YAMAHA 2017

SERVICE MANUAL

MTN1000D
MTN1000DH

MT-10 SP

BW8-28197-E0

EAS20002

MTN1000D
MTN1000DH
SERVICE MANUAL

First edition, December 2016

EAS20003

IMPORTANT

This manual was produced by the Yamaha Motor Company, Ltd. primarily for use by Yamaha dealers and their qualified mechanics. It is not possible to include all the knowledge of a mechanic in one manual. Therefore, anyone who uses this book to perform maintenance and repairs on Yamaha vehicles should have a basic understanding of mechanics and the techniques to repair these types of vehicles. Repair and maintenance work attempted by anyone without this knowledge is likely to render the vehicle unsafe and unfit for use.

Yamaha Motor Company, Ltd. is continually striving to improve all of its models. Modifications and significant changes in specifications or procedures will be forwarded to all authorized Yamaha dealers and will appear in future editions of this manual where applicable.

TIP

Designs and specifications are subject to change without notice.

EAS30001

IMPORTANT MANUAL INFORMATION

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

⚠	**This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.**

⚠ WARNING	**A WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.**

NOTICE	**A NOTICE indicates special precautions that must be taken to avoid damage to the vehicle or other property.**

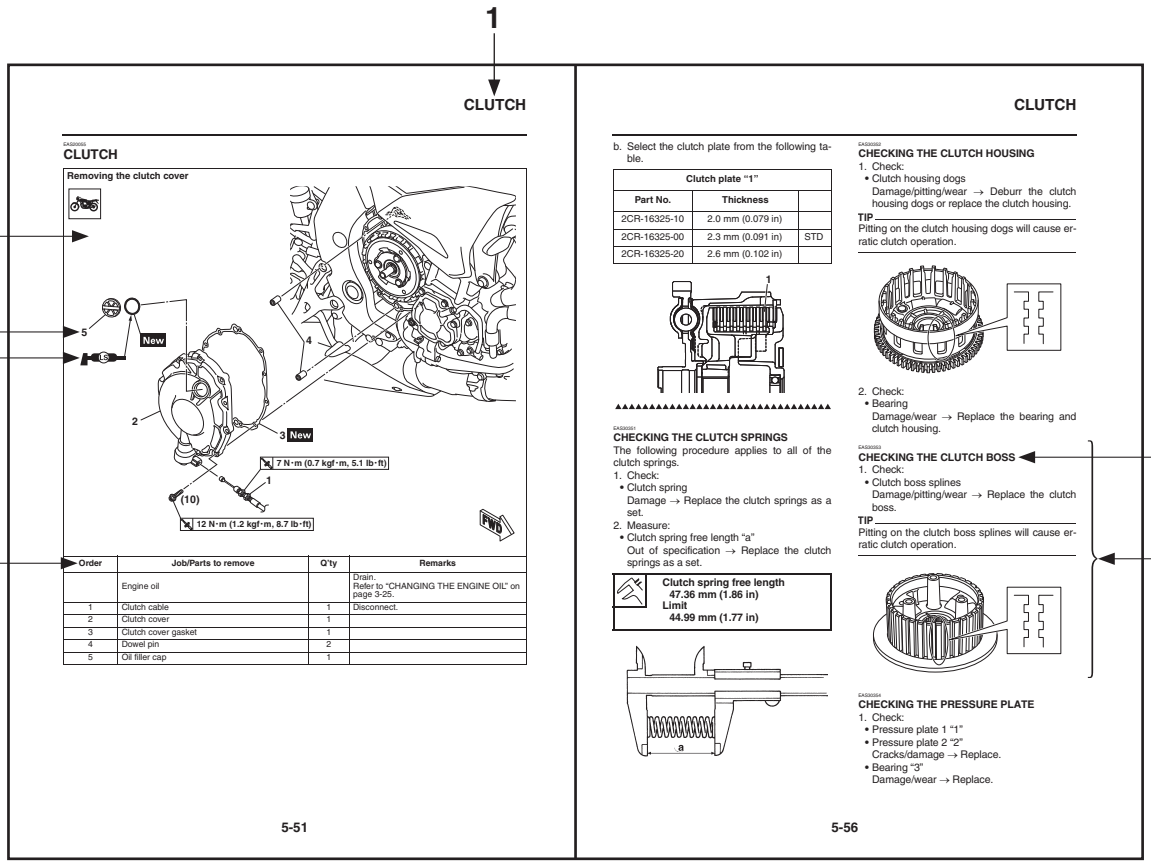
TIP	A TIP provides key information to make procedures easier or clearer.

EAS20004

HOW TO USE THIS MANUAL

This manual is intended as a handy, easy-to-read reference book for the mechanic. Comprehensive explanations of all installation, removal, disassembly, assembly, repair and check procedures are laid out with the individual steps in sequential order.

- The manual is divided into chapters and each chapter is divided into sections. The current section title "1" is shown at the top of each page.
- Sub-section titles "2" appear in smaller print than the section title.
- To help identify parts and clarify procedure steps, there are exploded diagrams "3" at the start of each removal and disassembly section.
- Numbers "4" are given in the order of the jobs in the exploded diagram. A number indicates a disassembly step.
- Symbols "5" indicate parts to be lubricated or replaced.
  Refer to "SYMBOLS".
- A job instruction chart "6" accompanies the exploded diagram, providing the order of jobs, names of parts, notes in jobs, etc. This step explains removal and disassembly procedure only. For installation and assembly procedure, reverse the steps.
- Jobs "7" requiring more information (such as special tools and technical data) are described sequentially.



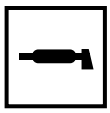
EAS20005

SYMBOLS

The following symbols are used in this manual for easier understanding.

TIP

The following symbols are not relevant to every vehicle.

SYMBOL	DEFINITION	SYMBOL	DEFINITION
	Serviceable with engine mounted		Gear oil
	Filling fluid		Molybdenum disulfide oil
	Lubricant		Brake fluid
	Special tool		Wheel bearing grease
	Tightening torque		Lithium-soap-based grease
	Wear limit, clearance		Molybdenum disulfide grease
	Engine speed		Silicone grease
	Electrical data		Apply locking agent (LOCTITE®).
	Engine oil		Replace the part with a new one.
	Silicone fluid		

EAS10003

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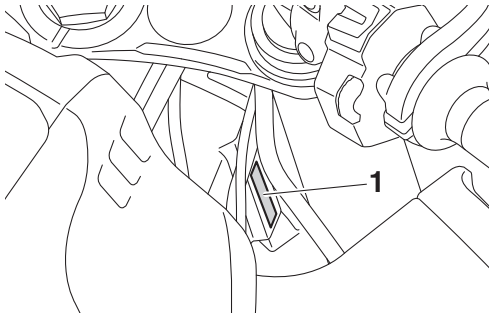
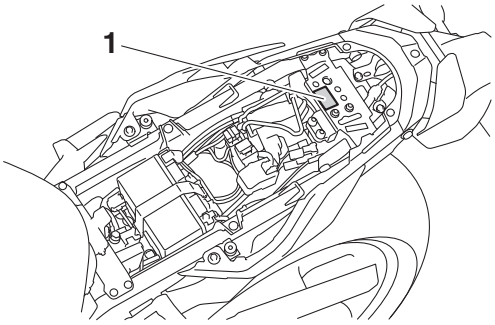
GENERAL INFORMATION

EAS20007
IDENTIFICATION

EAS30002
VEHICLE IDENTIFICATION NUMBER
The vehicle identification number “1” is stamped into the right side of the steering head pipe.

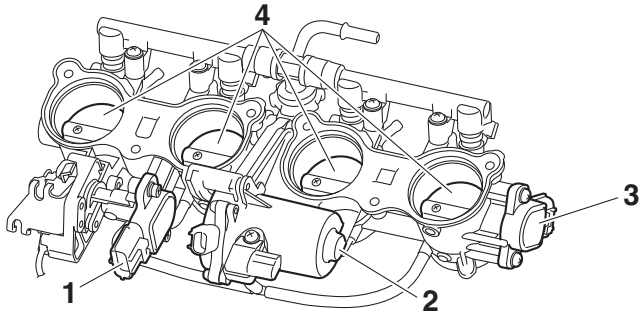


EAS30003
MODEL LABEL
The model label “1” is affixed to the frame under the passenger seat. This information will be needed to order spare parts.



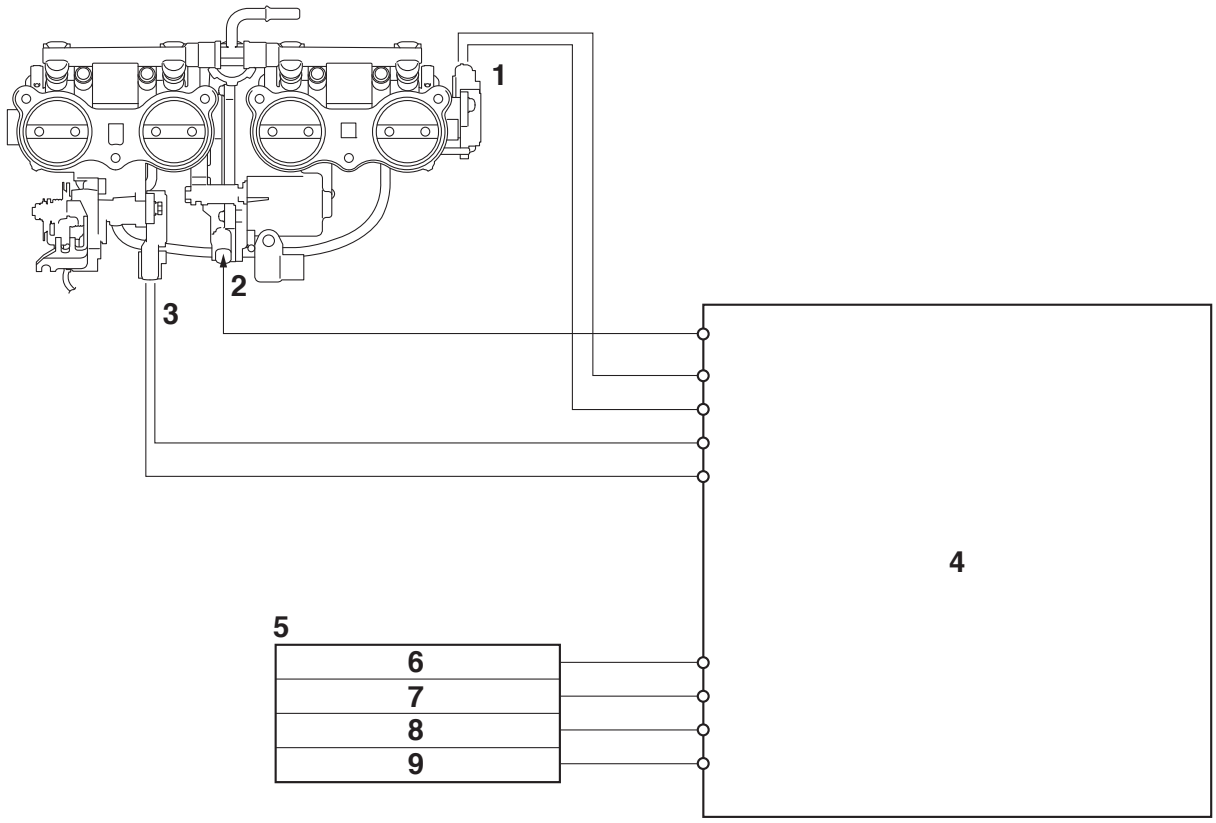
EAS20008
FEATURES

EAS30852
YCC-T (Yamaha Chip Controlled Throttle)
Mechanism characteristics
Yamaha developed the YCC-T system employing the most advanced electronic control technologies. Electronic control throttle systems have been used on automobiles, but Yamaha has developed a faster, more compact system specifically for the needs of a sports motorcycle. The Yamaha-developed system has a high-speed calculating capacity that produces computations of running conditions every 1/1000th of a second.
The YCC-T system is designed to respond to the throttle action of the rider by having the ECU instantaneously calculate the ideal throttle valve opening and generate signals to operate the motor-driven throttle valves and thus actively control the intake air volume.
The ECU contains two CPUs with a capacity about five times that of conventional units, making it possible for the system to respond extremely quickly to the slightest adjustments made by the rider. In particular, optimized control of the throttle valve opening provides the optimum volume of intake air for easy-to-use torque, even in a high-revving engine.
Aims and advantages of using YCC-T
- Increased engine power
  By shortening the air intake path, higher engine speed is possible → Increased engine power.
- Improved driveability
  Air intake volume is controlled according to the operating conditions → Improved throttle response to meet engine requirement.
  Driving force is controlled at the optimal level according to the transmission gear position and engine speed → Improved throttle control.
- Engine braking control
  Due to the throttle control, optimal engine braking is made possible.
- Simplified idle speed control (ISC) mechanism
  The bypass mechanism and ISC actuator are eliminated → A simple mechanism is used to maintain a steady idle speed.
- Reduced weight
  Compared to using a sub-throttle mechanism, weight is reduced.



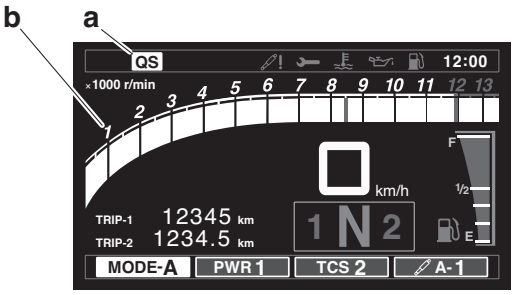
1. Accelerator position sensor
2. Throttle servo motor
3. Throttle position sensor
4. Throttle valves

YCC-T system outline



1. Throttle position sensor
2. Throttle servo motor
3. Accelerator position sensor
4. ECU (Engine Control Unit)
5. Sensor input
6. Gear position sensor
7. Crankshaft position sensor
8. Rear wheel sensor
9. Coolant temperature sensor

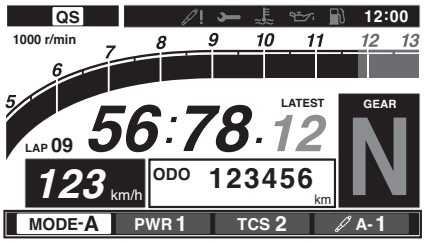
EAS31625
ELECTRONIC CONTROL-RELATED FEATURES
Digital instrument panel with TFT liquid crystal display
All of the instrument function displays have been concentrated into a single 4.2-inch screen that adopts a fully transmissive Thin Film Transistor (TFT) liquid crystal display.
A white background and a black background can be selected for the background illumination, and the display also features automatic brightness adjustment activated by a sensor that measures ambient light conditions.
For the display mode, there is also a choice between a “Street” mode with a priority on displaying information needed for riding on public roads, and a “Track” mode with a priority on information desired for racing or circuit riding.
The “Street” mode features items like a gear position display, with a fade-out, fade-in type transition when the gear is shifted, and is designed to add analog elements with a natural visual appearance even though it is a fully digital display. In addition, the tachometer bar display is designed to change color with the engine’s rpm range in order to give a perceptual recognition of the engine’s current rpm at any given moment.
Items that can be displayed include the odometer, tripmeters, intake air temperature, coolant temperature, real-time fuel efficiency, average fuel efficiency and amount of fuel consumed.



a. Icons show whether each control function is set On or Off and the settings of the control modes

b. The tachometer bar display changes color in mid- and high-speed ranges (rpm range change points adjustable)

The “Track” mode displays information needed in racing. The tachometer displays the over-5,000 rpm to redline range used most often in racing with a high degree of clarity and detail. This mode features high priority displays of lap number, lap times as well as a stopwatch function, all useful items for racing. Each display also has a memory function that enables lap-by-lap time verification for quick post-race analysis.



Quick Shift System (QSS) for smooth up-shifting even at full throttle

A Quick Shift System (QSS) is adopted to help provide speedy up-shifts. When the switch positioned on the shift lever rod detects motion in the shift lever, it adjusts engine output according to ECU calculations and instantly cancels out the drive torque of the gear engaged by the clutch dog to promote swifter shifting of gears.

Systems to control machine motion characteristics

Electronic Racing Suspension (ERS) providing integrated control of the front and rear suspensions

An Öhlins Electronic Racing Suspension (ERS) is adopted to further bring out performance potential in circuit riding. The system's Suspension Control Unit (SCU) makes integrated adjustments of both the front and rear suspensions' compression stroke and rebound stroke damping force based on running conditions.

With data from the various sensors, the ERS assesses the running conditions and at the same time the SCU calculates the ideal damping force for the front and rear suspensions. Signals activate the step motors built into the suspensions to operate the needles that function to adjust the damping force.

This ERS has a choice of "Automatic" and "Manual" modes. Within each of these modes there is also a selection of three running modes ("Manual" modes) and two running modes ("Automatic" modes) to make a total of five different settings to fit rider preferences or the riding environment. In addition, two of the running modes in the "Automatic" mode have fine adjustment functions for the damping force to meet the needs of a wide range of running conditions.

To further increase the latitude for damping force adjustment, the front suspension adopts separate damping force generating mechanisms for the two sides of the fork, with compression stroke damping on the left and rebound stroke damping on the right. This design also makes the unit less susceptible to fluctuations in the hydraulic fluid (oil) pressure and contributes to more stable performance in repetitious operation. In addition, it is possible to adjust compression stroke and rebound stroke damping force independently on both the front and rear suspensions. Also, spring preload is made by means of a hand-operated nut.

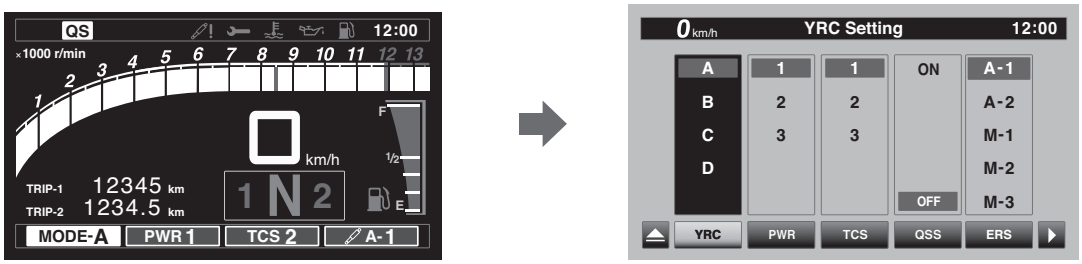
PWR for power mode selection and YAMAHA Ride Control adopted

A power mode selection system (PWR) for a choice of running modes to fit rider preferences and the riding environment, and also the YAMAHA Ride Control (YRC) system are adopted.

The PWR system consists of three different control maps to regulate throttle valve opening depending on the degree of throttle opening, thus providing the user with a selection of modes to fit his/her preferences and the riding environment. Each of the modes (1 to 3) is pre-set with recommended settings for the PWR system, but each of these control modes can be freely adjusted into new combinations based on user preferences and riding environment.

The YRC system is a memory bank for the separate setting data for each of the control setting of each running mode. This data is saved in the form of four patterns of settings designated A, B, C and D.

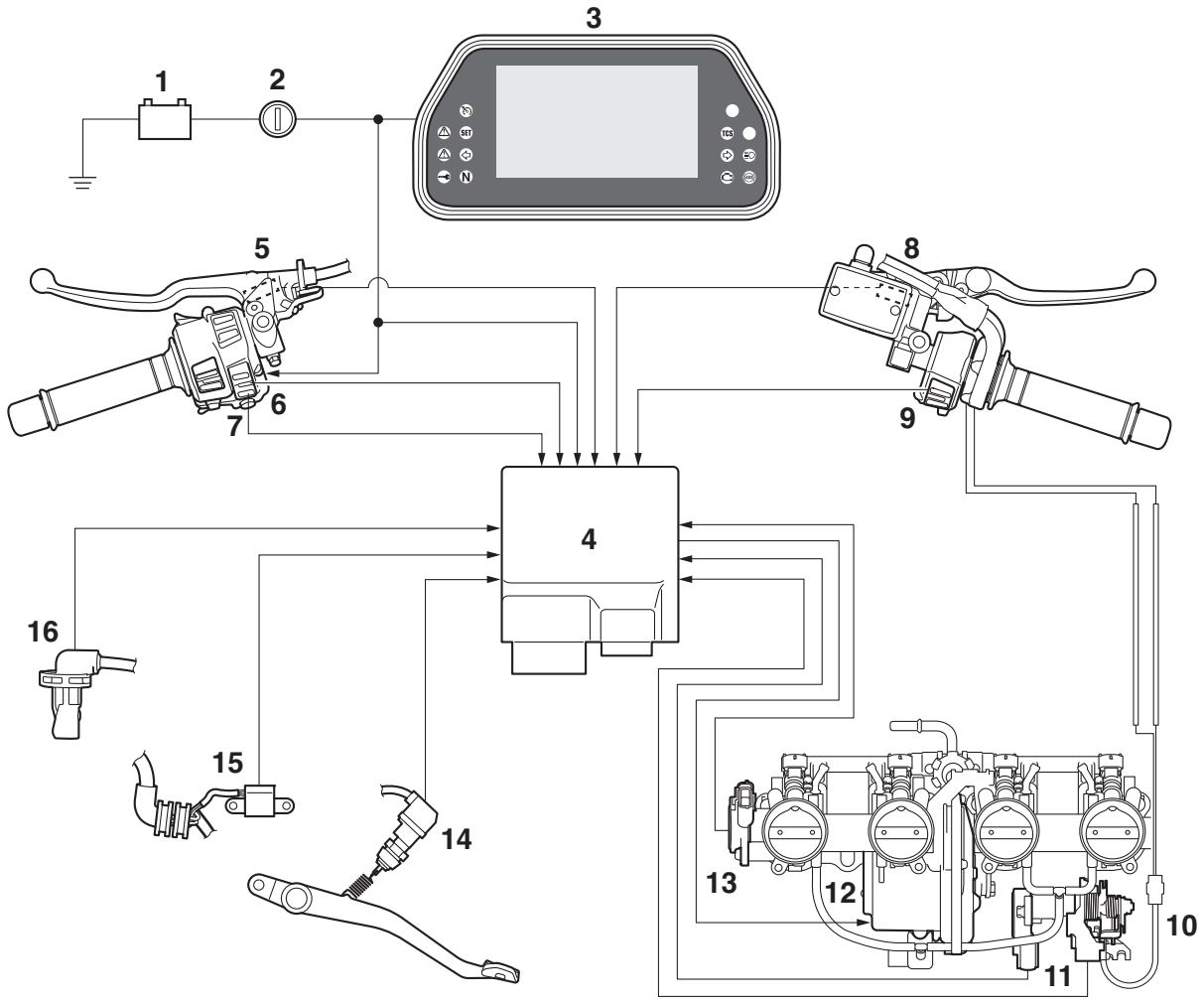
A



A. Image showing the TFT instrument panel for control mode adjustments

EAS30940
OUTLINE OF THE CRUISE CONTROL SYSTEM

This model is equipped with a cruise control system designed to maintain a set cruising speed. Because the vehicle is equipped with the YCC-T system, the cruise control system can be controlled electronically. Based on the signals that are received from the sensors and switches, the ECU calculates the required throttle valve opening and operates the throttle servo motor to control the throttle valves. Because the system allows the rider to maintain a set cruising speed without operating the throttle, the system reduces the burden of maintaining a constant speed during long-distance touring. In addition, the cruise control system is equipped with a self-diagnosis function.



1. Battery
2. Main switch
3. Meter assembly
4. ECU (Engine Control Unit)
5. Clutch switch
6. Cruise control power switch
7. Cruise control setting switch
8. Front brake light switch
9. Start/engine stop switch
10. Grip cancel switch
11. Accelerator position sensor
12. Throttle servo motor
13. Throttle position sensor
14. Rear brake light switch
15. Crankshaft position sensor
16. Rear wheel sensor

EWA17451

WARNING

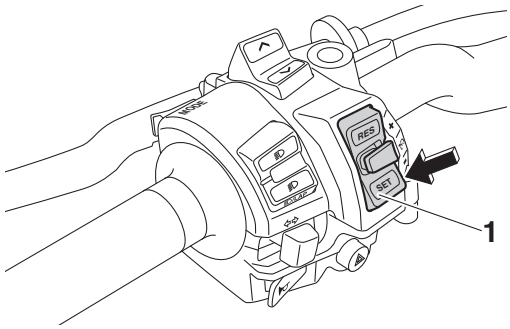
- **Improper use of the cruise control system may result in loss of control, which could lead to an accident. Do not activate the cruise control system in heavy traffic, poor weather conditions, or among winding, slippery, hilly, rough or gravel roads.**
- **When traveling uphill or downhill, the cruise control system may not be able to maintain the set cruising speed.**
- **To prevent accidentally activating the cruise control system, turn it off when not in use. Make sure that the cruise control system indicator light is off.**

Activating and setting the cruise control system

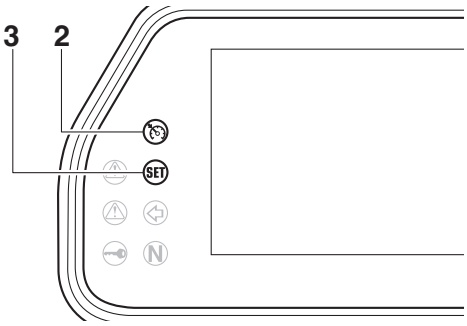
1. Push the cruise control power switch "" located on the left handlebar. The cruise control system indicator light "" will come on.
2. Push the "SET–" side of the cruise control setting switch to activate the cruise control system. Your current traveling speed will become the set cruising speed. The cruise control setting indicator light "SET" will come on.

TIP

The cruise control system operates only when riding in 4th, 5th or 6th gear at speeds between about 50 km/h (31 mi/h) and 180 km/h (112 mi/h).

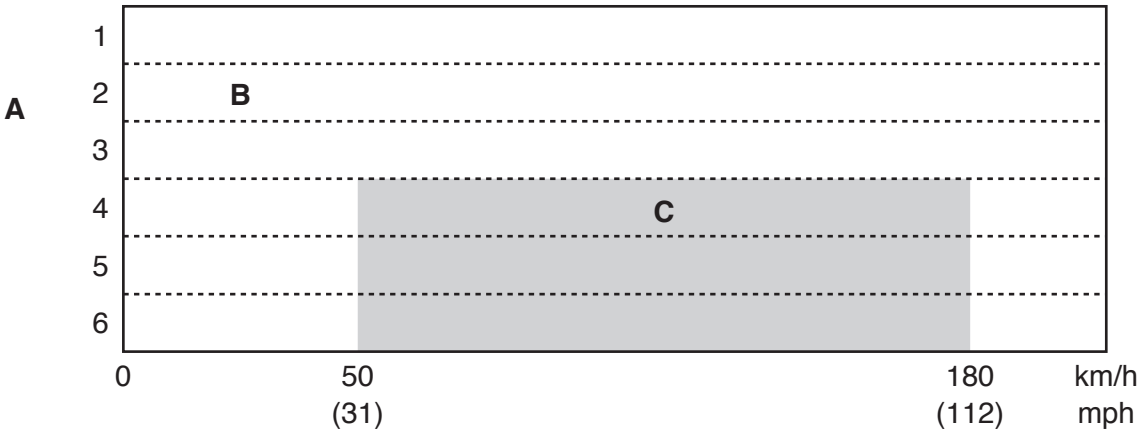


1. Cruise control setting switch "RES+/SET–"
2. Cruise control system indicator light ""



3. Cruise control setting indicator light "SET"

Operating range of cruise control system



A. Gear position
B. Cruising speed cannot be set
C. Cruising speed can be set

Adjusting the set cruising speed

While the cruise control system is operating, push the “RES+” side of the cruise control setting switch to increase the set cruising speed or the “SET–” side to decrease the set speed.

TIP

Pushing the setting switch once will change the speed in increments of approximately 2.0 km/h (1.2 mph). Holding the “RES+” or “SET–” side of the cruise control setting switch down will increase or decrease the speed continuously until the switch is released.

You can also manually increase your traveling speed using the throttle. After you have accelerated, you can set a new cruising speed by pushing the “SET–” side of the setting switch. If you do not set a new cruising speed, when you return the throttle grip, the vehicle will decelerate to the previously set cruising speed.

Deactivating the cruise control system

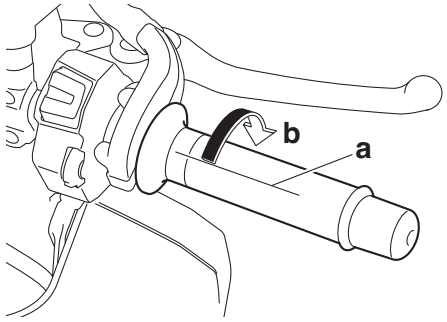
Perform one of the following operations to cancel the set cruising speed. The “SET” indicator light will go off.

- Turn the throttle grip past the closed position in the deceleration direction.
- Apply the front or rear brake.
- Disengage the clutch.

Push the power switch to turn off the cruise control system. The “” indicator light and the “SET” indicator light will go off.

TIP

Traveling speed decreases as soon as the cruise control system is deactivated; unless the throttle grip is turned.



a. Closed position
b. Cruise control cancel direction

Using the resume function

Push the “RES+” side of the cruise control setting switch to reactivate the cruise control system. The traveling speed will return to the previously set cruising speed. The “SET” indicator light will come on.

EWA17460

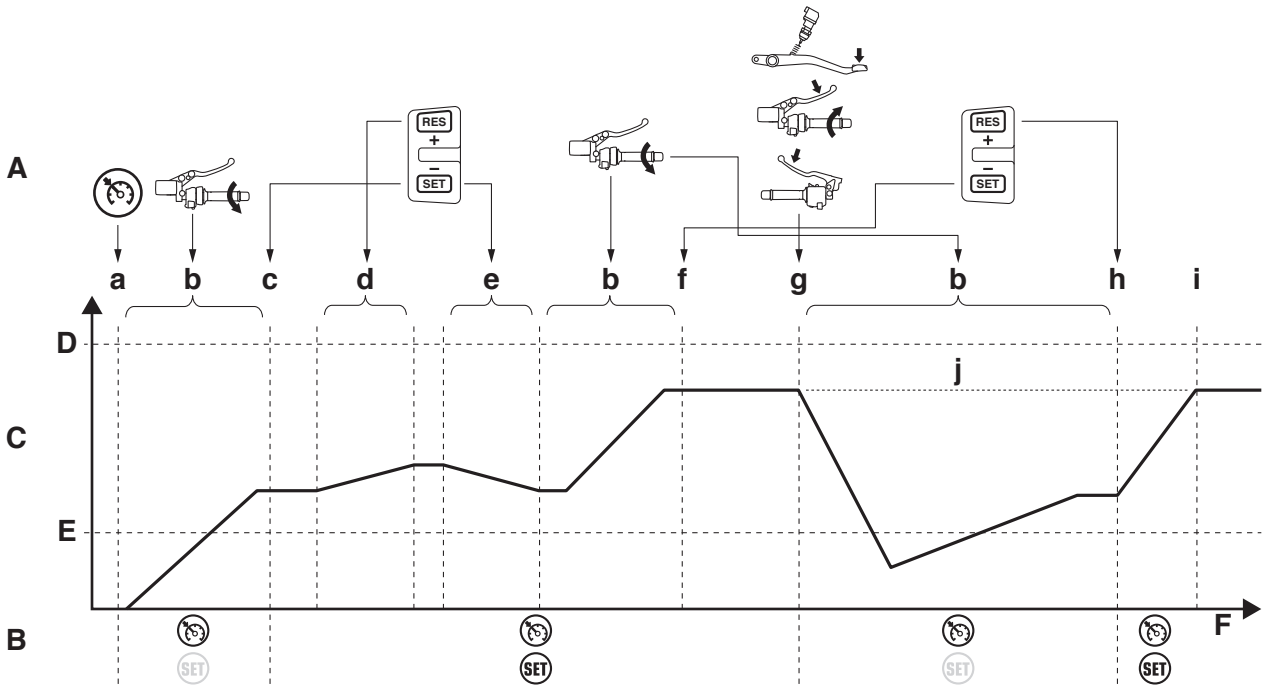
⚠ WARNING

It is dangerous to use the resume function when the previously set cruising speed is too high for current conditions.

TIP

Pushing the power switch while the system is operating will turn the system off completely and erase the previously set cruising speed. You will not be able to use the resume function until a new cruising speed has been set.

Operation chart



A. Operation
B. Indication
C. Speed
D. 180 km/h (112 mph)
E. 50 km/h (31 mph)
F. Time

a. Cruise control power switch “” “ON”
b. Manual acceleration
c. Push the “SET–” side of the cruise control setting switch
d. Currently set cruising speed increases
e. Currently set cruising speed decreases
f. New cruising speed is set
g. Currently set cruising speed is canceled
h. Resume operation starts
i. Resume operation finishes
j. Currently set cruising speed

Automatic deactivation of the cruise control system

The cruise control system for this model is electronically controlled and is linked with the other control systems. The cruise control system will automatically become deactivated under the following conditions:

- The cruise control system is not able to maintain the set cruising speed.
- Wheel slip or wheel spin is detected. (If the traction control system has not been turned off, the traction control system will work.)
- The start/engine stop switch is set to the "⊠" position.
- The engine stalls.
- The sidestand is extended.

Automatic deactivation condition	Vehicle condition for detection	Multi-function meter indication
Unable to maintain the set cruising speed	Cruise control system is turned on and cruising speed is set	Cruise control system indicator light "" goes off and cruise control setting indicator light "SET" flashes for 4 seconds
Traction control system is engaged		
Wheel slip or wheel spin is detected		
Start/engine stop switch is set to the "⊠" position	Cruise control system is turned on	
Engine stalls		
Sidestand is extended		

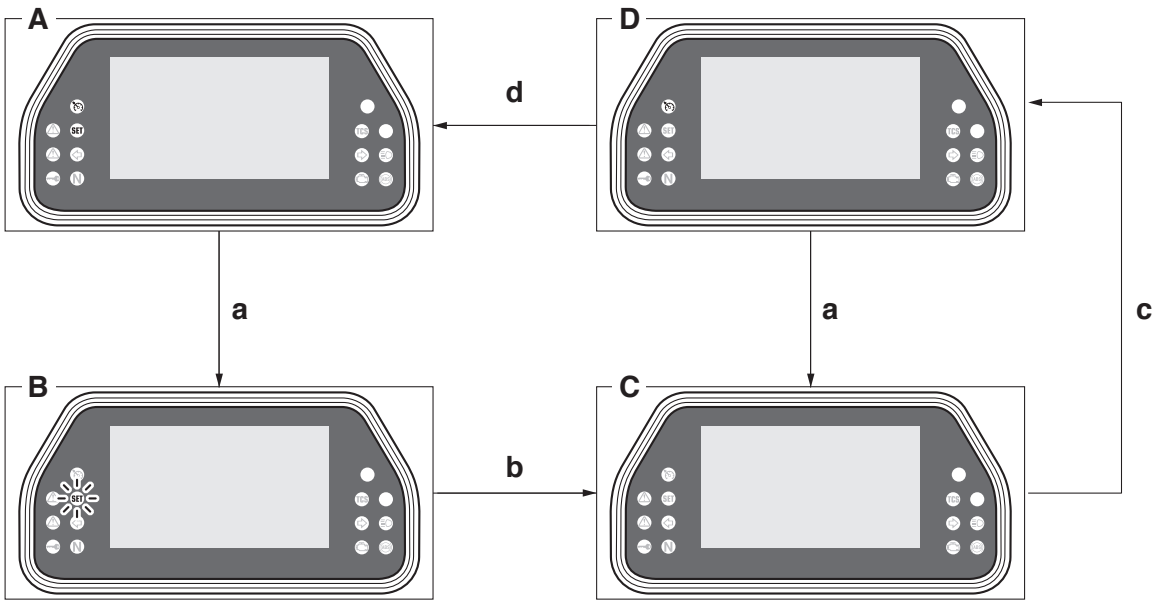
Because the automatic deactivation of the cruise control system is stored in the memory of the ECU, the deactivation can be checked using the Yamaha diagnostic tool.

TIP

In some cases, the cruise control system may not be able to maintain the set cruising speed when the vehicle is traveling uphill or downhill.

- When the vehicle is traveling uphill, the actual traveling speed may become lower than the set cruising speed. If this occurs, accelerate to the desired traveling speed using the throttle.
- When the vehicle is traveling downhill, the actual traveling speed may become higher than the set cruising speed. If this occurs, the setting switch cannot be used to adjust the set cruising speed. To reduce the traveling speed, apply the brakes. When the brakes are applied, the cruise control system will become deactivated.

Meter displays during cruise control system operation



A. Cruise control system is activated (cruising speed is set)
B. Cruise control system is turned off (cruise control setting indicator light “SET” flashes)
C. Cruise control system is turned off
D. Cruise control system is turned on (cruising speed is not set)
a. Condition for automatically deactivating cruise control system is detected
b. 4 seconds elapse (during this time, input from the cruise control power switch “” will not be received)
c. Cruise control power switch “” “ON”
d. Cruising speed is set

Self-diagnosis device

1. Engine trouble warning light “”
2. Cruise control system indicator light “”
3. Cruise control setting indicator light “SET”

The cruise control system will also become deactivated when an irregularity with any of the vehicle systems is detected. The cruise control setting indicator light “SET” will go off and the cruise control system indicator light “” will flash. You will not be able to use the cruise control system while the engine trouble warning light is on, or while the cruise control system is malfunctioning.

ECA23590

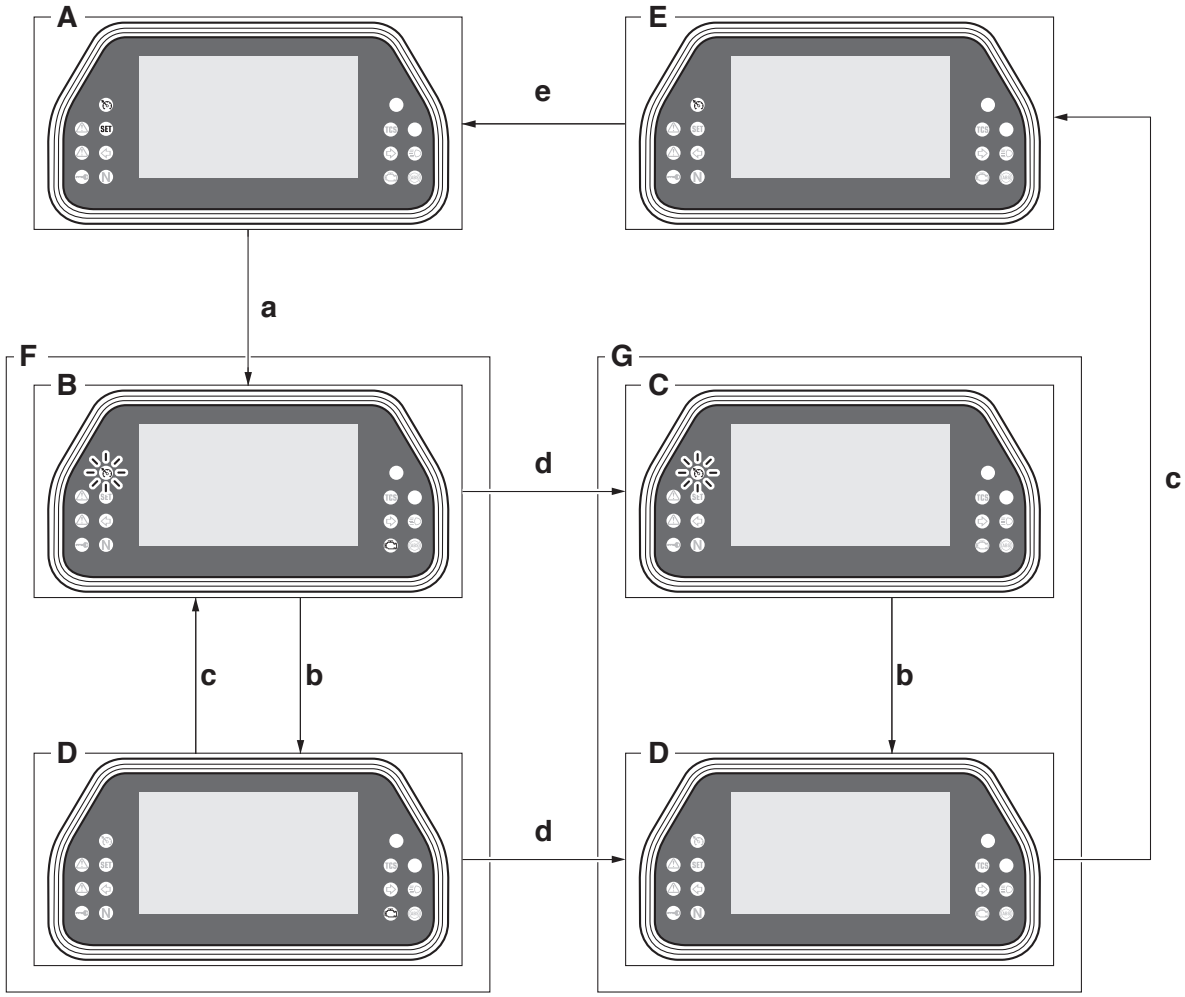
NOTICE

If the engine trouble warning light come on, the vehicle should be checked as soon as possible in order to avoid engine damage.

TIP

- If the cruise control system turned off because a malfunction was detected by the FI self-diagnosis, the cruise control power switch "" must be pushed once before the system can return to the normal operating condition.
- If a switch for the cruise control system is malfunctioning (fault code No. P056C and P0564), the engine trouble warning light will not come on because the normal operation of the vehicle is not affected.

Meter displays during cruise control system operation

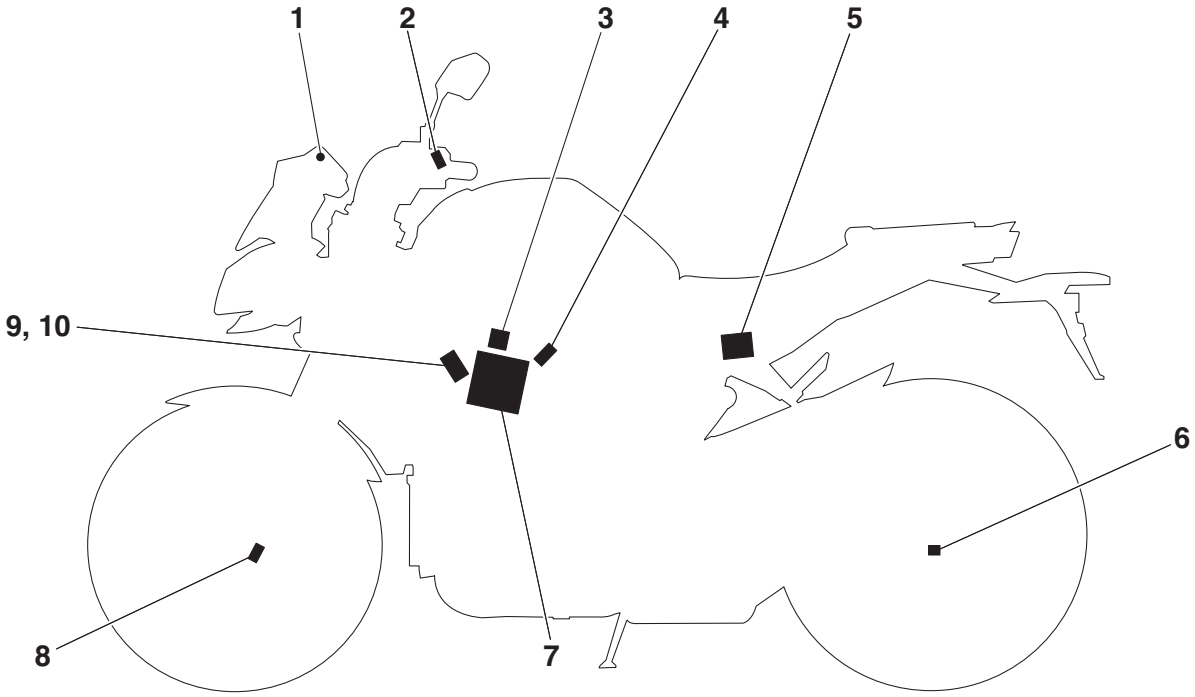


A. Cruise control system is activated (cruising speed is set)
B. Cruise control system is turned off (engine trouble warning light "" comes on, cruise control system is deactivated, and cruise control system indicator light "" flashes)
C. Cruise control system is turned off (engine trouble warning light "" goes off, cruise control system is deactivated, and cruise control system indicator light "" flashes)
D. Cruise control system is turned off
E. Cruise control system is turned on (cruising speed is not set)
F. Malfunction detected by FI self-diagnosis
G. Malfunction not detected by FI self-diagnosis

a. Malfunction occurs
b. Cruise control power switch "" "OFF"
c. Cruise control power switch "" "ON"
d. After the cause of the malfunction has been repaired, delete the fault code by using the Yamaha diagnostic tool.
e. Cruising speed is set

TIP
This section explains the operation of the cruise control system according to the meter displays when a malfunction is detected in the fuel injection system.

EAS30855
OUTLINE OF THE TCS (Traction Control System)
The traction control system controls excessive spinning (slipping) of the rear wheel when accelerating on slippery surfaces, such as unpaved or wet roads.
The ECU monitors the front and rear wheel speeds using the signals from the front and rear wheel sensors, and detects rear wheel slipping according to the difference between the wheel speeds. If the slipping exceeds the preset value, the ECU controls the slipping using integrated control of the ignition timing, fuel cut-off, and throttle valve opening of the YCC-T system.
The traction control system can be set to one of three operation modes or turned off.
TCS (Traction control system) layout

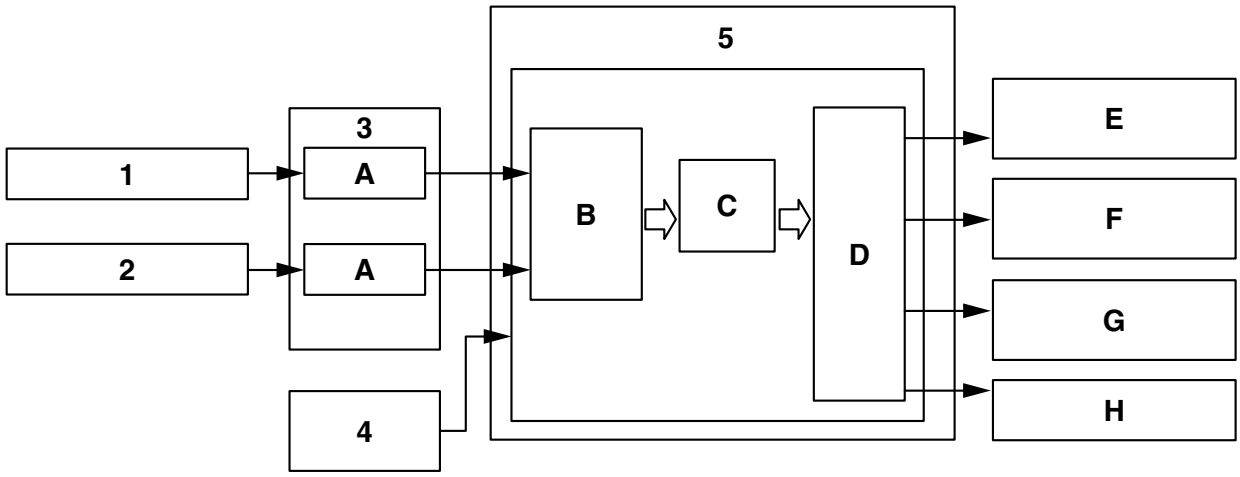


1. Traction control system indicator light
2. Traction control system switch
3. Throttle servo motor
4. Fuel injector
5. ABS ECU
6. Rear wheel sensor
7. ECU
8. Front wheel sensor
9. Ignition coils
10. Spark plugs

TCS (Traction control system) block diagram

The signals from the front and rear wheel sensors are sent to the ECU through the ABS ECU, and the ECU calculates the amount of slip according to the difference between the detected front and rear wheel speeds.

If the amount of slip exceeds the preset value, the ECU controls the ignition timing, fuel cut-off, and throttle valve opening of the YCC-T system so that the amount of slip is less than the preset value. The traction control system indicator light in the meter assembly flashes when the traction control system has activated.



1. Front wheel sensor
2. Rear wheel sensor
3. ABS ECU
4. Traction control system switch
5. ECU

A. Signal conversion
B. Slip amount calculation
C. Exceeds preset value
D. Actuator control
E. Fuel cut-off
F. Ignition timing (retarded)
G. Traction control system indicator light (flashes)
H. YCC-T motor throttle valve opening (decreased)

Traction control system

The traction control system (TCS) helps maintain traction when accelerating on slippery surfaces, such as unpaved or wet roads. If sensors detect that the rear wheel is starting to slip (uncontrolled spinning), the traction control system assists by regulating engine power as needed until traction is restored.

EWA15433

⚠ WARNING

The traction control system is not a substitute for riding appropriately for the conditions. Traction control cannot prevent loss of traction due to excessive speed when entering turns, when accelerating hard at a sharp lean angle, or while braking, and cannot prevent front wheel slipping. As with any vehicle, approach surfaces that may be slippery with caution and avoid especially slippery surfaces.

The "TCS" indicator light flashes when traction control has engaged. You may notice slight changes in engine and exhaust sounds when the system has engaged.

In certain conditions, the traction control system may be automatically disabled. Should this happen, the "TCS" indicator light and the "🔧" warning light will come on.

The TCS display indicates the current TCS setting. There are four settings.

TCS "OFF"

TCS "OFF" turns the traction control system off.

TCS "1"

TCS "1" minimizes traction control system assist. Select this mode for sporty riding.

TCS "2"

TCS "2" provides a moderate level of traction control assist. Select this mode for standard street riding.

TCS "3"

TCS "3" maximizes traction control assist; wheel spin is most strongly controlled. Select this mode for rain, slippery road conditions, and whenever maximum traction control is desirable.

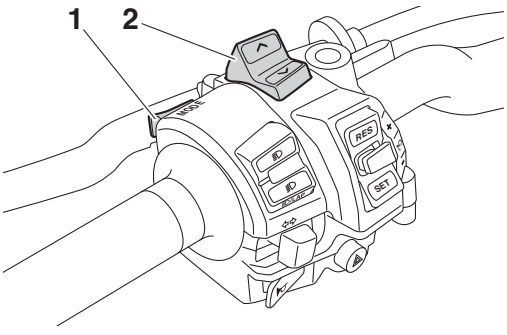
TIP

- Use the mode switch and select switch to change TCS settings.
- Traction control can be turned on or off only when the vehicle is stopped.
- When the key is turned to "ON", traction control is turned on and set to TCS "1", "2" or "3" (whichever was last selected).
- Turn the traction control system off to help free the rear wheel if the vehicle gets stuck in mud, sand, or other soft surfaces.

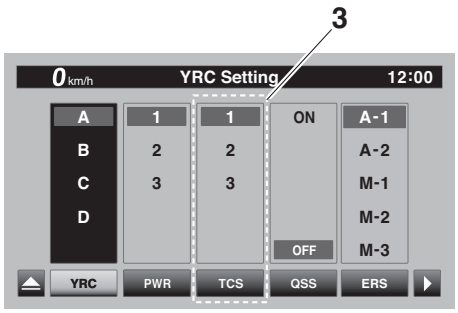
ECA19650

NOTICE

Use only the specified tires. Using different sized tires will prevent the traction control system from controlling tire rotation accurately.



1. Mode switch
2. Select switch



3. TCS display

Setting the traction control system

With the throttle closed, push traction control system switch down to change from TCS "1" or "2" to "3". Push up to change from TCS "3" or "2" to "1".

With the vehicle stopped, push this switch up for two seconds to turn the system off. Push down to turn the system on.

TIP

The current TCS setting is shown in the TCS display.

Resetting the traction control system

The traction control system will automatically disable when:

- the front wheel or rear wheel comes off the ground while riding.
- excessive rear wheel spin is detected while riding.
- either wheel is rotated with the key turned to "ON" (such as when performing maintenance).

If the traction control system is disabled, both the "TCS" indicator light and the "" warning light will come on.

Should this occur, try resetting the system as follows.

1. Stop the vehicle and turn the key to "OFF".
2. Wait a few seconds and then turn key back "ON".
3. The "TCS" indicator light should turn off and the system be enabled.

TIP

If the "TCS" indicator light remains on after resetting, check the fuel injection system (Refer to "FUEL INJECTION SYSTEM" on page 8-33).

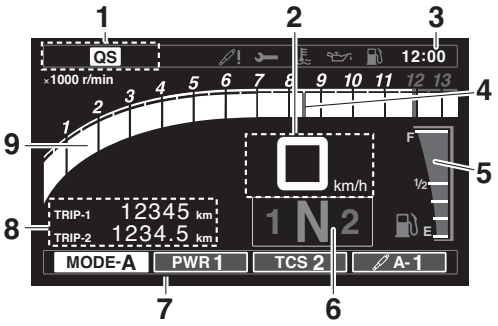
4. Check the vehicle and turn off the "" warning light.

EAS31706
GLOSSARY
ABS - Anti-lock Brake System
ABS ECU - Anti-lock Brake System Electronic Control Unit
ECU - Engine Control Unit
ERS - Electronic Racing Suspension
PWR - Power delivery mode
QS - Quick Shift
QSS - Quick Shift System
SCU - Suspension Control Unit
TCS - Traction Control System
YRC - Yamaha Ride Control

EAS31707
DISPLAY
The display has two different main screen display modes, STREET MODE and TRACK MODE. Most of the functions are viewable in either mode, but the layout differs slightly. The following items can be found on the display.
• Speedometer
• Tachometer
• Fuel meter
• Information display
• Transmission gear display
• YRC setting display MODE/PWR/TCS/ERS
• QS indicator
• Clock
• Revolution peak hold indicator
• Lap timer
• Fuel level warning icon
• Oil pressure warning icon
• Coolant temperature warning icon
• SCU trouble warning icon
• Steering damper warning light

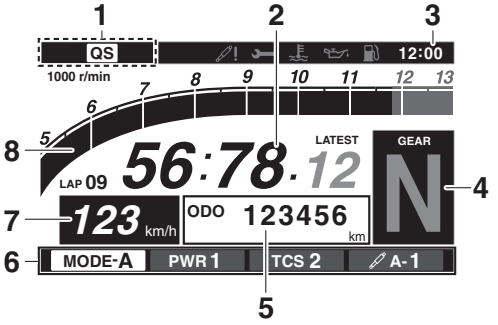
TIP
This model uses a thin-film-transistor liquid-crystal display (TFT LCD) for good contrast and readability in various lighting conditions. However, due to the nature of this technology, it is normal for a small number of pixels to be inactive.

STREET MODE



1. QS indicator
2. Speedometer
3. Clock
4. Revolution peak hold indicator
5. Fuel meter
6. Transmission gear display
7. YRC items MODE/PWR/TCS/ERS
8. Information display
9. Tachometer

TRACK MODE



1. QS indicator
2. Lap timer
3. Clock
4. Transmission gear display
5. Information display
6. YRC items MODE/PWR/TCS/ERS
7. Speedometer
8. Tachometer

EWA18210
⚠ WARNING
Stop the vehicle before making any setting changes. Changing settings while riding can distract the operator and increase the risk of an accident.

Speedometer
The speedometer shows the vehicle's traveling speed.
The display can be switched between kilometers and miles. (Refer to "Unit" on page 1-24.)

Tachometer
The tachometer shows the engine speed, as measured by the rotational velocity of the crankshaft, in revolutions per minute (r/min). When the vehicle is first powered on, the tachometer will sweep across the r/min range and then return to zero.

TIP
- In TRACK MODE, the tachometer starts at 5000 r/min.
- In STREET MODE, the tachometer can be color-adjusted and has a revolution peak hold indicator which can be turned on or off.

ECA19660
NOTICE
Do not operate the engine in the tachometer red zone.

