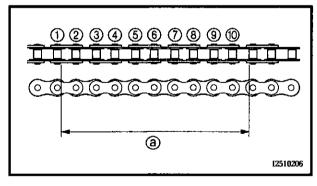
- 1. Remove:
 - Master link clip
 - Joint ①
 - Drive chain ②



2. Clean:

Drive chain

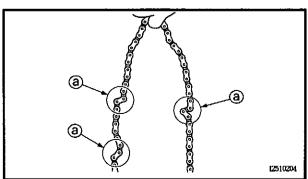
Place it in kerosene, and brush off as much dirt as possible. Then remove the drive chain from the kerosene and dry the drive chain.



- 3. Measure:
 - Drive chain length (10 links) ⓐ
 Out of specification → Replace.



Drive chain length (10 links): <Limit>: 152.5 mm (6.00 in)



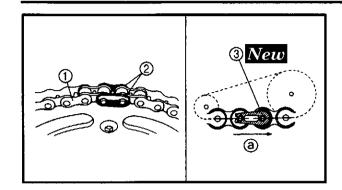
4. Check:

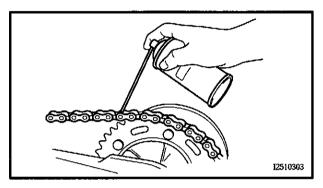
 Drive chain stiffness @
 Clean and oil the drive chain and hold as illustrated.

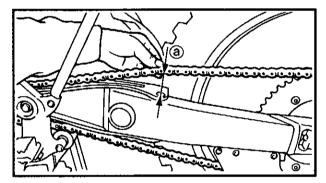
Stiff → Replace drive chain.

DRIVE CHAIN SLACK ADJUSTMENT









- 5. Install:
 - Drive chain (1)
 - Joint ②
 - Master link clip ③



CAUTION:

Be sure to install the master link clip to the direction as shown.

- a Turning direction
 - 6. Lubricate:
 - Drive chain



Drive chain lubricant: SAE 10W-30 motor oil or suitable chain lubricants

DRIVE CHAIN SLACK ADJUSTMENT

- 1. Elevate the rear wheel by placing the suitable stand under the engine.
- 2. Check:
 - Drive chain slack @
 Above the seal guard installation bolt.
 Out of specification → Adjust.



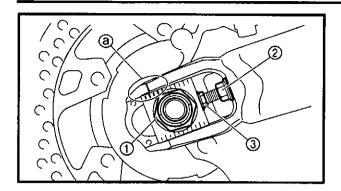
Drive chain slack: 40 ~ 50 mm (1.6 ~ 2.0 in)

NOTE:

Before checking and/or adjusting, rotate the rear wheel through several revolutions and check the slack several times to find the tightest point. Check and/or adjust the drive chain slack with the rear wheel in this "tight chain" position.

FRONT FORK INSPECTION





- 3. Adjust:
 - Drive chain slack

Drive chain slack adjustment steps:

- Loosen the axle nut (1) and locknuts (2).
- Adjust the drive chain slack by turning the adjusters ③.

To tighten → Turn the adjuster ③ counterclockwise.

To loosen → Turn the adjuster ③ clockwise and push wheel forward.

 Turn each adjuster exactly the same amount to maintain correct axle alignment.
 (There are marks (a) on each side of the drive chain puller alignment.)

NOTE:

Turn the adjuster so that the drive chain is in line with the sprocket, as viewed from the rear.

CAUTION:

Too small drive chain slack will overload the engine and other vital parts; keep the slack within the specified limits.

• Tighten the axle nut while pushing down the drive chain.



Axle nut:

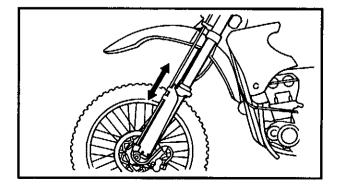
125 Nm (12.5 m • kg, 90 ft • lb)

•Tighten the locknuts.



Locknut:

16 Nm (1.6 m • kg, 11 ft • lb)



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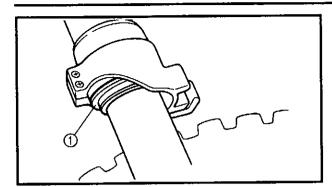
FRONT FORK INSPECTION

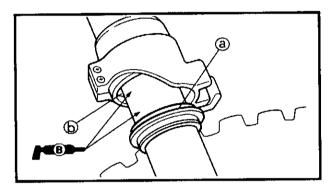
- 1. Inspect:
 - Front fork smooth action
 Operate the front brake and stroke the front fork.

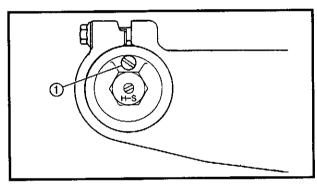
Unsmooth action/oil leakage \rightarrow Repair or replace.

FRONT FORK OIL SEAL AND DUST SEAL CLEANING/ FRONT FORK INTERNAL PRESSURE RELIEVING/ FRONT FORK REBOUND DAMPING FORCE ADJUSTMENT









FRONT FORK OIL SEAL AND DUST SEAL CLEANING

- 1. Remove:
 - Protector
 - Dust seal (1)

NOTE:

Use a thin screw driver, and be careful not to damage the inner fork tube and dust seal.

- 2. Clean:
 - Dust seal @
 - Oil seal (b)

NOTE:

- Clean the dust seal and oil seal after every run.
- Apply the lithium soap base grease on the inner tube.

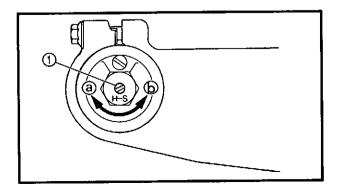
FRONT FORK INTERNAL PRESSURE RELIEVING

NOTE:

If the front fork initial movement feels stiff during a run, relieve the front fork internal pressure.

- 1. Elevate the front wheel by placing a suitable stand under the engine.
- 2. Remove the air bleed screw ① and release the internal pressure from the front fork.
- 3. Install:
 - Air bleed screw

🗽 1 Nm (0.1 m · kg, 0.7 ft · lb)



FRONT FORK REBOUND DAMPING FORCE ADJUSTMENT

- 1. Adjust:
 - Rebound damping force By turning the adjuster ①.

Stiffer ⓐ → Increase the rebound damping force. (Turn the adjuster ① in.)

Softer ⓑ → Decrease the rebound damping force. (Turn the adjuster ① out.)

FRONT FORK COMPRESSION DAMPING FORCE ADJUSTMENT



Extent of ad	ljustment
Maximum	Minimum
Fully turned in position	20 clicks out (from maximum position)

• STANDARD POSITION:

This is the position which is back by the specific number of clicks from the fully turned-in position.



Standard position:

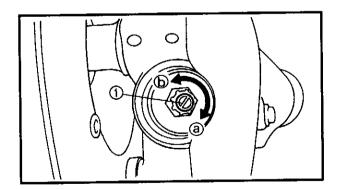
- 13 clicks out
- * 15 clicks out

CAUTION:

Do not force the adjuster past the minimum or maximum extent of adjustment. The adjuster may be damaged.

WARNING

Always adjust each front fork to the same setting. Uneven adjustment can cause poor handling and loss of stability.



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FRONT FORK COMPRESSION DAMPING FORCE ADJUSTMENT

- 1. Remove:
 - Rubber cap
- 2. Adjust:
 - Compression damping force By turning the adjuster ①.

Stiffer ⓐ → Increase the compression damping force. (Turn the adjuster ① in.)

Softer ⓑ → Decrease the compression damping force. (Turn the adjuster ① out.)

^{*} For EUROPE

REAR SHOCK ABSORBER INSPECTION



Extent of ac	ljustment
Maximum	Minimum
Fully turned in position	20 clicks out (from maximum position)

• STANDARD POSITION:

This is the position which is back by the specific number of clicks from the fully turned-in position.



Standard position:

12 clicks out

* 10 clicks out

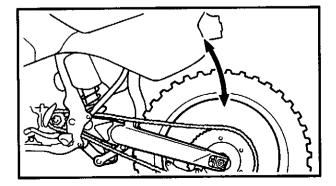
CAUTION:

Do not force the adjuster past the minimum or maximum extent of adjustment. The adjuster may be damaged.

⚠ WARNING

Always adjust each front fork to the same setting. Uneven adjustment can cause poor handling and loss of stability.

- 3. Install:
 - Rubber cap



REAR SHOCK ABSORBER INSPECTION

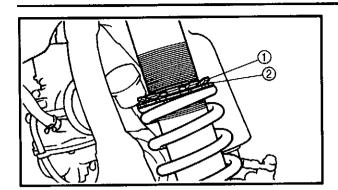
- 1. Inspect:
 - Swingarm smooth action Abnormal noise/unsmooth action → Grease the pivoting points or repair the pivoting points.

Damage/oil leakage → Replace.

^{*} For EUROPE

REAR SHOCK ABSORBER SPRING PRELOAD ADJUSTMENT





REAR SHOCK ABSORBER SPRING PRELOAD ADJUSTMENT

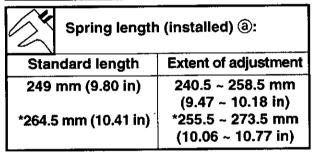
- 1. Elevate the rear wheel by placing the suitable stand under the engine.
- 2. Remove:
 - Rear frame
- 3. Loosen:
 - Locknut ①
- 4. Adjust:
 - Spring preload
 By turning the adjuster ②.

Stiffer → Increase the spring preload.

(Turn the adjuster ② in.)

Softer → Decrease the spring preload.

(Turn the adjuster ② out.)



* For EUROPE

NOTE:

- Be sure to remove all dirt and mud from around the locknut and adjuster before adjustment.
- The length of the spring (installed) changes
 1.5 mm (0.06 in) per turn of the adjuster.



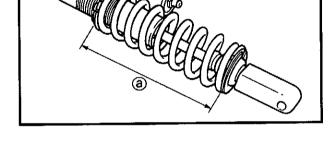
Never attempt to turn the adjuster beyond the maximum or minimum setting.

- 5. Tighten:
 - Locknut
- 6. Install:
 - Rear frame (upper)

32 Nm (3.2 m · kg, 23 ft · lb)

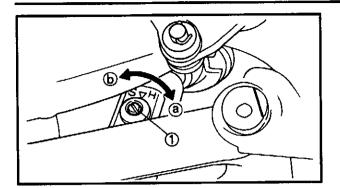
• Rear frame (lower)

29 Nm (2.9 m · kg, 21 ft · lb)



REAR SHOCK ABSORBER REBOUND DAMPING FORCE ADJUSTMENT



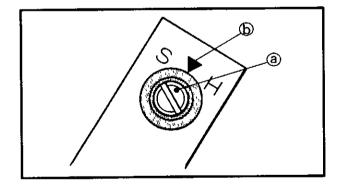


REAR SHOCK ABSORBER REBOUND
DAMPING FORCE ADJUSTMENT

- 1. Adjust:
 - Rebound damping force By turning the adjuster ①.

Stiffer ⓐ → Increase the rebound damping force. (Turn the adjuster ① in.)
 Softer ⓑ → Decrease the rebound damping force. (Turn the adjuster ① out.)

2	Extent of ad	justment
	Maximum	Minimum
Fully posit	turned in ion	20 clicks out (from maximum position)



STANDARD POSITION:

This is the position which is back by the specific number of clicks from the fully turned-in position. (Which align the punch mark ⓐ on the adjuster with the punch mark ⓑ on the bracket.)



Standard position:
About 13 clicks out
*About 12 clicks out

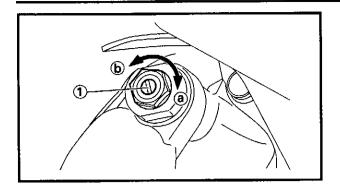
* For EUROPE

CAUTION:

Do not force the adjuster past the minimum or maximum extent of adjustment. The adjuster may be damaged.

REAR SHOCK ABSORBER LOW COMPRESSION DAMPING FORCE ADJUSTMENT





REAR SHOCK ABSORBER LOW COMPRESSION DAMPING FORCE ADJUSTMENT

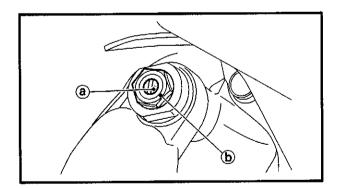
1. Adjust:

 Low compression damping force By turning the adjuster ①.

Stiffer ⓐ → Increase the low compression damping force. (Turn the adjuster ① in.)

Softer $\textcircled{b} \rightarrow \texttt{Decrease}$ the low compression damping force. (Turn the adjuster 1 out.)

Extent of ad	ustment
Maximum	Minimum
Fully turned in position	20 clicks out (from maximum position)



• STANDARD POSITION:

This is the position which is back by the specific number of clicks from the fully turned-in position. (Which align the punch mark ⓐ on the adjuster with the punch mark ⓑ on the high compression damping adjuster.)



Standard position:
About 12 clicks out
*About 10 clicks out

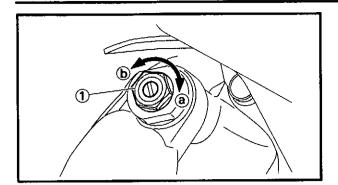
* For EUROPE

CAUTION:

Do not force the adjuster past the minimum or maximum extent of adjustment. The adjuster may be damaged.

REAR SHOCK ABSORBER HIGH COMPRESSION DAMPING FORCE ADJUSTMENT





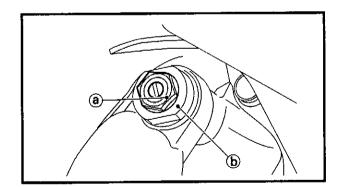
REAR SHOCK ABSORBER HIGH COMPRESSION DAMPING FORCE ADJUSTMENT

- 1. Adjust:
 - High compression damping force
 By turning the adjuster ①.

Stiffer ⓐ → Increase the high compression damping force. (Turn the adjuster ① in.)

Softer (b) → Decrease the high compression damping force. (Turn the adjuster ① out.)

Extent of adjustment				
Maximum	Minimum			
Fully turned in position	2 turns out (from maximum position)			



STANDARD POSITION:

This is the position which is back by the specific number of turns from the fully turned-in position. (Which align the punch mark ⓐ on the adjuster with the punch mark ⓑ on the adjuster body.)



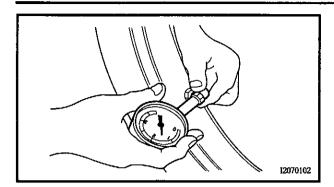
Standard position:
About 1-1/4 turns out

CAUTION:

Do not force the adjuster past the minimum or maximum extent of adjustment. The adjuster may be damaged.

TIRE PRESSURE CHECK/SPOKES INSPECTION AND **TIGHTENING/WHEEL INSPECTION**





EC36Q0000 TIRE PRESSURE CHECK

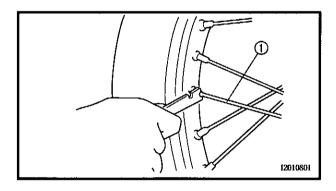
- 1. Measure:
 - Tire pressure Out of specification → Adjust.



Standard tire pressure: 100 kPa (1.0 kgf/cm², 15 psi)

NOTE:

- Check the tire while it is cold.
- · Loose bead stoppers allow the tire to slip off its position on the rim when the tire pressure is low.
- · A tilted tire valve stem indicates that the tire slips off its position on the rim.
- If the tire valve stem is found tilted, the tire is considered to be slipping off its position. Correct the tire position.

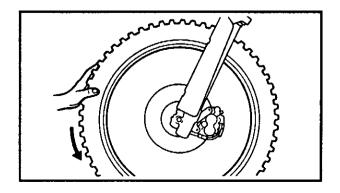


EC36S002

SPOKES INSPECTION AND TIGHTENING

- 1. Inspect:
 - Spokes ① Bend/damage → Replace. Loose spoke → Retighten.
- 2. Tighten:
 - Spokes x 3 Nm (0.3 m ⋅ kg, 2.2 ft ⋅ lb)

Be sure to retighten these spokes before and after break-in. After a practice or a race check spokes for looseness.

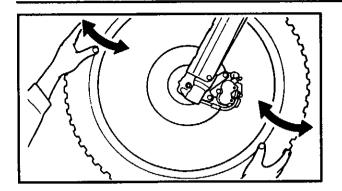


WHEEL INSPECTION

- 1. Inspect:
 - Wheel runout Elevate the wheel and turn it. Abnormal runout → Replace.

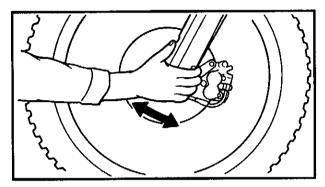
STEERING HEAD INSPECTION AND ADJUSTMENT





2. Inspect:

Bearing free play
 Exist play → Replace.



EC36U013

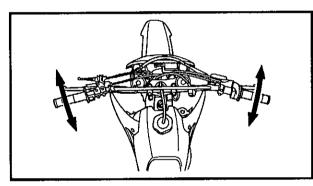
STEERING HEAD INSPECTION AND ADJUSTMENT

- 1. Elevate the front wheel by placing a suitable stand under the engine.
- 2. Check:
 - Steering stem
 Grasp the bottom of the forks and gently rock the fork assembly back and forth.

Free play \rightarrow Adjust steering head.

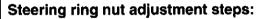


Steering smooth action
 Turn the handlebar lock to lock.
 Unsmooth action → Adjust steering ring nut.



4. Adjust:

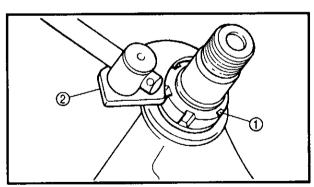
Steering ring nut



- Remove the number plate.
- Remove the handlebar and handlebar upper bracket.
- Loosen the steering ring nut ① using the steering nut wrench ②.

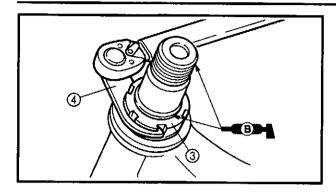


Steering nut wrench: YU-33975/90890-01403



STEERING HEAD INSPECTION AND ADJUSTMENT





• Tighten the steering ring nut ③ using steering nut wrench ④.

NOTE:

- Apply the lithium soap base grease on the thread of the steering stem.
- Set the torque wrench to the steering nut wrench so that they form a right angle.



Steering nut wrench: YU-33975/90890-01403



Steering ring nut (initial tightening): 38 Nm (3.8 m • kg, 27 ft • lb)

- Loosen the steering ring nut one turn.
- Retighten the steering ring nut using the steering nut wrench.

WARNING

Avoid over-tightening.



Steering ring nut (final tightening): 7 Nm (0.7 m • kg, 5.1 ft • lb)

- Check the steering stem by turning it lock to lock. If there is any binding, remove the steering stem assembly and inspect the steering bearings.
- Install the washer ⑤, upper bracket ⑥, washer ⑦, steering stem nut ⑧, steering stem cap ⑨, handlebar ⑩, handlebar upper holder ⑪ and number plate ⑫.

NOTE:

- The upper handlebar holder should be installed with the punched mark @ forward.
- Insert the end of fuel breather hose ③ into the hole in the steering stem cap.

CAUTION:

First tighten the bolts on the front side of the handlebar holder, and then tighten the bolts on the rear side.

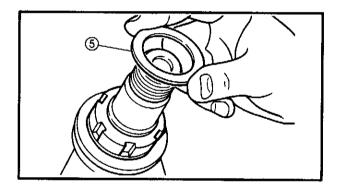


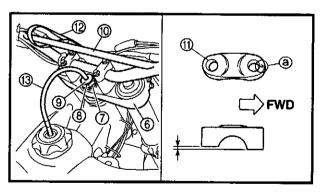
Steering stem nut: 145 Nm (14.5 m • kg, 105 ft • lb)

Handlebar upper holder: 28 Nm (2.8 m • kg, 20 ft • lb) Pinch bolt (upper bracket): 23 Nm (2.3 m • kg, 17 ft • lb)

Number plate:

7 Nm (0.7 m • kg, 5.1 ft • lb)





LUBRICATION



LUBRICATION

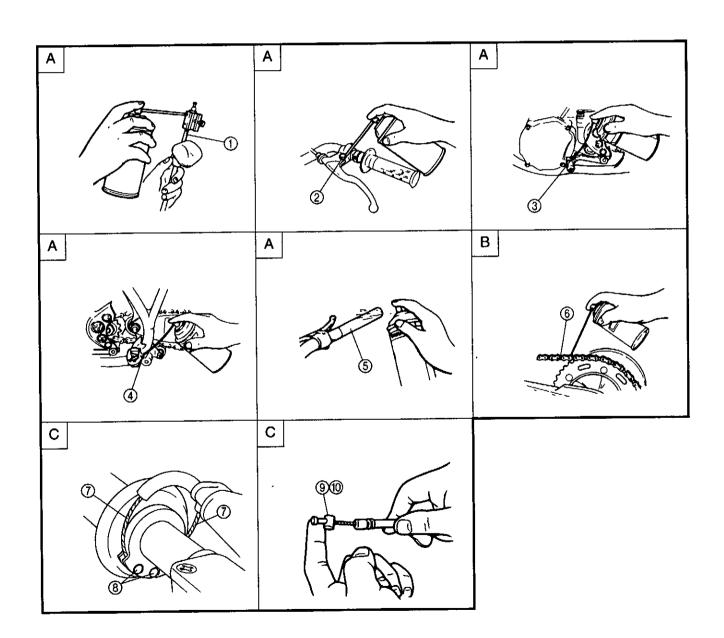
To ensure smooth operation of all components, lubricate your machine during setup, after break-in, and after every race.

- 1 All control cable
- ② Clutch lever pivot
- 3 Shift pedal pivot
- 4 Footrest pivot
- 5 Throttle-to-handlebar contact
- 6 Drive chain
- Tube guide cable winding portion
- ® Throttle cable end
- Olutch cable end
- (ii) Hot starter cable end

- A Use Yamaha cable lube or equivalent on these areas.
- B Use SAE 10W-30 motor oil or suitable chain lubricants.
- C Lubricate the following areas with high quality, lightweight lithium-soap base grease.

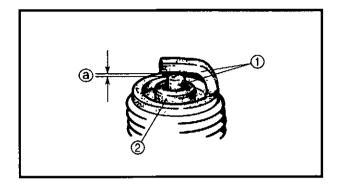
CAUTION:

Wipe off any excess grease, and avoid getting grease on the brake discs.



ELECTRICAL/SPARK PLUG INSPECTION





EC370000

ELECTRICAL

EC371001 SPARK PLUG INSPECTION

- 1. Remove:
 - Spark plug
- 2. Inspect:
 - Electrode (1) Wear/damage → Replace.

engine condition.

• Insulator color ② Normal condition is a medium to light tan color. Distinctly different color -> Check the

NOTE:

When the engine runs for many hours at low speeds, the spark plug insulator will become sooty, even if the engine and carburetor are in good operating condition.

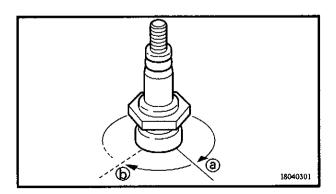
- 3. Measure:
 - Plug gap @ Use a wire gauge or thickness gauge. Out of specification → Regap.



Spark plug gap:

0.7 ~ 0.8 mm (0.028 ~ 0.031 in)

4. Clean the plug with a spark plug cleaner if necessary.



- 5. Tighten:
 - Spark plug

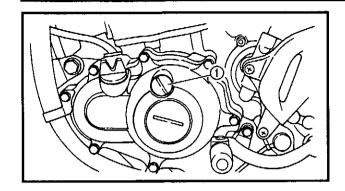
13 Nm (1.3 m · kg, 9.4 ft · lb)

NOTE:

- Before installing a spark plug, clean the gasket surface and plug surface.
- Finger-tighten @ the spark plug before torquing to specification (b).

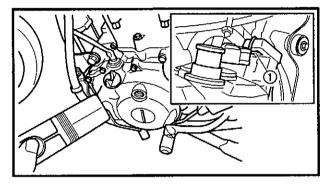
IGNITION TIMING CHECK





IGNITION TIMING CHECK

- 1. Remove:
 - Timing mark accessing screw ①



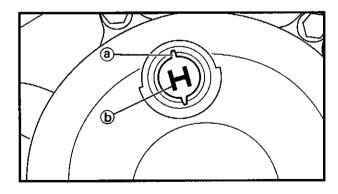
2. Attach:

- Timing light
- Inductive tachometer
 To the ignition coil lead (orange lead ①).



Timing light: YM-33277-A/90890-03141

- 3. Adjust:
 - Engine idling speed
 Refer to "ENGINE IDLING SPEED ADJUSTMENT" section.



4. Check:

- Ignition timing
 Visually check the stationary pointer ②
 is within the firing range ⑤ on the rotor.
 Incorrect firing range → Check rotor
 and pickup assembly.
- 5. Install:
 - Timing mark accessing screw

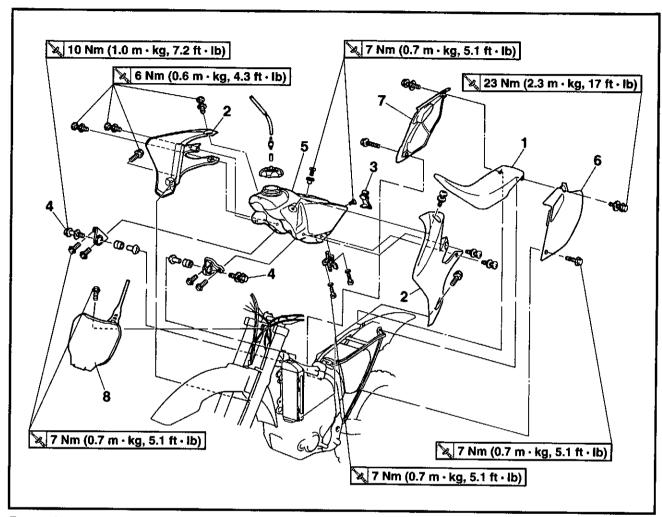
SEAT, FUEL TANK AND SIDE COVERS | ENG





ENGINE **SEAT, FUEL TANK AND SIDE COVERS**





Extent of removal

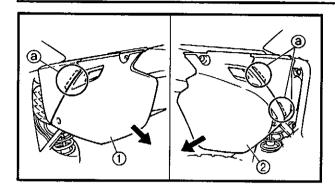
- ① Seat removal
- 3 Side covers removal
- ② Fuel tank removal
- 4 Number plate removal

Exter	nt of removal	Order	Part name	Q'ty	Remarks
Preparat	tion for removal		SEAT, FUEL TANK AND SIDE COVERS REMOVAL Turn the fuel cock to "OFF". Disconnect the fuel hose		
①[1 31	1	Seat	1	
ĺ		2	Air scoop (left and right)	2	
(2	3	Fitting band	1	Remove on fuel tank side.
		4	Bolt (fuel tank)	2	
	ļ .	5	Fuel tank	1	
Ĭ	3	6	Left side cover	1	
	Ψ	7	Right side cover	1	Refer to "REMOVAL POINTS"
	④	8	Number plate	1	

SEAT, FUEL TANK AND SIDE COVERS







REMOVAL POINTS Side cover

- 1. Remove:
 - Bolt (side cover)
 - Left side cover ①
 - Right side cover ②

NOTE: .

Draw the side cover downward to remove it because its claws ⓐ are inserted in the air filter case.

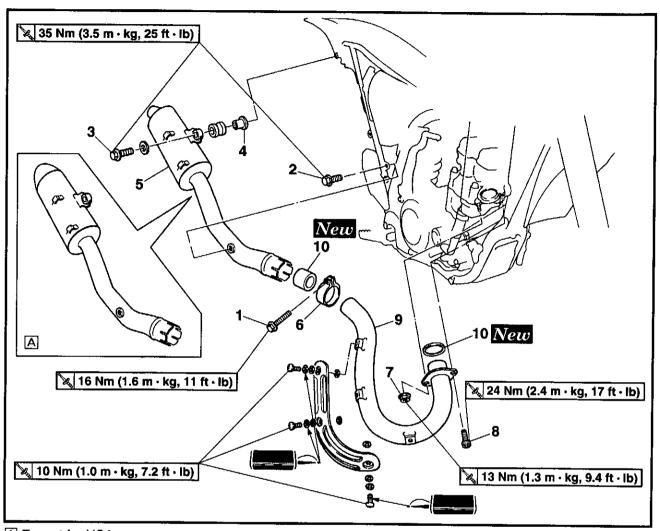
EXHAUST PIPE AND SILENCER

ENG



EXHAUST PIPE AND SILENCER





A Except for USA Extent of removal

① Silencer removal

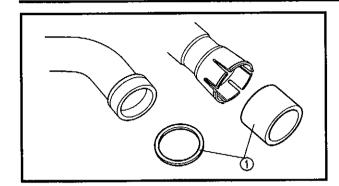
② Exhaust pipe removal

Extent of removal	Order	Part name	Q'ty	Remarks
Preparation for removal		EXHAUST PIPE AND SILENCER REMOVAL Right side cover		Refer to "SEAT, FUEL TANK AND SIDE COVERS" section.
2	1	Bolt (silencer clamp)	1	Only loosening
	2	Bolt [silencer (front)]	1	,,
	3	Bolt [silencer (rear)]	1	
Ψ	4	Collar	1	
	5	Silencer	1	
	6	Silencer clamp	1	
· • • • • • • • • • • • • • • • • • • •	7	Nut (exhaust pipe)	1	
	8	Bolt (exhaust pipe)	1	
	9	Exhaust pipe	1	
↓	10	Gasket	2	

EXHAUST PIPE AND SILENCER

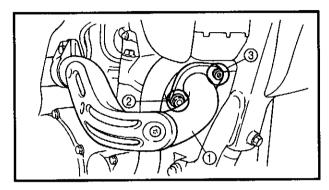






INSPECTION Silencer and exhaust pipe

- 1. Inspect:
 - Gasket ①
 Damage → Replace.



ASSEMBLY AND INSTALLATION Silencer and exhaust pipe

- 1. Install:
 - Gasket New
 - Exhaust pipe (1)
 - Nut (exhaust pipe) ②

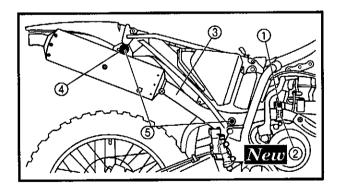
13 Nm (1.3 m · kg, 9.4 ft · lb)

Bolt (exhaust pipe) ③

24 Nm (2.4 m · kg, 17 ft · lb)

NOTE:

First, temporarily tighten the nut (exhaust pipe), then tighten the bolt (exhaust pipe) 20 Nm (2.0 m • kg, 14 ft • lb). After that, retighten the nut (exhaust pipe) 13 Nm (1.3 m • kg, 9.4 ft • lb) and then the bolt (exhaust pipe) 24 Nm (2.4 m • kg, 17 ft • lb).



- 2. Install:
 - Silencer clamp (1)

16 Nm (1.6 m · kg, 11 ft · lb)

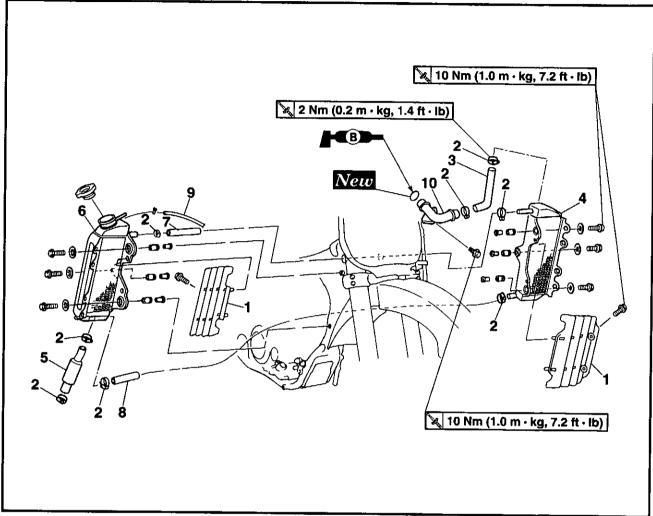
- Gasket ② New
- Silencer (3)
- Washer (4)
- Bolt (silencer) ⑤

35 Nm (3.5 m · kg, 25 ft · lb)



RADIATOR





Extent of removal:

① Radiator removal

Extent of removal	Order	Part name	Q'ty	Remarks
Preparation for removal		RADIATOR REMOVAL Drain the coolant.		Refer to "COOLANT REPLACEMENT"
	_	Seat and fuel tank		section in the CHAPTER 3 Refer to "SEAT, FUEL TANK AND SIDE COVERS" section.
1	1	Radiator guard	2	
	2	Radiator hose clamp	8	Only loosening
	3	Radiator hose 1	1	,
	4	Left radiator	1	
4	5	Radiator hose 3	1	
	6	Right radiator	1	
	7	Radiator hose 2	1	
	8	Radiator hose 4	1	
	9	Radiator breather hose	1	
	10	Radiator pipe	1	



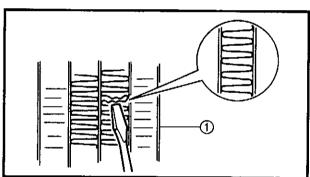
EC456000 HANDLING NOTE

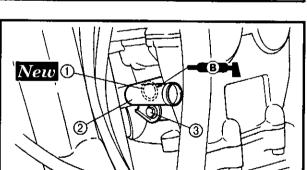
⚠ WARNING

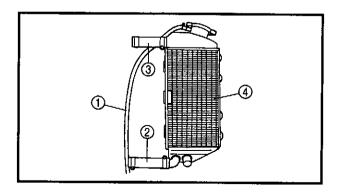
Do not remove the radiator cap when the engine and radiator are hot. Scalding hot fluid and steam may be blown out under pressure, which could cause serious injury.

When the engine has cooled, open the radiator cap by the following procedure:

Place a thick rag, like a towel, over the radiator cap, slowly rotate the cap counterclockwise to the detent. This procedure allows any residual pressure to escape. When the hissing sound has stopped, press down on the cap while turning counterclockwise and remove it.







EC454000 INSPECTION

EC444100 Radiator

- 1. Inspect:
 - Radiator core ①
 Obstruction → Blow out with compressed air through rear of the radiator.
 Bent fin → Repair/replace.

ASSEMBLY AND INSTALLATION Radiator

- 1. Install:
 - O-ring ① New
 - Radiator pipe ②
 - Bolt (radiator pipe) (3)

🔌 10 Nm (1.0 m · kg, 7.2 ft · lb)

NOTE:

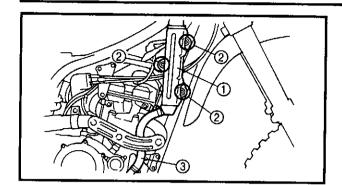
Apply the lithium soap base grease on the Oring.

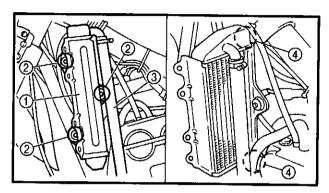
- 2. Install:
 - Radiator breather hose ①
 - Radiator hose 4 (longer) ②
 - Radiator hose 2 (shorter) ③
 To left radiator ④.

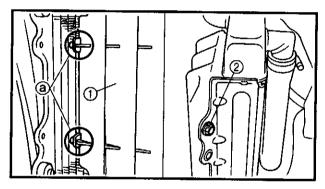
RADIATOR | ENG











- 3. Install:
 - Right radiator (1)

• Bolt (right radiator) ②

10 Nm (1.0 m · kg, 7.2 ft · lb)

• Radiator hose 3 3 Refer to "CABLE ROUTING DIA-GRAM" section in the CHAPTER 2.

- 4. Install:
 - Left radiator (1)
 - Bolt (left radiator) ②

x 10 Nm (1.0 m ⋅ kg, 7.2 ft ⋅ lb)

• Radiator hose 1 ③

2 Nm (0.2 m · kg, 1.4 ft · lb) Refer to "CABLE ROUTING DIA-GRAM" section in the CHAPTER 2.

- 5. Tighten:
 - Radiator hose clamp 4

2 Nm (0.2 m · kg, 1.4 ft · lb)

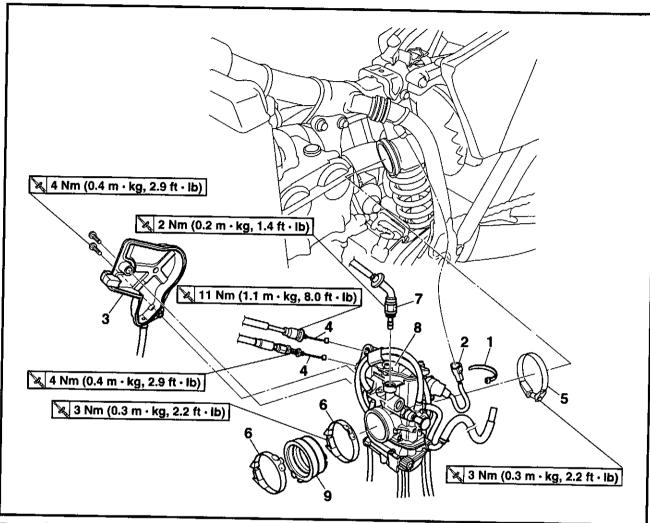
- 6. Install.
 - Radiator guard ①
 - Bolt (radiator guard) ②

🗽 10 Nm (1.0 m · kg, 7.2 ft · lb)

Fit the hook @ on the inner side first into the radiator.







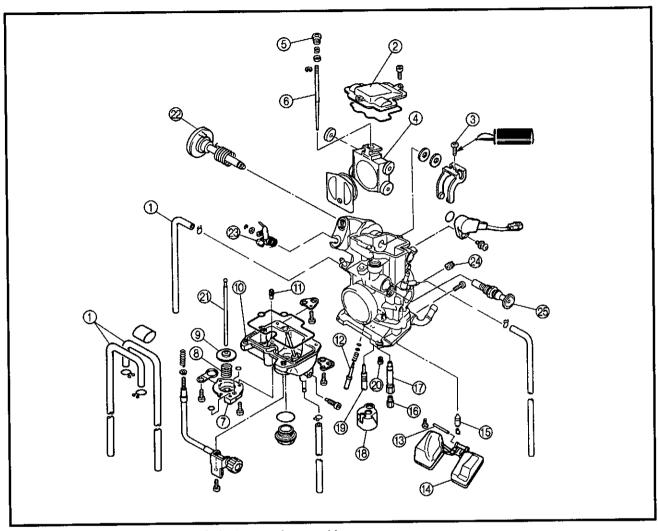
Extent of removal.

① Carburetor removal

Extent of removal	Order	Part name	Q'ty	Remarks
Preparation for removal		CARBURETOR REMOVAL Seat and fuel tank		Refer to "SEAT, FUEL TANK AND SIDE COVERS" section.
	1	Clamp	1	
	2	Throttle position sensor lead cou- pler	1	
	3	Throttle cable cover	1	
Ф	4	Throttle cable	2	
	5	Clamp (air filter joint)	1	Loosen the screw (air filter joint).
	6	Clamp (carburetor joint)	2	Loosen the screws (carburetor joint)
	7	Hot starter plunger	1	2000011 the Belews (carbuletor joint)
	8	Carburetor assembly	1	
	9	Carburetor joint	1	



EC468000 CARBURETOR DISASSEMBLY

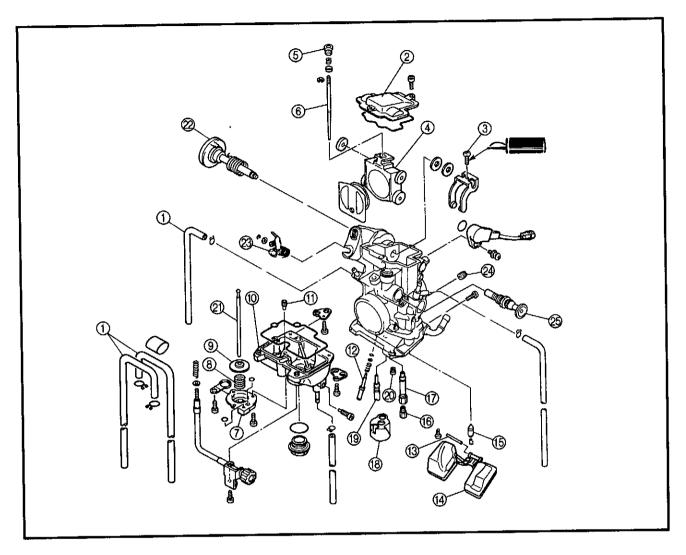


Extent of removal:

① Carburetor disassembly

Extent of removal	Order	Part name	Q'ty	Remarks
	-	CARBURETOR DISASSEMBLY		
†	1 ①	Carburetor breather hose	4	
	2	Valve lever housing cover	1	
	3	Screw (throttle shaft)	1	
	4	Throttle valve	1	
	(5)	Needle holder	1	
	6	Jet needle	1	j
	7	Accelerator pump cover	1	
Ψ	8	Spring	1	
	9	Diaphragm (accelerator pump)	1	
	100	Float chamber	1	
	100	Leak jet	1	
	12	Pilot screw	1	Refer to "REMOVAL POINTS".
	(3)	Float pin	1	
	14	Float	1	
1	(3)	Needle valve	1	

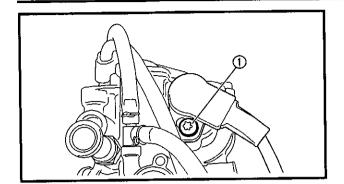


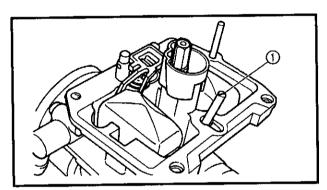


Extent of removal	Order	Part name	Q'ty	Remarks
1	16	Main jet	1	
	0	Needle jet	1	
	(8)	Spacer	1	
	(19)	Pilot jet	1	
	80	Starter jet	1	
Ψ	Ø	Push rod	1	Pull the push rod.
	Ø	Throttle shaft assembly	1	
	23	Push rod link lever assembly	1	
1	2	Pilot air jet	1	
	8	Cold starter plunger	1	









HANDLING NOTE

CAUTION:

Do not loosen the screws (throttle position sensor) ① except when changing the throttle position sensor due to failure because it will cause a drop in engine performance.

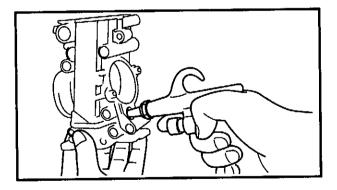
REMOVAL POINTS

Pilot screw

- 1. Remove:
 - Pilot screw ①

NOTE:

To optimize the fuel flow at a small throttle opening, each machine's pilot screw has been individually set at the factory. Before removing the pilot screw, turn it in fully and count the number of turns. Record this number as the factory-set number of turns out.



INSPECTION

Carburetor

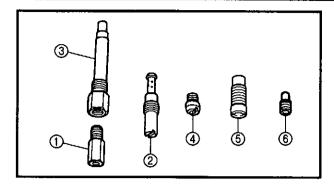
- 1. Inspect:
 - Carburetor body
 Contamination → Clean.

NOTE: .

- Use a petroleum based solvent for cleaning.
 Blow out all passages and jets with compressed air.
- Never use a wire.



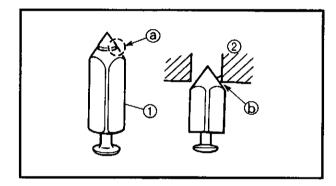




- 2. Inspect:
 - Main jet ①
 - Pilot jet ②
 - Needle jet ③
 - Starter jet ④
 - Pilot air jet ⑤
 - Leak jet ⑥
 Damage → Replace.
 Contamination → Clean.

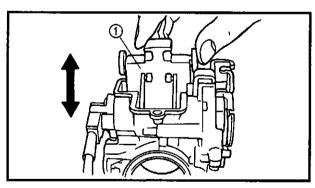
NOTE: .

- Use a petroleum based solvent for cleaning.
 Blow out all passages and jets with compressed air.
- Never use a wire.



Needle valve

- 1. Inspect:
 - Needle valve ①
 - Valve seat ②
 Grooved wear ③ → Replace.
 Dust ⑤ → Clean.



EC464301

Throttle valve

- 1. Check:
 - Free movement
 Stick → Repair or replace.

NOTE:

Insert the throttle valve ① into the carburetor body, and check for free movement.

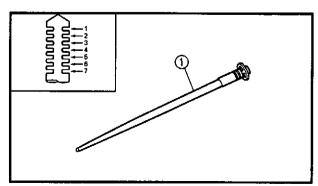
EC464401

Jet needle

- 1. Inspect:
 - Jet needle ①
 Bends/wear → Replace.
 - Clip groove
 Free play exists/wear → Replace.
 - Clip position

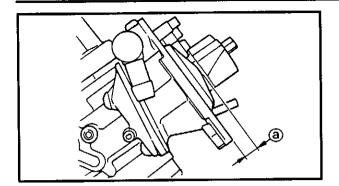


Standard clip position: No.4 Groove









Float height

- 1. Measure:
 - Float height ⓐ
 Out of specification → Adjust.



Float height: 8.0 mm (0.31 in)

Measurement and adjustment steps:

 Hold the carburetor in an upside down position.

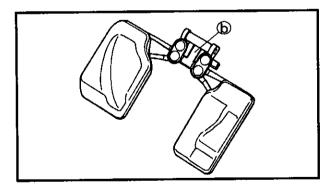
NOTE:

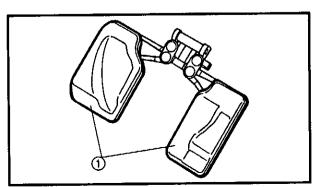
- Slowly tilt the carburetor in the opposite direction, then take the measurement when the needle valve aligns with the float arm.
- If the carburetor is level, the weight of the float will push in the needle valve, resulting in an incorrect measurement.
- Measure the distance between the mating surface of the float chamber and top of the float using a vernier calipers.