Fuel meter
The fuel meter indicates the amount of fuel in the fuel tank. The display segments of the fuel meter disappear from "F" (full) towards "E" (empty) as the fuel level decreases. When the last segment starts flashing, refuel as soon as possible.

TIP
If a problem is detected in the fuel meter electrical circuit, the fuel meter display segments will flash repeatedly. (Refer to "CHECKING THE FUEL METER/FUEL LEVEL WARNING LIGHT" on page 8-218.)

Information display
This section of the main screen is used to show additional riding related information such as air and coolant temperature readings, tripmeters, and fuel consumption statistics. The information display items can be set into four groups via the MENU screen.
The information display items are:
A.TEMP: air temperature
C.TEMP: coolant temperature
TRIP-1: tripmeter 1
TRIP-2: tripmeter 2
F-TRIP: fuel tripmeter
ODO: odometer
FUEL CON: the amount of fuel consumed
FUEL AVG: average fuel consumption
CRNT FUEL: current fuel consumption

TIP
- ODO will lock at 999999 km.
- TRIP-1 and TRIP-2 will reset and continue counting after 9999.9 km has been reached.
- When the fuel tank reserve level has been reached, F-TRIP appears automatically and begins recording distance traveled from that point.
- After refueling and traveling some distance, F-TRIP will automatically disappear.
- Refer to "Unit" on page 1-24 to change the fuel consumption units.
- In TRACK MODE, information display items FASTEST (fastest lap time) and AVERAGE (average lap time) are also available.

TRIP-1, TRIP-2, F-TRIP, FUEL CON, and FUEL AVE items can be individually reset.
[To reset information display items]
1. Use the wheel switch to scroll through the display items until the item you want to reset appears.
2. Short push the wheel switch and the item will flash for five seconds. (For STREET MODE, if both items are resettable items, the top item will flash first. Scroll down to select the bottom item.)
3. While the item is flashing, press and hold the wheel switch for one second.

Transmission gear display
This shows which gear the transmission is in. This model has 6 gears and a neutral position. The neutral position is indicated by the neutral indicator light "**N**" and by the transmission gear display "**N**".

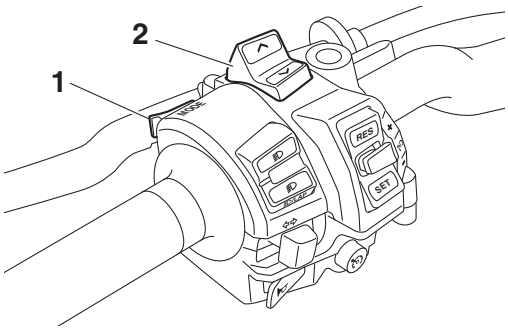
Revolution peak hold indicator
This small bar momentarily appears within the tachometer to mark the most recent peak r/min speed of the engine.

YRC items MODE/PWR/TCS/ERS
The current MODE (YRC mode) and its related PWR, TCS and ERS settings are shown here.
The individual settings for YRC items PWR, TCS, QSS can be organized into four groups and set independently for each group. These groups of settings are the YRC modes MODE-A, MODE-B, MODE-C, and MODE-D. Use the mode switch to change YRC modes or make YRC item setting changes from the main screen.

TIP
The YRC modes come preset from the factory for different riding conditions.
- MODE-A is the sportiest setting.
- MODE-B is the standard setting.
- MODE-C is the touring setting.
- MODE-D is the rainy weather setting.

[To change YRC modes or make setting changes]
1. Push the "MODE" switch to highlight the item

you want to adjust.

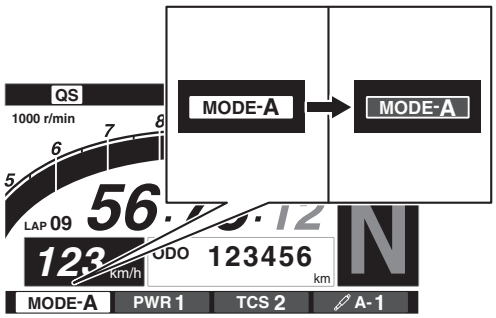


1. Mode switch “MODE”
2. Select switch “∧/∨”

2. Use the select switch “∧” or “∨” to change the selected item value (vertical scrolling is not possible).

TIP

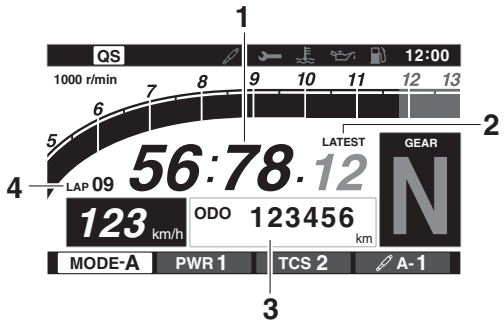
- Under certain conditions, such as when the vehicle is in motion, the throttle grip is turned, excessive wheel slip is detected, etc., certain YRC items cannot be adjusted.
- When a YRC item is highlighted but cannot be adjusted, the YRC item box will return to black.



To turn off the traction control system, select TCS with the “MODE” switch and then push and hold the select switch “∧” until TCS OFF is displayed. To turn TCS back on, select TCS OFF and then press the select switch “∨” (TCS will return to its previous setting).

Lap timer

This stopwatch function measures and records up to forty laps. On the main screen, the lap timer shows the current lap time and lap number (indicated by the LAP mark). Use the ≣○/LAP switch to mark lap times. When a lap is completed, the lap timer will show the latest lap time (marked by the LATEST indicator) for five seconds.



1. Lap time
2. Latest lap time indicator “LATEST”
3. Information display item
4. Lap number

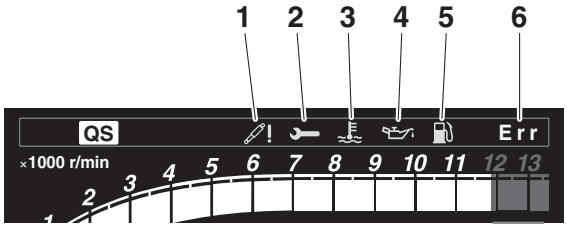
[To use the lap timer]

1. Short push the wheel switch. The information display item will flash for five seconds.
2. While the information display item is flashing, rotate the wheel switch upward. The lap timer will flash for five seconds.
3. While the lap timer is flashing, long push the wheel switch to activate the lap timer or stop the lap timer.
4. When the lap timer has been activated, press the ≣○/LAP switch to start the lap timer.

TIP

- The engine must be running to use the lap timer.
- Set the information display to FASTEST or AVERAGE for additional lap time information.
- Accessing the MENU screen will automatically stop the lap timer.
- Whenever the lap timer is stopped, the current lap will not be recorded.
- The lap time record can be viewed and reset from the MENU screen.

Warning icons



1. SCU trouble warning "!"
2. Steering damper warning "🔧"
3. Coolant temperature warning "🌡"
4. Oil pressure warning "🛢"
5. Fuel level warning "⛽"
6. Error mode warning "Err"

SCU trouble warning

The suspension trouble warning icon appears if a problem is detected in the front or rear suspension. (Refer to "ELECTRONICALLY ADJUSTABLE SUSPENSION SYSTEM" on page 8-187.)

Steering damper warning

The steering damper warning icon appears if a problem is detected in the steering damper. (Refer to "STEERING DAMPER SYSTEM" on page 8-181.)

Coolant temperature warning

This icon comes on if the coolant temperature reaches 117 °C or higher. Stop the vehicle and turn off the engine. Allow the engine to cool.

ECA10022

NOTICE

Do not continue to operate the engine if it is overheating.

Oil pressure warning

This icon comes on when the engine oil pressure is low. When the key is first turned to ON, engine oil pressure has yet to build, so this icon will come on and stay on until the engine has been started.

ECA22790

NOTICE

If the warning light comes on when the engine is running, stop the engine immediately and check oil level. If the oil level is below the minimum level, add sufficient oil of the recommended type to raise it up to the correct level. If the oil pressure warning light remains on even if the oil level is correct, immediately turn the engine off and check the vehicle.

Fuel level warning

This icon comes on when approximately 4.0 L (1.06 US gal, 0.88 Imp.gal) of fuel remains in the tank.

Error mode warning

When an internal error occurs, the error mode warning will appear as follows.

"Err" and "🔧" indicates an ECU error. (Refer to "STEERING DAMPER SYSTEM" on page 8-181.)

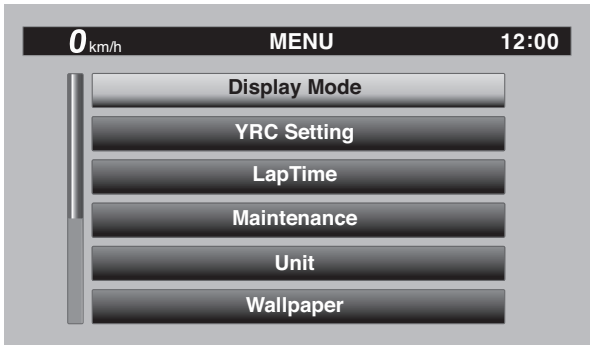
"Err" and "!" indicates an SCU error. (Refer to "ELECTRONICALLY ADJUSTABLE SUSPENSION SYSTEM" on page 8-187.)

TIP

Depending on the nature of the error, the display may not function properly and vehicle settings may be impossible to change.

EAS31708

MENU SCREEN



The MENU screen contains the following setting modules. Select a module to make related setting changes. Although some settings can be changed or reset via the main screen, the MENU screen offers access to all display and control settings.

Display	Description
Display Mode	Switch the main screen display between street and track modes.
YRC Setting	Adjust YRC settings and ERS settings.
Lap Time	View and reset lap times.
Maintenance	View and reset three maintenance item intervals.
Unit	Set fuel consumption units.
Wallpaper	Set background colors.

Shift Indicator	Turn the shift indicator on/off and adjust tachometer settings.
Display Setting	Set the multi-function display window items.
Brightness	Adjust screen brightness.
Clock	Adjust the clock.
All Reset	Return all settings to factory default settings.

MENU access and operation

The following wheel switch operations are common operations for accessing, selecting, and moving within the MENU screen and its modules.

Long push - press and hold the wheel switch for one second to access the MENU screen or exit MENU entirely.

Select - rotate the wheel switch up or down to highlight the desired module or setting item and then short push the wheel switch (briefly press the wheel switch inward) to confirm the selection.

Triangle mark - certain setting screens have an upward pointing triangle mark item. Select the triangle mark to exit that screen and move back one screen (or long push the wheel switch to exit MENU entirely).

TIP

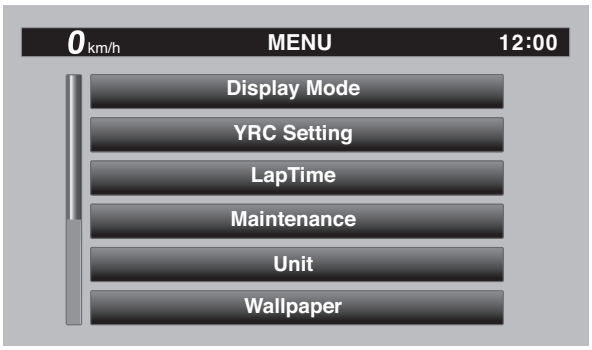
Should vehicle motion be detected, the screen will automatically exit MENU and change to the main screen.

"Display Mode"

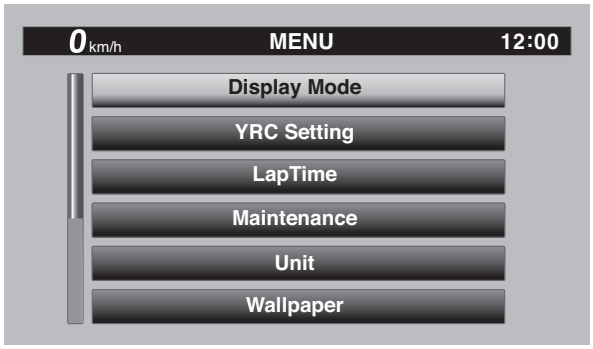
There are two main screen display modes, STREET MODE and TRACK MODE.

[To set the main screen display mode]

1. Long push the wheel switch to enter the MENU screen.



2. Select "Display Mode".



3. Select STREET MODE or TRACK MODE (or select the triangle symbol to exit).

4. Long push the wheel switch to exit the MENU screen or use the wheel switch to select another module.

"YRC Setting"

This module allows you to customize the four YRC modes MODE-A, MODE-B, MODE-C, MODE-D by adjusting the setting levels (or on/off status as applicable) of YRC items PWR, TCS, QSS, and ERS.

TIP

TCS has 3 setting levels and ERS has 5 modes.

PWR

Select PWR-1 for the most aggressive throttle response, PWR-2 for standard throttle grip/engine response, and use PWR-3 for rainy days or whenever less engine power is desirable.

TCS

Select TCS-1 to minimize traction control, TCS-2 for a moderate level of traction control, and use TCS-3 for rainy days or whenever maximum traction control is desirable.

TIP

TCS can only be turned on or off via the main screen. (Refer to "OUTLINE OF THE TCS (Traction Control System)" on page 1-13.)

QSS

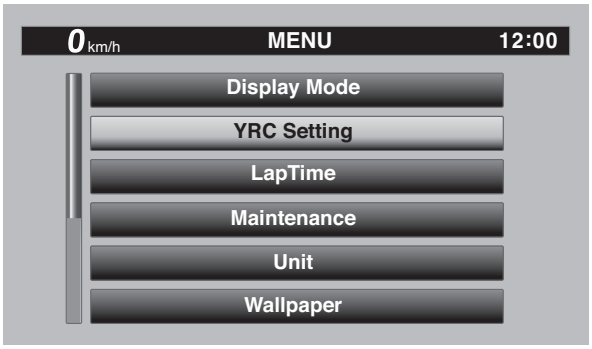
QSS can be set to ON or OFF. OFF turns the system off entirely, and the clutch lever must then be used when making upshifts.

TIP

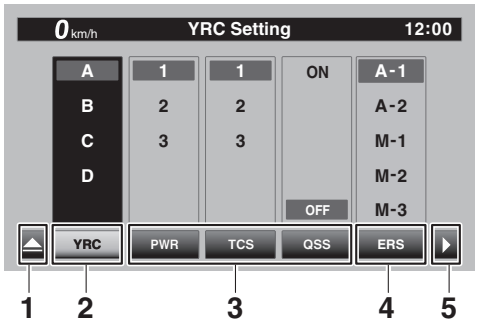
Turning the QSS on or off does not affect any other systems nor is QSS affected by the settings of any other system.

[To customize a YRC mode or adjust a YRC item]

1. From the MENU screen, select “YRC Setting”.

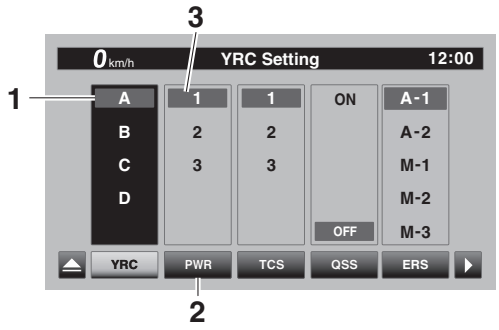


2. The “YRC Setting” screen is displayed, and the YRC mode box “YRC” is highlighted. Short push the wheel switch to enter the box and then select the YRC mode; A, B, C, D, that you want to adjust.



1. Triangle mark
2. YRC mode box
3. YRC item
4. ERS mode
5. To ERS menu

3. Select the YRC item; PWR, TCS, QSS, or ERS that you want to adjust.



1. YRC mode
2. YRC item
3. Current level setting

TIP

- When a YRC item is selected, the current setting level is indicated by a blue-framed square and the factory preset level is indicated in a grey box.
- Factory preset levels vary depending on the selected YRC mode.

4. To customize other YRC modes or adjust individual YRC items, repeat from step 2. When finished, select the triangle mark on the far left to return to the MENU screen or select the symbol “▶” mark to fine tune the ERS mode settings.

ERS

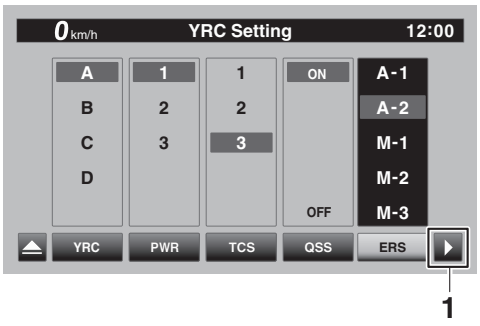
There are two automatic setting modes; A-1, and A-2. A-1 and A-2 can be adjusted to within a -5 to +5 offset of their factory preset settings.

There are three manual setting modes; M-1, M-2, and M-3. When a manual mode is selected, the SCU does not actively adjust the suspension compression and rebound damping forces. Manual mode suspension settings are adjustable to 32 levels.

TIP

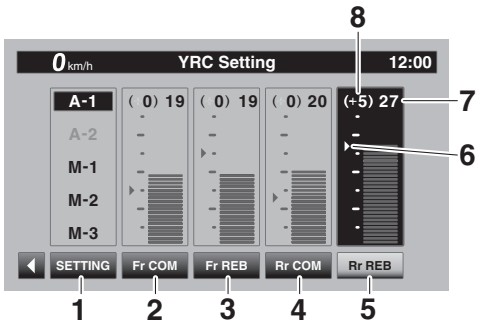
Spring preload is manually adjusted. (Refer to “ADJUSTING THE PRELOAD OF THE FRONT FORK LEGS” on page 3-22.)

[To adjust the ERS mode settings]



1. To ERS menu

1. Select the "▶" mark located to the right of ERS.
2. The display will change to the front and rear suspension setting screen and the ERS mode selection box "SETTING" is highlighted. Short push the wheel switch to enter the box and select the ERS mode A-1, A-2, M-1, M-2, M-3 that you want to adjust.



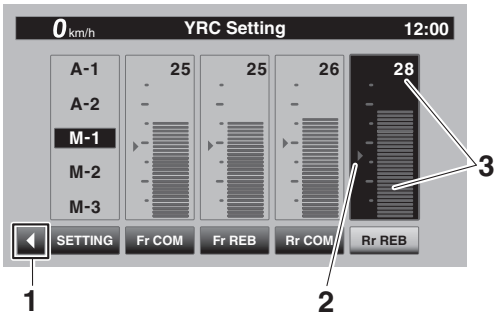
1. ERS mode selection box "SETTING"
2. Front compression damping force
3. Front rebound damping force
4. Rear compression damping force
5. Rear rebound damping force
6. Factory preset level
7. Current level setting
8. Offset level

3. Select the suspension item, Fr COM, Fr REB, Rr COM, Rr REB, that you want to adjust.

TIP

- To decrease the damping force and soften the suspension, increase the setting level.
- To increase the damping force and harden the suspension, decrease the setting level.
- For A-1 and A-2, a number indicated in ( ) means how many levels are changed from its factory preset level.
- When a suspension setting item in A-1 or A-2 is offset, the same suspension item will be similarly offset in the other automatic mode (offset values for the same item are automatically linked).
- M-1, M-2, M-3 are not linked and can be independently set.

4. To adjust other ERS mode suspension settings, repeat from step 2. When finished, select the "◀" mark located on the left to return to the main "YRC Setting" menu.



1. To YRC Setting menu
2. Factory preset level
3. Current level setting

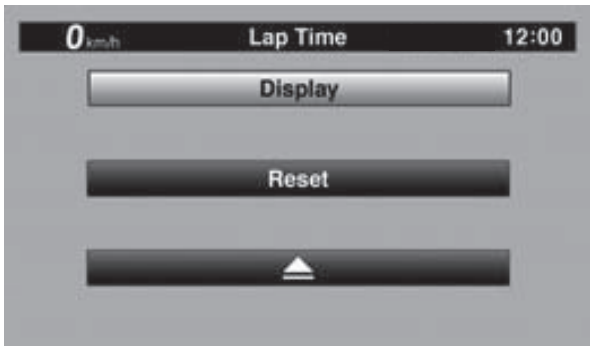
"Lap Time"

This module allows you to view and delete the lap time record. The fastest lap and the average lap time stored in the lap time record are displayed at the top of the screen. Use the wheel switch to scroll and see all lap times. The top three fastest laps will be highlighted in silver. Up to 40 laps can be stored in memory. If more than 40 laps are recorded, the oldest laps (starting from lap 1) will be overwritten.

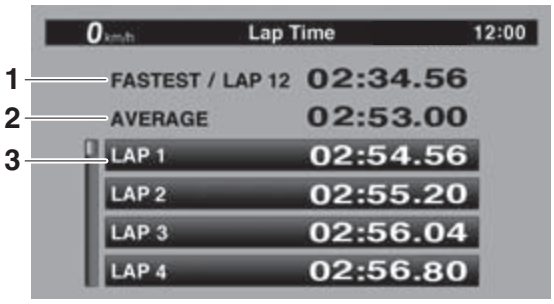
This module has two options:

"Display" allows you to view the lap time record.

"Reset" allows you to delete the lap time record data.



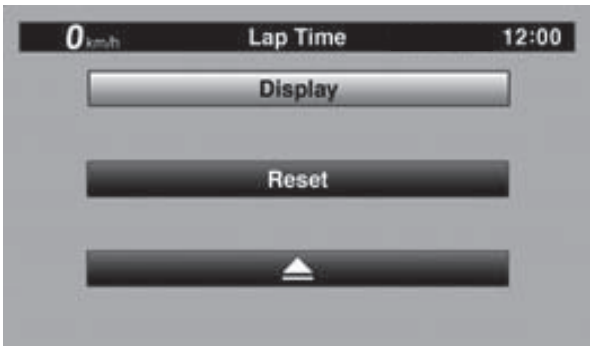
Use the wheel switch to select "Display" and view the lap record.



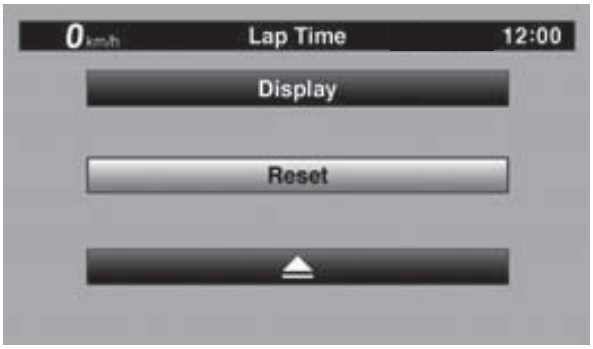
1. Fastest lap
2. Average lap time
3. Lap time record

[To reset the lap time record data]

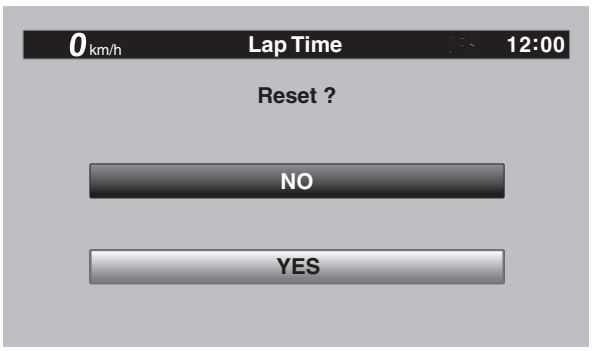
1. When “Lap Time” is selected, both “Display” and “Reset” are displayed.



2. Select “Reset”.



3. Select YES to delete all lap time data. (Select NO to exit and return to the previous screen without resetting the lap record.)

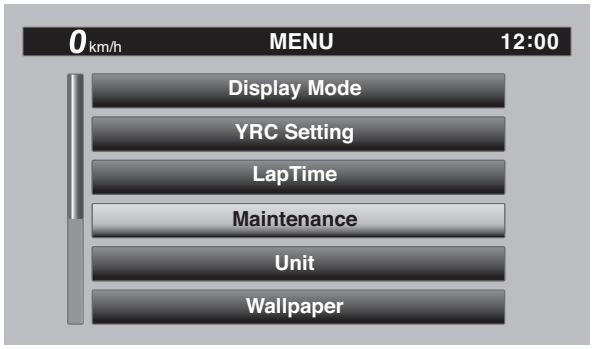


“Maintenance”

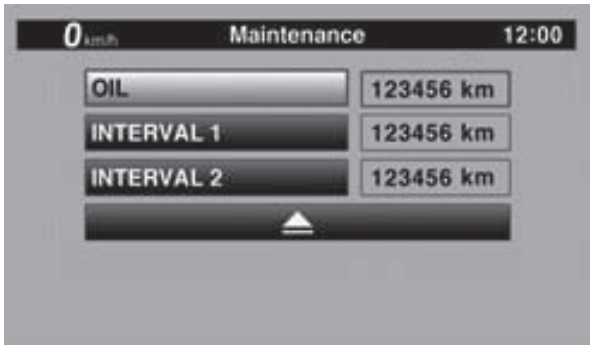
This function allows you to record distance traveled between engine oil changes (use the OIL item), and for two other items of your choice (use INTERVAL 1 and INTERVAL 2).

[To reset a maintenance item]

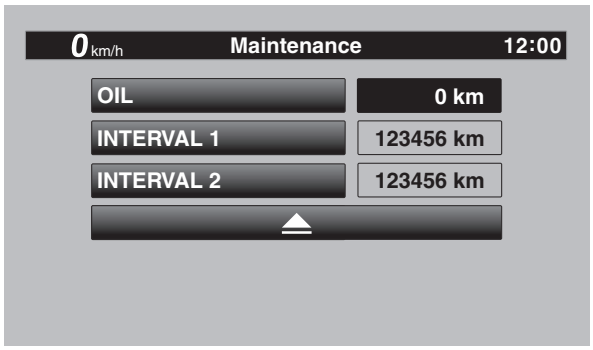
1. From the MENU screen, select “Maintenance”.



2. Select the item you want to reset.



3. Long push the wheel switch to reset the item.



TIP

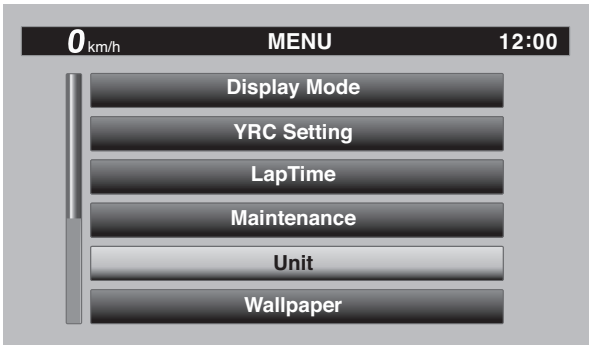
Maintenance item names cannot be changed.

“Unit”

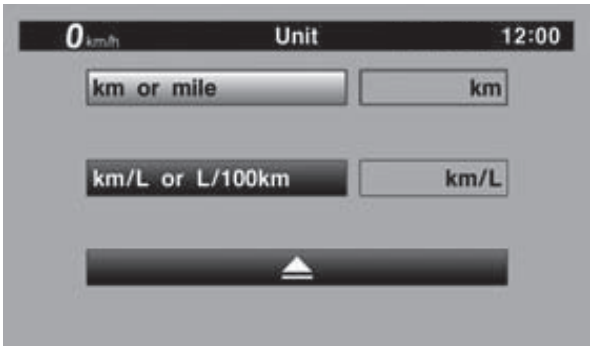
This module allows you to set the fuel consumption units, and for certain markets, the display can be switched between kilometers and miles. When using kilometers, the fuel consumption units can be changed between km/L or L/100km. When using miles, MPG will be available.

[To set the distance or fuel consumption units]

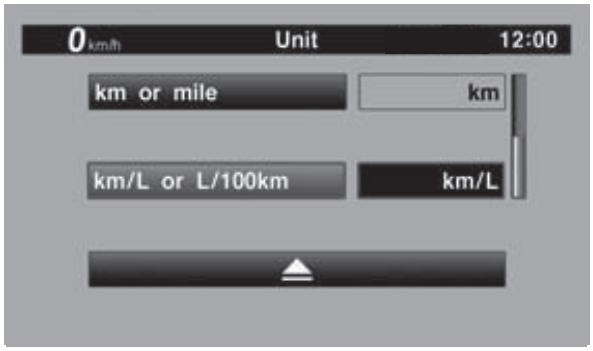
1. From the MENU screen, select “Unit”.



2. “km or mile” and “km/L or L/100km” are displayed.



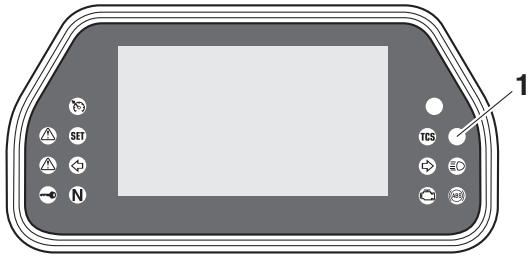
3. Select the distance or consumption unit item you want to adjust.



4. Select the units you want to use.
5. Select the triangle symbol to exit.

“Wallpaper”

This module allows you to individually set the STREET MODE and TRACK MODE display background colors to black or white for both day and night settings. A photo sensor equipped in the instrument panel detects lighting conditions and will automatically change the display between its day and night settings. The photo sensor also controls a subtle automatic brightness adjustment function within both day and night modes to suit ambient light conditions.

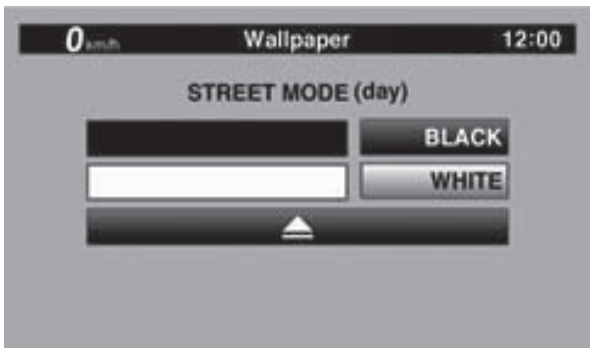


1. Photo sensor

[To set the wallpaper]

1. From the MENU screen, select “Wallpaper”.

2. Select the mode you want to adjust (select DAY for daytime display settings or NIGHT for nighttime display settings).
3. Select the background color (select BLACK for a black background or WHITE for a white background).



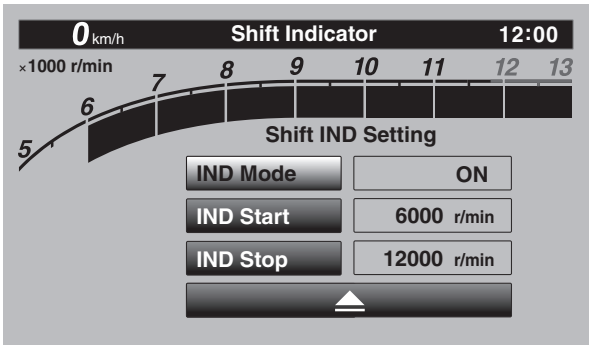
4. Select the triangle symbol to exit.
5. To set another background color, repeat from step 2 or select the triangle symbol to exit this module.

"Shift indicator"
The shift indicator module contains the following items.

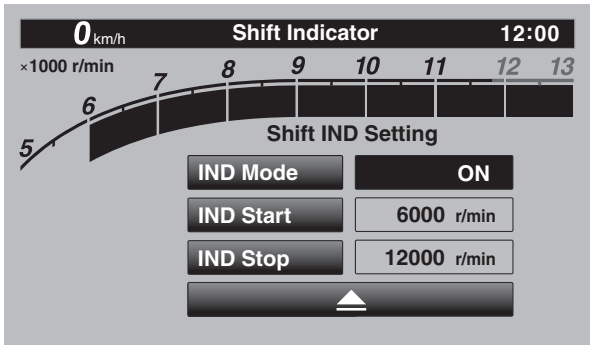
Display	Description
Shift IND Setting	Set the shift indicator pattern to "ON", "Flash", or "OFF" and adjust at what r/min the indicator will come on and go off.
Shift IND Brightness	Adjust the brightness of the shift indicator.
Tach IND Setting	Set the tachometer color display to "ON" or "OFF" and adjust at what r/min the tachometer will be green and orange.
Peak Rev IND Setting	Set the tachometer revolution peak hold indicator to "ON" or "OFF".

To make setting changes
1. Select "Shift IND Setting".

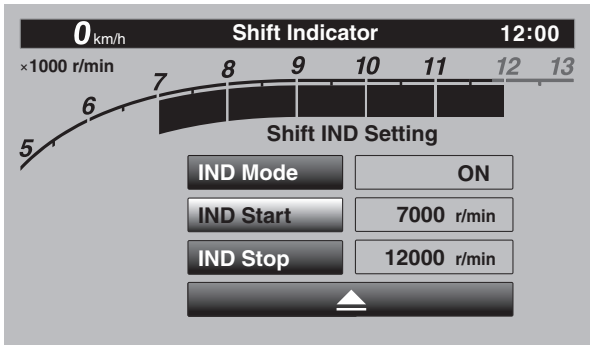
2. Select "IND Mode".



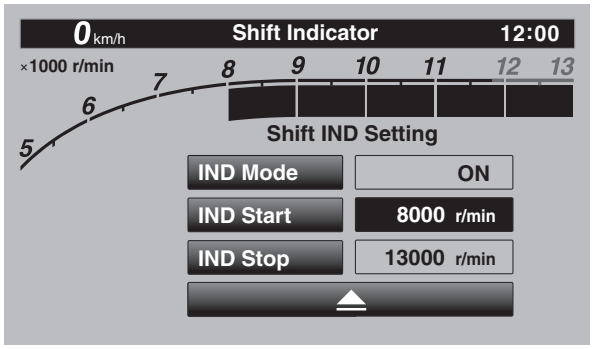
3. Select "ON" to have the indicator light steadily, "OFF" to turn the indicator off, or "Flash" to have the shift indicator flash when the indicator start threshold has been reached.



4. Select "IND Start".



5. Rotate the wheel switch to adjust the r/min at which the shift timing indicator light will come on. "IND Start" operational range is 5000–12800 r/min.



6. Select "IND Stop" then rotate the wheel switch to adjust the r/min at which the shift timing indicator will go off. "IND Stop" operational range is 5500–13000 r/min.

TIP
The blue area on the tachometer indicates the currently set operational range of the shift indicator light.

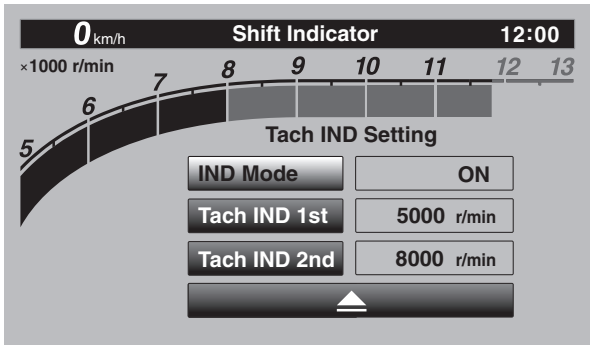
"Shift IND Brightness"
The shift timing indicator light has six brightness levels.

Select “Shift IND Brightness”, then use the wheel switch to adjust the setting. Short push the wheel switch to confirm the setting and exit.

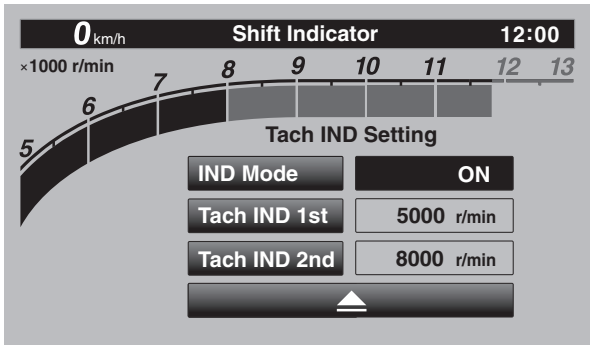
“Tach IND Setting”

This function allows you to turn the tachometer color display on or off. When turned off, the tachometer will display all r/min levels below the red zone in black or white (depending on wallpaper settings). When turned on, the mid and mid-to-high r/min zones can be set to come on in green and then orange colors.

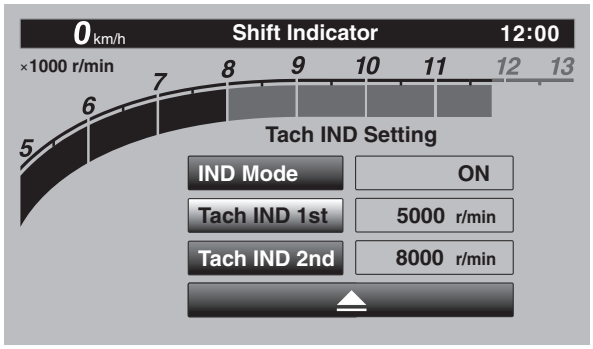
1. Select “Tach IND Setting”.



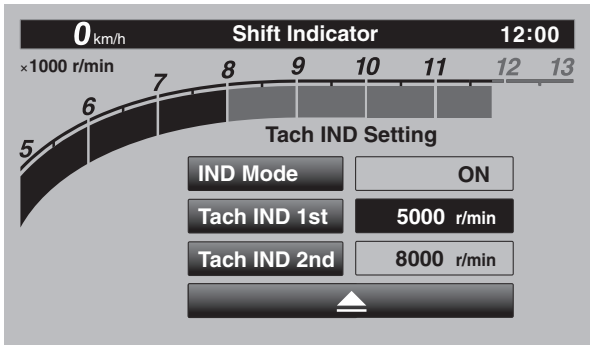
2. Select “IND Mode”.



3. Select ON to turn the tachometer color display mode on (or select OFF to turn this function off).
4. Select “Tach IND 1st” to set the green zone starting r/min.

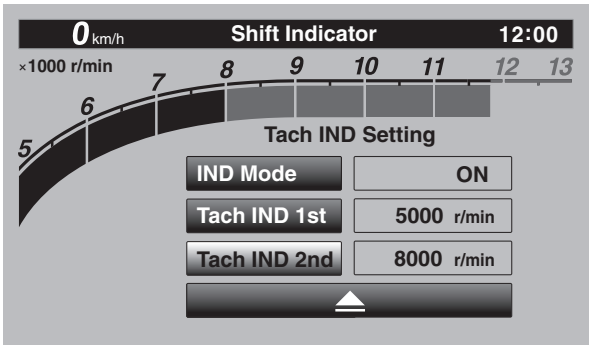


5. Set the starting r/min by rotating and then short pushing the wheel switch. All r/min above this value up to the “Tach IND 2nd” setting value (or the red zone), will be displayed in green.



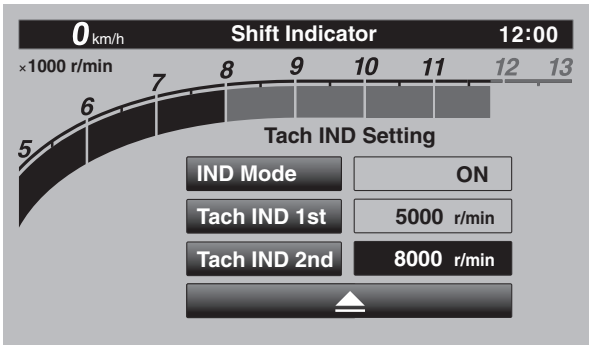
TIP
Green bar start setting range: 5000–11800 r/min.

6. Select “Tach IND 2nd”.

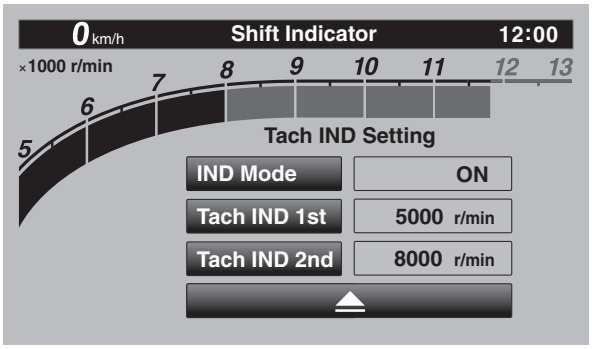


7. Set the orange color starting r/min by rotating and then short pushing the wheel switch. All r/min above this figure until the red zone, will be displayed in orange.

TIP
Orange bar start setting range: 5000–11800 r/min.



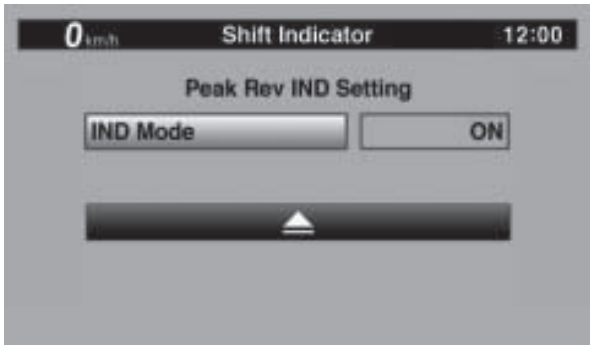
8. Select the triangle symbol to exit.



“Peak Rev IND Setting”
This module allows you to turn the revolution peak hold indicator on or off.

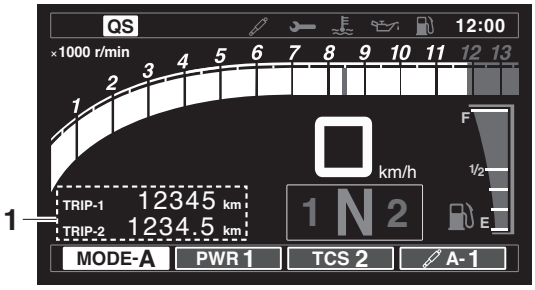
1. Select “Peak Rev IND Setting”.

2. Select “IND Mode” and then select ON (to turn on the indicator) or OFF (to turn off the indicator).

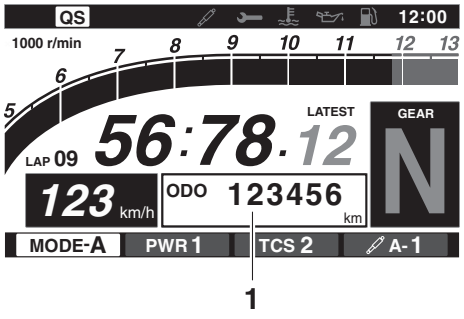


3. Select the triangle symbol to exit.

“Display Setting”
This module allows you to set how the information display items (like TRIP-1, ODO, C. TEMP, etc.) are grouped on the main screen. There are four display groups.



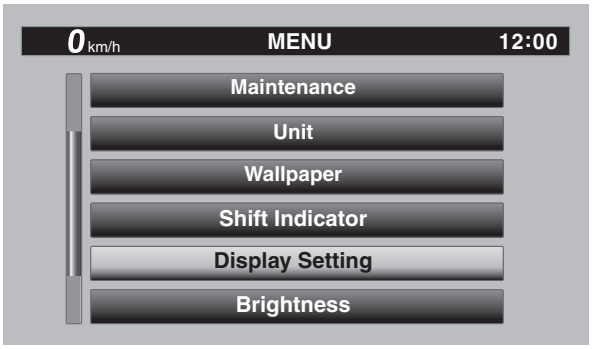
1. Information display item (STREET MODE)



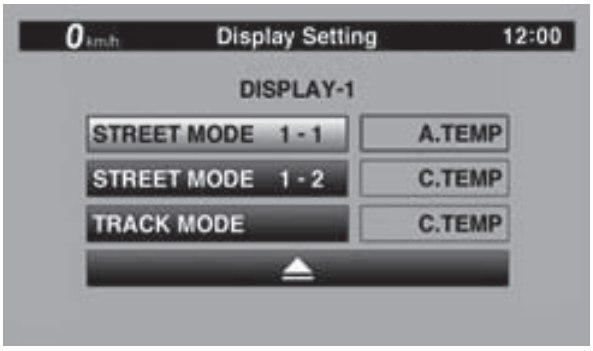
1. Information display item (TRACK MODE)

[To set the display groups]

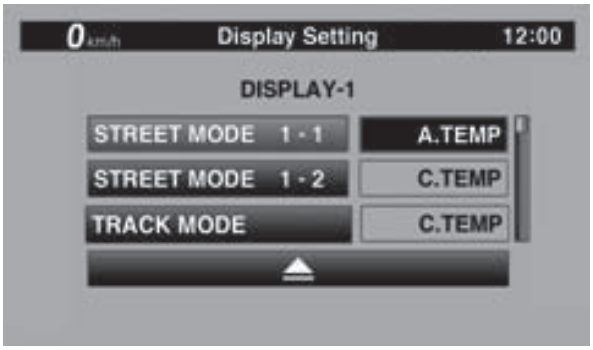
1. Select “Display Setting”.



2. DISPLAY-1, DISPLAY-2, DISPLAY-3 and DISPLAY-4 are displayed.
3. For example, let’s select DISPLAY-1. STREET MODE 1-1, STREET MODE 1-2, and TRACK MODE are displayed.



4. Select the STREET MODE 1-1.

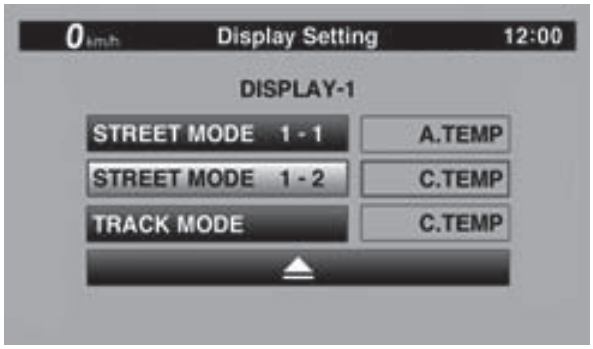


5. Select the desired information display item with the wheel switch.

TIP

The information display setting items which can be selected are:
A.TEMP: air temperature
C.TEMP: coolant temperature
TRIP-1: tripmeter 1
TRIP-2: tripmeter 2
ODO: odometer
FUEL CON: the amount of fuel consumed
FUEL AVG: average fuel consumption
CRNT FUEL: current fuel consumption

6. Select STREET MODE 1-2 or TRACK MODE to set the remaining DISPLAY-1 group items.



7. Select the triangle symbol to exit. To set the other display groups, repeat from step 3.

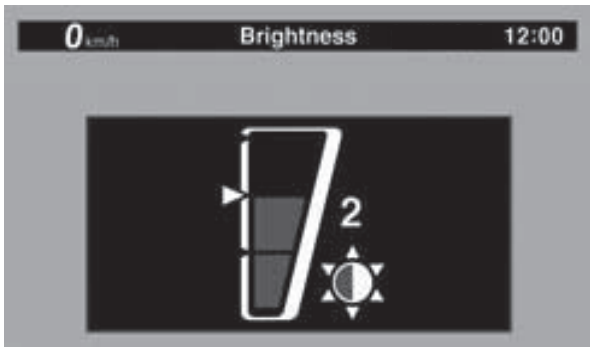
“Brightness”

This function allows you to adjust the general brightness level of the display screen.

[To set the brightness]

1. Select “Brightness”.

2. Select the desired brightness level by rotating the wheel switch, and then short push the wheel switch to fix the setting.



“Clock”

The clock uses a 12-hour system.

[To set the clock]

1. From the MENU screen, select “Clock”.

2. When “Clock” is selected, the hours figure will be highlighted.

3. Set the hour by rotating and then short push the wheel switch.

4. The minutes figure will become highlighted.

5. Set the minutes figure by rotating and then short push the wheel switch.

6. Short push the wheel switch again to exit and go back to MENU screen.

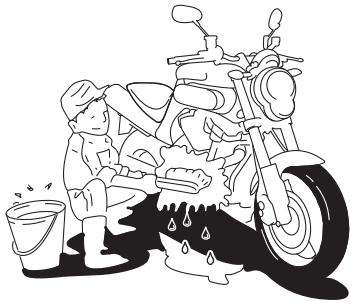
“All Reset”

This function resets everything, except the odometer and clock, to its factory preset or default setting.

Select YES to reset all items. After selecting YES, all items will be reset and the display will automatically return to the MENU screen.

EAS20009
IMPORTANT INFORMATION

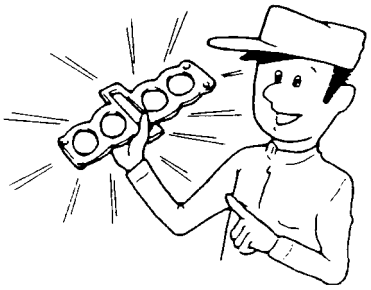
EAS30006
PREPARATION FOR REMOVAL AND DISASSEMBLY
1. Before removal and disassembly, remove all dirt, mud, dust and foreign material.



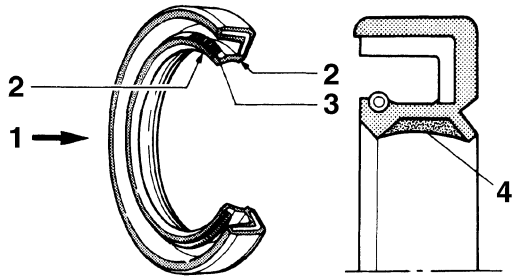
2. Use only the proper tools and cleaning equipment.
   Refer to "SPECIAL TOOLS" on page 1-38.
3. When disassembling, always keep mated parts together. This includes gears, cylinders, pistons and other parts that have been "mated" through normal wear. Mated parts must always be reused or replaced as an assembly.

4. During disassembly, clean all of the parts and place them in trays in the order of disassembly. This will speed up assembly and allow for the correct installation of all parts.
5. Keep all parts away from any source of fire.

EAS30007
REPLACEMENT PARTS
Use only genuine Yamaha parts for all replacements. Use oil and grease recommended by Yamaha for all lubrication jobs. Other brands may be similar in function and appearance, but inferior in quality.

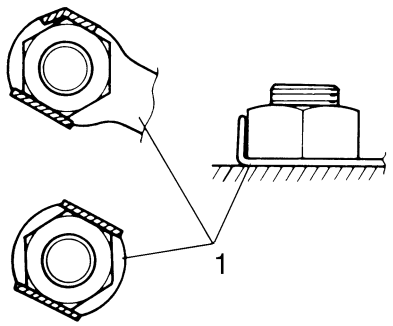


EAS30008
GASKETS, OIL SEALS AND O-RINGS
1. When overhauling the engine, replace all gaskets, seals and O-rings. All gasket surfaces, oil seal lips and O-rings must be cleaned.
2. During reassembly, properly oil all mating parts and bearings and lubricate the oil seal lips with grease.



1. Oil
2. Lip
3. Spring
4. Grease

EAS30009
LOCK WASHERS/PLATES AND COTTER PINS
After removal, replace all lock washers/plates "1" and cotter pins. After the bolt or nut has been tightened to specification, bend the lock tabs along a flat of the bolt or nut.



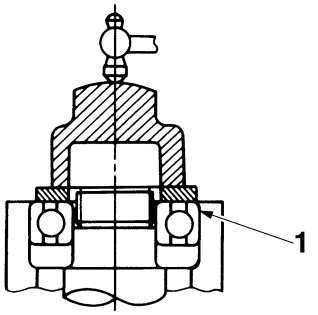
EAS30010
BEARINGS AND OIL SEALS
Install bearings "1" and oil seals "2" so that the manufacturer marks or numbers are visible.

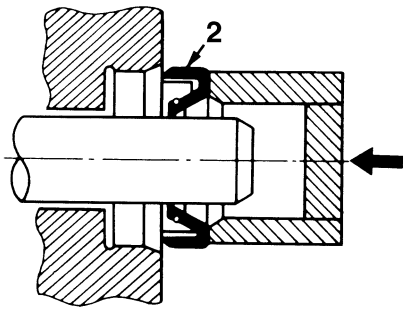
When installing oil seals, lubricate the oil seal lips with a light coat of lithium-soap-based grease. Oil bearings liberally when installing, if appropriate.

ECA13300

NOTICE

Do not spin the bearing with compressed air because this will damage the bearing surfaces.

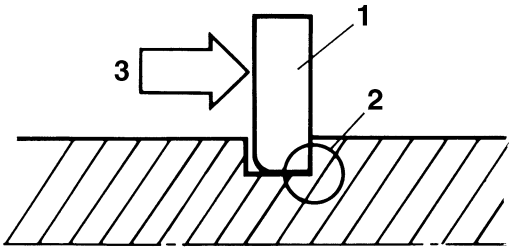




EAS30011

CIRCLIPS

Before reassembly, check all circlips carefully and replace damaged or distorted circlips. Always replace piston pin clips after one use. When installing a circlip "1", make sure the sharp-edged corner "2" is positioned opposite the thrust "3" that the circlip receives.



EAS30012

RUBBER PARTS

Check rubber parts for deterioration during inspection. Some of the rubber parts are sensitive to gasoline, flammable oil, grease, etc. Do not allow any items other than the specified one to contact the parts.

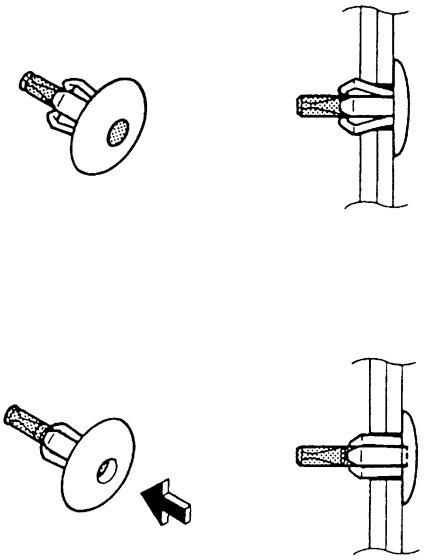
EAS20010
BASIC SERVICE INFORMATION

EAS30013
QUICK FASTENERS

Rivet type

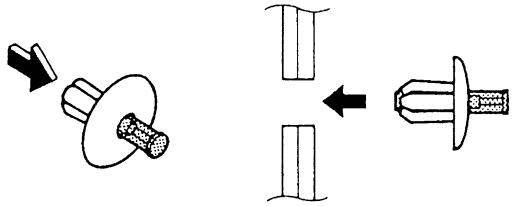
1. Remove:
   • Quick fastener

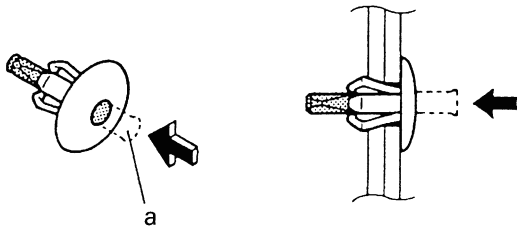
TIP
To remove the quick fastener, push its pin with a screwdriver, then pull the fastener out.



2. Install:
   • Quick fastener

TIP
To install the quick fastener, push its pin so that it protrudes from the fastener head, then insert the fastener into the part to be secured and push the pin “a” in with a screwdriver. Make sure that the pin is flush with the fastener’s head.

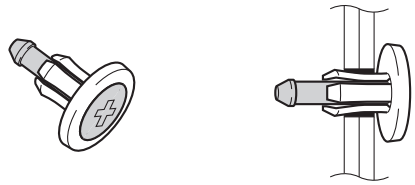


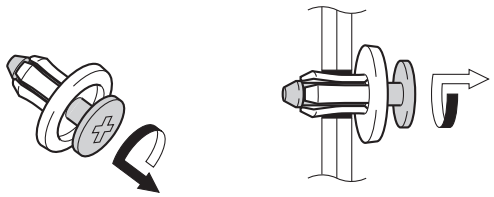


Screw type

1. Remove:
   • Quick fastener

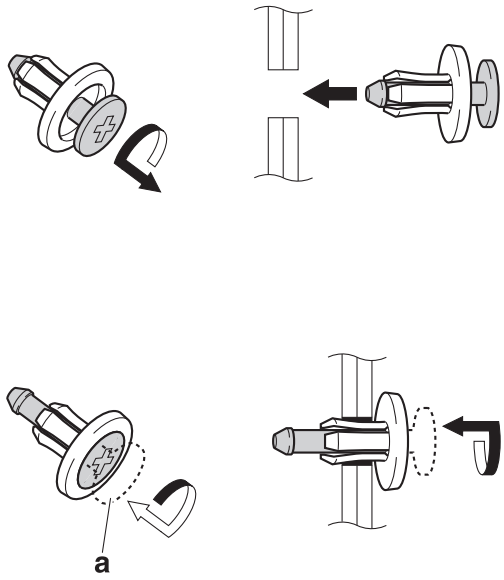
TIP
To remove the quick fastener, loosen the screw with a screwdriver, then pull the fastener out.



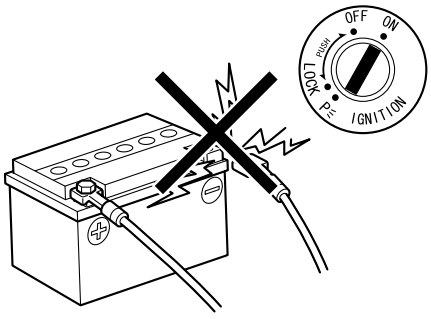


2. Install:
   • Quick fastener

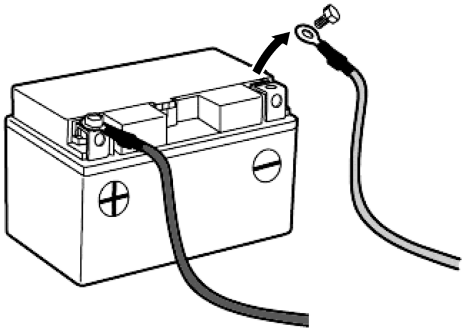
TIP
To install the quick fastener, insert the fastener into the part to be secured and tighten the screw “a”.



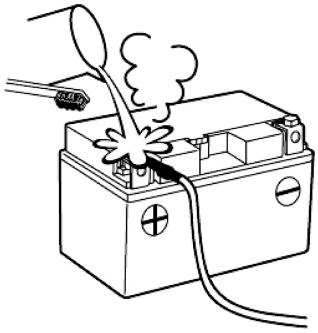
EAS30014
ELECTRICAL SYSTEM
Electrical parts handling
ECA16600
NOTICE
Never disconnect a battery lead while the engine is running; otherwise, the electrical components could be damaged.



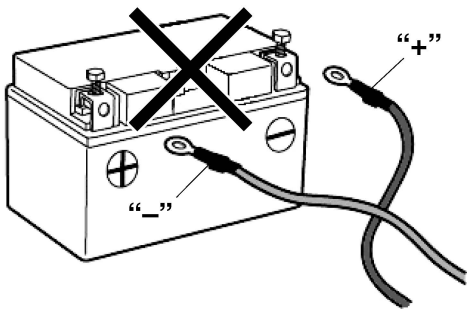
ECA16751
NOTICE
When disconnecting the battery leads from the battery, be sure to disconnect the negative battery lead first, then the positive battery lead. If the positive battery lead is disconnected first and a tool or similar item contacts the vehicle, a spark could be generated, which is extremely dangerous.



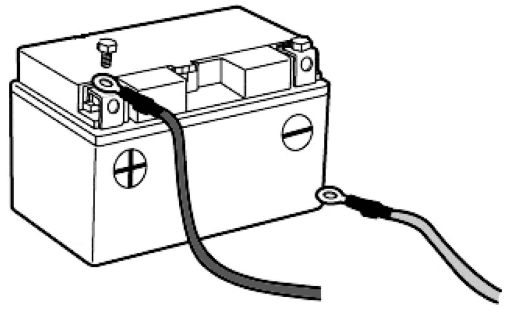
TIP
If a battery lead is difficult to disconnect due to rust on the battery terminal, remove the rust using hot water.



ECA16760
NOTICE
Be sure to connect the battery leads to the correct battery terminals. Reversing the battery lead connections could damage the electrical components.



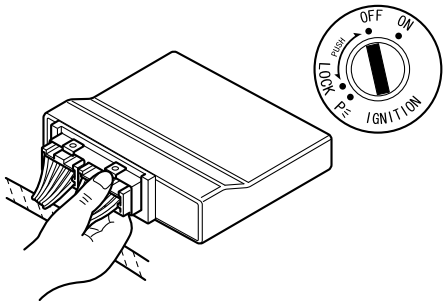
ECA16771
NOTICE
When connecting the battery leads to the battery, be sure to connect the positive battery lead first, then the negative battery lead. If the negative battery lead is connected first and a tool or similar item contacts the vehicle while the positive battery lead is being connected, a spark could be generated, which is extremely dangerous.



ECA16610

NOTICE

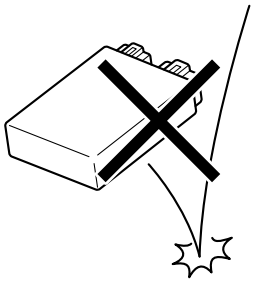
Turn the main switch to "OFF" before disconnecting or connecting an electrical component.



ECA16620

NOTICE

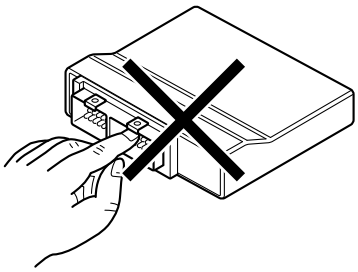
Handle electrical components with special care, and do not subject them to strong shocks.



ECA16630

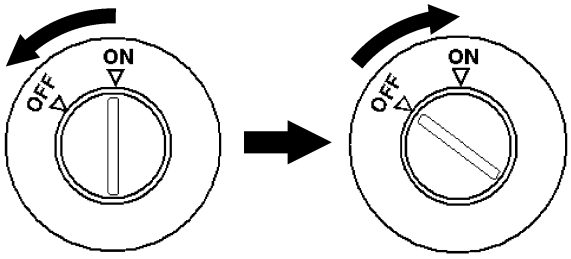
NOTICE

Electrical components are very sensitive to and can be damaged by static electricity. Therefore, never touch the terminals and be sure to keep the contacts clean.



TIP

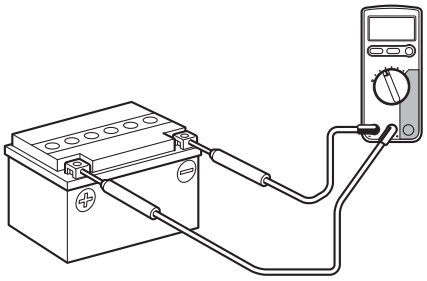
When resetting the ECU by turning the main switch to "OFF", be sure to wait approximately 5 seconds before turning the main switch back to "ON".



Checking the electrical system

TIP

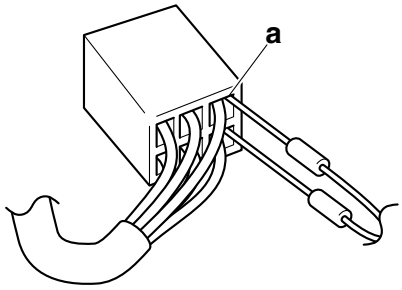
Before checking the electrical system, make sure that the battery voltage is at least 12 V.



ECA14371

NOTICE

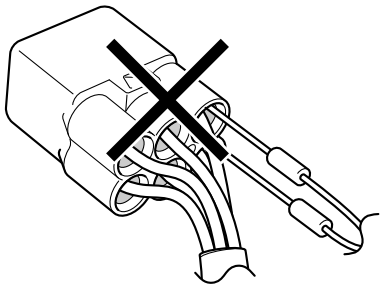
Never insert the tester probes into the coupler terminal slots. Always insert the probes from the opposite end "a" of the coupler, taking care not to loosen or damage the leads.



ECA16640

NOTICE

For waterproof couplers, never insert the tester probes directly into the coupler. When performing any checks using a waterproof coupler, use the specified test harness or a suitable commercially available test harness.



Checking the connections

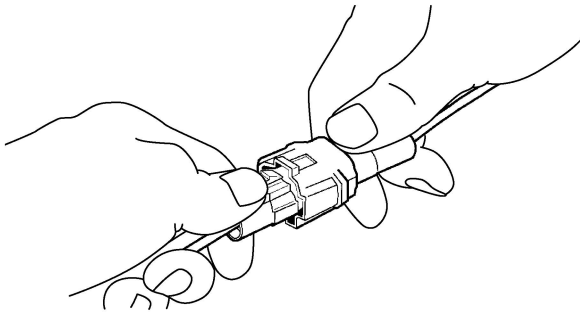
Check the leads, couplers, and connectors for stains, rust, moisture, etc.

1. Disconnect:
   - Lead
   - Coupler
   - Connector

ECA16780

NOTICE

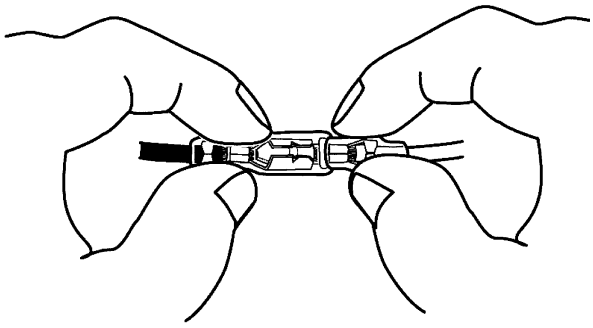
- **When disconnecting a coupler, release the coupler lock, hold both sections of the coupler securely, and then disconnect the coupler.**
- **There are many types of coupler locks; therefore, be sure to check the type of coupler lock before disconnecting the coupler.**



ECA16790

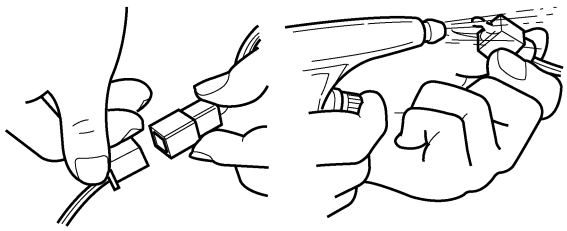
NOTICE

When disconnecting a connector, do not pull the leads. Hold both sections of the connector securely, and then disconnect the connector.



2. Check:
   - Lead
   - Coupler
   - Connector

   Moisture → Dry with an air blower.
   Rust/stains → Connect and disconnect several times.

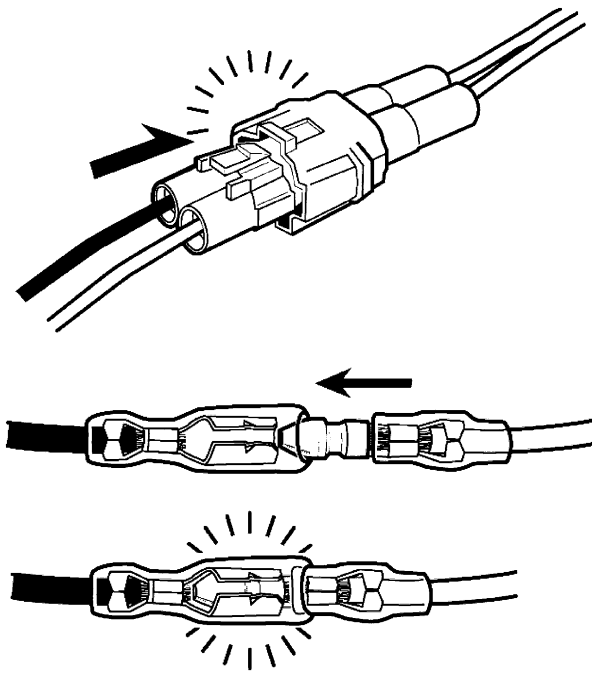


3. Connect:
   - Lead
   - Coupler
   - Connector

TIP

- When connecting a coupler or connector, push both sections of the coupler or connector together until they are connected securely.

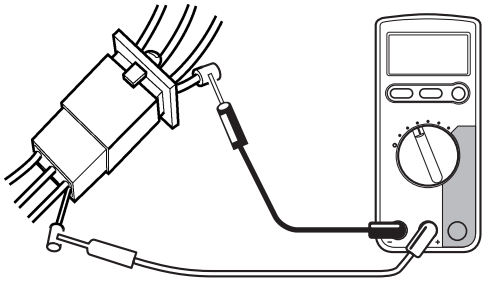
• Make sure all connections are tight.

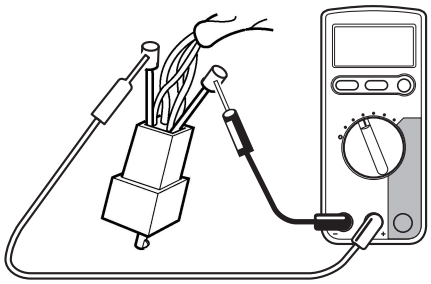


4. Check:
   • Continuity
   (with the digital circuit tester)

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

TIP
- If there is no continuity, clean the terminals.
- When checking the wire harness, perform steps (1) to (3).
- As a quick remedy, use a contact revitalizer available at most part stores.



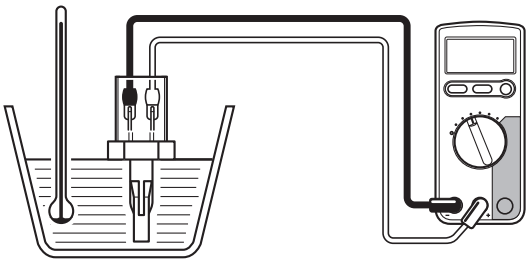


5. Check:
   • Resistance

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

TIP
The resistance values shown were obtained at the standard measuring temperature of 20 °C (68 °F). If the measuring temperature is not 20 °C (68 °F), the specified measuring conditions will be shown.

Intake air temperature sensor resistance
5400–6600 Ω at 0 °C (5400–6600 Ω at 32 °F)
Intake air temperature sensor resistance
290–389 Ω at 80 °C (290–389 Ω at 176 °F)

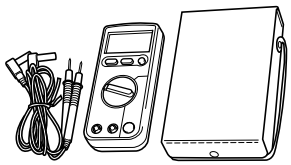
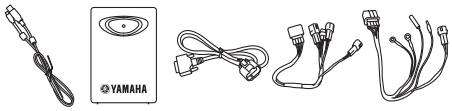
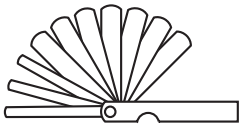
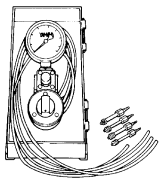
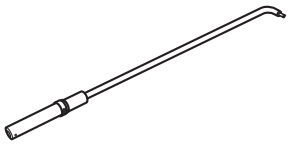


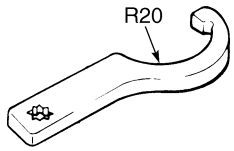
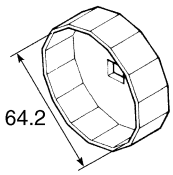
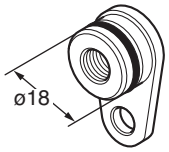
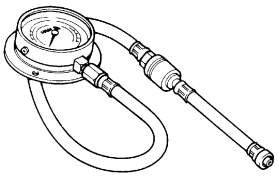
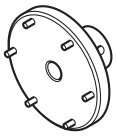
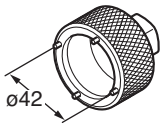
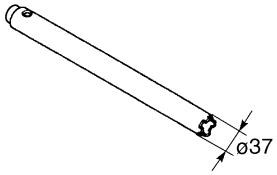
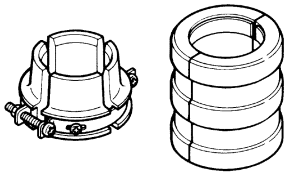
EAS20012
SPECIAL TOOLS

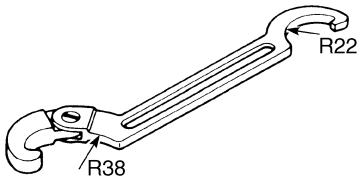
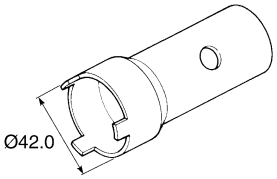
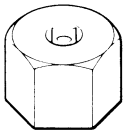
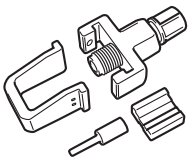
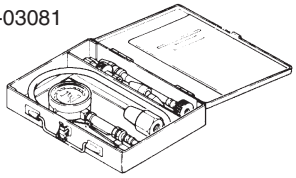
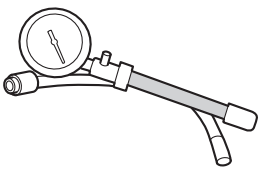
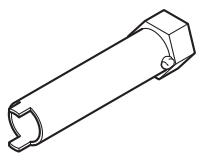
The following special tools are necessary for complete and accurate tune-up and assembly. Use only the appropriate special tools as this will help prevent damage caused by the use of inappropriate tools or improvised techniques. Special tools, part numbers or both may differ depending on the country. When placing an order, refer to the list provided below to avoid any mistakes.

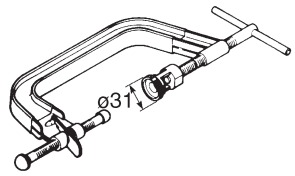
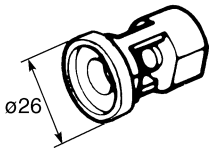
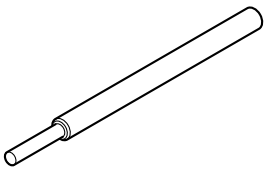
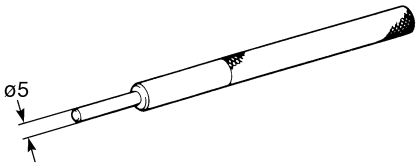
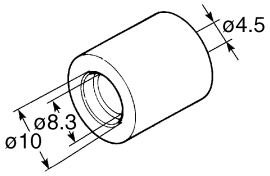
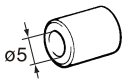
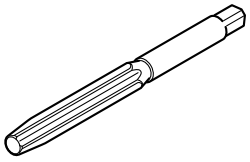
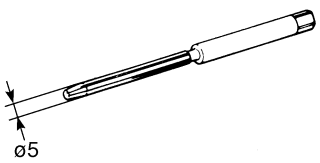
TIP

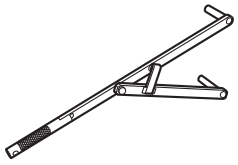
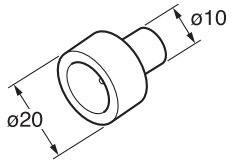
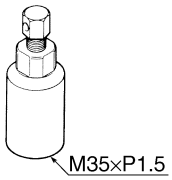
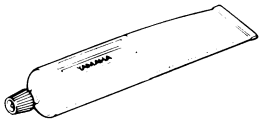
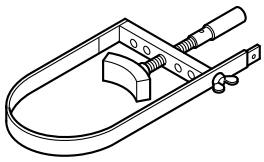
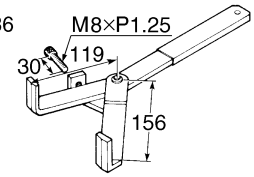
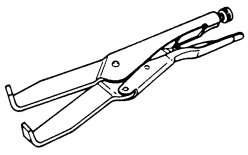
- For U.S.A. and Canada, use part number starting with “YM-”, “YU-”, or “ACC-”.
- For others, use part number starting with “90890-”.

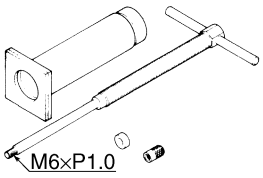
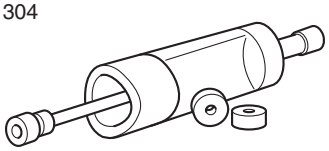
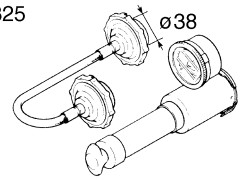
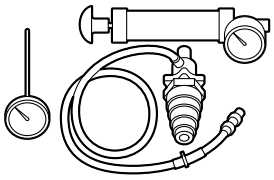
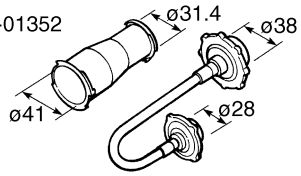
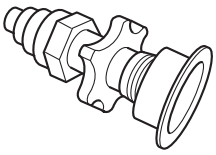
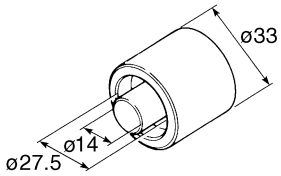
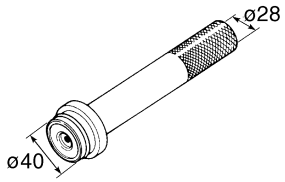
Tool name/Tool No.	Illustration	Reference pages
Digital circuit tester (CD732) 90890-03243 Model 88 Multimeter with tachometer YU-A1927		1-37, 5-42, 8-207, 8-208, 8-212, 8-213, 8-214, 8-215, 8-216, 8-217, 8-218, 8-219, 8-220, 8-221, 8-222
Yamaha diagnostic tool USB 90890-03250		3-4, 3-12, 4-69, 4-71, 8-36, 8-163, 8-178
Yamaha diagnostic tool (A/I) 90890-03252		3-4, 3-12, 4-69, 4-71, 8-36, 8-163, 8-178
Thickness gauge 90890-03180 Feeler gauge set YU-26900-9		3-6, 3-7, 4-29, 4-39, 5-24, 5-55
Vacuum gauge 90890-03094 Vacuummate YU-44456	90890-03094  YU-44456 	3-10
Carburetor angle driver 2 90890-03173		3-11

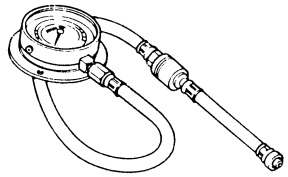
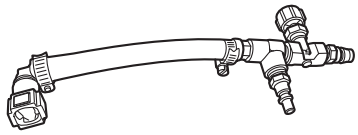
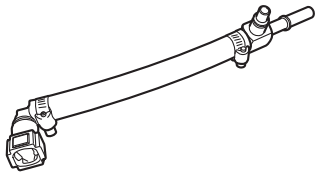
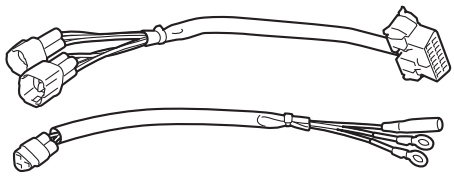
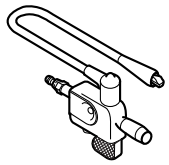
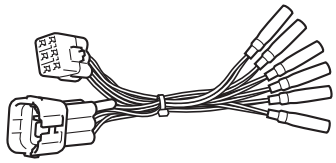
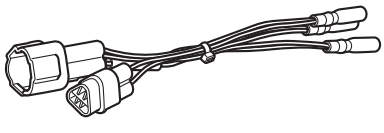
Tool name/Tool No.	Illustration	Reference pages
Steering nut wrench 90890-01403 Exhaust flange nut wrench YU-A9472		3-21, 4-90
Oil filter wrench 90890-01426 Oil filter wrench YU-38411		3-26
Oil pressure gauge joint 18 mm 90890-04176 YU-04176		3-27
Oil pressure gauge set 90890-03120		3-27
Wheel bearing ring nut tool 90890-01574 YM-01574		4-35, 4-36
Front fork cap bolt wrench 42mm 90890-01575 YM-01575		4-80, 4-86
Damper rod holder (ø37) 90890-01504 Damper rod holder YM-01504		4-81, 4-83
Fork seal driver 90890-01442 Adjustable fork seal driver (36–46 mm) YM-01442		4-83, 4-84

Tool name/Tool No.	Illustration	Reference pages
Front fork rod puller M7x0.75 90890-01576 YM-01576		4-84, 4-85
Ring nut wrench 90890-01268 Spanner wrench YU-01268		4-90
Ring nut wrench 90890-01507 Ring nut wrench YM-01507		4-100, 4-102
Damper rod holder (ø22) 90890-01365		4-100, 4-102
Drive chain cut & rivet tool 90890-01550 Drive chain cut & rivet tool YM-01550		4-105, 4-107
Compression gauge 90890-03081 Engine compression tester YU-33223	90890-03081  YU-33223 	5-1
Pivot shaft wrench 90890-01485 Frame mount insert wrench YM-01485		5-7

Tool name/Tool No.	Illustration	Reference pages
Valve spring compressor 90890-04019 Valve spring compressor YM-04019		5-17, 5-20, 5-28, 5-33
Valve spring compressor attachment 90890-01243 Valve spring compressor adapter (26 mm) YM-01253-1		5-28, 5-33
Valve guide remover (ø4.5) 90890-04116 Valve guide remover (4.5 mm) YM-04116		5-30
Valve guide remover (ø5) 90890-04097 Valve guide remover (5.0 mm) YM-04097		5-30
Valve guide installer (ø4.5) 90890-04117 Valve guide installer (4.5 mm) YM-04117		5-30
Valve guide installer (ø5) 90890-04098 Valve guide installer (5.0 mm) YM-04098		5-30
Valve guide reamer (ø4.5) 90890-04118 Valve guide reamer (4.5 mm) YM-04118		5-30
Valve guide reamer (ø5) 90890-04099 Valve guide reamer (5.0 mm) YM-04099		5-30

Tool name/Tool No.	Illustration	Reference pages
15mm pin type rotor holding tool 90890-04171 YM-04171		5-35, 5-36
Crankshaft protector (10mm) 90890-04180 Crankshaft protector (10mm) YM-04180		5-35
Flywheel puller 90890-01404 Flywheel puller YM-01404		5-35
Yamaha bond No. 1215 90890-85505 (Three bond No.1215®)		5-36, 5-65
Sheave holder 90890-01701 Primary clutch holder YS-01880-A		5-38, 5-39
Universal clutch holder 90890-04086 Universal clutch holder YM-91042	90890-04086  YM-91042 	5-54, 5-58

Tool name/Tool No.	Illustration	Reference pages
Piston pin puller set 90890-01304 Piston pin puller YU-01304	90890-01304  YU-01304 	5-70
Radiator cap tester 90890-01325 Mityvac cooling system tester kit YU-24460-A	90890-01325  YU-24460-A 	6-2, 6-3
Radiator cap tester adapter 90890-01352 Pressure tester adapter YU-33984	90890-01352  YU-33984 	6-2, 6-3
Mechanical seal installer 90890-04132 Water pump seal installer YM-33221-A	 	6-12
Middle driven shaft bearing driver 90890-04058 Middle drive bearing installer 40 & 50 mm YM-04058	 	6-12

Tool name/Tool No.	Illustration	Reference pages
Pressure gauge 90890-03153 Pressure gauge YU-03153		7-11, 7-12
Fuel injector pressure adapter 90890-03210 Fuel injector pressure adapter YU-03210		7-11
Fuel pressure adapter 90890-03176 Fuel pressure adapter YM-03176		7-12
OBD/ GST Leadwire kit 90890-03249		8-36
Ignition checker 90890-06754 Oppama pet–4000 spark checker YM-34487		8-214
Test harness– lean angle sensor (6P) 90890-03209 Test harness– lean angle sensor (6P) YU-03209		8-215
Test harness– speed sensor (3P) 90890-03208 Test harness– speed sensor (3P) YU-03208		8-220

SPECIFICATIONS

EAS20013
GENERAL SPECIFICATIONS

Model	
Model	BW81 (MTN1000D_EUR/TUR) BW82 (MTN1000DH) BW84 (MTN1000D_RUS)
Dimensions	
Overall length	2095 mm (82.5 in)
Overall width	800 mm (31.5 in)
Overall height	1110 mm (43.7 in)
Wheelbase	1400 mm (55.1 in)
Ground clearance	130 mm (5.12 in)
Minimum turning radius	3.3 m (10.83 ft)
Weight	
Curb weight	212 kg (467 lb)
Loading	
Maximum load	170 kg (375 lb)
Riding capacity	2 person

EAS20014
ENGINE SPECIFICATIONS

Engine	
Combustion cycle	4-stroke
Cooling system	Liquid cooled
Valve train	DOHC
Displacement	998 cm³
Cylinder arrangement	Inline
Number of cylinders	4-cylinder
Bore × stroke	79.0 × 50.9 mm (3.11 × 2.00 in)
Compression ratio	12.0 : 1
Compression pressure	1305–1680 kPa/250 r/min (13.1–16.8 kgf/cm²/250 r/min, 185.6–238.9 psi/250 r/min)
Starting system	Electric starter
Fuel	
Recommended fuel	Premium unleaded gasoline (Gasohol [E10] acceptable) (MTN1000D_EUR/TUR, MTN1000DH) Unleaded gasoline only. Minimum research octane number 95 (MTN1000D_RUS)
Fuel tank capacity	17 L (4.5 US gal, 3.7 Imp.gal)
Fuel reserve amount	4.0 L (1.06 US gal, 0.88 Imp.gal)
Engine oil	
Recommended brand	YAMALUBE
Type	Full synthetic
SAE viscosity grades	10W-40
Recommended engine oil grade	API service SG type or higher, JASO standard MA
Lubrication system	Wet sump
Engine oil quantity	
Oil change	3.90 L (4.12 US qt, 3.43 Imp.qt)
With oil filter removal	4.10 L (4.33 US qt, 3.61 Imp.qt)
Quantity (disassembled)	4.90 L (5.18 US qt, 4.31 Imp.qt)
Oil filter	
Oil filter type	Cartridge
Oil pump	
Inner-rotor-to-outer-rotor-tip clearance	0.000–0.120 mm (0.0000–0.0047 in)
Limit	0.14 mm (0.0055 in)
Outer-rotor-to-oil-pump-housing clearance	0.09–0.15 mm (0.0035–0.0059 in)
Limit	0.22 mm (0.0087 in)
Oil-pump-housing-to-inner-and-outer-rotor clearance	0.06–0.11 mm (0.0024–0.0043 in)
Limit	0.18 mm (0.0071 in)
Oil pressure	150.0 kPa/3000 r/min (1.50 kgf/cm²/3000 r/min, 21.8 psi/3000 r/min)
Relief valve operating pressure	790.0 kPa (7.90 kgf/cm², 114.6 psi)
Cooling system	
Coolant quantity	
Radiator (including all routes)	2.25 L (2.38 US qt, 1.98 Imp.qt)

Coolant reservoir (up to the maximum level mark)	0.25 L (0.26 US qt, 0.22 Imp.qt)
Radiator cap valve opening pressure	108.0–137.4 kPa (1.08–1.37 kgf/cm², 15.7–19.9 psi)
Thermostat	
Valve opening temperature	69.0–73.0 °C (156.20–163.40 °F)
Valve full open temperature	85.0 °C (185.00 °F)
Valve lift (full open)	8.0 mm (0.31 in)
Water pump	
Water pump type	Single suction centrifugal pump
Impeller shaft tilt limit	0.15 mm (0.006 in)
Spark plug(s)	
Manufacturer/model	NGK/LMAR9E-J
Spark plug gap	0.6–0.7 mm (0.024–0.028 in)
Cylinder head	
Warpage limit	0.10 mm (0.0039 in)
Camshaft	
Camshaft cap inside diameter	25.500–25.521 mm (1.0039–1.0048 in)
Camshaft journal diameter	25.459–25.472 mm (1.0023–1.0028 in)
Camshaft-journal-to-camshaft-cap clearance	0.028–0.062 mm (0.0011–0.0024 in)
Limit	0.080 mm (0.0032 in)
Camshaft lobe dimensions	
Lobe height (Intake)	33.902–34.002 mm (1.3347–1.3387 in)
Limit	33.802 mm (1.3308 in)
Lobe height (Exhaust)	33.637–33.737 mm (1.3243–1.3282 in)
Limit	33.537 mm (1.3204 in)
Camshaft runout limit	0.030 mm (0.0012 in)
Rocker arm/rocker arm shaft	
Rocker arm inside diameter	7.987–8.002 mm (0.3144–0.3150 in)
Limit	8.017 mm (0.3156 in)
Rocker arm shaft outside diameter	7.967–7.979 mm (0.3137–0.3141 in)
Limit	7.936 mm (0.3124 in)
Valve, valve seat, valve guide	
Valve clearance (cold)	
Intake	0.09–0.17 mm (0.0035–0.0067 in)
Exhaust	0.20–0.26 mm (0.0079–0.0102 in)
Valve dimensions	
Valve seat contact width (intake)	0.90–1.10 mm (0.0354–0.0433 in)
Limit	1.6 mm (0.06 in)
Valve seat contact width (exhaust)	1.10–1.30 mm (0.0433–0.0512 in)
Limit	1.8 mm (0.07 in)
Valve stem diameter (intake)	4.975–4.990 mm (0.1959–0.1965 in)
Limit	4.945 mm (0.1947 in)
Valve stem diameter (exhaust)	4.460–4.475 mm (0.1756–0.1762 in)
Limit	4.430 mm (0.1744 in)
Valve guide inside diameter (intake)	5.000–5.012 mm (0.1969–0.1973 in)
Valve guide inside diameter (exhaust)	4.500–4.512 mm (0.1772–0.1776 in)
Valve-stem-to-valve-guide clearance (intake)	0.010–0.037 mm (0.0004–0.0015 in)
Limit	0.080 mm (0.0032 in)

Valve-stem-to-valve-guide clearance (exhaust)	0.025–0.052 mm (0.0010–0.0020 in)
Limit	0.100 mm (0.0039 in)
Valve stem runout	0.010 mm (0.0004 in)
Valve spring	
Free length (intake)	41.25 mm (1.62 in)
Limit	39.18 mm (1.54 in)
Free length (exhaust)	42.33 mm (1.67 in)
Limit	40.21 mm (1.58 in)
Spring tilt (intake)	1.7 mm (0.07 in)
Spring tilt (exhaust)	1.7 mm (0.07 in)
Cylinder	
Bore	79.000–79.010 mm (3.1102–3.1106 in)
Wear limit	79.060 mm (3.1126 in)
Piston	
Diameter	78.970–78.985 mm (3.1090–3.1096 in)
Measuring point (from piston skirt bottom)	8.0 mm (0.31 in)
Piston-to-cylinder clearance	0.015–0.040 mm (0.0006–0.0016 in)
Piston pin bore inside diameter	17.002–17.013 mm (0.6694–0.6698 in)
Limit	17.043 mm (0.6710 in)
Piston pin outside diameter	16.991–17.000 mm (0.6689–0.6693 in)
Limit	16.971 mm (0.6681 in)
Piston-pin-to-piston-pin-bore clearance	0.002–0.022 mm (0.0001–0.0009 in)
Piston ring	
Top ring	
Ring type	Barrel
End gap (installed)	0.15–0.25 mm (0.0059–0.0098 in)
End gap limit	0.50 mm (0.0197 in)
Ring side clearance	0.030–0.065 mm (0.0012–0.0026 in)
Side clearance limit	0.115 mm (0.0045 in)
2nd ring	
Ring type	Taper
End gap (installed)	0.65–0.80 mm (0.0256–0.0315 in)
End gap limit	1.15 mm (0.0453 in)
Ring side clearance	0.020–0.055 mm (0.0008–0.0022 in)
Side clearance limit	0.115 mm (0.0045 in)
Connecting rod	
Oil clearance	0.032–0.054 mm (0.0013–0.0021 in)
Bearing color code	
Code 2	Black
Code 3	Brown
Code 4	Green
Code 5	Yellow
Code 6	Pink
Crankshaft	
Runout limit	0.030 mm (0.0012 in)
Journal oil clearance	0.027–0.045 mm (0.0011–0.0018 in)
Bearing color code	
Code 1	Blue
Code 2	Black

Code 3	Brown
Code 4	Green
Code 5	Yellow
Code 6	Pink
Code 7	Red
Balancer	
Balancer shaft runout limit	0.030 mm (0.0012 in)
Bearing color code	
Code 0	White
Code 1	Blue
Code 2	Black
Code 3	Brown
Code 4	Green
Code 5	Yellow
Code 6	Pink
Balancer shaft journal to balancer shaft bearing clearance	0.028–0.046 mm (0.0011–0.0018 in)
Clutch	
Clutch type	Wet, multiple-disc
Clutch lever free play	5.0–10.0 mm (0.20–0.39 in)
Assembly width	48.3–49.3 mm (1.90–1.94 in)
Friction plate 1 thickness	2.72–2.88 mm (0.107–0.113 in)
Wear limit	2.62 mm (0.103 in)
Plate quantity	3 pcs
Friction plate 2 thickness	2.72–2.88 mm (0.107–0.113 in)
Wear limit	2.62 mm (0.103 in)
Plate quantity	7 pcs
Clutch plate 1 thickness	2.46–2.74 mm (0.097–0.108 in)
Plate quantity	1 pcs
Warpage limit	0.10 mm (0.004 in)
Clutch plate 2 thickness	2.18–2.42 mm (0.086–0.095 in)
Plate quantity	8 pcs
Warpage limit	0.10 mm (0.004 in)
Clutch spring free length	47.36 mm (1.86 in)
Limit	44.99 mm (1.77 in)
Spring quantity	3 pcs
Drivetrain	
Primary reduction ratio	1.634 (67/41)
Transmission type	Constant mesh 6-speed
Gear ratio	
1st	2.600 (39/15)
2nd	2.176 (37/17)
3rd	1.842 (35/19)
4th	1.579 (30/19)
5th	1.381 (29/21)
6th	1.250 (30/24)
Main axle runout limit	0.08 mm (0.0032 in)
Drive axle runout limit	0.08 mm (0.0032 in)
Secondary reduction ratio	2.688 (43/16)
Final drive	Chain

Shifting mechanism	
Installed shift rod length	274.2–276.2 mm (10.80–10.87 in)
Air filter	
Air filter element	Oil-coated paper element
Fuel pump	
Pump type	Electrical
Maximum consumption amperage	5.2 A
Fuel injector	
Resistance	12.0 Ω
Throttle body	
ID mark	B671 00
Throttle position sensor	
Resistance	1.08–2.25 kΩ
Accelerator position sensor	
Resistance	1.08–2.52 kΩ
Idling condition	
Engine idling speed	1200–1400 r/min
AI system	Inactive
O_2 feedback control	Inactive
Exhaust gas sampling point	Sampling port on the exhaust pipe
Coolant temperature	90–110 °C (194–230 °F)
Intake vacuum	26.0 kPa (195 mmHg, 7.7 inHg)
Difference in vacuum pressure between the cylinders	1.3 kPa (10 mmHg, 0.4 inHg)
CO%	0.5–4.5 %
Fuel line pressure (at idle)	300–390 kPa (3.0–3.9 kgf/cm², 43.5–56.6 psi)
Throttle grip free play	3.0–5.0 mm (0.12–0.20 in)
Air induction system	
Solenoid resistance	18–22 Ω

EAS20015
CHASSIS SPECIFICATIONS

Chassis	
Frame type	Diamond
Caster angle	24.0 °
Trail	102 mm (4.0 in)
Front wheel	
Wheel type	Cast wheel
Rim size	17M/C x MT3.50
Rim material	Aluminum
Radial wheel runout limit	1.0 mm (0.04 in)
Lateral wheel runout limit	1.0 mm (0.04 in)
Wheel axle bending limit	0.40 mm (0.02 in)
Rear wheel	
Wheel type	Cast wheel
Rim size	17M/C x MT6.00
Rim material	Aluminum
Radial wheel runout limit	1.0 mm (0.04 in)
Lateral wheel runout limit	1.0 mm (0.04 in)
Wheel axle bending limit	0.40 mm (0.02 in)
Front tire	
Type	Tubeless
Size	120/70ZR17M/C(58W)
Manufacturer/model	BRIDGESTONE/BATTLAX HYPERSPORT S20F
Rear tire	
Type	Tubeless
Size	190/55ZR17M/C(75W)
Manufacturer/model	BRIDGESTONE/BATTLAX HYPERSPORT S20R
Tire air pressure (measured on cold tires)	
1 person	
Front	250 kPa (2.50 kgf/cm², 36 psi)
Rear	290 kPa (2.90 kgf/cm², 42 psi)
2 persons	
Front	250 kPa (2.50 kgf/cm², 36 psi)
Rear	290 kPa (2.90 kgf/cm², 42 psi)
Front brake	
Type	Hydraulic dual disc brake
Disc outside diameter × thickness	320.0 × 5.0 mm (12.60 × 0.20 in)
Brake disc thickness limit	4.5 mm (0.18 in)
Brake disc runout limit (as measured on wheel)	0.10 mm (0.0039 in)
Brake pad lining thickness	4.5 mm (0.18 in)
Limit	0.5 mm (0.02 in)
Master cylinder inside diameter	15.00 mm (0.59 in)
Caliper cylinder inside diameter (Left)	30.23 mm, 27.00 mm (1.19 in, 1.06 in)
Caliper cylinder inside diameter (Right)	30.23 mm, 27.00 mm (1.19 in, 1.06 in)
Specified brake fluid	DOT 4

Rear brake	
Type	Hydraulic single disc brake
Disc outside diameter × thickness	220.0 × 5.0 mm (8.66 × 0.20 in)
Brake disc thickness limit	4.5 mm (0.18 in)
Brake disc runout limit (as measured on wheel)	0.15 mm (0.0059 in)
Brake pad lining thickness	6.0 mm (0.24 in)
Limit	1.5 mm (0.06 in)
Master cylinder inside diameter	12.7 mm (0.50 in)
Caliper cylinder inside diameter	38.18 mm (1.50 in)
Specified brake fluid	DOT 4
Front suspension	
Type	Telescopic fork
Spring	Coil spring
Shock absorber	Hydraulic damper
Fork spring free length	260.0 mm (10.24 in)
Limit	254.8 mm (10.03 in)
Recommended oil	Yamaha Suspension Oil M1 or Öhlins R&T 43
Quantity (left)	448.0 cm³ (15.15 US oz, 15.80 Imp.oz)
Quantity (right)	448.0 cm³ (15.15 US oz, 15.80 Imp.oz)
Level (left)	180 mm (7.1 in)
Level (right)	180 mm (7.1 in)
Spring preload	
Adjusting system	Mechanical adjustable type
Unit for adjustment	Turn
Adjustment value (Soft)	0
Adjustment value (STD)	11
Adjustment value (Hard)	15
Rebound damping	
Adjusting system	Electronically adjustable type
Compression damping	
Adjusting system	Electronically adjustable type
Rear suspension	
Type	Swingarm (link suspension)
Spring	Coil spring
Shock absorber	Gas-hydraulic damper
Spring preload	
Adjusting system	Mechanical adjustable type
Adjustment value (Soft)	0.0 mm (0.00 in)
Adjustment value (STD)	2.0 mm (0.08 in)
Adjustment value (Hard)	9.0 mm (0.35 in)
Rebound damping	
Adjusting system	Electronically adjustable type
Compression damping	
Adjusting system	Electronically adjustable type
Drive chain	
Size	525VZ
Chain type	Sealed type
Number of links	114
Drive chain slack (Maintenance stand)	25.0–35.0 mm (0.98–1.38 in)
Drive chain slack (Side stand)	20.0–30.0 mm (0.79–1.18 in)
15-link length limit	239.3 mm (9.42 in)

EAS20016
ELECTRICAL SPECIFICATIONS

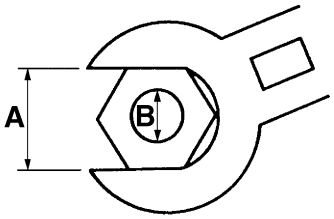
Voltage	
System voltage	12 V
Ignition system	
Ignition system	TCI
Advancer type	Digital
Ignition timing (B.T.D.C.)	5.0 °/1300 r/min
Engine control unit	
Model	TBDF0E
Ignition coil	
Primary coil resistance	1.19–1.61 Ω
Secondary coil resistance	8.50–11.50 kΩ
Lean angle sensor output voltage	
Operating angle	65 °
Output voltage over operating angle	3.7–4.4 V
Output voltage up to operating angle	0.4–1.4 V
Charging system	
Charging system	AC magneto
Standard output	14.0 V, 26.3 A at 5000 r/min
Standard output	14.0 V, 368 W at 5000 r/min
Stator coil resistance	0.112–0.168 Ω
Rectifier/regulator	
Regulator type	Three-phase
Regulated voltage (DC)	14.3–14.7 V
Rectifier capacity (DC)	35.0 A
Battery	
Model	YTZ10S
Voltage, capacity	12 V, 8.6 Ah (10 HR)
Bulb wattage	
Headlight	LED
Brake/tail light	LED
Front turn signal light	LED
Rear turn signal light	LED
Auxiliary light	LED
License plate light	LED
Meter lighting	LED
Indicator light	
Neutral indicator light	LED
Oil pressure and coolant temperature warning light	LED
High beam indicator light	LED
Turn signal indicator light	LED
Engine trouble warning light	LED
ABS warning light	LED
Cruise control “SET” indicator light	LED
Cruise control “ON” indicator light	LED

Steering damper and suspension warning light	LED
Immobilizer system indicator light	LED
Shift timing indicator light	LED
Traction control system indicator/warning light	LED
Starter motor	
Power output	0.75 kW
Armature coil resistance	0.0115–0.0140 Ω
Brush overall length	11.0 mm (0.43 in)
Limit	5.50 mm (0.22 in)
Brush spring force	4.80–7.20 N (489–734 gf, 17.28–25.92 oz)
Commutator diameter	106.6 mm (4.20 in)
Limit	105.6 mm (4.16 in)
Mica undercut (depth)	2.40 mm (0.09 in)
Fuel sender unit	
Sender unit resistance (full)	9.0–11.0 Ω
Sender unit resistance (empty)	213.0–219.0 Ω
Solenoid	
Steering damper solenoid resistance	49.82–56.18 Ω
Fuel injection sensor	
Crankshaft position sensor resistance	189–231 Ω
Cylinder identification sensor output voltage (ON)	4.8 V
Cylinder identification sensor output voltage (OFF)	0.8 V
Intake air temperature sensor resistance	5400–6600 Ω at 0 °C (5400–6600 Ω at 32 °F)
Intake air temperature sensor resistance	290–389 Ω at 80 °C (290–389 Ω at 176 °F)
Atmospheric pressure sensor output voltage	3.57–4.83 V at 119.9 kPa (3.57–4.83 V at 1.20 kgf/cm², 3.57–4.83 V at 17.4 psi)
Coolant temperature sensor resistance	2512–2777 Ω at 20 °C (2512–2777 Ω at 68 °F)
Coolant temperature sensor resistance	210–220 Ω at 100 °C (210–220 Ω at 212 °F)
Fuse(s)	
Main fuse	50.0 A
Headlight fuse	10.0 A
Brake light fuse	1.0 A
Signaling system fuse	7.5 A
Ignition fuse	15.0 A
Radiator fan motor fuse	15.0 A
Sub radiator fan motor fuse	10.0 A
Hazard fuse	7.5 A
ABS ECU fuse	7.5 A
SCU fuse	7.5 A
Fuel injection system fuse	15.0 A
ABS motor fuse	30.0 A
ABS solenoid fuse	10.0 A
Auxiliary fuse	2.0 A
Cruise control fuse	1.0 A
Backup fuse	7.5 A
Electronic throttle valve fuse	7.5 A

EAS20017
TIGHTENING TORQUES

EAS30015
GENERAL TIGHTENING TORQUE SPECIFICATIONS

This chart specifies tightening torques for standard fasteners with a standard ISO thread pitch. Tightening torque specifications for special components or assemblies are provided for each chapter of this manual. To avoid warpage, tighten multi-fastener assemblies in a crisscross pattern and progressive stages until the specified tightening torque is reached. Unless otherwise specified, tightening torque specifications require clean, dry threads. Components should be at room temperature.



A. Distance between flats
B. Outside thread diameter

A (nut)	B (bolt)	General tightening torques		
		N·m	kgf·m	lb·ft
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	13.0	94

EAS30016
ENGINE TIGHTENING TORQUES

Item	Thread size	Q'ty	Tightening torque	Remarks
Exhaust pipe nut	M8	8	20 N·m (2.0 kgf·m, 14 lb·ft)	
Muffler protector bolt	M6	1	10 N·m (1.0 kgf·m, 7.2 lb·ft)	
Front muffler protector bolt	M6	4	10 N·m (1.0 kgf·m, 7.2 lb·ft)	LT
Spark plug	M10	4	13 N·m (1.3 kgf·m, 9.4 lb·ft)	
Spark plug (new)	M10	4	18 N·m (1.8 kgf·m, 13 lb·ft)	
Cylinder head cover bolt	M6	6	10 N·m (1.0 kgf·m, 7.2 lb·ft)	
Generator rotor bolt	M12	1	75 N·m (7.5 kgf·m, 54 lb·ft)	E
Generator cover bolt	M6	8	12 N·m (1.2 kgf·m, 8.7 lb·ft)	
Clutch boss nut	M20	1	125 N·m (12.5 kgf·m, 90 lb·ft)	Stake. E
Clutch spring bolt	M6	3	10 N·m (1.0 kgf·m, 7.2 lb·ft)	
Clutch cover bolt	M6	10	12 N·m (1.2 kgf·m, 8.7 lb·ft)	
Oil filter cartridge	M20	1	17 N·m (1.7 kgf·m, 12 lb·ft)	
Oil filter cartridge union bolt	M20	1	70 N·m (7.0 kgf·m, 51 lb·ft)	E
Water pump drain bolt	M6	1	10 N·m (1.0 kgf·m, 7.2 lb·ft)	
Engine oil drain bolt	M14	1	23 N·m (2.3 kgf·m, 17 lb·ft)	

EAS30017
CHASSIS TIGHTENING TORQUES

Item	Thread size	Q'ty	Tightening torque	Remarks
Front wheel axle nut	M24	1	115 N·m (11.5 kgf·m, 83 lb·ft)	
Front wheel axle pinch bolt	M8	4	21 N·m (2.1 kgf·m, 15 lb·ft)	See TIP.
Rear wheel sprocket nut	M10	6	80 N·m (8.0 kgf·m, 58 lb·ft)	
Rear wheel axle nut	M24	1	190 N·m (19 kgf·m, 137 lb·ft)	
Rear brake caliper bolt (front)	M12	1	27 N·m (2.7 kgf·m, 20 lb·ft)	S
Rear brake caliper bolt (rear)	M8	1	22 N·m (2.2 kgf·m, 16 lb·ft)	S and LT
Brake caliper bleed screw	M8	3	5 N·m (0.5 kgf·m, 3.6 lb·ft)	
Front brake caliper bolt	M10	4	35 N·m (3.5 kgf·m, 25 lb·ft)	
Upper handlebar holder bolt	M8	4	22 N·m (2.2 kgf·m, 16 lb·ft)	
Lower handlebar holder nut	M10	2	40 N·m (4.0 kgf·m, 29 lb·ft)	
Clutch cable locknut	M8	1	7 N·m (0.7 kgf·m, 5.1 lb·ft)	
Lower bracket pinch bolt	M8	4	23 N·m (2.3 kgf·m, 17 lb·ft)	See TIP.
Upper bracket pinch bolt	M8	2	26 N·m (2.6 kgf·m, 19 lb·ft)	
Lower ring nut	M30	1	See TIP.	

Item	Thread size	Q'ty	Tightening torque	Remarks
Drive sprocket nut	M22	1	140 N·m (14 kgf·m, 100 lb·ft)	Stake. E

TIP

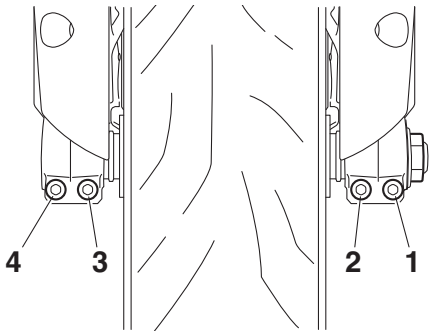
Lower ring nut

1. Tighten the ring nut to 52 N·m (5.2 kgf·m, 38 lb·ft) with a torque wrench, then loosen the lower ring nut completely.
2. Tighten the lower ring nut to 14 N·m (1.4 kgf·m, 10 lb·ft).

TIP

Front wheel axle pinch bolt

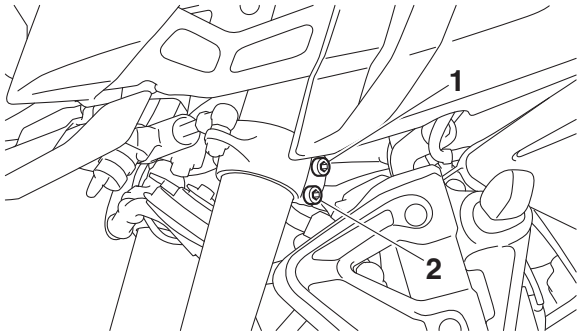
1. Tighten the pinch bolt "2", pinch bolt "1", and pinch bolt "2" to 21 N·m (2.1 kgf·m, 15 lb·ft) in this order.
2. Check that the right end of the front axle is flush with the front fork. If necessary, manually push the front axle or lightly tap it with a soft hammer until its end is flush with the front fork. However, if the surface of the front axle end is not parallel to the surface of the front fork, align a point on the outer edge of the axle with the fork, making sure that the axle does not protrude past the fork.
3. Tighten the pinch bolt "4", pinch bolt "3", and pinch bolt "4" to 21 N·m (2.1 kgf·m, 15 lb·ft) in this order.



TIP

Lower bracket pinch bolt

Tighten each bolt to 23 N·m (2.3 kgf·m, 17 lb·ft) in the order pinch bolt "1" → pinch bolt "2" → pinch bolt "1" → pinch bolt "2".