NOTE:

The float arm should be resting on the needle valve, but not compressing the needle valve.

- If the float height is not within specification, inspect the valve seat and needle valve.
- If either is worn, replace them both.
- If both are fine, adjust the float height by bending the float tab (b) on the float.
- Recheck the float height.





EC464600 Float

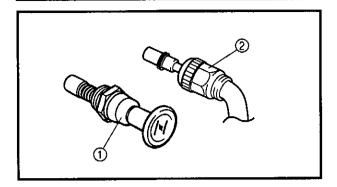
1. Inspect:

- ,, mopout
 - Float ①

Damage → Replace.

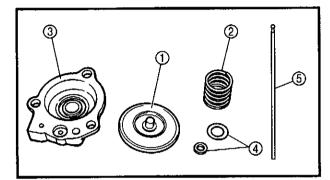






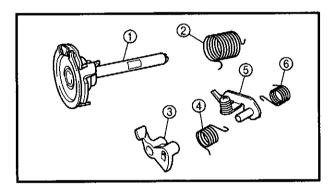
Starter plunger

- 1. Inspect:
 - Cold starter plunger ①
 - Hot starter plunger ②
 Wear/damage → Replace.

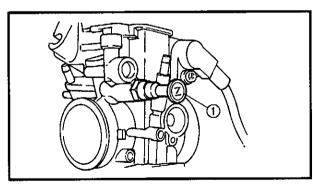


Accelerator pump

- 1. Inspect:
 - Diaphragm (accelerator pump) ①
 - Spring (accelerator pump) ②
 - Accelerator pump cover ③
 - O-ring 4
 - Push rod ⑤
 Tears (diaphragm)/damage → Replace.
 Dirt → Clean.



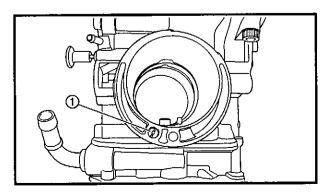
- 2. Inspect:
 - Throttle shaft ①
 - Spring ②
 - Lever 1 ③
 - Spring 1 4
 - Lever 2 (5)
 - Spring 2 ⑥
 Dirt → Clean.



ASSEMBLY AND INSTALLATION

Carburetor

- 1. Install:
 - Cold starter plunger ①

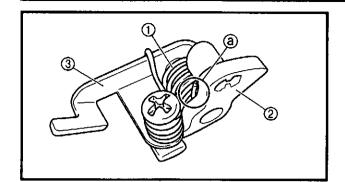


- 2. Install:
 - Pilot air jet ①

CARBURETOR | ENG







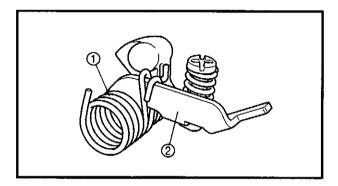
3. Install:

• Spring 1 ①

• Lever 1 ②

To lever 2 3.

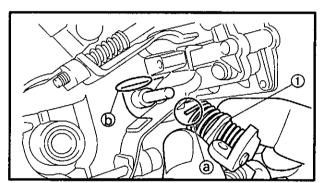
Make sure the spring 1 fits on the stopper @ of the lever 2.



4. Install:

• Spring 2 ①

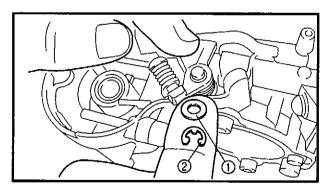
To lever 2 2.



5. Install:

• Push rod link lever assembly ①

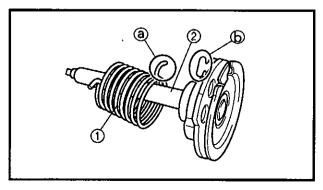
Make sure the stopper @ of the spring 2 fits into the recess (b) in the carburetor.



6. Install:

• Washer ①

• Circlip ②



7. Install:

• Spring ①

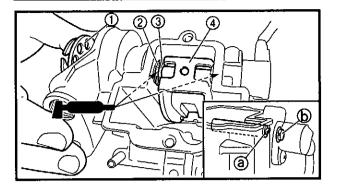
To throttle shaft ②.

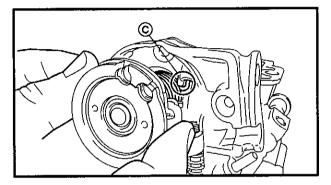
NOTE:

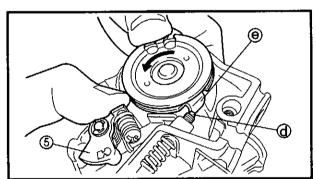
Install the bigger hook @ of the spring fits on the stopper of the throttle shaft pulley.

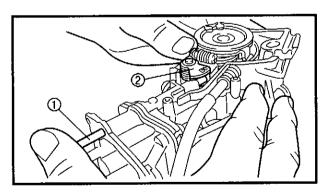


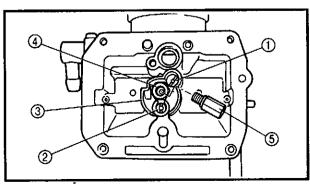












- 8. Install:
 - Throttle shaft assembly ①
 - Washer (metal) ②
 - Washer (resin) ③
 - Valve lever 4

NOTE:

- Apply the fluorochemical grease on the bearings.
- Fit the projection ⓐ on the throttle shaft assembly into the slot ⓑ in the throttle position sensor.
- Make sure the stopper © of the spring fits into the recess in the carburetor.
- Turn the throttle shaft assembly left while holding down the lever 1 ⑤ and fit the throttle stop screw tip ⑥ to the stopper ⑥ of the throttle shaft assembly pulley.

- 9. Install:
 - Push rod ①

NOTE:

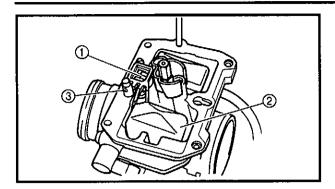
While holding down the lever 1 ②, insert the push rod farthest into the carburetor.

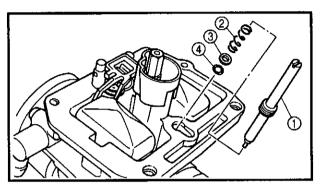
10. Install:

- Starter jet ①
- Pilot jet ②
- Spacer ③
- Needle jet 4
- Main jet ⑤









11. Install:

- Needle valve ①
- Float ②
- Float pin ③

NOTE:

- After installing the needle valve to the float, install them to the carburetor.
- · Check the float for smooth movement.

12. Install:

- Pilot screw (1)
- Spring ②
- Washer ③
- O-ring 4

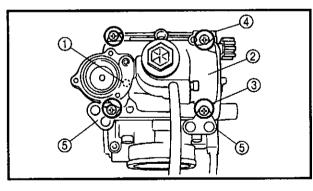
Note the following installation points:

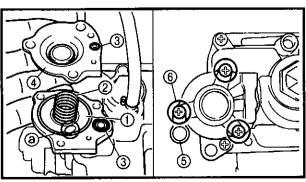
- Turn in the pilot screw until it is lightly seated.
- Turn out the pilot screw by the number of turns recorded before removing.



Pilot screw:

1-5/8 turns out (example)





13. Install:

- O-ring
- Leak jet ①
- Float chamber ②
- Screw (float chamber) ③
- Cable holder (throttle stop screw cable)
- Hose holder (carburetor breather hose)§

14. Instal

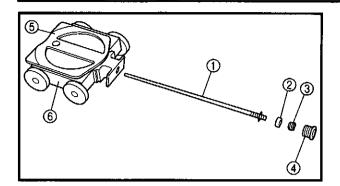
- Diaphragm (accelerator pump) ①
- Spring ②
- O-ring ③
- Accelerator pump cover 4
- Hose holder (drain hose) (5)
- Screw (accelerator pump cover) (6)

NOTE

Install the diaphragm (accelerator pump) with its mark (a) facing the spring.

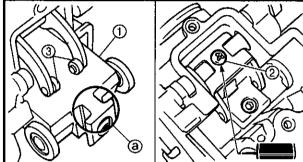






15. Install:

- Jet needle ①
- Collar ②
- Spring ③
- Needle holder 4
- Throttle valve plate (5) To throttle valve 6.

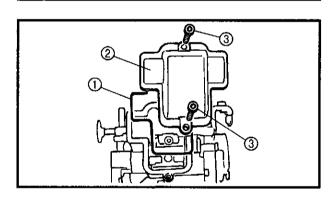


16. Install:

- Throttle valve assembly (1)
- Screw (throttle shaft) ②

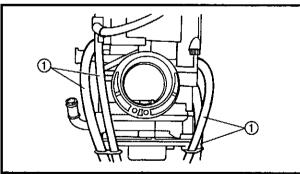


Install the valve lever rollers 3 into the slits 3 of the throttle valve.



17. Install:

- O-ring ①
- Valve lever housing cover ②
- Bolt (valve lever housing cover) ③



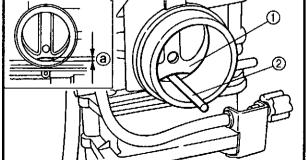
18. Install:

• Carburetor breather hose 1)

NOTE:

Install the carburetor breather hoses to the carburetor so that the hoses do not bend near where they are installed.

Accelerator pump timing adjustment Adjustment steps:



In order for the throttle valve height @ to achieve the specified value, tuck under the throttle valve plate ① the rod ② etc. with the same outer diameter as the specified value.

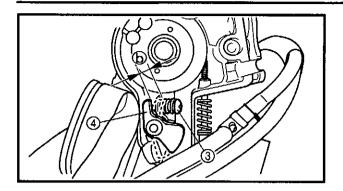


Throttle valve height: 1.25 mm (0.049 in)

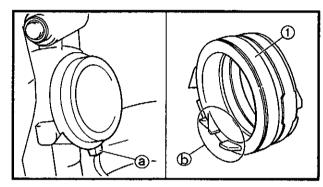
CARBURETOR | ENG







- Fully turn in the accelerator pump adjusting screw (3).
- Check that the link lever (4) has free play by pushing lightly on it.
- Gradually turn out the adjusting screw while moving the link lever until it has no more free play.



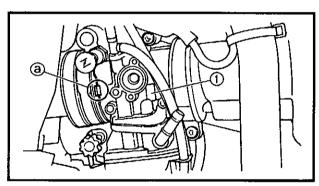
Carburetor installation

- 1. Install:
 - Carburetor joint (1)

3 Nm (0.3 m · kg, 2.2 ft · lb)

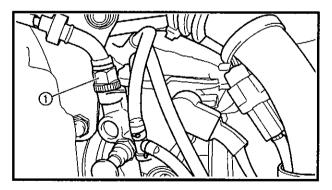
NOTE:

Install the projection @ on the cylinder between the carburetor joint slots (b).



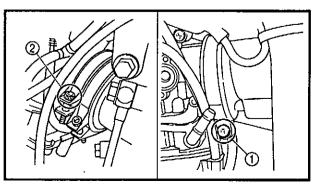
- 2. Instail:
 - Carburetor (1)

Install the projection @ between the carburetor joint slots.



- 3. Install:
 - Hot starter plunger ①

2 Nm (0.2 m · kg, 1.4 ft · lb)



- 4. Tighten:
 - Screw (air filter joint) ①

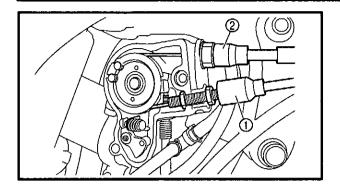
🗽 3 Nm (0.3 m · kg, 2.2 ft · lb)

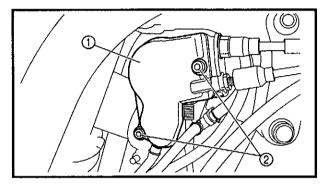
Screw (carburetor joint) ②

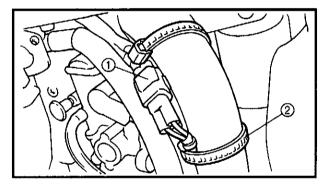
3 Nm (0.3 m · kg, 2.2 ft · lb)











5. Install:

• Throttle cable (pull) ①

4 Nm (0.4 m · kg, 2.9 ft · lb)

• Throttle cable (return) ②

11 Nm (1.1 m · kg, 8.0 ft · lb)

6. Adjust:

 Throttle grip free play
 Refer to "THROTTLE CABLE ADJUST-MENT" section in the CHAPTER 3.

7. Install:

- Throttle cable cover ①
- Screw (throttle cable cover) ②

4 Nm (0.4 m · kg, 2.9 ft · lb)

8. Install:

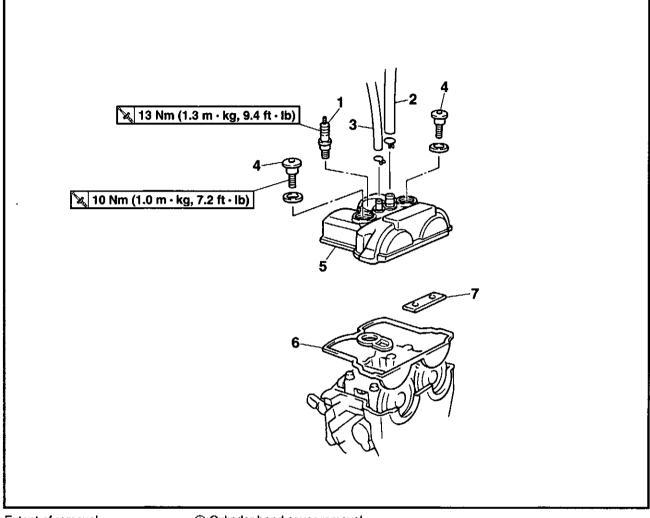
- Throttle position sensor lead coupler ①
- Clamp ②
 Refer to "CABLE ROUTING DIA-GRAM" section in the CHAPTER 2.





CAMSHAFTS CYLINDER HEAD COVER



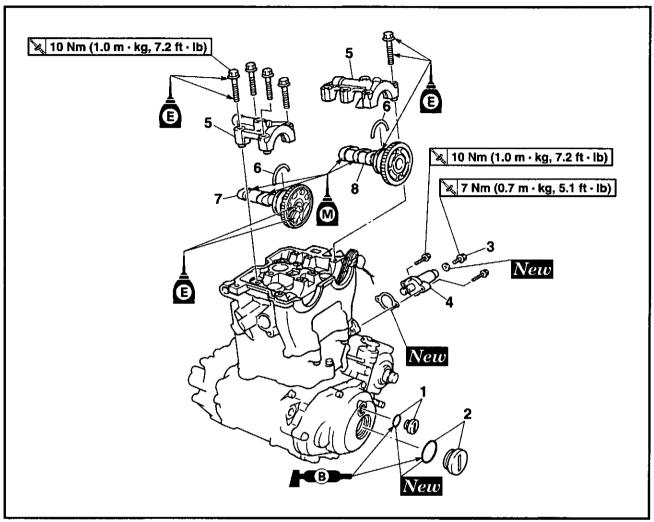


Extent of removal.

① Cylinder head cover removal

Extent of removal	Order	Part name	Q'ty	Remarks
		CYLINDER HEAD COVER REMOVAL		
Preparation for removal		Seat and fuel tank		Refer to "SEAT, FUEL TANK AND SIDE COVERS" section
		Carburetor		Refer to "CARBURETOR" section
1	1	Spark plug	1	
	2	Cylinder head breather hose	1	
	3	Oil tank breather hose	1	
Φ	4	Bolt (cylinder head cover)	2	
	5	Cylinder head cover	1	
	6	Cylinder head cover gasket	1	
<u> </u>	7	Timing chain guide (top side)	1	





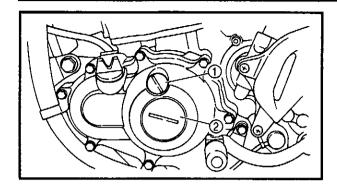
Extent of removal.

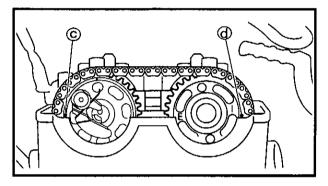
① Camshaft removal

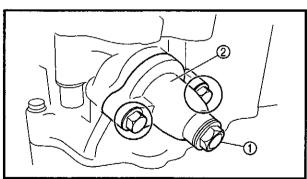
Extent of removal	Order	Part name	Q'ty	Remarks
		CAMSHAFTS REMOVAL		
†	1	Timing mark accessing screw	1	h
	2	Crankshaft end accessing screw	1	
	3	Timing chain tensioner cap bolt	1	
	4	Timing chain tensioner	1	Defende "DEMOVAL DOINTO"
Ψ	5	Camshaft cap	2	Refer to "REMOVAL POINTS"
	6	Clip	2	
	7	Exhaust camshaft	1	
ļ	8	Intake camshaft	1	И

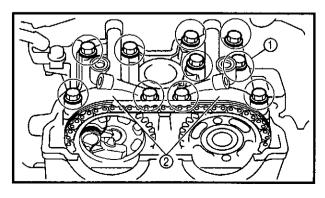












REMOVAL POINTS

Camshaft

- 1. Remove:
 - Timing mark accessing screw ①
 - Crankshaft end accessing screw ②
- 2. Align:
 - T.D.C. mark
 With align mark.

Checking steps:

- Turn the crankshaft counterclockwise with a wrench.
- Align the T.D.C. mark @ on the rotor with the align mark @ on the crankcase cover when piston is at T.D.C. on compression stroke.

NOTE:

In order to be sure that the piston is at Top Dead Center, the punch mark © on the exhaust camshaft and the punch mark ⓓ on the intake camshaft must align with the cylinder head surface, as shown in the illustration.

3. Remove:

- Timing chain tensioner cap bolt ①
- Timing chain tensioner ②
- Gasket

4. Remove:

- Bolt (camshaft cap) ①
- Camshaft cap ②
- Clip

NOTE:

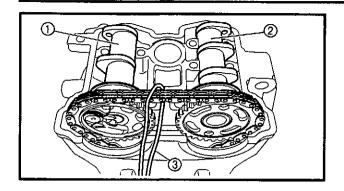
Remove the bolts (camshaft cap) in a criss-cross pattern, working from the outside in.

CAUTION:

The bolts (camshaft cap) must be removed evenly to prevent damage to the cylinder head, camshafts or camshaft caps.





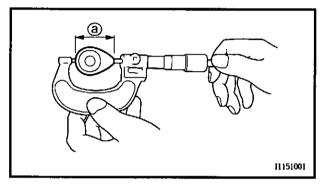




- Exhaust camshaft ①
- Intake camshaft ②

NOTE:

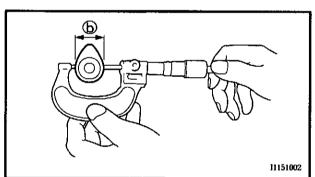
Attach a wire ③ to the timing chain to prevent it from falling into the crankcase.



INSPECTION

Camshaft

- 1. Inspect:
 - Cam lobe
 Pitting/scratches/blue discoloration →
 Replace.
- 2. Measure:
 - Cam lobe length ⓐ and ⓑ
 Out of specification → Replace.





Cam lobes length: Intake:

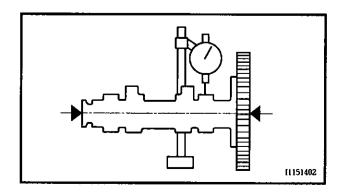
30.296 ~ 30.346 mm
 (1.1923 ~ 1.1947 in)
 <Limit>: 30.196 mm
 (1.1888 in)

© 22.45 ~ 22.55 mm (0.8839 ~ 0.8878 in) <Limit>: 22.35 mm (0.8799 in)

Exhaust:

(a) 30.399 ~ 30.499 mm (1.1968 ~ 1.2007 in) <Limit>: 30.299 mm (1.1929 in)

(0.8839 ~ 0.8878 in) <Limit>: 22.35 mm (0.8799 in)



3. Measure:

Runout (camshaft)
 Out of specification → Replace.



Runout (camshaft):

Less than 0.03 mm (0.0012 in)





4. Measure:

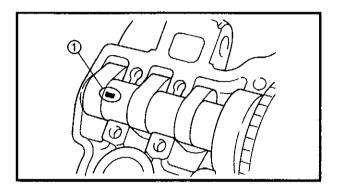
Camshaft-to-cap clearance
 Out of specification → Measure camshaft outside diameter.



Camshaft-to-cap clearance:

0.020 ~ 0.054 mm (0.0008 ~ 0.0021 in)

<Limit>: 0.08 mm (0.003 in)



Measurement steps:

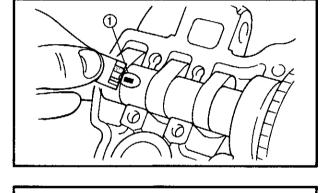
- Install the camshaft onto the cylinder head.
- Position a strip of Plastigauge® ① onto the camshaft.
- Install the clip, dowel pins and camshaft caps



Bolt (camshaft cap): 10 Nm (1.0 m • kg, 7.2 ft • lb)



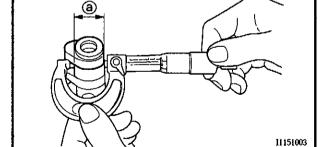
- Tighten the bolts (camshaft cap) in a crisscross pattern from innermost to outer caps.
- Do not turn the camshaft when measuring clearance with the Plastigauge[®].
- Remove the camshaft caps and measure the width of the Plastigauge® ①.



5. Measure:

Camshaft outside diameter ⓐ
 Out of specification → Replace the camshaft.

Within specification → Replace camshaft case and camshaft caps as a set.

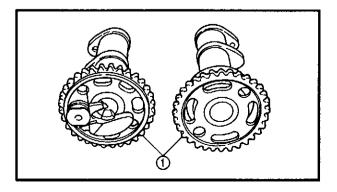




Camshaft outside diameter: 21.967 ~ 21.980 mm (0.8648 ~ 0.8654 in)

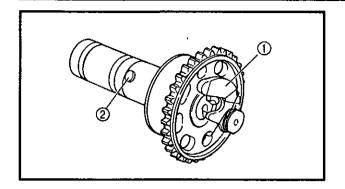


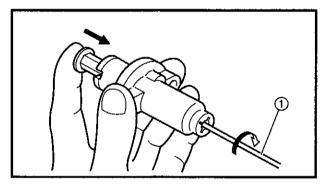
- 1. Inspect:
 - Camshaft sprocket ①
 Wear/damage → Replace the camshaft assembly and timing chain as a set.

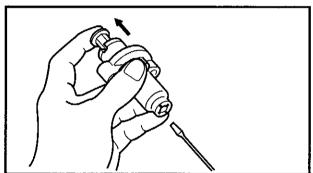


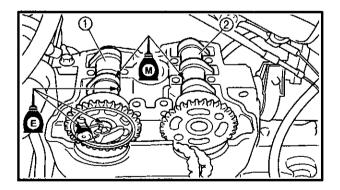


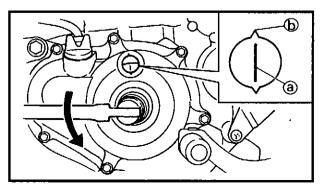












Decompression system

- 1. Check:
 - Decompression system

Checking steps:

- Check that the decompression mechanism cam ① moves smoothly.
- Check that the decompression mechanism cam lever pin ② projects from the camshaft.

Timing chain tensioner

- 1. Check:
 - While pressing the tensioner rod lightly with fingers, use a thin screwdriver ① and wind the tensioner rod up fully clockwise.
 - When releasing the screwdriver by pressing lightly with fingers, make sure that the tensioner rod will come out smoothly.
 - If not, replace the tensioner assembly.

ASSEMBLY AND INSTALLATION Camshaft

- 1. Install:
 - Exhaust camshaft ①
 - Intake camshaft ②

Installation steps:

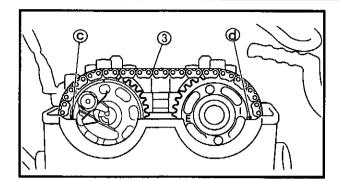
 Turn the crankshaft counterclockwise with a wrench.

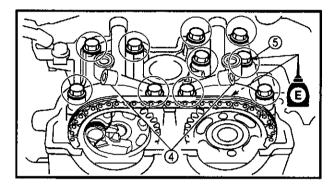
NOTE:

- Apply the molybdenum disulfide oil on the camshafts.
- Apply the engine oil on the decompression system.
- Squeezing the decompression level allows the crankshaft to be turned easily.

ENG







 Fit the timing chain ③ onto both camshaft sprockets and install the camshafts on the cylinder head.

NOTE: .

The camshafts should be installed onto the cylinder head so that the punch mark © on the exhaust camshaft and the punch mark © on the intake camshaft must align with the cylinder head surface, as shown in the illustration.

CAUTION:

Do not turn the crankshaft during the camshaft installation. Damage or improper valve timing will result.

 Install the clips, camshaft caps (4) and bolts (camshaft cap) (5).



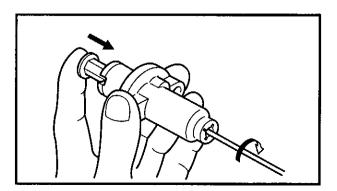
Bolt (camshaft cap): 10 Nm (1.0 m • kg, 7.2 ft • lb)

NOTE:

- Before removing the clips, cover the cylinder head with a clean rag to prevent the clips from into the cylinder head cavity.
- Apply the engine oil on the thread and contact surface of the bolts (camshaft cap).
- Tighten the bolts (camshaft cap) in a crisscross pattern.

CAUTION:

The bolts (camshaft cap) must be tightened evenly, or damage to the cylinder head, camshaft caps, and camshaft will result.



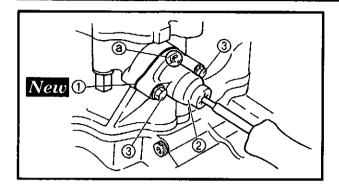
- 2. Install:
 - Timing chain tensioner

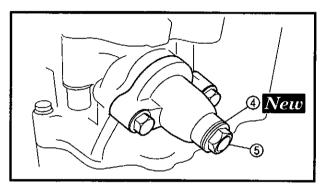
Installation steps:

 While pressing the tensioner rod lightly with fingers, use a thin screwdriver and wind the tensioner rod up fully clockwise.









 With the rod fully wound and the chain tensioner UP mark @ facing upward, install the gasket ① and the timing chain tensioner ②, and tighten the bolt ③ to the specified torque.



Bolt (timing chain tensioner): 10 Nm (1.0 m • kg, 7.2 ft • lb)

 Release the screwdriver, check the tensioner rod to come out and tighten the gasket (4) and the cap bolt (5) to the specified torque.



Tensioner cap bolt: 7 Nm (0.7 m • kg, 5.1 ft • lb)

3. Turn:

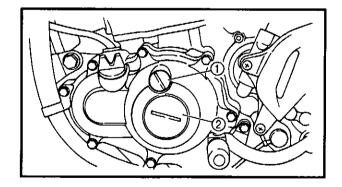
Crankshaft
 Counterclockwise several turns.

4. Check:

- Rotor T.D.C. mark
 Align with the crankcase align mark.
- Camshaft match marks
 Align with the cylinder head surface.
 Out of alignment → Adjust.

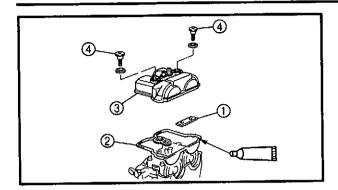
5. Install:

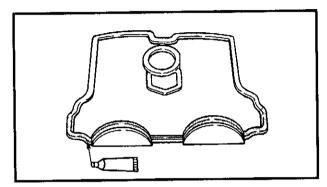
- Timing mark accessing screw (1)
- Crankshaft end accessing screw ②











6. Install:

- Timing chain guide (top side) ①
- Cylinder head cover gasket ②
- Cylinder head cover ③
- Bolt (cylinder head cover) 4

10 Nm (1.0 m · kg, 7.2 ft · lb)

NOTE:

Apply the sealant on the cylinder head cover gasket.



Quick gasket®: ACC-QUICK-GS-KT YAMAHA Bond No. 1215: 90890-85505

7. Install:

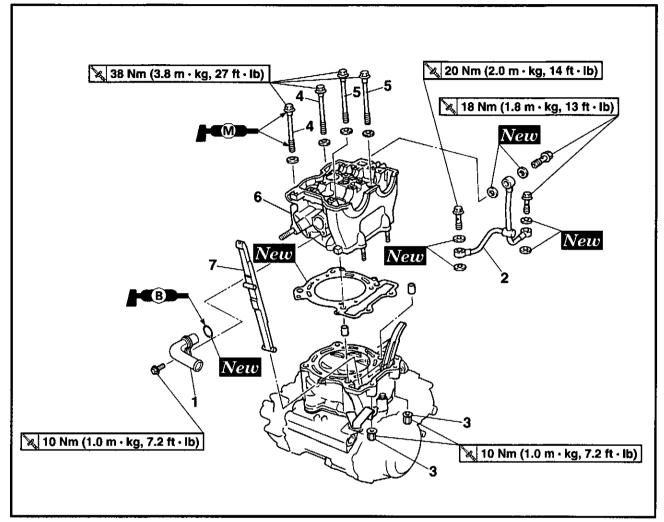
- Oil tank breather hose
- Cylinder head breather hose
- Spark plug

13 Nm (1.3 m · kg, 9.4 ft · lb)



CYLINDER HEAD





Extent of removal:

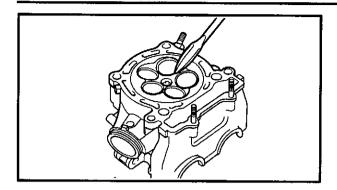
① Cylinder head removal

Extent of removal	Order	Part name	Q'ty	Remarks
		CYLINDER HEAD REMOVAL		
Preparation for removal		Seat and fuel tank		Refer to "SEAT, FUEL TANK AND SIDE COVERS" section
		Exhaust pipe and silencer		Refer to "EXHAUST PIPE AND SILENCER" section
		Radiator hose 1		Disconnect at cylinder head side
		Carburetor		Refer to "CARBURETOR" section.
		Camshaft		Refer to "CAMSHAFTS" section
		Upper engine bracket		Refer to "ENGINE REMOVAL" section.
†	1	Radiator pipe	1	
	2	Oil delivery pipe	1	
	3	Nut	2	
1	4	Bolt [L=135 mm (5.31 in)]	2	
	5	Bolt [L=145 mm (5.71 in)]	2	1
	6	Cylinder head	1	
↓	7	Timing chain guard (exhaust side)	1	

CYLINDER HEAD







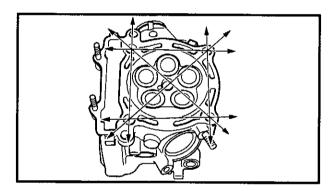
INSPECTION Cylinder head

- 1. Eliminate:
 - Carbon deposits (from the combustion chambers)
 Use a rounded scraper.

NOTE:

Do not use a sharp instrument to avoid damaging or scratching:

- Spark plug threads
- Valve seats
 - 2. Inspect:
 - Cylinder head
 Scratches/damage → Replace.



3. Measure:

Cylinder head warpage
 Out of specification → Resurface.



Cylinder head warpage: Less than 0.05 mm (0.002 in)

Warpage measurement and resurfacement steps:

- Place a straightedge and a feeler gauge across the cylinder head.
- Use a feeler gauge to measure the warpage.
- If the warpage is out of specification, resurface the cylinder head.
- Place a 400 ~ 600 grit wet sandpaper on the surface plate, and resurface the head using a figure-eight sanding pattern.

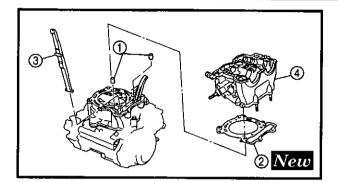
NOTE

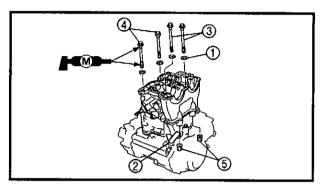
To ensure an even surface rotate the cylinder head several times.

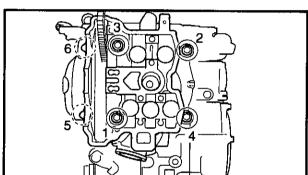
CYLINDER HEAD

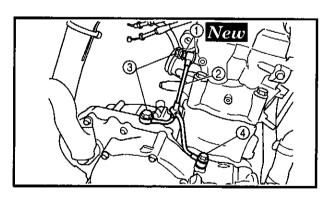


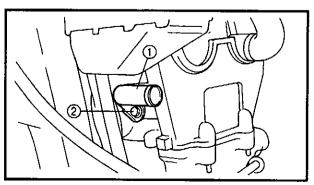












ASSEMBLY AND INSTALLATION Cylinder head

- 1. Install:
 - Dowel pin ①
 - Cylinder head gasket ② New
 - Timing chain guide (exhaust side) ③
 - Cylinder head (4)

NOTE:

While pulling up the timing chain, install the timing chain guide (exhaust side) and cylinder head.

- 2. Install:
 - Washer ①
 - Cable guide ②
 - Bolts [L=145 mm (5.71 in)] ③

🔌 38 Nm (3.8 m · kg, 27 ft · lb)

• Bolts [L=135 mm (5.31 in)] (4)

38 Nm (3.8 m · kg, 27 ft · lb)

- Apply the molybdenum disulfide grease on the thread and contact surface of the bolts.
- Follow the numerical order shown in the illustration. Tighten the bolts and nuts in two stages.
 - 3. Install:
 - Copper washer ① New

• OII delivery pipe ②

• Union bolt (M8) ③

18 Nm (1.8 m · kg, 13 ft · lb)

Union bolt (M10) (4)

🗽 20 Nm (2.0 m · kg, 14 ft · lb)

- 4. Install:
 - Radiator pipe ①
 - Bolt (radiator pipe) ②

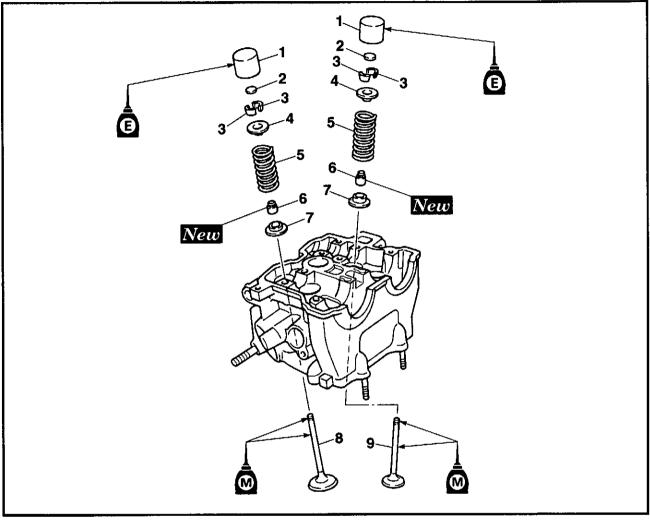
10 Nm (1.0 m · kg, 7.2 ft · lb)





VALVES AND VALVE SPRINGS





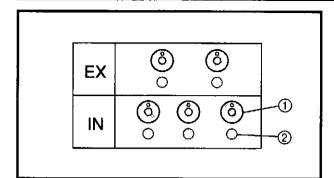
Extent of removal:

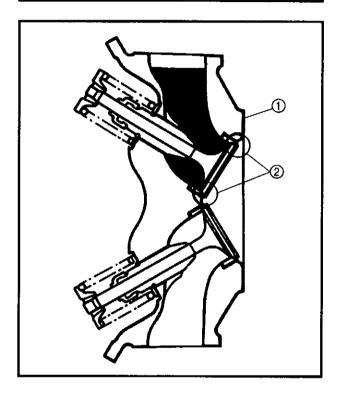
① Valve removal

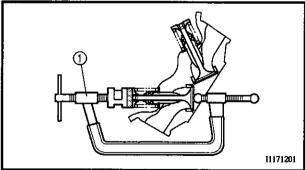
Extent of removal	Order	Part name	Q'ty	Remarks
		VALVES AND VALVE SPRINGS REMOVAL		
Preparation for removal		Cylinder head		Refer to "CYLINDER HEAD" section
1	1	Valve lifter	5	11
	2	Adjusting pad	5	Use special tool. Refer to "REMOVAL POINTS".
	3	Valve cotter	10	neler to NEWOVAET ONTO:
	4	Valve spring retainer	5	
$^{\textcircled{1}}$	5	Valve spring	5	
	6	Valve stem seal	5	
	7	Valve spring seat	5	
	8	Exhaust valve	2	
1	9	Intake valve	3	











REMOVAL POINTS Valve lifter and valve cotter

- 1. Remove:
 - Valve lifter ①
 - Pad (2)

NOTE:

Identify each lifter ① and pad ② position very carefully so that they can be reinstalled in their original place.

2. Check:

Valve sealing
 Leakage at the valve seat → Inspect
 the valve face, valve seat and valve
 seat width

Checking steps:

- Pour a clean solvent ① into the intake and exhaust ports.
- Check that the valve seals properly.
 There should be no leakage at the valve seat ②.

3. Remove:

Valve cotter

NOTE:

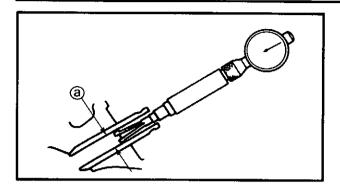
Attach a valve spring compressor ① between the valve spring retainer and the cylinder head to remove the valve cotters.

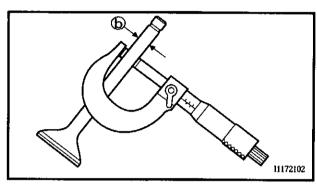


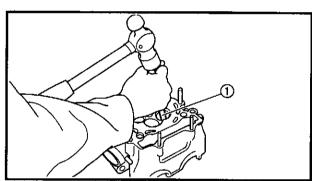
Valve spring compressor: YM-4019/90890-04019

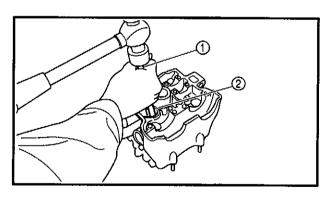


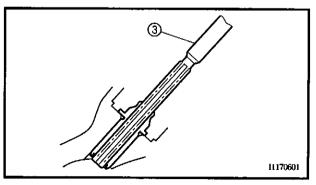












INSPECTION Valve

- 1. Measure:
 - Stem-to-guide clearance

Stem-to-guide clearance = valve guide inside diameter @ – valve stem diameter (b)

Out of specification \rightarrow Replace the valve guide.



Clearance (stem to guide):

Intake:

0.010 ~ 0.037 mm (0.0004 ~ 0.0015 in)

<Limit>: 0.08 mm (0.003 in)

Exhaust:

0.025 ~ 0.052 mm (0.0010 ~ 0.0020 in)

<Limit>: 0.10 mm (0.004 in)

- 2. Replace:
 - Valve guide

Replacement steps:

NOTE:

To ease guide removal, installation and to maintain correct fit heat the cylinder head in an over to 100 °C (212 °F).

- Remove the valve guide using a valve guide remover (1).
- Install the new valve guide using a valve guide remover ① and valve guide installer
- After installing the valve guide, bore the valve guide using a valve guide reamer ③ to obtain proper stem-to-guide clearance.

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Valve guide remover:

Intake: 4.0 mm (0.16 in) YM-4111/90890-04111 Exhaust: 4.5 mm (0.18 in)

YM-4116/90890-04116 Valve quide installer:

Intake: 4.0 mm (0.16 in) YM-4112/90890-04112

Exhaust: 4.5 mm (0.18 in) YM-4117/90890-04117

Valve guide reamer:

Intake: 4.0 mm (0.16 in)

YM-4113/90890-04113

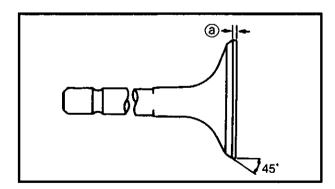
Exhaust: 4.5 mm (0.18 in) YM-4118/90890-04118

NOTE:

After replacing the valve guide reface the valve seat.

3. Inspect:

- Valve face
 Pitting/wear → Grind the face.
- Valve stem end
 Mushroom shape or diameter larger than the body of the stem → Replace.



4. Measure:

Margin thickness ⓐ
 Out of specification → Replace.



Margin thickness:

Intake:

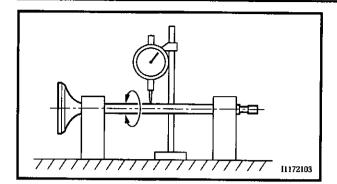
0.8 mm (0.0315 in)

Exhaust:

0.7 mm (0.0276 in)







5. Measure:

Runout (valve stem)
 Out of specification → Replace.



Runout limit: 0.01 mm (0.0004 in)

NOTE:

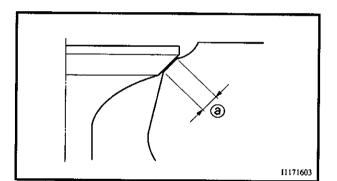
- When installing a new valve always replace the guide.
- If the valve is removed or replaced always replace the oil seal.

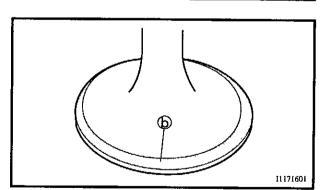
6. Eliminate:

Carbon deposits
 (from the valve face and valve seat)

7. Inspect:

Valve seat
 Pitting/wear → Reface the valve seat.





8. Measure:

Valve seat width

 Out of specification → Reface the valve seat.



Valve seat width:

Intake:

0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in) <Limit>: 1.6 mm (0.0630 in) Exhaust:

0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in) <Limit>: 1.6 mm (0.0630 in)

Measurement steps:

- Apply Mechanic's blueing dye (Dykem) (b) to the valve face.
- Install the valve into the cylinder head.
- Press the valve through the valve guide and onto the valve seat to make a clear pattern.
- Measure the valve seat width. Where the valve seat and valve face made contact, blueing will have been removed.
- If the valve seat is too wide, too narrow, or the seat is not centered, the valve seat must be refaced.





- 9. Lap:
 - Valve face
 - Valve seat

NOTE:

After refacing the valve seat or replacing the valve and valve guide, the valve seat and valve face should be lapped.

Lapping steps:

 Apply a coarse lapping compound to the valve face.

CAUTION:

Do not let the compound enter the gap between the valve stem and the guide.

- Apply molybdenum disulfide oil to the valve stem.
- Install the valve into the cylinder head.
- Turn the valve until the valve face and valve seat are evenly polished, then clean off all of the compound.

NOTE:

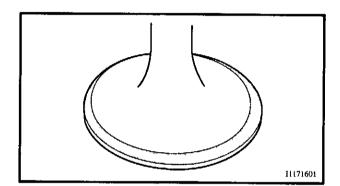
For best lapping results, lightly tap the valve seat while rotating the valve back and forth between your hands.

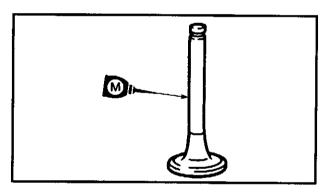
 Apply a fine lapping compound to the valve face and repeat the above steps.

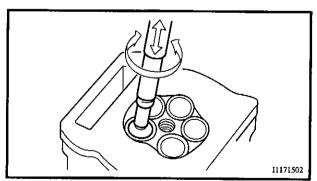
NOTE:

After every lapping operation be sure to clean off all of the compound from the valve face and valve seat.

- Apply Mechanic's blueing dye (Dykem) to the valve face.
- Install the valve into the cylinder head.
- Press the valve through the valve guide and onto the valve seat to make a clear pattern.
- Measure the valve seat width again. If the valve seat width is out of specification, reface and relap the valve seat.

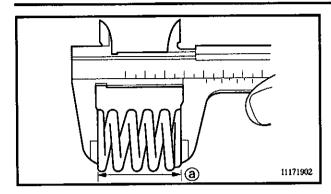


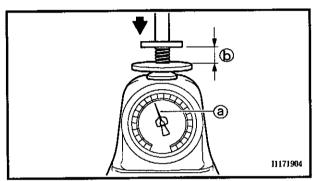




ENG







Valve spring

- 1. Measure:
 - Valve spring free length ⓐ
 Out of specification → Replace.



Free length (valve spring):

Intake:

37.81 mm (1.49 in)

<Limit>: 36.81 mm (1.45 in)

Exhaust:

37.54 mm (1.48 in)

<Limit>: 36.54 mm (1.44 in)

2. Measure:

- Compressed spring force @
 Out of specification → Replace.
- (b) Installed length



Compressed spring force:

Intake:

99 ~ 114 N at 29.13 mm (9.9 ~ 11.4 kg at 29.13 mm,

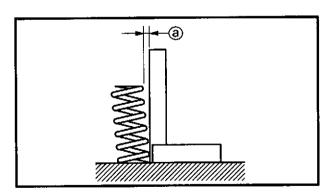
22.27 ~ 25.57 lb at 1.15 in)

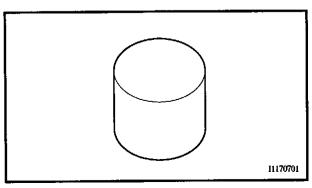
Exhaust:

126 ~ 144 N at 29.30 mm

(12.6 ~ 14.4 kg at 29.30 mm,

28.44 ~ 32.41 lb at 1.15 in)





- 3. Measure:
 - Spring tilt @

Out of specification \rightarrow Replace.