EAS20018
LUBRICATION POINTS AND LUBRICANT TYPES

EAS30018
ENGINE

Lubrication point	Lubricant
Oil seal lips	LS
O-rings	LS
Coolant hose insertion part	Water or S
Bearings	E
Rocker arm shaft outer surface	E
Camshaft lobes and journals (intake and exhaust)	M
Valve stem seal (installed on valve guide)	S
Valve pad	M
Valve stems and stem ends (intake and exhaust)	M
Crankshaft big ends	E
Piston surfaces	E
Piston pins	E
Connecting rod bolts	M
Crankshaft journals	E
Balancer shaft journals	E
Generator rotor bolt thread and washer	E
Timing chain sprocket bolt	E
Coolant pipe O-ring	Water or S
Oil pump rotors (inner and outer)	LS
Oil filter cartridge union bolt	E
Plug (oil gallery) O-ring	Water or S
Crankcase bolt O-ring	E
Timing chain cover oil seal outer surface	LS
Starter clutch idle gear inner surface and end	E
Starter clutch outer assembly	E
Starter clutch gear	E
Primary driven gear end	E
Clutch pull rod	LS
Clutch housing thrust plate	E
Clutch boss nut and conical washer	E
Oil pump drive sprocket inner surface	E

Lubrication point	Lubricant
Oil pump drive sprocket collar inner surface	E
Oil pump drive sprocket washer	E
Clutch housing assembly washer	E
Transmission gears (wheel and pinion) and collar	M
Transmission gears inner surface (shift fork contact parts)	M
Drive sprocket nut and washer	E
Shift drum assembly	E
Shift forks and shift fork guide bars	E
Shift shaft washer	E
Shift shaft moving surface	E
Crankcase mating surface	Yamaha bond No. 1215 (Three bond No.1215®)
Stator coil assembly lead grommet	Yamaha bond No. 1215 (Three bond No.1215®)
Cylinder head cover mating surface	Three bond No.1541C®

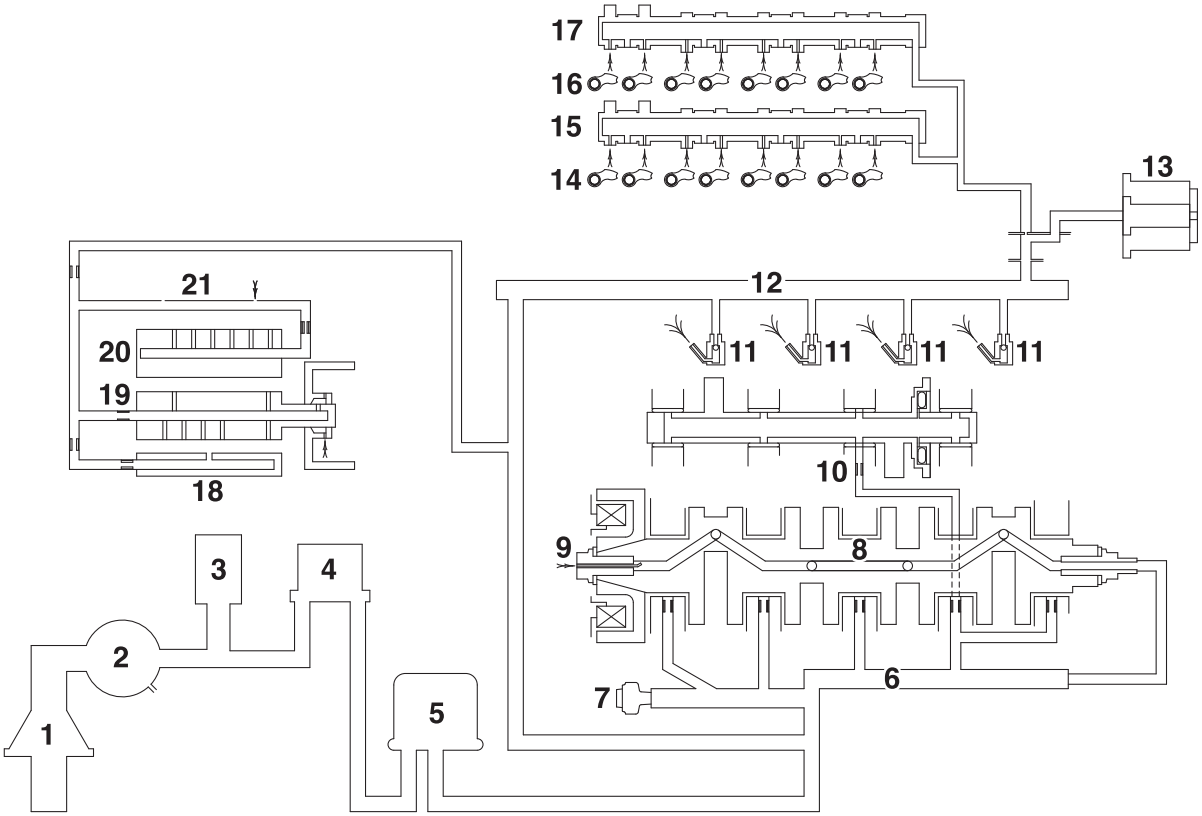
EAS30019
CHASSIS

Lubrication point	Lubricant
Steering bearings, seal lip and ball race lip	LS
Tube guide (throttle grip) inner surface and throttle cables	LS
Brake lever pivot bolt and metal-to-metal moving parts	S
Clutch lever pivot bolt, metal-to-metal moving parts and clutch cable end	LS
Engine mounting bolt (rear side)	LS
Collar outer surface (Relay arm, connecting arm, rear shock absorber assembly (lower side))	LS
Pivot shaft	LS
Swingarm pivot bearing (right side) inner surface	LS
Swingarm dust cover lip, swingarm pivot ends	LS
Swingarm pivot bushing ends	LS
Oil seal inner lip (Relay arm, connecting arm, rear shock absorber assembly (lower side))	LS
Sidestand pivoting point and metal-to-metal moving parts	LS
Sidestand switch contact point	LS
Sidestand hook and spring contact point	LS
Shift rod joint moving parts	LS
Brake pedal hook and spring contact point	LS

Lubrication point	Lubricant
Front wheel oil seal (left and right)	LS
Front wheel axle nut mating surface	LS
Rear wheel oil seal	LS
Rear wheel drive hub oil seal	LS
Rear wheel drive hub mating surface	LS
Rear wheel drive hub and rear wheel mating surfaces	LS
Brake caliper piston seal	BF
Master cylinder inside	BF
Brake caliper piston dust seal	S
Rear brake caliper bolts	S

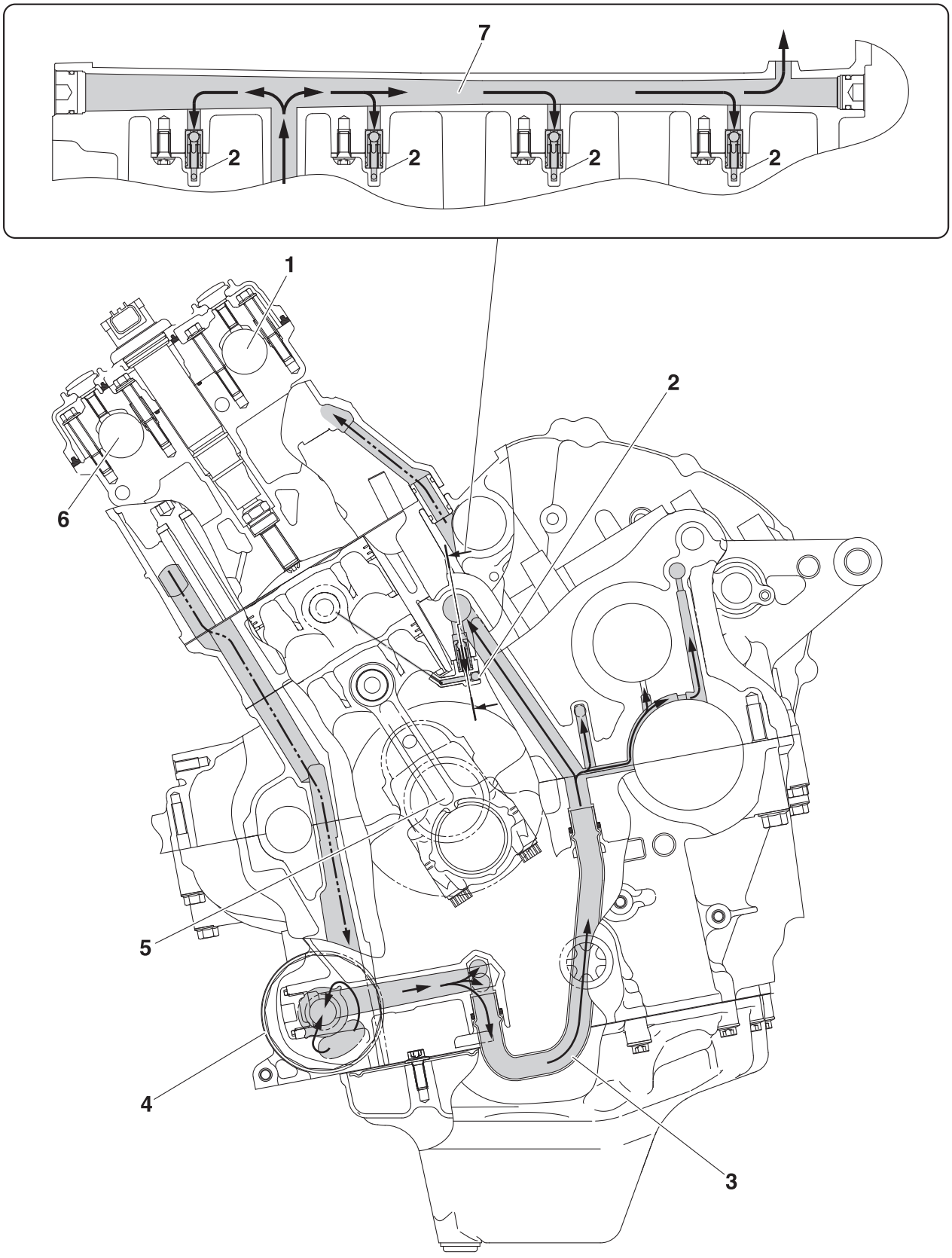
EAS20019
LUBRICATION SYSTEM CHART AND DIAGRAMS

EAS30020
ENGINE OIL LUBRICATION CHART



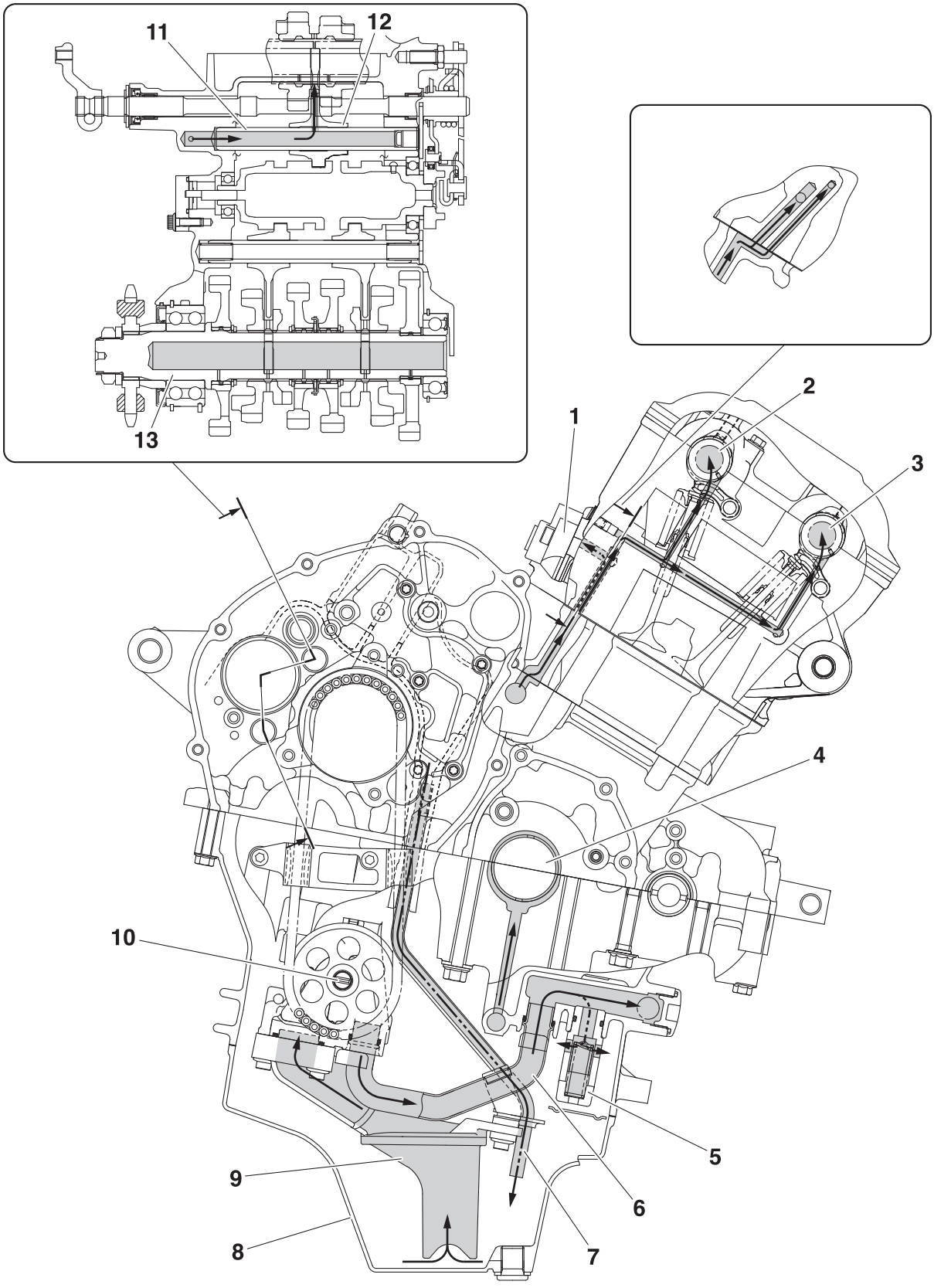
1. Oil strainer
2. Oil pump
3. Relief valve
4. Oil cooler
5. Oil filter cartridge
6. Main gallery
7. Oil pressure switch
8. Crankshaft
9. Generator rotor
10. Balancer shaft
11. Oil nozzle
12. Sub gallery
13. Timing chain tensioner
14. Intake rocker arm
15. Intake camshaft
16. Exhaust rocker arm
17. Exhaust camshaft
18. Shift fork guide bar (upper)
19. Main axle
20. Drive axle
21. Mission shower

EAS30021
LUBRICATION DIAGRAMS
Crankcase, cylinder, and cylinder head (left side view)



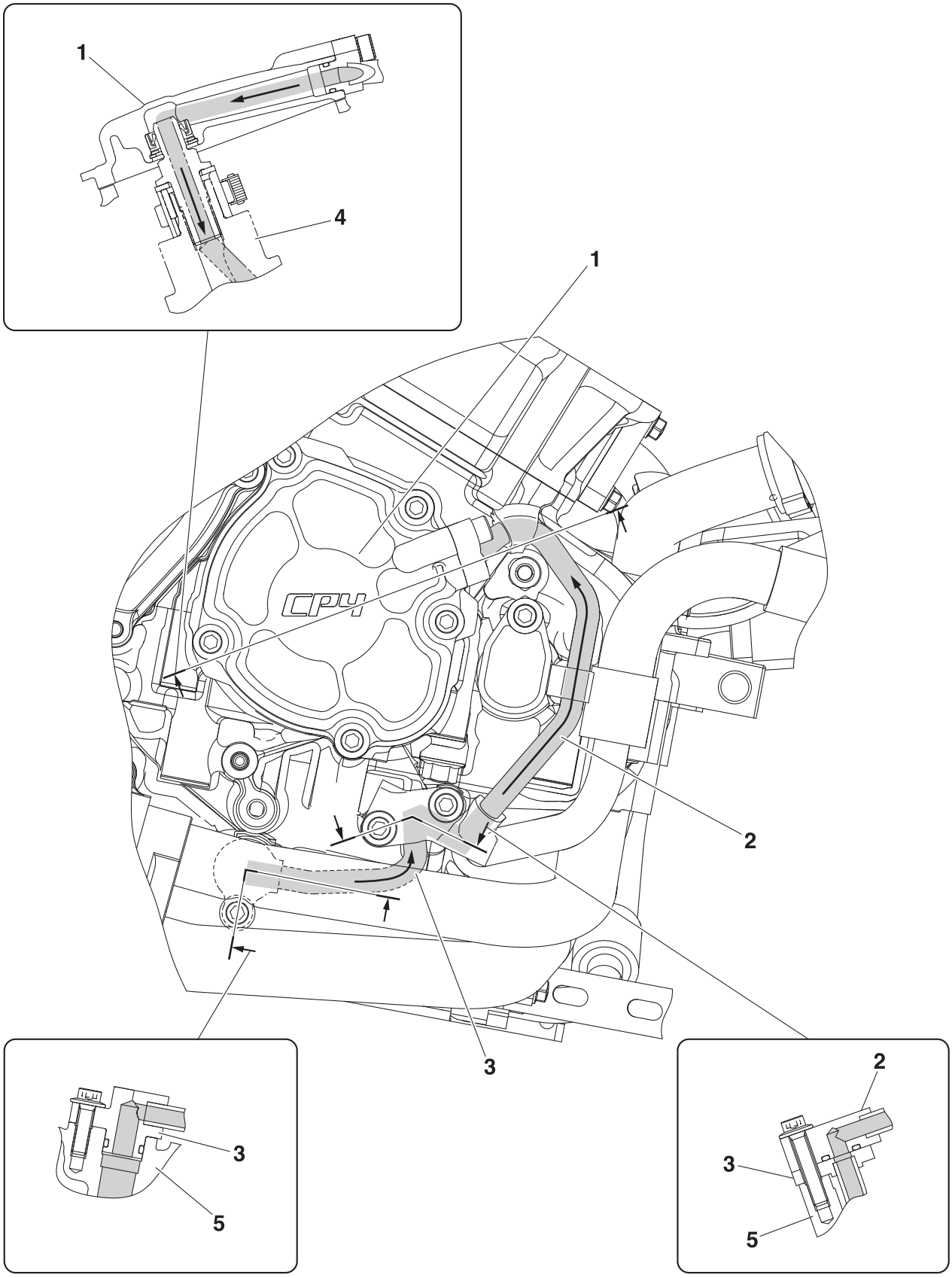
1. Intake camshaft
2. Oil nozzle
3. Oil delivery pipe 2
4. Oil filter cartridge
5. Crankshaft
6. Exhaust camshaft
7. Sub gallery

Crankcase and cylinder (right side view)



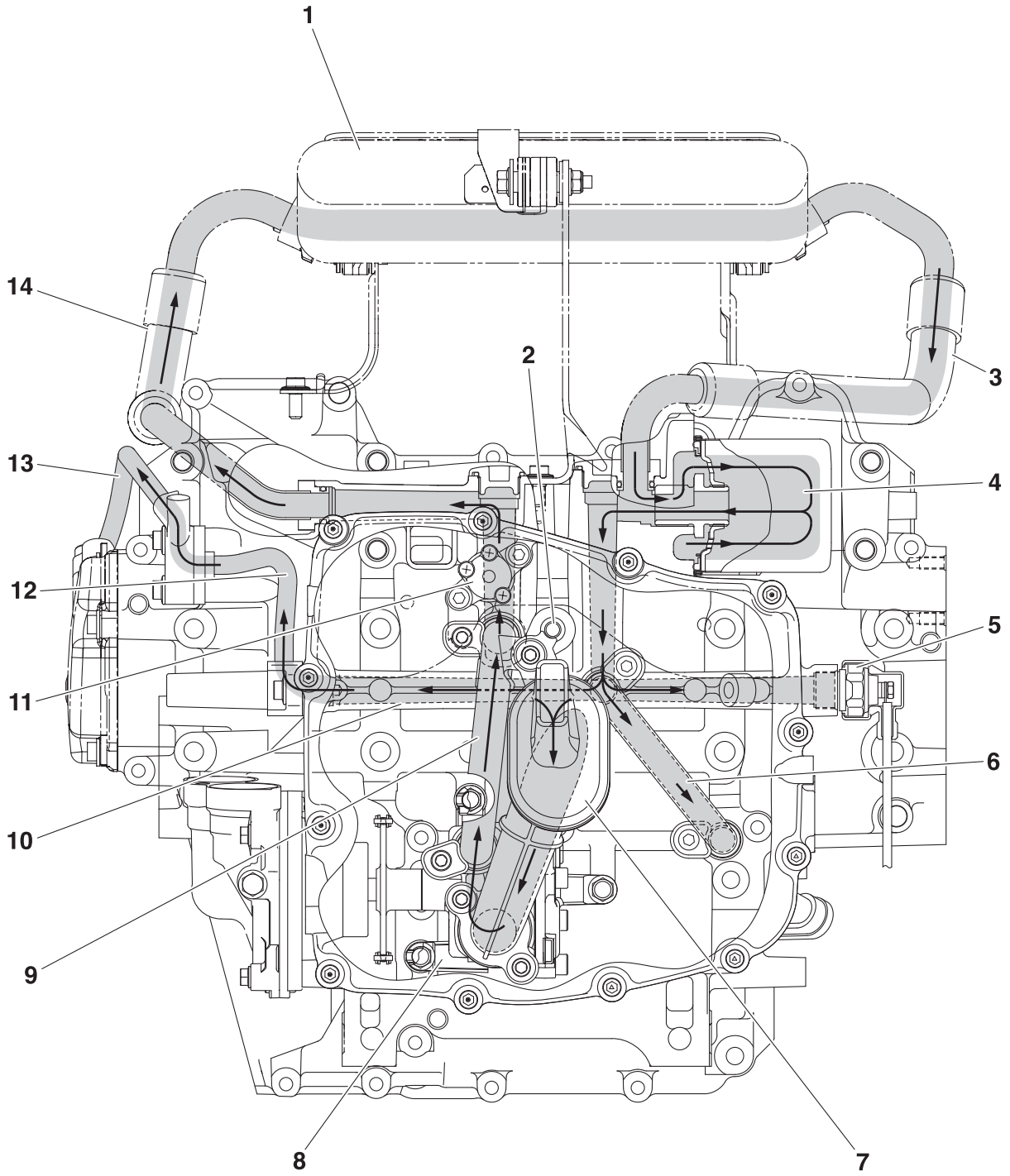
1. Timing chain tensioner
2. Intake camshaft
3. Exhaust camshaft
4. Crankshaft
5. Relief valve
6. Oil pipe 1
7. Oil delivery pipe 1
8. Oil pan
9. Oil strainer
10. Oil pump
11. Shift fork guide bar
12. Shift fork-C
13. Drive axle

Timing chain cover and oil pipe (right side view)



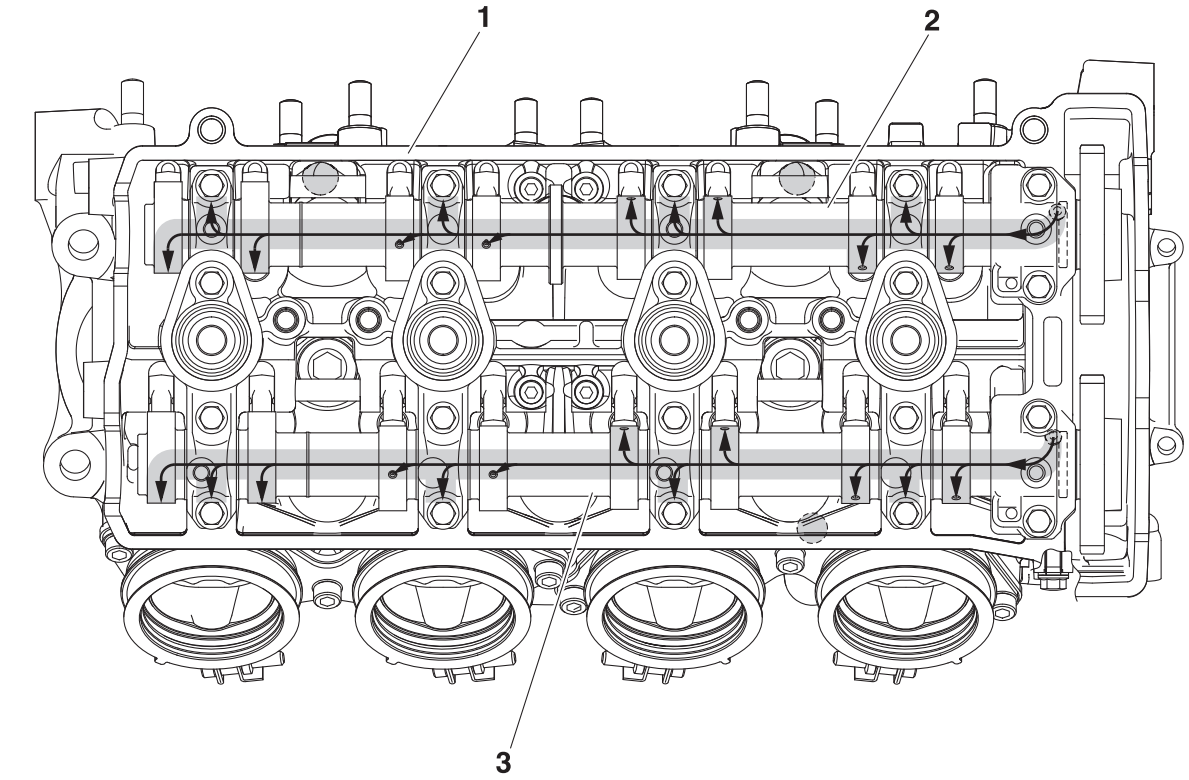
1. Timing chain cover
2. Oil pipe 3
3. Oil pipe 2
4. Crankshaft
5. Crankcase

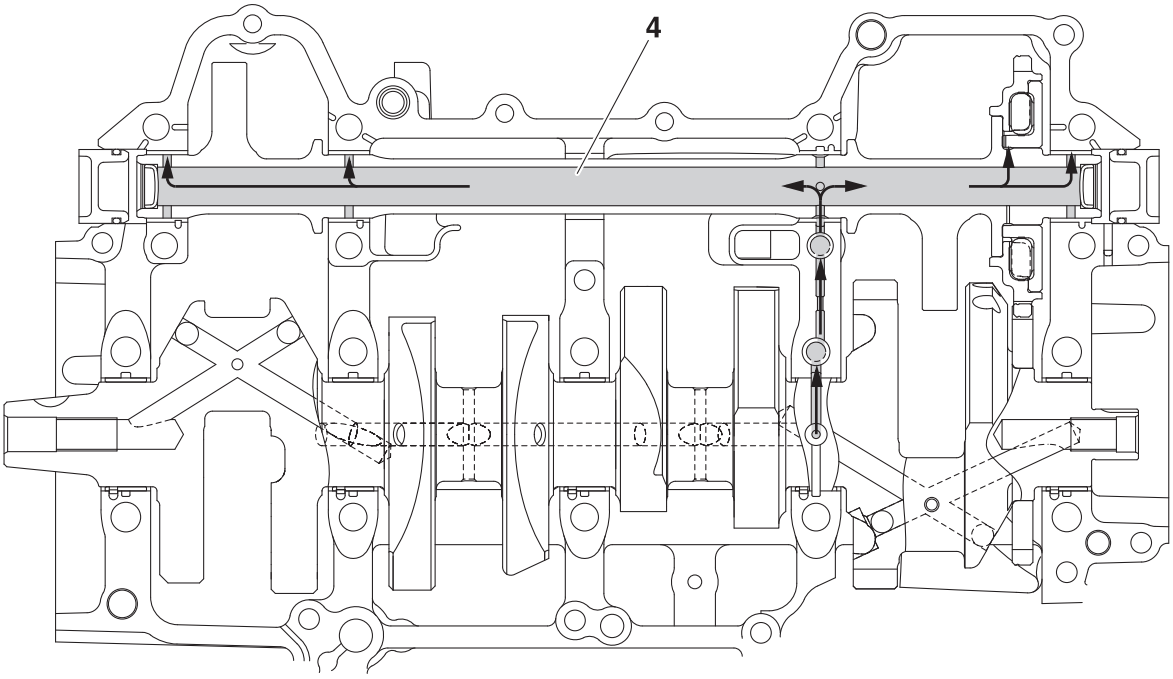
Oil pump and oil cooler (bottom view)



1. Oil cooler
2. Oil delivery pipe 1
3. Oil cooler outlet hose
4. Oil filter cartridge
5. Oil pressure switch
6. Oil delivery pipe 2
7. Oil strainer
8. Oil pump
9. Oil pipe 1
10. Main gallery
11. Relief valve
12. Oil pipe 2
13. Oil pipe 3
14. Oil cooler inlet hose

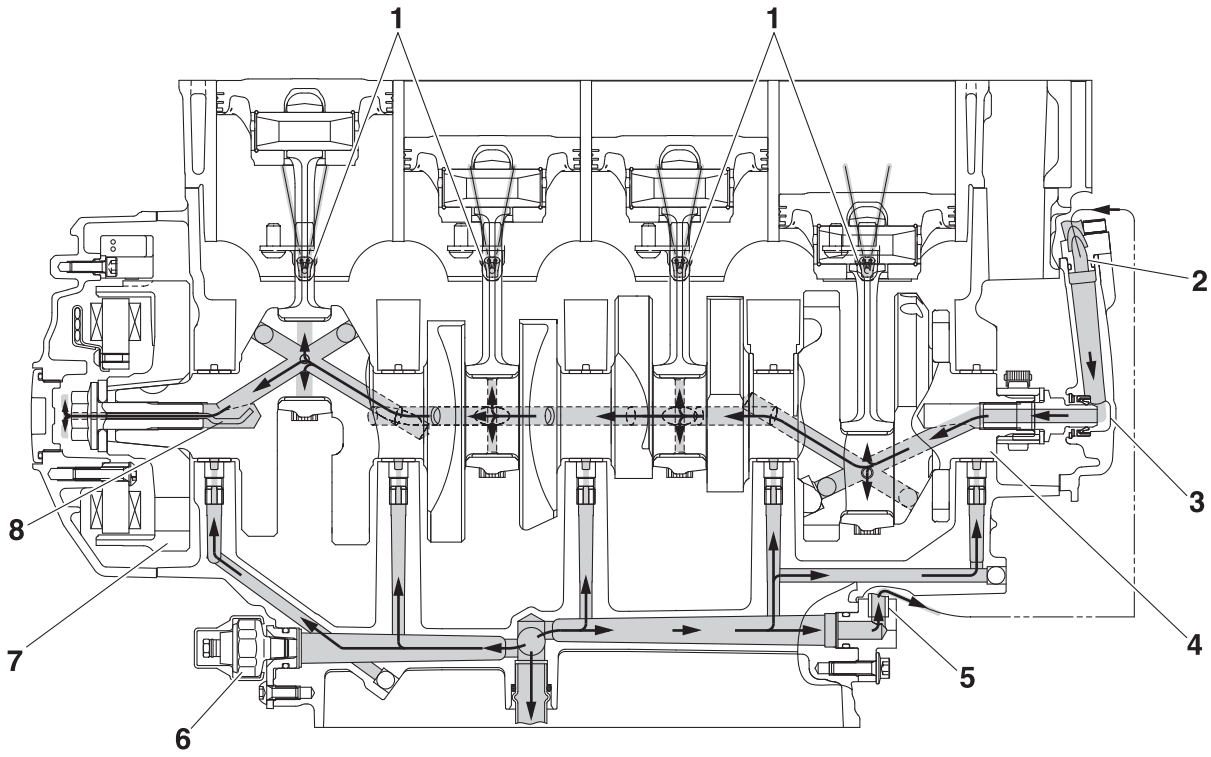
Camshaft and balancer shaft (top view)





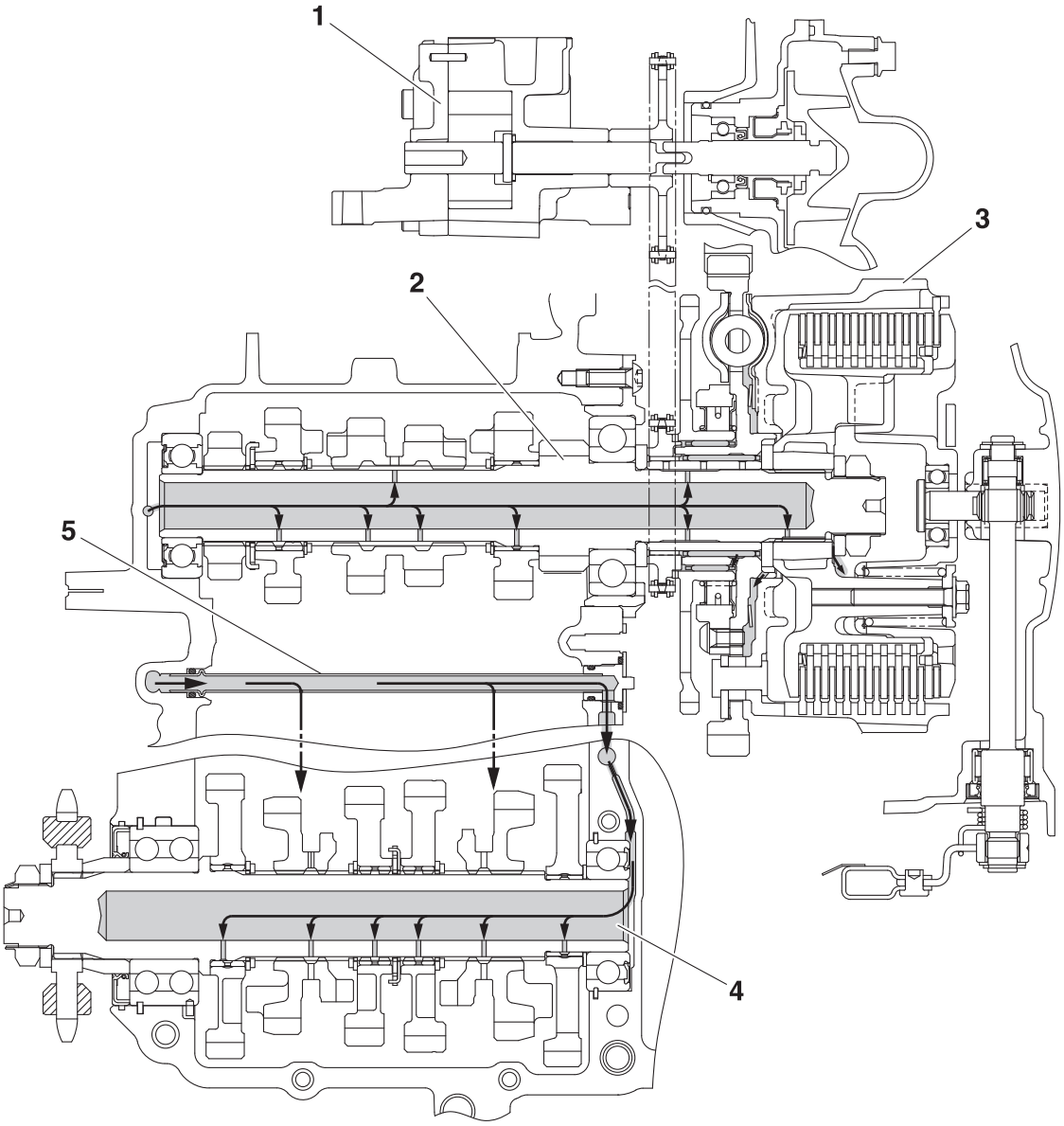
1. Cylinder head
2. Exhaust camshaft
3. Intake camshaft
4. Balancer shaft

Crankshaft (rear view)



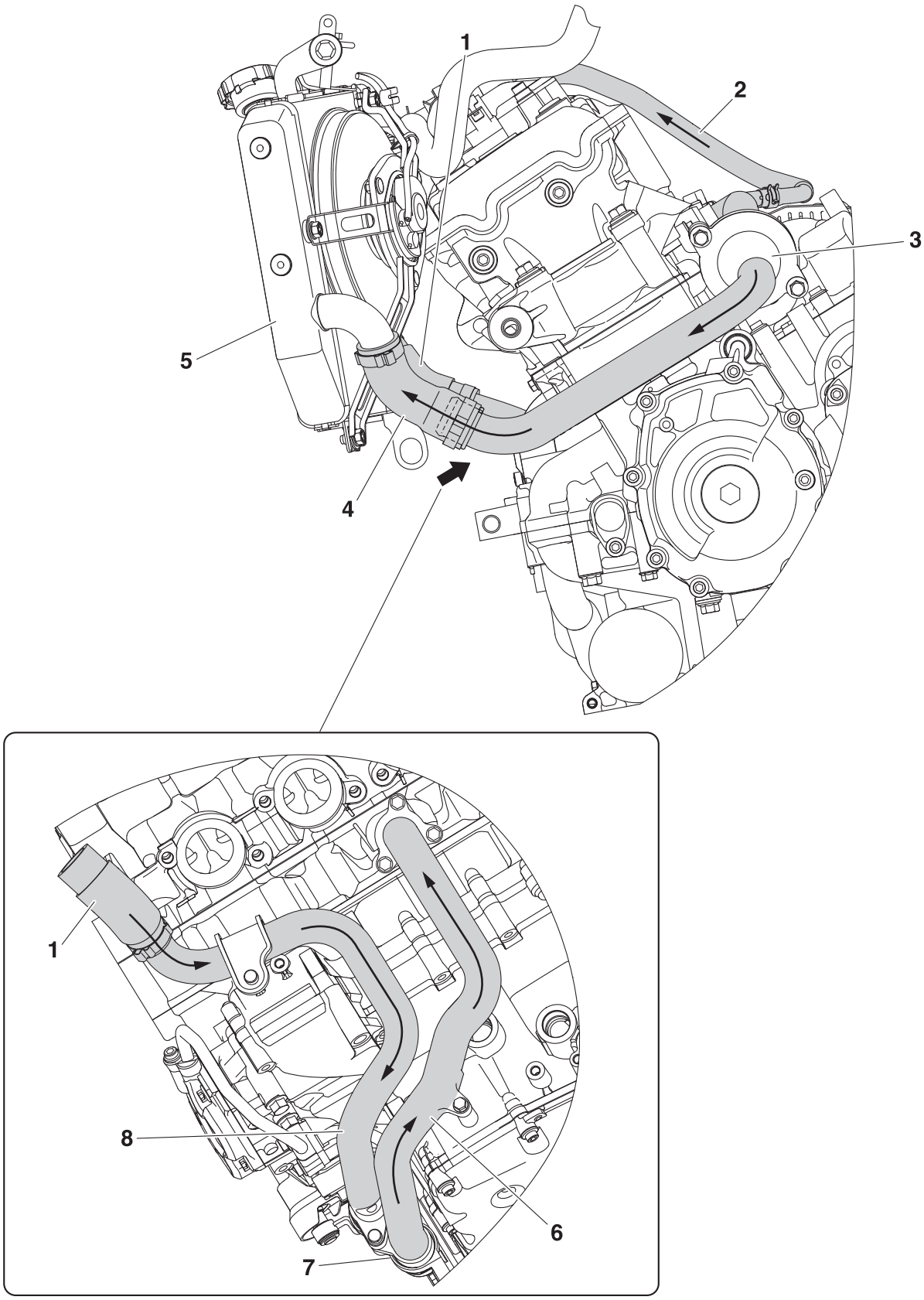
1. Oil nozzle
2. Oil pipe 3
3. Timing chain cover
4. Crankshaft
5. Oil pipe 2
6. Oil pressure switch
7. Generator rotor
8. Shaft

Crankshaft and transmission (top view)

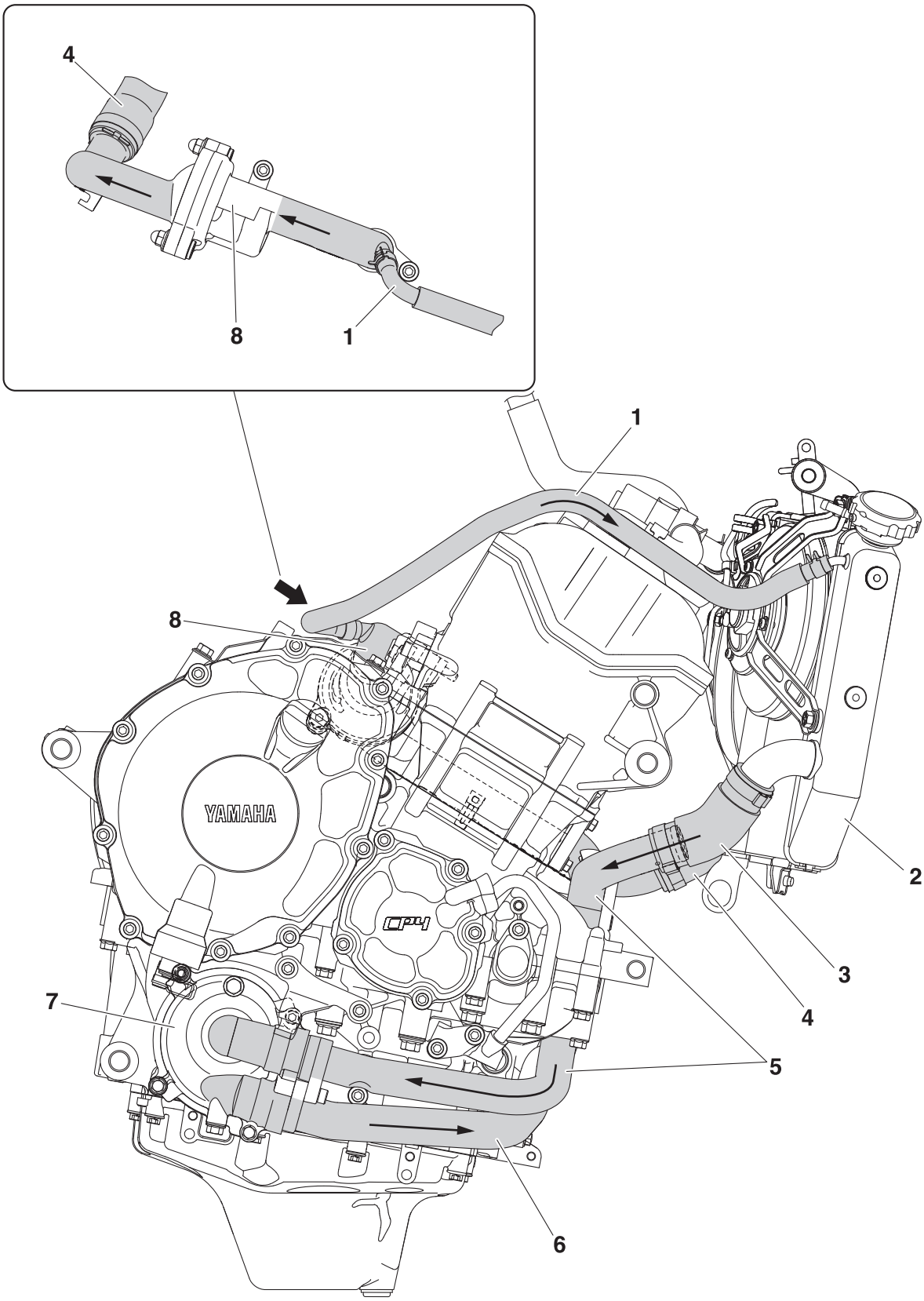


1. Oil pump
2. Main axle
3. Clutch housing
4. Drive axle
5. Oil delivery pipe 3

EAS20020
COOLING SYSTEM DIAGRAMS

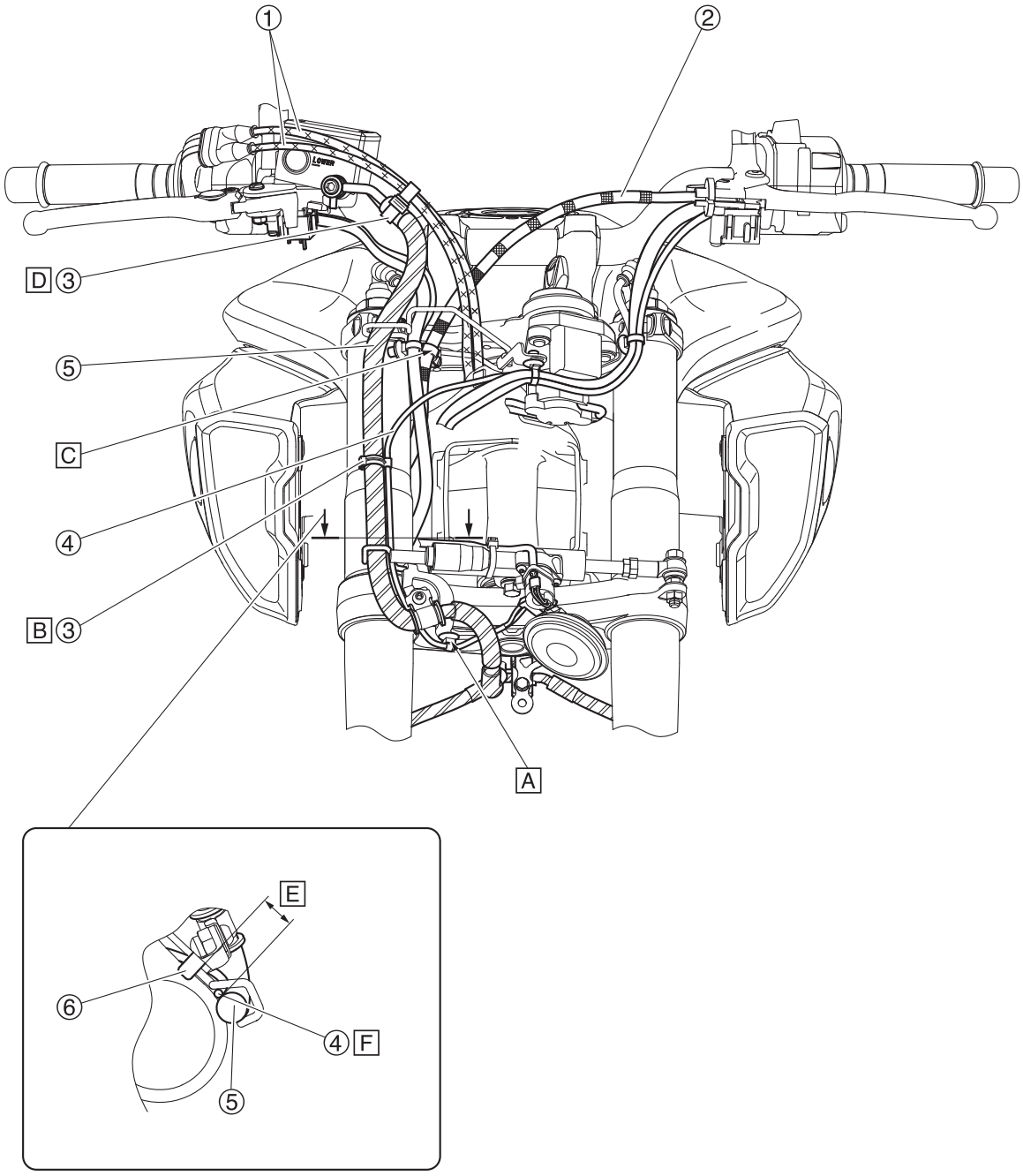


1. Radiator outlet hose
2. Cooling system air bleed hose
3. Thermostat assembly
4. Radiator inlet hose
5. Radiator
6. Water pump outlet pipe
7. Water pump
8. Water pump inlet pipe


4
8
1
1
8
YAMAHA
2
3
4
5
6
7

1. Cooling system air bleed hose
2. Radiator
3. Radiator outlet hose
4. Radiator inlet hose
5. Water pump inlet pipe
6. Water pump outlet pipe
7. Water pump
8. Thermostat assembly

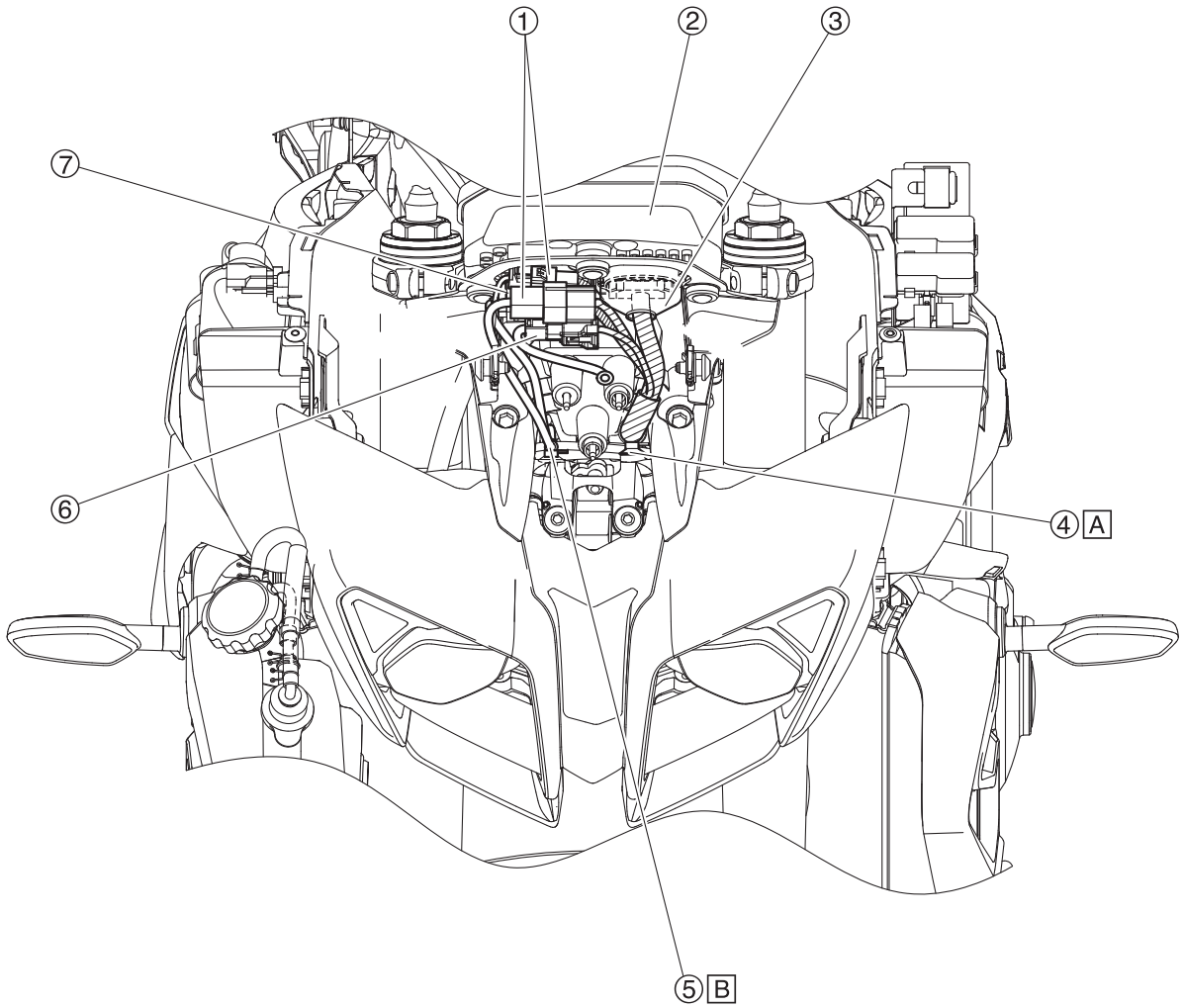
EAS20021
CABLE ROUTING
Handlebar (front view)



1. Throttle cable
2. Clutch cable
3. Clamp
4. Horn lead
5. Front brake hose
6. Horn bracket

A. Install the clamp of the horn lead to the horn bracket.
B. Fasten the front brake hose and horn lead with the clamp. Align the upper end of the clamp with the upper end of the horn lead positioning tape (gray) and the white paint mark on the brake hose. Route the horn lead to the inside of the brake hose and fasten it with the clamp.
C. Pass the clutch cable through the clamp.
D. Fasten the brake hose and throttle cables with the clamp. Position the clamp on the caulked section of the brake hose. Face the opening of the clamp forward.
E. The position of the horn lead may shift within the range shown in the illustration.
F. Install the horn lead as shown in the illustration.

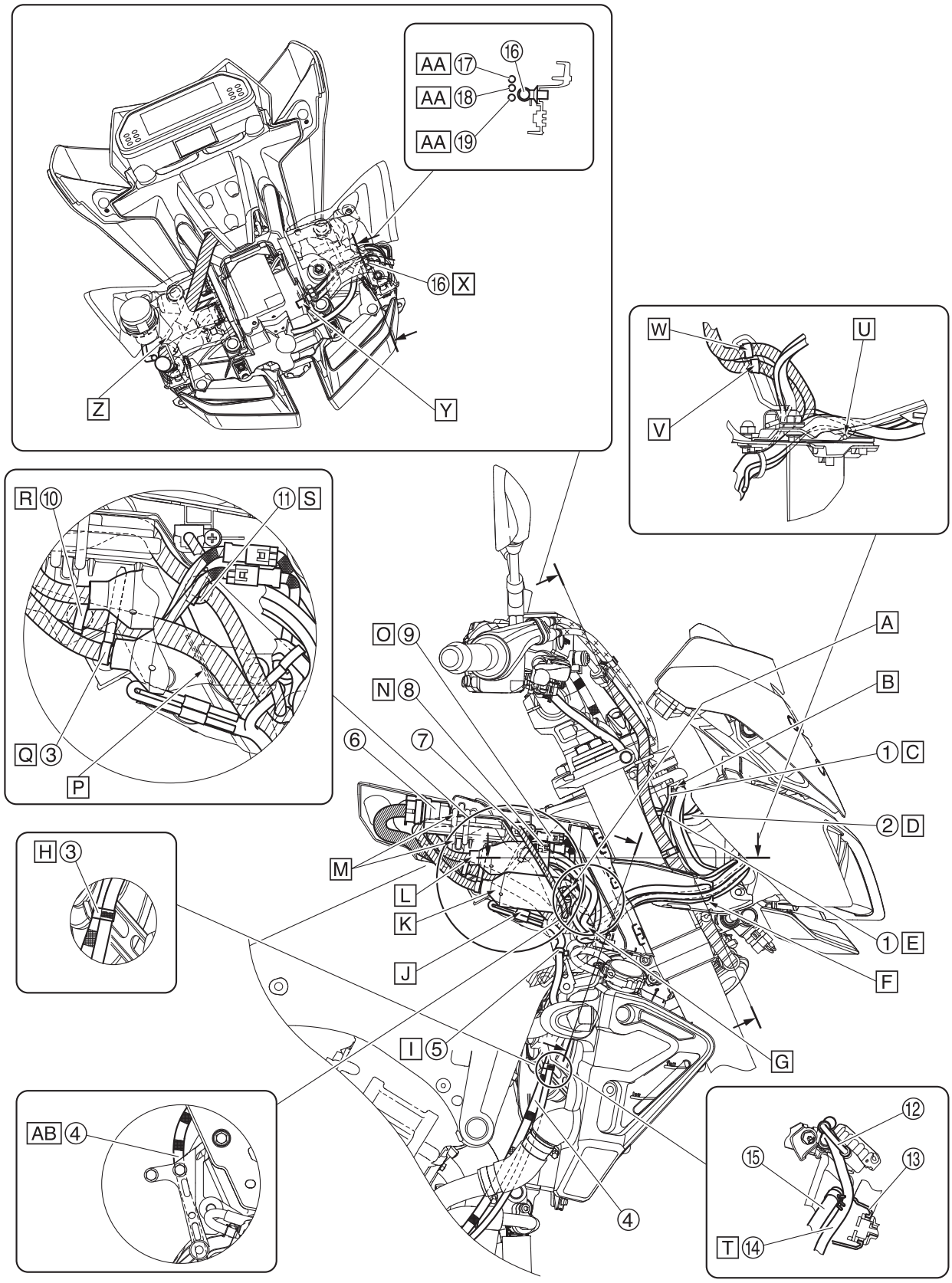
Headlight (front view)



1. Main switch coupler
2. Meter assembly
3. Coupler cover
4. Wire harness clamp
5. Main switch lead
6. Auxiliary light coupler
7. Immobilizer unit coupler

A. Install the wire harness clamp to the headlight stay.
B. Install the main switch lead clamp to the headlight stay.

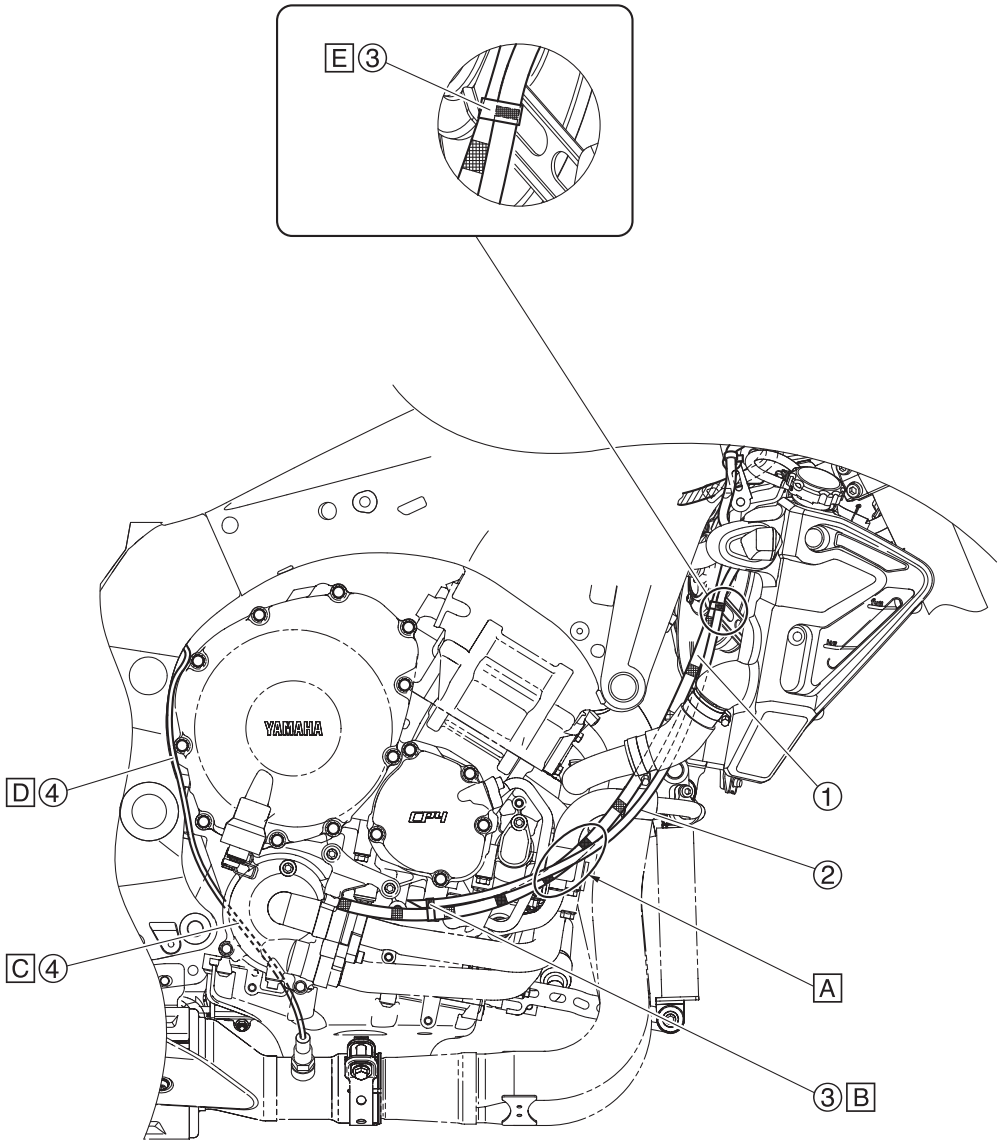
Radiator cover (right side view)



1. Horn lead
2. Main switch lead
3. Clamp
4. Clutch cable
5. Front turn signal light lead (right)
6. SCU (Suspension Control Unit)
7. Intake air temperature sensor
8. Front fork stepping motor sub-lead coupler (left)
9. Front fork stepping motor sub-lead coupler (right)
10. Wire harness (To SCU)
11. Wire harness (To connector cover)
12. Coolant reservoir hose
13. Radiator cover
14. Coolant reservoir breather hose
15. Cooling system air bleed hose
16. Steering damper solenoid lead
17. Front fork stepping motor sub-lead (left)
18. Handlebar switch lead (left)
19. Clutch switch lead

A. Clamp the handlebar switch lead (right), front brake light switch lead, front fork stepping motor sub-lead (right) and install to the air scoop stay.
B. Install the clamp of the handlebar switch lead (left), clutch switch lead and front fork stepping motor sub-lead (left) to the guide.
C. Route the horn lead behind the handlebar switch lead (left), clutch switch lead and front fork stepping motor sub-lead (left).
D. Route the main switch lead under the handlebar switch lead (left), clutch switch lead and front fork stepping motor sub-lead (left).
E. Route the horn lead between the branch of the left handlebar switch lead and brake hose clamp toward the rear side of the vehicle past the left handlebar switch lead, clutch switch lead and front fork stepping motor sub-lead (left). After routing the horn lead, the lead position is allowed to change due to turning of the handlebar, etc.
F. Route the handlebar switch lead (left), clutch switch lead, steering damper solenoid lead and front fork stepping motor sub-lead (left) through the hook of the inner panel.
G. Route the handlebar switch lead (left/right), two wire harnesses, clutch switch lead, front brake light switch lead, front turn signal light lead, steering damper solenoid lead and front fork stepping motor sub-lead (left) through the notched section on the air scoop stay.
H. Fasten the coolant reservoir breather hose at the painted section and the clutch cable with the clamp. Make sure that the end of the clamp contacts the radiator bracket as shown in the illustration.
I. Install the clamp of the front turn signal light lead to the bracket.
J. Install the resistor of the front turn signal light (right) to the air scoop stay.
K. Place the right handlebar switch coupler (2 units), front brake light switch coupler and front turn signal light coupler (right) inside the connector cover (bottom). The couplers may be positioned in any order.
L. Place the left handlebar switch coupler (3 units), clutch switch coupler, and steering damper solenoid coupler inside the connector cover (top). The coupler may be positioned in any order.
M. Secure the SCU in the two claws on the air scoop stay 2 with the band as shown in the illustration.
N. Connect the wire harness to the front fork stepping motor sub-lead (left) using the white pieces of tape for correct identification.
O. Connect the wire harness to the front fork stepping motor sub-lead (right) using the blue pieces of tape for correct identification.
P. Insert the end of the clamp between the air scoop stay and the air scoop stay 2.
Q. Clamp behind the wire harness of the connector cover (bottom) without clamping the connector cover. Point the clamp toward the upper side of the vehicle and do not cut off the end. Insert the clamp into the hole in the lower side of the air scoop stay 2.
R. Insert the clamp into the hole in the left side of the air scoop stay.
S. Insert the clamp into the hole in the right side of the air scoop stay.
T. Route the coolant reservoir breather hose between the coolant reservoir hose and cooling system air bleed hose. Route the coolant reservoir breather hose between the radiator cover and cooling system air bleed hose. Route the coolant reservoir breather hose in front of the front turn signal light lead. After routing the coolant reservoir breather hose, its installed position is allowed to change.
U. Route the steering damper solenoid lead, handlebar switch lead (left), clutch switch lead and front fork stepping motor sub-lead (left) to the inside of the guide.
V. Blue tape
W. Gray tape
X. Install the clamp of the steering damper solenoid lead to the headlight assembly.
Y. Insert the clamp of handlebar switch lead (left), clutch switch lead and front fork stepping motor sub-lead (left) into the upper hole in the headlight stay.
Z. Install the wire harness clamp to the headlight assembly.
AA. The handlebar switch lead (right), clutch switch lead and front fork stepping motor sub-lead (left) may be routed in any order.
AB. Align the white tape section with the top of the bracket to install the clutch cable. It does not matter even if the position of the clutch cable shifts as a result of the handle operation after installation. The clutch cable is allowed to come into contact with and be scratched by the bracket during installation.