Spring tilt limit:

Intake:

2.5°/1.7 mm (0.067 in)

Exhaust:

2.5°/1.6 mm (0.063 in)

Valve lifter

- 1. Inspect:
 - Valve lifter

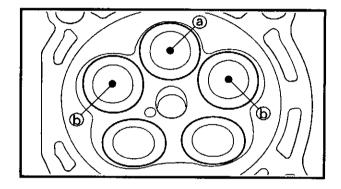
Scratches/damage → Replace both lifters and cylinder head.

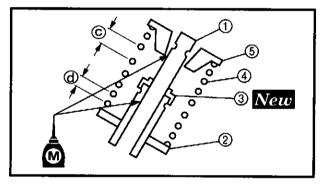


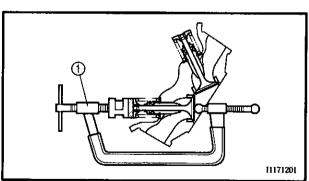


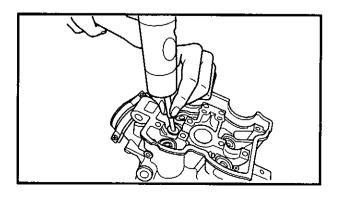
ASSEMBLY AND INSTALLATION Valve and valve spring

- 1. Apply:
 - Molybdenum disulfide oil
 Onto the valve stem and valve stem seal.









- 2. Install:
 - Valve ①
 - Valve spring seat ②
 - Valve stem seal ③ New
 - Valve spring (4)
 - Valve spring retainer ⑤
 To cylinder head.

NOTE:

 Make sure that each valve is installed in its original place, also referring to the painted color as follows.

Intake (middle) (a): yellow Intake (right/left) (b): white Exhaust: no paint

- Install the valve springs with the larger pitch
 facing upward.
- @ Smaller pitch
 - 3. Install:
 - Valve cotter

NOTE: .

While compressing the valve spring with a valve spring compressor ① install the valve cotters.



Valve spring compressor: YM-4019/90890-04019

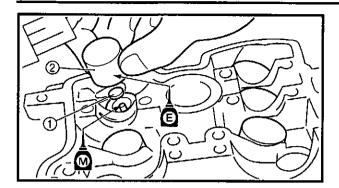
To secure the valve cotters onto the valve stem, lightly tap the valve tip with a piece of wood.

CAUTION:

Hitting the valve tip with excessive force could damage the valve.







- 5. Install:
 - Adjusting pad ①
 - Valve lifter ②

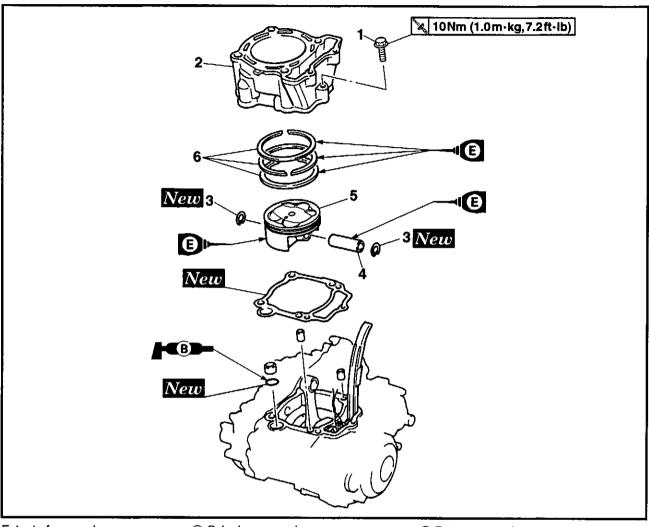
NOTE:

- Apply the molybdenum disulfide oil on the valve stem end.
- Apply the engine oil on the valve lifters.
- Valve lifter must turn smoothly when rotated with a finger.
- Be careful to reinstall valve lifters and pads in their original place.



CYLINDER AND PISTON





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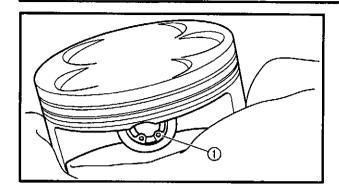
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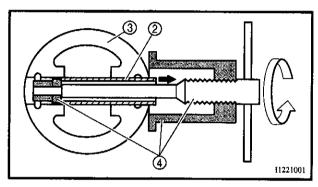
② Piston removal

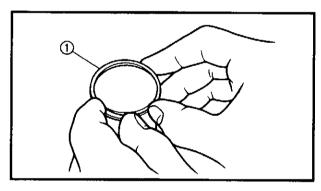
Extent of removal	Order	Part name	Q'ty	Remarks
		CYLINDER AND PISTON REMOVAL		
Preparation for remo	vat	Cylinder head		Refer to "CYLINDER HEAD" section
<u> </u>	1	Bolt (cylinder)	1	
Ψ	2	Cylinder	1	
,	3	Piston pin clip	2	h
2	4	Piston pin	1	Use special tool.
	5	Piston	1	Refer to "REMOVAL POINTS"
1	6	Piston ring set	1	Ц

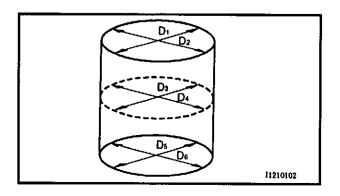












REMOVAL POINTS Piston and piston ring

- 1. Remove:
 - Piston pın clip ①
 - Piston pin ②
 - Piston ③

NOTE:

- Put identification marks on each piston head for reference during reinstallation.
- Before removing each piston pin, deburr the clip groove and pin hole area. If the piston pin groove is deburred and the piston pin is still difficult to remove, use the piston pin puller set 4.



Piston pin puller set: YU-1304/90890-01304

C	Αl	JTION:

Do not use a hammer to drive the piston pin out.

- 2. Remove:
 - Piston ring ①

NOTE:

Spread the end gaps apart while at the same time lifting the piston ring over the top of the piston crown, as shown in the illustration.

INSPECTION Cylinder and piston

- 1. Inspect:
 - Cylinder and piston walls
 Vertical scratches → Replace cylinder and piston.
- 2. Measure:
 - Piston-to-cylinder clearance

Measurement steps:

1st step:

Measure the cylinder bore "C" with a cylinder bore gauge.

NOTE:

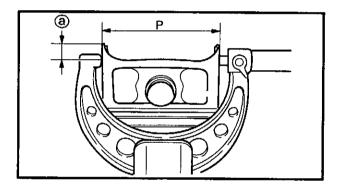
Measure the cylinder bore "C" in parallel to and at right angles to the crankshaft. Then, find the average of the measurements.

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Cylinder bore "C"	77.00 ~ 77.01 mm (3.0315 ~ 3.0319 in)				
Taper limit "T"	0.05 mm (0.002 in)				
Out of round "R"	0.05 mm (0.002 in)				
"C" = Maximum D					
"T" = (Maximum D₁ or D₂) – (Maximum D₅ or D₅)					
"R" = (Maximum D₁, D₃ or D₅) – (Minimum D₂, D₄ or D₅)					

 If out of specification, replace the cylinder, and replace the piston and piston rings as set.



2nd step:

- Measure the piston skirt diameter "P" with a micrometer.
- @ 8 mm (0.31 in) from the piston bottom edge

	Piston size "P"
Standard	76.955 ~ 76.970 mm (3.0297 ~ 3.0303 in)

• If out of specification, replace the piston and piston rings as a set.

3rd step:

 Calculate the piston-to-cylinder clearance with following formula:

Piston-to-cylinder clearance = Cylinder bore "C" - Piston skirt diameter "P"

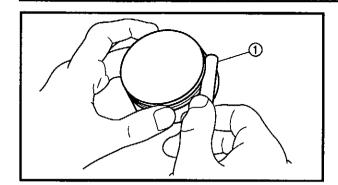


Piston-to-cylinder clearance: 0.040 ~ 0.065 mm (0.0016 ~ 0.0026 in) <Limit>: 0.1 mm (0.004 in)

 If out of specification, replace the cylinder, and replace the piston and piston rings as set.

ENG





Piston ring

- 1. Measure:
 - Ring side clearance
 Use a feeler gauge ①.
 Out of specification → Replace the piston and rings as a set.

NOTE:

Clean carbon from the piston ring grooves and rings before measuring the side clearance.

4	Side clearance:				
	Standard	<limit></limit>			
Top ring	0.030 ~ 0.065 mm (0.0012 ~ 0.0026 in)	0.12 mm (0.005 in)			
2nd ring	0.020 ~ 0.055 mm (0.0008 ~ 0.0022 in)	0.12 mm (0.005 in)			

2. Position:

Piston ring (ın cylinder)

NOTE:

Insert a ring into the cylinder and push it approximately 10 mm (0.39 in) into the cylinder. Push the ring with the piston crown so that the ring will be at a right angle to the cylinder bore.

@ 10 mm (0.39 in)

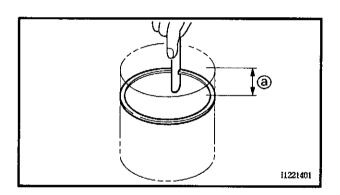
3. Measure:

Ring end gap
 Out of specification → Replace.

NOTE: ,

You cannot measure the end gap on the expander spacer of the oil control ring. If the oil control ring rails show excessive gap, replace all three rings.

/ 4	End gap:				
	Standard	<limit></limit>			
Top ring	0.15 ~ 0.25 mm (0.006 ~ 0.010 in)	0.50 mm (0.020 in)			
2nd ring	0.30 ~ 0.45 mm (0.012 ~ 0.018 in)	0.80 mm (0.031 in)			
Oil ring	0.10 ~ 0.40 mm (0.004 ~ 0.016 in)	_			







Piston pin

- 1. Inspect:
 - Piston pin Blue discoloration/grooves → Replace, then inspect the lubrication system.
- 2. Measure:
 - Piston pin-to-piston clearance



Measure the outside diameter (piston pin)

If out of specification, replace the piston



Outside diameter (piston pin): 15.991 ~ 16.000 mm (0.6296 ~ 0.6299 in)

• Measure the inside diameter (piston) (b).



Inside diameter (piston): 16.002 ~ 16.013 mm $(0.6300 \sim 0.6304 in)$

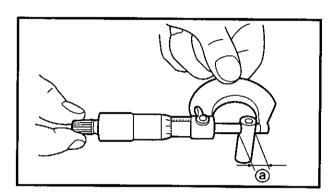
• Calculate the piston pin-to-piston clearance with the following formula.

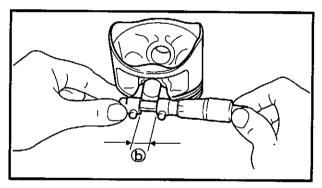
Piston pin-to-piston clearance = Inside diameter (piston) (b) -Outside diameter (piston pin) @

• If out of specification, replace the piston.



Piston pin-to-piston clearance: 0.002 ~ 0.022 mm $(0.0001 \sim 0.0009 in)$ <Limit>: 0.07 mm (0.003 in)



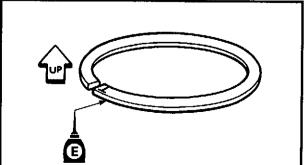


ASSEMBLY AND INSTALLATION Piston ring and piston

- 1. Install:
 - Piston ring Onto the piston.

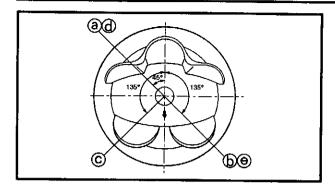
NOTE:

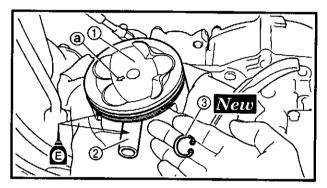
- Be sure to install the piston rings so that the manufacturer's marks or numbers are located on the upper side of the rings.
- Lubricate the piston and piston rings liberally with engine oil.

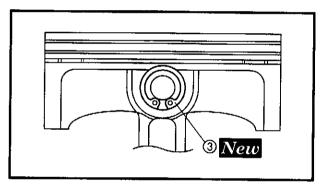


ENG









- 2. Position:
 - Top ring
 - 2nd ring
 - Oil ring
 Offset the piston ring end gaps as shown.
- Top ring end
- 6 2nd ring end
- © Oil ring end (upper)
- @ Oil ring
- Oil ring end (lower)
 - 3. Install:
 - Piston ①
 - Piston pin ②
 - Piston pin clip ③ New



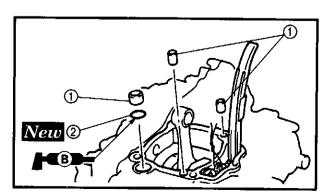
- Apply engine oil onto the piston pin and piston.
- Be sure that the arrow mark @ on the piston points to the exhaust side of the engine.
- Before installing the piston pin clip, cover the crankcase with a clean rag to prevent the piston pin clip from falling into the crankcase.
- Install the piston pin clips with their ends facing downward.

Cylinder

- 1. Lubricate:
 - Piston
 - Piston ring
 - Cylinder

NOTE:

Apply a liberal coating of engine oil.



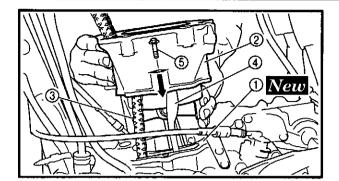
- 2. Install:
 - Dowel pin ①
 - O-ring ② New

NOTE:

Apply the lithium soap base grease on the Oring.







3. Install:

• Cylinder gasket ① New

• Cylinder ②

NOTE:

Install the cylinder with one hand while compressing the piston rings with the other hand.

CAUTION:

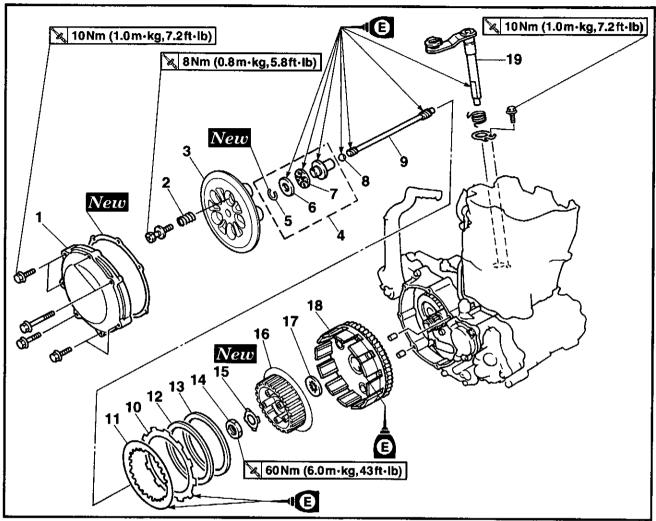
- Pass the timing chain ③ through the timing chain cavity.
- Be careful not to damage the timing chain guide 4 during installation.
 - 4. Install:
 - Bolt (cylinder) (5)

🗽 10 Nm (1.0 m · kg, 7.2 ft · lb)



CLUTCH

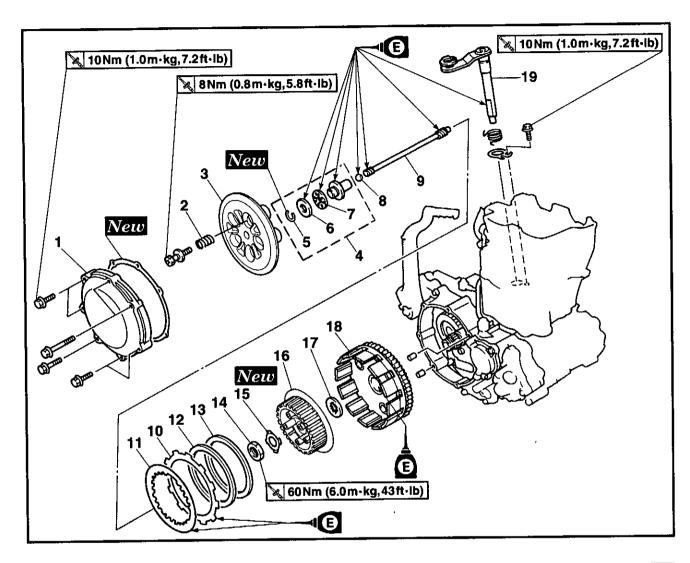




Extent of removal:

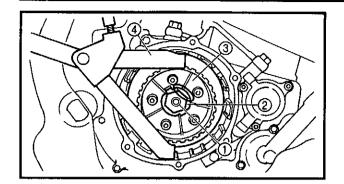
- ① Push rod 1, 2 and push lever shaft removal ③ Friction plate and clutch plate removal
- 2 Push pod 1 disassembly
- 4 Primary driven gear removal

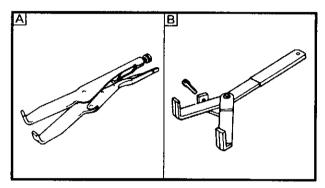
Extent of removal	Order	Part name	Q'ty	Remarks
		CLUTCH REMOVAL		
Preparation for removal		Drain the engine oil.		Refer to "ENGINE OIL REPLACEMENT" section in the CHAPTER 3
		Brake pedal		Refer to "ENGINE REMOVAL" section.
		Clutch cable		Disconnect at engine side
	1	Clutch cover	1	
③ 4	2	Clutch spring	5	
▍▕▏▕▝▘▗	3	Pressure plate	1	
Ψ @ !	4	Push rod 1	1	
	5	Cırclip	1	
	6	Washer	1	
	7	Bearing	1	
<u> </u>	8	Ball	1	
Ψ	9	Push rod 2	1	

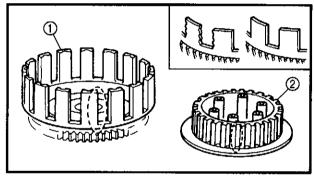


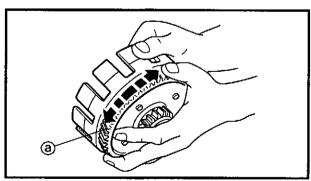
Extent of removal	Order	Part name	Q'ty	Remarks
1	10	Friction plate	9	
3	11	Clutch plate	8	
•	12	Cushion spring	1	
	13	Seat plate	1	
4	14	Nut (clutch boss)	1	Line appeal tool
	15	Look washer	1	Use special tool. Refer to "REMOVAL POINTS"
	16	Clutch boss	1	Therefore registrations
	17	Thrust washer	1	
	18	Primary driven gear	1	
①	19	Push lever shaft	1	

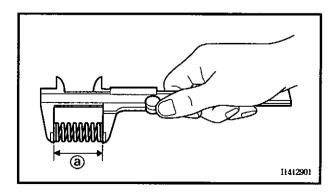












EC4A3000 REMOVAL POINTS Clutch boss

- 1. Remove:
 - Nut ①
 - Lock washer ②
 - Clutch boss ③

Straighten the lock washer tab and use the clutch holding tool @ to hold the clutch boss.



Clutch holding tool: YM-91042/90890-04086

- A For USA and CDN
- **B** Except for USA and CDN

EC4A4000 INSPECTION

EC484100

Clutch housing and boss

- 1. Inspect:
 - Clutch housing ① Cracks/wear/damage → Replace.
 - Clutch boss ② Scoring/wear/damage → Replace.

Primary driven gear

- 1. Check:
 - Circumferential play Free play exists → Replace.
 - Gear teeth @ Wear/damage → Replace.

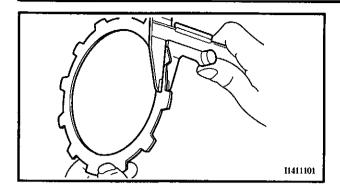
Clutch spring

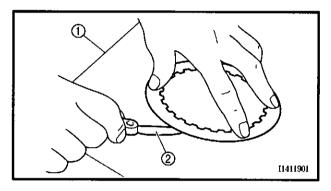
- 1. Measure:
 - Clutch spring free length @ Out of specification → Replace springs as a set.



Clutch spring free length: 40.4 mm (1.59 in) <Limit>: 39.4 mm (1.55 in)







Friction plate

- 1. Measure:
 - Friction plate thickness Out of specification → Replace friction plate as a set.

Measure at all four points.



Friction plate thickness:

2.9 ~ 3.1 mm (0.114 ~ 0.122 in)

<Limit>: 2.7 mm (0.106 in)

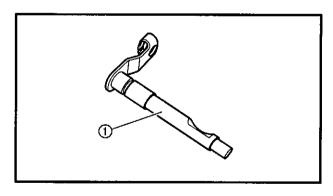
EC484600 Clutch plate

- 1. Measure:
 - Clutch plate warpage Out of specification -> Replace clutch plate as a set. Use a surface plate (1) and thickness gauge ②.



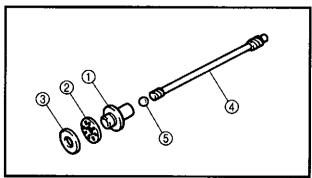
Warp limit:

0.1 mm (0.004 in)



Push lever shaft

- 1. Inspect:
 - Push lever shaft ① Wear/damage → Replace.

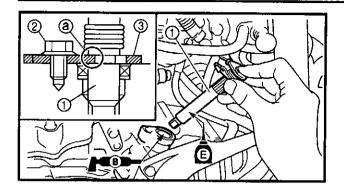


Push rod

- 1. Inspect:
 - Push rod 1 ①
 - Bearing ②
 - Washer ③
 - Push rod 2 4
 - Ball (5)

Wear/damage/bend → Replace.





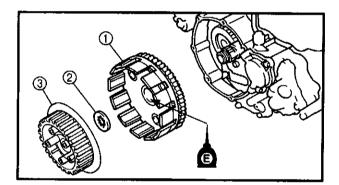
EC4A5000 ASSEMBLY AND INSTALLATION Push lever shaft

- 1. Install:
 - Push lever shaft ①
 - Bolt (push lever shaft) ②

10 Nm (1.0 m · kg, 7.2 ft · lb)

NOTE:

- Apply the lithium soap base grease on the oil seal lip.
- Apply the engine oil on the push lever shaft.
- Fit the seat plate 3 in the groove a of the push lever shaft and tighten the bolt (seat plate).





- 1. Install:
 - Primary driven gear ①
 - Thrust washer ②
 - Clutch boss ③

Apply the engine oil on the primary driven gear inner circumference.



- Lock washer ① New

• Nut (clutch boss) 2

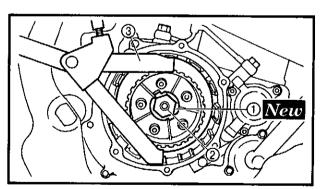
🔌 60 Nm (6.0 m · kg, 43 ft · lb)

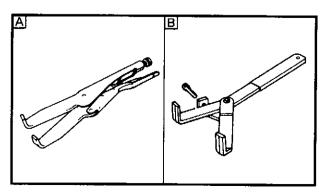
Use the clutch holding tool 3 to hold the clutch boss.



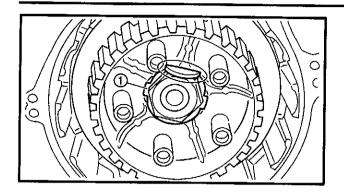
Clutch holding tool: YM-91042/90890-04086

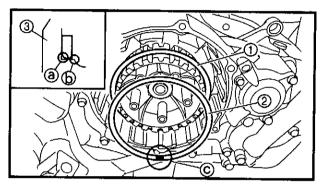
- A For USA and CDN
- **B** Except for USA and CDN

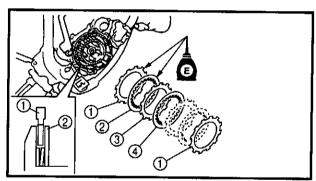


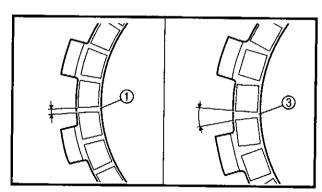


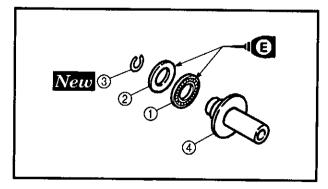












3. Bend the lock washer ① tab.

4. Install:

- Seat plate (1)
- Cushion spring ②

NOTE:

- Install the seat plate with its chamfered portion (a) facing the clutch boss (3).
- Install the seat plate so that it is not caught on the step **(b)**.
- Install the cushion spring with the paint © facing out.

5. Install:

- Friction plate 1 ①
- Clutch plate 1 (2)
- Friction plate 2 ③
- Clutch plate 2 (4)

NOTE:

- Install the clutch plates and friction plates alternately on the clutch boss, starting with a friction plate and ending with a friction plate.
- Use the friction plates 1 for the first and final while paying attention to the difference in surface pattern.
- Apply the engine oil on the friction plates and clutch plates.
- Unlike the clutch plate 2, the clutch plate 1 has no surface gloss. Use the clutch plate 1 for the first while paying attention to the difference in surface gloss.

6. Install:

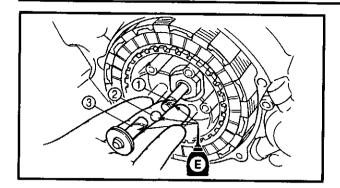
- Bearing ①
- Washer ②
- Circlip ③ New To push rod 1 ④.

NOTE:

Apply the engine oil on the bearing and washer.



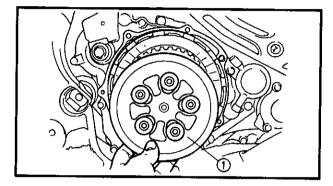




7. Install:

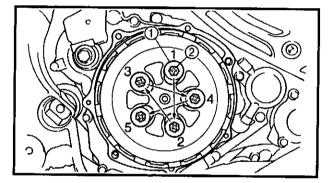
- Push rod 2 ①
- Ball (2)
- Push rod 1 ③

Apply the engine oil on the push rod 1, 2 and ball.



8. Install:

• Pressure plate (1)

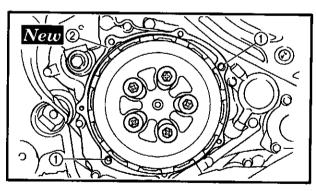


- 9. Install.
 - Clutch spring ①
 - Bolt (clutch spring) ②

8 Nm (0.8 m ⋅ kg, 5.8 ft ⋅ lb)

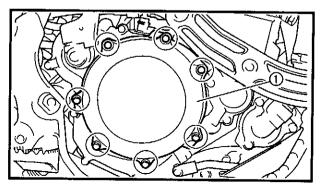
NOTE:

Tighten the bolts in stage, using a crisscross pattern.



10. Install:

- Dowel pin ①
- Gasket (clutch cover) ② New



11. Install:

- Clutch cover (1)
- Bolt (clutch cover)

10 Nm (1.0 m · kg, 7.2 ft · lb)

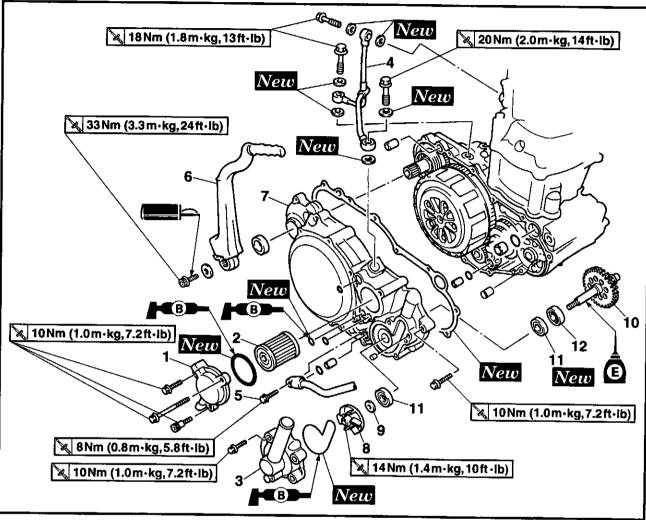
Tighten the bolts in stage, using a crisscross pattern.





OIL FILTER ELEMENT, WATER PUMP AND RIGHT CRANKCASE COVER





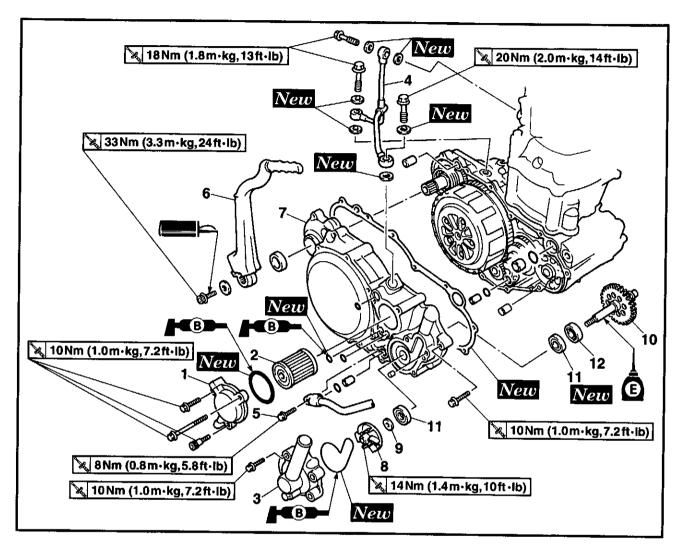
Extent of removal:

- ① Oil filter element removal
- ③ Right crankcase cover removal
- ② Water pump removal

Extent of removal	Order	Part name	Q'ty	Remarks
		OIL FILTER ELEMENT, WATER PUMP AND RIGHT CRANK- CASE COVER REMOVAL		
Preparation for removal		Drain the engine oil.		Refer to "ENGINE OIL REPLACEMENT" section in the CHAPTER 3
		Drain the coolant		Refer to "COOLANT REPLACEMENT" section in the CHAPTER 3.
1		Radiator hose 3		Disconnect at water pump side
;		Exhaust pipe		Refer to "EXHAUST PIPE AND SILENCER" section
		Brake pedal		Refer to "ENGINE REMOVAL" section
		Right engine guard		,
1 3	1	Oil filter element cover	1	
<u> </u>	2	Oil filter element	1	



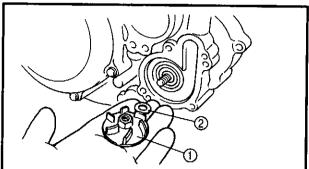




Extent of removal	Order	Part name	Q'ty	Remarks
	3	Water pump housing	1	
	4	Oil delivery pipe	1	
1 ③	5	Bolt (oil hose)	1	
	6	Kickstarter crank	1	
	7	Right crankcase cover	1	
₽ •	8	Impeller	1	h
	9	Washer	1	
	10	Impeller shaft	1	Refer to "REMOVAL POINTS"
	11	Oil seal	2	
ļ	12	Bearing	1	J .





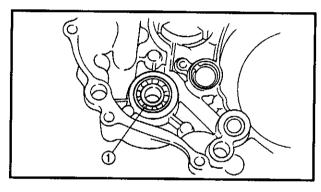


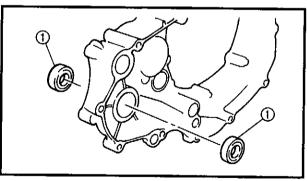
REMOVAL POINTS Impeller shaft

- 1. Remove:
 - Impeller ①
 - Washer ②
 - Impeller shaft ③

NOTE:

Hold the impeller shaft on its width across the flats ⓐ with spanners, etc. and remove the impeller.



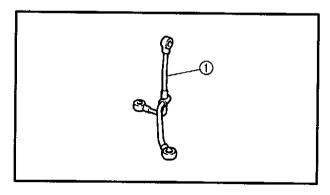


EC4G3210 Oil seal

NOTE:

It is not necessary to disassemble the water pump, unless there is an abnormality such as excessive change in coolant level, discoloration of coolant, or milky transmission oil.

- 1. Remove:
 - Bearing ①
- 2. Remove:
 - Oil seal (1)

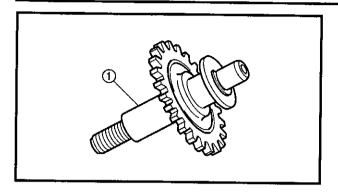


INSPECTION Oil delivery pipe

- 1. Inspect:
 - Oil delivery pipe ①
 Bend/damage → Replace.
 Clogged → Blow.

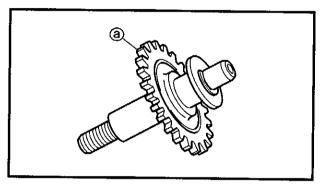






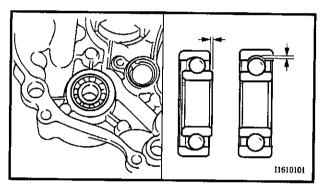
EC444200 Impeller shaft

- 1. Inspect:
 - Impeller shaft ① Bend/wear/damage \rightarrow Replace. Fur deposits → Clean.



impeller shaft gear

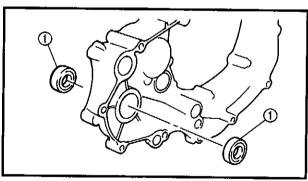
- 1. Inspect:
 - Gear teeth (a) Wear/damage → Replace.



EC4H4600

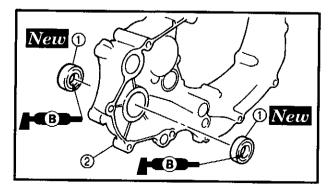
Bearing

- 1. Inspect:
 - Bearing Rotate inner race with a finger. Rough spot/seizure → Replace.



EC444400 Oil seal

- 1. Inspect:
 - Oil seal ① Wear/damage → Replace.



ASSEMBLY AND INSTALLATION

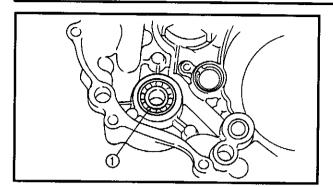
Oil seal

- 1. Install:
 - Oil seal ①

New

- Apply the lithium soap base grease on the oil seal lip.
- Install the oil seal with its manufacture's marks or numbers facing the right crankcase cover (2).



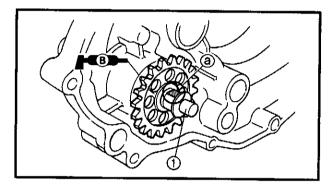


2. Install:

• Bearing ①

NOTE:

Install the bearing by pressing its outer race parallel.



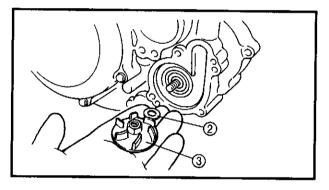
Impeller shaft

- 1. Install:
 - Impeller shaft ①
 - Washer ②
 - Impeller ③

🔪 14 Nm (1.4 m · kg, 10 ft · lb)

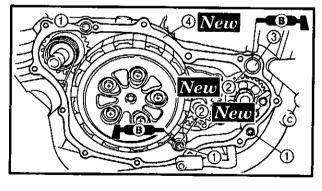


- Take care so that the oil seal lip is not damaged or the spring does not slip off its position.
- When installing the impeller shaft, apply the lithium soap base grease on the oil seal lip and impeller shaft. And install the shaft while turning it.



Right crankcase cover

- 1. Install:
 - Dowel pin (1)
 - O-ring ②
 - Collar ③
 - Gasket 4 New



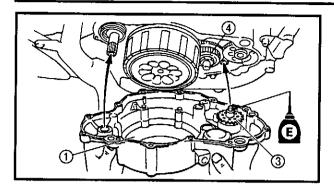
NOTE:

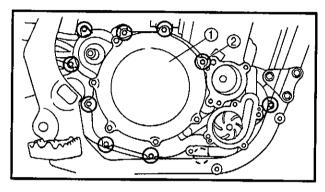
Apply the lithium soap base grease on the Oring.

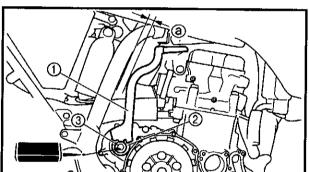
New

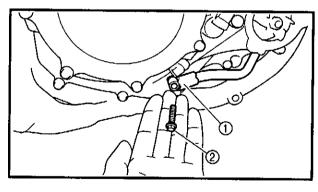


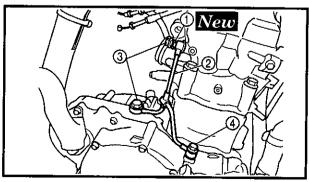












2. Install:

- Right crankcase cover ①
- Bolt (right crankcase cover) ②

10 Nm (1.0 m · kg, 7.2 ft · lb)

NOTE:

- · Apply the engine oil on the impeller shaft end.
- Mesh the impeller shaft gear ③ with primary drive gear (4).
- Tighten the bolts in stage, using a crisscross pattern.

Kickstarter crank

- 1. Install:
 - Kickstarter crank (1)
 - Washer ②
 - Bolt (kickstarter crank) (3)



33 Nm (3.3 m · kg, 24 ft · lb)

NOTE:

Install the kickstarter crank so that the kickstarter crank is as vertical as possible with the distance @ between the kickstarter crank and the frame being 8 mm (0.31 in) or more.

- 2. Install:
 - Oil hose (1)
 - Bolt (oil hose) ②

% 8 Nm (0.8 m ⋅ kg, 5.8 ft ⋅ lb)

- 3. Install:
 - Copper washer ①

New

- Oil delivery pipe ②
- Union bolt (M8) ③

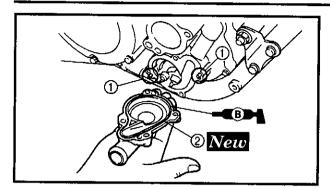
18 Nm (1.8 m · kg, 13 ft · lb)

• Union bolt (M10) ④

20 Nm (2.0 m · kg, 14 ft · lb)





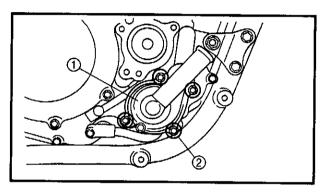


Water pump housing

- 1. Install:
 - Dowel pin ①
 - O-ring ② New



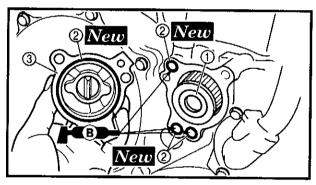
Apply the lithium soap base grease on the Oring.



2. Install:

- Water pump housing ①
- Bolt (water pump housing) ②

10 Nm (1.0 m · kg, 7.2 ft · lb)



Oil filter element

- 1. Install:
 - Oil filter element (1)
 - O-ring ② New
 - Oil filter element cover ③
 - Bolt (oil filter element cover)

10 Nm (1.0 m · kg, 7.2 ft · lb)

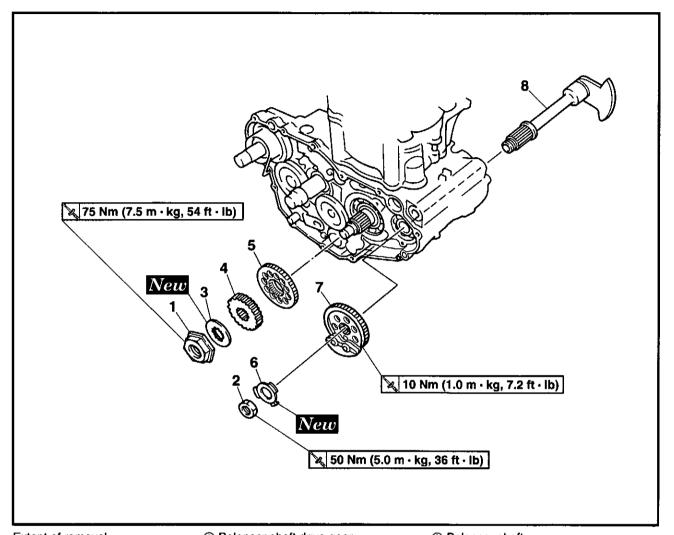
NOTE:

Apply the lithium soap base grease on the Oring.



BALANCER



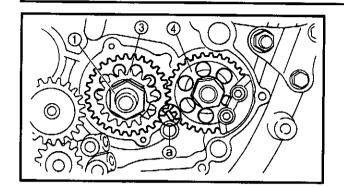


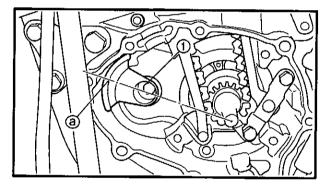
Extent of removal		Balancer shaft drive gear		② Balancer shaft
Extent of removal	Order	Part name	Qʻty	Remarks
		BALANCER REMOVAL		
Preparation for removal		Primary driven gear		Refer to "CLUTCH" section
		Right crankcase cover		Refer to "OIL FILTER ELEMENT, WATER PUMP AND RIGHT CRANK- CASE COVER" section.
		Stator		Refer to "CDI MAGNETO" section
1	1	Nut (primary drive gear)	1	Refer to "REMOVAL POINTS".
@[2	Nut (balancer shaft driven gear)	1	HEIGHTO HEMOVAL POINTS.
φ ·	3	Lock washer	1 1	
	4	Primary drive gear	1	
	5	Balancer shaft drive gear	1	
†	6	Lock washer	1	
(2)	7	Balancer shaft driven gear	1	
ļ	8	Balancer shaft	1	Refer to "REMOVAL POINTS".

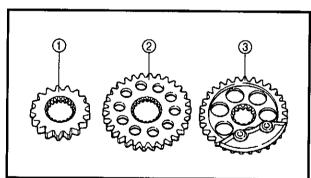
BALANCER

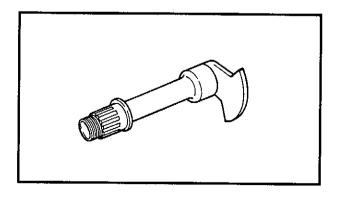












REMOVAL POINTS

Balancer shaft drive gear and balancer shaft driven gear

- 1. Straighten the lock washer tab.
- 2. Loosen:
 - Nut (primary drive gear) ①
 - Nut (balancer shaft driven gear) (2)

NOTE:

Place an aluminum plate ⓐ between the teeth of the balancer shaft drive gear ③ and driven gear ④.

Balancer shaft

- 1. Remove:
 - Balancer shaft ①

NOTE:

When removing the balancer shaft, align the center ⓐ of the balancer shaft weight along the line connecting the centers of the crank-shaft and balancer shaft.

INSPECTION

Primary drive gear, balancer shaft drive gear and balancer shaft driven gear

- 1. Inspect:
 - Primary drive gear (1)
 - Balancer shaft drive gear ②
 - Balancer shaft driven gear ③
 Wear/damage → Replace.

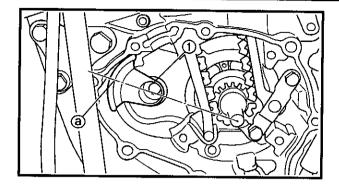
Balancer shaft

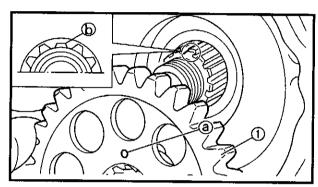
- 1. Inspect:
 - Balancer shaft
 Cracks/damage → Replace.

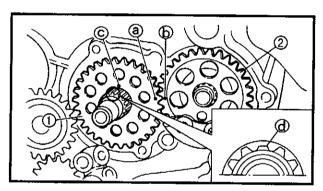
BALANCER

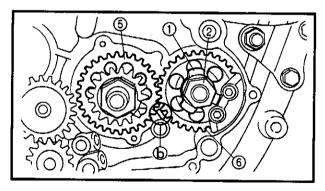


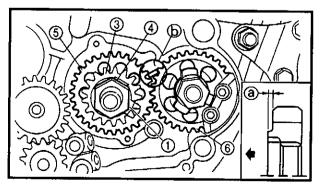












ASSEMBLY AND INSTALLATION Balancer shaft, balancer shaft drive gear and balancer shaft driven gear

- 1. Install:
 - Balancer shaft (1)

NOTE:

- Apply the engine oil on the bearing.
- When installing the balancer shaft, align the center (a) of the balancer shaft weight along the line connecting the centers of the crankshaft and balancer shaft.

2. Install:

• Balancer shaft driven gear ①

NOTE:

Install the balancer shaft driven gear onto the balancer shaft while aligning the punch mark ⓐ on the balancer shaft driven gear with the lower spline ⓑ on the balancer shaft end.

3. Install:

• Balancer shaft drive gear (1)

NOTE:

- Align the punched mark (a) on the balancer shaft drive gear with the punched mark (b) on the balancer shaft driven gear (2).
- Align the punched mark © on the balancer shaft drive gear with the lower spline @ on the crankshaft end.

4. Install:

- Lock washer (1)
- Nut (balancer shaft driven gear) ②

x 50 Nm (5.0 m ⋅ kg, 36 ft ⋅ lb)

- Primary drive gear (3)
- Nut (primary drive gear) (4)

75 Nm (7.5 m · kg, 54 ft · lb)

NOTE:

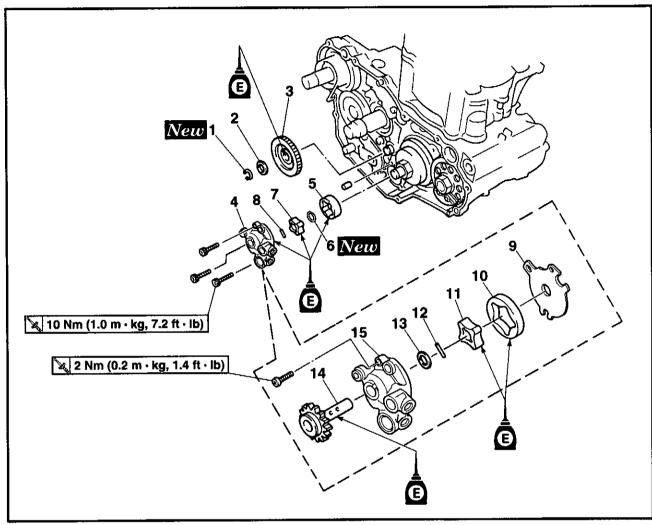
- Install the primary drive gear with its stepped side @ facing the engine.
- Place an aluminum plate

 between the teeth of the balancer shaft drive gear
 and driven gear
 - 5. Bend the lock washer tab.



OIL PUMP



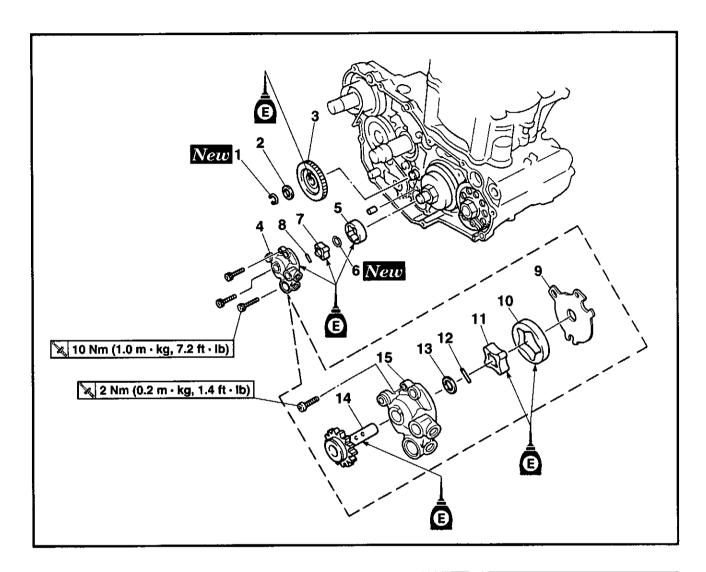


	_		
Extent	Ωf	ren	noval

① Oil pump removal

② Oil pump disassembly

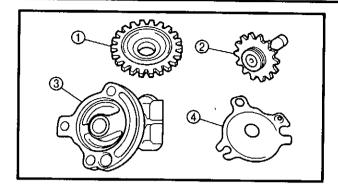
Extent of removal	Order	Part name	Q'ty	Remarks
		OIL PUMP REMOVAL AND DIS- ASSEMBLY		
Preparation for removal		Primary driven gear		Refer to "CLUTCH" section.
		Right crankcase cover		Refer to "OIL FILTER ELEMENT, WATER PUMP AND RIGHT CRANK- CASE COVER" section.
	1	Circlip	1	
	2	Washer	1	
Ψ	3	Oil pump drive gear	1	
	4	Oil pump assembly	1	
† †	5	Outer rotor 2	1	
ļ	6	Circlip	1	
	7	Inner rotor 2	1	
a	8	Dowel pin	1	
	9	Oil pump cover	1	
	10	Outer rotor 1	1	
	11	Inner rotor 1	1	

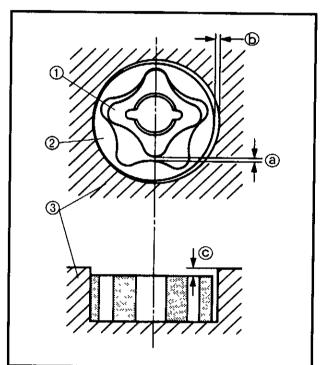


Extent of removal	Order	Part name	Q'ty	Remarks
	12	Dowel pin	1	
	13	Washer	1	
2)	14	Oil pump drive shaft	1	
ļ	15	Rotor housing	1	









INSPECTION Oil pump

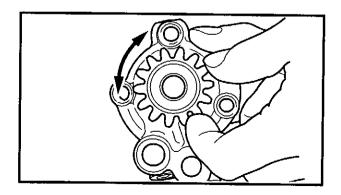
- 1. Inspect:
 - Oil pump drive gear (1)
 - Oil pump drive shaft ②
 - Rotor housing ③
 - Oil pump cover ④
 Cracks/wear/damage → Replace.

2. Measure:

- Tip clearance (a)
 (between the inner rotor (1) and outer rotor (2))
- Side clearance (b)
 (between the outer rotor (2) and rotor housing (3))
- Housing and rotor clearance ©
 (between the rotor housing ③ and rotors ① ②)
 Out of specification → Replace the oil pump assembly.



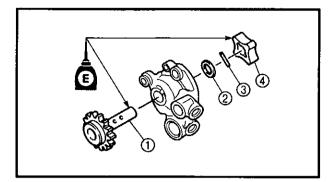
Tip clearance ②:
0.12 mm or less
(0.0047 in or less)
<Limit>: 0.20 mm (0.008 in)
Side clearance ⑤:
0.09 ~ 0.17 mm (0.0035 ~ 0.0067 in)
<Limit>: 0.24 mm (0.009 in)
Housing and rotor clearance ⑥:
0.03 ~ 0.10 mm (0.0012 ~ 0.0039 in)
<Limit>: 0.17 mm (0.0067 in)



3. Check:

 Unsmooth → Repeat steps #1 and #2 or replace the defective parts.

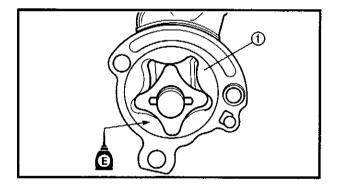




ASSEMBLY AND INSTALLATION Oil pump

- 1. Install:
 - Oil pump drive shaft 1
 - Washer ②
 - Dowel pin ③
 - Inner rotor 1 (4)

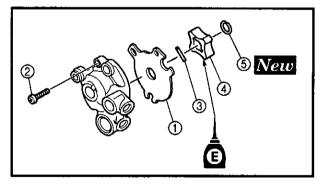
- Apply the engine oil on the oil pump drive shaft and inner rotor 1.
- Fit the dowel pin into the groove in the inner rotor 1.



2. Install:

• Outer rotor 1 ①

Apply the engine oil on the outer rotor 1.



- 3. Install:
 - Oil pump cover ①
 - Screw (oil pump cover) ②

🗽 2 Nm (0.2 m · kg, 1.4 ft · lb)

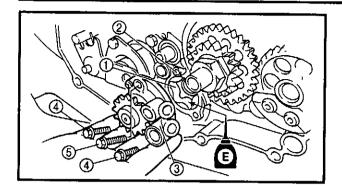
- Dowel pin ③
- Inner rotor 2 4
- Cırclip ⑤ New

- Apply the engine oil on the inner rotor 2.
- Fit the dowel pin into the groove in the inner rotor 2.

OIL PUMP







- 4. Install:
 - Outer rotor 2 ①
 - Dowel pin ②
 - Oil pump assembly ③
 - Bolt (oil pump assembly)
 [L = 25 mm (0.94 in)] (4)

10 Nm (1.0 m · kg, 7.2 ft · lb)

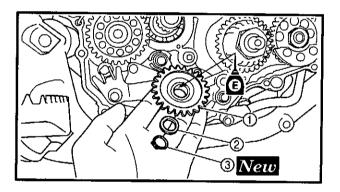
Bolt (oil pump assembly)

[L = 30 mm (1.18 in)] (5)

10 Nm (1.0 m · kg, 7.2 ft · lb)

NOTE:

Apply the engine oil on the outer rotor 2.



5. Install:

- Oil pump drive gear ①
- Washer ②
- Circlip ③ New

NOTE:

Apply the engine oil on the oil pump drive gear inner circumference.

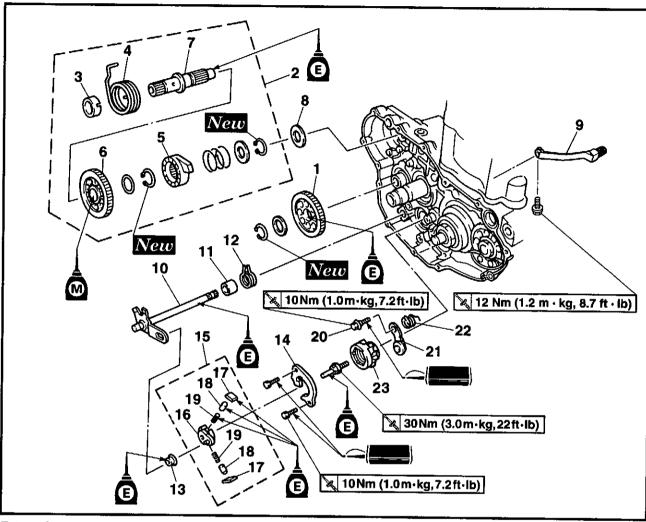
KICK SHAFT AND SHIFT SHAFT | ENG





KICK SHAFT AND SHIFT SHAFT



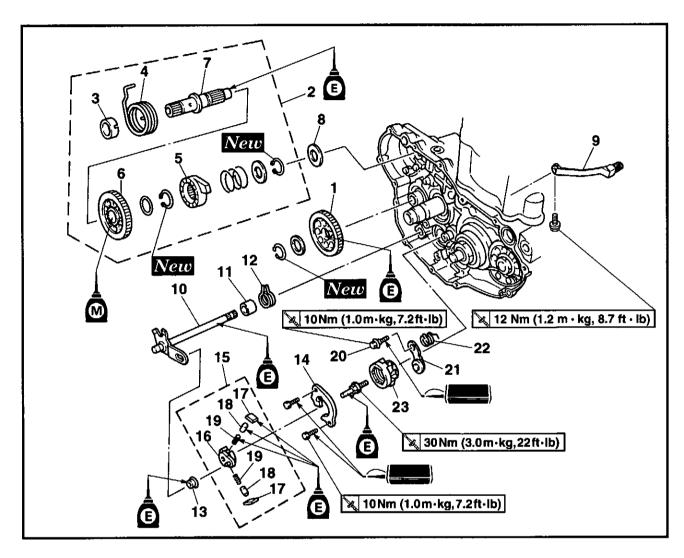


Extent of removal:

- ① Kıck shaft removal
- 3 Shift shaft removal
- ② Kick shaft disassembly
- Segment removal

Extent of removal	Order	Part name	Q'ty	Remarks
		KICK SHAFT AND SHIFT SHAFT REMOVAL		
Preparation for removal		Oil pump		Refer to "OIL PUMP" section
A 1	1	Kick idle gear	1	
Ψ	2	Kick shaft assembly	1	Refer to "REMOVAL POINTS".
	3	Spring guide	1	
ø	4	Torsion spring	1	
	5	Ratchet wheel	1	
	6	Kick gear	1	
↓	7	Kick shaft	1	
①[8	Washer	1	
1 1 1	9	Shift pedal	1	
3 4	10	Shift shaft	1	
	11	Collar	1	

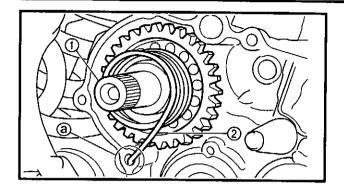




Extent of removal	Order	Part name	Q'ty	Remarks
21 22	12	Torsion spring	1	
	13	Roller	1	- Refer to "REMOVAL POINTS".
	14	Shift guide	1	
	15	Shift lever assembly	1	
	16	Shift lever	1	
	17	Pawl	2	
	18	Pawl pin	2	
	19	Spring	2	
	20	Bolt (stopper lever)	1	
	21	Stopper lever	1	1
	22	Torsion spring	1	
	23	Segment	1	Refer to "REMOVAL POINTS".





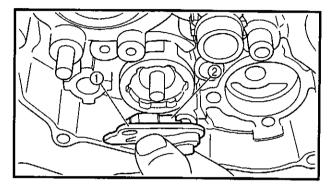


REMOVAL POINTS Kick shaft assembly

- 1. Remove:
 - Kick shaft assembly ①

NOTE:

Unhook the torsion spring ② from the hole ③ in the crankcase.



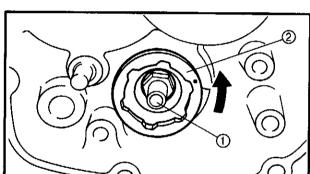
FC4C310

Shift guide and shift lever assembly

- 1. Remove:
 - Bolt (shift guide)
 - Shift guide (1)
 - Shift lever assembly ②

NOTE:

The shift lever assembly is disassembled at the same time as the shift guide.



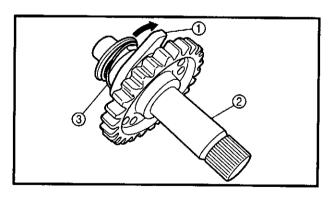
EC4N3100

Segment

- 1. Remove:
 - Bolt (segment) (1)
 - Segment ②

NOTE:

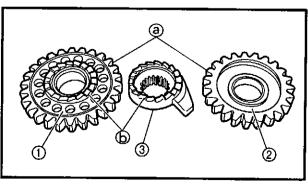
Turn the segment counterclockwise until it stops and loosen the bolt.



INSPECTION

Kick shaft and ratchet wheel

- 1. Check:
 - Ratchet wheel ① smooth movement Unsmooth movement → Replace.
 - Kick shaft ②
 Wear/damage → Replace.
 - Spring ③
 Broken → Replace.



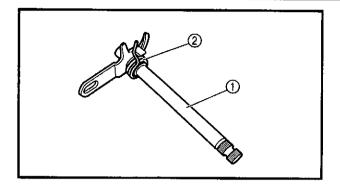
EC4C4300

Kick gear, kick idle gear and ratchet wheel

- 1. Inspect:
 - Kick gear (1)
 - Kick idle gear ②
 - Ratchet wheel (3)
 - Gear teeth (a)

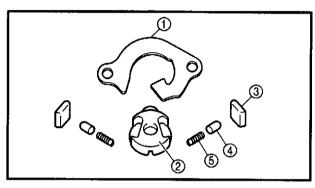
ENG





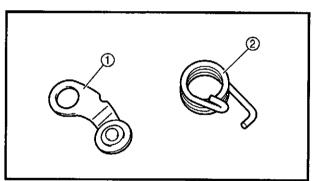
EC4B4400 Shift shaft

- 1. Inspect:
 - Shift shaft ① Bend/damage → Replace.
 - Spring ② Broken → Replace.



Shift guide and shift lever assembly

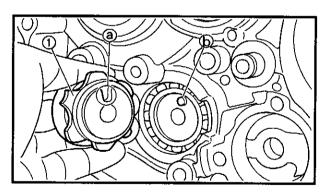
- 1. Inspect:
- Shift guide ①
 - Shift lever (2)
 - Pawl (3)
 - Pawl pin (4)
 - Spring ⑤ Wear/damage → Replace.



EC4B4500

Stopper lever

- 1. Inspect:
 - Stopper lever (1) Wear/damage → Replace.
 - Torsion spring ② Broken → Replace.



ASSEMBLY AND INSTALLATION Segment

1. Install:

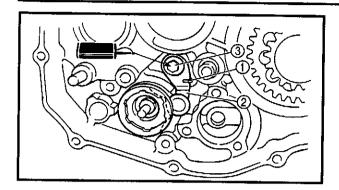
- Segment ①
 - Bolt (segment)

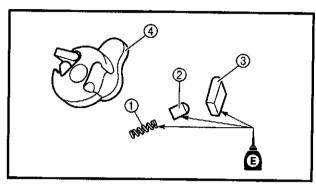
🗽 30 Nm (3.0 m · kg, 22 ft · lb)

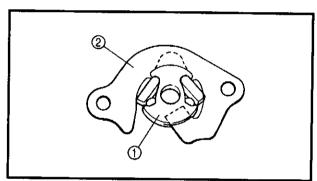
Align the notch @ on the segment with the pin (b) on the shift cam.

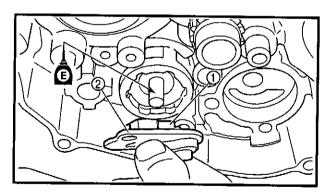


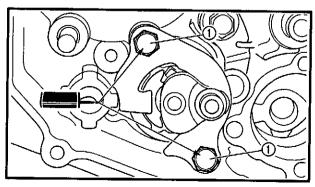






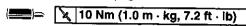






Stopper lever

- 1. Install:
 - Torsion spring ①
 - Stopper lever ②
 - Bolt (stopper lever) ③



Align the stopper lever roller with the slot on segment.

Shift guide and shift lever assembly

- 1. Install:
 - Spring (1)
 - Pawl pin (2)
 - Pawl ③

To shift lever 4.

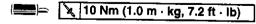
Apply the engine oil on the spring, pawl pin and pawl.

- 2. Install:
 - Shift lever assembly ① To shift guide ②.

- Install:
 - Shift lever assembly ①
 - Shift guide ②

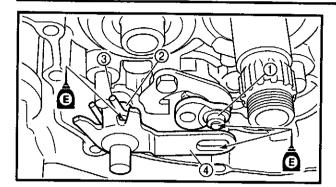
NOTE:

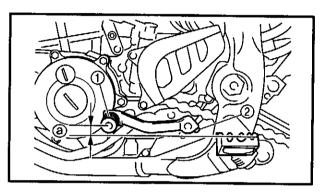
- The shift lever assembly is installed at the same time as the shift guide.
- Apply the engine oil on the bolt (segment) shaft.
 - 4. Install:
 - Bolt (shift guide) ①

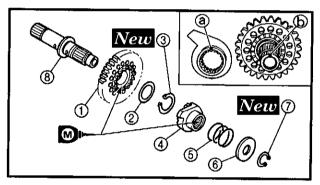












Shift shaft

- 1. Install:
 - Roller ①
 - Collar ②
 - Torsion spring ③
 - Shift shaft (4)

NOTE:

Apply the engine oil on the roller and shift shaft.

- 2. Install:
 - Shift pedal ①
 - Bolt (shift pedal) ②

12 Nm (1.2 m · kg, 8.7 ft · lb)

NOTE: _

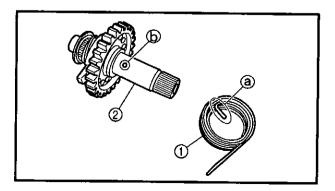
When installing the shift pedal onto the shift shaft, be sure that the center of the shift pedal is about 1 mm (0.04 in) ⓐ above the top of the footrest.

Kick shaft assembly

- 1. Install:
 - Kıck gear ①
 - Washer ②
 - Circlip ③ New
 - Ratchet wheel (4)
 - Spring ⑤
 - Washer (6)
 - Circlip ⑦ New To kick shaft ⑧.

NOTE: .

- Apply the molybdenum disulfide oil on the inner circumferences of the kick gear and ratchet wheel.



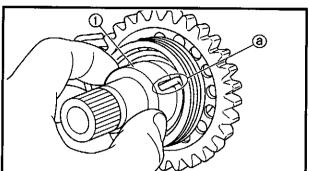
- 2. Install:
 - Torsion spring ①
 To kick shaft ②.

NOTE:

Make sure the stopper ⓐ of the torsion spring fits into the hole ⓑ on the kick shaft.



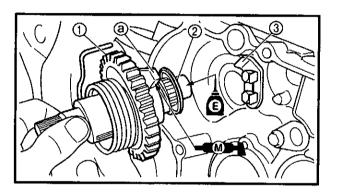




3. Install:

• Spring guide ①

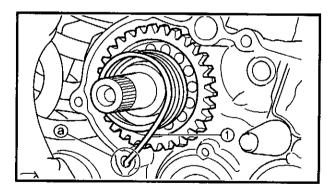
Slide the spring guide into the kick shaft, make sure the groove @ in the spring guide fits on the stopper of the torsion spring.

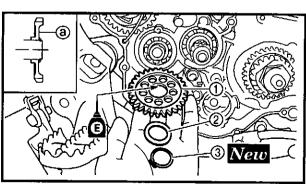


4. Install:

- Kick shaft assembly ①
- Washer ②

- Apply the molybdenum disulfide grease on the contacting surfaces of the kick shaft stopper @ and stopper plate 3.
- · Apply the engine oil on the kick shaft.
- Slide the kick shaft assembly into the crankcase and make sure the kick shaft stopper (a) fits into the stopper plate.





5. Hook:

• Torsion spring ①

Turn the torsion spring clockwise and hook into the proper hole @ in the crankcase.

Kick idle gear

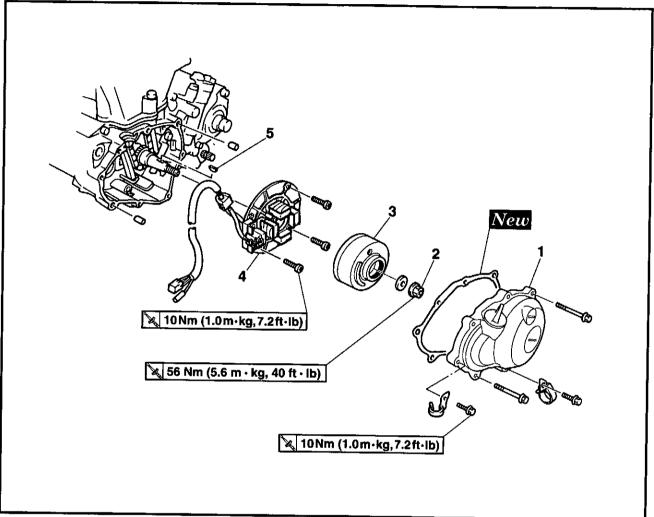
- 1. Install:
 - Kick ıdle gear (1)
 - Washer ②
 - Circlip ③ New

- · Apply the engine oil on the kick idle gear inner circumference.
- Install the kick idle gear with its depressed side @ toward you.



CDI MAGNETO





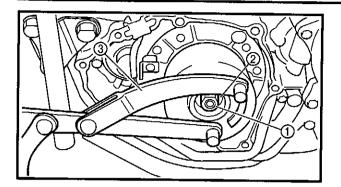
Extent of removal	① CDI magneto removal

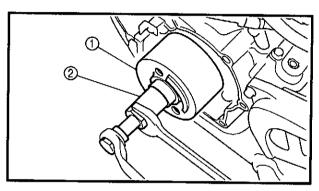
Extent of removal	Order	Part name	Q'ty	Remarks
Preparation for removal		CDI MAGNETO REMOVAL Seat and fuel tank Bolt (left radiator) Disconnect the CDI magneto lead Shift pedal		Refer to "SEAT, FUEL TANK AND SIDE COVERS" section. Refer to "RADIATOR" section.
		Siliit pedal		Refer to "KICK SHAFT AND SHIFT SHAFT" section
†	1	Left crankcase cover	1	
ı O	2	Nut (rotor)	1	1 Use special tool.
	3	Rotor	1	Refer to "REMOVAL POINTS".
	4	Stator	1	
ļ	5	Woodruff key	1	

CDI MAGNETO | ENG









EC4L3000 REMOVAL POINTS Rotor

- 1. Remove:
 - Nut (rotor) ①
 - Washer ② Use the rotor holding tool 3.



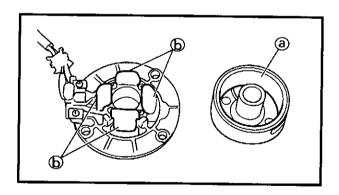
Rotor holding tool: YU-1235/90890-01235

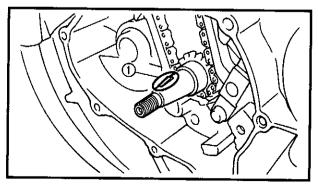
- 2. Remove:
 - Rotor (1) Use the flywheel puller 2.



Flywheel puller: YM-1189/90890-01189

NOTE: When installing the flywheel puller, turn it counterclockwise.





INSPECTION

EC4L4101 CDI magneto

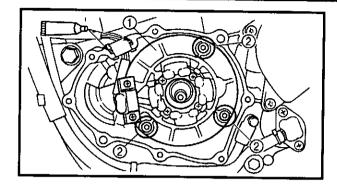
- 1. Inspect:
 - Rotor inner surface @
 - Stator outer surface (b) Damage → Inspect the crankshaft runout and crankshaft bearing. If necessary, replace CDI magneto and/ or stator.

EC4L4200

Woodruff key

- 1. Inspect:
 - Woodruff key (1) Damage → Replace.





EC4L5000 ASSEMBLY AND INSTALLATION CDI magneto

- 1. Install:
 - Stator ①
 - Screw (stator) ②

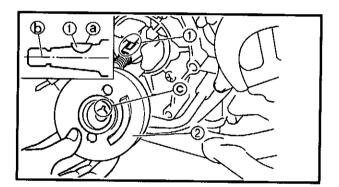
10 Nm (1.0 m · kg, 7.2 ft · ib)

NOTE:

- Apply the sealant on the grommet of the CDI magneto lead.
- Tighten the screws using the T30 bit.

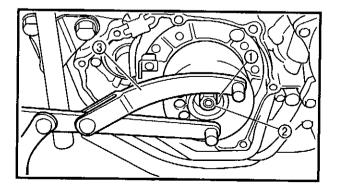


Quick gasket®: ACC-QUICK-GS-KT YAMAHA Bond No. 1215: 90890-85505



- 2. Install:
 - Woodruff key (1)
 - Rotor ②

- Clean the tapered portions of the crankshaft and rotor.
- When installing the woodruff key, make sure that its flat surface @ is in parallel with the crankshaft center line (b).
- When installing the rotor, align the keyway © of the rotor with the woodruff key.



- 3. Install:
 - Washer ①
 - Nut (rotor) ②

🗽 56 Nm (5.6 m · kg, 40 ft · lb)

Use the rotor holding tool 3.

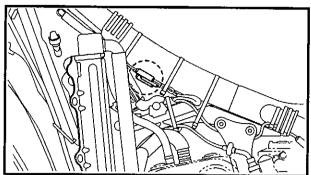


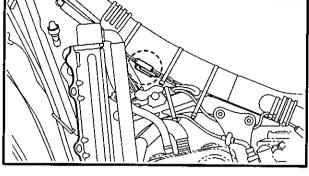
Rotor holding tool: YU-1235/90890-01235

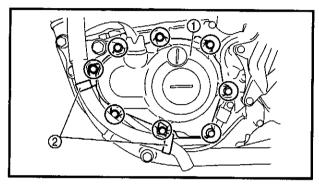
CDI MAGNETO | ENG











4. Connect:

• CDI magneto lead Refer to "CABLE ROUTING DIA-GRAM" section in the CHAPTER 2.

5. Install:

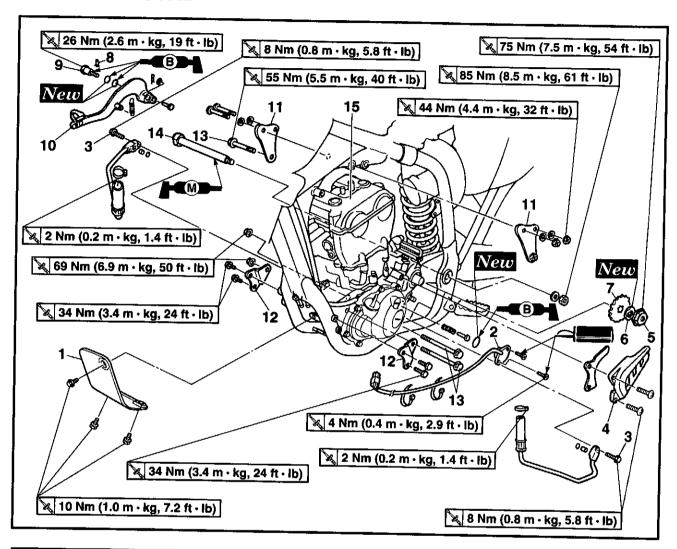
- Dowel pin
- Gasket (left crankcase cover) New

- Left crankcase cover ①
- Hose guide (cylinder head breather hose) ②
- Bolt (left crankcase cover) ③

10 Nm (1.0 m · kg, 7.2 ft · lb)

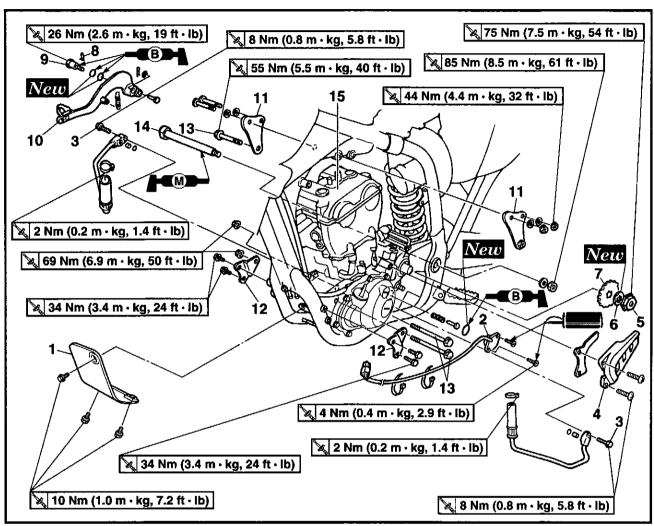
Tighten the bolts in stage, using a crisscross pattern.





Extent of removal	Order	Part name	Q'ty	Remarks
Preparation for removal		ENGINE REMOVAL Hold the machine by placing the suitable stand under the frame		A WARNING Support the machine securely so there is no danger of it falling over.
		Seat and fuel tank Carburetor Exhaust pipe and silencer Clutch cable Radiator Shift pedal Cylinder head breather hose and oil tank breather hose Drain the engine oil		Refer to "SEAT, FUEL TANK AND SIDE COVERS" section. Refer to "CARBURETOR" section Refer to "EXHAUST PIPE AND SILENCER" section Disconnect at engine side. Refer to "RADIATOR" section. Refer to "KICK SHAFT AND SHIFT SHAFT" section. Refer to "CAMSHAFTS" section. Refer to "ENGINE OIL REPLACEMENT" section in the CHAPTER 3.





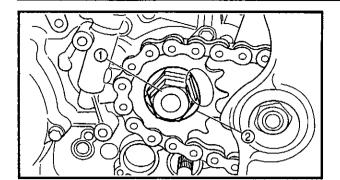
Extent of removal:

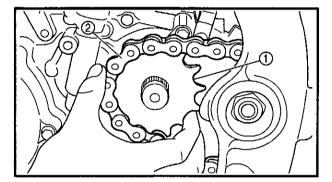
① Engine removal

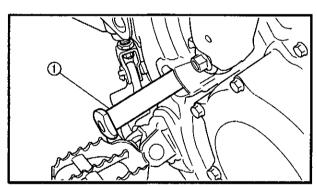
Extent of removal	Order	Part name	Q'ty	Remarks
		Ignition coil		
		Disconnect the CDI magneto lead		
		Right engine guard		
1	1	Lower engine guard	1	
	2	Neutral switch	1	
	3	Bolt (oil hose)	2	
	4	Drive chain sprocket cover	1	
	5	Nut (drive sprocket)	1	h
	6	Lock washer	1	Refer to "REMOVAL POINTS".
	7	Drive sprocket	1	Ц
①	8	Clip	1	1
	9	Bolt (brake pedal)	1	
	10	Brake pedal	1	
	11	Upper engine bracket	2	
	12	Lower engine bracket	2	
	13	Engine mounting bolt	3	
	14	Pivot shaft	1	Defende #DEMONAL DOINGTON
Ţ	15	Engine	1	Refer to "REMOVAL POINTS".

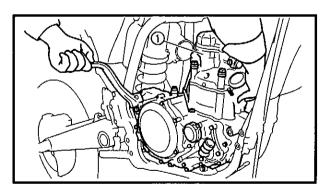












EC4M3000 REMOVAL POINTS

EC4F3100

Drive sprocket

- 1. Remove:
 - Nut (drive sprocket) ①
 - Lock washer ②

NOTE:

- Straighten the lock washer tab.
- Loosen the nut while applying the rear brake.
 - 2. Remove:
 - Drive sprocket ①
 - Drive chain (2)

IOTE:

Remove the drive sprocket together with the drive chain.

EC4M3301

Engine removal

- 1. Remove:
 - Pivot shaft ①

NOTE:

If the pivot shaft is pulled all the way out, the swingarm will come loose. If possible, insert a shaft of similar diameter into the other side of the swingarm to support it.

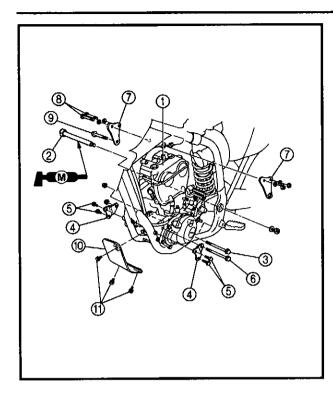
- 2. Remove:
 - Engine ①
 From right side.

NOTE:

Make sure that the couplers, hoses and cables are disconnected.







EC4M5000 ASSEMBLY AND INSTALLATION **Engine installation**

- 1. Install:
 - Engine (1) Install the engine from right side.
 - Pivot shaft (2)

x 85 Nm (8.5 m ⋅ kg, 61 ft ⋅ lb)

- Engine mounting bolt (lower) ③
 - % 69 Nm (6.9 m ⋅ kg, 50 ft ⋅ lb)
- Lower engine bracket (4)
- Bolt (lower engine bracket) (5)

34 Nm (3.4 m · kg, 24 ft · lb)

• Engine mounting bolt (front) (6)

69 Nm (6.9 m ⋅ kg, 50 ft ⋅ lb)

- Upper engine bracket ⑦
- Bolt (upper engine bracket) (8)

44 Nm (4.4 m · kg, 32 ft · lb)

• Engine mounting bolt (upper) (9)

3 55 Nm (5.5 m ⋅ kg, 40 ft ⋅ lb)

- Lower engine guard @
- Bolt (lower engine guard) 11

🗽 10 Nm (1.0 m · kg, 7.2 ft · lb)

NOTE:

Apply the molybdenum disulfide grease on the pivot shaft.

EC4M5211

Brake pedal

- 1. Install:
 - Spring ①
 - Brake pedal ②
 - O-ring ③ New
 - Bolt (brake pedal) 4

26 Nm (2.6 m · kg, 19 ft · lb)

• Clip (5)

NOTE:

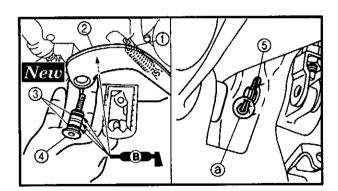
- · Apply the lithium soap base grease on the bolt, O-rings and brake pedal bracket.
- Install the clip with its stopper portion @ facing inward.

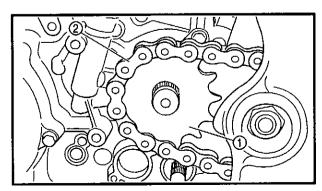
Drive sprocket

- 1. Install:
 - Drive sprocket ①
 - Drive chain ②

NOTE:

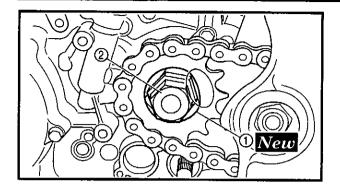
Install the drive sprocket together with the drive chain.













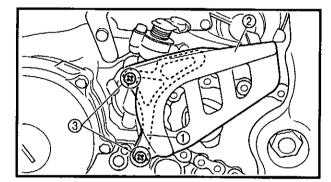
Lock washer ①

• Nut (drive sprocket) (2)

🗽 75 Nm (7.5 m · kg, 54 ft · lb)

NOTE:

Tighten the nut while applying the rear brake.



3. Bend the lock washer tab to lock the nut.

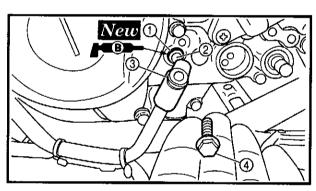
4. Install:

• Drive chain sprocket guide ①

• Drive chain sprocket cover ②

• Screw (drive chain sprocket cover) ③

3 Nm (0.8 m ⋅ kg, 5.8 ft ⋅ lb)



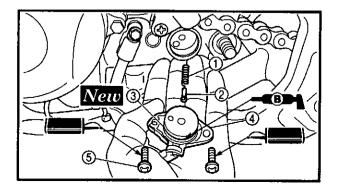
Oil hose and neutral switch

- 1. Install:
 - O-ring ① New
 - Dowel pin 2
 - Oil hose (3)
 - Bolt (oil hose) (4)

№ 8 Nm (0.8 m · kg, 5.8 ft · lb)

NOTE: .

Apply the lithium soap base grease on the O-



2. Install:

- Spring ①
- Pin ②
- O-ring ③ New
- Neutral switch 4
- Screw (neutral switch) (5)

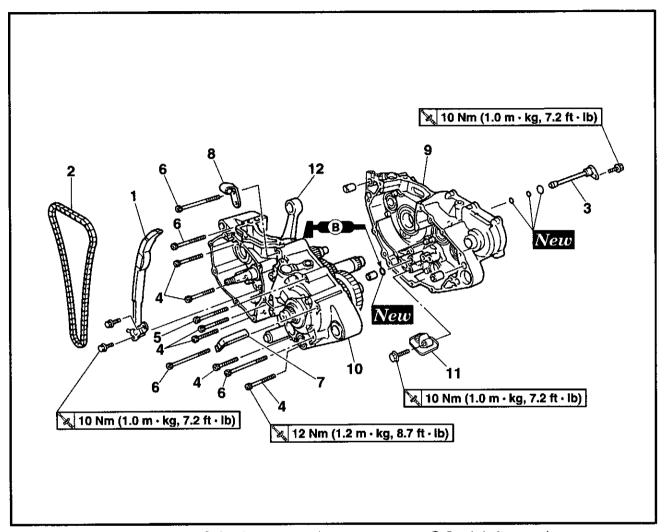
(■ 4 Nm (0.4 m · kg, 2.9 ft · lb)

Apply the lithium soap base grease on the Oring.





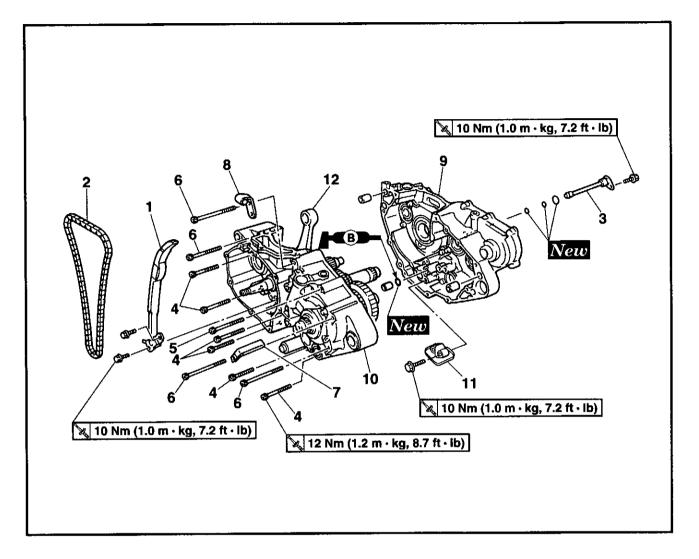
CRANKCASE AND CRANKSHAFT



Extent of removal:		① Crankcase separation		② Crankshaft removal
Extent of removal	Order	Part name	Q'ty	Remarks
		CRANKCASE AND CRANK- SHAFT REMOVAL		
Preparation for removal		Engine	,	Refer to "ENGINE REMOVAL" section
		Piston		Refer to "CYLINDER AND PISTON" section
		Kick shaft assembly Segment		Refer to "KICK SHAFT AND SHIFT SHAFT" section.
		Stator	1	Refer to "CDI MAGNETO" section.
		Balancer shaft		Refer to "BALANCER" section.
1 1	1	Timing chain guide (intake side)	1	
0 0	2	Timing chain	1	
	3	Oil delivery pipe 2	1	





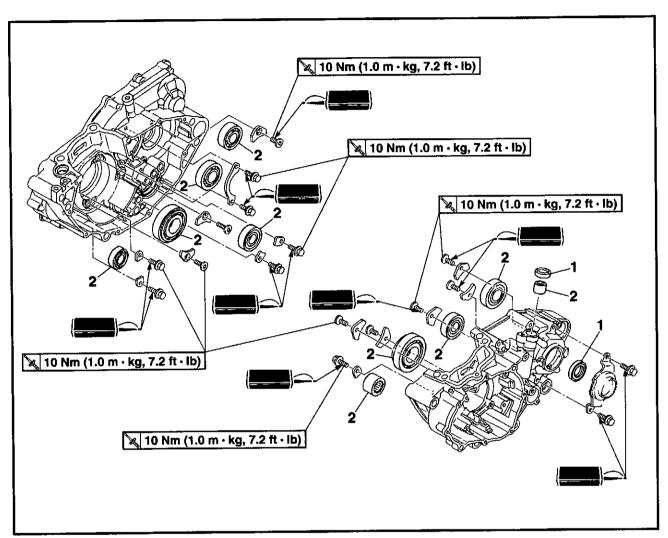


Extent of removal Ord		Part name	Q'ty	Remarks
† †	4	Bolt [L = 45 mm (1 77 in)]	6	7
	5	Bolt [L = 55 mm (2.17 in)]	1	
	6	Bolt [L = 70 mm (2 76 in)]	4	
\Box	7	Hose guide	1	Refer to "REMOVAL POINTS".
	8	Clutch cable holder	1	
P	9	Right crankcase	1	
	10	Left crankcase	1	μ
•	11	Oil strainer	1	
	12	Crankshaft	1	Use special tool. Refer to "REMOVAL POINTS".





CRANKCASE BEARING



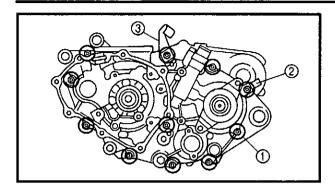
Extent of removal:

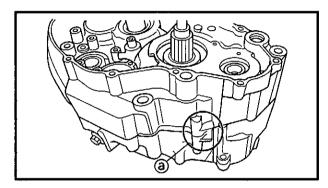
① Crankcase bearing removal

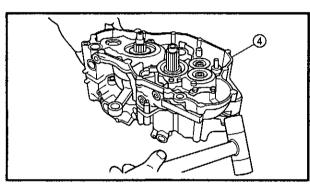
Extent of removal	Order	Part name	Q'ty	Remarks
		CRANKCASE BEARING REMOVAL		
Preparation for removal		Transmission Shift cam and shift fork		Refer to "TRANSMISSION, SHIFT CAM AND SHIFT FORK" section.
<u> </u>	1	Oil seal	2	
Ψ	2	Bearing	10	Refer to "REMOVAL POINTS".











REMOVAL POINTS Crankcase

- 1. Separate:
 - Right crankcase
 - Left crankcase

Separation steps:

• Remove the crankcase bolts ①, hose guide ② and clutch cable holder ③.

NOTE:

Loosen each bolt 1/4 of a turn at a time and after all the bolts are loosened, remove them.

• Remove the right crankcase 4.

NOTE:

- Place the crankcase with its left side downward and split it by inserting a screwdriver tip into the splitting slit (a) in the crankcase.
- Lift the right crankcase horizontally while lightly patting the case splitting slit and engine mounting boss using a soft hammer, and leave the crankshaft and transmission with the left crankcase.

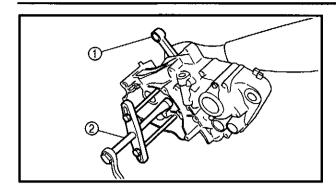
CAUTION:

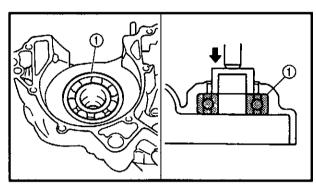
Use soft hammer to tap on the case half. Tap only on reinforced portions of case. Do not tap on gasket mating surface. Work slowly and carefully. Make sure the case halves separate evenly. If one end "hangs up", take pressure off the push screw, realign, and start over. If the cases do not separate, check for a remaining case screw or fitting. Do not force.

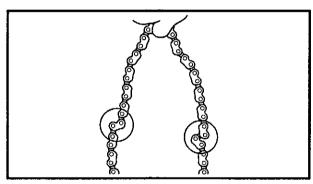
• Remove the dowel pins and O-ring.

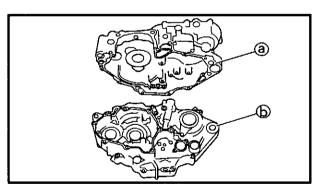


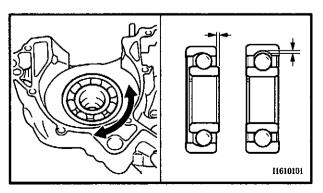












Crankshaft

- 1. Remove:
 - Crankshaft ①
 Use the crankcase separating tool ②.



Crankcase separating tool: YU-1135-A/90890-01135

CAUTION:

Do not use a hammer to drive out the crankshaft.

Crankcase bearing

- 1. Remove:
 - Bearing ①

NOTE

- Remove the bearing from the crankcase by pressing its inner race.
- Do not use the removed bearing.

INSPECTION

Timing chain and timing chain guide

- 1. Inspect:
 - Timing chain
 Cracks/stiff → Replace the timing chain and camshaft sprocket as a set.
- 2. Inspect:
 - Timing chain guide
 Wear/damage → Replace.

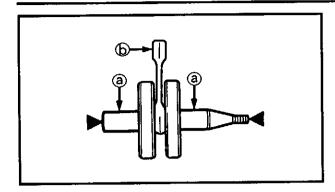
Crankcase

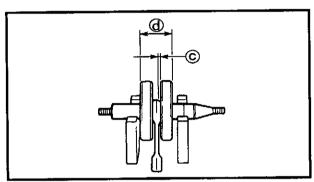
- 1. Inspect:
 - Contacting surface (a)
 Scratches → Replace.
 - Engine mounting boss ⊕, crankcase
 Cracks/damage → Replace.
- 2. Inspect:
 - Bearing
 Rotate inner race with a finger.

 Rough spot/seizure → Replace.
- 3. Inspect:
 - Oil seal
 Damage → Replace.