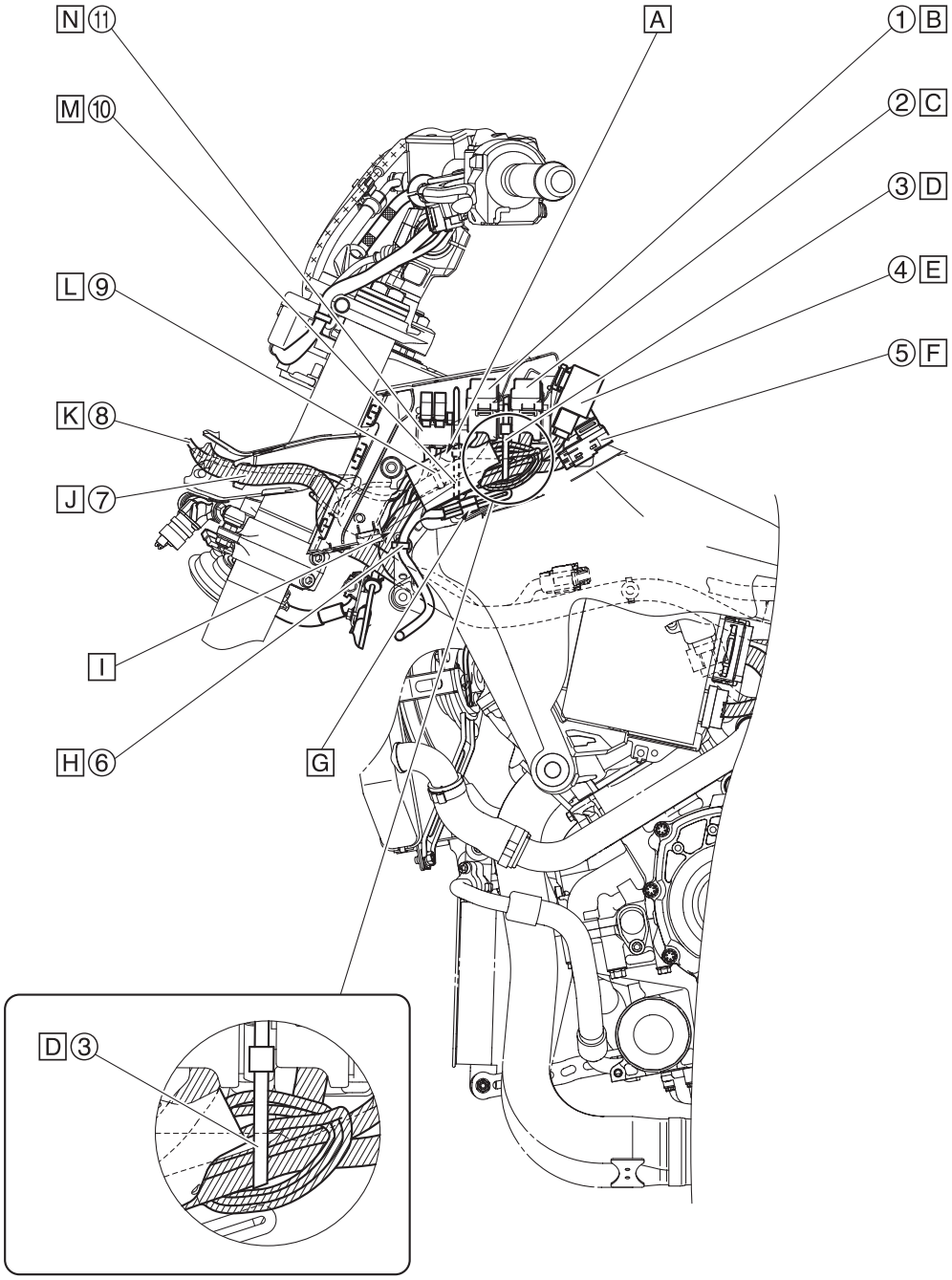
Clutch cable and O_2 sensor lead (right side view)



1. Clutch cable
2. Coolant reservoir breather hose
3. Clamp
4. O_2 sensor lead

A. Cross the coolant reservoir breather hose so that it is on the outside of the clutch cable.
B. Fasten the coolant reservoir breather hose at the painted section and the clutch cable with the clamp.
C. Route the O_2 sensor lead between the water pump assembly and crankcase.
D. Push in the O_2 sensor lead from the outside until it reaches the mating surface of the clutch cover.
E. Fasten the coolant reservoir breather hose at the painted section and the clutch cable with the clamp. Make sure that the end of the clamp contacts the radiator bracket as shown in the illustration.

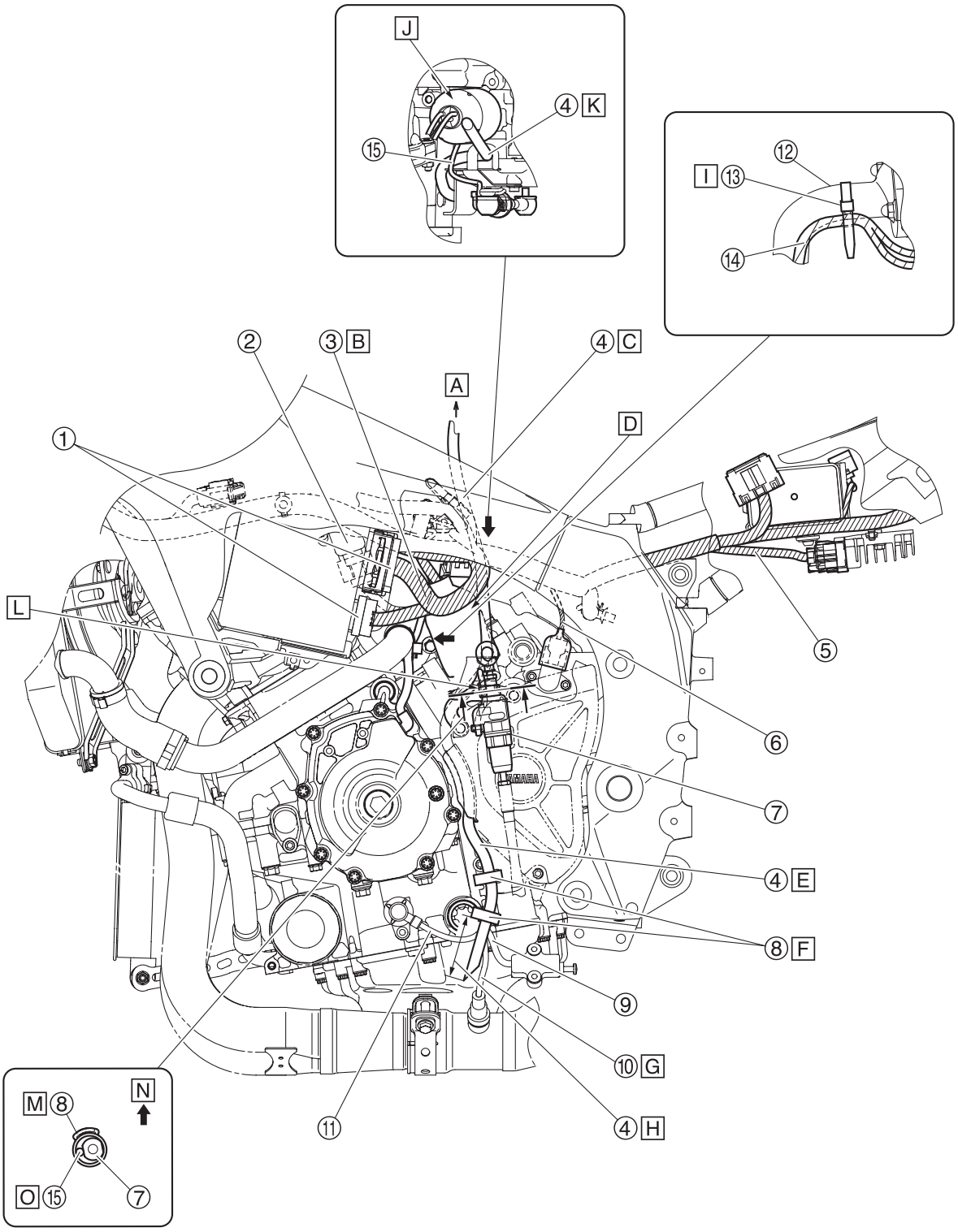
Electrical components tray (left side view)



1. Fuse box 2
2. Fuse box 1
3. Plastic locking tie
4. Relay unit
5. Radiator fan motor relay
6. Front turn signal light lead (left)
7. Wire harness
8. Auxiliary DC jack lead
9. Fuse box 2 lead
10. Clamp
11. Brake light fuse/Cruise control fuse

A. The front turn signal light lead (left), radiator fan motor lead (left/right), and auxiliary DC jack lead may be positioned in any order.
B. Install the fuse box 2 to the bracket.
C. Install the fuse box 1 to the bracket.
D. Fasten the radiator fan motor lead (left/right), front turn signal light lead (left), auxiliary DC jack lead, fuse box 1 lead, relay unit lead, and radiator fan motor relay lead to the bracket with the plastic locking tie. Cut off the excess end of the plastic locking tie and place the buckle between the fuse box 1 and fuse box 2. Do not fasten the coupler cover with the plastic locking tie. Fasten only those leads that are folded as shown in the illustration.
E. Install the relay unit to the bracket.
F. Install the radiator fan motor relay to the bracket.
G. Install the clamp of the front turn signal light lead (left) to the air scoop stay.
H. Install the clamp of the front turn signal light lead (left) to the bracket.
I. Pass the two fuse box leads, radiator fan motor lead (left/right), front turn signal light lead (left), and auxiliary DC jack lead through the hole in the air scoop stay. For the fuse box leads and radiator fan motor leads, pass the fuse box 2 lead (brake light fuse/cruise control fuse), radiator fan motor lead (left/right) and the fuse box 2 lead in the order as listed.
J. Route the wire harness through the hook of the inner panel.
K. Route the auxiliary DC jack lead through the hook of the inner panel.
L. Insert the clamp of the fuse box 2 lead into the upper hole in the air scoop stay.
M. Fasten the fuse box 1 lead and fuse box 2 lead with the clamp. Make sure the end of clamp faces upward, and do not cut it off. Insert the clamp into the hole in the bottom side of the air scoop stay.
N. Install the fuse holder to the bracket.

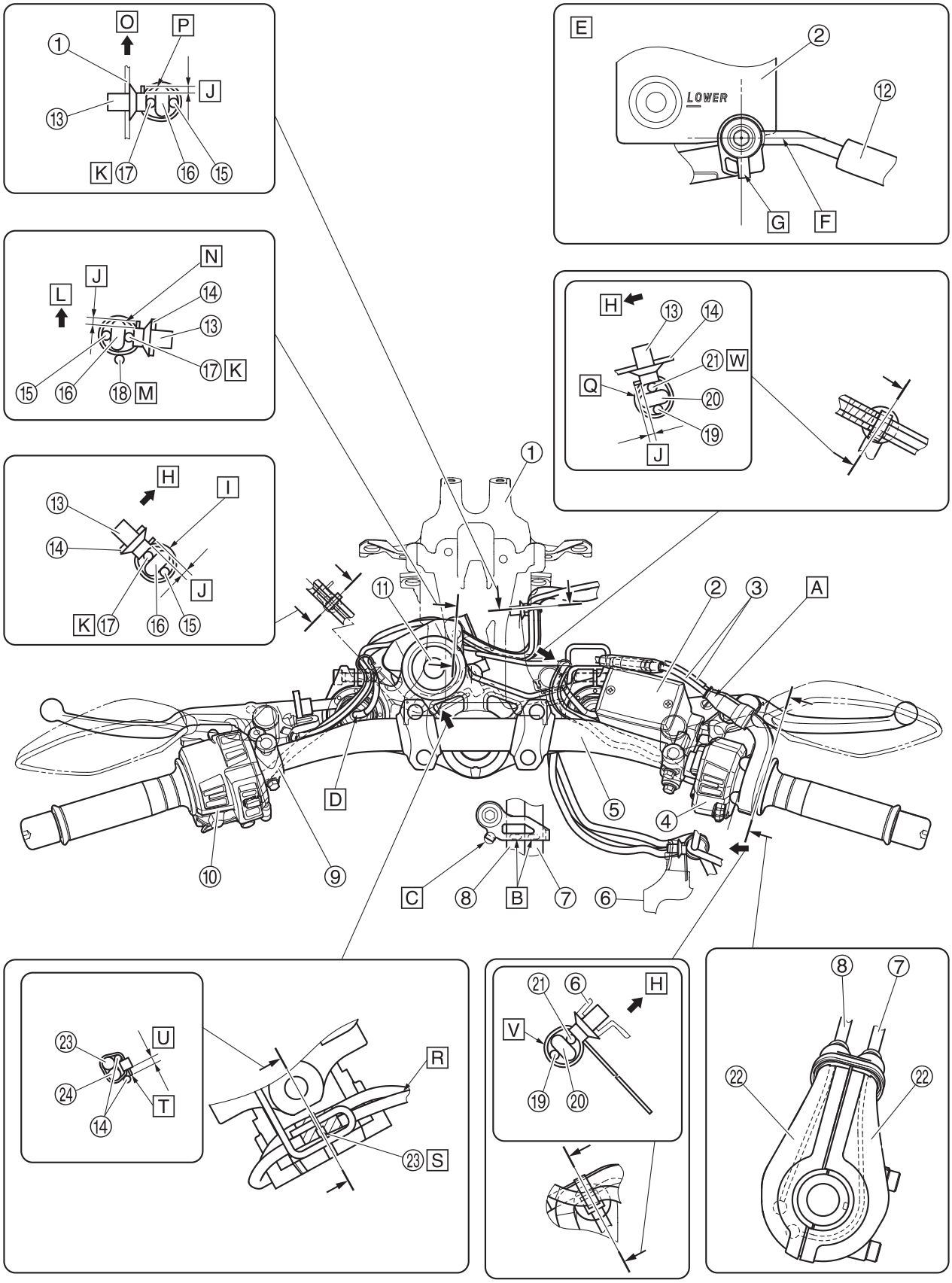
ECU (Engine Control Unit) (left side view)



1. ECU (Engine Control Unit)
2. Throttle position sensor
3. ECU lead
4. Fuel tank drain hose
5. Rectifier/regulator lead
6. Gear position sensor lead
7. Shift switch
8. Clamp
9. Sidestand switch lead
10. O_2 sensor lead
11. Oil pressure switch lead
12. Thermostat assembly
13. Plastic locking tie
14. Stator coil assembly lead
15. Shift switch lead

A. To fuel tank
B. The ECU lead may protrude out from the ECU cover.
C. Route the fuel tank drain hose to the inside of the frame and wire harness.
D. Place the oil pressure switch connector, sidestand switch coupler, shift switch coupler, O_2 sensor coupler, and crankshaft position sensor coupler inside the coupler cover. The couplers may be positioned in any order.
E. Route the fuel tank drain hose through the inside of the shift switch lead and holder.
F. Fasten the fuel tank drain hose, oil pressure switch lead, sidestand switch lead, and O_2 sensor lead with the clamp. Install the clamp to the holder. Face the opening of the clamp forward.
G. If the O_2 sensor lead has a positioning mark (white), align the positioning mark (white) with the upper end of the clamp and clamp it. When installing the O_2 sensor, make sure the lead between the O_2 sensor and the clamp has no slack.
H. The fuel tank drain hose should extend out of the clamp by 50 mm (1.97 in) or more. Route the fuel tank drain hose on the outside of O_2 sensor lead, sidestand switch lead, and oil pressure switch lead.
I. Fasten the straight portion of the thermostat assembly and stator coil assembly lead with the plastic locking tie. Point the end of the plastic locking tie rearward and diagonally downward. Do not cut off the excess end of the plastic locking tie.
J. Insert the connector cover into the inside of the thermostat assembly and holder.
K. Route the fuel tank drain hose through the notch in the holder.
L. After connecting the shift switch lead coupler, clamp it. Clamp the shift switch lead at the upper side of the shift switch. Align the lower end of the clamp with the blue-taped coupler side of the shift switch lead. Make sure that the lower end of the clamp contacts the shift switch.
M. Make sure that the opening of the clamp does not overlap the shift switch position. Make sure the clamp is engaged by 2 or more notches.
N. Outside of vehicle
O. Route the shift switch lead on the left side of the shift switch.

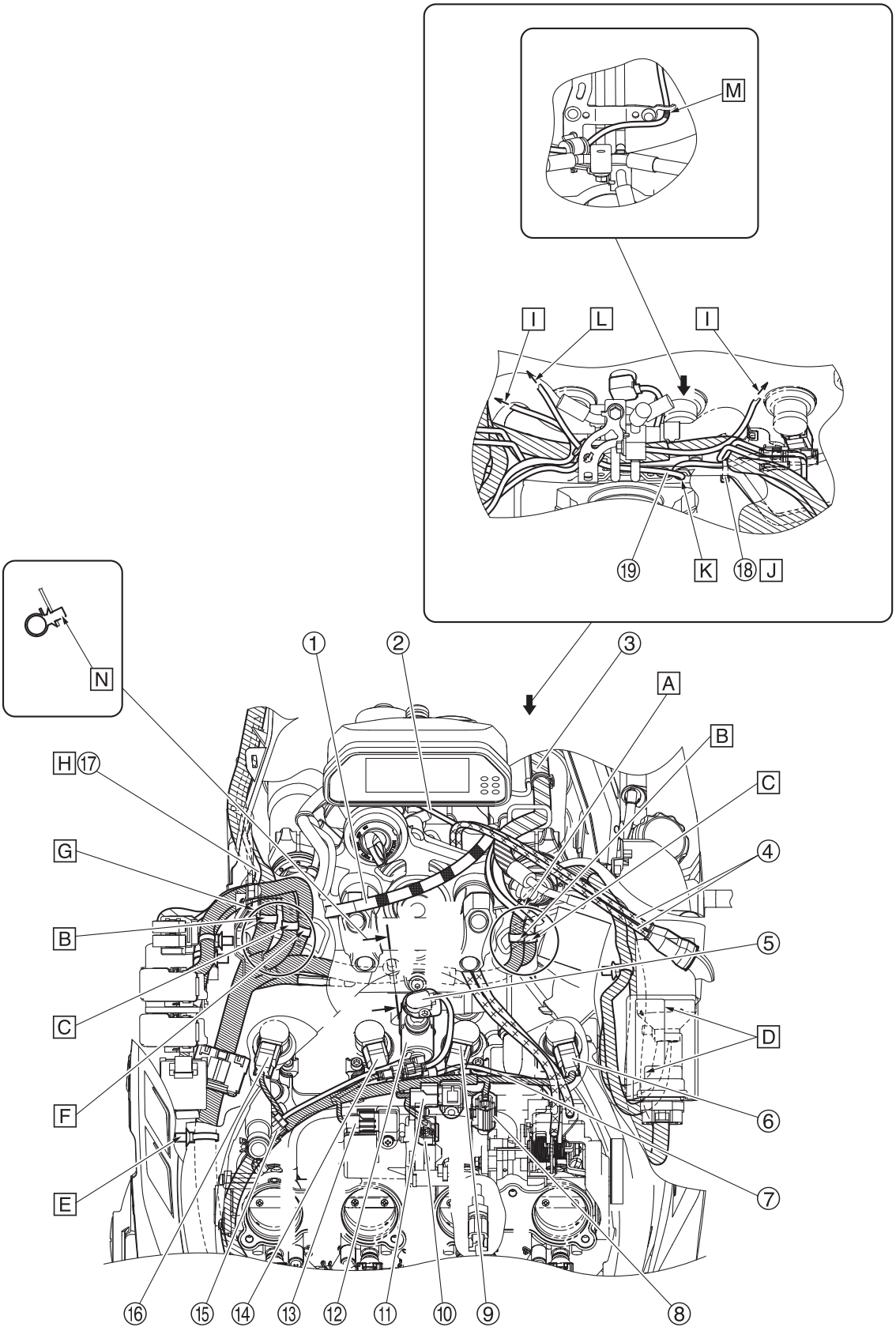
Handlebar (top view)



1. Headlight stay
2. Front brake master cylinder
3. Throttle cable
4. Handlebar switch (right)
5. Handlebar
6. Air scoop stay
7. Throttle cable (decelerator cable)
8. Throttle cable (accelerator cable)
9. Clutch lever holder
10. Handlebar switch (left)
11. Main switch
12. Front brake hose
13. Clamp
14. Guide
15. Clutch switch lead
16. Handlebar switch lead (left)
17. Front fork stepping motor sub-lead (left)
18. Horn lead
19. Front brake light switch lead
20. Handlebar switch lead (right)
21. Front fork stepping motor sub-lead (right)
22. Throttle cable housing
23. Plastic locking tie
24. Main switch lead/Immobilizer unit lead

A. When installing the rubber cover, silicone water or soapy water may be applied to the inside of the rubber cover.
B. Align the paint mark with the lower end of the clamp to install the throttle cable.
C. Insert the projection on the clamp into the hole in the frame.
D. Connect the front fork stepping motor coupler, and then slide the waterproof cover over until it contacts the front fork cap bolt.
E. Detailed drawing of the around the front brake master cylinder
F. Center of the metal fitting for the front brake hose.
G. Install the brake hose so that the projection on the master cylinder contacts stopper.
H. Inner side of the vehicle
I. Align the positioning tape ends (component side, 1st black tape) of the clutch switch lead and handlebar switch lead (left) with the positioning tape end (connector cover side, 1st black tape) of the front fork stepping motor sub-lead (left), and fasten them with the clamp. Fasten the leads at the positions as shown in the illustration. Install the clamp securely to the guide. Cut off the excess end of the clamp. Point the end of the clamp as shown in the illustration.
J. Cut off the excess end of the clamp to 3 mm (0.12 in) or less.
K. Identifying white tape
L. Front of vehicle
M. Do not fasten the horn lead with the clamp. There is no positioning tape (black) on the horn lead.
N. Align the positioning tape ends (component side, 2nd black tape) of the clutch switch lead and handlebar switch lead (left) with the positioning tape end (connector cover side, 3rd black tape) of the front fork stepping motor sub-lead (left), and fasten them with the clamp. Fasten the leads at the positions as shown in the illustration. Install the clamp securely to the headlight stay. Cut off the excess end of the clamp. Point the end of the clamp as shown in the illustration.
O. Bottom of vehicle
P. Align the positioning tape ends (component side, 3rd black tape) of the clutch switch lead and handlebar switch lead (left) with the positioning tape end (connector cover side, 4th black tape) of the front fork stepping motor sub-lead (left), and fasten them with the clamp.
Q. Align the positioning tape ends (component side, black tape) of the front brake light switch and handlebar switch lead (right) with the positioning tape end (connector cover side, 2nd black tape) of the front fork stepping motor sub-lead (right), and fasten them with the clamp. Fasten the leads at the positions as shown in the illustration. Install the clamp securely to the guide. Cut off the excess end of the clamp. Point the end of the clamp as shown in the illustration.
R. Route the main switch lead and immobilizer unit lead.
S. Fasten the main switch lead and immobilizer unit lead at the blue tape with the plastic locking tie.
T. Cut off the excess end of the plastic locking tie. The end of the plastic locking tie may be pointing in any direction.
U. Cut off the excess end of the plastic locking tie to 5 mm (0.2 in) or less.
V. Align each component side of the positioning tape (gray tape) ends of the front brake light switch, handlebar switch lead (right), and front fork stepping motor sub-lead (right), and fasten them with the clamp.
W. Identifying blue tape

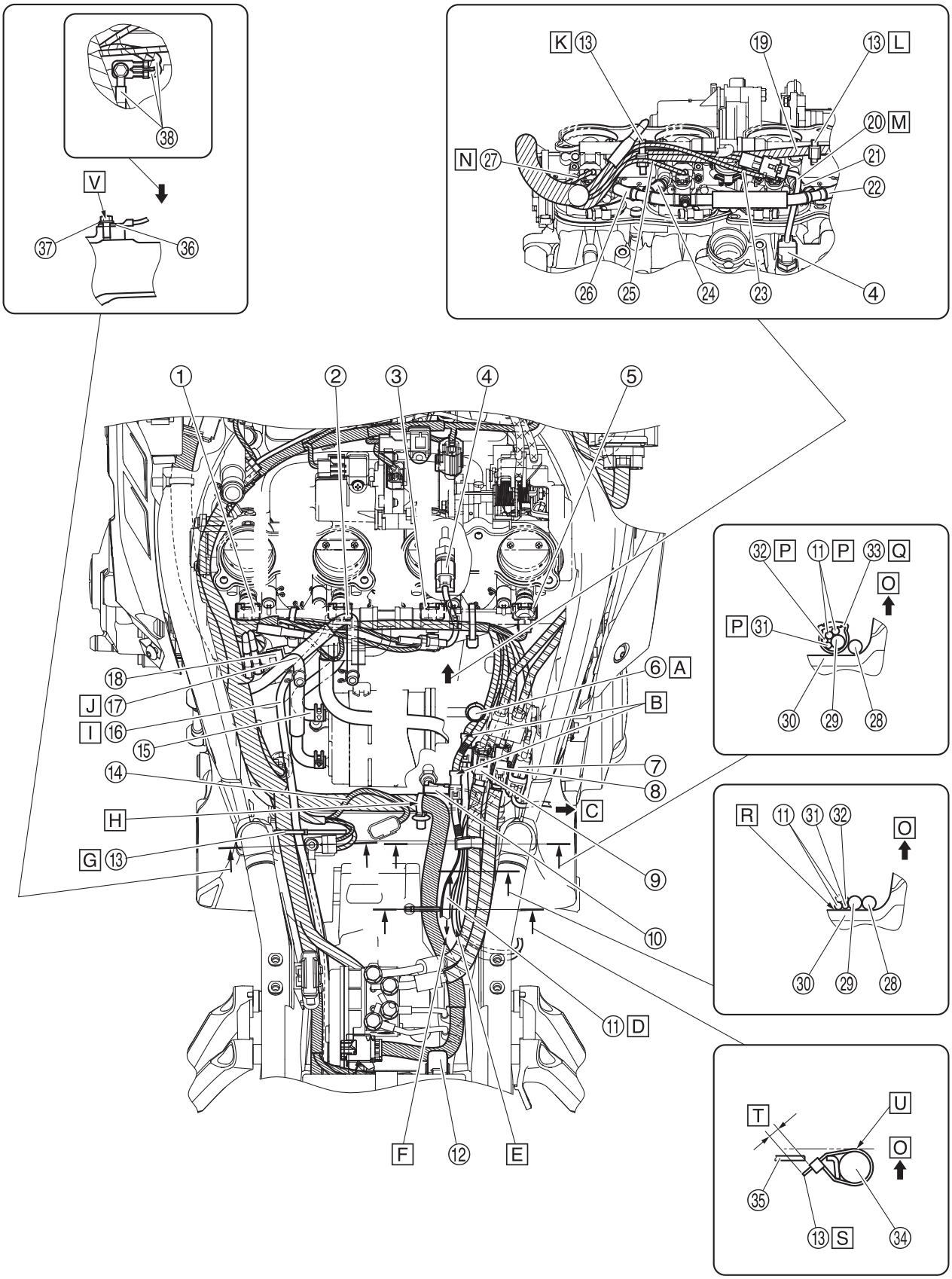
Frame (top view)



1. Clutch cable
2. Guide
3. Front brake hose
4. Throttle cable
5. Crankshaft position sensor
6. Ignition coil #4 coupler
7. Grip cancel switch lead
8. Accelerator position sensor coupler
9. Ignition coil #3 coupler
10. Throttle servo motor coupler
11. Atmospheric pressure sensor coupler
12. Air induction system solenoid
13. Intake air pressure sensor coupler
14. Ignition coil #2 coupler
15. Air induction system solenoid coupler
16. Ignition coil #1 coupler
17. Auxiliary DC jack lead
18. Plastic locking tie
19. Front wheel sensor lead

A. Pass the wire harnesses through the guide from the left side of the vehicle starting from the one with the gray positioning tape first followed by the one with the blue positioning tape. Align the positioning tape on the wire harness with the guide.
B. Gray tape
C. Blue tape
D. Fit the SCU to the air scoop stay 2 matching its shape and install to it.
E. Install the wire harness clamp to the frame.
F. Yellow tape
G. Pass the wire harnesses through the guide from the left side of the vehicle starting from the one with the gray positioning tape first followed by the ones with the blue and then the yellow positioning tape. Align the positioning tape on the wire harness with the guide.
H. Route the auxiliary DC jack lead from the outlet of the inner panel to the inside of the guide, and then to the inside of the air scoop.
I. To radiator fan motor
J. Fasten the brake pipe (hydraulic unit to front brake calipers) and the protector of the front wheel sensor lead with the plastic locking tie. Position the plastic locking tie at the end of the R section of the brake pipe on the outside of the vehicle. Cut off the excess end of the plastic locking tie to 5 mm (0.2 in) or less, and then point the end rearward. The buckle of the plastic locking tie may be facing upward or downward.
K. Route the wheel sensor lead through the claw of the bracket.
L. To front wheel sensor
M. Fasten the front wheel sensor lead at the positioning tape with the clamp as shown in the illustration.
N. Install the wire harness clamp to the bracket.

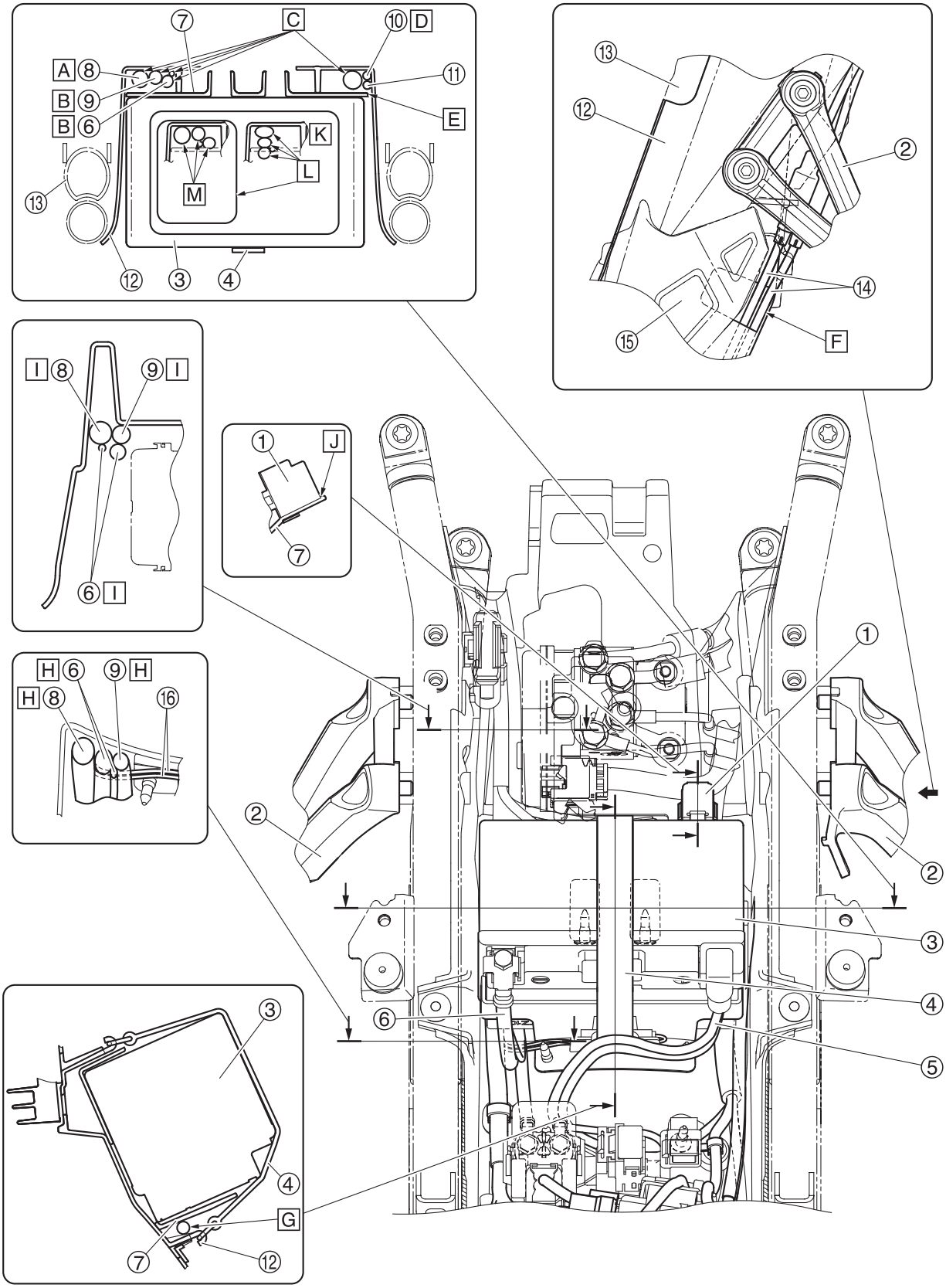
Frame (top view)



1. Injector #1
2. Injector #2
3. Injector #3
4. Coolant temperature sensor
5. Injector #4
6. Rivet
7. O_2 sensor coupler
8. Rear wheel sensor coupler
9. Rear brake light switch coupler
10. Neutral switch coupler
11. Rear shock absorber assembly stepping motor lead
12. Yamaha diagnostic tool coupler
13. Plastic locking tie
14. Fuel pump lead
15. Canister purge hose (hose joint to canister)
16. Starter motor lead
17. Fuel tank drain hose
18. Stator coil coupler
19. Injector #4 lead
20. Coolant temperature sensor lead
21. Canister purge hose (to throttle body #3)
22. Canister purge hose (to throttle body #4)
23. Injector #3 lead
24. Canister purge hose (to throttle body #2)
25. Injector #2 lead
26. Canister purge hose (to throttle body #1)
27. Injector #1 lead
28. Brake hose (front brake master cylinder to hydraulic unit)
29. Brake hose (hydraulic unit to front brake calipers)
30. Frame
31. Rear brake light switch lead
32. Rear wheel sensor lead
33. Clamp
34. Wire harness
35. Battery box 1
36. Combination terminal
37. Round terminal
38. Engine ground lead

A. Insert the O_2 sensor coupler, the rear wheel sensor coupler and rear brake light switch coupler under the front brake hoses from right side of the vehicle in the order as listed, and then install the rivet to the bracket.
B. When connecting the rear shock absorber assembly stepping motor leads, be sure to connect the identifying yellow tape to the identifying yellow tape and the non-identifying tape to the non-identifying tape.
C. To O_2 sensor
D. Route the rear shock absorber assembly stepping motor lead between the front brake hose and the wire harness.
E. There must not be any slack in the rear brake light switch lead and rear wheel sensor lead between the clamps of the front brake hose and rear brake hose.
F. To rear shock absorber assembly
G. Fasten the starter motor lead and wire harness between the branch section of the wire harness and the engine ground terminal with the plastic locking tie. Do not cut off the excess end of the plastic locking tie and point the end inward. The wire harness and the section of the starter motor lead fastened by the plastic locking tie may be positioned in any order.
H. Install the wire harness clamp to the frame.
I. Make sure that the starter motor lead is not routed over the canister purge hose (hose joint to canister).
J. Route the fuel tank drain hose inside of the wire harness.
K. Fasten the fuel rail and wire harness with the plastic locking tie on the right side of the branch portion of the injector #3 lead. Do not fasten the injector #3 lead with the plastic locking tie. Face the buckle of the plastic locking tie rearward. Do not cut off the excess end and point the end of the plastic locking tie downward.
L. Fasten the fuel rail and wire harness with the plastic locking tie. Face the buckle of the plastic locking tie rearward. Do not cut off the excess end and point the end of the plastic locking tie downward.
M. Route the coolant temperature sensor lead to the left side of the canister purge hose (leading to throttle body #3).
N. Route the injector #1 lead over the injector #2, injector #3, injector #4 leads and coolant temperature sensor lead.
O. Top of vehicle
P. The rear wheel sensor lead, rear brake light switch lead and rear shock absorber assembly stepping motor lead may be routed in any order.
Q. Fasten the rear wheel sensor lead, rear brake light switch lead and rear shock absorber assembly stepping motor lead with the clamp at the paint mark on the brake hose. Face the opening of the clamp upward.
R. Make sure that the leads are not pinched between the frame and brake hose.
S. Fasten the wire harness and battery box with the plastic locking tie. Cut off the excess portion of the plastic locking tie and face the buckle under the top of the plastic locking tie.
T. 5 mm (0.2 in) or less
U. Top of the plastic locking tie
V. Fasten the engine ground leads with the bolt so that the crimped section of the terminal is facing upward.

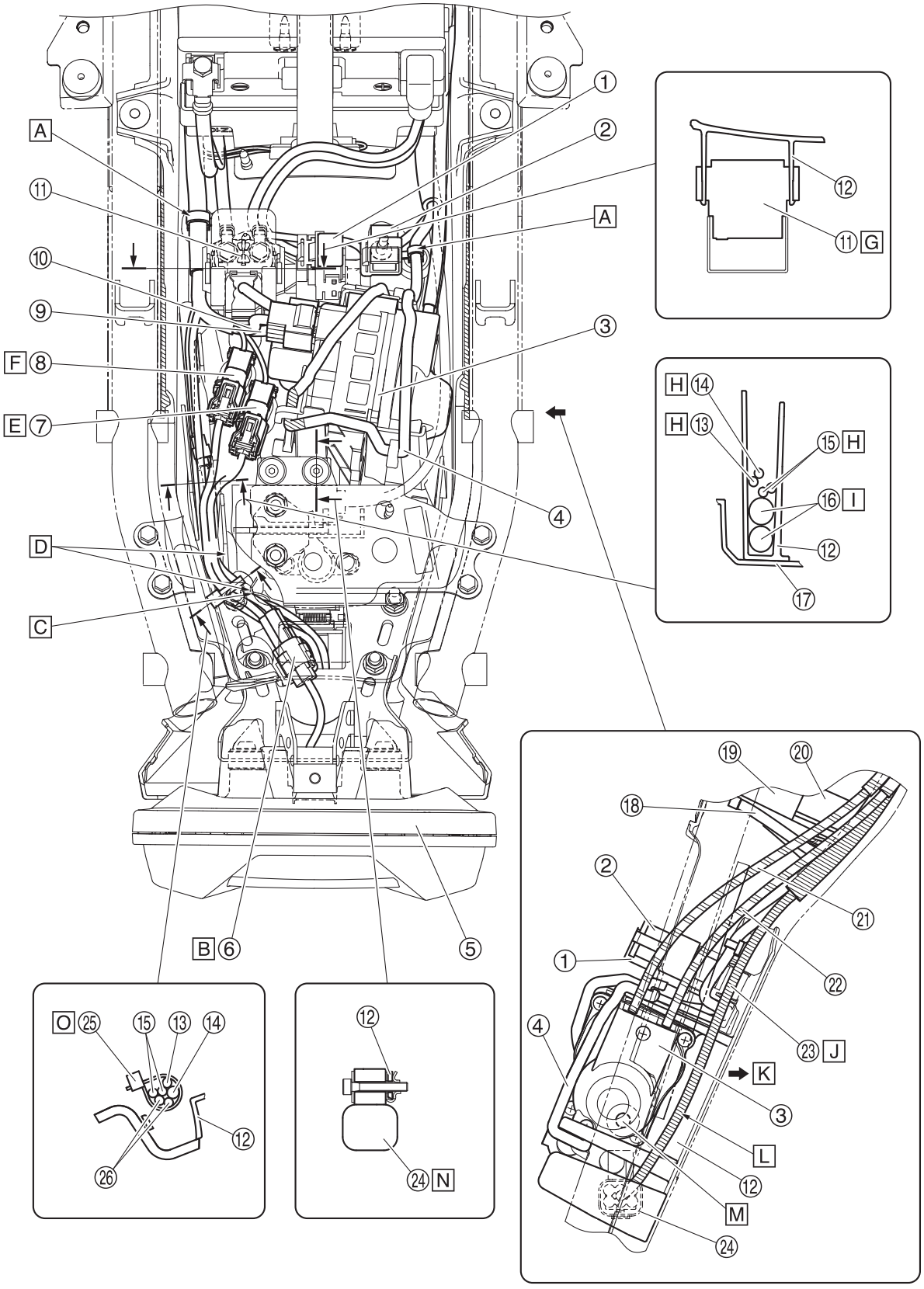
Frame (top view)



1. Yamaha diagnostic tool coupler
2. Passenger footrest
3. Battery
4. Battery band
5. Positive battery lead
6. Negative battery lead
7. Battery box 2
8. Wire harness
9. Starter motor lead
10. EXUP cable 2
11. EXUP cable 1
12. Battery box 1
13. Rear frame
14. EXUP cable
15. Rear side cover
16. Service tool lead

A. Route the wire harness on the outside of the negative battery lead and starter motor lead.
B. The routing order of the negative battery lead and starter motor lead does not matter.
C. Install the battery box 2 after routing all cables and leads behind the battery box 1.
D. Route the EXUP cable 2 under the EXUP cable 1.
E. The portion holding down the EXUP cable of battery box 2 may be rise up.
F. Pass the EXUP cable 1 and EXUP cable 2 through the hole in the battery box 1. In this case, route the EXUP cables under the rear side cover. Make sure that the EXUP cables are not pinched in the rear side cover.
G. Install the service tool leads into the groove on the battery box 2.
H. Route the starter motor lead and negative battery leads over the service tool leads. The starter motor lead, negative battery lead, and wire harness may be routed in any order.
I. The starter motor lead, negative battery lead and wire harness may be routed in any order.
J. Install the Yamaha diagnostic tool coupler securely to the battery box 2.
K. Checking points on the battery box 2 installation.
L. Before installing the battery box 2: if the three leads overlap as shown in the illustration, route them again as shown in the illustration on the left.
M. Before installing the battery box 2: it is does not matter if the two leads overlap as shown in the illustration because the lead wires need to cross each other.

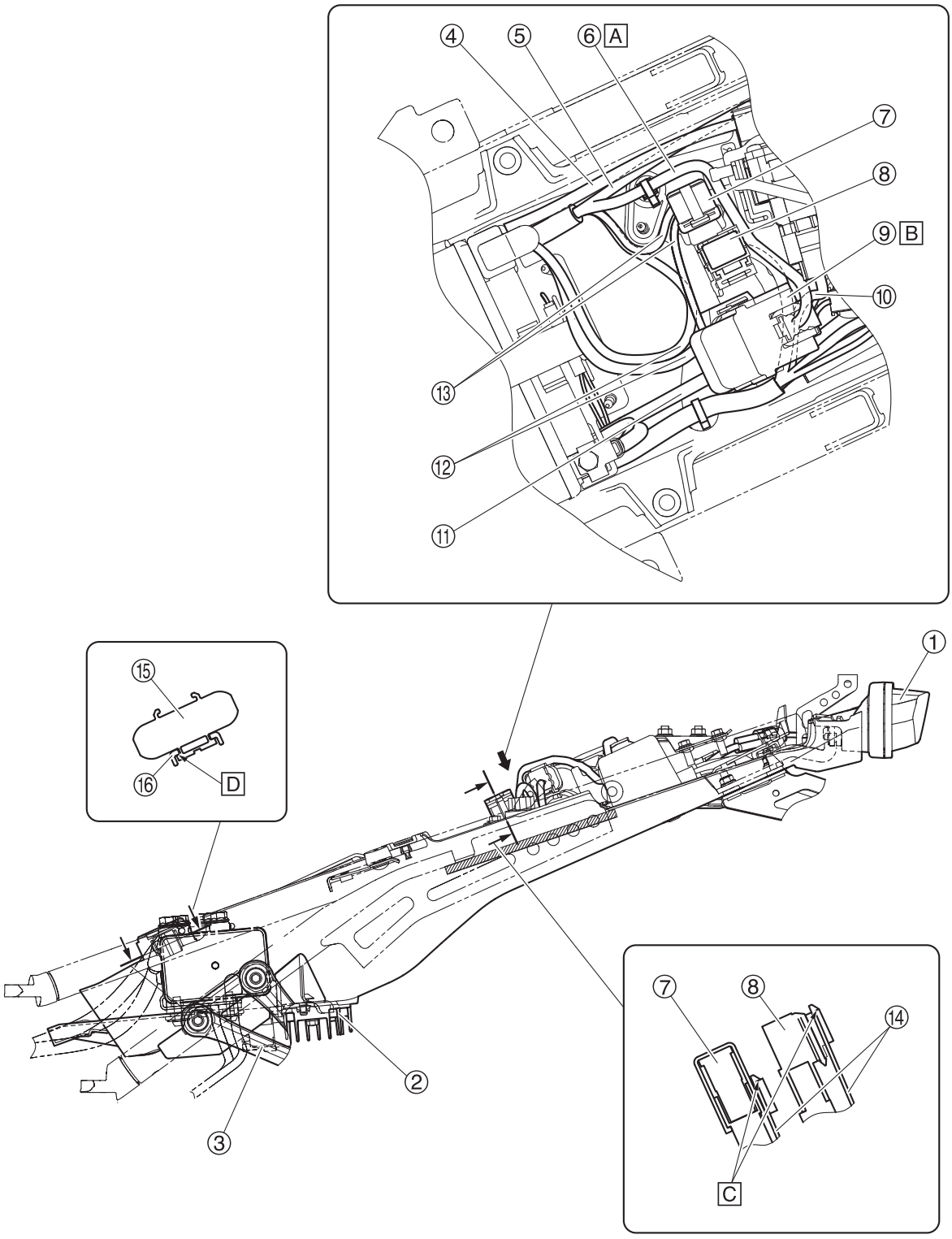
Rear fender (top view)



1. Brake light relay
2. Main fuse
3. EXUP servo motor
4. Band
5. Tail/brake light
6. Tail/brake light coupler
7. Rear turn signal light coupler (right)
8. Rear turn signal light coupler (left)
9. Brake light relay lead
10. EXUP servo motor lead
11. Starter relay
12. Plate
13. License plate light lead
14. Tail/brake light lead
15. Rear turn signal light lead
16. Rear turn signal light resistor
17. Battery box 1
18. Positive battery lead
19. Battery box 2
20. Battery
21. EXUP cable 1
22. EXUP cable 2
23. Lean angle sensor lead
24. Lean angle sensor
25. Plastic locking tie
26. Rear turn signal light resistor lead

A. Insert the wire harness clamp into the hole in the plate.
B. Insert the tail/brake light coupler into the hole in the plate.
C. Make sure that the leads fastened with the plastic locking tie are not routed along the upper side of the rib.
D. Fasten the leads between these ribs with the plastic locking tie.
E. Insert the rear turn signal light coupler (right) (white) into the hole in the plate.
F. Insert the rear turn signal light coupler (left) (black) into the hole in the plate.
G. Insert the starter relay until it comes into contact with the plate.
H. Route the rear turn signal light leads, tail/brake light lead and license plate light lead through the ribs of the plate. Route the rear turn signal light leads, tail/brake light lead and license plate light lead on top of the resistor. The routing order of the leads does not matter.
I. Route the rear turn signal light resistor between the ribs of the plate.
J. Route the lean angle sensor lead in between the plate and EXUP cable 2.
K. Bottom of vehicle
L. Route the lean angle sensor lead in between the plate and the projection on the rear frame.
M. Projection on the rear frame
N. Install the lean angle sensor so that the “UP” mark faces up.
O. The end of the plastic locking tie should face toward the left side of the vehicle; cut off the excess portion. The installation order of the leads fastened with the plastic locking tie does not matter.

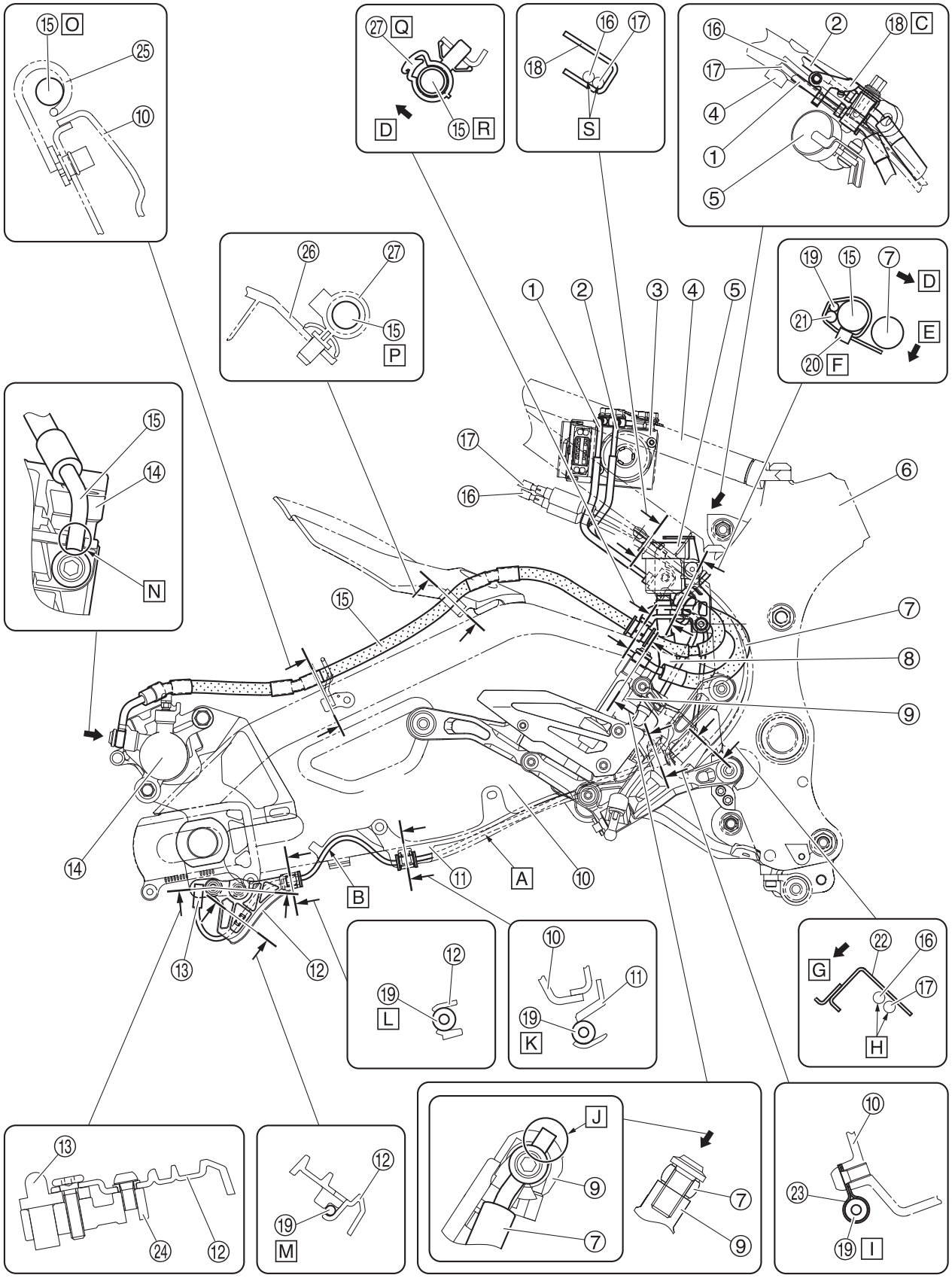
Rear fender (left side view)



1. Tail/brake light
2. Rectifier/regulator
3. Passenger footrest
4. EXUP cable 1
5. Lean angle sensor lead
6. Starter relay lead
7. Main fuse
8. Brake light relay
9. Brake light relay lead
10. EXUP servo motor lead
11. Starter motor lead
12. Positive battery lead
13. Main fuse lead
14. Plate
15. Joint coupler
16. Battery box 1

A. Route the starter relay lead behind the main fuse.
B. Route the brake light relay lead behind the starter relay.
C. Install the main fuse and brake light relay to the plate securely.
D. Insert the joint coupler until it contacts the battery box 1.