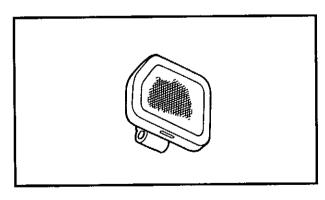
EC4N4201 Crankshaft

- 1. Measure:
 - Runout limit @
 - Small end free play limit (b)
 - Connecting rod big end side clearance (c)
 - Crank width @ Out of specification \rightarrow Replace. Use the dial gauge and a thickness gauge.



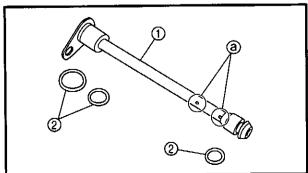
Dial gauge and stand: YU-3097/90890-01252

1	Standard	<limit></limit>
Runout limit:	0.03 mm (0.0012 in)	0.05 mm (0.002 in)
Small end free play:	0.4 ~ 1.0 mm (0.016 ~ 0.039 in)	2.0 mm (0.08 in)
Side clearance:	0.15 ~ 0.45 mm (0.0059 ~ 0.0177 in)	0.50 mm (0.02 in)
Crack width:	55.95 ~ 56.00 mm (2.203 ~ 2.205 in)	



Oil strainer

- 1. Inspect:
 - Oil strainer ${\bf Damage} \to {\bf Replace}.$

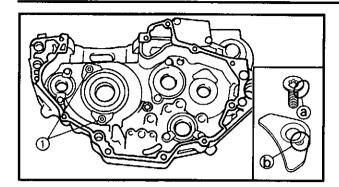


Oil delivery pipe 2

- 1. Inspect:
 - Oil delivery pipe 2 ①
 - O-ring ② $\mathsf{Damage} \to \mathsf{Replace}.$
 - Oil orifice @ Clogged \rightarrow Blow.







EC4N5000 ASSEMBLY AND INSTALLATION Crankcase bearing

- 1. Install:
 - Bearing New
 - Bearing stopper
 - Bolt (bearing stopper)



10 Nm (1.0 m · kg, 7.2 ft · lb)

Screw (bearing stopper)



(10 Nm (1.0 m ⋅ kg, 7.2 ft ⋅ lb)

Screw [bearing stopper (crankshaft)] ①

🗽 10 Nm (1.0 m · kg, 7.2 ft · lb)

To left and right crankcase.

NOTE:

- Install the bearing by pressing its outer race parallel.
- To prevent the screw [bearing stopper (crankshaft)] from becoming loose, crush the screw head periphery @ into the concave (b) using a punch etc. In so doing, take care not to damage the screwdriver receiving hole in the screw head.

Crankshaft

- Install:
 - Crankshaft ① Use the crankshaft installing tool 2, 3, 4 and 5.



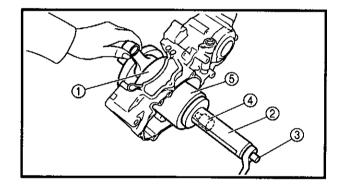
Crankshaft installing pot ②: YU-90050/90890-01274 Crankshaft installing bolt ③: YU-90050/90890-01275 Adapter (M12) (4): YU-90063/90890-01278 Spacer (crankshaft installer) (5): YU-91044/90890-04081

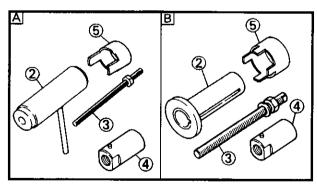
- A For USA and CDN
- **B** Except for USA and CDN

- Hold the connecting rod at top dead center. with one hand while turning the nut of the installing tool with the other. Operate the installing tool until the crankshaft bottoms against the bearing.
- Before installing the crankshaft, clean the contacting surface of crankcase.

A	-	
CAUT	Ю	N:
		•

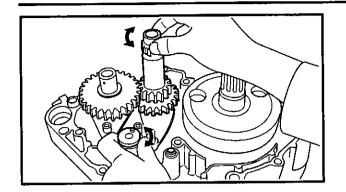
Do not use a hammer to drive in the crankshaft.





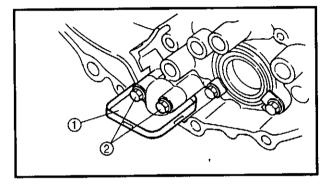






2. Check:

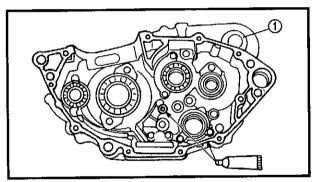
- Shifter operation
- Transmission operation
 Unsmooth operation → Repair.



3. Install:

- Oil strainer ①
- Bolt (oil strainer) ②

🗽 10 Nm (1.0 m · kg, 7.2 ft · lb)



4. Apply:

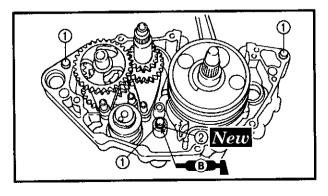
Sealant
 On the right crankcase ①.



Quick gasket®: ACC-QUICK-GS-KT YAMAHA Bond No. 1215: 90890-85505

NOTE:

Clean the contacting surface of left and right crankcase before applying the sealant.



5. Install:

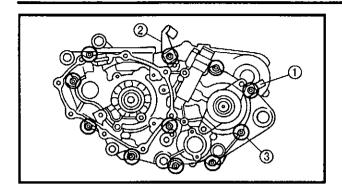
- Dowel pin ①
- O-ring ② New
- Right crankcase
 To left crankcase.

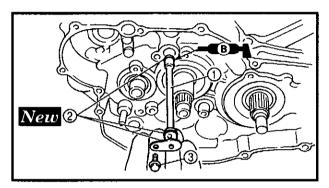
NOTE: _

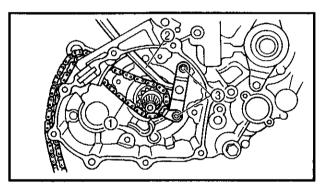
- Fit the right crankcase onto the left crankcase. Tap lightly on the case with soft hammer.
- When installing the crankcase, the connecting rod should be positioned at TDC (top dead center).











6. Tighten:

- Hose guide ①
- Clutch cable holder ②
- Bolt (crankcase) ③

12 Nm (1.2 m · kg, 8.7 ft · lb)

NOTE:

Tighten the crankcase tightening bolts in stage, using a crisscross pattern.

7. Install:

- Oil delivery pipe 2 ①
- O-ring ② New
- Bolt (oil delivery pipe 2) ③

x 10 Nm (1.0 m ⋅ kg, 7.2 ft ⋅ lb)

NOTE:

Apply the lithium soap base grease on the Orings.

8. Install:

- Timing chain ①
- Timing chain guide (intake side) (2)
- Bolt (timing chain guide) ③

№ 10 Nm (1.0 m · kg, 7.2 ft · lb)

- 9. Remove:
 - Sealant

Forced out on the cylinder mating surface.

10. Apply:

Engine oil
 To the crank pin, bearing and oil deliv-

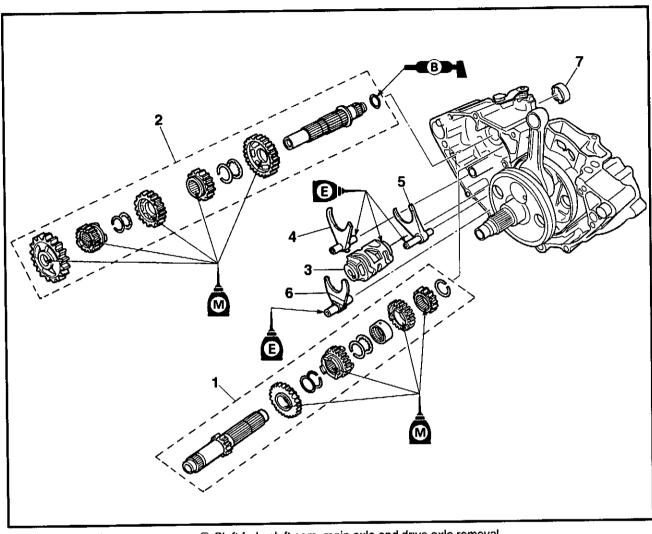
ery hole.

- 11. Check:
 - Crankshaft and transmission operation.
 Unsmooth operation → Repair.





TRANSMISSION, SHIFT CAM AND SHIFT FORK



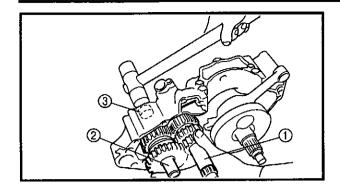
Extent of removal:

① Shift fork, shift cam, main axle and drive axle removal

Extent of removal	Order	Order Part name TRANSMISSION, SHIFT CAM AND SHIFT FORK REMOVAL Engine Separate the crankcase		Remarks
Preparation for removal				Refer to "ENGINE REMOVAL" section. Refer to "CRANKCASE AND CRANK- SHAFT" section
1 2 3 4 5 6 6 7		Main axle Drive axle Shift cam Shift fork 3 Shift fork 2 Shift fork 1 Collar	1 1 1 1 1 1	- Refer to "REMOVAL POINTS"







EC4H3000 REMOVAL POINTS

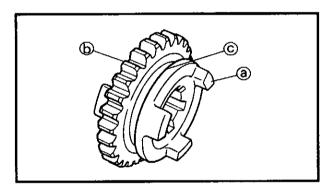
EC4H3230

Transmission

- 1. Remove:
 - Main axle (1)
 - Drive axle (2)
 - Shift cam
 - Shift fork 3
 - Shift fork 2
 - Shift fork 1

NOTE: .

- Remove assembly with the collar (3) installed to the crankcase.
- Remove assembly carefully. Note the position of each part. Pay particular attention to the location and direction of shift forks.
- Remove the main axle, drive axle, shift cam and shift fork all together by tapping lightly on the transmission drive axle with a soft hammer.

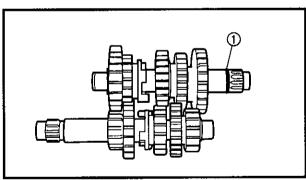


EC4H4000 INSPECTION

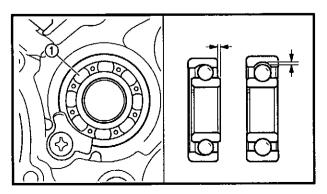
EC4H4200

Gears

- 1. Inspect:
 - Matching dog @
 - Gear teeth (b)
 - Shift fork groove © Wear/damage → Replace.



- 2. Inspect:
 - O-ring ①
 - Damage → Replace.
- 3. Check:
 - Gears movement Unsmooth movement → Repair or replace.



EC4H4600

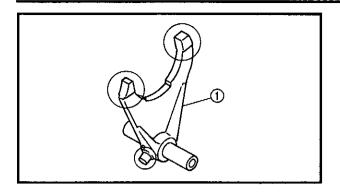
Bearing

- 1. Inspect:
 - Bearing (1)

Rotate inner race with a finger. Rough spot/seizure → Replace.

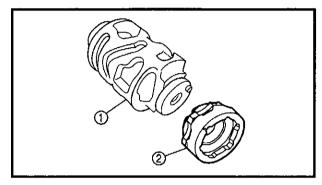






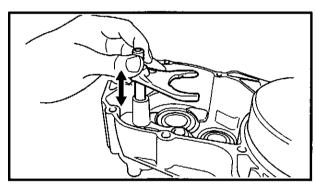
EC4H4810 Shift fork, shift cam and segment

- 1. Inspect:
 - Shift fork (1) Wear/damage/scratches → Replace.



2. Inspect:

- Shift cam (1)
- Segment (2) Wear/damage → Replace.

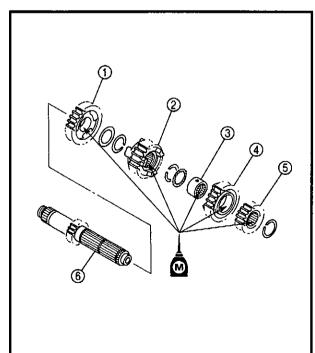


3. Check:

 Shift fork movement Unsmooth operation → Replace shift fork.

NOTE:

For a malfunctioning shift fork, replace not only the shift fork itself but the two gears each adjacent to the shift fork.



ASSEMBLY AND INSTALLATION Transmission

1. Install:

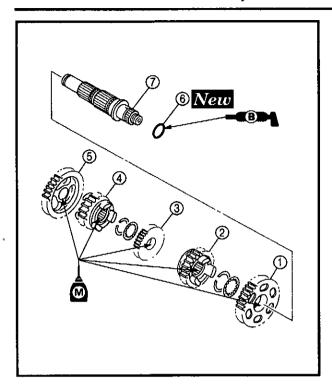
- 5th pinion gear (24T) ①
- 3rd pinion gear (20T) ②
- Collar ③
- 4th pinion gear (22T) 4
- 2nd pinion gear (16T) ⑤ To main axle (6).

NOTE: .

- Apply the molybdenum disulfide oil on the 4th and 5th pinion gears inner circumference and on the end surface.
- Apply the molybdenum disulfide oil on the 2nd and 3rd pinion gears inner circumference.



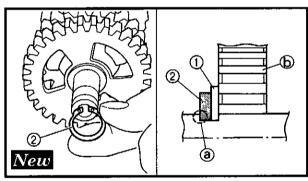




- 2. Install:
 - 2nd wheel gear (28T) ①
 - 4th wheel gear (27T) ②
 - 3rd wheel gear (29T) ③
 - 5th wheel gear (25T) ④
 - 1st wheel gear (30T) ⑤
 - O-ring ® New
 To drive axle ⑦.

NOTE

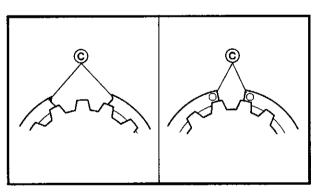
- Apply the molybdenum disulfide oil on the 1st, 2nd and 3rd wheel gears inner circumference and on the end surface.
- Apply the molybdenum disulfide oil on the 4th and 5th wheel gears inner circumference.
- Apply the lithium soap base grease on the Oring.



- 3. Install:
 - Washer ①
 - Circlip ② New

NOTE:

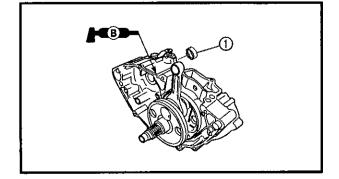
- Be sure the circlip sharp-edged corner (a) is positioned opposite side to the washer and gear (b).
- Install the circlip with its ends © settled evenly on the spline crests.



- 4. Install:
 - Collar ①

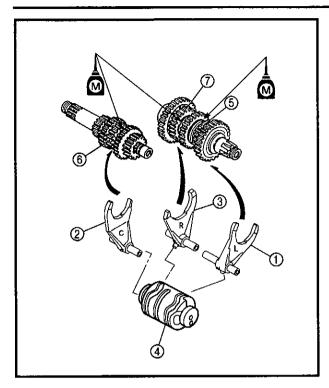
NOTE:

- Apply the lithium soap base grease on the oil seal lip.
- When installing the collar into the crankcase, pay careful attention to the crankcase oil seal lip.







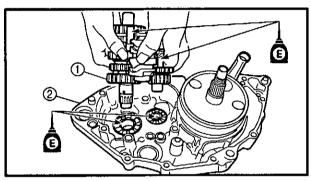


- 5. Install:
 - Shift fork 1 (L) ①
 - Shift fork 2 (C) ②
 - Shift fork 3 (R) ③
 - Shift cam ④

To main axle and drive axle.

NOTE:

- Apply the molybdenum disulfide oil on the shift fork grooves.
- Mesh the shift fork #1 (L) with the 4th wheel gear ⑤ and #3 (R) with the 5th wheel gear ⑦ on the drive axle.
- Mesh the shift fork #2 (C) with the 3rd pinion gear (6) on the main axle.

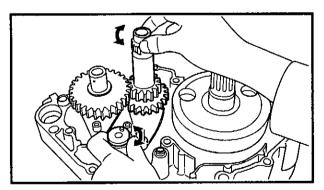


6. Install:

Transmission assembly ①
 To left crankcase ②.

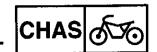
NOTE:

Apply the engine oil on the bearings and guide bars.



7. Check:

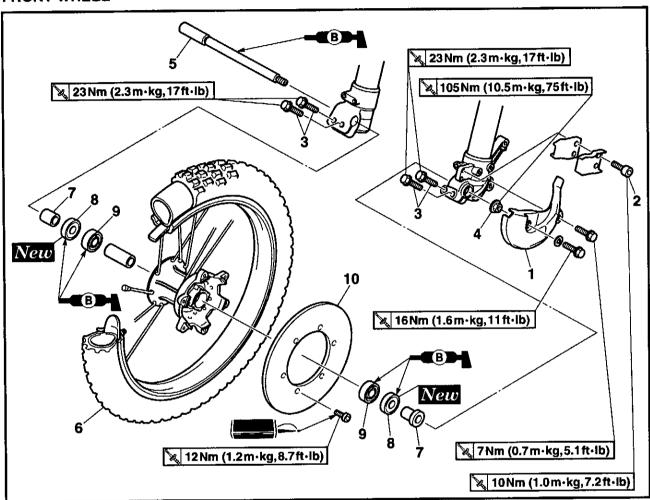
- Shifter operation
- Transmission operation
 Unsmooth operation → Repair.



CHASSIS

FRONT WHEEL AND REAR WHEEL

FRONT WHEEL



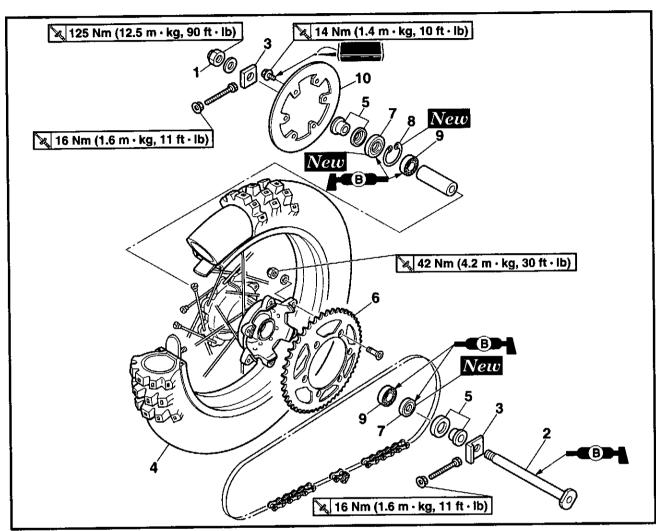
Extent of removal:

- 1) Front wheel removal
- 3 Brake disc removal
- ② Wheel bearing removal

Extent of removal	Order	Part name	Q'ty	Remarks	
Preparation for removal		FRONT WHEEL REMOVAL Hold the machine by placing the suitable stand under the engine		WARNING Support the machine securely so there is no danger of it falling over.	
	1 1	Brake hose cover	1		
	2	Bolt (brake hose holder)	2	Only loosening.	
	3	Bolt (axle holder)	4	Only toosening	
ф 🏺	4	Nut (front wheel axle)	1		
	5	Front wheel axle	1		
	6	Front wheel	1		
• •	7	Collar	2		
	8	Oil seal	2		
	9	Bearing	2	Refer to "REMOVAL POINTS".	
* @1	10	Brake disc	1		



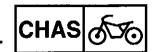
REAR WHEEL

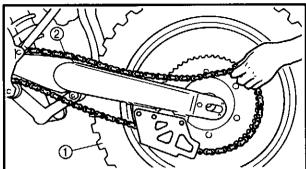


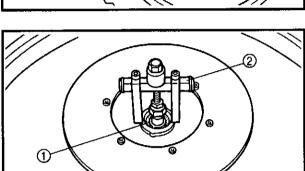
Extent of removal:

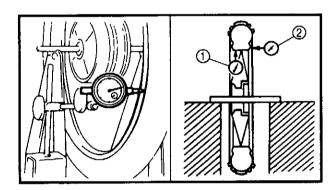
- 1) Rear wheel removal
- 3 Brake disc removal
- ② Wheel bearing removal

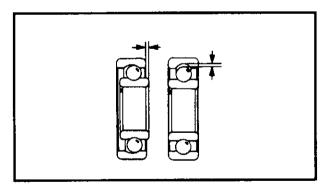
Extent of removal	REAR WHEEL REMOVAL		Q'ty	Remarks
Preparation for removal				WARNING Support the machine securely so there is no danger of it falling over.
1 1	1	Nut (rear wheel axte)	1	
	2	Rear wheel axle	1	1
O O	3	Drive chain puller	2	
	4	Rear wheel	1	Refer to "REMOVAL POINTS"
	5	Collar	2	
Ĭ	6	Rear wheel sprocket	1	
	7	Oil seal	2	
	8	Circlip	1	
	9	Bearing	2	Refer to "REMOVAL POINTS".
• 3t	10	Brake disc	1	











REMOVAL POINTS

EC523101

Rear wheel

- 1. Remove:
 - Wheel ①

Push the wheel forward and remove the drive chain (2).

Wheel bearing (if necessary)

- 1. Remove:
 - Bearing (1)

Remove the bearing using a general bearing puller 2.

EC594000 INSPECTION

Wheel

- 1. Measure:
 - Wheel runout Out of limit → Repair/replace.

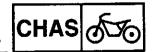
Wheel runout limit:

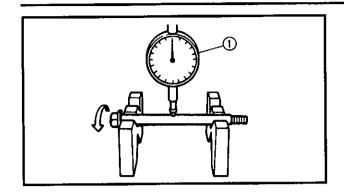
Radial ①: 2.0 mm (0.08 in) Lateral 2: 2.0 mm (0.08 in)

- 2. Inspect:
 - Bearing

Rotate inner race with a finger. Rough spot/seizure → Replace.

Replace the bearings, oil seal and wheel collar as a set.





EC514200

Wheel axle

- 1. Measure:
 - Wheel axle bends
 Out of specification → Replace.
 Use the dial gauge ①.



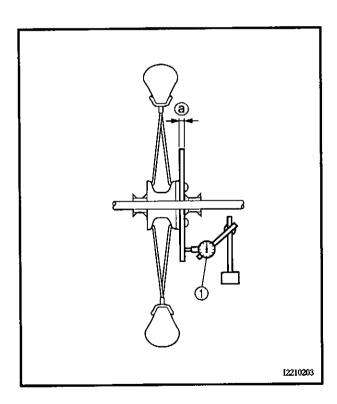
Wheel axle bending limit: 0.5 mm (0.020 in)

NOTE:

The bending value is shown by one half of the dial gauge reading.



Do not attempt to straighten a bent axle.



EC594200

Brake disc

- 1. Measure:
 - Brake disc deflection (only rear brake disc)

Use the dial gauge ①.

Out of specification \rightarrow Inspect wheel runout.

If wheel runout is in good condition, replace the brake disc.



Brake disc deflection limit:

Rear:

<Limit>: 0.15 mm (0.006 in)

- 2. Measure:
 - Brake disc thickness ③
 Out of limit → Replace.



Brake disc thickness:

Front:

3.0 mm (0.12 in)

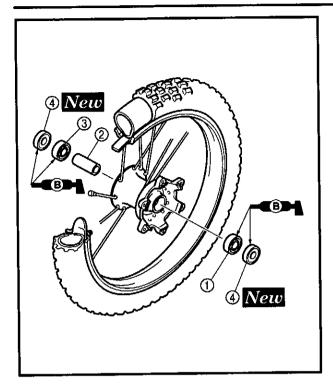
<Limit>: 2.5 mm (0.10 in)

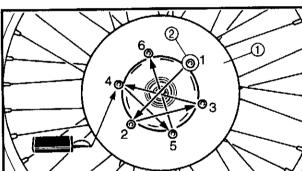
Rear

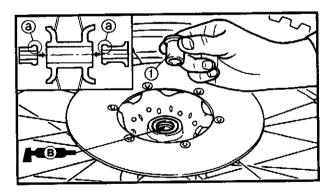
4.0 mm (0.16 in)

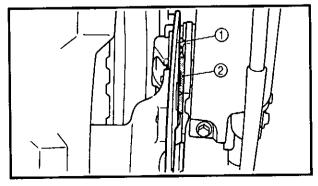
<Limit>: 3.5 mm (0.14 in)











ASSEMBLY AND INSTALLATION

Front wheel
1. Install:

- Bearing (left) (1)
- Spacer ②
- Bearing (right) ③
- Oil seal 4 New

NOTE:

- Apply the lithium soap base grease on the bearing and oil seal lip when installing.
- Use a socket that matches the outside diameter of the race of the bearing.
- Left side of bearing shall be installed first.
- Install the oil seal with its manufacture's marks or numbers facing outward.

o not strike	the	inner	race	of	the
CAUTION:					

Do not strike the inner race of the bearing. Contact should be made only with the outer race.

- 2. Install:
 - Brake disc ①
 - Bolt (brake disc) ②

Doit (blai					
(===)=	X	12 Nm (1.2 m ·	kg, 8.7	ft · lb)

NOTE:

Tighten the bolts in stage, using a crisscross pattern.

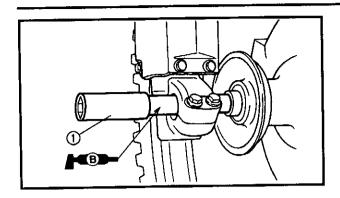
- 3. Install:
 - Collar ①

NOTE:

- Apply the lithium soap base grease on the oil seal lip.
- Install the collars with their projections (a) facing the wheel.
 - 4. Install:
 - Wheel

NOTE:

Install the brake disc 1 between the brake pads 2 correctly.

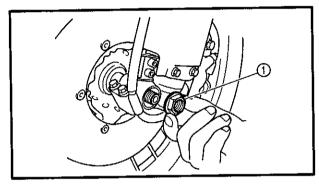


5. Install:

• Wheel axle ①

NOTE:

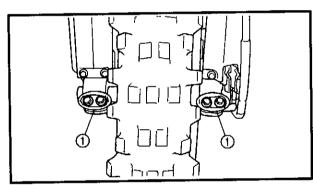
Apply the lithium soap base grease on the wheel axle.



6. Install:

• Nut (wheel axle) ①

🗽 105 Nm (10.5 m · kg, 75 ft · lb)



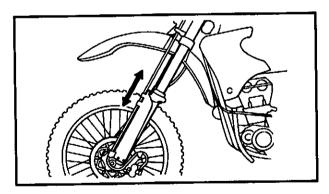
7. Tighten:

• Bolt (axle holder) ①

🗽 23 Nm (2.3 m · kg, 17 ft · lb)

NOTE:

Before tightening the bolt, fit the wheel axle to the axle holder by stroking the front fork several times with the front brake applied.



1

8. Install:

• Brake hose ①

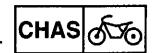
10 Nm (1.0 m · kg, 7.2 ft · lb)

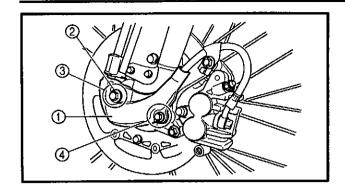
To brake hose holder 2.



NOTE:

Before tightening the bolt (brake hose holder), align the top (a) of the brake hose neck with the brake hose holder bottom (b). Then pass the brake hose in front of the axle boss (c) and fit it into the hose groove (d) so that the brake hose does not contact the nut (wheel axle).





9. Install:

• Brake hose cover ①

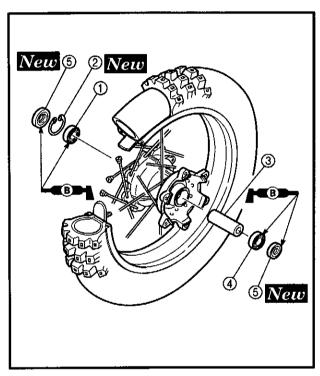
• Washer (2)

• Bolt [brake hose cover (M8)] ③

🗽 16 Nm (1.6 m · kg, 11 ft · lb)

• Bolt [brake hose cover (M6)] 4

🗽 7 Nm (0.7 m · kg, 5.1 ft · lb)



Rear wheel

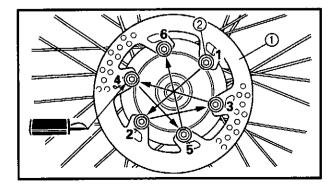
- 1. Install:
 - Bearing (right) ①
 - Circlip ② New
 - Spacer (3)
 - Bearing (left) ④

NOTE:

- Apply the lithium soap base grease on the bearing and oil seal lip when installing.
- Install the bearing with seal facing outward.
- Use a socket that matches the outside diameter of the race of the bearing.
- Right side of bearing shall be installed first.
- Install the oil seal with its manufacture's marks or numbers facing outward.

CAUTION:

Do not strike the inner race of the bearing. Contact should be made only with the outer race.

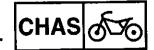


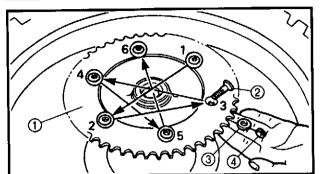
- 2. Install:
 - Brake disc ①
 - Bolt (brake disc) ②

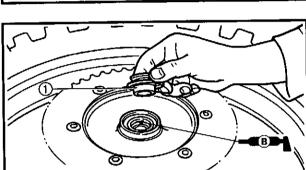
14 Nm (1.4 m · kg, 10 ft · lb)

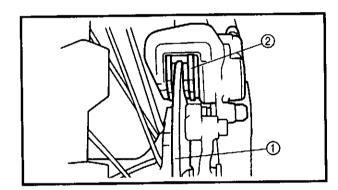
NOTE:

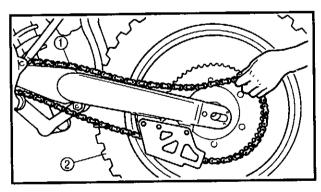
Tighten the bolts in stage, using a crisscross pattern.

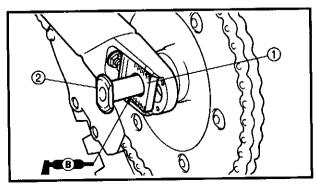












3. Install:

• Rear wheel sprocket ①

• Bolt (rear wheel sprocket) ②

• Washer (rear wheel sprocket) ③

• Nut (rear wheel sprocket) ④

42 Nm (4.2 m · kg, 30 ft · lb)

NOTE:

Tighten the nuts in stage, using a crisscross pattern.

4. Install:

• Collar ①

NOTE:

Apply the lithium soap base grease on the oil seal lip.

5. Install:

Wheel

NOTE:

Install the brake disc ① between the brake pads ② correctly.

6. Install:

• Drive chain ①

NOTE:

Push the wheel ② forward and install the drive chain.

7. Install:

• Left drive chain puller ①

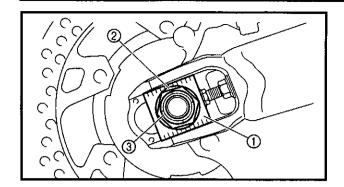
• Wheel axle ②

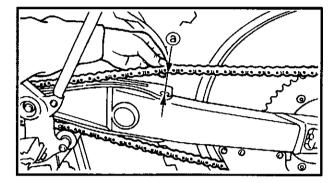
NOTE:

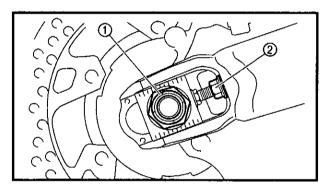
 Install the left drive chain puller, and insert the wheel axle from left side.

 Apply the lithium soap base grease on the wheel axle.









8. Install:

- Right drive chain puller ①
- Washer ②
- Nut (wheel axle) ③

NOTE:

Temporarily tighten the nut (wheel axle) at this point.

9. Adjust:

• Drive chain slack (a)



Drive chain slack: 40 ~ 50 mm (1.6 ~ 2.0 in)

Refer to "DRIVE CHAIN SLACK ADJUSTMENT" section in the CHAPTER 3.

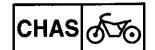
10. Tighten:

• Nut (wheel axle) ①

🗽 125 Nm (12.5 m · kg, 90 ft · lb)

• Locknut ②

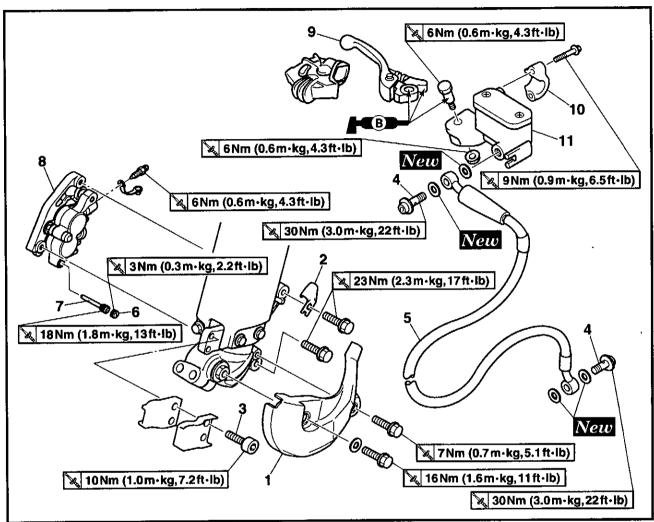
🗽 16 Nm (1.6 m · kg, 11 ft · lb)



EC5A0000

FRONT BRAKE AND REAR BRAKE

FRONT BRAKE

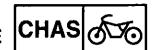


Extent of removal:

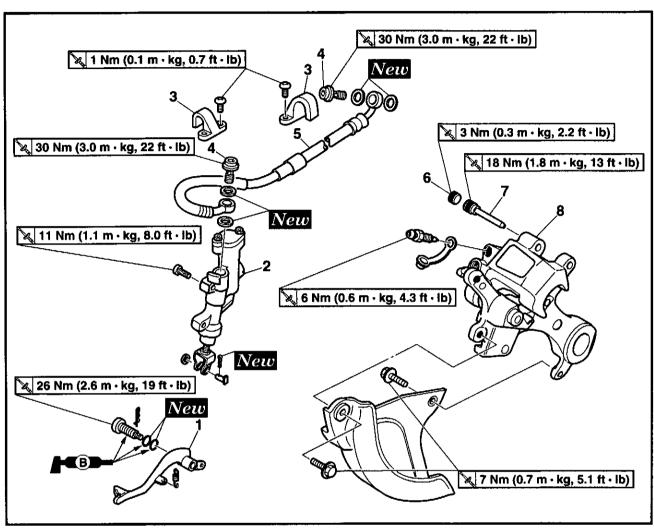
- 1 Brake hose removal
- 3 Brake master cylinder removal

② Brake caliper removal

Extent of removal	Order	Part name	Q'ty	Remarks
Preparation for removal		FRONT BRAKE REMOVAL Hold the machine by placing the suitable stand under the engine		↑ WARNING Support the machine securely so there is no danger of it falling over.
		Drain the brake fluid.		Refer to "REMOVAL POINTS".
	1	Brake hose cover	1	
 	2	Brake hose holder	1	
1 1	3	Bolt (brake hose holder)	2	Only loosening
l 1 1 31	4	Union bolt	2	
	5	Brake hose	1	
'	6	Pad pin plug	1	Remove when loosening the pad pin
2	7	Pad pin	1	Loosen when disassembling the brake caliper
	8	Brake caliper	1	
l ' †	9	Brake lever	1	
3	10	Brake master cylinder bracket	1	
 	11	Brake master cylinder	1	



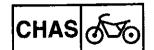
EC5A8100 REAR BRAKE



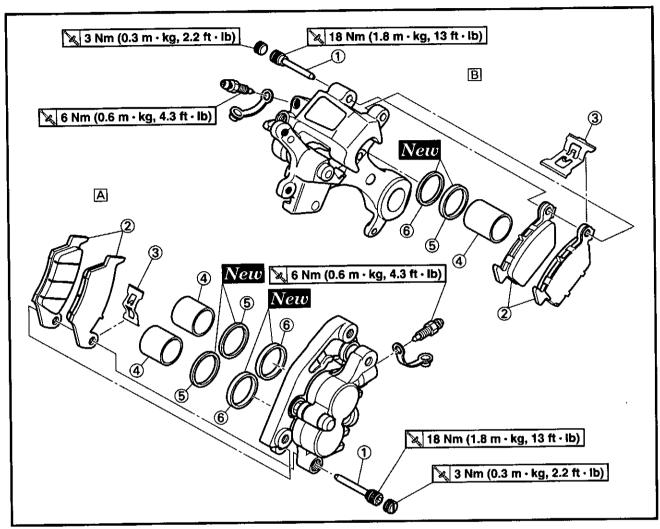
Extent of removal

- 1 Brake master cylinder removal
- 3 Brake caliper removal
- 2 Brake hose removal

Extent of removal	Order	Part name	Q'ty	Remarks
Preparation for removal		REAR BRAKE REMOVAL Hold the machine by placing the suitable stand under the engine.		A WARNING Support the machine securely so there is no danger of it falling over.
		Rear wheel		Refer to "FRONT WHEEL AND REAR WHEEL" section
		Drain the brake fluid		Refer to "REMOVAL POINTS".
<u> </u>	1	Brake pedal	1	
ΙΨ	2	Brake master cylinder	1	
l	3	Brake hose holder	2	
① ② ③ 1	4	Union bolt	2	
	5	Brake hose	1	
! ↑ ↑	6	Pad pin plug	1	Remove when loosening the pad pin.
(3)	7	Pad pin	1	Loosen when disassembling the brake caliper.
	8	Brake caliper	1	



BRAKE CALIPER DISASSEMBLY



A Front

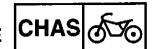
B Rear

Extent of removal:

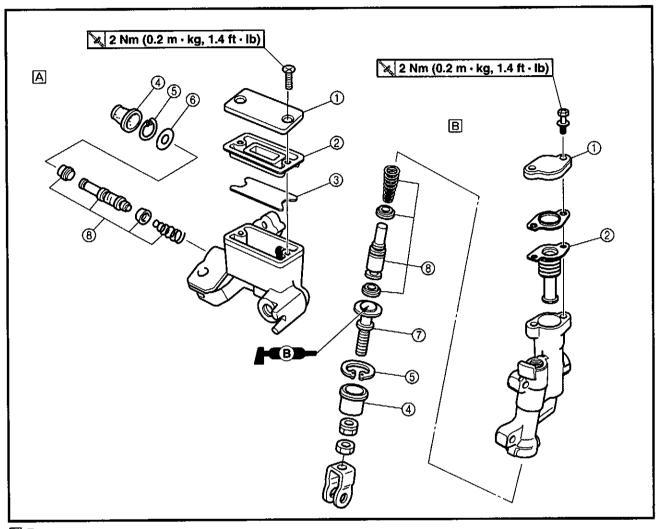
① Front brake caliper disassembly

② Rear brake caliper disassembly

Extent of	Extent of removal		Order Part name	Q'ty		Remarks
			BRAKE CALIPER DISASSEMBLY	Α	В	
1	†	①	Pad pin	1	1	
į]	2	Brake pad	2	2	
		3	Pad support	1	1	
Ψ		4	Brake caliper piston	2	1	h
		6	Dust seal	2	1	Refer to "REMOVAL POINTS".
ļ	1	6	Piston seal	2	1	[]



BRAKE MASTER CYLINDER DISASSEMBLY



A Front

B Rear

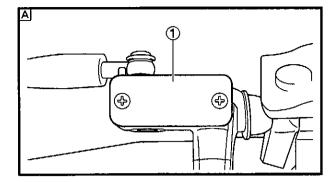
Extent of removal:

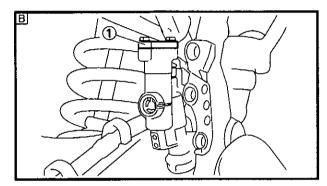
1) Front brake master cylinder disassembly

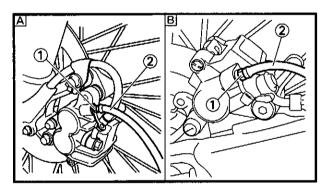
2 Rear brake master cylinder disassembly

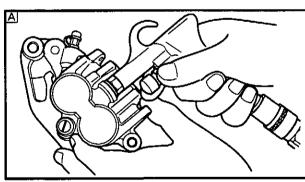
	Extent of removal	Order	Part name	Q'ty	Remarks
			BRAKE MASTER CYLINDER DISASSEMBLY		
	† ‡	①	Brake master cylinder cap	1	
	(P	2	Diaphragm	1	
	Ţ	3	Reservoir float	1	
	Ψ	4	Brake master cylinder boot	1	
1		(5)	Circlip	1	Use a long nose circlip pliers
1	1	6	Washer	1	
	Ţ	7	Push rod	1	
	D‡ P	8	Brake master cylinder kit	1	

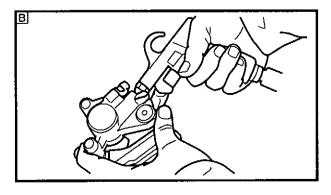












EC5A3000

REMOVAL POINTS

Brake fluid

- 1. Remove:
 - [Front]
 - Brake master cylinder cap ①
 - [Rear
 - Brake master cylinder cap (1)
 - Protector

NOTE:

Do not remove the diaphragm.

- A Front
- **B** Rear
 - 2. Connect the transparent hose ② to the bleed screw ① and place a suitable container under its end.
- A Front
- **B** Rear
 - Loosen the bleed screw and drain the brake fluid while pulling the lever in or pushing down on the pedal.

CAUTION:

- Do not reuse the drained brake fluid.
- Brake fluid may erode painted surfaces or plastic parts. Always clean up spilled fluid immediately.

Brake caliper piston

- 1. Remove:
 - Brake caliper piston
 Use compressed air and proceed carefully.

WARNING

- Cover piston with rag and use extreme caution when expelling piston from cylinder
- Never attempt to pry out piston.

Caliper piston removal steps:

- Insert a piece of rag into the brake caliper to lock one brake caliper.
- Carefully force the piston out of the brake caliper cylinder with compressed air.
- A Front
- B Rear

FREIN AVANT ET FREIN ARRIERE VORDER- UND HINTERRADBREMSE FRENO ANTERIORE E POSTERIORE



POINTS DE DEPOSE

Liquide de frein

1 Déposer: [Arnère]

• Couvercle de maître-cylindre de frein ①

[Avant]

- Couvercle de maître-cylindre de frein (1)
- Protection

N.I	3.;
3 T	

Ne pas enlever le diaphragme

- A 'Avant
- Arrière
 - Connecter le tuyau transparent ②
 à la vis de purge ① et placer le
 récipient approprié sous son
 extrémité
- A Avant
- B Arrière
 - Desserrer la vis de purge et purger le liquide de frein tout en rentrant le levier ou en appuyant sur la pédale.

ATTENTION:

- Ne pas réutiliser le liquide de frein purgé.
- Le liquide de frein attaque les surfaces peintes et le plastique. Si on en renverse, il faut l'essuyer immédiatement.

Piston d'étrier de frein

- 1. Déposer:
 - Piston d'étrier de frein Appliquer de l'air comprimé en effectuant délicatement cette opération

▲ AVERTISSEMENT

- Recouvrir le piston d'un morceau de tissu et faire très attention au moment ou le piston est éjecté du cylindre.
- Ne jamais chasser le piston hors du cylindre en faisant levier.

Etapes de dépose des pistons d'étrier:

- Insérer un morceau de tissu dans l'étrier pour bloquer un piston
- Chasser prudemment le piston du cylindre de l'étrier avec de l'air comprimé.
- Avant
- Arnère

AUSBAU Bremsflüssigkeit

- Demontieren.
 [Vorn]
 - Hauptbremszylinderdeckel ① [Hinten]
 - Hauptbremszylinderdeckel①
 - Protektor

HINWEIS: _

Die Membran nicht entfernen.

- A Vom
- B Hinten
 - 2. Einen durchsichtigen Schlauch
 - ② an die Entlüftungsschraube
 - befestigen und das freie Schlauchende in einen Auffangbehälter führen
- A Vorn
- **B** Hinten
 - Entlüftungsschraube lockern und die Bremsflüssigkeit ablassen Dabei den Hand- bzw. Fußbremshebel betätigen.

ACHTUNG:

- Die abgelassene Bremsflüssigkeit nicht wiederverwenden.
- Bremsflüssigkeit greift Lack und Kunststoff an. Verschüttete Bremsflüssigkeit daher sofort abwischen.

Bremssattelkolben

- 1. Demontieren:
 - Bremssattelkolben
 Vorsichtig Druckfuft anlegen.

♠ WARNUNG

- Den Kolben mit einem Lappen abdecken und besonders vorsichtig umgehen.
- Niemals versuchen, die Kolben herauszuhebeln.

Bremssattelkolben-Ausbauschritte:

- Ein Stück Werkstattlappen in den Bremssattel stecken, um einen Bremssattel zu sperren.
- Den Kolben mit Druckluft vorsichtig aus dem Bremssattelzylinder herauspressen.
- A Vom
- **B** Hinten

PUNTI DI RIMOZIONE

Liquido dei freni

- Rimuovere [Anteriore]
 - Coperchio pompa del freno ① [Posteriore]
 - Coperchio pompa del freno ①
 - Dispositivo di protezione

NOTA: .

Non rimuovere il diaframma

- Antenore
- B Posteriore
 - 2 Collegare il flessibile trasparente ② alla valvolina di sfiato ① e posizionare un contenitore idoneo all'estremità del tubo
- Anteriore
- B Posteriore
 - 3 Allentare la valvolina di sfiato e scaricare il liquido dei freni tirando la leva o spingendo il pedale

ATTENZIONE:

- Non riutilizzare il liquido dei freni fuoriuscito.
- Il liquido dei freni può erodere le superfici verniciate o gli elementi in plastica. Pulire sempre immediatamente il liquido versato.

Pistoncino della pinza freno

- 1. Rimuovere:
 - Pistoncino della pinza freno Utilizzare aria compressa e procedere con cautela.

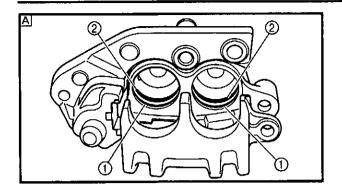
↑ AVVERTENZA

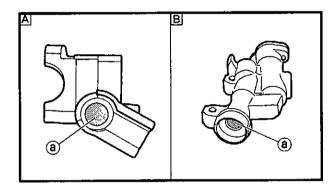
- Coprire il pistoncino con uno straccio ed agire con estrema cautela quando si estrae il pistoncino dal cilindro.
- Non tentare mai di smuovere con una leva il pistone.

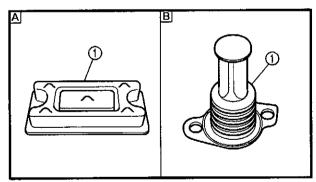
Fasi di rimozione del pistoncino della pinza:

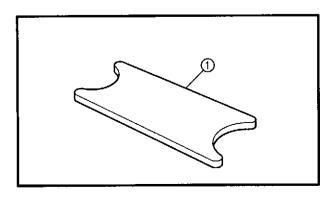
- Inserire un pezzo di straccio nella pinza dei freni per bloccare una pinza
- Forzare con cautela il pistoncino fuori dal cilindro con aria compressa.
- Anteriore
- B Posteriore











Brake caliper piston seal kit

- 1. Remove:
 - Dust seal 1)
 - Piston seal ②

Remove the piston seals and dust seals by pushing them with a finger.

CAUTION:

Never attempt to pry out piston seals and dust seals.

⚠ WARNING

Replace the piston seals and dust seals whenever a caliper is disassembled.

- A Front
- **B** Rear

EC5A4000 INSPECTION

Brake master cylinder

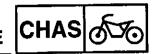
- 1. Inspect:
 - Brake master cylinder inner surface @ Wear/scratches → Replace master cylinder assembly.

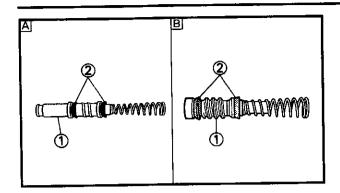
Stains → Clean.

⚠ WARNING

Use only new brake fluid.

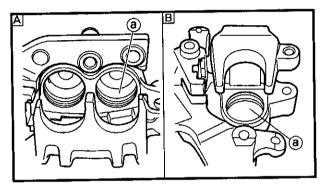
- A Front
- B Rear
 - 2. Inspect:
 - Diaphragm ① Crack/damage → Replace.
- A Front
- **B** Rear
 - 3. Inspect: (front brake only)
 - Reservoir float ① Damage \rightarrow Replace.





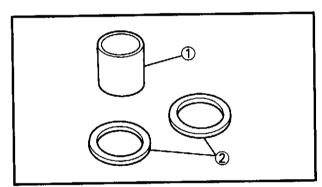


- Brake master cylinder piston ①
- Brake master cylinder cup ②
 Wear/damage/score marks → Replace brake master cylinder kit.
- A Front
- **B** Rear



Brake caliper

- 1. Inspect:
 - Brake caliper cylinder inner surface @
 Wear/score marks → Replace brake caliper assembly.
- A Front
- **B** Rear

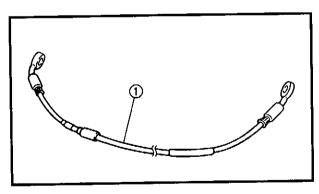


2. Inspect:

Brake caliper piston ①
 Wear/score marks → Replace brake caliper piston assembly.

⚠ WARNING

Replace the piston seals and dust seals ② whenever a caliper is disassembled.



EC534301

Brake hose

- 1. Inspect:
 - Brake hose ①
 Crack/damage → Replace.

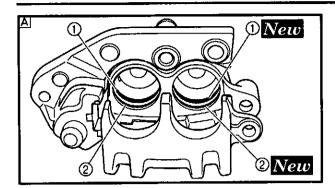
EC5A5000

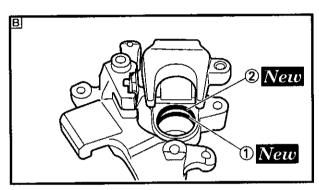
ASSEMBLY AND INSTALLATION

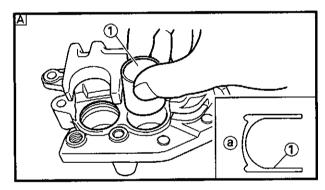
WARNING

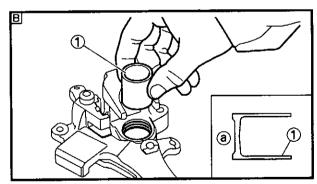
- All internal parts should be cleaned in new brake fluid only.
- Internal parts should be lubricated with brake fluid when installed.
- Replace the piston seals and dust seals whenever a caliper is disassembled.

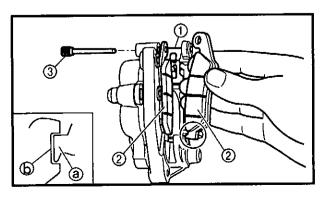












Brake caliper piston

- 1. Clean:
 - Brake caliper
 - Piston seal
 - Dust seal
 - Brake caliper piston Clean them with brake fluid.
- 2. Install:
 - Piston seal ① New

Dust seal ② New

WARNING

Always use new piston seals and dust seals.

NOTE:

Fit the piston seals and dust seals onto the slot on brake caliper correctly.

- A Front
- **B** Rear
 - 3. Install:
 - Brake caliper piston (1)

NOTE:

Apply the brake fluid on the piston wall.

CAUTION:

- Install the piston with its shallow depressed side @ facing the brake caliper.
- . Never force to insert.
- A Front
- B Rear

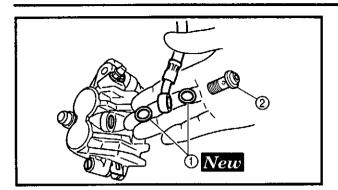
Front brake caliper

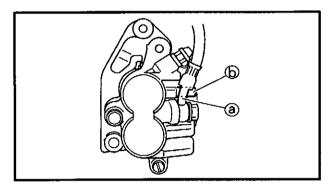
- 1. Install:
 - Pad support ①
 - Brake pad ②
 - Pad pin (3)

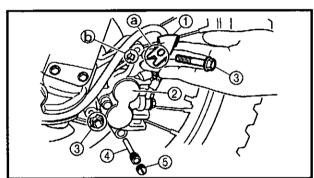
NOTE:

- Install the brake pads with their projections (a) Into the brake caliper recesses (b).
- Temporarily tighten the pad pin at this point.









- 2. Install:
 - Copper washer ① New
 - Union bolt ②

30 Nm (3.0 m · kg, 22 ft · lb)

MARNING

Always use new copper washers.

CAUTION:

Install the brake hose so that its pipe portion ⓐ directs as shown and lightly touches the projection ⓑ on the brake caliper.

- 3. Install:
 - Brake hose holder (1)
 - Brake caliper (2)
 - Bolt (brake caliper) ③

🗽 23 Nm (2.3 m · kg, 17 ft · lb)

NOTE: .

Fit the brake hose holder cut ⓐ over the projection ⓑ on the front fork and clamp the brake hose.

- 4. Tighten:
 - Pad pin ④

🗽 18 Nm (1.8 m · kg, 13 ft · lb)

- 5. Install:
 - Pad pin plug ⑤

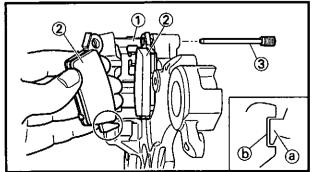
№ 3 Nm (0.3 m · kg, 2.2 ft · lb)

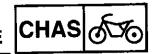
Rear brake caliper 1. Install:

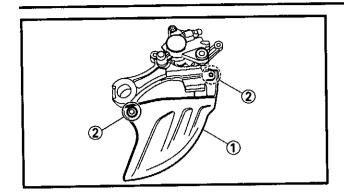
- Pad support ①
- Brake pad ②
- Pad pin (3)

NOTE:

- Install the brake pads with their projections
 a into the brake caliper recesses
- Temporarily tighten the pad pin at this point.



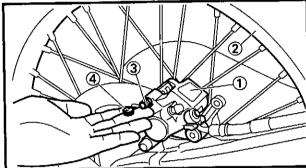


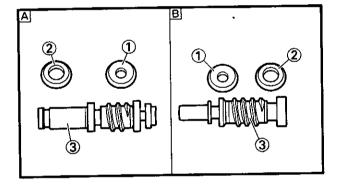




- Brake disc cover ①
- Bolt (brake disc cover) ②

7 Nm (0.7 m · kg, 5.1 ft · lb)





- 3. Install:
 - Brake caliper ①
 - Rear wheel ② Refer to "FRONT WHEEL AND REAR WHEEL" section.
- 4. Tighten:
 - Pad pin ③

🗽 18 Nm (1.8 m · kg, 13 ft · lb)

- 5. Install:
 - Pad pin plug ④

3 Nm (0.3 m · kg, 2.2 ft · lb)

Brake master cylinder kit

- 1. Clean:
 - Brake master cylinder
 - Brake master cylinder kit Clean them with brake fluid.
- - Brake master cylinder cup (primary) ①
 - Brake master cylinder cup (secondary)

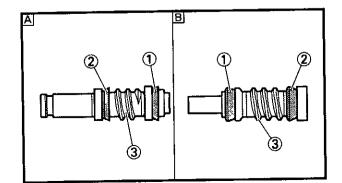
To brake master cylinder piston 3.

Apply the brake fluid on the brake master cylinder cup.

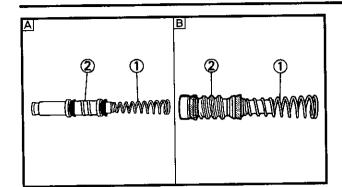
⚠ WARNING

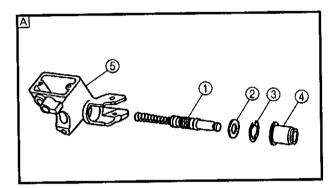
After installing, cylinder cup should be installed as shown direction. Wrong installation cause improper brake performance.

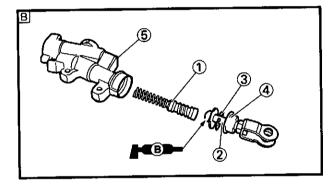
- A Front
- **B** Rear













Spring ①
 To brake master cylinder piston ②.

NOTE:

Install the spring at the smaller dia. side.

- A Front
- B Rear



[Front]

- Brake master cylinder kit ①
- Washer ②
- Circlip ③
- Brake master cylinder boot 4
 To brake master cylinder 5

[Rear]

- Brake master cylinder kit ①
- Push rod ②
- Circlip ③
- Brake master cylinder boot 4
 To brake master cylinder 5

NOTE:

- Apply the brake fluid on the brake master cylinder kit.
- Apply the lithium soap base grease on the tip of the push rod.
- When installing the circlip, use a long nose circlip pliers.
- A Front
- **B** Rear

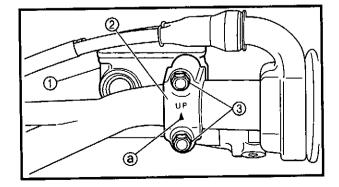
Front brake master cylinder

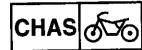
- 1. Install:
 - Brake master cylinder ①
 - Brake master cylinder bracket ②
 - Bolt (brake master cylinder bracket) ③

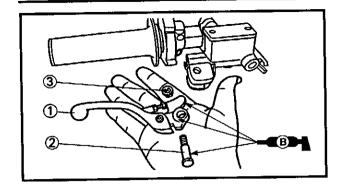
> 9 Nm (0.9 m ⋅ kg, 6.5 ft ⋅ lb)

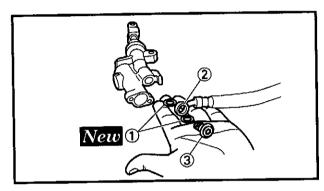


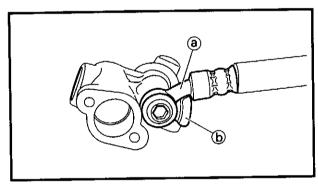
- Install the bracket so that the arrow mark a face upward.
- First tighten the bolts on the upper side of the brake master cylinder bracket, and then tighten the bolts on the lower side.

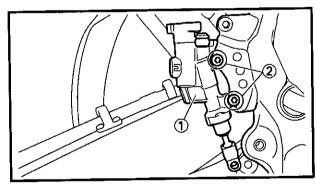


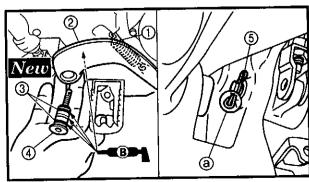












- 2. Install:
 - Brake lever ①
 - Bolt (brake lever) ②

🗽 6 Nm (0.6 m ⋅ kg, 4.3 ft ⋅ lb)

Nut (brake lever) ③

№ 6 Nm (0.6 m · kg, 4.3 ft · lb)

NOTE:

Apply the lithium soap base grease on the brake lever sliding surface, bolt and contacting surface of the brake master cylinder piston.

Rear brake master cylinder

- 1. Install:
 - Copper washer ① New
 - Brake hose (2)
 - Union bolt ③

🗽 30 Nm (3.0 m · kg, 22 ft · lb)

WARNING

Always use new copper washers.

CAUTION:

Install the brake hose so that its pipe portion @ directs as shown and lightly touches the projection (b) on the brake master cylinder.

- 2. Install:
 - Brake master cylinder ①
 - Bolt (brake master cylinder) ②

11 Nm (1.1 m · kg, 8.0 ft · lb)

- 3. Install:
 - Spring ①
 - Brake pedal ②
 - O-ring ③ New
 - Bolt (brake pedal) (4)

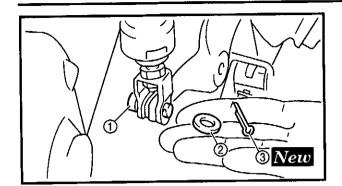
🗽 26 Nm (2.6 m · kg, 19 ft · lb)

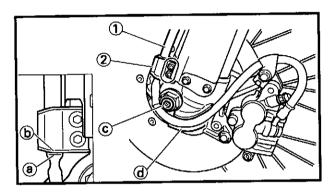
• Clip (5)

NOTE:

- Apply the lithium soap base grease on the bolt, O-ring and brake pedal bracket.
- Install the clip with its stopper portion @ facing inward.







- 4. Install:
 - Pin (1)
 - Washer ②
 - Cotter pin ③ New

NOTE

After installing, check the brake pedal height. Refer to "REAR BRAKE ADJUSTMENT" section in the CHAPTER 3.

Front brake hose

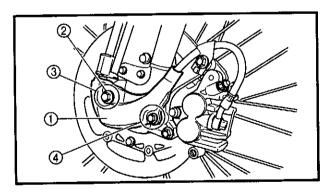
- 1. Install:
 - Brake hose ①

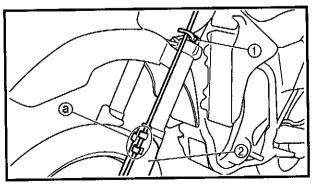
🗽 10 Nm (1.0 m · kg, 7.2 ft · lb)

To brake hose holder ②.

NOTE

Before tightening the bolt (brake hose holder), align the top (a) of the brake hose neck with the brake hose holder bottom (b). Then pass the brake hose in front of the axle boss (c) and fit it into the hose groove (d) so that the brake hose does not contact the nut (wheel axle).





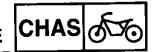
- 2. Install:
 - Brake hose cover ①
 - Washer ②
 - Bolt [brake hose cover (M8)] ③

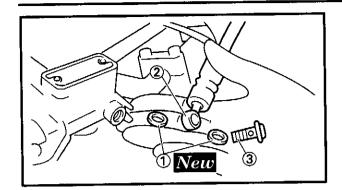
16 Nm (1.6 m · kg, 11 ft · lb)

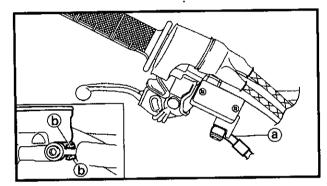
Bolt [brake hose cover (M6)] 4

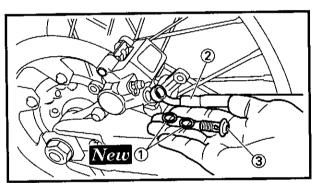
7 Nm (0.7 m · kg, 5.1 ft · lb)

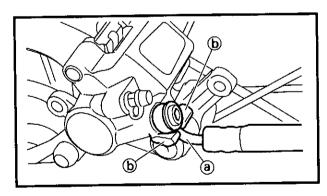
3. Pass the brake hose through the cable guide ①, then through the guide ② on the protector ②.











4. Install:

• Copper washer ①

New

• Brake hose ②

Union bolt ③

30 Nm (3.0 m · kg, 22 ft · lb)

⚠ WARNING

Always use new copper washers.

CAUTION:

Install the brake hose so that its pipe portion @ directs as shown and lightly touches the projection (b) on the brake master cylinder.

Rear brake hose

1. Install:

• Copper washer ① New

• Brake hose ②

Union bolt ③

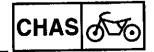
30 Nm (3.0 m · kg, 22 ft · lb)

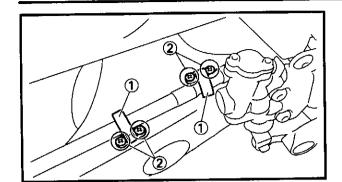
WARNING

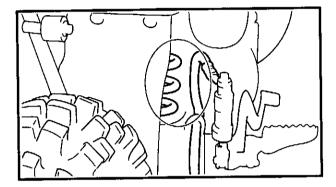
Always use new copper washers.

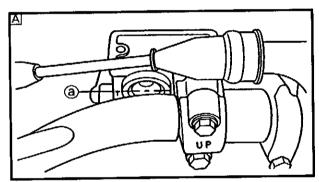
CAUTION:

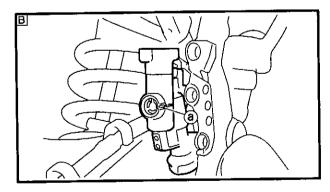
Install the brake hose so that its pipe portion @ directs as shown and lightly touches the projection (b) on the brake caliper.











2. Install:

- Brake hose holder 1
- Screw (brake hose holder) ②

🗽 1 Nm (0.1 m · kg, 0.7 ft · lb)

CAUTION:

After installing the brake hose holders, make sure the brake hose does not contact the spring (rear shock absorber). If it does, correct its twist.

Brake fluid

- 1. Fill:
 - Brake fluid
 Until the fluid level reaches "LOWER"
 level line (a).



Recommended brake fluid: DOT #4

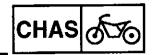
WARNING

- Use only the designated quality brake fluid: otherwise, the rubber seals may deteriorate, causing leakage and poor brake performance.
- Refill with the same type of brake fluid;
 mixing fluids may result in a harmful chemical reaction and lead to poor 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.

	-	
CA	UTI	ON:

Brake fluid may erode painted surfaces or plastic parts. Always clean up spilled fluid immediately.

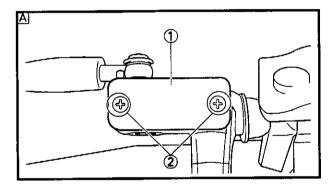
- A Front
- B Rear

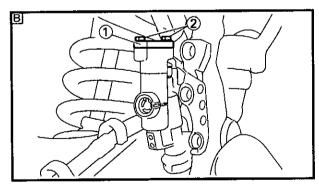


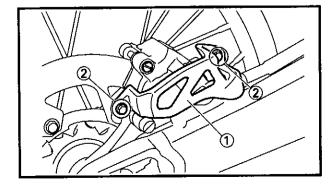
- 2. Air bleed:
 - Brake system
 Refer to "BRAKE SYSTEM AIR
 BLEEDING" section in the CHAPTER
 3.



Brake fluid level
 Fluid at lower level → Fill up.
 Refer to "BRAKE FLUID LEVEL
 INSPECTION" section in the CHAP TER 3.







4. Install:

[Front]

- Reservoir float
- Diaphragm
- Brake master cylinder cap (1)
- Screw (brake master cylinder cap) ②

2 Nm (0.2 m · kg, 1.4 ft · lb)

[Rear]

- Diaphragm
- Brake master cylinder cap ①
- Bolt (brake master cylinder cap) ②

2 Nm (0.2 m · kg, 1.4 ft · lb)

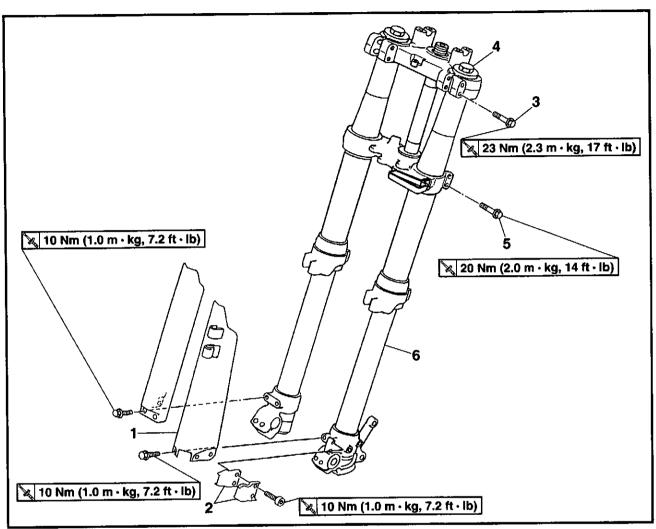
CAUTION:

After installation, while pulling the brake lever in or pushing down on the brake pedal, check whether there is any brake fluid leaking where the union bolts are installed respectively at the brake master cylinder and brake caliper.

- A Front
- B Rear
 - 5. Install: (rear brake only)
 - Protector ①
 - Bolt (protector) ②

7 Nm (0.7 m · kg, 5.1 ft · lb)

FRONT FORK

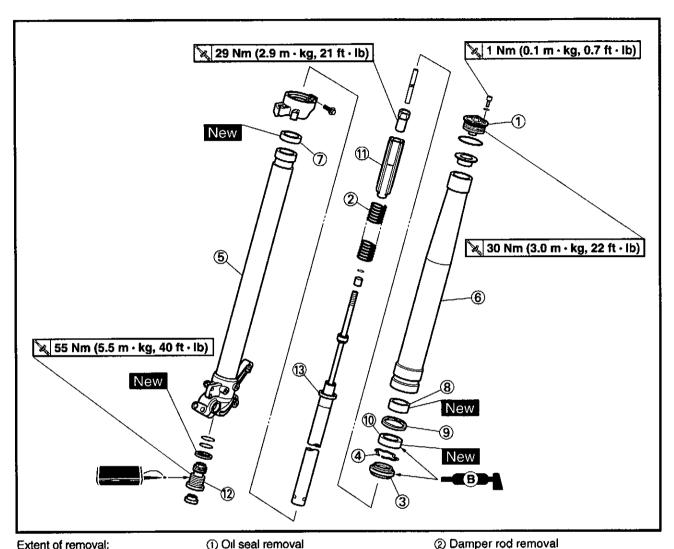


Extent of removal.

Front fork removal

Extent of removal	Order	Part name	Q'ty	Remarks
Preparation for removal		FRONT FORK REMOVAL Hold the machine by placing the suitable stand under the engine.		WARNING Support the machine securely so there is no danger of it falling over.
		Front wheel		Refer to "FRONT WHEEL AND REAR WHEEL" section.
		Front brake caliper		Refer to "FRONT BRAKE AND REAR BRAKE" section
		Number plate		
		Handlebar		Refer to "HANDLEBAR" section.
1	1	Protector	1	
	2	Brake hose holder	2	
Ţ	3	Pinch bolt (upper bracket)	2	Only toosening
Ψ	4	Cap bolt	1	Loosen when disassembling the front fork
	5	Pinch bolt (lower bracket)	2	Only loosening
	6	Front fork	1	

FRONT FORK DISASSEMBLY



Extent of removal	Order	Part name	Q'ty	Remarks
	<u> </u>	FRONT FORK DISASSEMBLY		
† †	0	Front fork cap bolt	1	Refer to "REMOVAL POINTS".
	2	Fork spring	1	Drain the fork oil.
	3	Dust seal	1	h
	④	Stopper ring	1	- Refer to "REMOVAL POINTS".
	(5)	Inner tube	1	μ
Ψ	6	Outer tube	1	
	7	Piston metal	1	
4	8	Slide metal	1	
	9	Oil seal washer	1	
	1 10	Oil seal	1	İ
·	10	Spring guide	1	
	12	Base valve	1	Use special tool.
	(3)	Damper rod	1	Refer to "REMOVAL POINTS".

EC556000 HANDLING NOTE

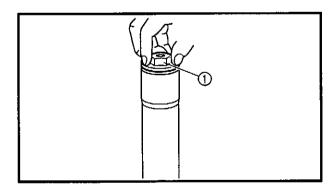
NOTE:

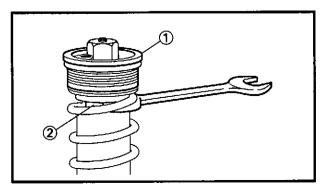
The front fork requires careful attention. So it is recommended that the front fork be maintained at the dealers.

	~ •	1.
۹Ű	ЛC	

To prevent an accidental explosion of air, the following instructions should be observed:

- The front fork with a built-in piston rod has a very sophisticated internal construction and is particularly sensitive to foreign material.
 - Use enough care not to allow any foreign material to come in when the oil is replaced or when the front fork is disassembled and reassembled.
- Before removing the cap bolts or front forks, be sure to extract the air from the air chamber completely.





REMOVAL POINTS Front fork cap bolt

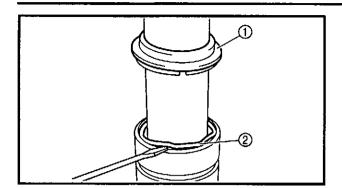
- 1. Remove:
 - Front fork cap bolt 1 From the outer tube.

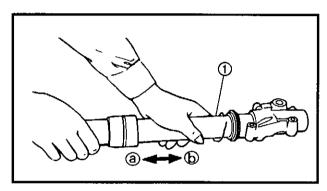
Before removing the front fork from the machine, loosen the front fork cap bolt.

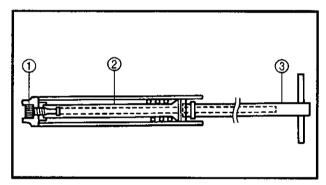
- 2. Remove:
 - Front fork cap bolt ①

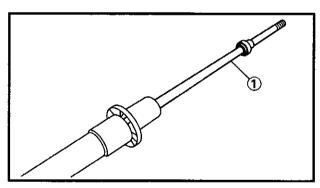
Hold the locknut ② and remove the front fork cap bolt.











EC553201

Inner tube

- 1. Remove:
 - Dust seal (1)
 - Stopper ring ② Using slotted-head screwdriver.

CAUTION:

Take care not to scratch the inner tube.

- 2. Remove:
 - Inner tube (1)

Oil seal removal steps:

- Push in slowly 3 the inner tube just before it bottoms out and then pull it back quickly **6**).
- Repeat this step until the inner tube can be pulled out from the outer tube.

EC553311

Damper rod

- 1. Remove:
 - Base valve 1)
 - Damper rod (2)

Use a damper rod holder 3 to lock the damper rod.



Damper rod holder: YM-01494/90890-01494

INSPECTION

EC554100

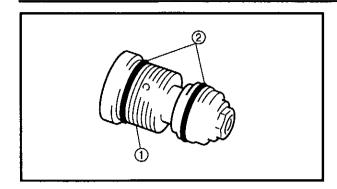
Damper rod

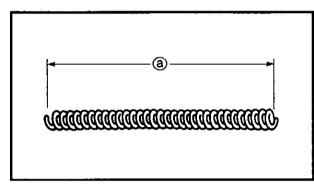
- 1. Inspect:
 - Damper rod (1) Bend/damage → Replace damper rod.

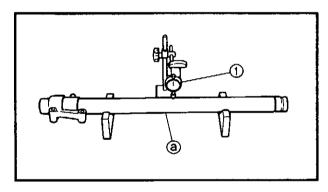
CAUTION:

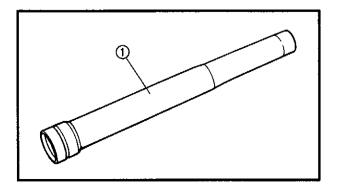
The front fork with a built-in piston rod has a very sophisticated internal construction and is particularly sensitive to foreign material.

Use enough care not to allow any foreign material to come in when the oil is replaced or when the front fork is disassembled and reassembled.









EC554200

Base valve

- 1. Inspect:
 - Valve assembly (1) Wear/damage → Replace.
 - O-ring ② Damage → Replace.

EC554400

Fork spring

- 1. Measure:
 - Fork spring free length @ Out of specification \rightarrow Replace.



Fork spring free length: 479 mm (18.9 in)

<Limit>: 474 mm (18.7 in)

EC554502

Inner tube

- 1. Inspect:
 - Inner tube surface @ Score marks → Repair or replace. Use #1,000 grit wet sandpaper. Damaged oil lock piece → Replace
 - Inner tube bends Out of specification \rightarrow Replace. Use the dial gauge ①.



Inner tube bending limit: 0.2 mm (0.008 in)

The bending value is shown by one half of the dial gauge reading.

⚠ WARNING

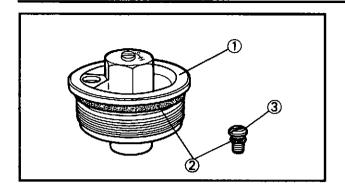
Do not attempt to straighten a bent inner tube as this may dangerously weaken the tube.

EC554600

Outer tube

- 1. Inspect:
 - Outer tube ① Score marks/wear/damage → Replace.



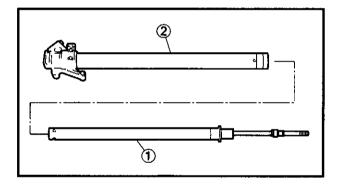


Front fork cap bolt

- 1. Inspect:
 - Front fork cap bolt ①
 - O-ring ②
 - Air bleed screw ③ Wear/damage → Replace.

ASSEMBLY AND INSTALLATION Front fork assembly

1. Wash the all parts in a clean solvent.

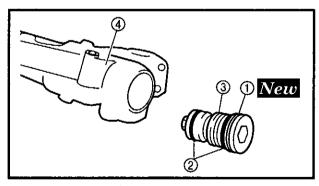




• Damper rod (1) To inner tube 2.

CAUTION:

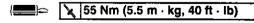
To install the damper rod into the inner tube, hold the inner tube aslant. If the inner tube is held vertically, the damper rod may fall into it, damaging the valve inside.



- 3. Install:
 - Copper washer ① New
- - O-ring ②
 - Base valve ③

To inner tube 4.

- 4. Tighten:
 - Base valve ①

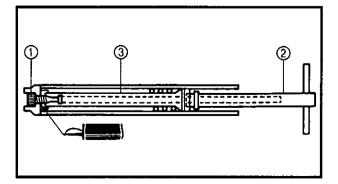




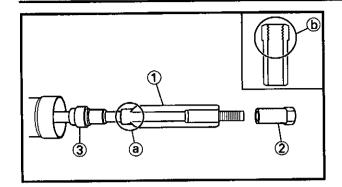
- Use a damper rod holder ② to lock the damper rod 3.
- Apply the LOCTITE® on the base valve thread.

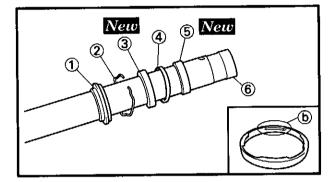


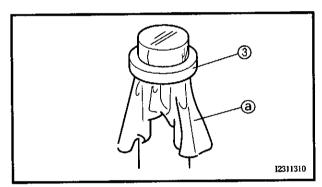
Damper rod holder: YM-01494/90890-01494

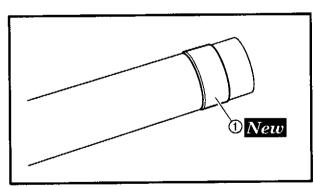


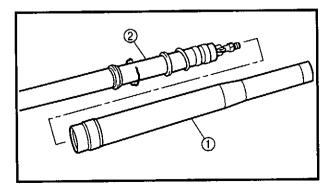












- 5. Install:
 - Spring guide ①
 - Locknut ②

To damper rod 3.

NOTE:

- Install the spring guide with its smaller dia. end @ facing downward.
- With its thread (b) facing upward, fully finger tighten the locknut onto the damper rod.
 - 6. Install:
 - Dust seal ①
 - Stopper ring ②
 - Oil seal ③ New
 - Oil seal washer 4
 - Slide metal (5) New To inner tube 6.

NOTE:

- Apply the fork oil on the inner tube.
- When installing the oil seal, use vinyl seat @ with fork oil applied to protect the oil seal lip.
- Install the oil seal with its manufacture's marks or number facing the axle holder side.
- Install the oil seal washer with its projections (b) facing upward.
 - 7. Install:
 - Piston metal ①

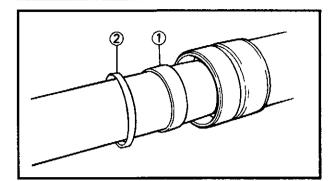
New

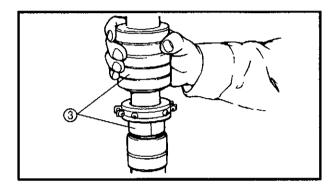
Install the piston metal onto the slot on inner tube.

- 8. Install:
 - Outer tube ①

To inner tube ②.









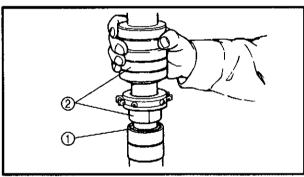
- Slide metal ①
- Oil seal washer ② To outer tube slot.

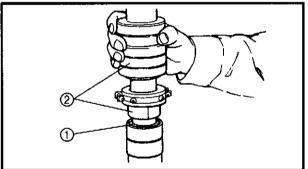
NOTE: .

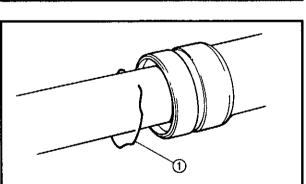
Press the slide metal into the outer tube with fork seal driver (3).

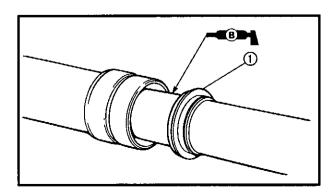


Fork seal driver: YM-01442/90890-01442









10. Install:

• Oil seal (1)

Press the oil seal into the outer tube with fork seal driver 2.



Fork seal driver: YM-01442/90890-01442

11. Install:

Stopper ring ①

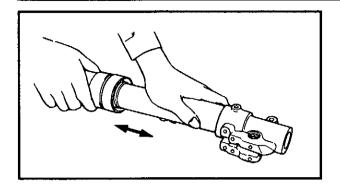
Fit the stopper ring correctly in the groove in the outer tube.

12. Install:

• Dust seal ①

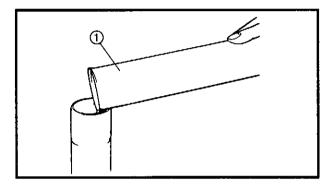
Apply the lithium soap base grease on the inner tube.





13. Check:

• Inner tube smooth movement Tightness/binding/rough spots → Repeat the steps 2 to 12.



14. Compress the front fork fully.

15. Fill:

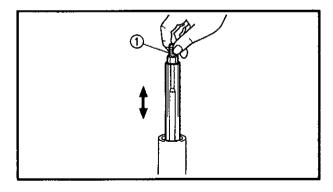
 Front fork oil Until outer tube top surface with recommended fork oil (1).



Recommended oil: Suspension oil "01"

CAUTION:

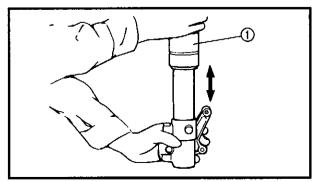
- · Be sure to use recommended fork oil. If other oils are used, they may have an excessively adverse effect on the front fork performance.
- Never allow foreign materials to enter the front fork.



16. After filling, pump the damper rod (1) slowly up and down more than 10 times to distribute the fork oil.

17. Fill:

• Front fork oil Until outer tube top surface with recommended fork oil once more.



18. After filling, pump the outer tube ① slowly up and down (about 200 mm (7.9 in) stroke) to distribute the fork oil once more.

NOTE:

Be careful not to excessive full stroke. A stroke of 200 mm (7.9 in) or more will cause air to enter. In this case, repeat the steps 15 to 18.

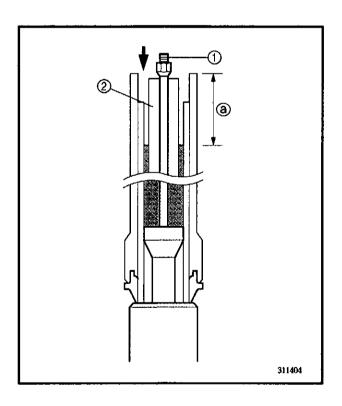


19. Wait ten minutes until the air bubbles have been removed from the front fork, and the oil has dispense evenly in system before setting recommended oil level.

NOTE:

Fill with the fork oil up to the top end of the outer tube, or the fork oil will not spread over to every part of the front forks, thus making it impossible to obtain the correct level.

Be sure to fill with the fork oil up to the top of the outer tube and bleed the front forks.



20. Measure:

 Oil level (left and right) (a) Out of specification \rightarrow Adjust.



Standard oil level: 125 mm (4.92 in) **Extent of adjustment:**

105 ~ 135 mm (4.13 ~ 5.31 in) From top of outer tube with inner tube and damper rod (1) fully compressed without spring.

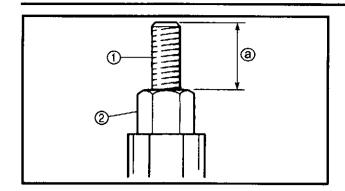
NOTE: .

Be sure to install the spring guide (2) when checking the oil level.

♠ WARNING

Never fail to make the oil level adjustment between the maximum and minimum level and always adjust each front fork to the same setting. Uneven adjustment can cause poor handling and loss of stability.





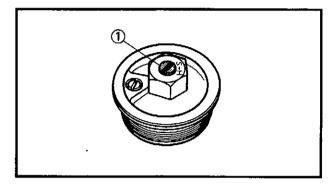
21. Measure:

• Distance (a) Out of specification -> Turn into the locknut.



Distance @:

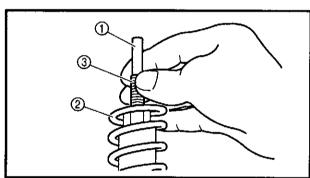
19 mm (0.75 in) or more Between damper rod (1) top and locknut (2) top.



22. Loosen:

• Rebound damping adjuster (1)

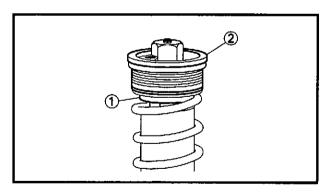
- · Loosen the rebound damping adjuster finger tight.
- Record the set position of the adjuster (the amount of turning out the fully turned in position).



23. Install:

- Push rod (1)
- Fork spring ②

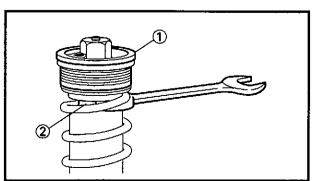
- Install the fork spring with the damper rod (3) pulled up.
- · After installing the fork spring, hold the damper rod end so that it will not go down.



24. Install:

- Spring seat ①
- Front fork cap bolt ②

Fully finger tighten the front fork cap bolt onto the damper rod.



25. Tighten:

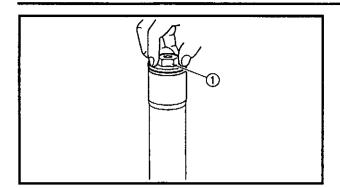
• Front fork cap bolt (locknut) ①

🗽 29 Nm (2.9 m · kg, 21 ft · lb)

NOTE:

Hold the locknut 2 and tighten the front fork cap bolt with specified torque.

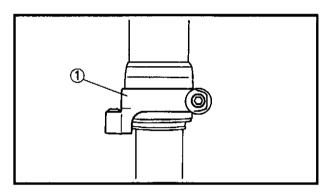




26. Install:

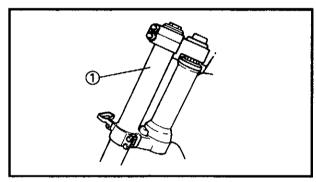
• Front fork cap bolt ① To outer tube.

NOTE: Temporarily tighten the cap bolt.



27. Install:

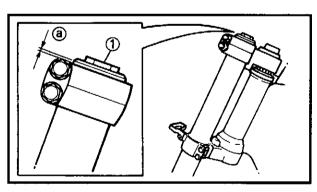
• Protector guide (1)



Installation

- 1. Install:
 - Front fork (1)

- Temporarily tighten the pinch bolts (lower bracket).
- Do not tighten the pinch bolts (upper bracket)



- 2. Tighten:
 - Front fork cap bolt ①

30 Nm (3.0 m · kg, 22 ft · lb)

- 3. Adjust:
 - Front fork top end @



Front fork top end (standard) @: 5 mm (0.20 in)



• Pinch bolt (upper bracket) ①

🗽 23 Nm (2.3 m · kg, 17 ft · lb)

• Pinch bolt (lower bracket) ②

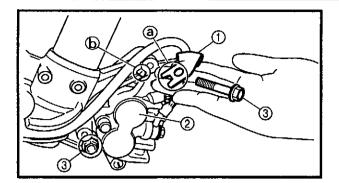
20 Nm (2.0 m · kg, 14 ft · lb)



Tighten the lower bracket to specified torque. If torqued too much, it may cause the front fork to malfunction.







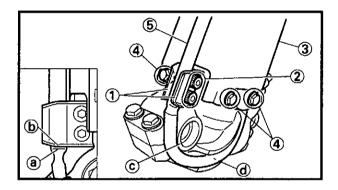
5. Install:

- Brake hose holder (1)
- Brake caliper ②
- Bolt (brake caliper) ③

23 Nm (2.3 m · kg, 17 ft · lb)

NOTE:

Fit the brake hose holder cut @ over the projection (b) on the front fork and clamp the brake



6. Install:

- Brake hose holder ①
- Bolt (brake hose holder) ②

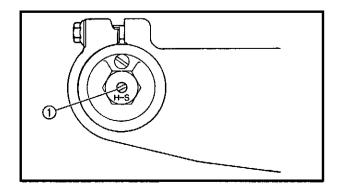
10 Nm (1.0 m · kg, 7.2 ft · lb)

- Protector 3
- Bolt (protector) 4

10 Nm (1.0 m · kg, 7.2 ft · lb)

NOTE:

When installing the brake hose holder, align the top @ of the brake hose neck with the brake hose holder bottom (b). Then pass the brake hose 6 in front of the axle boss © and fit it into the hose groove @ so that the brake hose does not contact the nut (wheel axle).



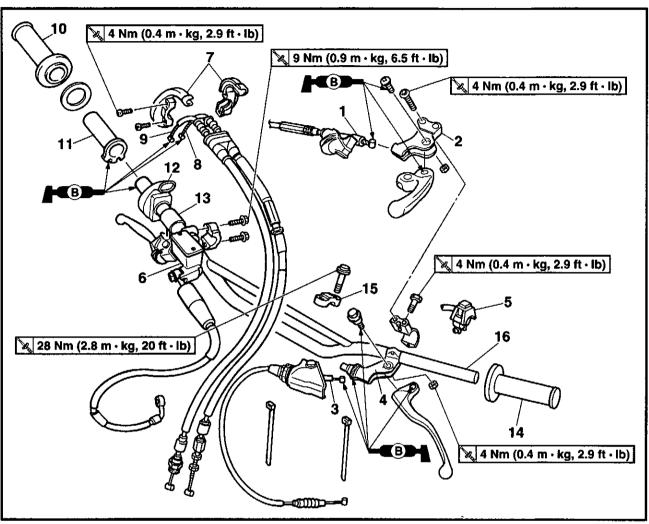
7. Adjust:

Rebound damping force

Turn in the damping adjuster ① finger-tight and then turn out to the originally set position.



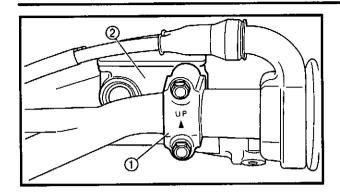
HANDLEBAR



Extent of removal

1 Handlebar removal

Extent of removal	Order	Part name	Q'ty	Remarks
		HANDLEBAR REMOVAL		
Preparation for removal		Number plate		Remove the clamp portion only.
†	1	Hot starter cable	1	Disconnect at the lever side.
	2	Hot starter lever holder	1	
	3	Clutch cable	1	Disconnect at the lever side
	4	Clutch lever holder	1	
	5	Engine stop switch	1	
	6	Brake master cylinder	1	Refer to "REMOVAL POINTS"
	7	Throttle cable cap	1	
Ţ	8	Throttle cable #2 (pushed)	1	Disconnect at the throttle side.
Ψ	9	Throttle cable #1 (pulled)	1	Disconnect at the throttle side
	10	Right grip	1	Refer to "REMOVAL POINTS"
	11	Tube guide	1	
	12	Grip cap cover	1	
	13	Collar	1	
	14	Left grip	1	Refer to "REMOVAL POINTS"
	15	Handlebar upper holder	2	
	16	Handlebar	1 1	

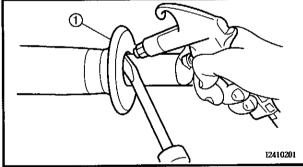


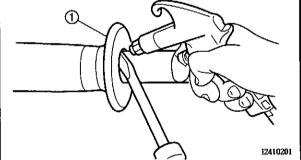
EC5B3000 REMOVAL POINTS Brake master cylinder

- 1. Remove:
 - Brake master cylinder bracket ①
 - Brake master cylinder ②

CAUTION:

- Do not let the brake master cylinder hang on the brake hose.
- Keep the brake master cylinder cap side horizontal to prevent air from coming in.