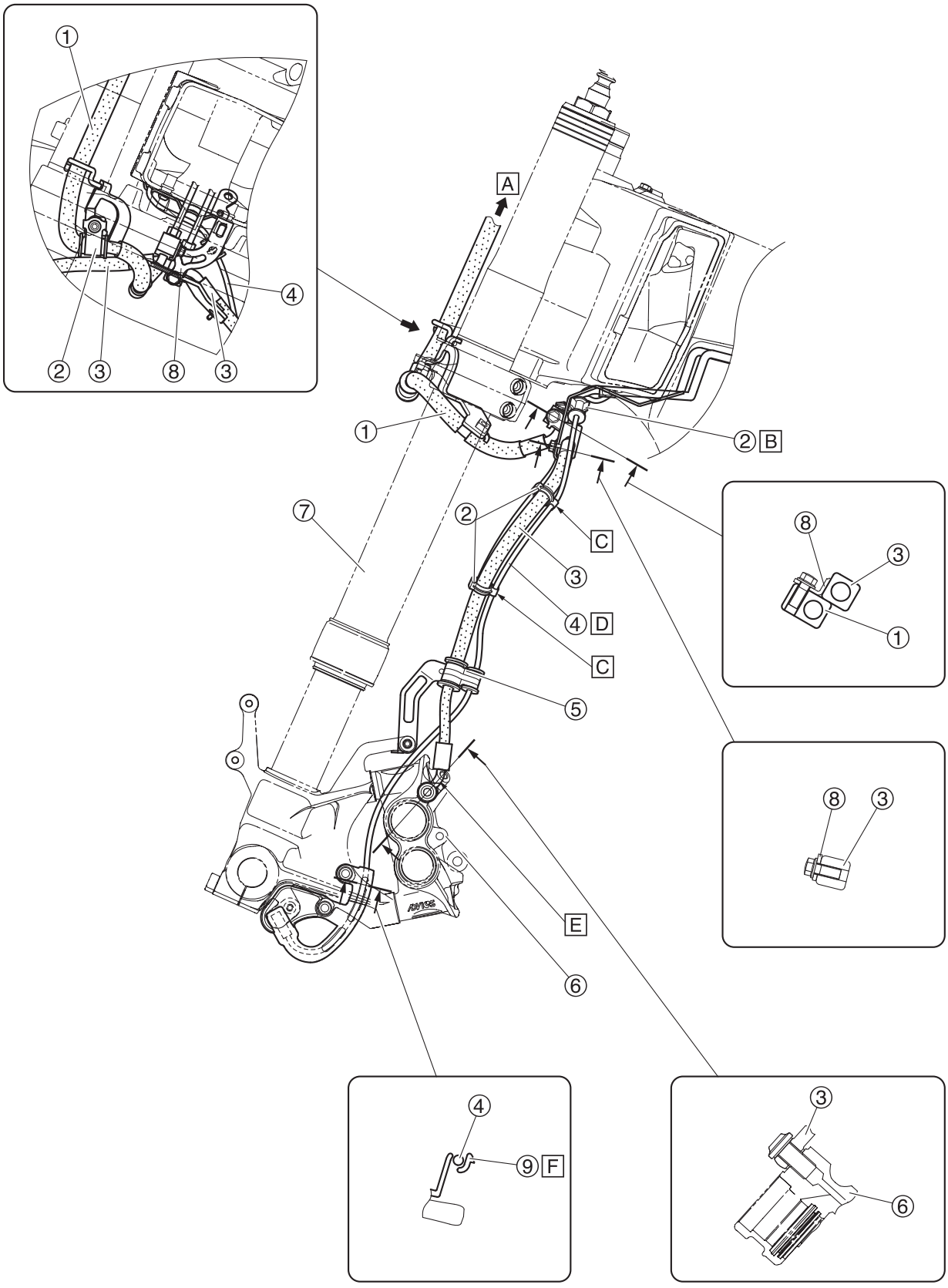
Rear brake hose (right side view)



1. Hydraulic unit brake pipe (hydraulic unit to rear brake caliper)
2. Hydraulic unit brake pipe (rear brake master cylinder to hydraulic unit)
3. Hydraulic unit
4. Rear frame
5. Brake fluid reservoir
6. Frame
7. Brake hose (rear brake master cylinder to hydraulic unit)
8. Brake fluid reservoir hose
9. Rear brake master cylinder
10. Swingarm assembly
11. Rear wheel sensor lead cover
12. Rear wheel sensor protector
13. Rear wheel sensor
14. Rear brake caliper
15. Brake hose (hydraulic unit to rear brake caliper)
16. EXUP cable 2
17. EXUP cable 1
18. Rear brake hose bracket
19. Rear wheel sensor lead
20. Plastic locking tie
21. Rear brake light switch lead
22. Rear brake light switch bracket
23. Rear wheel sensor lead hook
24. Brake caliper bracket
25. Rear brake hose holder
26. Rear fender
27. Clamp

A. Make sure that the rear wheel sensor lead does not protrude from the rear wheel sensor lead cover.
B. Route the rear wheel sensor lead between the swingarm assembly and rear wheel sensor lead cover.
C. Insert the stopper of the rear brake hose bracket into the hole in the rear frame.
D. Inner side of the vehicle
E. Bottom of the vehicle
F. Fasten the caulked section of the brake hose and the white tape section of the rear wheel sensor lead with the plastic locking tie. Face the buckle of the plastic locking tie downward with the end pointing inward. The rear wheel sensor lead and rear brake light switch lead may be routed in any order.
G. Outside of vehicle
H. Route the EXUP cable 1 and EXUP cable 2 through the outside of the vehicle past the guide part of the rear brake light switch bracket.
I. Fasten the grommet of the rear wheel sensor lead with the rear wheel sensor lead hook.
J. When installing the brake hose to the master cylinder, make sure that the stopper contacts the outside of the projection on the master cylinder.
K. Install the grommet of the rear wheel sensor lead securely to the claw of the rear wheel sensor lead cover. When installing the grommet on the rear wheel sensor lead, may apply silicone fluid or soapy water to the grommet.
L. Install the grommet of the rear wheel sensor lead securely to the claw of the rear wheel sensor protector. When installing the grommet on the rear wheel sensor lead, may apply silicone fluid or soapy water to the grommet.
M. Install the rear wheel sensor lead securely to the claw of the rear wheel sensor protector.
N. When installing the brake hose to the brake caliper, fit the metal fitting of the brake hose into the recess of the brake caliper.
O. Route the brake hose between the rear brake hose holder and swingarm assembly.
P. Fasten the brake hose with the clamp.
Q. Face the opening of the clamp inward.
R. Fasten the grommet of the brake hose with the clamp.
S. Pass the EXUP cable 1 and EXUP cable 2 through the guide of the rear brake hose bracket.

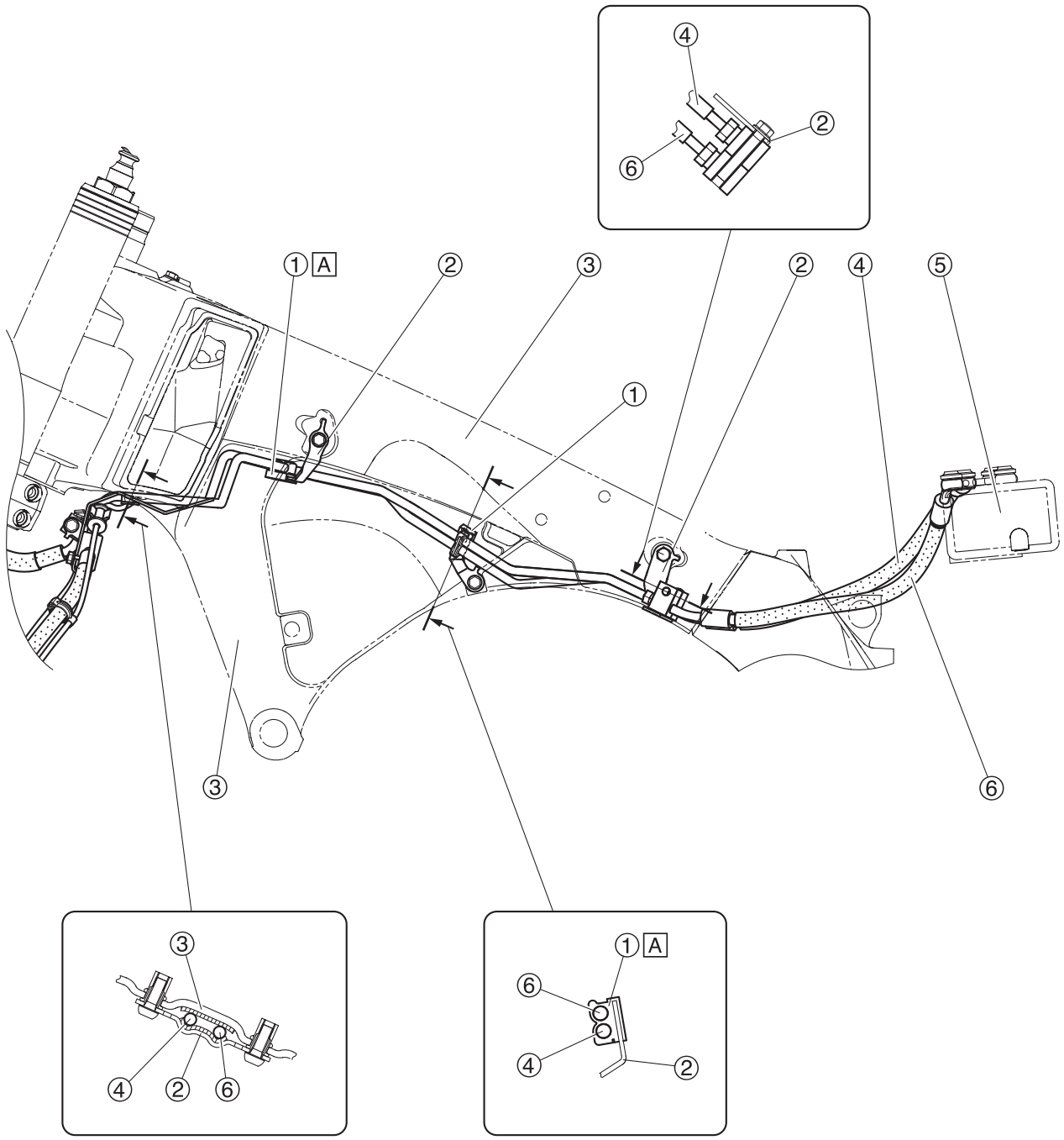
Front brake hose (left side view)



1. Brake hose (front brake master cylinder to hydraulic unit)
2. Clamp
3. Brake hose (hydraulic unit to front brake calipers)
4. Front wheel sensor lead
5. Front brake hose holder
6. Front brake caliper
7. Front fork
8. Front brake hose bracket
9. Front wheel sensor protector

A. To front brake master cylinder
B. Install the clamp with the opening facing upward.
C. Fasten the front wheel sensor lead and paint mark on the front brake hose with the clamp. Route the front wheel sensor lead behind the brake hose.
D. Route the front wheel sensor lead along the brake hose (left) without any slack.
E. Make sure that the metal fitting of the brake hose contacts the stopper of the brake caliper.
F. Route the front wheel sensor lead through the guide of the front wheel sensor protector.

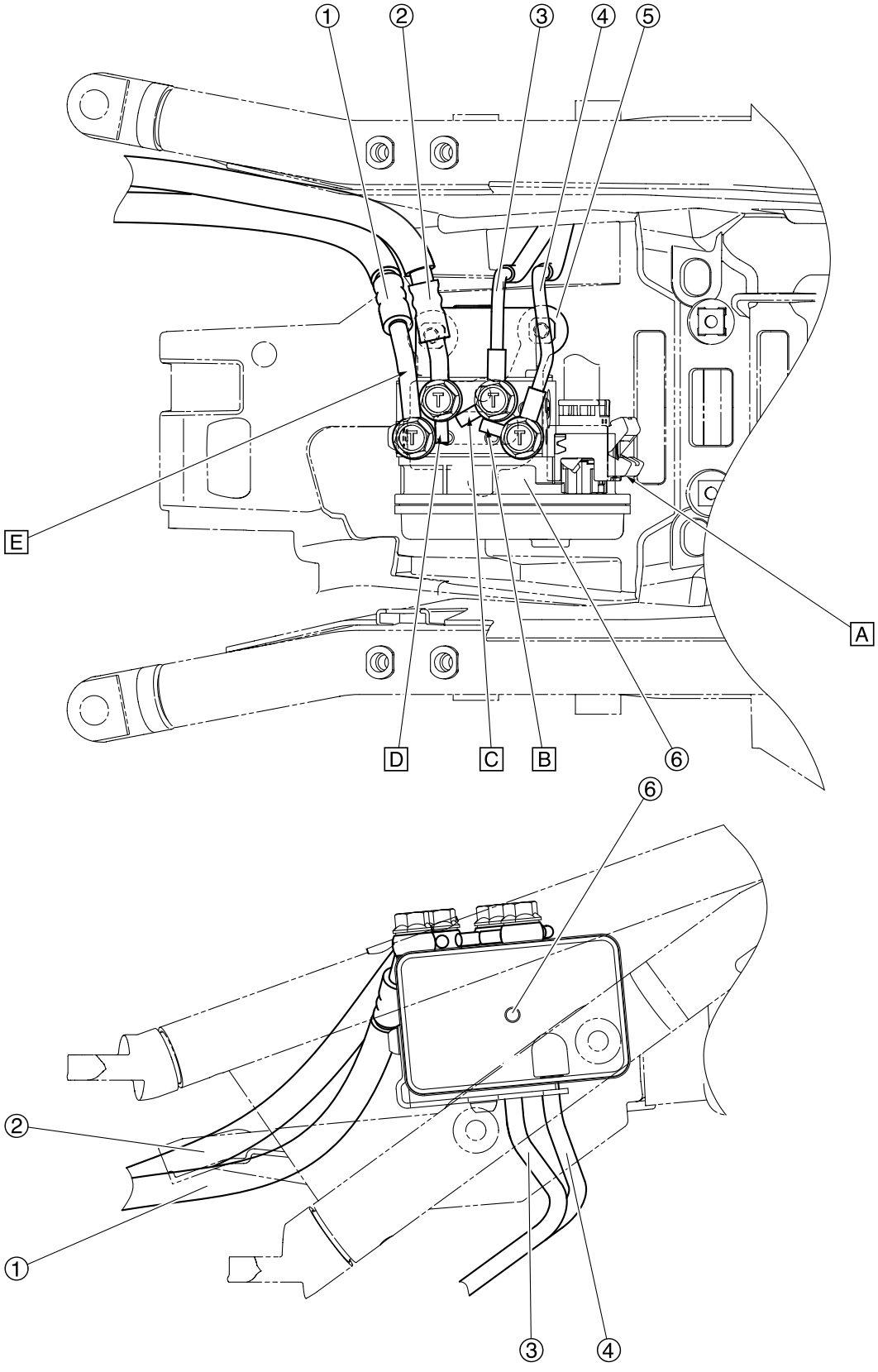
Front brake hose (left side view)



1. Clamp
2. Brake hose bracket
3. Frame
4. Brake hose (front brake master cylinder to hydraulic unit)
5. Hydraulic unit
6. Brake hose (hydraulic unit to front brake calipers)

A. Insert the clamp all the way to the rear of the brake hose bracket.

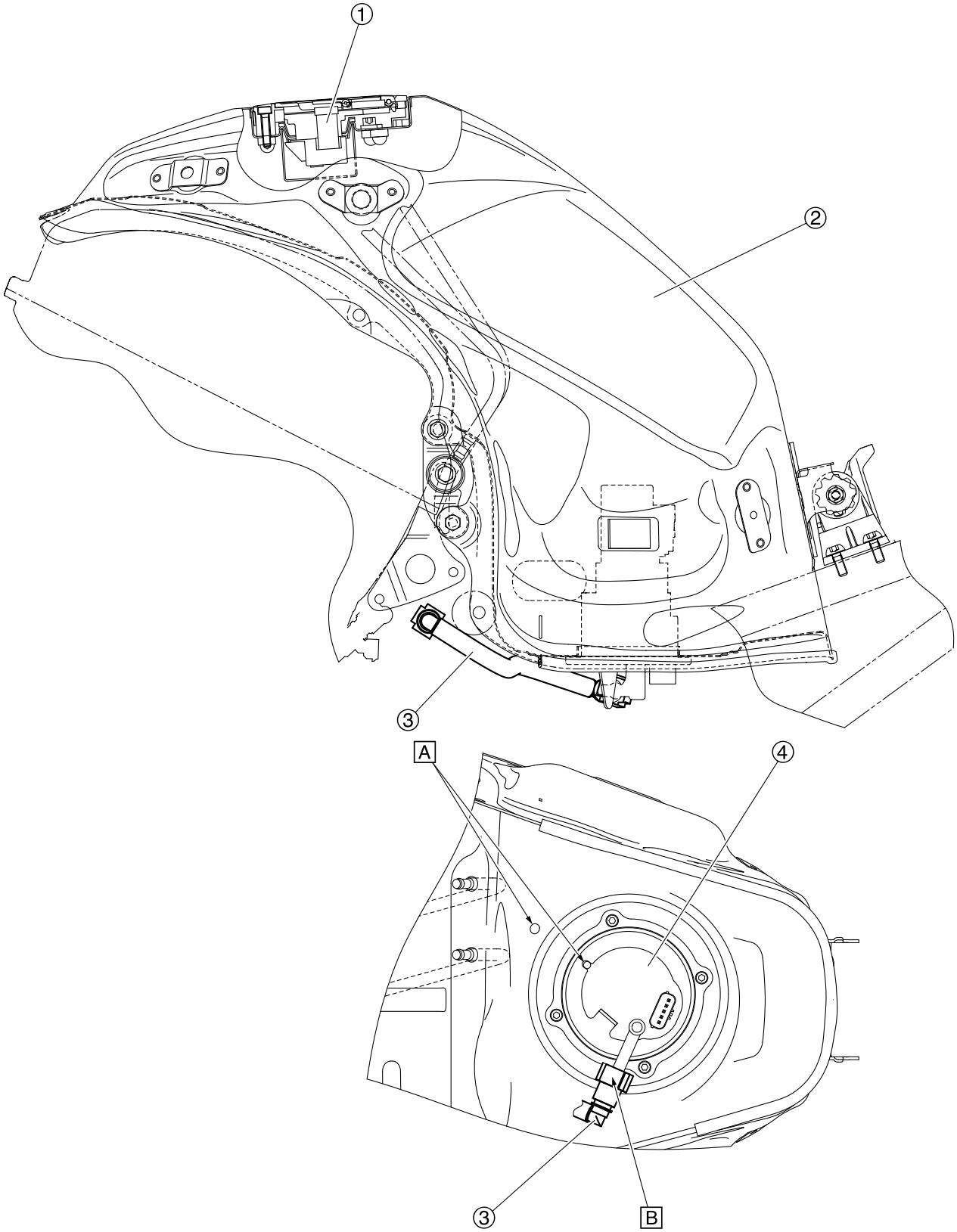
Hydraulic unit assembly (top and left side view)



1. Brake hose (hydraulic unit to front brake calipers)
2. Brake hose (front brake master cylinder to hydraulic unit)
3. Hydraulic unit brake pipe (rear brake master cylinder to hydraulic unit)
4. Hydraulic unit brake pipe (hydraulic unit to rear brake caliper)
5. Hydraulic unit bracket
6. Hydraulic unit

A. Fully insert the ABS ECU coupler all the way to the rear.
B. Install the brake pipe onto the hydraulic unit, making sure that the projection on the brake pipe contacts the hydraulic unit brake pipe (rear brake master cylinder to hydraulic unit).
C. Install the brake pipe onto the hydraulic unit, making sure that the projection on the brake pipe contacts the brake hose (front brake master cylinder to hydraulic unit).
D. Install the brake hose onto the hydraulic unit, making sure that the projection on the brake hose contacts the brake hose (hydraulic unit to front brake calipers).
E. Install the brake hose onto the hydraulic unit, making sure that the metal fitting of the hydraulic unit contacts the brake hose (front brake master cylinder to hydraulic unit)

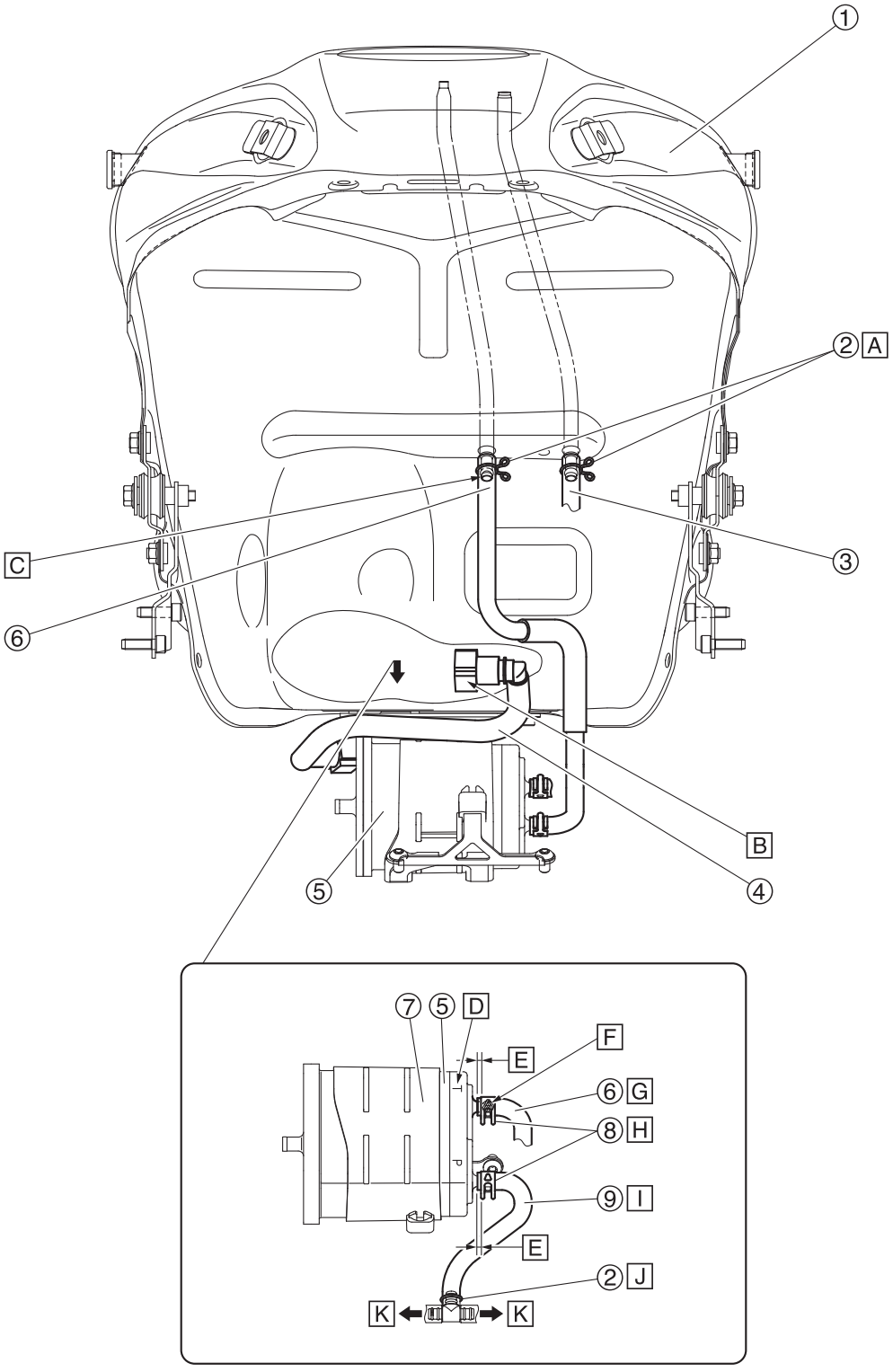
Fuel tank (bottom and left side view)



1. Fuel tank cap
2. Fuel tank
3. Fuel hose
4. Fuel pump

A. Align the fuel pump positioning to the inner panel marking (visual guide during installation).
B. Connector color: White

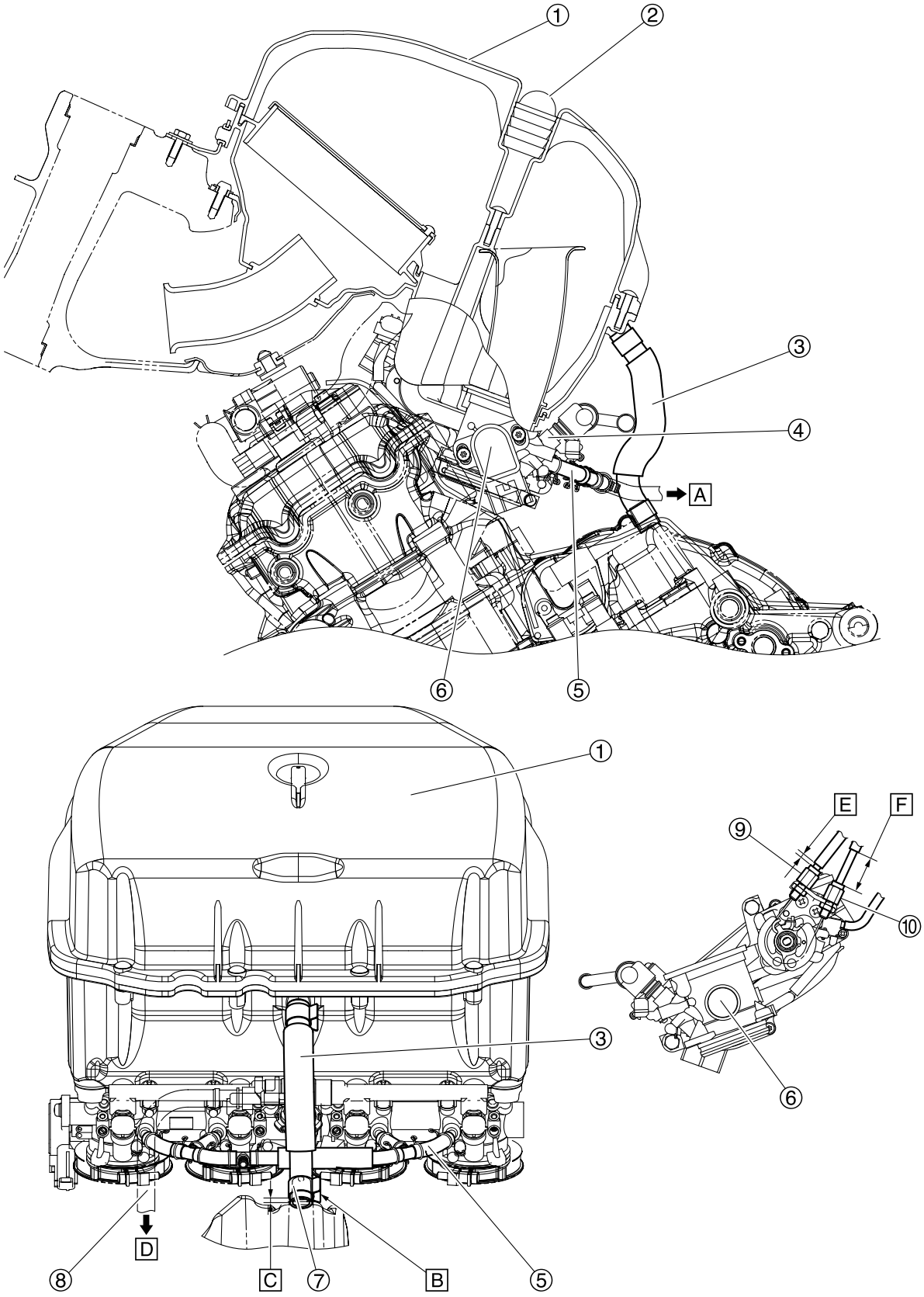
Canister



1. Fuel tank
2. Clip
3. Fuel tank drain hose
4. Fuel hose
5. Canister
6. Fuel tank breather hose
7. Canister holder
8. Clamp
9. Canister purge hose

A. The clip may be faced in any direction. Make sure that the clip does not go on top of the stopper.
B. Connector color: Gray
C. Install the fuel tank breather hose with its white paint mark facing forward.
D. Install the canister with its stamped mark facing upward.
E. 2 mm (0.08 in) or less.
F. Install the fuel tank breather hose with its white paint mark facing upward.
G. Install the fuel tank breather hose to the port of the fuel tank. Insert the hose until the end of the R section of the canister.
H. Install the clamp with its end pointing forward. Make sure that the clip does not go on top of the stopper.
I. Install the canister purge hose to the purge port (throttle body). Insert the hose until the end of the R section of the canister.
J. Install the clip with its end pointing downward. Make sure that the clip does not go on top of the stopper.
K. To throttle bodies

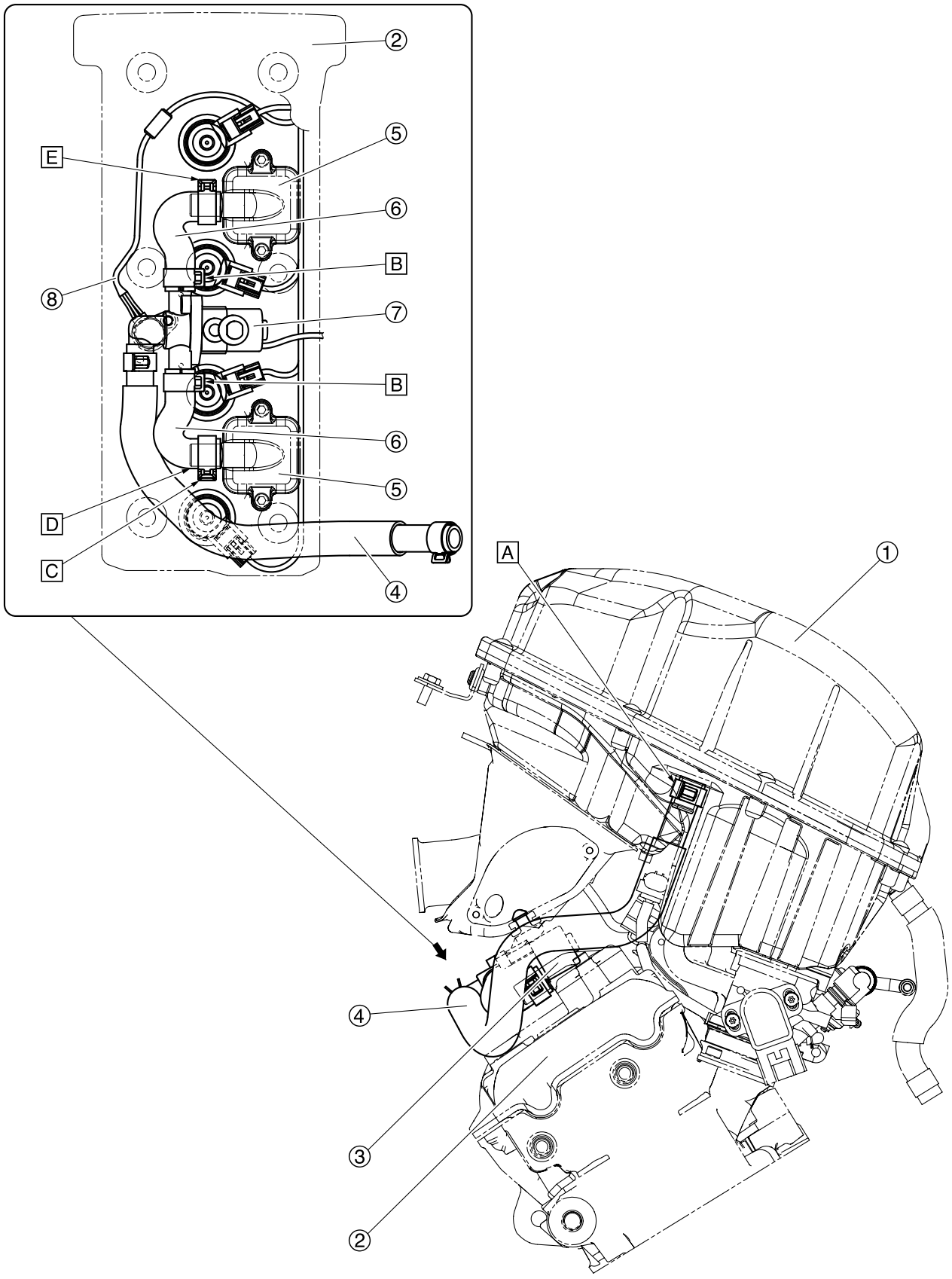
Air filter case and throttle bodies (top and left side view)



1. Air filter case
2. Plug
3. Crankcase breather hose
4. Injector
5. Canister purge hose
6. Throttle body assembly
7. Clamp
8. Fuel hose
9. Throttle cable (accelerator cable)
10. Throttle cable (decelerator cable)

A. To canister
B. Point the end of the clamp to the right.
C. Install the clamp so that the bottom edge of the clamp is 0–5 mm (0–0.2 in) from the hose end.
D. To fuel pump
E. 5 mm (0.2 in) or less
F. Protector position: 26 mm (1.02 in)

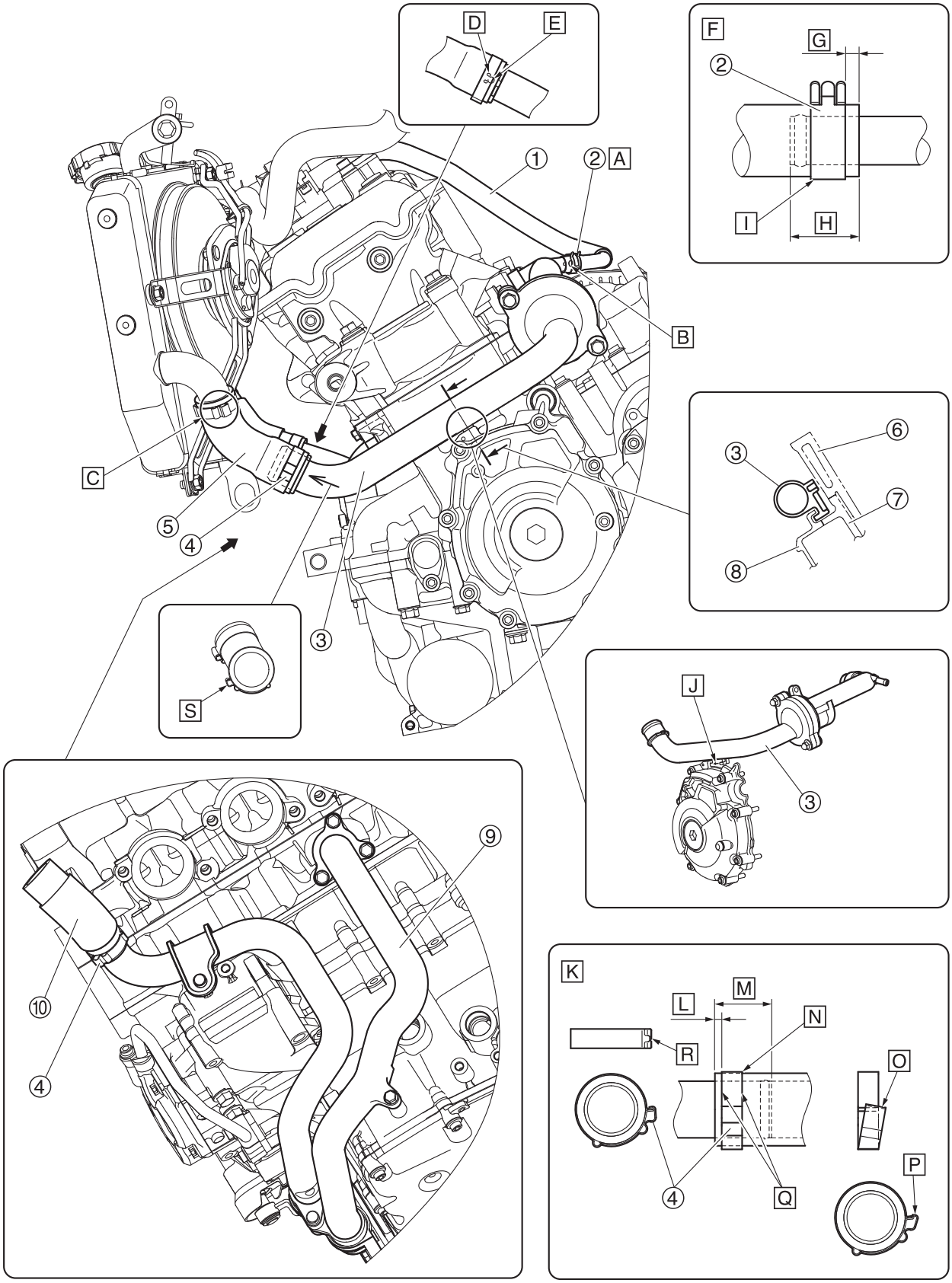
Air cut-off valve (right side view)



1. Air filter case
2. Cylinder head cover
3. Air cut-off valve
4. Air induction system hose (air filter case to air cut-off valve)
5. Reed valve cover
6. Air induction system hose (air cut-off valve to reed valve cover)
7. Air cut-off valve
8. Cylinder identification sensor lead

A. Point the end of the clamp to the left. Install the air induction system hose with its white paint mark facing outward. Make sure that the clamp does not go on top of the stopper. When installing the air induction system hose, may apply silicone fluid or water to the air induction system hose.
B. Point the end of the clamp rearward.
C. Point the end of the clamp to the left.
D. Insert the air induction system hose until it contacts the reed valve cover. Make sure that the clamp does not go on top of the flange of the hose.
E. Point the end of the clamp to the right.

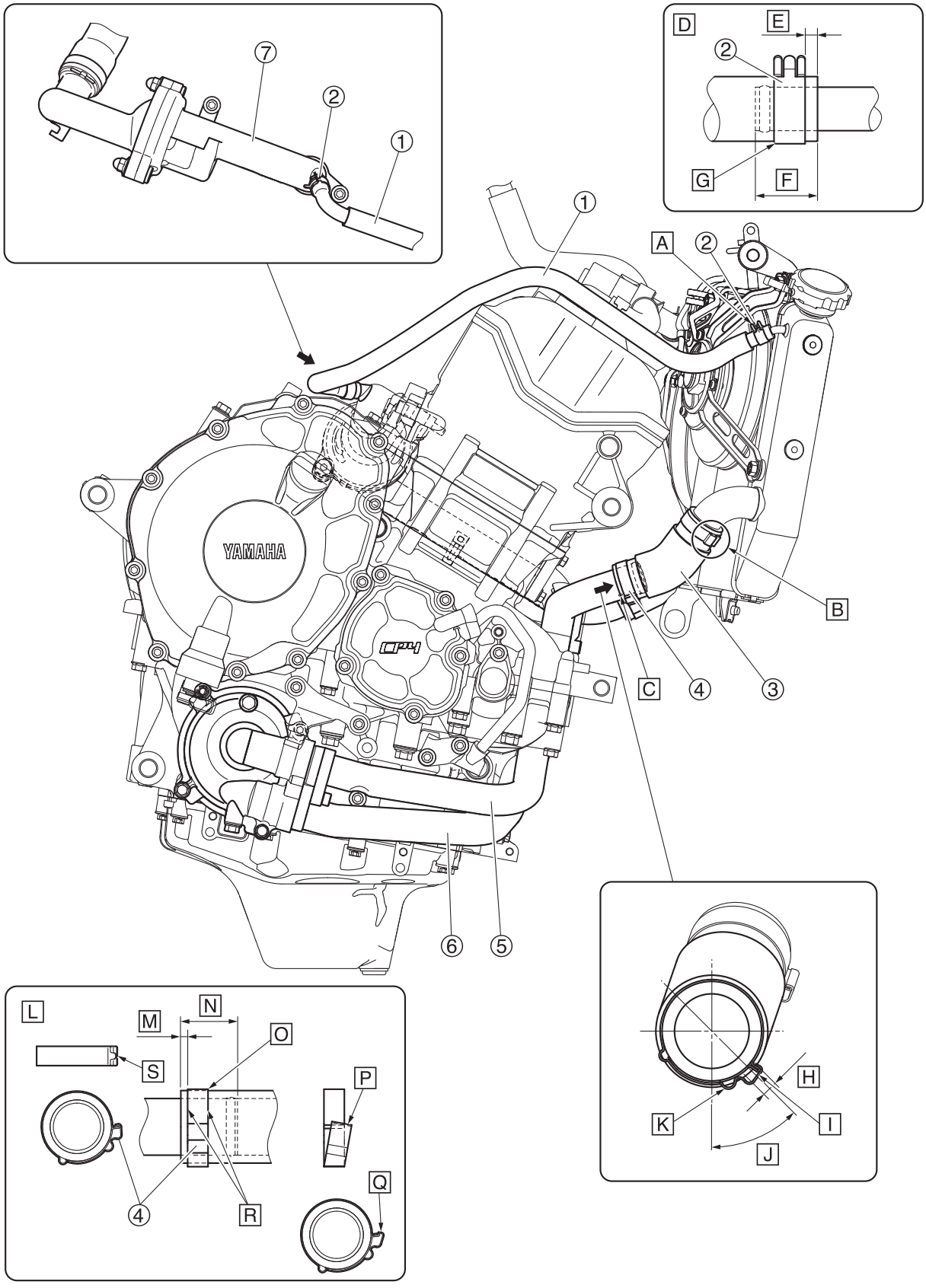
Radiator (left side view)



1. Cooling system air bleed hose
2. Clamp
3. Thermostat assembly
4. Hose clamp
5. Radiator inlet hose
6. Cylinder
7. Crankcase
8. Generator cover
9. Water pump outlet pipe
10. Radiator outlet hose

A. Point the end of the clamp toward the white paint mark on the cooling system air bleed hose. Make sure that the clamp is not installed on the flange of the hose fitting of the thermostat assembly.
B. Align the white paint mark on the cooling system air bleed hose with the projection on the thermostat assembly. Insert the cooling system air bleed hose until it contacts the projection on the thermostat assembly.
C. Align the white paint mark on the radiator inlet hose, projection on the radiator, and opening of the hose clamp.
Install the radiator inlet hose up to the center of the projection on the radiator.
After installing the hose clamp, the end of the radiator inlet hose should be over the projection on the radiator.
D. Oval shaped projection on the hose clamp (2 locations)
E. Align the yellow paint mark on the radiator inlet hose with the projection on the thermostat assembly and oval shaped projections on the hose clamp.
Insert the radiator inlet hose until it contacts the projection on the thermostat assembly.
F. Clamp installation details
G. 2 mm (0.08 in) or more
H. Installed length: 20 mm (0.79 in)
I. Make sure that the clamp is not installed on the flange of the hose fitting of the thermostat assembly.
J. When installing the thermostat assembly, make sure that the claw on the thermostat assembly engage the recess on the generator cover.
K. Hose clamp installation details
L. 3 mm (0.12 in) or more
M. Plug-in length
N. Make sure that the hose clamp is not installed on the flange of the hose fitting of the thermostat assembly.
O. Make sure that the hose clamp is not installed in a slanted position as shown in the illustration.
P. Make sure to hook the end of the hose clamp securely onto the projection on the hose clamp. (not like as shown in the illustration)
Q. Install the hose clamp so that both ends are parallel to each other.
R. Make sure that the projection on the center of the hose clamp contacts with the cut out in the end of the hose clamp.
S. Face the opening of the hose clamp to the left.

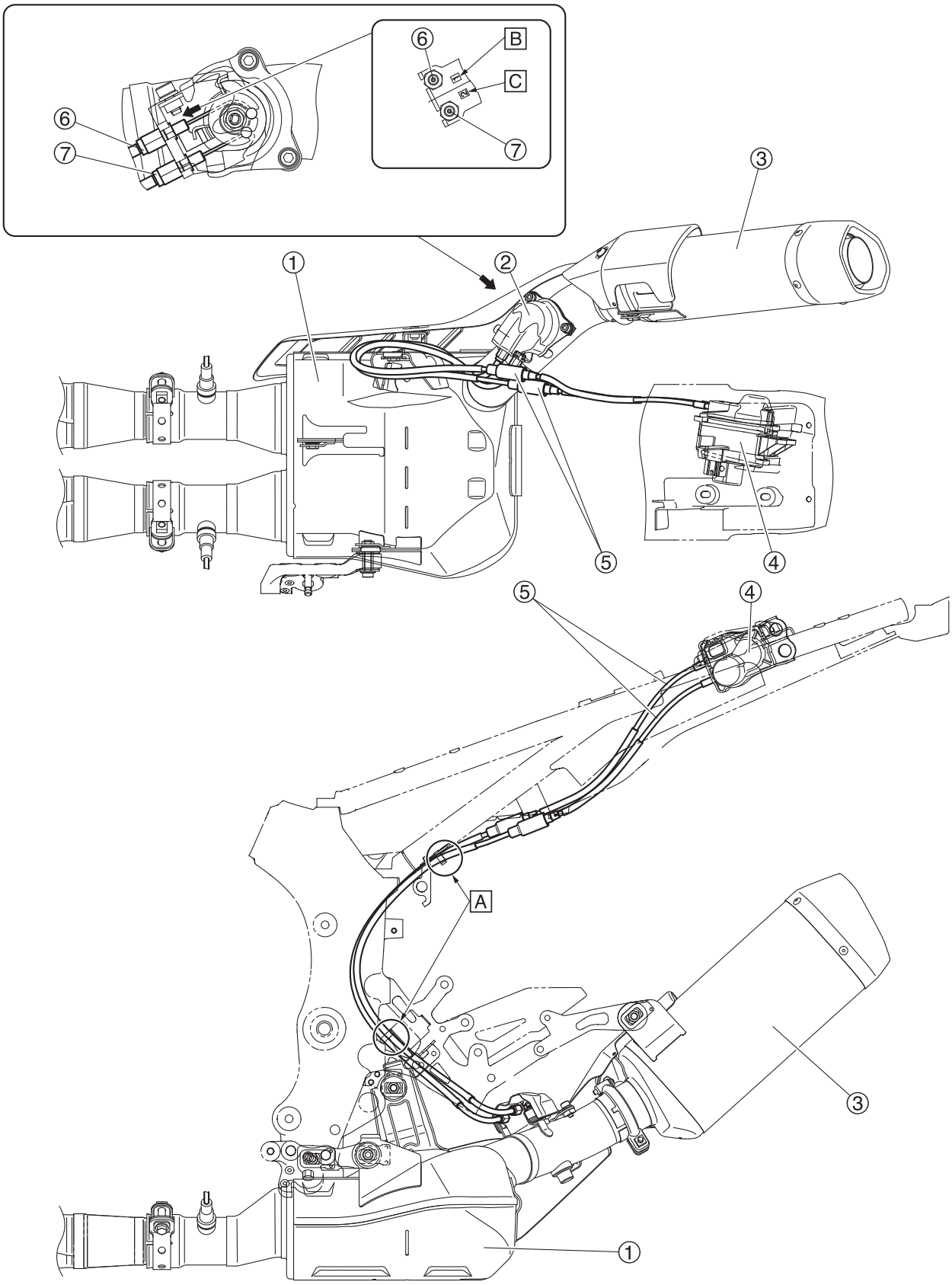
Radiator (right side view)



1. Cooling system air bleed hose
2. Clamp
3. Radiator outlet hose
4. Hose clamp
5. Water pump inlet pipe
6. Water pump outlet pipe
7. Thermostat assembly

A. Install the clamp with the end pointing upward. Make sure that the clamp is not installed on the flange of the hose fitting of the radiator hose.
B. Align the white paint mark on the radiator outlet hose, projection on the radiator, and opening of the hose clamp.
Install the radiator outlet hose up to the center of the projection on the radiator.
After installing the hose clamp, the end of the radiator outlet hose should be over the projection on the radiator.
C. Align the yellow paint mark on the radiator outlet hose with the white paint mark on the water pump inlet pipe and the opening of the hose clamp. Insert the radiator outlet hose up to the center of the white paint mark on the water pump inlet pipe.
D. Clamp installation details
E. 2 mm (0.08 in) or more
F. Installed length: 20 mm (0.79 in)
G. Make sure that the clamp is not installed on the flange of the hose fitting.
H. Yellow paint mark on the radiator outlet hose
I. Hose clamp opening
J. 45°
K. Point the projections (2 locations) on the hose clamp downward.
L. Hose clamp installation details
M. 3 mm (0.12 in) or more
N. Plug-in length
O. Make sure that the hose clamp is not installed on the flange of the hose fitting of the water pump inlet pipe.
P. Make sure that the hose clamp is not installed in a slanted position as shown in the illustration.
Q. Make sure to hook the end of the hose clamp securely onto the projection on the hose clamp. (not like as shown illustration)
R. Install the hose clamp so that both ends are parallel to each other.
S. Make sure that the projection on the center of the hose clamp contacts with the cut out in the end of the hose clamp.

Muffler (top and left side view)



1. Exhaust chamber
2. EXUP valve pulley cover
3. Muffler
4. EXUP servo motor
5. EXUP cable
6. EXUP cable 1
7. EXUP cable 2

A. EXUP cable securing location
B. “1” stamped on the bracket
C. “2” stamped on the bracket

PERIODIC CHECKS AND ADJUSTMENTS

EAS20022
PERIODIC MAINTENANCE

EAS30022
INTRODUCTION
This chapter includes all information necessary to perform recommended checks and adjustments. If followed, these preventive maintenance procedures will ensure more reliable vehicle operation, a longer service life and reduce the need for costly overhaul work. This information applies to vehicles already in service as well as to new vehicles that are being prepared for sale. All service technicians should be familiar with this entire chapter.

TIP
- **The annual checks must be performed every year, except if a kilometer-based maintenance, or for the UK, a mileage-based maintenance, is performed instead.**
- From 50000 km (30000 mi), repeat the maintenance intervals starting from 10000 km (6000 mi).
- Items marked with an asterisk should be performed by a Yamaha dealer as they require special tools, data and technical skills.

EAS30614
PERIODIC MAINTENANCE CHART FOR THE EMISSION CONTROL SYSTEM

NO.		ITEM	CHECK OR MAINTENANCE JOB	ODOMETER READING					ANNUAL CHECK
				1000 km (600 mi)	10000 km (6000 mi)	20000 km (12000 mi)	30000 km (18000 mi)	40000 km (24000 mi)	
1	*	Fuel line	• Check fuel hoses for cracks or damage. • Replace if necessary.		√	√	√	√	√
2	*	Spark plugs	• Check condition. • Adjust gap and clean.		√		√		
			• Replace.			√		√	
3	*	Valve clearance	• Check and adjust.	Every 40000 km (24000 mi)					
4	*	Fuel injection	• Check engine idle speed.	√	√	√	√	√	√
			• Check and adjust synchronization.		√	√	√	√	√
5	*	Exhaust system	• Check for leakage. • Tighten if necessary. • Replace gaskets if necessary.	√	√	√	√	√	
6	*	Evaporative emission control system	• Check control system for damage. • Replace if necessary.			√		√	
7	*	Air induction system	• Check the air cut-off valve, reed valve, and hose for damage. • Replace any damaged parts if necessary.		√	√	√	√	√

EAS30615
GENERAL MAINTENANCE AND LUBRICATION CHART

NO.		ITEM	CHECK OR MAINTENANCE JOB	ODOMETER READING					ANNUAL CHECK
				1000 km (600 mi)	10000 km (6000 mi)	20000 km (12000 mi)	30000 km (18000 mi)	40000 km (24000 mi)	
1	*	Diagnostic system check	• Perform dynamic inspection using Yamaha diagnostic tool. • Check the fault codes.	√	√	√	√	√	√
2	*	Air filter element	• Replace.	Every 40000 km (24000 mi)					
3		Clutch	• Check operation. • Adjust.	√	√	√	√	√	

NO.		ITEM	CHECK OR MAINTENANCE JOB	ODOMETER READING					ANNUAL CHECK
				1000 km (600 mi)	10000 km (6000 mi)	20000 km (12000 mi)	30000 km (18000 mi)	40000 km (24000 mi)	
4	*	**Front brake**	• Check operation, fluid level, and for fluid leakage. • Replace brake pads if necessary.	√	√	√	√	√	√
5	*	**Rear brake**	• Check operation, fluid level, and for fluid leakage. • Replace brake pads if necessary.	√	√	√	√	√	√
6	*	**Brake hoses**	• Check for cracks or damage.		√	√	√	√	√
			• Replace.	Every 4 years					
7	*	**Brake fluid**	• Change.	Every 2 years					
8	*	**Wheels**	• Check runout and for damage. • Replace if necessary.		√	√	√	√	
9	*	**Tires**	• Check tread depth and for damage. • Replace if necessary. • Check air pressure. • Correct if necessary.		√	√	√	√	√
10	*	**Wheel bearings**	• Check bearing for looseness or damage.		√	√	√	√	
11	*	**Swingarm pivot bearings**	• Check operation and for excessive play.		√	√	√	√	
			• Lubricate with lithium-soap-based grease.	Every 50000 km (30000 mi)					
12		**Drive chain**	• Check chain slack, alignment and condition. • Adjust and lubricate chain with a special O-ring chain lubricant thoroughly.	Every 1000 km (600 mi) and after washing the motorcycle, riding in the rain or riding in wet areas					
13	*	**Steering bearings**	• Check bearing assemblies for looseness.	√	√		√		
			• Moderately repack with lithium-soap-based grease.			√		√	
14	*	**Steering damper**	• Check operation and for oil leakage.		√	√	√	√	
15	*	**Chassis fasteners**	• Make sure that all nuts, bolts and screws are properly tightened.		√	√	√	√	√
16		**Brake lever pivot shaft**	• Lubricate with silicone grease.		√	√	√	√	√
17		**Brake pedal pivot shaft**	• Lubricate with lithium-soap-based grease.		√	√	√	√	√
18		**Clutch lever pivot shaft**	• Lubricate with lithium-soap-based grease.		√	√	√	√	√
19		**Shift pedal pivot shaft**	• Lubricate with lithium-soap-based grease.		√	√	√	√	√
20		**Sidestand**	• Check operation. • Lubricate with lithium-soap-based grease.		√	√	√	√	√
21	*	**Sidestand switch**	• Check operation and replace if necessary.	√	√	√	√	√	√
22	*	**Front fork**	• Check operation and for oil leakage. • Replace if necessary.		√	√	√	√	

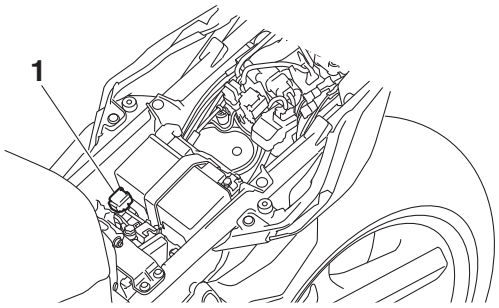
NO.		ITEM	CHECK OR MAINTENANCE JOB	ODOMETER READING					ANNUAL CHECK
				1000 km (600 mi)	10000 km (6000 mi)	20000 km (12000 mi)	30000 km (18000 mi)	40000 km (24000 mi)	
23	*	**Shock absorber assembly**	• Check operation and for oil leakage. • Replace if necessary.		√	√	√	√	
24	*	**Rear suspension relay arm and connecting arm pivoting points**	• Check operation.		√	√	√	√	
25		**Engine oil**	• Change (warm engine before draining). • Check oil level and vehicle for oil leakage.	√	√	√	√	√	√
26		**Engine oil filter cartridge**	• Replace.	√		√		√	
27	*	**Cooling system**	• Check coolant level and vehicle for coolant leakage.		√	√	√	√	√
			• Change.	Every 3 years					
28	*	**EXUP system**	• Check operation, cable free play and pulley position.	√		√		√	
29	*	**Front and rear brake switches**	• Check operation.	√	√	√	√	√	√
30	*	**Moving parts and cables**	• Lubricate.		√	√	√	√	√
31	*	**Throttle grip housing and cable**	• Check operation and free play. • Adjust the throttle cable free play if necessary. • Lubricate the throttle grip housing and cable.		√	√	√	√	√
32	*	**Lights, signals and switches**	• Check operation. • Adjust headlight beam.	√	√	√	√	√	√

TIP

- Air filter
  - This model's air filter is equipped with a disposable oil-coated paper element, which must not be cleaned with compressed air to avoid damaging it.
  - The air filter element needs to be replaced more frequently when riding in unusually wet or dusty areas.
- Hydraulic brake service
  - Regularly check and, if necessary, correct the brake fluid level.
  - Every two years replace the internal components of the brake master cylinders and calipers, and change the brake fluid.
  - Replace the brake hoses every four years and if cracked or damaged.