EC5B3200

Grip

- 1. Remove:
 - Grip ①

Blow in air between the handlebar or tube guide and the grip. Then remove the grip which has become loose.

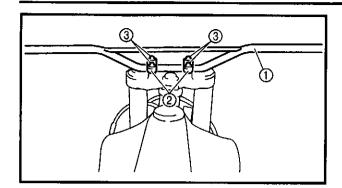
EC5B4000 INSPECTION

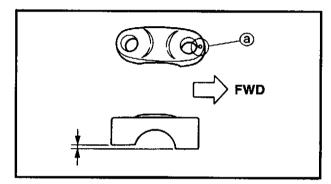
EC5B4100 Handlebar

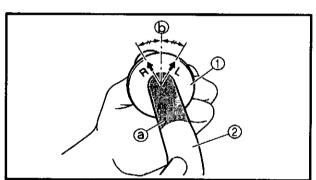
- 1. Inspect:
 - Handlebar ① Bends/cracks/damage → Replace.

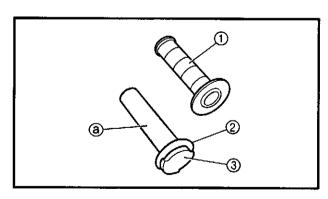
WARNING

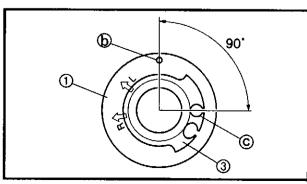
Do not attempt to straighten a bent handlebar as this may dangerously weaken the handlebar.











ASSEMBLY AND INSTALLATION Handlebar

- 1. Install:
 - Handlebar (1)
 - Handlebar upper holder (2)
 - Bolt (handlebar upper holder) ③

28 Nm (2.8 m · kg, 20 ft · lb)

NOTE:

- The handlebar upper holder should be installed with the punched mark @ forward.
- First tighten the bolts on the front side of the handlebar upper holder, and then tighten the bolts on the rear side.

2. Install:

• Left grip (1) Apply the adhesive to the handlebar ②.

NOTE:

- Before applying the adhesive, wipe off grease or oil on the handlebar surface @ with a lacquer thinner.
- Install the left grip to the handlebar so that the line between the two arrow marks faces straight upward.

3. Install:

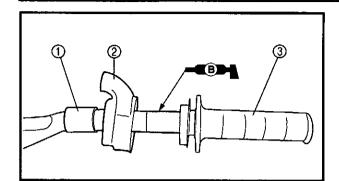
- Right grip (1)
- Collar ②

Apply the adhesive on the tube guide

NOTE: _

- Before applying the adhesive, wipe off grease or oil on the tube guide surface @ with a lacquer thinner.
- Install the grip to the tube guide so that the grip match mark (b) and tube guide slot (c) form the angle as shown.



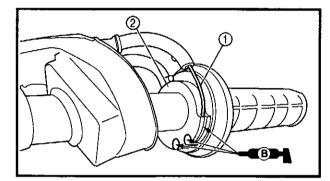


4. Install:

- Collar ①
- Grip cap cover ②
- Throttle grip ③

NOTE: .

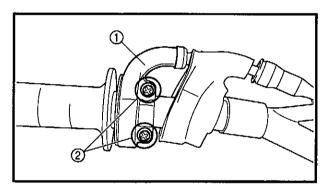
Apply the lithium soap base grease on the throttle grip sliding surface.



5. Install:

• Throttle cables (1) To tube guide ②.

Apply the lithium soap base grease on the throttle cable end and tube guide cable winding portion.



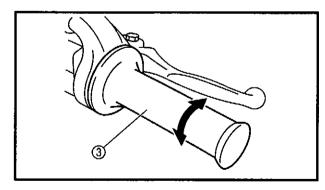
6. Install:

- Throttle cable cap (1)
- Screw (throttle cable cap) ②

🗽 4 Nm (0.4 m · kg, 2.9 ft · lb)

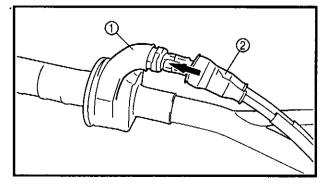
⚠ WARNING

After tightening the screws, check that the throttle grip 3 moves smoothly. If it does not, retighten the bolts for adjustment.



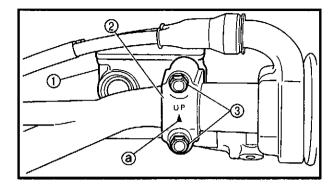
7. Install:

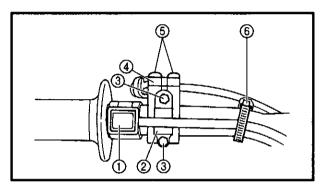
- Grip cap cover ①
- Cover (throttle cable cap) ②

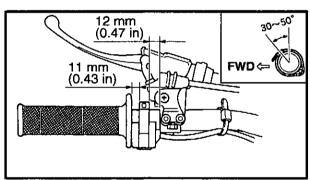


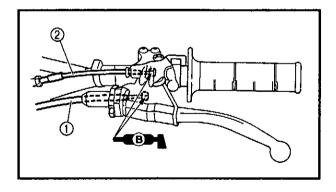
HANDLEBAR











8. Install:

- Brake master cylinder (1)
- Brake master cylinder bracket ②
- Bolt (brake master cylinder bracket) ③

9 Nm (0.9 m · kg, 6.5 ft · lb)

NOTE:

- Install the bracket so that the arrow mark @ faces upward.
- First tighten the bolt on the upper side of the brake master cylinder bracket, and then tighten the bolt on the lower side.

9. Install:

- Engine stop switch ①
- Clutch lever holder ②
- Bolt (clutch lever holder) ③

🗽 4 Nm (0.4 m · kg, 2.9 ft · lb)

- Hot starter lever holder 4
- Bolt (hot starter lever holder) (5)

🗽 4 Nm (0.4 m · kg, 2.9 ft · lb)

Clamp ⑥

NOTE:

- The engine stop switch, clutch lever holder and clamp should be installed according to the dimensions shown.
- Pass the engine stop switch lead in the middle of the clutch lever holder.

10. Install:

- Clutch cable (1)
- Hot starter cable ②

NOTE:

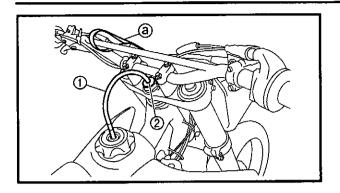
Apply the lithium soap base grease on the clutch cable end and hot starter cable end.

11. Adjust:

- Clutch lever free play Refer to "CLUTCH ADJUSTMENT" section in the CHAPTER 3.
- Hot starter lever free play Refer to "HOT STARTER LEVER ADJUSTMENT" section in the CHAP-TER 3.

HANDLEBAR

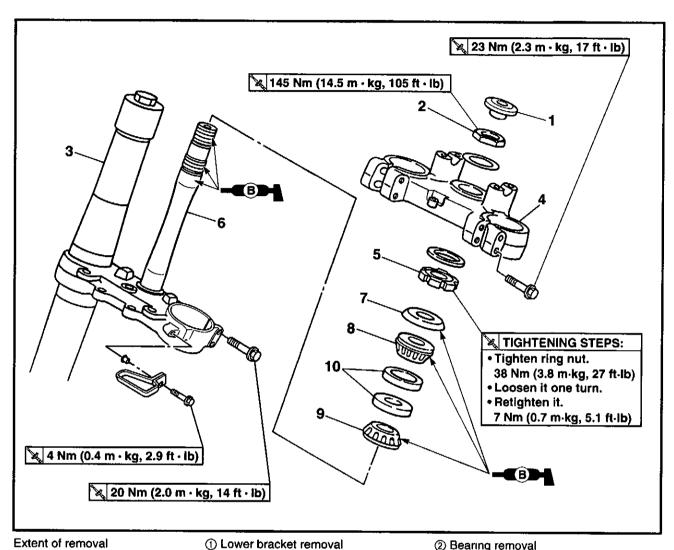




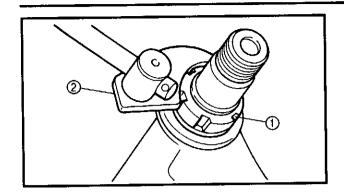
- 12. Clamp the clamp portion ⓐ of the number plate to the handlebar.
- 13. Insert the end of the fuel tank breather hose ① into the hole in the steering stem cap ②.



STEERING



Extent of removal	Order	Part name	Q'ty	Remarks
Preparation for removal		STEERING REMOVAL Hold the machine by placing the suitable stand under the engine. Number plate		WARNING Support the machine securely so there is no danger of it falling over.
		Handlebar Front fender		Refer to "HANDLEBAR" section
1 1	1	Steering stem cap	1	
	2	Steering stem nut	1	
	3	Front fork	2	Refer to "FRONT FORK" section.
(1)	4	Upper bracket	1	
 	5	Steering ring nut	1	Use special tool Refer to "REMOVAL POINTS"
1	6	Lower bracket	1	
·	7	Ball race cover	1	
	8	Upper bearing	1	
	9	Lower bearing	1	Refer to "REMOVAL POINTS".
↓	10	Ball race	2	Refer to "REMOVAL POINTS"



EC563000 REMOVAL POINTS Steering ring nut

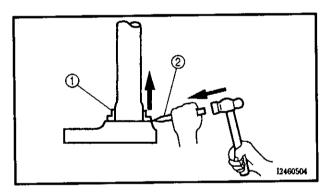
- 1. Remove:
 - Steering ring nut ① Use the steering nut wrench ②.



Steering nut wrench: YU-33975/90890-01403

⚠ WARNING

Support the steering stem so that it may not fall down.

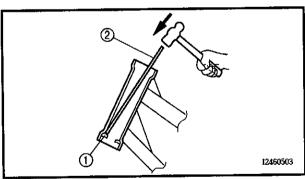


Lower bearing

- 1. Remove:
 - Lower bearing ① Use the floor chisel 2.

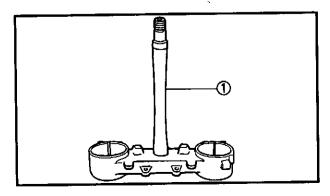


Take care not to damage the steering shaft thread.



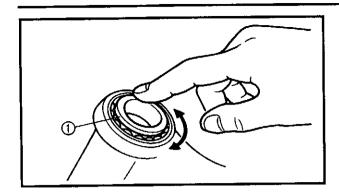
EC563400 Ball race

- 1. Remove:
 - Ball race ① Remove the ball race using long rod ② and the hammer.



EC564000 INSPECTION Steering stem

- 1. Inspect:
 - Steering stem ① Bend/damage → Replace.



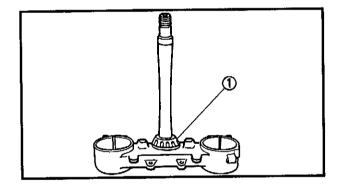
EC564101

Bearing and ball race

- 1. Wash the bearings and ball races with a solvent.
- 2. Inspect:
 - Bearing ①
 - Ball race

Pitting/damage → Replace bearings and ball races as a set.

install the bearing in the ball races. Spin the bearings by hand. If the bearings hang up or are not smooth in their operation in the ball races, replace bearings and ball races as a set.



ASSEMBLY AND INSTALLATION Lower bracket

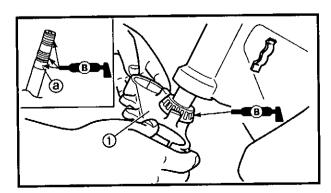
- 1. Install:
 - Lower bearing ①

Apply the lithium soap base grease on the dust seal lip and bearing inner circumference.



- 2. Install:
 - Ball race
 - Upper bearing ①
 - Ball race cover ②

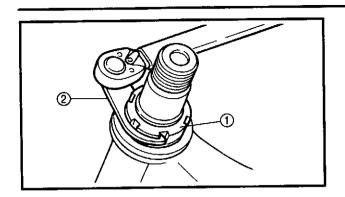
Apply the lithium soap base grease on the bearing and ball race cover lip.



- 3. Install:
 - Lower bracket ①

Apply the lithium soap base grease on the bearing, the portion @ and thread of the steering stem.





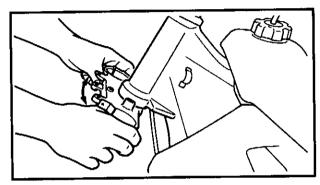


Steering ring nut ①

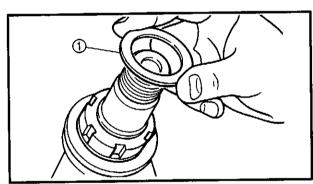
🗽 7 Nm (0.7 m · kg, 5.1 ft · lb)

Tighten the steering ring nut using the steering nut wrench 2.

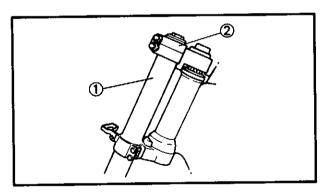
Refer to "STEERING HEAD INSPEC-TION AND ADJUSTMENT" section in the CHAPTER 3.



5. Check the steering stem by turning it lock to lock. If there is any binding, remove the steering stem assembly and inspect the steering bearings.



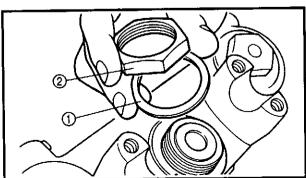
- 6. Install:
 - Washer ①



- 7. Install:
 - Front fork ①
 - Upper bracket ②

NOTE:

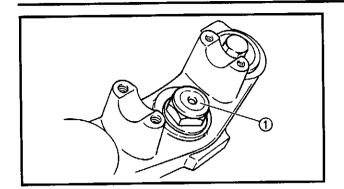
- Temporarily tighten the pinch bolts (lower bracket).
- Do not tighten the pinch bolts (upper bracket) yet.



- 8. Install:
 - Washer ①
 - Steering stem nut ②

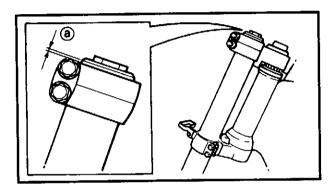
🗽 145 Nm (14.5 m · kg, 105 ft · lb)







• Steering stem cap ①



10. After tightening the nut, check the steering for smooth movement. If not, adjust the steering by loosening the steering ring nut little by little.

11. Adjust:

• Front fork top end @



Front fork top end (standard) @: 5 mm (0.20 in)

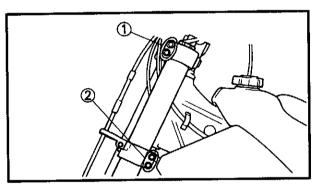
12. Tighten:

• Pinch bolt (upper bracket) ①

🗽 23 Nm (2.3 m · kg, 17 ft · lb)

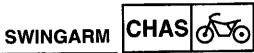
• Pinch bolt (lower bracket) ②

20 Nm (2.0 m · kg, 14 ft · lb)

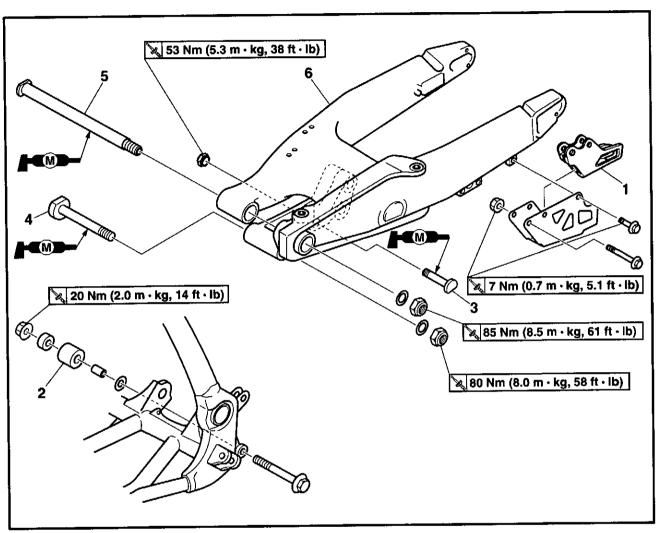


CAUTION:

Tighten the lower bracket to specified torque. If torqued too much, it may cause the front fork to malfunction.



SWINGARM

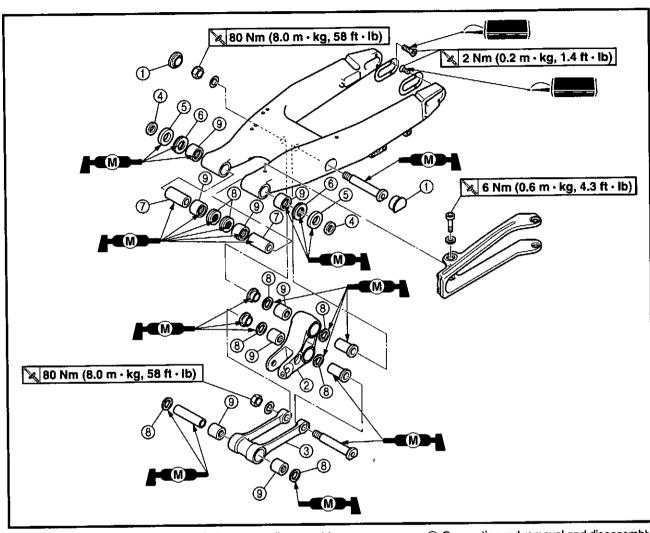


Extent of removal:

① Swingarm removal

Extent of removal Order		Part name		Remarks
Preparation for removal		SWINGARM REMOVAL Hold the machine by placing the suitable stand under the engine.		NARNING Support the machine securely so there is no danger of it falling over
		Brake hose holder Rear brake caliper Bolt (brake pedal) Drive chain		Refer to "FRONT BRAKE AND REAR BRAKE" section Shift the brake pedal backward
1	1	Drive chain support	1	
	2	Lower chain tensioner	1	
1	3	Bolt (rear shock absorber-relay arm)	1	Hold the swingarm
	4	Bolt (connecting rod)	1	
	5	Pivot shaft	1	
	6	Swingarm	1_	

EC578000 SWINGARM DISASSEMBLY

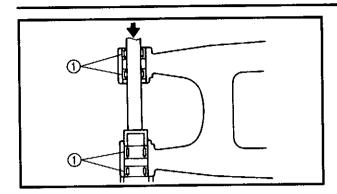


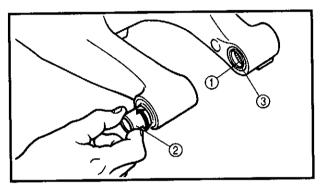
Extent of removal:

Swingarm disassembly
 Relay arm removal and disassembly

② Connecting rod removal and disassembly

Extent of removal	Order	Part name	Q'ty	Remarks
		SWINGARM DISASSEMBLY		
I † ‡	0	Cap	2	
 	2	Relay arm	1	
01	3	Connecting rod	1	
~ '	4	Collar	2	
\downarrow \downarrow	(5)	Oil seal	2	
I	6	Thrust bearing	2	
	7	Bushing	2	
	8	Oil seal	8	
	9	Bearing	8	Refer to "REMOVAL POINTS".





EC573000
REMOVAL POINTS

EC573200

Bearing

- 1. Remove:
 - Bearing ①

NOTE:

Remove the bearing by pressing its outer race.

INSPECTION

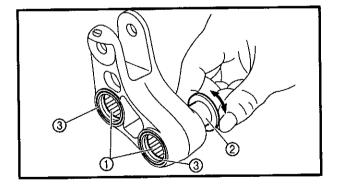
Wash the bearings, bushings, collars, and covers in a solvent.

Swingarm

- 1. Inspect:
 - Bearing ①
 - Bushing ②

Free play exists/unsmooth revolution/ rust → Replace bearing and bushing as a set.

- 2. Inspect:
 - Oil seal ③
 Damage → Replace.



EC574210

Relay arm

- 1. Inspect:
 - Bearing (polylube bearing) ①
 - Collar 2

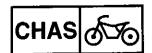
Free play exists/unsmooth revolution/rust → Replace bearing and collar as a set.

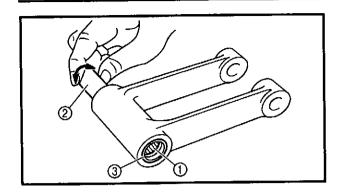
- 2. Inspect:
 - Bearing (polylube bearing) ①
 Loss of solid lubrication → Replace.
 - Oil seal ③
 Damage → Replace.

NOTE:

Polylube bearings, with solid lubrication, have been adopted with the intent to make the needle bearings, used in this model, maintenance free. With polylube bearings, no grease nipple and regular lubrication is necessary. However, grease should be applied to all oil seals and collars when removed or installed.

SWINGARM





EC574310

Connecting rod

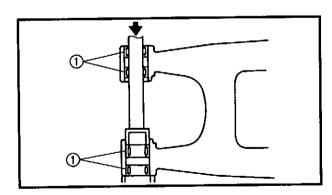
- 1. Inspect:
 - Bearing (polylube bearing) ①
 - Collar ②

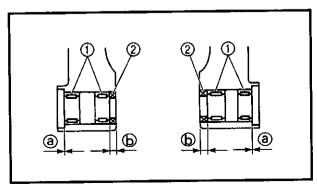
Free play exists/unsmooth revolution/rust → Replace bearing and collar as a set.

- 2. Inspect:
 - Bearing (polylube bearing) ① Loss of solid lubrication \rightarrow Replace.
 - Oil seal ③ Damage → Replace.

NOTE:

Polylube bearings, with solid lubrication, have been adopted with the intent to make the needle bearings, used in this model, maintenance free. With polylube bearings, no grease nipple and regular lubrication is necessary. However, grease should be applied to all oil seals and collars when removed or installed.





ASSEMBLY AND INSTALLATION

Bearing and oil seal

- 1. Install:
 - Bearing (1)
 - Oil seal ② To swingarm.

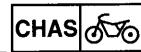
NOTE:

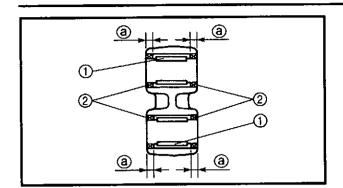
- Apply the molybdenum disulfide grease on the bearing when installing.
- Install the bearing by pressing it on the side having the manufacture's marks or numbers.
- First install the outer and then the inner bearings to a specified depth from inside.



Installed depth of bearings: Outer @: Zero mm (Zero in) Inner (b): 8.5 mm (0.33 in)

SWINGARM





- 2. Install:
 - Bearing (1)
 - Oil seal ②
 To relay arm.

NOTE:

- Apply the molybdenum disulfide grease on the bearing when installing.
- Install the bearing by pressing it on the side having the manufacture's marks or numbers.



Installed depth of bearings @: 5 mm (0.20 in)



- Bearing ①
- Oil seal ②
 To connecting rod.

NOTE:

- Apply the molybdenum disulfide grease on the bearing when installing.
- Install the bearing by pressing it on the side having the manufacture's marks or numbers.



Installed depth of bearings (a): 5 mm (0.20 in)

Swingarm

- 1. Install:
 - Bushing ①
 - Thrust bearing ②
 - Oil seal ③
 - Collar 4

To swingarm ⑤.

NOTE:

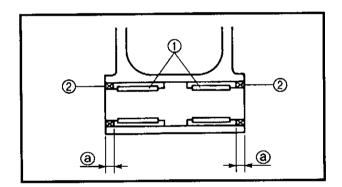
Apply the molybdenum disulfide grease on the bushings, thrust bearings and oil seal lips.

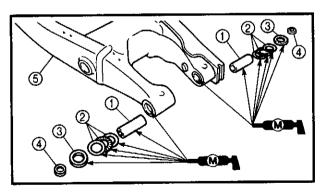
- 2. Install:
 - Collar ①

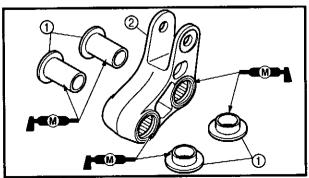
To relay arm ②.

NOTE:

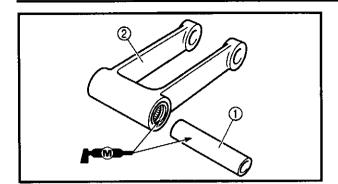
Apply the molybdenum disulfide grease on the collars and oil seal lips.

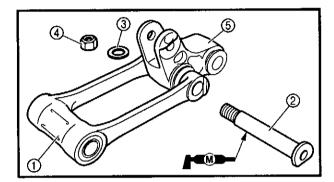


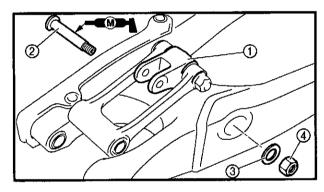


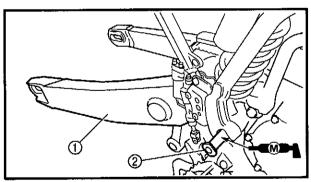


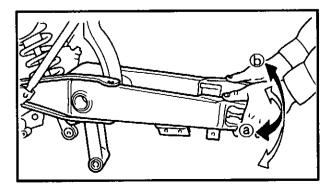












- 3. Install:
 - Collar (1) To connecting rod 2.

NOTE:

Apply the molybdenum disulfide grease on the collar and oil seal lips.

- 4. Install:
 - Connecting rod (1)
 - Bolt (connecting rod) (2)
 - Washer ③
 - Nut (connecting rod) (4)

80 Nm (8.0 m ⋅ kg, 58 ft ⋅ lb)

To relay arm (5).

NOTE:

Apply the molybdenum disulfide grease on the

- 5. Install:
 - Relay arm ①
 - Bolt (relay arm) ②
 - Washer ③
 - Nut (relay arm) 4 To swingarm.

NOTE:

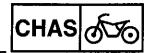
- Apply the molybdenum disulfide grease on the bolt.
- Do not tighten the nut yet.
 - 6. Install:
 - Swingarm ①
 - Pivot shaft ②

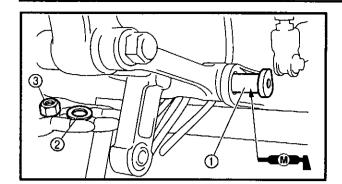
85 Nm (8.5 m ⋅ kg, 61 ft ⋅ lb)

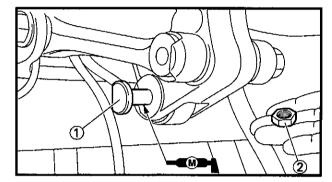
NOTE:

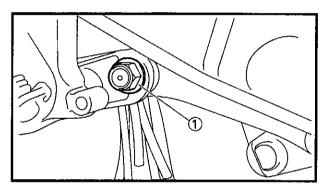
- Apply the molybdenum disulfide grease on the pivot shaft.
- Insert the pivot shaft from right side.
 - 7. Check:
 - Swingarm side play @ Free play exists → Replace thrust bearing.
 - Swingarm up and down movement (b) Unsmooth movement/binding/rough spots → Grease or replace bearings, bushings and collars.

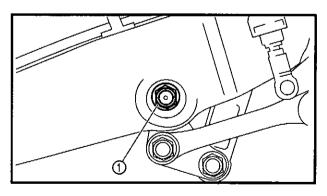
SWINGARM

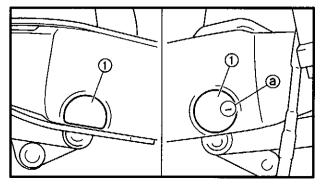












8. Install:

- Bolt (connecting rod) ①
- Washer ②
- Nut (connecting rod) ③

NOTE:

- Apply the molybdenum disulfide grease on the bolt.
- Do not tighten the nut yet.

9. Install:

- Bolt (rear shock absorber-relay arm) (1)
- Nut (rear shock absorber-relay arm) ②

🗽 53 Nm (5.3 m · kg, 38 ft · lb)

NOTE:

Apply the molybdenum disulfide grease on the bolt.

10. Tighten:

• Nut (connecting rod) (1)

≥ 80 Nm (8.0 m · kg, 58 ft · lb)

11. Tighten:

• Nut (relay arm) ①

🗽 80 Nm (8.0 m · kg, 58 ft · lb)

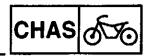
12. Install:

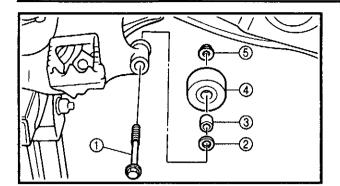
• Cap ①

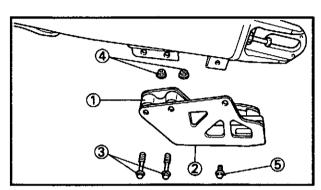
NOTE:

Install the right cap with its mark @ facing forward.

SWINGARM







13. Install:

- Bolt (lower chain tensioner) ①
- Washer ②
- Collar ③
- Lower chain tensioner 4
- Nut (lower chain tensioner) ⑤

🗽 20 Nm (2.0 m · kg, 14 ft · lb)

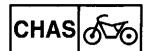
14. Install:

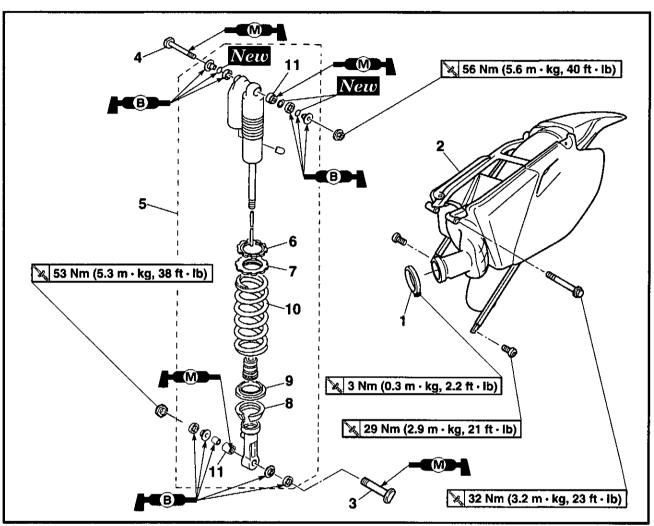
- Drive chain support (1)
- Drive chain support cover ②
- Bolt {drive chain support $[\ell = 50 \text{ mm } (1.97 \text{ in})]}$ ③
- Nut (drive chain support) ④

7 Nm (0.7 m · kg, 5.1 ft · lb)

Bolt {drive chain support cover
 [ℓ = 10 mm (0.39 in)]} ⑤

7 Nm (0.7 m · kg, 5.1 ft · lb)



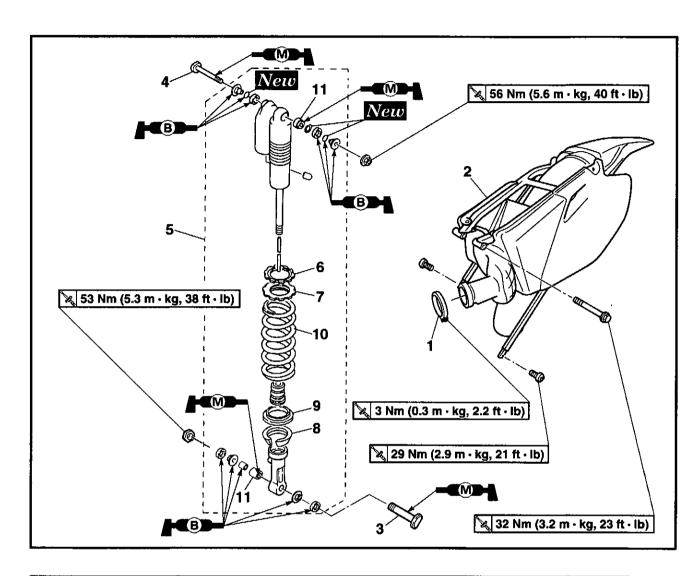


Extent of removal:

① Rear shock absorber removal

② Rear shock absorber disassembly

Extent of removal	Order	Order Part name		Remarks	
Preparation for removal		REAR SHOCK ABSORBER REMOVAL Hold the machine by placing the suitable stand under the engine		MARNING Support the machine securely so there is no danger of it falling over	
	:	Seat and fitting band		Refer to "SEAT, FUEL TANK AND SIDE COVERS" section in the CHAPTER 4	
		Silencer		Refer to "EXHAUST PIPE AND SILENCER" section in the CHAPTER 4.	
† †	1	Clamp (air filter joint)	1	Only toosening.	
	2	Rear frame	1		
ϕ	3	Bolt (rear shock absorber-relay arm)	1	Hold the swingarm	
(2)	4	Bolt (rear shock absorber-frame)	1		
	5	Rear shock absorber	1		
•	6	Locknut	1	Only loosening.	
	7	Adjuster	1	Only loosening.	
,	8	Lower spring guide	1	_	



Extent of removal Order		Part name	Q'ty	Remarks
1	9	Upper spring guide	1	
1 ②	10	Spring (rear shock absorber)	1	
	11	Bearing	2	Refer to "REMOVAL POINTS"

CHAS 656

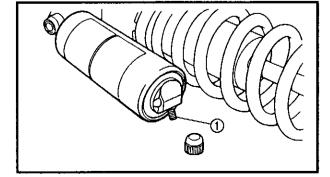
HANDLING NOTE

⚠ WARNING

This rear shock absorber is provided with a separate type tank filled with high-pressure nitrogen gas. To prevent the danger of explosion, read and understand the following information before handling the shock absorber.

The manufacturer can not be held responsible for property damage or personal injury that may result from improper handling.

- 1. Never tamper or attempt to disassemble the cylinder or the tank.
- Never throw the rear shock absorber into an open flame or other high heat. The rear shock absorber may explode as a result of nitrogen gas expansion and/or damage to the hose.
- 3. Be careful not to damage any part of the gas tank. A damaged gas tank will impair the damping performance or cause a malfunction.
- Take care not to scratch the contact surface of the piston rod with the cylinder; or oil could leak out.
- 5. Never attempt to remove the plug at the bottom of the nitrogen gas tank. It is very dangerous to remove the plug.
- 6. When scrapping the rear shock absorber, follow the instructions on disposal.

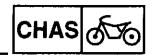


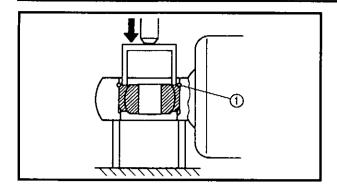
NOTES ON DISPOSAL (YAMAHA DEALERS ONLY)

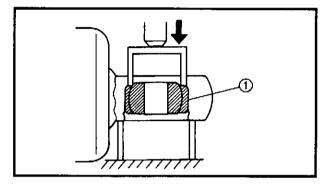
Before disposing the rear shock absorber, be sure to extract the nitrogen gas from valve ①. Wear eye protection to prevent eye damage from escaping gas and/or metal chips.

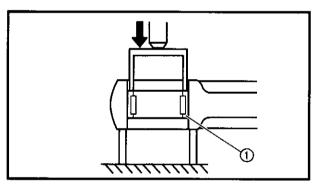
⚠ WARNING

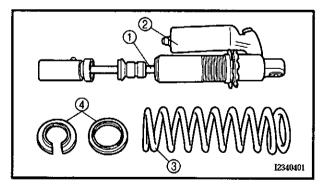
To dispose of a damaged or worn-out rear shock absorber, take the unit to your Yamaha dealer for this disposal procedure.

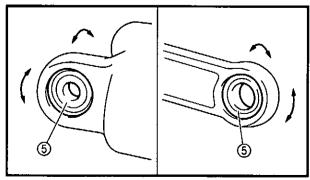












REMOVAL POINTS

EC583320

Bearing

- 1. Remove:
 - Stopper ring (upper bearing) ①

Press in the bearing while pressing its outer race and remove the stopper ring.

- 2. Remove:
 - Upper bearing (1)

Remove the bearing by pressing its outer race.

3. Remove:

Lower bearing (1)

Remove the bearing by pressing its outer race.

EC584000 INSPECTION

Rear shock absorber

- 1. Inspect:
 - Damper rod ① Bends/damage → Replace rear shock absorber assembly.
 - Shock absorber ②

Oil leaks -> Replace rear shock absorber assembly.

Gas leaks → Replace rear shock absorber assembly.

• Spring (3)

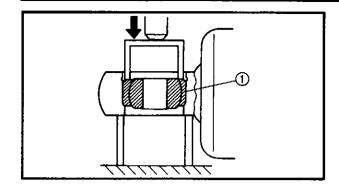
Damage → Replace spring.

Fatigue → Replace spring.

Move spring up and down.

- Spring guide (4)
 - Wear/damage → Replace spring guide.
- Bearing (5)

Free play exists/unsmooth revolution/ rust → Replace.



EC585000

ASSEMBLY AND INSTALLATION

EC585300

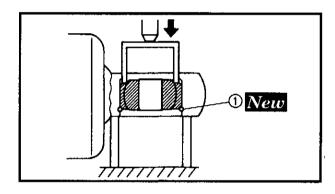
Bearing

- 1. Install:
 - Upper bearing (1)

Install the bearing parallel until the stopper ring groove appears by pressing its outer race.

CAUTION:

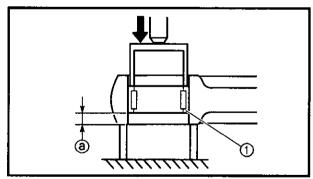
Do not apply the grease on the bearing outer race because it will wear the rear shock absorber surface on which the bearing is press fitted.



2. Install:

• Stopper ring (upper bearing) ① New

After installing the stopper ring, push back the bearing until it contacts the stopper ring.



- 3. Install:
 - Lower bearing (1)

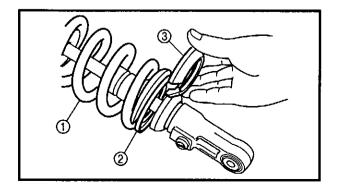
Install the bearing by pressing it on the side having the manufacture's marks or numbers.



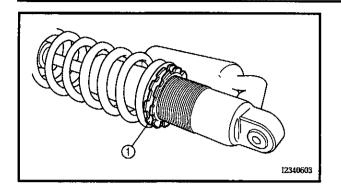
Installed depth of the bearing (a): 4 mm (0.16 in)



- 1. Install:
 - Spring ①
 - Upper spring guide ②
 - Lower spring guide ③

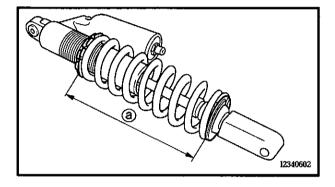






2. Tighten:

• Adjuster ①



3. Adjust:

• Spring length (installed) @

Spring length (installed) @:		
Standard length	Extent of adjustment	
249 mm (9.80 in) *264.5 mm (10.41 in)	240.5 ~ 258.5 mm (9.47 ~ 10.18 in) *255.5 ~ 273.5 mm (10.06 ~ 10.77 in)	

^{*} For EUROPE

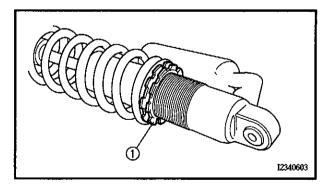
NOTE: .

The length of the spring (installed) changes 1.5 mm (0.06 in) per turn of the adjuster.

CAUTION:

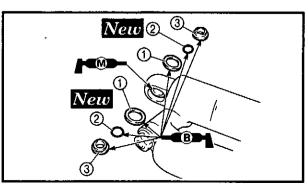
Never attempt to turn the adjuster beyond the maximum or minimum setting.

- 4. Tighten:
 - Locknut ①



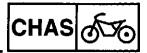
Rear shock absorber

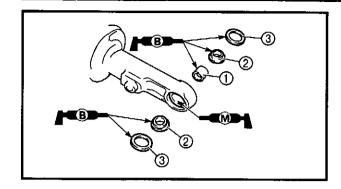
- 1. Install:
 - Dust seal ①
 - O-ring ② New
 - Collar ③

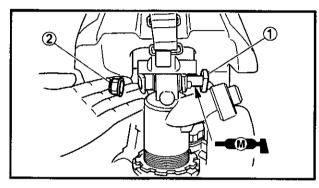


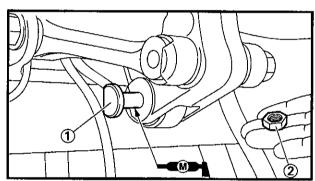
NOTE:

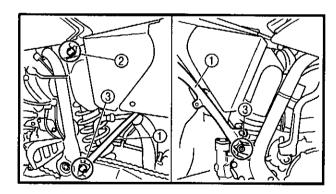
- Apply the molybdenum disulfide grease on the bearing.
- Apply the lithium soap base grease on the dust seals, O-rings and collars.

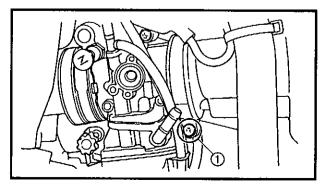












- 2. Install:
 - Bushing ①
 - Collar ②
 - Dust seal ③

NOTE:

- Apply the molybdenum disulfide grease on the bearing.
- Apply the lithium soap base grease on the bushing, collars and dust seals.
- Install the dust seals with their lips facing outward.
 - 3. Install:
 - Rear shock absorber
 - 4. Install:
 - Bolt (rear shock absorber-frame) ①
 - Nut (rear shock absorber-frame) ②

> 56 Nm (5.6 m ⋅ kg, 40 ft ⋅ lb)

NOTE:

Apply the molybdenum disulfide grease on the bolt.

- 5. Install:
 - Bolt (rear shock absorber-relay arm) ①
 - Nut (rear shock absorber-relay arm) ②

x 53 Nm (5.3 m ⋅ kg, 38 ft ⋅ lb)

NOTE:

Apply the molybdenum disulfide grease on the bolt.

- 6. Install:
 - Rear frame ①
 - Bolt [rear frame (upper)] ②

32 Nm (3.2 m · kg, 23 ft · lb)

• Bolt [rear frame (lower)] ③

29 Nm (2.9 m · kg, 21 ft · lb)

- 7. Tighten:
 - Screw (air filter joint) ①

🗽 3 Nm (0.3 m · kg, 2.2 ft · ib)

ELECTRICAL COMPONENTS AND WIRING DIAGRAM



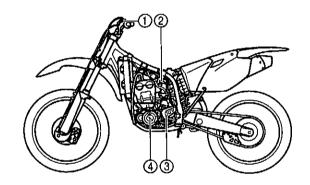
ELECTRICAL

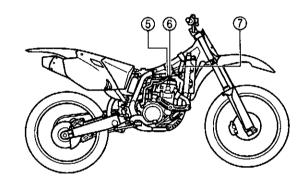
ELECTRICAL COMPONENTS AND WIRING DIAGRAM

ELECTRICAL COMPONENTS

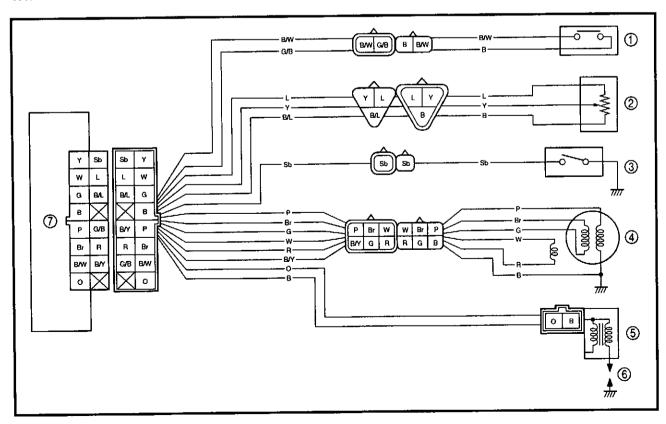
- 1) Engine stop switch
- ② Throttle position sensor
- 3 Neutral switch
- (4) CDI magneto
- Spark plug
- 6 Ignition coil
- ⑦ CDI unit

COLOR CODE





EC612000 WIRING DIAGRAM



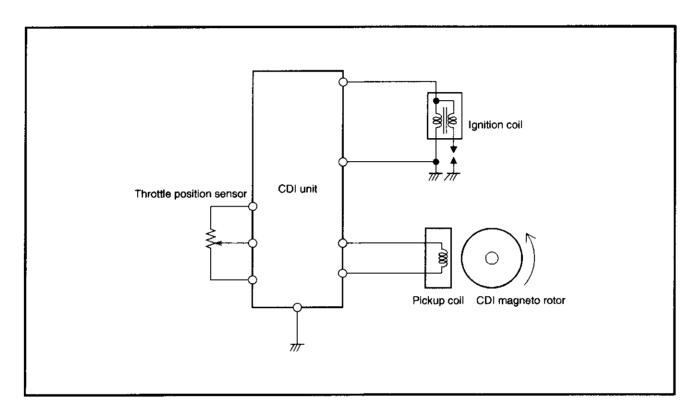
MAP-CONTROLLED CDI UNIT



MAP-CONTROLLED CDI UNIT

A map-controlled, CDI ignition system is used in the YZ250F.

The microcomputer in the CDI unit detects the engine speed and throttle position, thus determining the optimum ignition timing through the entire operating range. In this way, quick throttle response can be achieved according to various riding conditions.

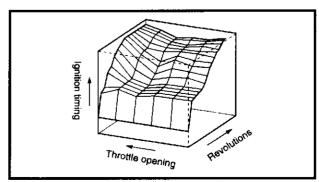


■ Function of Component

Component	Function
Throttle position sensor	Detects throttle valve opening and inputs it into the computer in the CDI unit as a throttle opening signal.
Pickup coil	Detects signal rotor revolutions and inputs them into the computer in the CDI unit as engine revolution signals.
CDI unit	The signals of the throttle position sensor and pickup coil sensor are analyzed by the computer in the CDI unit, which then adjusts ignition timing for the operation requirements.

■ Principal of 3-Dimensional Control

Conventionally, ignition timing was controlled only by engine revolutions (2-dimensional control). However, ignition timing needs advancement also by engine load. Thus, accurate ignition timing can be determined by adding throttle opening to determine ignition timing (3-dimensional control).



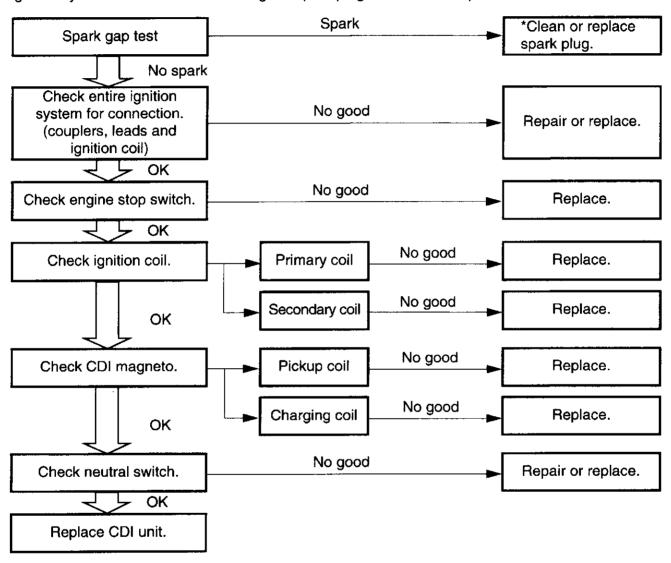
3-D Image Map of Ignition Timing (different from actual characteristics)

EC620000

IGNITION SYSTEM

INSPECTION STEPS

Use the following steps for checking the possibility of the malfunctioning engine being attributable to ignition system failure and for checking the spark plug which will not spark.



*marked: Only when the ignition checker is used.

NOTE

- Remove the following parts before inspection.
 - 1) Seat
 - 2) Fuel tank
- Use the following special tools in this inspection.



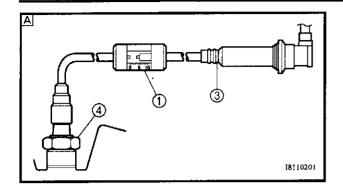
Dynamic spark tester: YM-34487 Ignition checker: 90890-06754

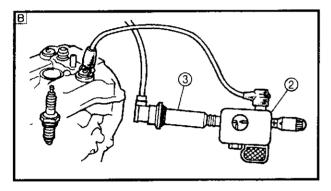


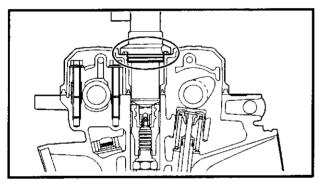
Pocket tester: YU-3112-C/90890-03112

IGNITION SYSTEM









SPARK GAP TEST

- 1. Disconnect the spark plug cap from spark plug.
- 2. Remove the ignition coil cap.
- 3. Connect the dynamic spark tester ① (ignition checker ②) as shown.
 - Ignition coil 3
 - Spark plug ④
- A For USA and CDN
- B Except for USA and CDN
 - 4. Kick the kickstarter crank.
 - 5. Check the ignition spark gap.
 - 6. Start engine, and increase spark gap until misfire occurs. (for USA and CDN only)



Minimum spark gap: 6.0 mm (0.24 in)

COUPLERS, LEADS AND IGNITION COIL CONNECTION INSPECTION

- 1. Check:
 - Couplers and leads connection Rust/dust/looseness/short-circuit → Repair or replace.
 - Ignition coil and spark plug as they are fitted

Push in the ignition coil until it closely contacts the spark plug hole in the cylinder head cover.

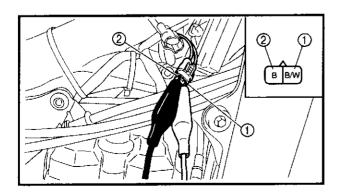
ENGINE STOP SWITCH INSPECTION

- 1. Inspect:
 - Engine stop switch conduct

Tester (+) lead → Black/White lead ①
Tester (-) lead → Black lead ②

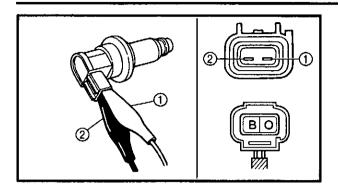
	B/W ①	B	Tester selector position
PUSH IN	Ò	-0	Ω×1
FREE			22 × 1

No continuous while being pushed \rightarrow Replace. Continuous while being freed \rightarrow Replace.



IGNITION SYSTEM



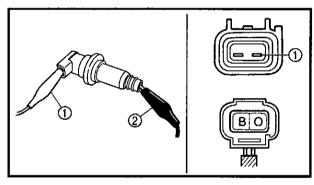


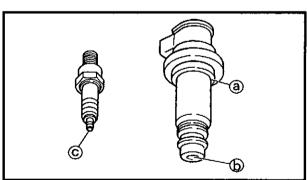
EC626002 IGNITION COIL INSPECTION

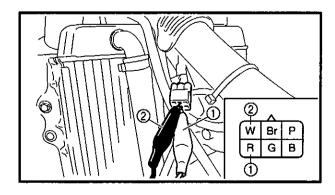
- 1. Inspect:
 - Primary coil resistance Out of specification \rightarrow Replace.

Tester (+) lead → Orange lead ① Tester (-) lead → Black lead ②

Primary coil resistance	Tester selector position
0.08 ~ 0.10 Ω at 20 °C (68 °F)	Ω×1







2. Inspect:

 Secondary coil resistance Out of specification \rightarrow Replace.

Tester (+) lead → Orange lead ① Tester (-) lead → Spark plug terminal ②

Secondary coil resistance	Tester selector position
4.6 ~ 6.8 kΩ at 20 °C (68 °F)	$\mathbf{k}\Omega \times 1$

- 3. Inspect:
 - Sealed portion of ignition coil @
 - Spark plug terminal pin (b)
 - Threaded portion of spark plug © Wear → Replace.

CDI MAGNETO INSPECTION

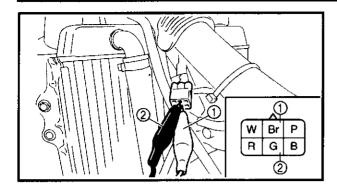
- 1. Inspect:
 - Pickup coil resistance Out of specification \rightarrow Replace.

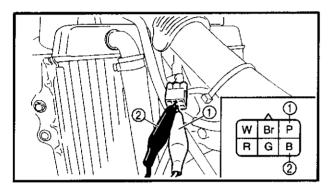
Tester (+) lead → Red lead ① Tester (-) lead → White lead ②

Pickup coil resistance	Tester selector position
248 ~ 372 Ω at 20 °C (68 °F)	Ω×100

IGNITION SYSTEM







2. Inspect:

Charging coil 1 resistance
 Out of specification → Replace.

Tester (+) lead → Brown lead ①
Tester (-) lead → Green lead ②

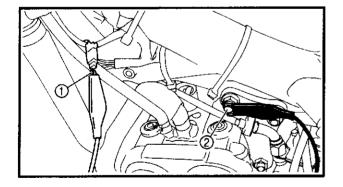
Charging coil 1 resistance	Tester selector position
720 ~ 1,080 Ω at 20 °C (68 °F)	Ω×100

3. Inspect:

Charging coil 2 resistance
 Out of specification → Replace.

Tester (+) lead → Pink lead ①
Tester (-) lead → Black lead ②

Charging coil 2 resistance	Tester selector position	
44 ~ 66 Ω at 20 °C (68 °F)	Ω×10	



NEUTRAL SWITCH INSPECTION

- 1. Inspect:
 - Neutral switch conduct

Tester (+) lead → Sky blue lead ①
Tester (-) lead → Ground ②

	Sb ①	Ground ②	Tester selector position
NEUTRAL	0	0	Ω×1
IN GEAR			32 🔨 🗜

No continuous while in neutral \rightarrow Replace. Continuous while in gear \rightarrow Replace.

CDI UNIT INSPECTION

Check all electrical components. If no fault is found, replace the CDI unit. Then check the electrical components again.

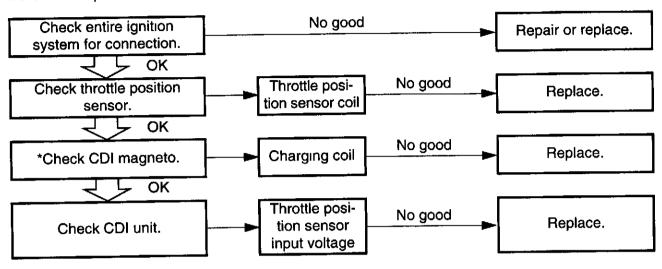
THROTTLE POSITION SENSOR SYSTEM | ELEC



THROTTLE POSITION SENSOR SYSTEM

INSPECTION STEPS

If the throttle position sensor will not operate, use the following inspection steps.



*marked: Refer to "IGNITION SYSTEM" section.

NOTE:

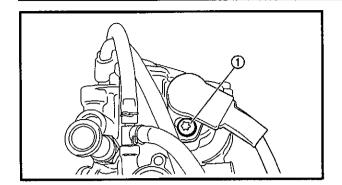
Use the following special tools in this inspection.



Pocket tester:

YU-3112-C/90890-03112





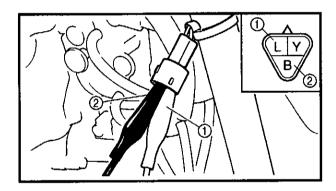
HANDLING NOTE

CAUTION:

Do not loosen the screws (throttle position sensor) ① except when changing the throttle position sensor due to failure because it will cause a drop in engine performance.

EC624000 COUPLERS AND LEADS CONNECTION **INSPECTION**

- 1. Check:
 - Couplers and leads connection Rust/dust/looseness/short-circuit → Repair or replace.

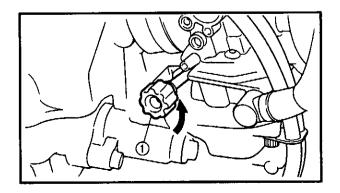


THROTTLE POSITION SENSOR COIL INSPECTION

- 1. Inspect:
 - Throttle position sensor coil resistance Out of specification \rightarrow Replace.

Tester (+) lead → Blue lead ① Tester (-) lead → Black lead ②

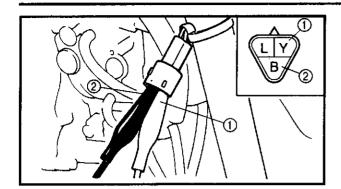
Throttle posi- tion sensor coil resistance	Tester selector position
4 ~ 6 kΩ at 20 °C (68 °F)	kΩ×1



- 2. Loosen:
 - Throttle stop screw ①

Turn out the throttle stop screw until the throttle shaft is in the full close position.





3. Inspect:

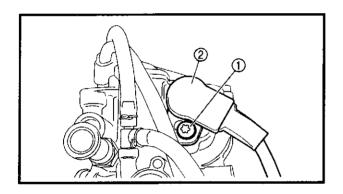
Throttle position sensor coil variable resistance

Check that the resistance in increased as the throttle grip is moved from the full close position to the full open position.

Out of specification → Replace.

Tester (+) lead → Yellow lead ①
Tester (-) lead → Black lead ②

Throttle position sen- sor coil variable resistance		Tester selector position
Full closed	Full opened	
Zero ~ 3 kΩ at 20 °C (68 °F)	4 ~ 6 kΩ at 20 °C (68 °F)	k Ω × 1



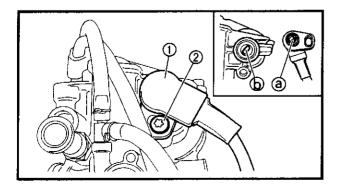
THROTTLE POSITION SENSOR REPLACEMENT AND ADJUSTMENT

- 1. Remove:
 - Throttle position sensor coupler
 - Screw (throttle position sensor) ①
 - Throttle position sensor ②

NOTE:

Loosen the screws (throttle position sensor) using the T25 bit.

- 2. Replace:
 - Throttle position sensor



3. Install:

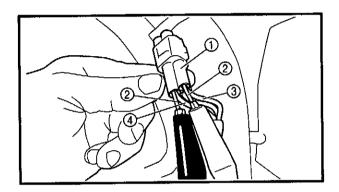
- Throttle position sensor ①
- Screw (throttle position sensor) ②

NOTE:

- Align the slot @ in the throttle position sensor with the projection @ on the carburetor.
- Temporarily tighten the screws (throttle position sensor).



- 4. Install:
 - Throttle position sensor coupler
- 5. Adjust:
 - Engine idling speed
 Refer to "ENGINE IDLING SPEED
 ADJUSTMENT" section in the CHAPTER 3.



6. Insert the thin electric conductors ② (lead) into the throttle position sensor coupler ①, as shown, and connect the tester to them.

Tester (+) lead → Yellow lead ③ Tester (-) lead → Black lead ④

CAUTION:

- Do not insert the electric conductors more than required because it may reduce the waterproof function of the coupler.
- Make sure that a short-circuit does not develop between the terminals because it may cause damage to electrical components.
 - 7. Start the engine.



• Throttle position sensor output voltage

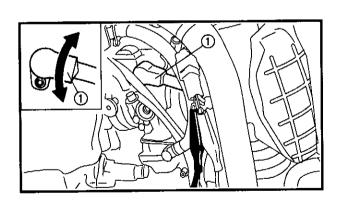


Adjust the installation angle of the throttle position sensor ① to obtain the specified output voltage.

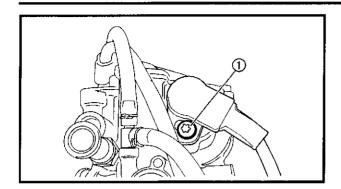
NOTE: .

Measure the output voltage accurately with a digital electronic voltmeter that gives an easy reading of a small voltage.

Throttle posi- tion sensor out- put voltage	Tester selector position
0.58 ~ 0.78 V	DCV







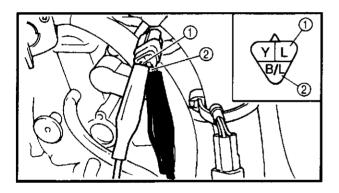
9. Tighten:

• Screw (throttle position sensor) ①

NOTE

Tighten the screws (throttle position sensor) using the T25 bit.

10. Stop the engine.



THROTTLE POSITION SENSOR INPUT VOLTAGE INSPECTION

- 1. Disconnect the throttle position sensor coupler.
- 2. Start the engine.
- 3. Inspect:
 - Throttle position sensor input voltage
 Out of specification → Replace the CDI unit.

Tester (+) lead → Blue lead ①
Tester (-) lead → Black/Blue lead ②

Throttle posi- tion sensor input voltage	Tester selector position
4 ~ 6 V	DCV-20



TUNING

ENGINE

Carburetor setting

- The air/fuel mixture will vary depending on atmospheric conditions. Therefore, it is necessary to take into consideration the air pressure, ambient temperature, humidity, etc., when adjusting the carburetor.
- Perform a test run to check for proper engine performance (e.g., throttle response) and spark plug(-s) discoloration or fouling. Use these readings to determine the best possible carburetor setting.

NOTE:

It is recommended to keep a record of all carburetor settings and external conditions (e.g., atmospheric conditions, track/surface conditions, lap times) to make future carburetor setting easier.

WARNING

- The carburetor is a part of the fuel line.
 Therefore, be sure to install it in a well-ventilated area, away from flammable objects and any sources of fire.
- Never look into the carburetor intake.
 Flames may shoot out from the pipe if the engine backfires while it is being started.
 Gasoline may be discharged from the accelerator pump nozzle when the carburetor has been removed.



CAUTION:

- The carburetor is extremely sensitive to foreign matter (dirt, sand, water, etc.).
 During installation, do not allow foreign matter to get into the carburetor.
- Always handle the carburetor and its components carefully. Even slight scratches, bends or damage to carburetor parts may prevent the carburetor from functioning correctly. Carefully perform all servicing with the appropriate tools and without applying excessive force.
- When the engine is stopped or when riding at no load, do not open and close the throttle unnecessarily. Otherwise, too much fuel may be discharged, starting may become difficult or the engine may not run well.
- After installing the carburetor, check that the throttle operates correctly and opens and closes smoothly.

Atmospheric conditions and carburetor settings

Air temp	Humidity	Air pressure (altitude)	Mixture	Setting
High	High	Low (high)	Richer	Leaner
Low	Low	High (low)	Leaner	Richer

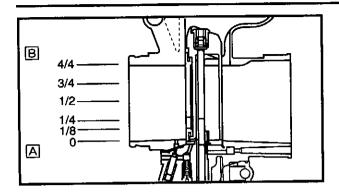
The air density (i.e., concentration of oxygen in the air) determines the richness or leanness of the air/fuel mixture. Therefore, refer to the above table for mixture settings.

That is:

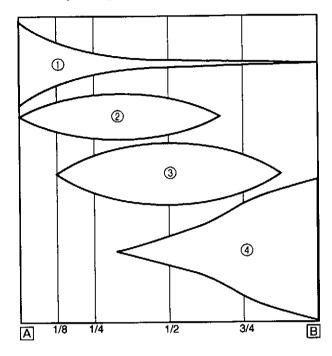
- Higher temperature expands the air with its resultant reduced density.
- Higher humidity reduces the amount of oxygen in the air by so much of the water vapor in the same air.
- Lower atmospheric pressure (at a high altitude) reduces the density of the air.







Effects of the setting parts on the throttle valve opening



- A Closed
- B Fully open
- ① Pilot screw/pilot jet
- 2 Throttle valve cutaway
- 3 Jet needle
- Main jet

Main system

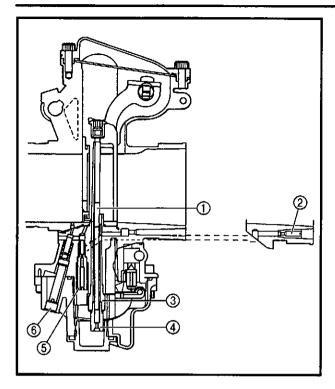
The FLATCR carburetor has a primary main jet. This type of main jet is perfect for racing motorcycles since it supplies an even flow of fuel, even at full load. Use the main jet and the jet needle to set the carburetor.

Pilot system

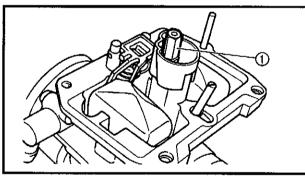
The FLATCR carburetor is manufactured with a pilot screw. The pilot screw adjustment ranges from fully closed throttle to 1/4 open throttle.

SETTING





- ① Jet needle
- ② Pilot air jet
- ③ Needle jet
- 4 Main jet
- ⑤ Pilot jet
- ® Pilot screw



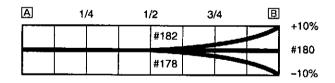
Main jet adjustment

The richness of the air-fuel mixture at full throttle can be set by changing the main jet ①.

 Standard main jet	#180

If the air-fuel mixture is too rich or too lean, the engine power will drop, resulting in poor acceleration.

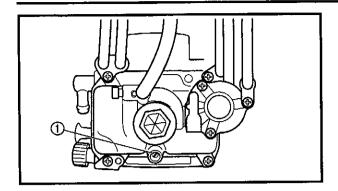
Effects of changing the main jet (reference)



- A Idle
- B Fully open







Pilot screw adjustment

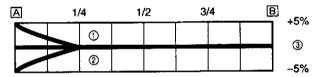
The richness of the air-fuel mixture with the throttle fully closed to 1/4 open can be set by turning the pilot screw ①. Turning in the pilot screw will make the mixture lean at low speeds, and turning it out will enrich it.

Standard pilot	1-5/8
screw position	(example)

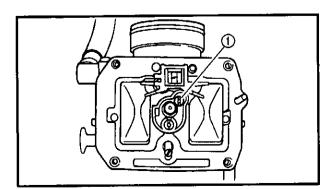
NOTE:

- If the engine idling speed fluctuates, turn the pilot screw only 1/2 of a turn in either direction.
- To optimize the fuel flow at a smaller throttle opening, each machine's pilot screw has been individually set at the factory. Before adjusting the pilot screw, turn it in fully and count the number of turns. Record this number as the factory-set number of turns out.

Effects of adjusting the pilot screw (reference)



- A Idle
- B Fully open
- ① 2-1/8 turns out
- (2) 1-1/8 turns out
- ③ 1-5/8 turns out



Pilot jet adjustment

The richness of the air-fuel mixture with the throttle open 1/4 or less can be set by adjusting the pilot jet ①.

Standard pilot jet	#42

SETTING



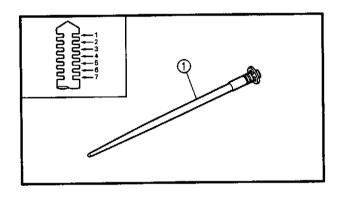


Effects of adjusting the pilot jet (reference)



A Idle

B Fully open



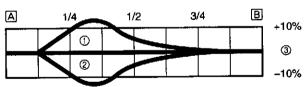
Jet needle groove position adjustment

Adjusting the jet needle ① position affects the acceleration when the throttle is 1/8 to 3/4 open.

- Too rich at intermediate speeds
 Rough engine operation is felt and the
 engine will not pick up speed smoothly. In
 this case, step up the jet needle clip by
 one groove and move down the needle to
 lean out the mixture.
- Too lean at intermediate speeds
 The engine breathes hard and will not pick up speed quickly.
 Step down the jet needle clip by one groove and move up the needle to enrich the mixture.

Standard clip position No.4 groove

Effects of changing the jet needle groove position (reference)

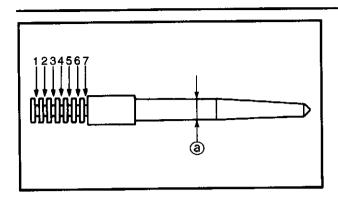


- A Idle
- B Fully open
- 1 No 5 groove
- ② No 3 groove
- 3 No.4 groove

SETTING







Jet needle adjustment

The jet needle is adjusted by changing it.

Standard jet needle OBEKR

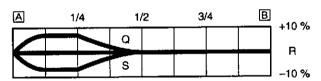
The tapered sections of all jet needles have the same starting positions, but the needles are available with different straight-portion diameters.



Effects of changing the jet needle (reference)

(Diameter of the straight portion)

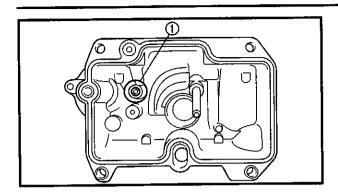
Changing the diameter of the straight portion adjusts the air-fuel mixture when the throttle is 1/8 to 1/4 open.



- A Idle
- B Fully open







Leak jet adjustment (accelerator pump adjustment)

The leak jet ① is a setting part that adjusts the flow of fuel discharged by the accelerator pump. Since the accelerator pump operates only when throttle is open, the leak jet is used to adjust a fuel mixture ratio for quick throttle opening and is therefore different from other setting parts that adjust a fuel mixture for each throttle opening (each engine speed).

- The engine breathes hard in quick throttle opening.
 Select a leak jet having lower calibrating No. than standard to enrich the mixture.
 <Example> #90 → #80
- Rough engine operation is felt in quick throttle opening.
 Select a leak jet having higher calibrating No. than standard to lean out the mixture.
 <Example> #90 → #100

Relationship with throttle opening

The flow of the fuel through the carburetor main system is controlled by the main jet and then, it is further regulated by the area between the main nozzle and the jet needle.

The fuel flow relates to the diameter of the straight portion of the jet needle with the throttle 1/8 to 1/4 open and relates to the clip position with the throttle 1/8 to 3/4 open.

Therefore, the fuel flow is balanced at each stage of throttle opening by the combination of the jet needle straight portion diameter and clip position.

SETTING





EC71Q000

Carburetor setting parts

Part nam	ا م	Size	Part number
		#190	4MX-14943-45
Main jet	Rich		4MX-14943-95
	A	#188	110.24
		#185	4MX-14943-44
		#182	4MX-14943-94
(STD)		#180	4MX-14943-43
		#178	4MX-14943-93
		#175	4MX-14943-42
	▼	#172	4MX-14943-92
	Lean	#170	4MX-14943-41
Pilot jet	Rich	#48	4MX-14948-06
	A	#45	4MX-14948-05
(STD)		#42	4MX-14948-04
` '	▼	#40	4MX-14948-03
	Lean	#38	4MX-14948-02
Jet needle	Rich	OBEKN	5JG-14916-EN
	A	OBEKP	5JG-14916-EP
		OBEKQ	5JG-14916-E1
(STD)	İ	OBEKR	5JG-14916-ER
` '		OBEKS	5JG-14916-ES
	\forall	OBEKT	5JG-14916-ET
	Lean	OBEKU	5JG-14916-EU
Leak jet	Rich	#60	4JT-1494F-11
1	A	#70	4JT-1494F-15
		#80	4JT-1494F-19
(STD)		#90	4JT-1494F-23
] ` '	1	#100	4JT-1494F-27
1	\forall	#110	4JT-1494F-29
	Lean	#120	4JT-1494F-31



Examples of carburetor setting depending on symptom

Symptom	Setting	Chasking
	Setting	Checking
At full throttle Hard breathing Shearing noise Whitish spark plug Lean mixture	Increase main jet calibration no. (Gradually)	Discoloration of spark plug → If tan color, it is in good condition. If cannot be corrected: Clogged float valve seat Clogged fuel hose Clogged fuel cock Check that the accelerator pump operates smoothly.
At full throttle Speed pick-up stops Slow speed pick-up Slow response Sooty spark plug Rich mixture	Decrease main jet calibration no (Gradually)	Discoloration of spark plug → If tan color, it is in good condition. If cannot be corrected. Clogged air filter Fuel overflow from carburetor
Lean mixture	Lower jet needle clip position. (1 groove down)	Groobe 1 Groobe 2 Groobe 3 Groobe 4 Groobe 5 Groobe 6 Groobe 7 (Standard)
Rich mixture	Raise jet needle clip position. (1 groove up)	
1/4 ~ 3/4 throttle Hard breathing Lack of speed	Lower jet needle clip position. (1 groove down)	Jet needle Richer
1/4 ~ 1/2 throttle Slow speed pick-up Poor acceleration	Raise jet needle clip position (1 groove up)	The clip position is the jet needle groove on which the clip is installed. The positions are numbered from the top. Check that the accelerator pump operates smoothly. (except for rich mixture symptom).
Closed to 1/4 throttle Hard breathing Speed down	Use jet needle with a smaller diameter.	Slow-speed-circuit passage Clogged → Clean. Overflow from carburetor
Closed to 1/4 throttle Poor acceleration	Use jet needle with a larger diameter. Raise jet needle clip position. (1 groove up)	
Poor response in the low to intermediate speeds	Raise jet needle clip position. If this has no effect, lower the jet needle clip position	
Poor response when throttle is opened quickly	Check overall settings Use main jet with a lower calibration no. Raise jet needle clip position. (1 groove up) If these have no effect, use a main jet with a higher calibration no. and lower the jet needle clip position.	Check air filter for fouling. Check that the accelerator pump operates smoothly.

^{*} This should be taken simply for an example. It is necessary to set the carburetor while checking the operating conditions of the engine.

CHASSIS

Selection of the secondary reduction ratio (Sprocket)

Secondary reduction = ratio

Number of rear wheel sprocket teeth Number of drive sprocket teeth

Standard secondary reduction ratio

48/13 (3.692) *49/13 (3.769)

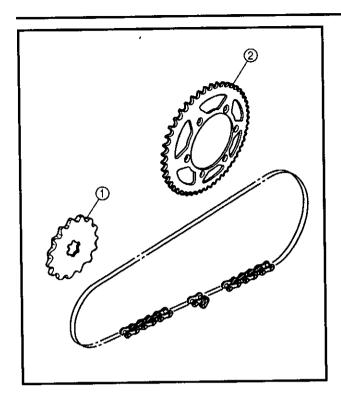
- * For EUROPE
- <Requirement for selection of secondary gear reduction ratio>
- It is generally said that the secondary gear ratio should be reduced for a longer straight portion of a speed course and should be increased for a course with many corners. Actually, however, as the speed depends on the ground condition of the day of the race, be sure to run through the circuit to set the machine suitable for the entire course.
- In actuality, it is very difficult to achieve settings suitable for the entire course and some settings may be sacrificed. Thus, the settings should be matched to the portion of the course that has the greatest effect on the race result. In such a case, run through the entire course while making notes of lap times to find the best balance; then, determine the secondary reduction ratio.
- If a course has a long straight portion where a machine can run at maximum speed, the machine is generally set such that it can develop its maximum revolutions toward the end of the straight line, with care taken to avoid the engine over-revving.

NOTE:

Riding technique varies from rider to rider and the performance of a machine also vary from machine to machine. Therefore, do not imitate other rider's settings from the beginning but choose your own setting according to the level of your riding technique.







EC72N00

Drive and driven sprockets setting parts

Part name	Size	Part number
Drive sprocket ① (STD)	13T	9383B-13218
Rear wheel sprocket ② (STD) * (STD)	47T 48T 49T 50T 51T 52T	5ET-25447-00 5NY-25448-00 5NY-25449-00 5NY-25450-00 5NY-25451-00 5NY-25452-00

^{*} For EUROPE

EC721002

Tire pressure

Tire pressure should be adjust to suit the road surface condition of the circuit.



Standard tire pressure: 100 kPa (1.0 kgf/cm², 15 psi)

 Under a rainy, muddy, sandy, or slippery condition, the tire pressure should be lower for a larger area of contact with the road surface.



Extent of adjustment: 60 ~ 80 kPa (0.6 ~ 0.8 kgf/cm², 9.0 ~ 12 psi)

 Under a stony or hard road condition, the tire pressure should be higher to prevent a flat tire



Extent of adjustment:

100 ~ 120 kPa

(1.0 ~ 1.2 kgf /cm², 15 ~ 18 psi)



EC722011

Front fork setting

The front fork setting should be made depending on the rider's feeling of an actual run and the circuit conditions.

The front fork setting includes the following three factors:

- 1. Setting of air spring characteristics
 - Change the fork oil level.
- 2. Setting of spring preload
 - Change the spring.
 - Install the adjustment washer.
- 3. Setting of damping force
 - Change the compression damping.
 - Change the rebound damping.
 The spring acts on the load and the damping force acts on the cushion travel speed.

EC723001

Change in level and characteristics of fork oil

Damping characteristic near the final stroke can be changed by changing the fork oil amount.

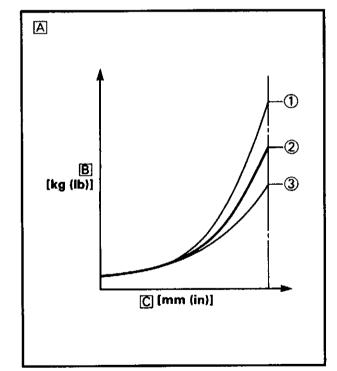
CAUTION:

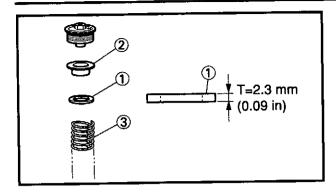
Adjust the oil level in 5 mm (0.2 in) increments or decrements. Too low oil level causes the front fork to produce a noise at full rebound or the rider to feel some pressure on his hands or body. Alternatively, too high oil level will develop unexpectedly early oil lock with the consequent shorter front fork travel and deteriorated performance an characteristics. Therefore, adjust the front fork within the specified range.

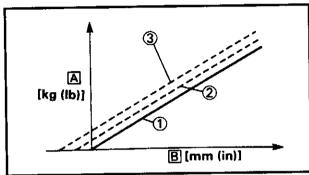


Standard oil level:
125 mm (4.92 in)
Extent of adjustment:
105 ~ 135 mm (4.13 ~ 5.31 in)
From top of outer tube with inner tube and damper rod fully compressed without spring.

- Air spring characteristics in relation to oil level change
- B Load
- C Stroke
- ① Max. oil level
- 2 Standard oil level
- (3) Min. oil level







EC727020

Spring preload adjustment

The spring preload is adjusted by installing the adjustment washer ① between the spring seat ② and fork spring ③.

CAUTION:

Do not install three or more adjustment washers for each front fork.

⚠ WARNING

Always adjust each front fork to the same setting. Uneven adjustment can cause poor handling and loss of stability.



Standard washer quantity:
Zero adjustment washers
Extent of adjustment:
Zero ~ 2 adjustment washers

- A Load
- **B** Fork stroke
- ① Without adjustment washer (standard)
- ② 1 adjustment washer
- 3 2 adjustment washers

EC72A00

Setting of spring after replacement

As the front fork setting can be easily affected by rear suspension, take care so that the machine front and rear are balanced (in position, etc.) when setting the front fork.

Use of soft spring
 Generally a soft spring gives a soft riding
 feeling. Rebound damping tends to
 become stronger and the front fork may
 sink deeply over a series of gaps.

To set a soft spring:

- Change the rebound damping.
 Turn out one or two clicks.
- Change the compression damping.
 Turn in one or two clicks.



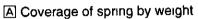


2. Use of stiff spring

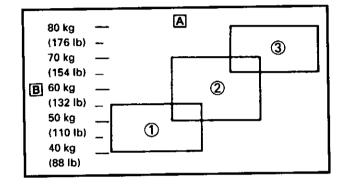
Generally a stiff spring gives a stiff riding feeling. Rebound damping tends to become weaker, resulting in lack of a sense of contact with the road surface or in a vibrating handlebar.

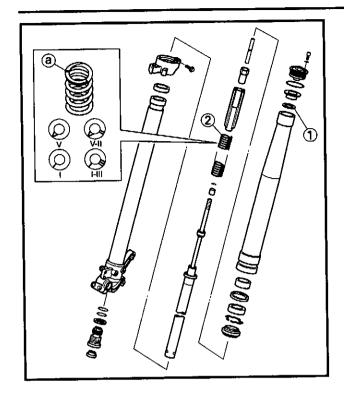
To set a stiff spring:

- Change the rebound damping.
 Turn in one or two clicks.
- Change the compression damping.
 Turn out one or two clicks.



- **B** Rider weight
- ① Soft
- ② Standard
- ③ Stiff





EC72P000 Front fork setting parts

Adjustment washer ①

TYPE (thickness)	PART NUMBER
T = 2.3 mm (0.09 in)	5XE-23364-00

• Front fork spring ② [Equal pitch spring]

ТҮРЕ	SPRING RATE	SPRING PART NUMBER	I.D. MARK (slits)
SOFT	0.398 0.408 0.418	5XE-23141-00 5XE-23141-10 5XE-23141-20	1 14 111
STD	0.428	5XC-23141-L0	_
STIFF	0.438 0.449 0.459 0.469 0.479	5XE-23141-40 5XE-23141-50 5XE-23141-60 5XE-23141-70 5XE-23141-80	10111 1-1 1-11 1-111

[Unequal pitch spring]

TYPE	SPRING RATE (approx.)	SPRING PART NUMBER	I.D. MARK (slits)
SOFT	0.398 0.418	5XE-23141-A0 5XE-23141-B0 5XE-23141-C0	V V-I V-II
STIFF	0.438 0.459 0.479	5XE-23141-D0 5XE-23141-E0	V-III V-III

NOTE:

- The unequal pitch spring is softer in initial characteristic than the equal pitch spring and is difficult to bottom out under full compres-
- The I.D. mark (slits) (a) is proved on the end of the spring.

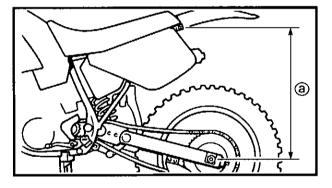
EC72B000

Rear suspension setting

The rear suspension setting should be made depending on the rider's feeling of an actual run and the circuit conditions.

The rear suspension setting includes the following two factors:

- 1. Setting of spring preload
 - Change the set length of the spring.
 - Change the spring.
- 2. Setting of damping force
 - · Change the rebound damping.
 - Change the compression damping.

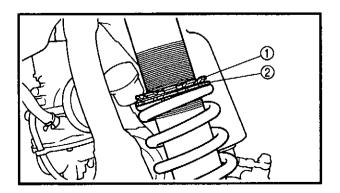


EC72C001

Choosing set length

- Place a stand or block under the engine to put the rear wheel above the floor, and measure the length (a) between the rear wheel axle center and the rear fender holding bolt.
- Remove the stand or block from the engine and with a rider astride the seat, measure the sunken length

 between the rear wheel axle center and the rear fender holding bolt.



Loosen the locknut ① and make adjustment by turning the spring adjuster ② to achieve the standard figure from the subtraction of the length ⑥ from the length ③.



Standard figure:

90 ~ 100 mm (3.5 ~ 3.9 in)

SETTING

TUN



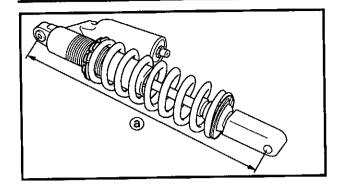
NOTE:

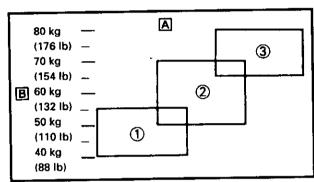
- If the machine is new and after it is broken in, the same set length of the spring may change because of the initial fatigue, etc. of the spring. Therefore, be sure to make reevaluation.
- If the standard figure cannot be achieved by adjusting the spring adjuster and changing the spring set length, replace the spring with an optional one and make re-adjustment.

Setting of spring after replacement

After replacement, be sure to adjust the spring to the set length [sunken length $90 \sim 100 \text{ mm}$ (3.5 $\sim 3.9 \text{ in}$)] and set it.

- 1. Use of soft spring
 - Set the soft spring for less rebound damping to compensate for its less spring load. Run with the rebound damping adjuster one or two clicks on the softer side and readjust it to suit your preference.
- 2. Use of stiff spring
 - Set the soft spring for more rebound damping to compensate for its greater spring load. Run with the rebound damping adjuster one or two clicks on the stiffer side and readjust it to suit your preference.
- * Adjusting the rebound damping will be followed more or less by a change in the compression damping. For correction, turn the low compression damping adjuster on the softer side.





CAUTION:

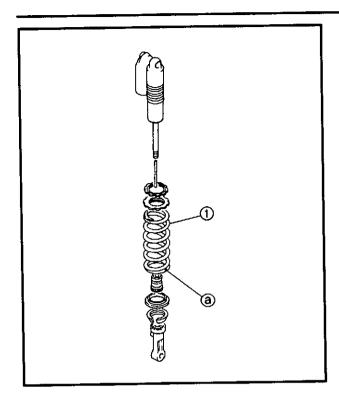
When using a rear shock absorber other than currently installed, use the one whose overall length @ does not exceed the standard as it may result in faulty performance. Never use one whose overall length is greater than standard.



Length ⓐ of standard shock: 490.5 mm (19.31 in)

- A Coverage of spring by weight
- B Rider weight
- ① Soft
- ② Standard
- ③ Stiff





EC72Q0000 Rear shock absorber setting parts

• Rear shock spring ① [Equal pitch spring]

TYPE	SPRING RATE	SPRING PART NUMBER	I.D. COLOR/ POINT	SPRING FREE LENGTH
SOFT	4.3	5UN-22212-00	Brown/1	260
	4.5 4.7	5UN-22212-10 5UN-22212-20	Green/1 Red/1	260 260
STD	4.7	5UN-22212-20	Black/1	260
	5.1	5UN-22212-40	Blue/1	260
STIFF	5.3 5.5	5UN-22212-50 5UN-22212-60	Yellow/1 Pink/1	260 260
	5.7	5UN-22212-70	White/1	260

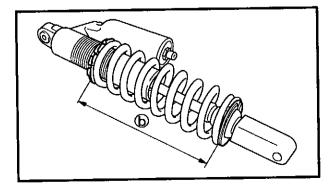
[Unequal pitch spring]

TYPE	SPRING RATE (approx.)	SPRING PART NUMBER	I.D. COLOR/ POINT	SPRING FREE LENGTH
SOFT	4.5 4.7	5UN-22212-A0 5UN-22212-B0	Green/2 Red/2	275 275
*STD	4.9	5UN-22212-C0	Black/2	275
STIFF	5.1 5.3 5.5 5.7	5UN-22212-D0 5UN-22212-E0 5UN-22212-F0 5UN-22212-G0	Blue/2 Yellow/2 Pink/2 White/2	275 275 275 275 275

^{*} For EUROPE

NOTE: _

- The unequal pitch spring is softer in initial characteristic than the equal pitch spring and is difficult to bottom out under full compression.
- The I.D. color @ is marked at the end of the spring.



Extent of adjustment (spring length)

SPRING FREE LENGTH	EXTENT OF ADJUSTMENT ®
260 mm (10.24 in)	240.5 ~ 258.5 mm (9.47 ~ 10.18 in)
275 mm (10.83 in)	255.5 ~ 273.5 mm (10.06 ~ 10.77 in)



EC72H002

Suspension setting

Front fork

NOTE: -

- If any of the following symptoms is experienced with the standard position as the base, make resetting by reference to the adjustment procedure given in the same chart.
- Before any change, set the rear shock absorber sunken length to the standard figure 90 ~ 100 mm (3.5 ~ 3.9 in).

		Sec	tion			
Symptom	Jump	Large gap	Medium gap	Small gap	Check Adjust	
Stiff over entire range	0	0	0		Compression damping Oil level (oil amount) Spring	Turn adjuster counterclockwise (about 2 clicks) to decrease damping Decrease oil level by about 5 ~ 10 mm (0.2 ~ 0.4 in) Replace with soft spring
Unsmooth movement over entire range	0	0	0	0	Outer tube Inner tube Under bracket tightening torque	Check for any bends, dents, and other noticeable scars, etc. If any, replace affected parts. Retighten to specified torque
Poor initial movement				0	Rebound damping Oil seal	Turn adjuster counterclockwise (about 2 clicks) to decrease damping Apply grease in oil seal wall.
Soft over entire range, bottoming out	0	0			Compression damping Oil level (oil amount) Spring	Turn adjuster clockwise (about 2 clicks) to increase damping Increase oil level by about 5 ~ 10 mm (0 2 ~ 0 4 in) Replace with stiff spring
Stiff toward stroke end	0				Oil level (oil amount)	Decrease oil level by about 5 mm (0 2 in).
Soft toward stroke end, bottoming out	0				Oil level (oil amount)	Increase oil level by about 5 mm (0 2 in).
Stiff initial movement	0	0	0	0	Compression damping	Turn adjuster counterclockwise (about 2 clicks) to decrease damping
Low front, tending to lower front posture			0	0	Compression damping Rebound damping Balance with rear end Oil level (oil amount)	Turn adjuster clockwise (about 2 clicks) to increase damping Turn adjuster counterclockwise (about 2 clicks) to decrease damping Set sunken length for 95 ~ 100 mm (3 7 ~ 3 9 in) when one passenger is astride seat (lower rear posture) Increase oil level by about 5 mm (0 2 in)
"Obtrusive" front, tend- ing to upper front pos- ture			0	0	Compression damping Balance with rear end Spring Oil lever (oil amount)	Turn adjuster counterclockwise (about 2 clicks) to decrease damping Set sunken length for 90 ~ 95 mm (3.5 ~ 3.7 in) when one passenger is astride seat (upper rear posture) Replace with soft spring Decrease oil level by about 5 ~ 10 mm (0.2 ~ 0.4 in).

SETTING





• Rear shock absorber

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- If any of the following symptoms is experienced with the standard position as the base, make resetting by reference to the adjustment procedure given in the same chart.
- Adjust the rebound damping in 2-click increments or decrements.
- Adjust the low compression damping in 1-click increments or decrements.
- Adjust the high compression damping in 1/6 turn increments or decrements.

	Section					
Symptom	Jump	Large gap	Medium gap	Small gap	Check	Adjust
Stiff, tending to sink			0	0	Rebound damping Spring set length	Turn adjuster counterclockwise (about 2 clicks) to decrease damping Set sunken length for 90 ~ 100 mm (3 5 ~ 3.9 in) whe one passenger is astride seat.
Spongy and unstable			0	0	Rebound damping Low compression damping Spring	Turn adjuster clockwise (about 2 clicks) to increase damping. Turn adjuster clockwise (about 1 click) to increase damping Replace with stiff spring
Heavy and dragging			0	0	Rebound damping Spring	Turn adjuster counterclockwise (about 2 clicks) to decrease damping Replace with soft spring
Poor road gripping				0	Rebound damping Low compression damping High compression damping Spring set length Spring	Tum adjuster counterclockwise (about 2 clicks) to decrease damping Tum adjuster clockwise (about 1 clicks) to increase damping. Tum adjuster clockwise (about 1/6 clicks) to increase damping. Set sunken length for 90 ~ 100 mm (3 5 ~ 3 9 in) wher one passenger is astride seat. Replace with soft spring
Bottoming out	0	0			High compression damp- ing Spring set length Spring	Turn adjuster clockwise (about 1/6 turn) to increase damping. Set sunken length for 90 ~ 100 mm (3 5 ~ 3 9 in) when one passenger in astride seat Replace with stiff spring
Bouncing	0	0			Rebound damping Spring	Turn adjuster clockwise (about 2 clicks) to increase damping Replace with soft spring
Stiff travel	0	0			ing Spring set length	Turn adjuster counterclockwise (about 1/6 turn) to decrease damping Set sunken length for 90 ~ 100 mm (3.5 ~ 3.9 in) when one passenger is astride seat. Replace with soft spring