EAS32024
CHECKING THE VEHICLE USING THE YAMAHA DIAGNOSTIC TOOL
Use the Yamaha diagnostic tool and check the vehicle according to the following procedure.
1. Remove:
   • Rider seat
   Refer to "GENERAL CHASSIS (1)" on page 4-1.
2. Remove the protective cap "1", and then connect the Yamaha diagnostic tool to the coupler.

Yamaha diagnostic tool USB
90890-03250
Yamaha diagnostic tool (A/I)
90890-03252



3. Check:
   • Fault codes

TIP
Use the "Diagnosis of malfunction" function of the Yamaha diagnostic tool to check the fault codes. For information about using the Yamaha diagnostic tool, refer to the operation manual that is included with the tool.

   Fault code number is displayed → Check and repair the probable cause of the malfunction. Refer to "TROUBLESHOOTING DETAILS (FAULT CODE)" on page 8-37.
4. Perform:
   • Dynamic inspection

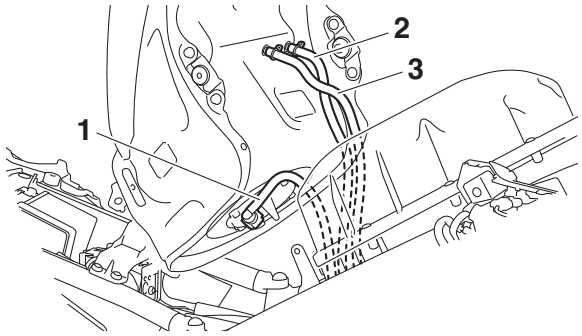
TIP
Use the "Dynamic inspection" function of the Yamaha diagnostic tool version 3.0 and after to perform the dynamic inspection. For information about using the Yamaha diagnostic tool, refer to the operation manual that is included with the tool.

5. Install:
   • Rider seat
   Refer to "GENERAL CHASSIS (1)" on page 4-1.

EAS30619
CHECKING THE FUEL LINE
The following procedure applies to all of the fuel, drain and breather hoses.
1. Remove:
   • Rider seat
   • Air scoop/Air scoop stay
   Refer to "GENERAL CHASSIS (1)" on page 4-1.
   • Fuel tank cover
   Refer to "GENERAL CHASSIS (2)" on page 4-13.
   • Fuel tank
   Refer to "FUEL TANK" on page 7-1.
2. Check:
   • Fuel hose "1"
   • Fuel tank drain hose "2"
   • Fuel tank breather hose "3"
   Cracks/damage → Replace.
   Loose connection → Connect properly.

ECA14940
NOTICE
Make sure the fuel tank breather hose is routed correctly.

TIP
Before removing the fuel hoses, place a few rags in the area under where it will be removed.



3. Install:
   • Fuel tank
   Refer to "FUEL TANK" on page 7-1.
   • Fuel tank cover
   Refer to "GENERAL CHASSIS (2)" on page 4-13.
   • Air scoop stay/Air scoop
   • Rider seat
   Refer to "GENERAL CHASSIS (1)" on page 4-1.

EAS30620
CHECKING THE SPARK PLUGS
The following procedure applies to all of the spark plugs.

1. Remove:
   • Rider seat
   • Air scoop/Air scoop stay
   Refer to “GENERAL CHASSIS (1)” on page 4-1.
   • Fuel tank cover
   Refer to “GENERAL CHASSIS (2)” on page 4-13.
   • Fuel tank
   Refer to “FUEL TANK” on page 7-1.
   • Air filter case
   Refer to “GENERAL CHASSIS (3)” on page 4-20.
   • Air cut-off valve
   Refer to “AIR INDUCTION SYSTEM” on page 7-15.
2. Remove:
   • Ignition coils
   • Spark plugs

ECA13320

NOTICE

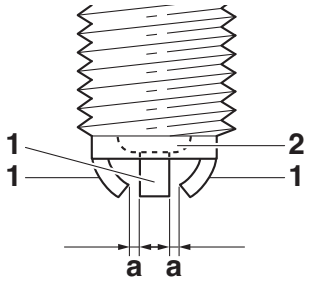
Before removing the spark plugs, blow away any dirt accumulated in the spark plug wells with compressed air to prevent it from falling into the cylinders.

3. Check:
   • Spark plug type
   Incorrect → Change.

Manufacturer/model
NGK/LMAR9E-J

4. Check:
   • Electrode “1”
   Damage/wear → Replace the spark plug.
   • Insulator “2”
   Abnormal color → Replace the spark plug.
   Normal color is medium-to-light tan.
5. Clean:
   • Spark plug
   (with a spark plug cleaner or wire brush)
6. Measure:
   • Spark plug gap “a”
   (with a wire thickness gauge)
   Out of specification → Regap.

Spark plug gap
0.6–0.7 mm (0.024–0.028 in)



7. Install:
   • Spark plugs
   • Ignition coils

Spark plug
13 N·m (1.3 kgf·m, 9.4 lb·ft)
Spark plug (new)
18 N·m (1.8 kgf·m, 13 lb·ft)

TIP
- Before installing the spark plug, clean the spark plug and gasket surface.
- If the spark plug is a new one, tighten it to 18 N·m (1.8 kgf·m, 13 lb·ft).

8. Install:
   • Air cut-off valve
   Refer to “AIR INDUCTION SYSTEM” on page 7-15.
   • Air filter case
   Refer to “GENERAL CHASSIS (3)” on page 4-20.
   • Fuel tank
   Refer to “FUEL TANK” on page 7-1.
   • Fuel tank cover
   Refer to “GENERAL CHASSIS (2)” on page 4-13.
   • Air scoop stay/Air scoop
   • Rider seat
   Refer to “GENERAL CHASSIS (1)” on page 4-1.

EAS30622

ADJUSTING THE VALVE CLEARANCE

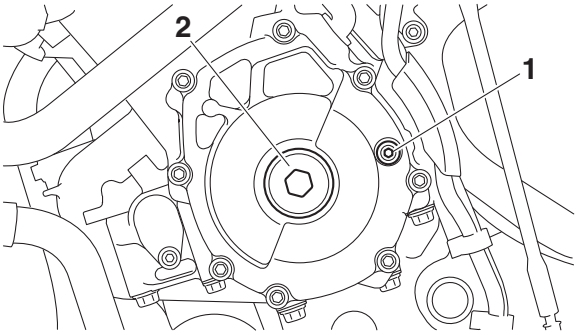
The following procedure applies to all of the valves.

TIP
- Valve clearance adjustment should be made on a cold engine, at room temperature.
- When the valve clearance is to be measured or adjusted, the piston must be at top dead center (TDC) on the compression stroke.

1. Remove:
   • Rider seat

- Air scoop/Air scoop stay
  Refer to "GENERAL CHASSIS (1)" on page 4-1.
- Fuel tank cover
  Refer to "GENERAL CHASSIS (2)" on page 4-13.
- Fuel tank
  Refer to "FUEL TANK" on page 7-1.
- Air filter case
  Refer to "GENERAL CHASSIS (3)" on page 4-20.
- Air cut-off valve
  Refer to "AIR INDUCTION SYSTEM" on page 7-15.
- Radiator
  Refer to "RADIATOR" on page 6-1.

2. Remove:
   - Ignition coils
   - Spark plugs
   - Cylinder head cover
   - Cylinder head cover gasket
   Refer to "CAMSHAFTS" on page 5-9.
3. Remove:
   - Timing mark accessing bolt "1"
   - Crankshaft end cover "2"



4. Measure:
   - Valve clearance
   Out of specification → Adjust.

Valve clearance (cold)
Intake
0.09–0.17 mm (0.0035–0.0067 in)
Exhaust
0.20–0.26 mm (0.0079–0.0102 in)

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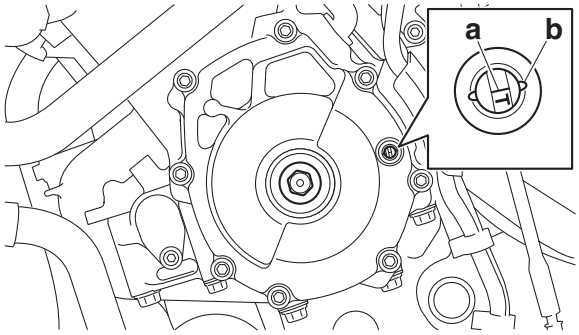
a. Turn the crankshaft counterclockwise.
b. When piston #1 is at TDC on the compression stroke, align the TDC mark "a" on the generator rotor with the generator rotor cover slot "b".

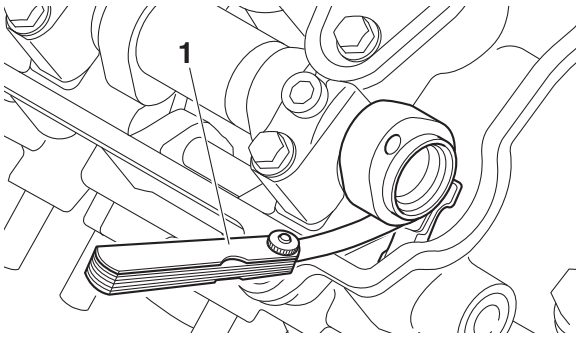


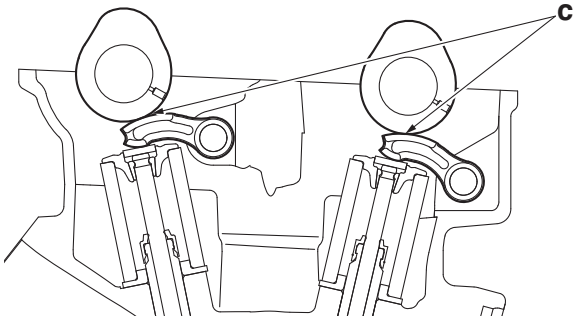
TIP
TDC on the compression stroke can be found when the camshaft lobes are turned away from each other.

c. Measure the valve clearance #1 with a thickness gauge "1".

TIP
Measure the valve clearance between the cam lobe and rocker arm "c".

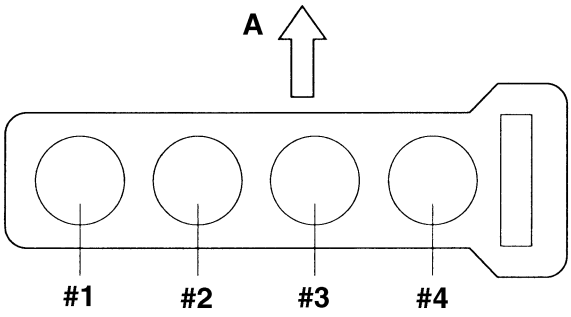
Thickness gauge
90890-03180
Feeler gauge set
YU-26900-9





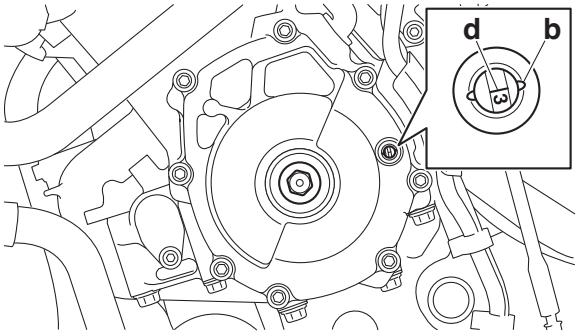
TIP
- If the valve clearance is incorrect, record the measured reading.
- Measure the valve clearance in the following sequence.

Valve clearance measuring sequence
Cylinder #1 → #3 → #2 → #4



A. Front

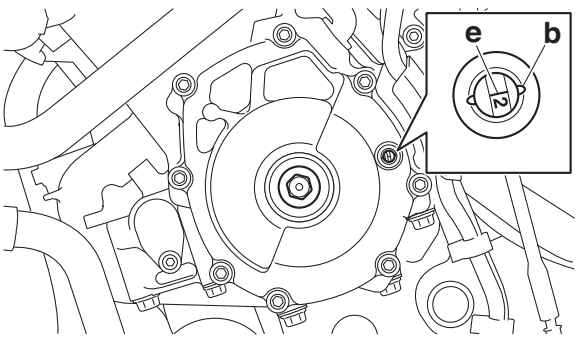
d. Turn the crankshaft counterclockwise.
e. When piston #3 is at TDC on the compression stroke, align the TDC mark "d" on the generator rotor with the generator rotor cover slot "b".



f. Measure the valve clearance #3 with a thickness gauge.

Thickness gauge
90890-03180
Feeler gauge set
YU-26900-9

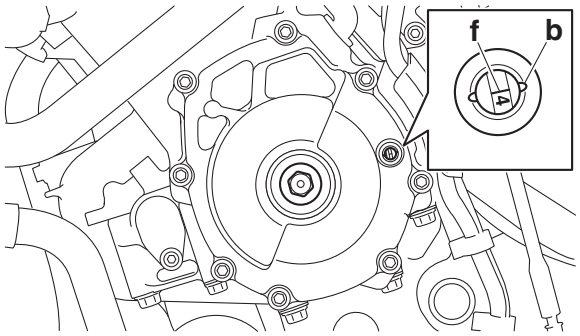
g. Turn the crankshaft counterclockwise.
h. When piston #2 is at TDC on the compression stroke, align the TDC mark "e" on the generator rotor with the generator rotor cover slot "b".



i. Measure the valve clearance #2 with a thickness gauge.

Thickness gauge
90890-03180
Feeler gauge set
YU-26900-9

j. Turn the crankshaft counterclockwise.
k. When piston #4 is at TDC on the compression stroke, align the TDC mark "f" on the generator rotor with the generator rotor cover slot "b".



l. Measure the valve clearance #4 with a thickness gauge.

Thickness gauge
90890-03180
Feeler gauge set
YU-26900-9

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5. Remove:
   • Camshaft

TIP
- Refer to "CAMSHAFTS" on page 5-9.
- When removing the timing chain and camshafts, fasten the timing chain with a wire to retrieve it if it falls into the crankcase.

6. Adjust:
   • Valve clearance

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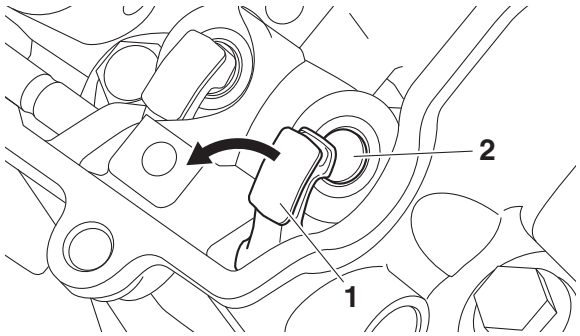
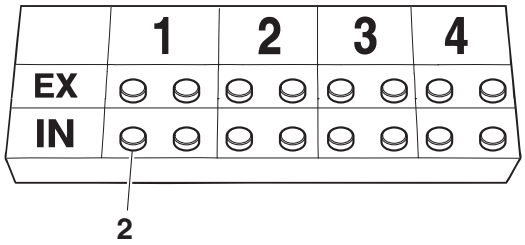
a. Pull the rocker arm "1" up, and then remove the valve pad "2".



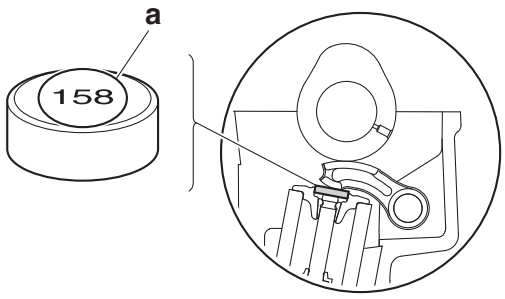
TIP
- Cover the timing chain opening with a rag to prevent the valve pad from falling into the crankcase.
- Make a note of the position of each valve pad "2" so that they can be installed in the correct place.



b. Calculate the difference between the specified valve clearance and the measured valve clearance.
   Example:
   Specified valve clearance = 0.09–0.17 mm (0.004–0.007 in)
   Measured valve clearance = 0.22 mm (0.009 in)
   0.22 mm (0.009 in)–0.17 mm (0.007 in) = 0.05 mm (0.002 in)
c. Check the thickness of the current valve pad.

TIP
The thickness "a" of each valve pad is marked in hundredths of millimeters on the side that touches the valve lifter.

   Example:
   If the valve pad is marked "158", the pad thickness is 1.58 mm (0.062 in).



d. Calculate the sum of the values obtained in steps (b) and (c) to determine the required valve pad thickness and the valve pad number.
   Example:
   1.58 mm (0.062 in) + 0.05 mm (0.002 in) = 1.63 mm (0.064 in)
   The valve pad number is 163.
e. Round off the valve pad number according to the following table, and then select the suitable valve pad.

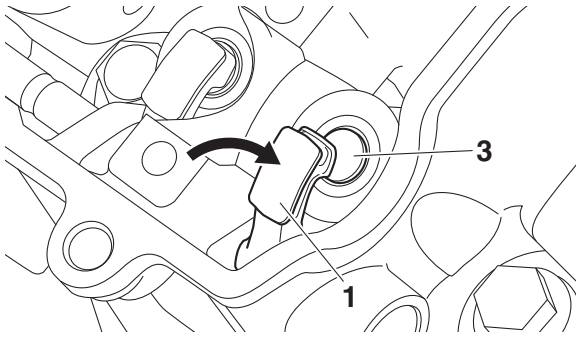
Last digit	Rounded value
0, 1, 2	0
3, 4, 5, 6	5
7, 8, 9	10

TIP
Refer to the following table for the available valve pads.

Valve pad range	Nos. 160–240
Valve pad thickness	1.60–2.40 mm (0.0630–0.0944 in)
Available valve pads	17 thicknesses in 0.05 mm (0.002 in) increments

   Example:
   Valve pad number = 163
   Rounded value = 165
   New valve pad number = 165
f. Install the new valve pad "3" and then, push the rocker arm "1" down.

TIP
- Lubricate the valve pad with molybdenum disulfide oil.
- Install the valve pad in the correct place.



g. Install the exhaust and intake camshafts, timing chain and camshaft caps.

Camshaft cap bolt
8 N·m (0.8 kgf·m, 5.8 lb·ft)
Camshaft cap bolt (new)
10 N·m (1.0 kgf·m, 7.2 lb·ft)

TIP
- Refer to "CAMSHAFTS" on page 5-9.
- Lubricate the camshaft lobes and camshaft

journals.
- First, install the exhaust camshaft.
- Align the camshaft sprocket marks with the cylinder head surface.
- If the camshaft cap bolt is a new one, it is not necessary to apply engine oil onto the mating surface and threads of the bolt.
- If the camshaft cap bolt is a new one, tighten it to 10 N·m (1.0 kgf·m, 7.2 lb·ft).
- Turn the crankshaft counterclockwise several full turns to seat the parts.

h. Measure the valve clearance again.
i. If the valve clearance is still out of specification, repeat all of the valve clearance adjustment steps until the specified clearance is obtained.

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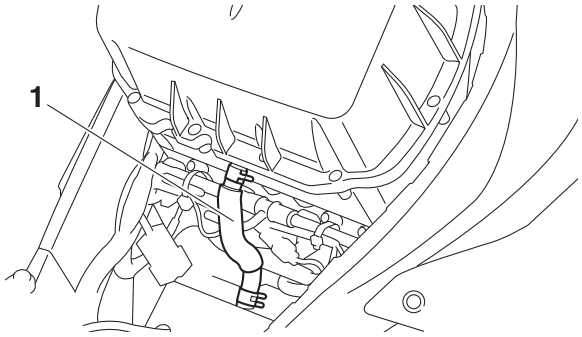
7. Install:
   - All removed parts

TIP
For installation, reverse the removal procedure.

EAS30800
CHECKING THE CRANKCASE BREATHER HOSE

1. Remove:
   - Rider seat
   - Air scoop/Air scoop stay
     Refer to "GENERAL CHASSIS (1)" on page 4-1.
   - Fuel tank cover
     Refer to "GENERAL CHASSIS (2)" on page 4-13.
   - Fuel tank
     Refer to "FUEL TANK" on page 7-1.
2. Check:
   - Crankcase breather hose "1"
     Cracks/damage → Replace.
     Loose connection → Connect properly.

ECA13450
NOTICE
Make sure the crankcase breather hose is routed correctly.



3. Install:
   - Fuel tank
     Refer to "FUEL TANK" on page 7-1.
   - Fuel tank cover
     Refer to "GENERAL CHASSIS (2)" on page 4-13.
   - Air scoop stay/Air scoop
   - Rider seat
     Refer to "GENERAL CHASSIS (1)" on page 4-1.

EAS31017
CHECKING THE ENGINE IDLING SPEED

TIP
Prior to checking the engine idling speed, the throttle body synchronization should be adjusted properly, the air filter element should be clean, and the engine should have adequate compression.

1. Start the engine and let it warm up for several minutes.
2. Check:
   - Engine idling speed
     Out of specification → Go to next step.

	Engine idling speed **1200–1400 r/min**

3. Check:
   - ISC (Idle Speed Control) learning value
     "00" or "01" → Check the intake system.
     "02" → Clean the throttle bodies.
     Refer to "CHECKING AND CLEANING THE THROTTLE BODIES" on page 7-8.

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a. Connect the Yamaha diagnostic tool.
   Use the diagnostic code number "67".
   Refer to "SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)" on page 9-5.
b. Check the ISC (Idle Speed Control) leaning value.

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EAS30797
SYNCHRONIZING THE THROTTLE BODIES

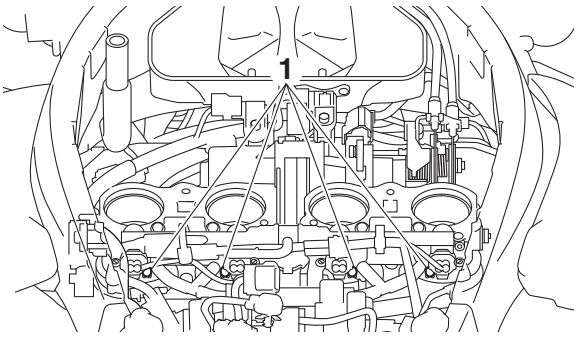
TIP
Before synchronizing the throttle bodies, check the following items:
- Valve clearance
- Spark plugs
- Air filter element
- Throttle body joints
- Fuel hose
- Exhaust system
- Breather hoses

Checking the throttle body synchronization

1. Stand the vehicle on a level surface.

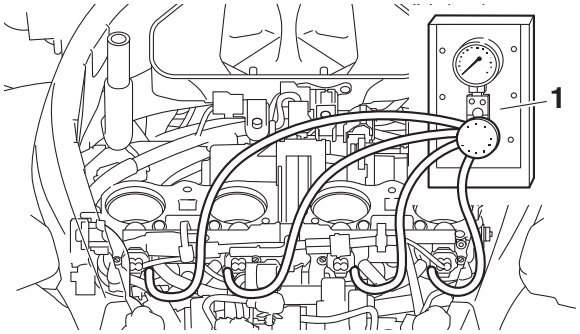
TIP
Place the vehicle on a maintenance stand.

2. Remove:
   - Rider seat
   - Air scoop/Air scoop stay
     Refer to "GENERAL CHASSIS (1)" on page 4-1.
   - Fuel tank cover
     Refer to "GENERAL CHASSIS (2)" on page 4-13.
   - Fuel tank
     Refer to "FUEL TANK" on page 7-1.
   - Air filter case
     Refer to "GENERAL CHASSIS (3)" on page 4-20.
3. Remove:
   - Caps "1"



4. Install:
   - Vacuum gauge "1"

	Vacuum gauge **90890-03094** **Vacuummate** **YU-44456**



5. Install:
   - Air filter case
     Refer to "GENERAL CHASSIS (3)" on page 4-20.
   - Fuel tank
     Refer to "FUEL TANK" on page 7-1.
6. Check:
   - Throttle body synchronization

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a. Start the engine, warm it up for several minutes, and then let it run at the specified engine idling speed.

	Engine idling speed **1200–1400 r/min**

b. Check the vacuum pressure.

	Difference in vacuum pressure between the cylinders **1.3 kPa (10 mmHg, 0.4 inHg)**

If out of specification → Adjust the throttle body synchronization.

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Adjusting the throttle body synchronization

1. Adjust:
   - Throttle body synchronization

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a. Start the engine, warm it up for several minutes, and then let it run at the specified engine idling speed.

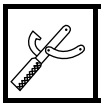
	Engine idling speed **1200–1400 r/min**

b. Using the throttle body that has the bypass air screw "1" with a white paint mark as the standard, adjust the other throttle bodies by turning its bypass air screw in or out.

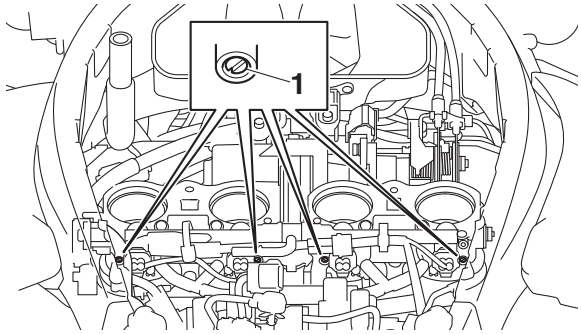
ECA21300
NOTICE
Do not turn the bypass air screw (white paint mark) of the throttle body that is the stan-

dard. Otherwise, the engine may run roughly at idle and the throttle bodies may not operate properly.

TIP
- Turn the bypass air screw using the carburetor angle driver.
- After each step, rev the engine two or three times, each time for less than a second, and check the synchronization again.
- If a bypass air screw was removed, turn the screw in fully and be sure to synchronize the throttle bodies.
- If the throttle body synchronization can not be adjusted using the bypass air screw, clean or replace the throttle bodies.
- The difference in vacuum pressure between the throttle bodies should not exceed 1.33 kPa (10 mmHg).



Carburetor angle driver 2
90890-03173



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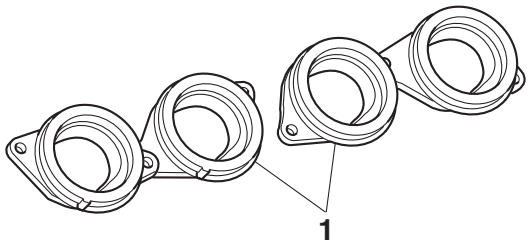
2. Stop the engine and remove the measuring equipment.
3. Install:
   - Caps
4. Install:
   - Air filter case
     Refer to "GENERAL CHASSIS (3)" on page 4-20.
   - Fuel tank
     Refer to "FUEL TANK" on page 7-1.
   - Fuel tank cover
     Refer to "GENERAL CHASSIS (2)" on page 4-13.
   - Air scoop stay/Air scoop
   - Rider seat
     Refer to "GENERAL CHASSIS (1)" on page 4-1.
5. Adjust:
   - Throttle grip free play
     Refer to "CHECKING THE THROTTLE GRIP" on page 3-32.

Throttle grip free play
3.0–5.0 mm (0.12–0.20 in)

EAS31318
CHECKING THE THROTTLE BODY JOINTS

1. Remove:
   - Throttle bodies
     Refer to "THROTTLE BODIES" on page 7-5.
2. Check:
   - Throttle body joints "1"
     Cracks/damage → Replace.

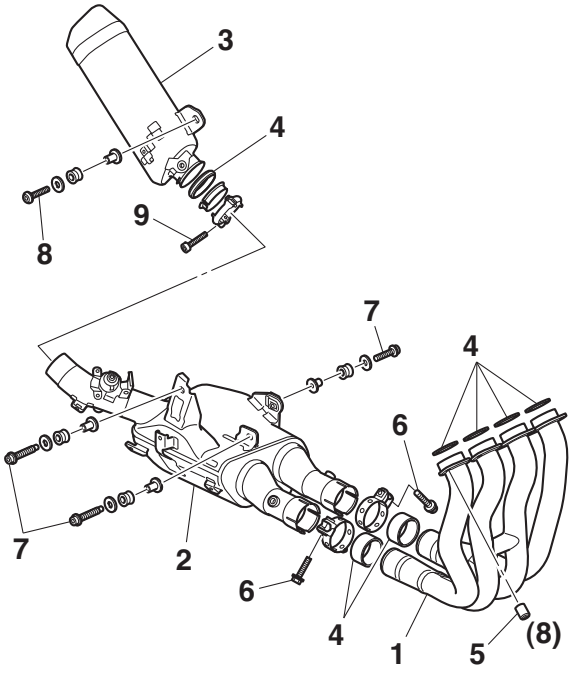


3. Install:
   - Throttle bodies
     Refer to "THROTTLE BODIES" on page 7-5.

EAS30625
CHECKING THE EXHAUST SYSTEM

1. Check:
   - Exhaust pipe "1"
   - Exhaust chamber "2"
   - Muffler "3"
     Cracks/damage → Replace.
   - Gasket "4"
     Exhaust gas leaks → Replace.
2. Check:
   Tightening torque
   - Exhaust pipe nut "5"
   - Exhaust pipe joint bolt "6"
   - Exhaust chamber bolt "7"
   - Muffler bolt "8"
   - Muffler joint bolt "9"

Exhaust pipe nut
20 N·m (2.0 kgf·m, 14 lb·ft)
Exhaust pipe joint bolt
20 N·m (2.0 kgf·m, 14 lb·ft)
Exhaust chamber bolt
20 N·m (2.0 kgf·m, 14 lb·ft)
Muffler bolt
20 N·m (2.0 kgf·m, 14 lb·ft)
Muffler joint bolt
10 N·m (1.0 kgf·m, 7.2 lb·ft)



EAS30626
CHECKING THE CANISTER
1. Remove:
   - Rider seat
   - Air scoop/Air scoop stay
     Refer to "GENERAL CHASSIS (1)" on page 4-1.
   - Fuel tank cover
     Refer to "GENERAL CHASSIS (2)" on page 4-13.
   - Fuel tank
     Refer to "FUEL TANK" on page 7-1.
2. Check:
   - Canister
   - Canister purge hose
   - Fuel tank breather hose
     Cracks/damage → Replace.
3. Install:
   - Fuel tank
     Refer to "FUEL TANK" on page 7-1.
   - Fuel tank cover
     Refer to "GENERAL CHASSIS (2)" on page 4-13.
   - Air scoop stay/Air scoop
   - Rider seat
     Refer to "GENERAL CHASSIS (1)" on page 4-1.

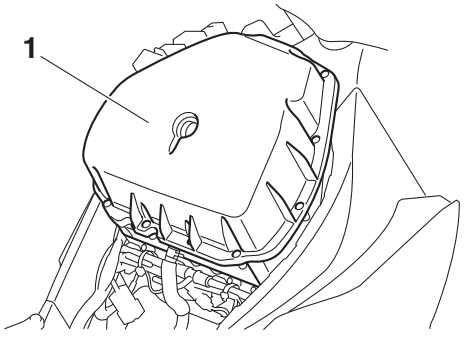
EAS30799
ADJUSTING THE EXHAUST GAS VOLUME
TIP
- Be sure to set the CO density level to standard, and then adjust the exhaust gas volume.
- To adjust the exhaust gas volume, use the CO adjustment mode of the Yamaha diagnostic tool. For more information, refer to the operation manual of the Yamaha diagnostic tool.

1. Connect the Yamaha diagnostic tool to the coupler. For information about connecting the Yamaha diagnostic tool, refer to "YAMAHA DIAGNOSTIC TOOL" on page 8-36.

Yamaha diagnostic tool USB
90890-03250
Yamaha diagnostic tool (A/I)
90890-03252

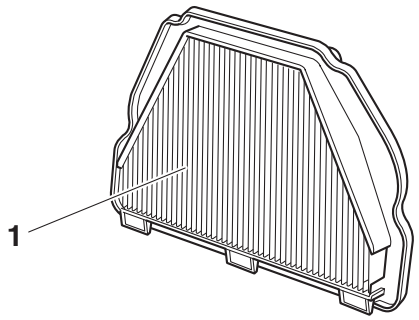
EAS30627
CHECKING THE AIR INDUCTION SYSTEM
Refer to "AIR INDUCTION SYSTEM" on page 7-15.

EAS30628
REPLACING THE AIR FILTER ELEMENT
1. Remove:
   - Rider seat
   - Air scoop/Air scoop stay
     Refer to "GENERAL CHASSIS (1)" on page 4-1.
   - Fuel tank cover
     Refer to "GENERAL CHASSIS (2)" on page 4-13.
   - Fuel tank
     Refer to "FUEL TANK" on page 7-1.
2. Remove:
   - Air filter case cover "1"
     Refer to "GENERAL CHASSIS (3)" on page 4-20.



3. Check:
   - Air filter element "1"
   - Air filter seal
     Damage → Replace.

TIP
- Replace the air filter element every 40000 km (24000 mi) of operation.
- The air filter needs more frequent service if you are riding in unusually wet or dusty areas.



4. Install:
   • Air filter element
   • Air filter case cover

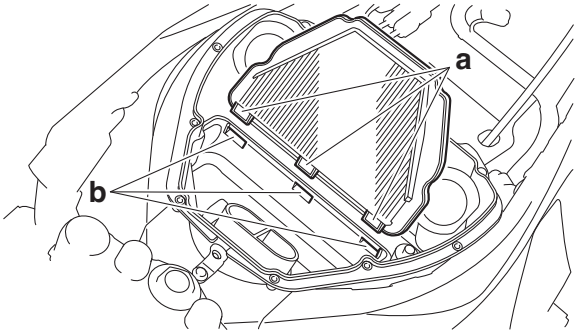
ECA20710

NOTICE

Never operate the engine without the air filter element installed. Unfiltered air will cause rapid wear of engine parts and may damage the engine. Operating the engine without the air filter element will also affect throttle body synchronization, leading to poor engine performance and possible overheating.

TIP

- Align projections "a" of the air filter element to the slots "b" of the air filter case and install.
- When installing the air filter element into the air filter case, make sure that the sealing surfaces are aligned to prevent any air leaks.



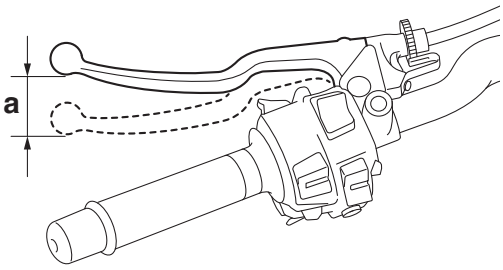
5. Install:
   • Fuel tank
   Refer to "FUEL TANK" on page 7-1.
   • Fuel tank cover
   Refer to "GENERAL CHASSIS (2)" on page 4-13.
   • Air scoop stay/Air scoop
   • Rider seat
   Refer to "GENERAL CHASSIS (1)" on page 4-1.

EAS30629

ADJUSTING THE CLUTCH LEVER FREE PLAY

1. Check:
   • Clutch lever free play "a"
   Out of specification → Adjust.

	Clutch lever free play **5.0–10.0 mm (0.20–0.39 in)**



2. Adjust:
   • Clutch lever free play

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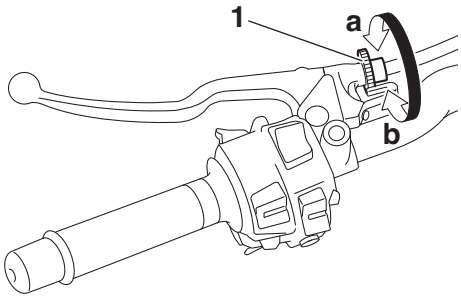
Handlebar side

a. Turn the adjusting bolt "1" in direction "a" or "b" until the specified clutch lever free play is obtained.

Direction "a"
Clutch lever free play is increased.
Direction "b"
Clutch lever free play is decreased.



TIP

If the specified clutch lever free play cannot be obtained on the handlebar side of the cable, use the adjusting nut on the engine side.

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Engine side

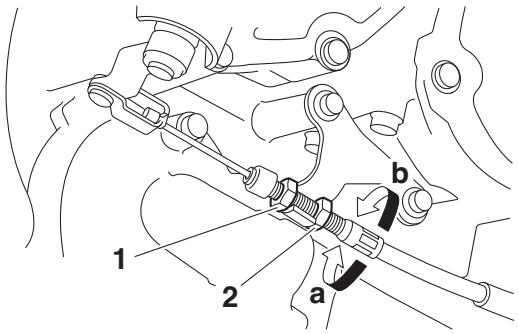
a. Loosen the locknut "1".
b. Turn the adjusting nut "2" in direction "a" or "b" until the specified clutch lever free play is ob-

tained.

Direction “a”
Clutch lever free play is increased.
Direction “b”
Clutch lever free play is decreased.

c. Tighten the locknut “1”.

Clutch cable locknut
7 N·m (0.7 kgf·m, 5.1 lb·ft)



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EAS30801
CHECKING THE BRAKE OPERATION

1. Check:
   • Brake operation
   Brake not working properly → Check the brake system.
   Refer to “FRONT BRAKE” on page 4-40 and “REAR BRAKE” on page 4-52.

TIP
Drive on the dry road, operate the front and rear brakes separately and check to see if the brakes are operating properly.

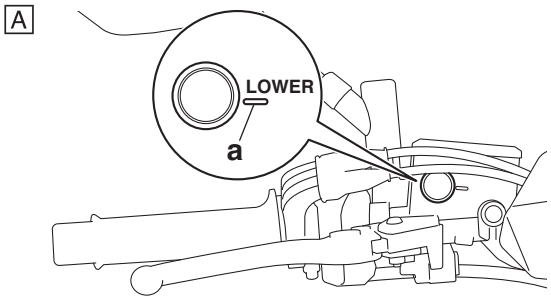
EAS30632
CHECKING THE BRAKE FLUID LEVEL

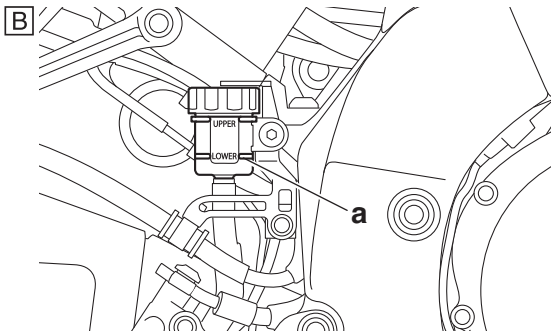
1. Stand the vehicle on a level surface.

TIP
• Place the vehicle on a maintenance stand.
• Make sure the vehicle is upright.

2. Check:
   • Brake fluid level
   Below the minimum level mark “a” → Add the specified brake fluid to the proper level.

Front brake
Specified brake fluid
DOT 4
Rear brake
Specified brake fluid
DOT 4





A. Front brake
B. Rear brake

EWA13090
WARNING
- **Use only the designated brake fluid. Other brake fluids may cause the rubber seals to deteriorate, causing leakage and poor brake performance.**
- **Refill with the same type of brake fluid that is already in the system. Mixing brake fluids may result in a harmful chemical reaction, leading to poor brake performance.**
- **When refilling, be careful that water does not enter the brake fluid reservoir. Water will significantly lower the boiling point of the brake fluid and could cause vapor lock.**

ECA13540
NOTICE
Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.

TIP
In order to ensure a correct reading of the brake fluid level, make sure the top of the brake fluid reservoir is horizontal.

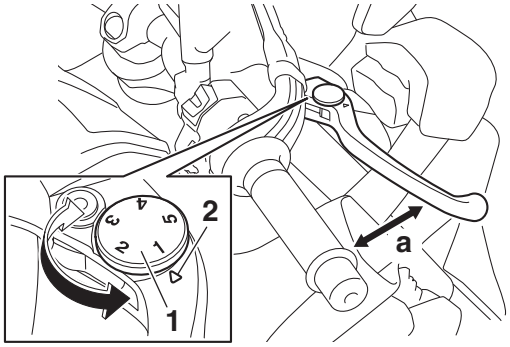
EAS30630
ADJUSTING THE FRONT DISC BRAKE

1. Adjust:
   • Brake lever position
   (distance “a” from the throttle grip to the brake lever)

TIP

- While pushing the brake lever forward, turn the adjusting dial "1" until the brake lever is in the desired position.
- Be sure to align the setting on the adjusting dial with the arrow mark "2" on the brake lever holder.

Position #1
Distance "a" is the largest.
Position #5
Distance "a" is the smallest.



EWA17050

⚠ WARNING

- **After adjusting the brake lever position, make sure the pin on the brake lever holder is firmly inserted in the hole in the adjusting dial.**
- **A soft or spongy feeling in the brake lever can indicate the presence of air in the brake system. Before the vehicle is operated, the air must be removed by bleeding the brake system. Air in the brake system will considerably reduce brake performance resulting in loss of control and possibly cause an accident. Therefore, check and if necessary, bleed the brake system.**

ECA13490

NOTICE

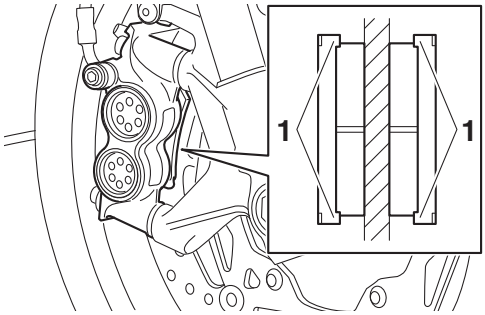
After adjusting the brake lever position, make sure there is no brake drag.

EAS30633

CHECKING THE FRONT BRAKE PADS

The following procedure applies to all of the brake pads.

1. Operate the brake.
2. Check:
   - Front brake pad
     Wear indicators "1" almost touch the brake disc → Replace the brake pads as a set.
     Refer to "FRONT BRAKE" on page 4-40.



EAS30631

ADJUSTING THE REAR DISC BRAKE

1. Adjust:
   - Brake pedal position

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a. Loosen the locknut "1".
b. Turn the adjusting bolt "2" in direction "a" or "b" until the specified brake pedal position is obtained.

Direction "a"
Brake pedal is raised.
Direction "b"
Brake pedal is lowered.

EWA13070

⚠ WARNING

After adjusting the brake pedal position, check that the end of the adjusting bolt "c" is visible through the hole "d".

c. Tighten the locknut "1" to specification.

Rear brake master cylinder lock nut
18 N·m (1.8 kgf·m, 13 lb·ft)

EWA17030

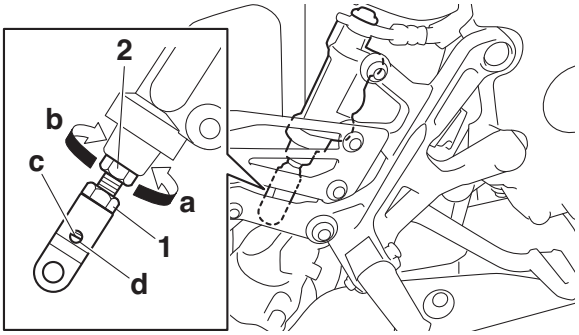
⚠ WARNING

A soft or spongy feeling in the brake pedal can indicate the presence of air in the brake system. Before the vehicle is operated, the air must be removed by bleeding the brake system. Air in the brake system will considerably reduce braking performance.

ECA13510

NOTICE

After adjusting the brake pedal position, make sure there is no brake drag.



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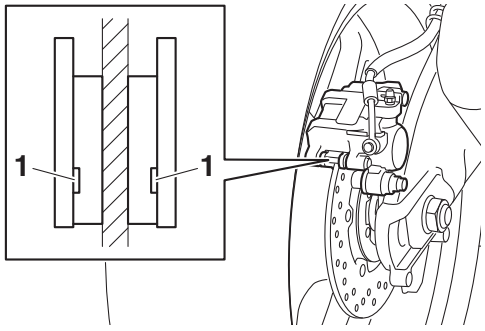
2. Adjust:
   • Rear brake light switch
   Refer to "ADJUSTING THE REAR BRAKE LIGHT SWITCH" on page 3-32.

EAS30634
CHECKING THE REAR BRAKE PADS

The following procedure applies to all of the brake pads.

1. Operate the brake.
2. Check:
   • Rear brake pad
   Wear indicator grooves "1" almost disappeared → Replace the brake pads as a set.
   Refer to "REAR BRAKE" on page 4-52.



EAS30635
CHECKING THE FRONT BRAKE HOSES

The following procedure applies to all of the brake hoses and brake hose holders.

1. Check:
   • Brake hose
   Cracks/damage/wear → Replace.
2. Check:
   • Brake hose holder
   Loose → Tighten the holder bolt.
3. Hold the vehicle upright and apply the brake several times.
4. Check:
   • Brake hose
   Brake fluid leakage → Replace the damaged hose.
   Refer to "FRONT BRAKE" on page 4-40.

EAS30636
CHECKING THE REAR BRAKE HOSE

1. Check:
   • Brake hose
   Cracks/damage/wear → Replace.
2. Check:
   • Brake hose holder
   Loose Connection → Tighten the holder bolt.
3. Hold the vehicle upright and apply the rear brake several times.
4. Check:
   • Brake hose
   Brake fluid leakage → Replace the damaged hose.
   Refer to "REAR BRAKE" on page 4-52.

EAS30893
BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)

EWA14000
⚠ WARNING

Always bleed the brake system when the brake related parts are removed.

ECA18050
NOTICE

- **Bleed the brake system in the following order.**
- **1st step: Front brake calipers**
- **2nd step: Rear brake caliper**

EWA16530
⚠ WARNING

Bleed the ABS whenever:
- **the system is disassembled.**
- **a brake hose is loosened, disconnected or replaced.**
- **the brake fluid level is very low.**
- **brake operation is faulty.**

TIP
- Be careful not to spill any brake fluid or allow the brake master cylinder reservoir or brake fluid reservoir to overflow.
- When bleeding the ABS, make sure that there is always enough brake fluid before applying the brake. Ignoring this precaution could allow air to enter the ABS, considerably lengthening the bleeding procedure.
- If bleeding is difficult, it may be necessary to let the brake fluid settle for a few hours.
- Repeat the bleeding procedure when the tiny bubbles in the hose have disappeared.

1. Bleed:
   • ABS

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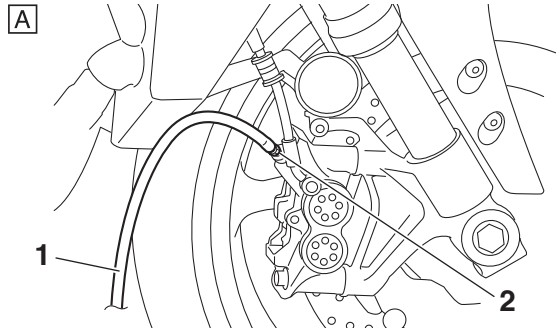
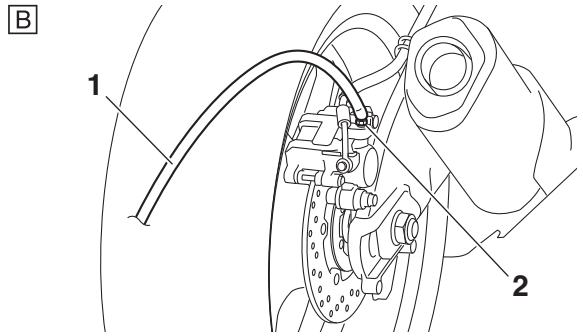
a. Fill the brake master cylinder reservoir or brake fluid reservoir to the proper level with the specified brake fluid.
b. Install the diaphragm (brake master cylinder reservoir or brake fluid reservoir).
c. Connect a clear plastic hose "1" tightly to the bleed screw "2".





A. Front brake caliper (left/right)
B. Rear brake caliper

d. Place the other end of the hose into a container.
e. Slowly apply the brake several times.
f. Fully squeeze the brake lever or fully depress the brake pedal and hold it in position.
g. Loosen the bleed screw.

TIP

Loosening the bleed screw will release the pressure and cause the brake lever to contact the throttle grip or the brake pedal to fully extend.

h. Tighten the bleed screw and then release the brake lever or brake pedal.
i. Repeat steps (e) to (h) until all of the air bubbles have disappeared from the brake fluid in the plastic hose.
j. Check the operation of the hydraulic unit.
Refer to "HYDRAULIC UNIT OPERATION TEST" on page 4-69.

ECA17061

NOTICE

Make sure that the main switch is turned to "OFF" before checking the operation of the hydraulic unit.

k. After operating the ABS, repeat steps (e) to (i), and then fill the brake master cylinder reservoir or brake fluid reservoir to the proper level with the specified brake fluid.
l. Tighten the bleed screw to specification.

	**Brake caliper bleed screw** **5 N·m (0.5 kgf·m, 3.6 lb·ft)**

m. Fill the brake master cylinder reservoir or brake fluid reservoir to the proper level with the specified brake fluid.
Refer to "CHECKING THE BRAKE FLUID LEVEL" on page 3-14.

EWA13110

⚠ WARNING

After bleeding the hydraulic brake system, check the brake operation.

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EAS31428

CHECKING THE WHEELS

The following procedure applies to both of the wheels.

1. Check:
   • Wheel
   Damage/out-of-round → Replace.

EWA13260

⚠ WARNING

Never attempt to make any repairs to the wheel.

TIP

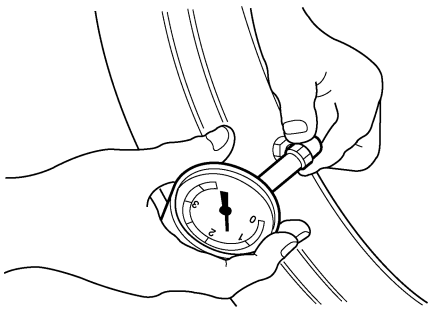
After a tire or wheel has been changed or replaced, always balance the wheel.

EAS31429

CHECKING THE TIRES

The following procedure applies to both of the tires.

1. Check:
   • Tire pressure
   Out of specification → Regulate.



EWA13181

⚠ WARNING

• The tire pressure should only be checked and regulated when the tire temperature equals the ambient air temperature.
• The tire pressure and the suspension must be adjusted according to the total weight (including cargo, rider, passenger and accessories) and the anticipated riding speed.
• Operation of an overloaded vehicle could cause tire damage, an accident or an injury.

NEVER OVERLOAD THE VEHICLE.

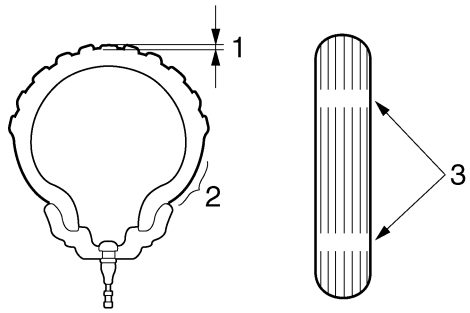
Tire air pressure (measured on cold tires)
1 person
Front
250 kPa (2.50 kgf/cm², 36 psi)
Rear
290 kPa (2.90 kgf/cm², 42 psi)
2 persons
Front
250 kPa (2.50 kgf/cm², 36 psi)
Rear
290 kPa (2.90 kgf/cm², 42 psi)
Maximum load
170 kg (375 lb)
***Total weight of rider, passenger, cargo and accessories**

2. Check:
• Tire surfaces
Damage/wear → Replace the tire.

EWA13190

⚠ WARNING

It is dangerous to ride with a worn-out tire. When the tire tread reaches the wear limit, replace the tire immediately.



1. Tire tread depth
2. Side wall
3. Wear indicator

Wear limit (front)
1.5 mm (0.06 in) (AUS)
1.6 mm (0.06 in) (EUR) (RUS)
Wear limit (rear)
1.5 mm (0.06 in) (AUS)
1.6 mm (0.06 in) (EUR) (RUS)

EWA14090

⚠ WARNING

After extensive tests, the tires listed below have been approved by Yamaha Motor Co., Ltd. for this model. The front and rear tires should always be by the same manufacturer and of the same design. No guarantee concerning handling characteristics can be given if a tire combination other than one approved by Yamaha is used on this vehicle.

Front tire
Size
120/70ZR17M/C(58W)
Manufacturer/model
BRIDGESTONE/BATTLAX HYPERSPORT S20F

Rear tire
Size
190/55ZR17M/C(75W)
Manufacturer/model
BRIDGESTONE/BATTLAX HYPERSPORT S20R

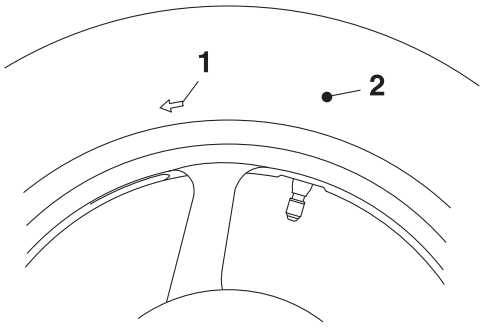
EWA13210

⚠ WARNING

New tires have a relatively low grip on the road surface until they have been slightly worn. Therefore, approximately 100 km should be traveled at normal speed before any high-speed riding is done.

TIP

For tires with a direction of rotation mark “1”:
• Install the tire with the mark pointing in the direction of wheel rotation.
• Align the mark “2” with the valve installation point.



EAS30641
CHECKING THE WHEEL BEARINGS
The following procedure applies to all of the wheel bearings.
1. Check:
   • Wheel bearings
   Refer to "CHECKING THE FRONT WHEEL" on page 4-24 and "CHECKING THE REAR WHEEL" on page 4-35.

EAS30802
CHECKING THE SWINGARM OPERATION
1. Check:
   • Swingarm operation
   Swingarm not working properly → Check the swingarm.
   Refer to "SWINGARM" on page 4-98.
2. Check:
   • Swingarm excessive play
   Refer to "SWINGARM" on page 4-98.

EAS30643
LUBRICATING THE SWINGARM PIVOT
1. Lubricate:
   • Oil seals
   • Collars

	Recommended lubricant **Lithium-soap-based grease**

Refer to "INSTALLING THE SWINGARM" on page 4-101.

EAS31923
DRIVE CHAIN SLACK
Checking the drive chain slack
EWA13120
WARNING

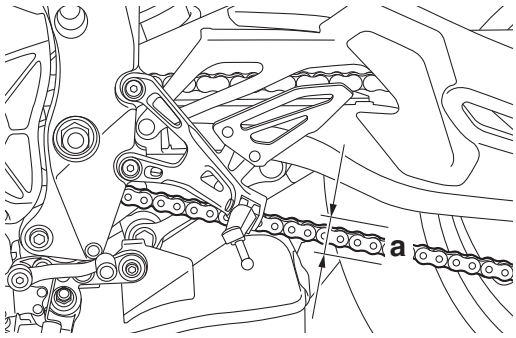
Securely support the vehicle so that there is no danger of it falling over.

ECA13550
NOTICE

A drive chain that is too tight will overload the engine and other vital parts, and one that is too loose can skip and damage the swingarm or cause an accident. Therefore, keep the drive chain slack within the specified limits.

1. Shift the transmission into the neutral position.
2. Check:
   • Drive chain slack "a"
   Out of specification → Adjust.

	Drive chain slack (Maintenance stand) **25.0–35.0 mm (0.98–1.38 in)** **Drive chain slack (Side stand)** **20.0–30.0 mm (0.79–1.18 in)**



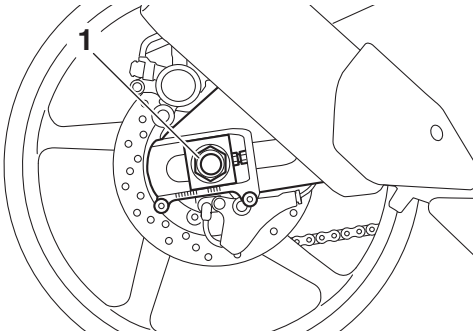
ECA20870
NOTICE

Improper drive chain slack will overload the engine as well as other vital parts of the motorcycle and can lead to chain slippage or breakage. If the drive chain slack is more than the specified limit, the chain can damage the frame, swingarm, and other parts. To prevent this from occurring, keep the drive chain slack within the specified limits.

Adjusting the drive chain slack
EWA13120
WARNING

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

1. Loosen:
   • Wheel axle nut "1"



2. Adjust:
   • Drive chain slack

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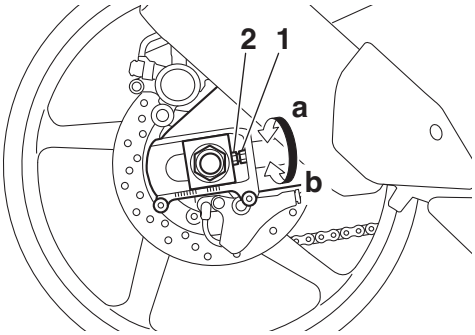
a. Loosen both locknuts "1".
b. Turn both adjusting bolts "2" in direction "a" or "b" until the specified drive chain slack is obtained.

Direction "a"
Drive chain is tightened.
Direction "b"
Drive chain is loosened.



TIP
- To maintain the proper wheel alignment, adjust both sides evenly.
- There should be no clearance between the adjusting block and adjusting bolt.

c. Tighten the wheel axle nut to specification.

Rear wheel axle nut
190 N·m (19 kgf·m, 137 lb·ft)

d. Tighten the locknuts to specification.

Chain puller adjusting bolt locknut
16 N·m (1.6 kgf·m, 12 lb·ft)

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EAS30803
LUBRICATING THE DRIVE CHAIN

The drive chain consists of many interacting parts. If the drive chain is not maintained properly, it will wear out quickly. Therefore, the drive chain should be serviced, especially when the vehicle is used in dusty areas.
This vehicle has a drive chain with small rubber O-rings between each side plate. Steam cleaning, high-pressure washing, certain solvents, and the use of a coarse brush can damage these O-rings. Therefore, use only kerosene to clean the drive chain. Wipe the drive chain dry and thoroughly lubricate it with engine oil or chain lubricant that is suitable for O-ring chains. Do not use any other lubricants on the drive chain since they may contain solvents that could damage the O-rings.

Recommended lubricant
Chain lubricant suitable for O-ring chains

EAS30645
CHECKING AND ADJUSTING THE STEERING HEAD

1. Stand the vehicle on a level surface.

EWA13120
⚠ WARNING

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

TIP
Place the vehicle on a maintenance stand so that the front wheel is elevated.

2. Check:
   • Steering head
   Grasp the bottom of the front fork legs and gently rock the front fork.
   Blinding/looseness → Adjust the steering head.
3. Remove:
   • Upper bracket
4. Adjust:
   • Steering head

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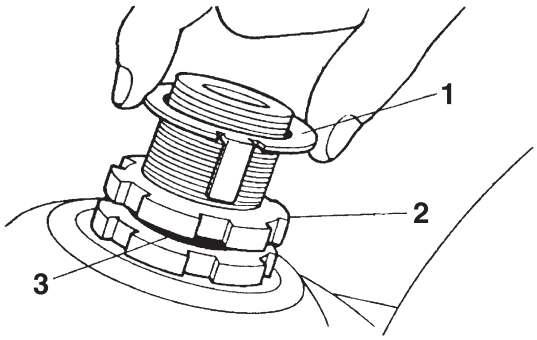
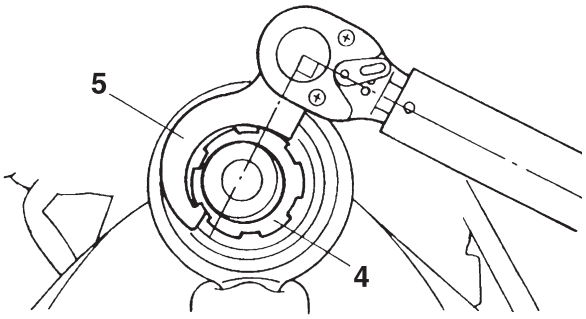
a. Remove the lock washer "1", the upper ring nut "2", and the rubber washer "3".



b. Loosen the lower ring nut "4" and then tighten it to specification with a steering nut wrench "5".

TIP
- Set the torque wrench at a right angle to the steering nut wrench.
- Move the steering to the left and right a couple of times to check that it moves smoothly.



Steering nut wrench
90890-01403
Exhaust flange nut wrench
YU-A9472

Lower ring nut (initial tightening torque)
52 N·m (5.2 kgf·m, 38 lb·ft)

c. Loosen the lower ring nut "6" completely, then tighten it to specification.

EWA13140

⚠ WARNING

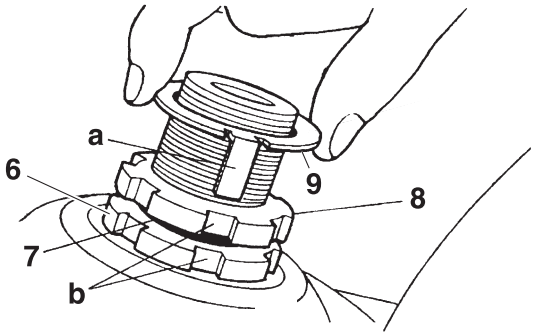
Do not overtighten the lower ring nut.

Lower ring nut (final tightening torque)
14 N·m (1.4 kgf·m, 10 lb·ft)

d. Check the steering head for looseness or binding by turning the front fork all the way in both directions. If any binding is felt, remove the lower bracket and check the upper and lower bearings.
   Refer to "STEERING HEAD" on page 4-88.
e. Install the rubber washer "7".
f. Install the upper ring nut "8".
g. Finger tighten the upper ring nut, then align the slots of both ring nuts. If necessary, hold the lower ring nut and tighten the upper ring nut until their slots are aligned.
h. Install the lock washer "9".

TIP

Make sure the lock washer tabs "a" sit correctly in the ring nut slots "b".



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5. Install:
   • Upper bracket
   Refer to "STEERING HEAD" on page 4-88.

EAS30646

LUBRICATING THE STEERING HEAD

1. Lubricate:
   • Upper bearing
   • Lower bearing
   • Bearing race

Recommended lubricant
Lithium-soap-based grease

EAS31634

CHECKING THE STEERING DAMPER

Refer to "CHECKING THE STEERING DAMPER" on page 4-91.

EAS31186

CHECKING THE CHASSIS FASTENERS

Make sure that all nuts, bolts, and screws are properly tightened.
Refer to "CHASSIS TIGHTENING TORQUES" on page 2-12.

EAS30804

LUBRICATING THE BRAKE LEVER

Lubricate the pivoting point and metal-to-metal moving parts of the lever.

Recommended lubricant
Silicone grease

EAS30805

LUBRICATING THE CLUTCH LEVER

Lubricate the pivoting point and metal-to-metal moving parts of the lever.

Recommended lubricant
Lithium-soap-based grease

EAS30649

LUBRICATING THE PEDAL

Lubricate the pivoting point and metal-to-metal moving parts of the pedal.

Recommended lubricant
Lithium-soap-based grease

EAS30851
ADJUSTING THE SHIFT PEDAL
Refer to "ADJUSTING THE SHIFT PEDAL" on page 4-108.

EAS30650
CHECKING THE SIDESTAND
1. Check:
   • Sidestand operation
   Check that the sidestand moves smoothly.
   Rough movement → Repair or replace.

EAS30651
LUBRICATING THE SIDESTAND
Lubricate the pivoting point, metal-to-metal moving parts and spring contact point of the sidestand.

Recommended lubricant
Lithium-soap-based grease

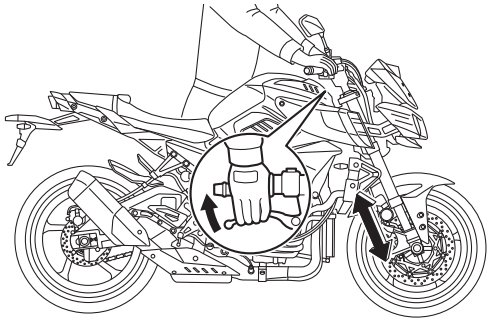
EAS30652
CHECKING THE SIDESTAND SWITCH
Refer to "ELECTRICAL COMPONENTS" on page 8-201.

EAS30653
CHECKING THE FRONT FORK
1. Stand the vehicle on a level surface.

EWA13120
⚠ WARNING

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

2. Check:
   • Inner tube
   Damage/scratches → Replace.
   • Front fork leg
   Oil leaks between inner tube and outer tube → Replace the oil seal.
3. Hold the vehicle upright and apply the front brake.
4. Check:
   • Front fork operation
   Push down hard on the handlebar several times and check if the front fork rebounds smoothly.
   Rough movement → Repair.
   Refer to "FRONT FORK" on page 4-78.



EAS31635
ADJUSTING THE PRELOAD OF THE FRONT FORK LEGS
The following procedure applies to both of the front fork legs.

EWA13120
⚠ WARNING

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

Spring preload

EWA17040
⚠ WARNING

Always adjust both front fork legs evenly. Uneven adjustment can result in poor handling and loss of stability.

ECA13590
NOTICE

Never go beyond the maximum or minimum adjustment positions.

1. Adjust:
   • Spring preload

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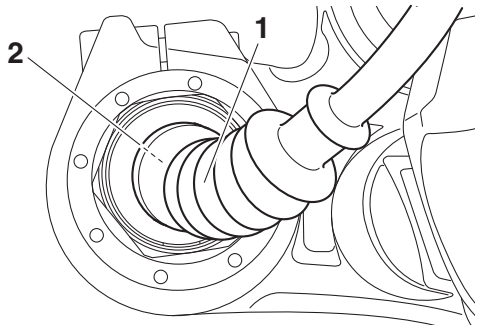
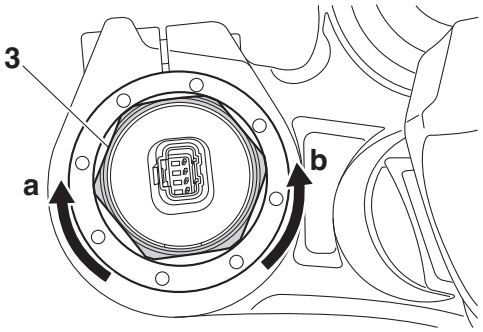
a. Turn the main switch to "OFF".
b. Slide the rubber cover "1" back at each coupler.
c. Disconnect the coupler "2" on each front fork.



d. Turn the adjusting bolt "3" in direction "a" or "b".

Direction “a”
Spring preload is increased (suspension is harder).
Direction “b”
Spring preload is decreased (suspension is softer).

Spring preload
Minimum (soft)
0 turn(s) in direction “a”*
Standard
11 turn(s) in direction “a”*
Maximum (hard)
15 turn(s) in direction “a”*
***With the adjusting nut fully turned in direction “b”**



e. Connect the coupler on each fork.
f. Slide the rubber cover to the original position.

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EAS30941

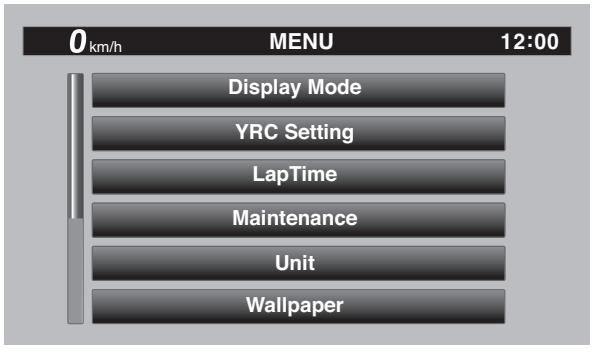
ADJUSTING THE DAMPING FORCE OF THE FRONT FORK LEGS AND REAR SHOCK ABSORBER ASSEMBLY

There are two automatic setting modes; A-1 and A-2. A-1 and A-2 can be adjusted to within a -5 to +5 offset of their factory preset settings.
There are three manual setting modes; M-1, M-2, and M-3. When a manual mode is selected, the SCU does not actively adjust the suspension compression and rebound damping forces. Manual mode suspension settings are adjustable to 32 levels.

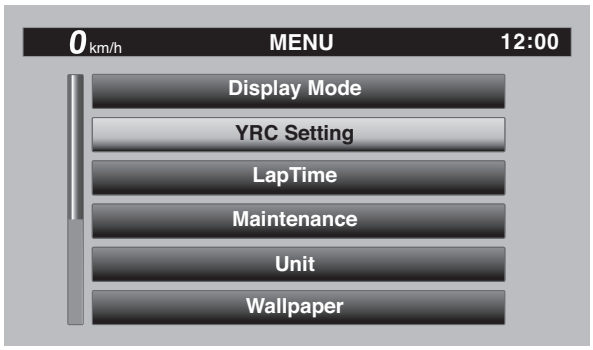
1. Adjust:
   • Damping force

▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼

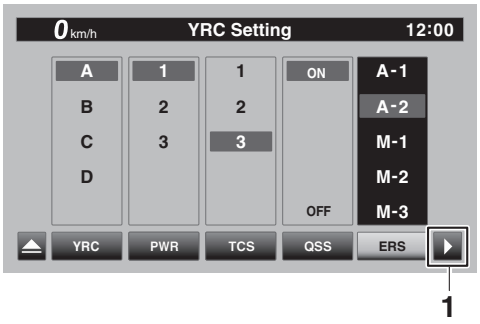
a. Turn the main switch to “ON”.
b. Long push the wheel switch to enter the MENU screen.



c. Select “YRC Setting”.

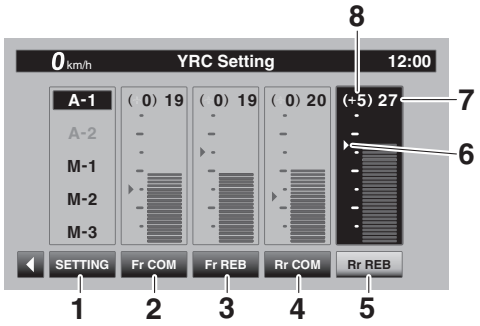


d. Select the “▶” mark located to the right of ERS.



1. To ERS menu

e. The display will change to the front and rear suspension setting screen and the ERS mode selection box “SETTING” is highlighted. Short push the wheel switch to enter the box and select the ERS mode A-1, A-2, M-1, M-2, M-3 that you want to adjust.



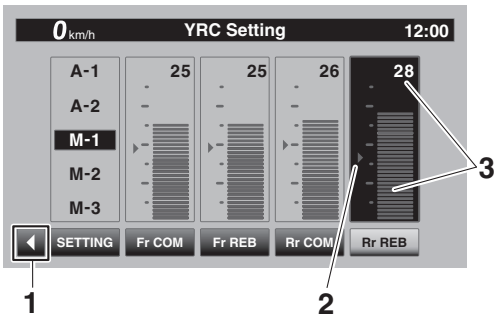
1. ERS mode selection box “SETTING”
2. Front compression damping force
3. Front rebound damping force
4. Rear compression damping force
5. Rear rebound damping force
6. Factory preset level
7. Current level setting
8. Offset level

f. Select the suspension item, Fr COM, Fr REB, Rr COM, Rr REB, that you want to adjust.

TIP

- To decrease the damping force and soften the suspension, increase the setting level.
- To increase the damping force and harden the suspension, decrease the setting level.
- For A-1 and A-2, a number indicated in ( ) means how many levels are changed from its factory preset level.
- When a suspension setting item in A-1 or A-2 is offset, the same suspension item will be similarly offset in the other automatic mode (offset values for the same item are automatically linked).
- M-1, M-2, M-3 are not linked and can be independently set.

g. To adjust other ERS mode suspension settings, repeat from step two. When finished, select the “◀” mark located on the left to return to the main “YRC Setting” menu.



1. To YRC Setting menu
2. Factory preset level
3. Current level setting

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EAS30808

CHECKING THE REAR SHOCK ABSORBER ASSEMBLY

Refer to “CHECKING THE REAR SHOCK ABSORBER ASSEMBLY” on page 4-95.

EAS30942

ADJUSTING THE PRELOAD OF THE REAR SHOCK ABSORBER ASSEMBLY

EWA13120

⚠ WARNING

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

Spring preload

ECA13590

NOTICE

Never go beyond the maximum or minimum adjustment positions.

1. Adjust:
   - Spring preload

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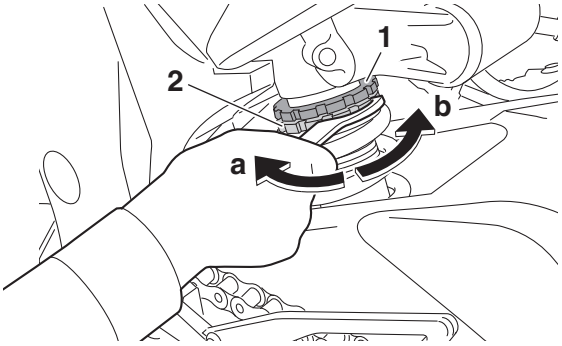
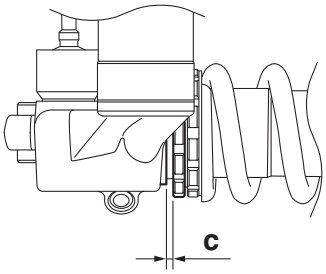
a. Loosen the locknut “1”.
b. Adjust the spring preload with the special wrench included in the owner’s tool kit (additional tool kit).
c. Turn the adjusting ring “2” in direction “a” or “b”.

Direction “a”
Spring preload is increased (suspension is harder).
Direction “b”
Spring preload is decreased (suspension is softer).



TIP

The spring preload setting is determined by measuring distance “c”. The longer distance “c” is, the higher the spring preload; the shorter distance “c” is, the lower the spring preload.



Spring preload
Minimum
0 mm (0.00 in)
Standard
2 mm (0.08 in)
Maximum
9 mm (0.35 in)

d. Tighten the locknut to the specified torque.

Spring preload adjusting ring locknut
25 N·m (2.5 kgf·m, 18 lb·ft)

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EAS30809

CHECKING THE CONNECTING ARM AND RELAY ARM

Refer to “CHECKING THE CONNECTING ARM AND RELAY ARM” on page 4-95.

EAS30656

CHECKING THE ENGINE OIL LEVEL

1. Stand the vehicle on a level surface.

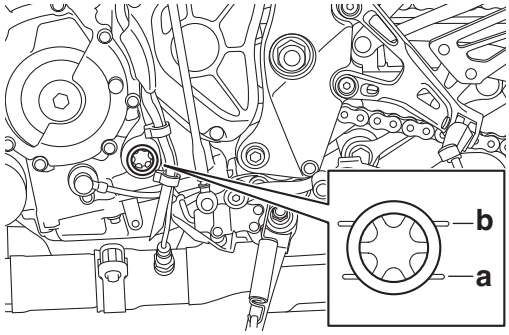
TIP

- Place the vehicle on a maintenance stand.
- Make sure the vehicle is upright.

2. Start the engine, warm it up for several minutes, and then turn it off.
3. Check:
   - Engine oil level

   The engine oil level should be between the minimum level mark “a” and maximum level mark “b”.

   Below the minimum level mark → Add the recommended engine oil to the proper level.



Recommended brand
YAMALUBE
Type
Full synthetic
SAE viscosity grades
10W-40
Recommended engine oil grade
API service SG type or higher, JASO standard MA

ECA13361

NOTICE

- **Engine oil also lubricates the clutch and the wrong oil types or additives could cause clutch slippage. Therefore, do not add any chemical additives or use engine oils with a grade of “CD” or higher and do not use oils labeled “ENERGY CONSERVING II”.**
- **Do not allow foreign materials to enter the crankcase.**

TIP

Before checking the engine oil level, wait a few minutes until the oil has settled.

4. Start the engine, warm it up for several minutes, and then turn it off.
5. Check the engine oil level again.

TIP

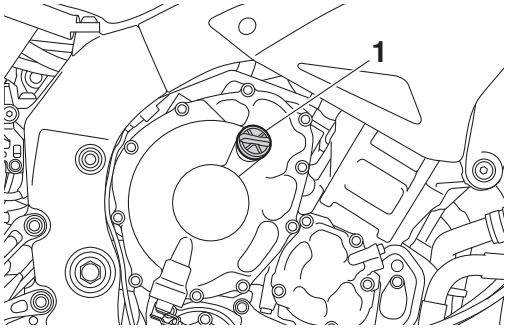
Before checking the engine oil level, wait a few minutes until the oil has settled.

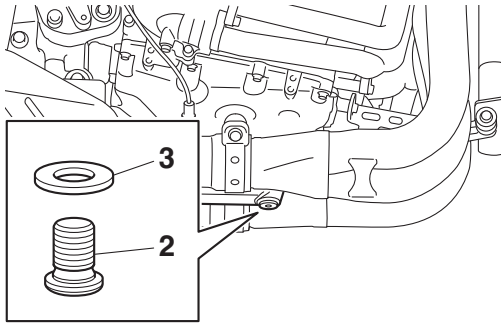
EAS30657

CHANGING THE ENGINE OIL

1. Start the engine, warm it up for several min-

utes, and then turn it off.
2. Place a container under the engine oil drain bolt.
3. Remove:
   • Engine oil filler cap “1”
   • Engine oil drain bolt “2”
   • Gasket “3”





4. Drain:
   • Engine oil
   (completely from the crankcase)
5. If the oil filter cartridge is also to be replaced, perform the following procedure.

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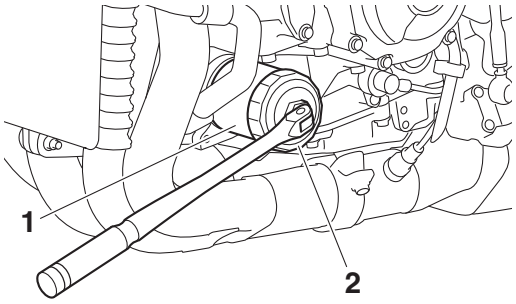
a. Remove the oil filter cartridge “1” with an oil filter wrench “2”.

	**Oil filter wrench** **90890-01426** **Oil filter wrench** **YU-38411**

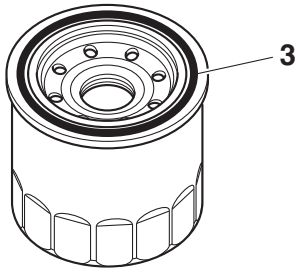


b. Lubricate the O-ring “3” of the new oil filter cartridge with a thin coat of lithium-soap-based grease.

ECA13390

NOTICE

Make sure the O-ring “3” is positioned correctly in the groove of the oil filter cartridge.



c. Tighten the new oil filter cartridge to specification with an oil filter wrench.

	**Oil filter cartridge** **17 N·m (1.7 kgf·m, 12 lb·ft)**

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6. Install:
   • Engine oil drain bolt
   (along with the gasket New)

	**Engine oil drain bolt** **23 N·m (2.3 kgf·m, 17 lb·ft)**

7. Fill:
   • Crankcase
   (with the specified amount of the recommended engine oil)

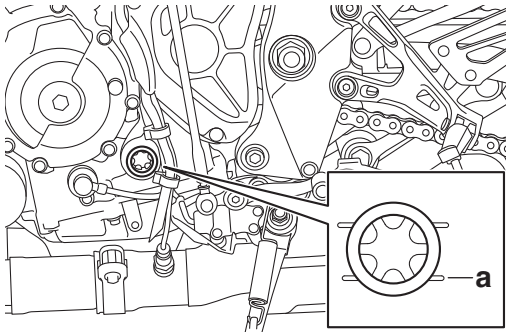
	**Engine oil quantity** **Oil change** **3.90 L (4.12 US qt, 3.43 Imp.qt)** **With oil filter removal** **4.10 L (4.33 US qt, 3.61 Imp.qt)** **Quantity (disassembled)** **4.90 L (5.18 US qt, 4.31 Imp.qt)**

8. Install:
   • Engine oil filler cap
   (along with the O-ring New)
9. Start the engine, warm it up for several minutes, and then turn it off.
10. Check:
    • Engine
    (for engine oil leaks)
11. Check:
    • Engine oil level
    Refer to “CHECKING THE ENGINE OIL

LEVEL" on page 3-25.

EAS30810
MEASURING THE ENGINE OIL PRESSURE

1. Check:
   • Engine oil level
   Below the minimum level mark "a" → Add the recommended engine oil to the proper level.



2. Start the engine, warm it up for several minutes, and then turn it off.

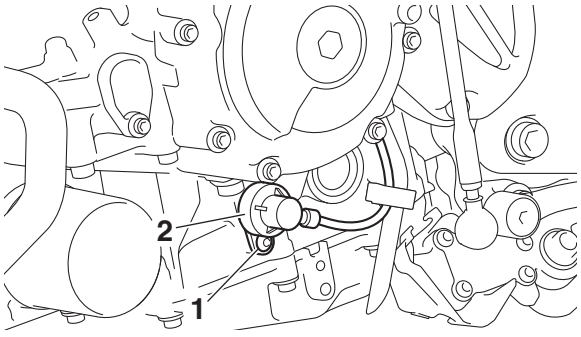
ECA13410
NOTICE

When the engine is cold, the engine oil will have a higher viscosity, causing the engine oil pressure to increase. Therefore, be sure to measure the engine oil pressure after warming up the engine.

3. Remove:
   • Oil pressure switch joint bolt "1"
   • Oil pressure switch joint (with the oil pressure switch) "2"

EWA12980
⚠ WARNING

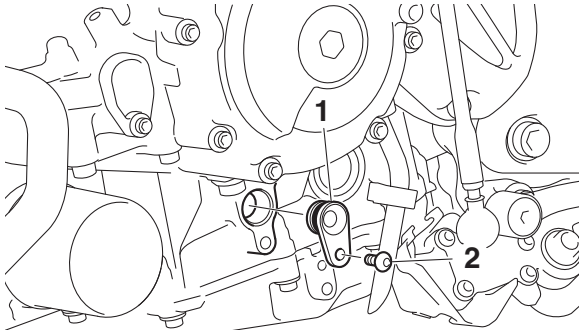
The engine, muffler and engine oil are extremely hot.



4. Install:
   • Oil pressure gauge joint 18 mm "1"
   • Oil pressure switch joint bolt "2"

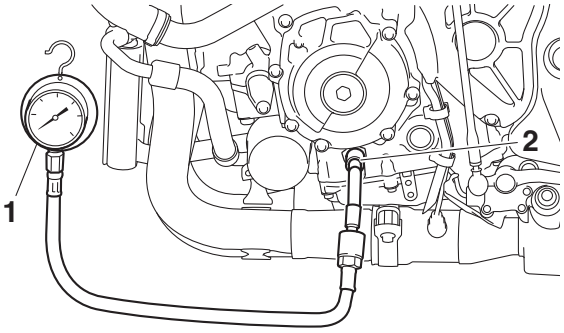
	Oil pressure gauge joint 18 mm **90890-04176** **YU-04176**

	Oil pressure switch joint bolt **10 N·m (1.0 kgf·m, 7.2 lb·ft)**



5. Install:
   • Oil pressure gauge "1"
   • Adapter C "2"

	Oil pressure gauge set **90890-03120**



6. Measure:
   • Engine oil pressure
   (at the following conditions)

	Oil pressure **150.0 kPa/3000 r/min (1.50 kgf/cm²/3000 r/min, 21.8 psi/3000 r/min)**

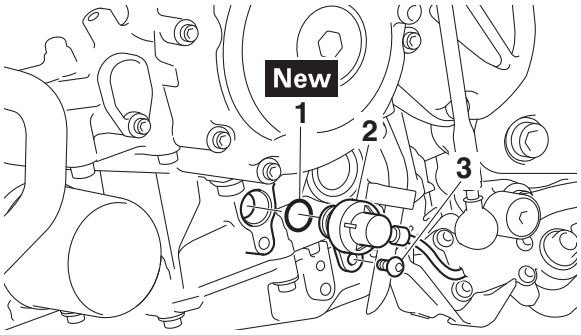
Out of specification → Check.

Engine oil pressure	Possible causes
Below specification	• Faulty oil pump • Clogged oil filter • Leaking oil passage • Broken or damaged oil seal
Above specification	• Faulty oil filter • Oil viscosity too high

7. Remove:
   • Oil pressure gauge
   • Adapter C
   • Oil pressure switch joint bolt
   • Oil pressure switch joint (with the O-ring)

8. Install:
   • O-ring “1” New
   • Oil pressure switch joint (with the oil pressure switch) “2”
   • Oil pressure switch joint bolt “3”

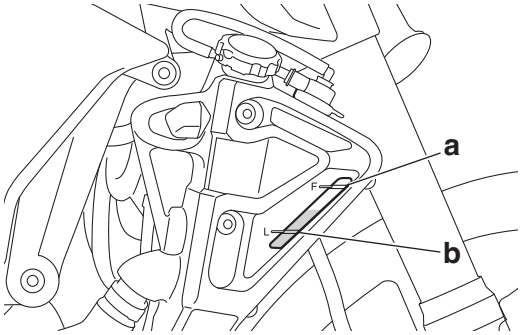
	Oil pressure switch joint bolt 10 N·m (1.0 kgf·m, 7.2 lb·ft)



EAS30811
CHECKING THE COOLANT LEVEL
1. Stand the vehicle on a level surface.

TIP
- Place the vehicle on a maintenance stand.
- Make sure the vehicle is upright.

2. Check:
   • Coolant level
   The coolant level should be between the maximum level mark “a” and minimum level mark “b”.
   Below the minimum level mark → Add the recommended coolant to the proper level.

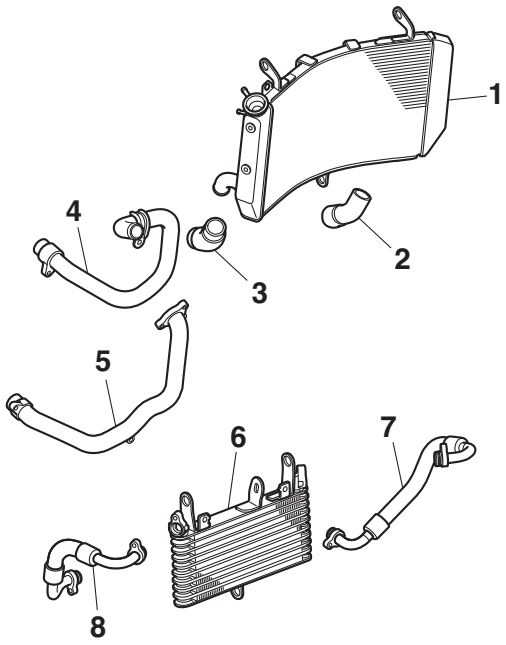


ECA21281
NOTICE
- **Adding water instead of coolant dilutes the antifreeze concentration of the coolant. If water is used instead of coolant; check, and if necessary, correct the antifreeze concentration of the coolant.**
- **Use only distilled water. However, if distilled water is not available, soft water may be used.**

3. Start the engine, warm it up for several minutes, and then turn it off.
4. Check:
   • Coolant level

TIP
Before checking the coolant level, wait a few minutes until it settles.

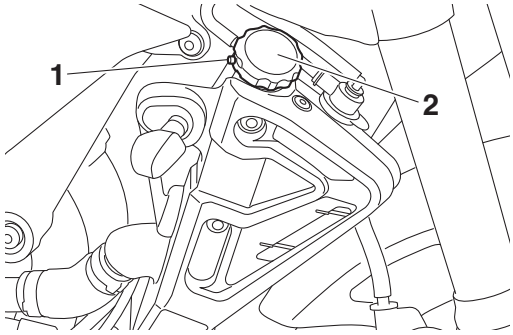
EAS30812
CHECKING THE COOLING SYSTEM
1. Check:
   • Radiator “1”
   • Radiator inlet hose “2”
   • Radiator outlet hose “3”
   • Water pump inlet pipe “4”
   • Water pump outlet pipe “5”
   • Oil cooler “6”
   • Oil cooler outlet hose “7”
   • Oil cooler inlet hose “8”
   Cracks/damage → Replace.
   Refer to “RADIATOR” on page 6-1, “OIL COOLER” on page 6-4, “THERMOSTAT” on page 6-6 and “WATER PUMP” on page 6-9.



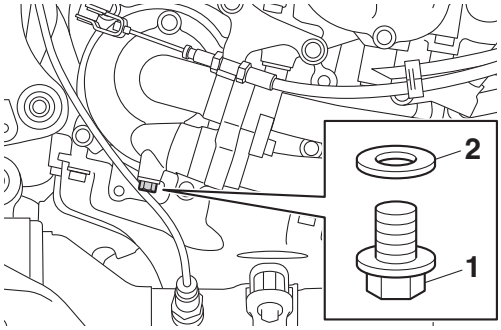
EAS30813
CHANGING THE COOLANT
1. Remove:
   • Radiator cap bolt “1”
   • Radiator cap “2”

EWA13030
⚠ WARNING
A hot radiator is under pressure. Therefore, do not remove the radiator cap when the engine is hot. Scalding hot fluid and steam may be blown out, which could cause serious in-

jury. When the engine has cooled, open the radiator cap as follows:
Place a thick rag or a towel over the radiator cap and slowly turn the radiator cap counterclockwise toward the detent to allow any residual pressure to escape. When the hissing sound has stopped, press down on the radiator cap and turn it counterclockwise to remove.



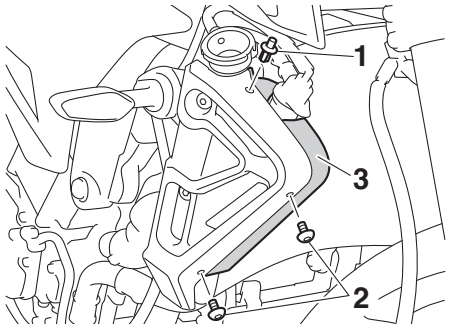
2. Remove:
   • Water pump drain bolt “1”
   • Copper washer “2”



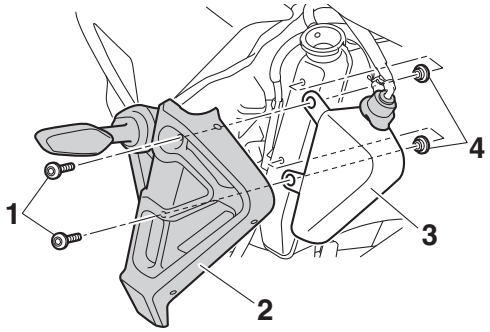
3. Drain:
   • Coolant
   (from the engine and radiator)
4. Install:
   • Water pump drain bolt
   • Copper washer New

	Water pump drain bolt **10 N·m (1.0 kgf·m, 7.2 lb·ft)**

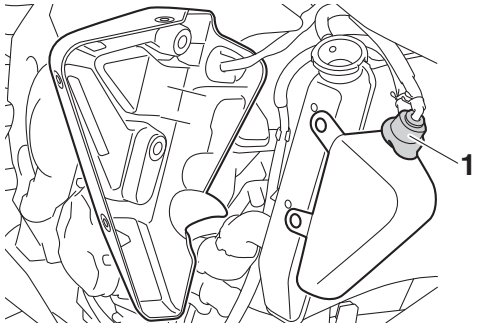
5. Remove:
   • Quick fastener “1”
   • Coolant reservoir cover bolt “2”
   • Coolant reservoir cover “3”



6. Remove:
   • Radiator cover bolt “1”
   • Radiator cover “2”
   • Coolant reservoir “3”
   • Collar “4”



7. Remove:
   • Coolant reservoir cap “1”



8. Drain:
   • Coolant
   (from the coolant reservoir)
9. Install:
   • Collar
   • Coolant reservoir
   • Radiator cover
   • Radiator cover bolt

	Radiator cover bolt **7 N·m (0.7 kgf·m, 5.1 lb·ft)**

10. Install:
   • Coolant reservoir cover
   • Coolant reservoir cover bolt

• Quick fastener

	Coolant reservoir cover bolt **1.5 N·m (0.15 kgf·m, 1.1 lb·ft)**

11.Fill:
• Cooling system
(with the specified amount of the recommended coolant)

	Recommended antifreeze **High-quality ethylene glycol antifreeze containing corrosion inhibitors for aluminum engines** **Mixing ratio** **1:1 (antifreeze:water)** **Coolant quantity** **Radiator (including all routes)** **2.25 L (2.38 US qt, 1.98 Imp.qt)** **Coolant reservoir (up to the maximum level mark)** **0.25 L (0.26 US qt, 0.22 Imp.qt)**

Handling notes for coolant
Coolant is potentially harmful and should be handled with special care.

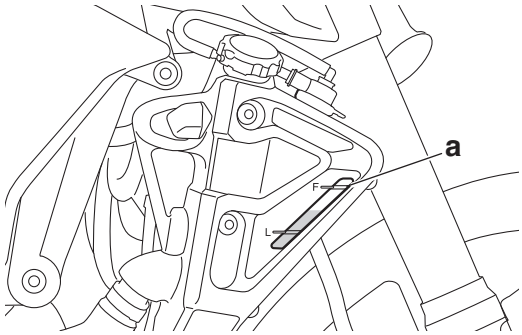
EWA13040
⚠ WARNING

- **If coolant splashes in your eyes, thoroughly wash them with water and consult a doctor.**
- **If coolant splashes on your clothes, quickly wash it away with water and then with soap and water.**
- **If coolant is swallowed, induce vomiting and get immediate medical attention.**

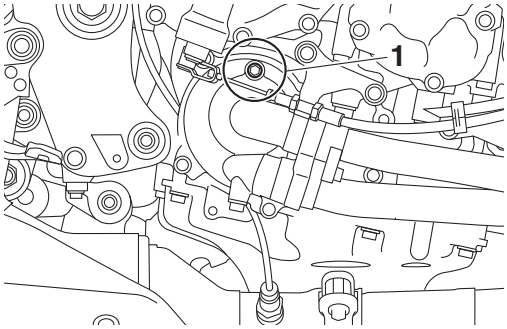
ECA21291
NOTICE

- **Adding water instead of coolant dilutes the antifreeze concentration of the coolant. If water is used instead of coolant; check, and if necessary, correct the antifreeze concentration of the coolant.**
- **Use only distilled water. However, if distilled water is not available, soft water may be used.**
- **If coolant comes into contact with painted surfaces, immediately wash them with water.**
- **Do not mix different types of antifreeze.**

12.Fill:
• Coolant reservoir
(with the recommended coolant to the maximum level mark “a”)



13.Install:
• Coolant reservoir cap
14.Loosen the water pump air bleed bolt “1” to allow any trapped air to escape from the water pump.



15.When coolant begins to flow out, tighten the water pump air bleed bolt to the specified torque.

	Water pump air bleed bolt **10 N·m (1.0 kgf·m, 7.2 lb·ft)**

16.Pour the specified coolant into the radiator until it is full.
17.Install:
• Radiator cap
• Radiator cap bolt

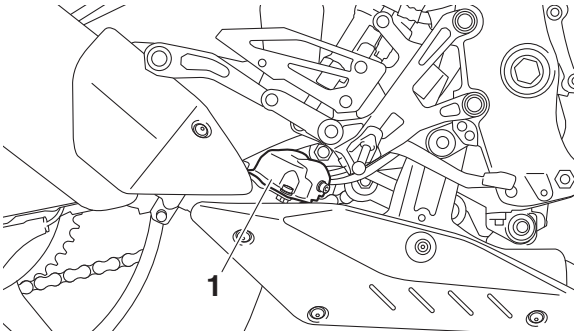
	Radiator cap bolt **1.0 N·m (0.10 kgf·m, 0.72 lb·ft)**

18.Start the engine, warm it up for several minutes, and then turn it off.
19.Check:
• Coolant level
Refer to “CHECKING THE COOLANT LEVEL” on page 3-28.

TIP
Before checking the coolant level, wait a few minutes until the coolant has settled.

EAS31389
ADJUSTING THE EXUP CABLES

1. Remove:
   • EXUP valve pulley cover “1”



2. Check:
   • EXUP system operation

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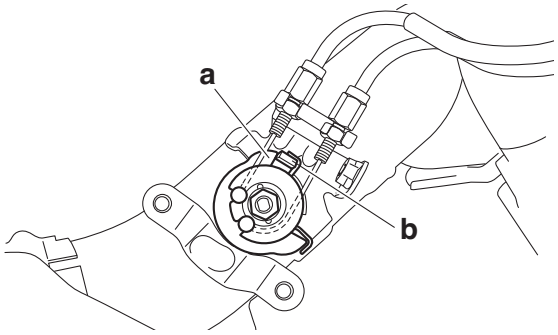
a. Activate the diagnostic mode and select the diagnostic code number “53”.
   Refer to “FUEL INJECTION SYSTEM” on page 8-33.
b. Set the start/engine stop switch to “ ”.
c. Check that the EXUP valve operates properly.

TIP

Check that the projection “a” on the EXUP valve pulley contacts the stopper “b” (fully open position). If the projection does not contact the stopper, adjust the EXUP cable free play.



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3. Adjust:
   • EXUP cable free play

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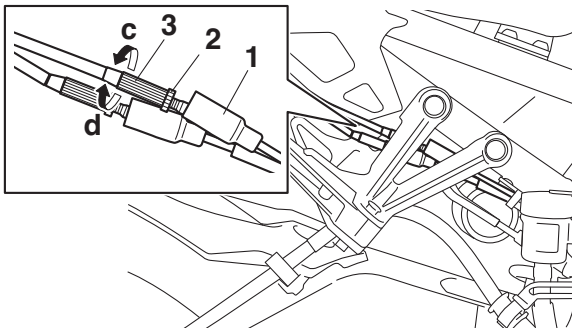
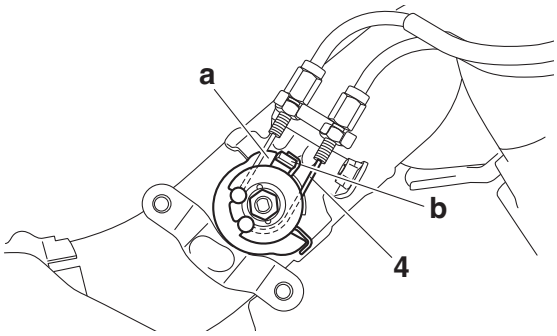
a. Slide back the rubber cover “1”.
b. Turn the main switch to “ON”.
c. Loosen the locknut “2”.
d. Turn the adjusting nut “3” in direction “c” or “d” until the projection “a” on the EXUP valve pulley slightly contacts the stopper “b” and make sure the EXUP cable (black metal) “4” is not slack.

Direction “c”
Free play is increased.
Direction “d”
Free play is decreased.

e. Tighten the locknut “2”.

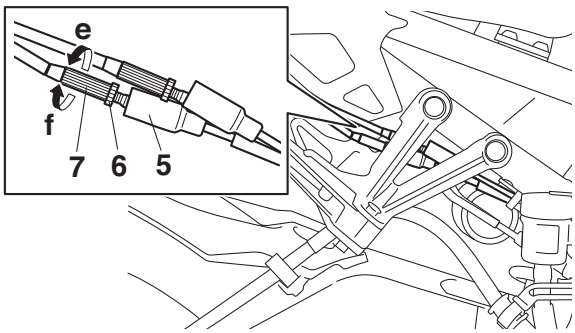


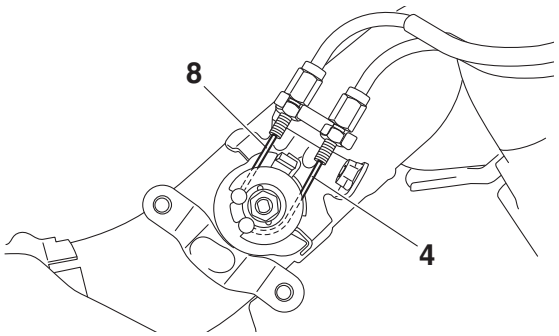


f. Slide back the rubber cover “5”.
g. Loosen the locknut “6”.
h. Turn the adjusting nut “7” in direction “e” or “f” until the tension of the EXUP cable (white metal) “8” is the same as that of the EXUP cable (black metal) “4”.

Direction “e”
Free play is increased.
Direction “f”
Free play is decreased.

i. Tighten the locknut “6”.





j. Slide the rubber covers to its original position.

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4. Install:
   • EXUP valve pulley cover

	EXUP valve pulley cover bolt 10 N·m (1.0 kgf·m, 7.2 lb·ft)

EAS31145

CHECKING THE FRONT BRAKE LIGHT SWITCH

Refer to "ELECTRICAL COMPONENTS" on page 8-201.

EAS31146

ADJUSTING THE REAR BRAKE LIGHT SWITCH

ECA23400

NOTICE

- **If the brake light operation timing is incorrect, the cruise control system will not operate correctly.**
- **If the brake light comes on too early, the time until the cruise control system is deactivated will be shorter.**
- **If the brake light comes on too late, the time until the cruise control system is deactivated will be longer or the cruise control system may not be deactivated.**

TIP

The rear brake light switch is operated by movement of the brake pedal. The rear brake light switch is properly adjusted when the brake light comes on just before the braking effect starts.

1. Check:
   • Rear brake light operation timing
   Incorrect → Adjust.
2. Adjust:
   • Rear brake light operation timing

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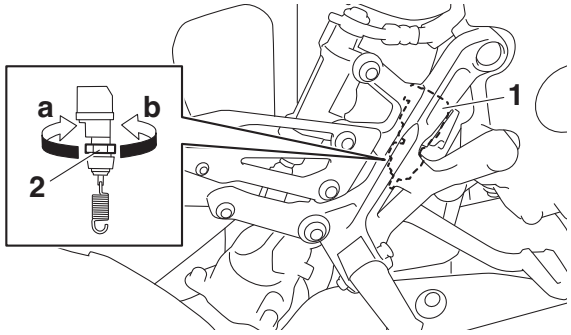
a. Hold the main body "1" of the rear brake light switch so that it does not rotate and turn the adjusting nut "2" in direction "a" or "b" until the rear brake light comes on at the proper time.

Direction "a"
Brake light comes on sooner.
Direction "b"
Brake light comes on later.



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EAS31147

CHECKING AND LUBRICATING THE CABLES

The following procedure applies to all of the inner and outer cables.

EWA13270

⚠ WARNING

Damaged outer cable may cause the cable to corrode and interfere with its movement. Replace damaged outer cable and inner cables as soon as possible.

1. Check:
   • Outer cable
   Damage → Replace.
2. Check:
   • Cable operation
   Rough movement → Lubricate.

	Recommended lubricant **Engine oil or a suitable cable lubricant**

TIP

Hold the cable end upright and pour a few drops of lubricant into the cable sheath or use a suitable lubricating device.

EAS30815

CHECKING THE THROTTLE GRIP

1. Check:
   • Throttle cables
   Damage/deterioration → Replace.
   • Throttle cable installation
   Incorrect → Reinstall the throttle cables.
   Refer to "HANDLEBAR" on page 4-73.

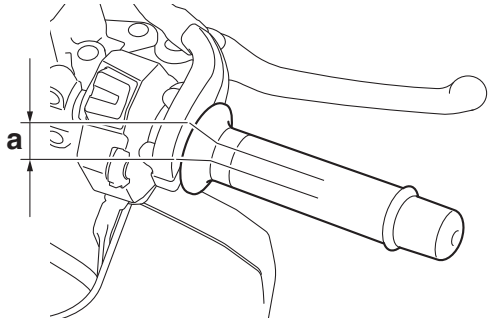
2. Check:
   • Throttle grip movement
   Rough movement → Lubricate or replace the defective part(s).

	Recommended lubricant **Suitable cable lubricant**

TIP
With the engine stopped, turn the throttle grip slowly and release it. Make sure that the throttle grip turns smoothly and returns properly when released.
Repeat this check with the handlebar turned all the way to the left and right.

3. Check:
   • Throttle grip free play "a"
   Out of specification → Adjust.

	Throttle grip free play **3.0–5.0 mm (0.12–0.20 in)**



4. Adjust:
   • Throttle grip free play

TIP
Prior to adjusting the throttle grip free play, throttle body synchronization should be adjusted properly.

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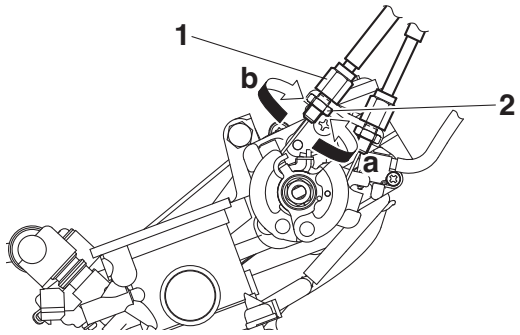
Throttle body side

a. Loosen the locknut "1" on the accelerator cable.
b. Turn the adjusting nut "2" in direction "a" or "b" until the specified throttle grip free play is obtained.

Direction "a"
Throttle grip free play is increased.
Direction "b"
Throttle grip free play is decreased.



c. Tighten the locknut.

	Throttle cable locknut (throttle body side) **4.5 N·m (0.45 kgf·m, 3.3 lb·ft)**

TIP
If the specified throttle grip free play cannot be obtained on the throttle body side of the cable, use the adjusting nut on the handlebar side.

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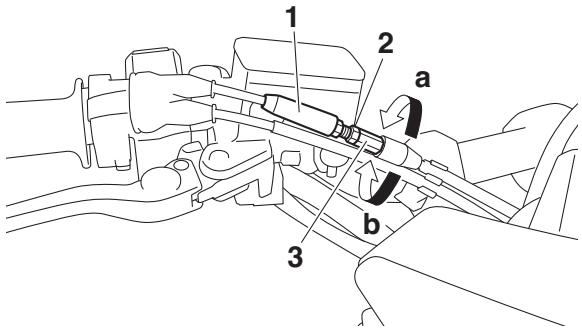
Handlebar side

a. Slide back the rubber cover "1".
b. Loosen the locknut "2".
c. Turn the adjusting nut "3" in direction "a" or "b" until the specified throttle grip free play is obtained.

Direction "a"
Throttle grip free play is increased.
Direction "b"
Throttle grip free play is decreased.



d. Tighten the locknut.

	Throttle cable locknut (handlebar side) **4.3 N·m (0.43 kgf·m, 3.1 lb·ft)**

e. Slide the rubber cover to its original position.

TIP
Make sure that the adjusting nut is covered com-

pletely by the rubber cover.

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EAS30816

CHECKING AND CHARGING THE BATTERY

Refer to “CHECKING AND CHARGING THE BATTERY” on page 8-209.

EAS30662

CHECKING THE FUSES

Refer to “CHECKING THE FUSES” on page 8-208.

EAS30664

ADJUSTING THE HEADLIGHT BEAMS

1. Adjust:
   • Headlight beam (vertically)

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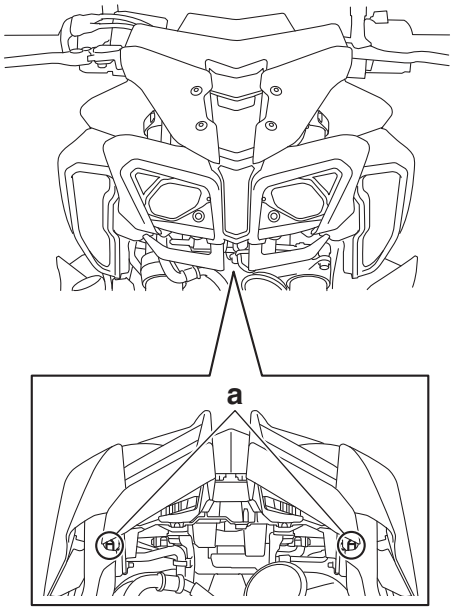
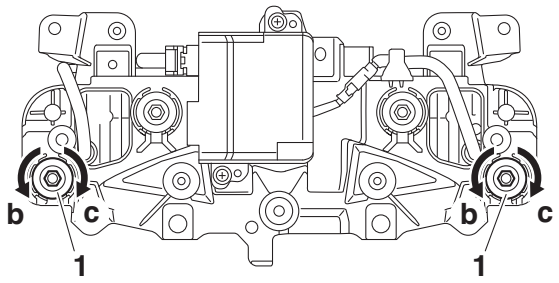
TIP

To adjust the headlight beam (vertically), insert a crosshead screwdriver into the holes “a” and turn the adjusting screw.



a. Turn the adjusting screws “1” in direction “b” or “c”.

Direction “b”
Headlight beam is raised.
Direction “c”
Headlight beam is lowered.



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2. Adjust:
   • Headlight beam (horizontally)

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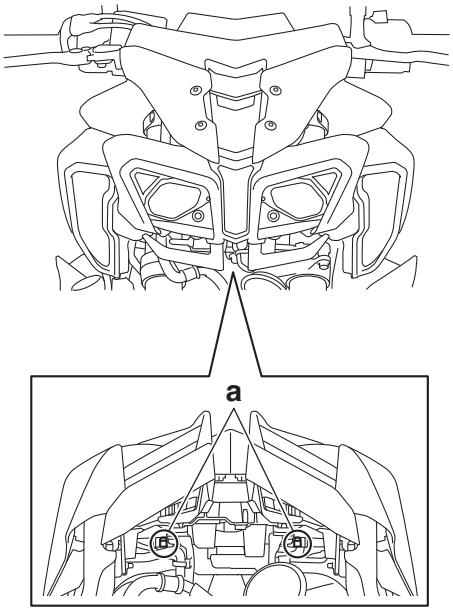
TIP

To adjust the headlight beam (horizontally), insert a crosshead screwdriver into the holes “a” and turn the adjusting screw.

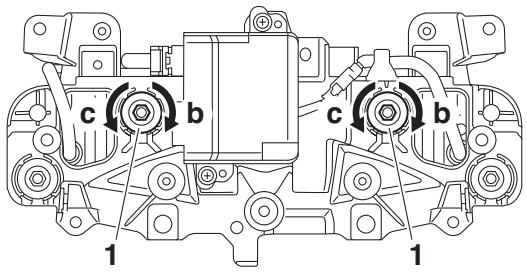


a. Turn the adjusting screws “1” in direction “b” or “c”.
   Left headlight

Direction “b”
Headlight beam moves to the right.
Direction “c”
Headlight beam moves to the left.

Right headlight

Direction “b”
Headlight beam moves to the left.
Direction “c”
Headlight beam moves to the right.



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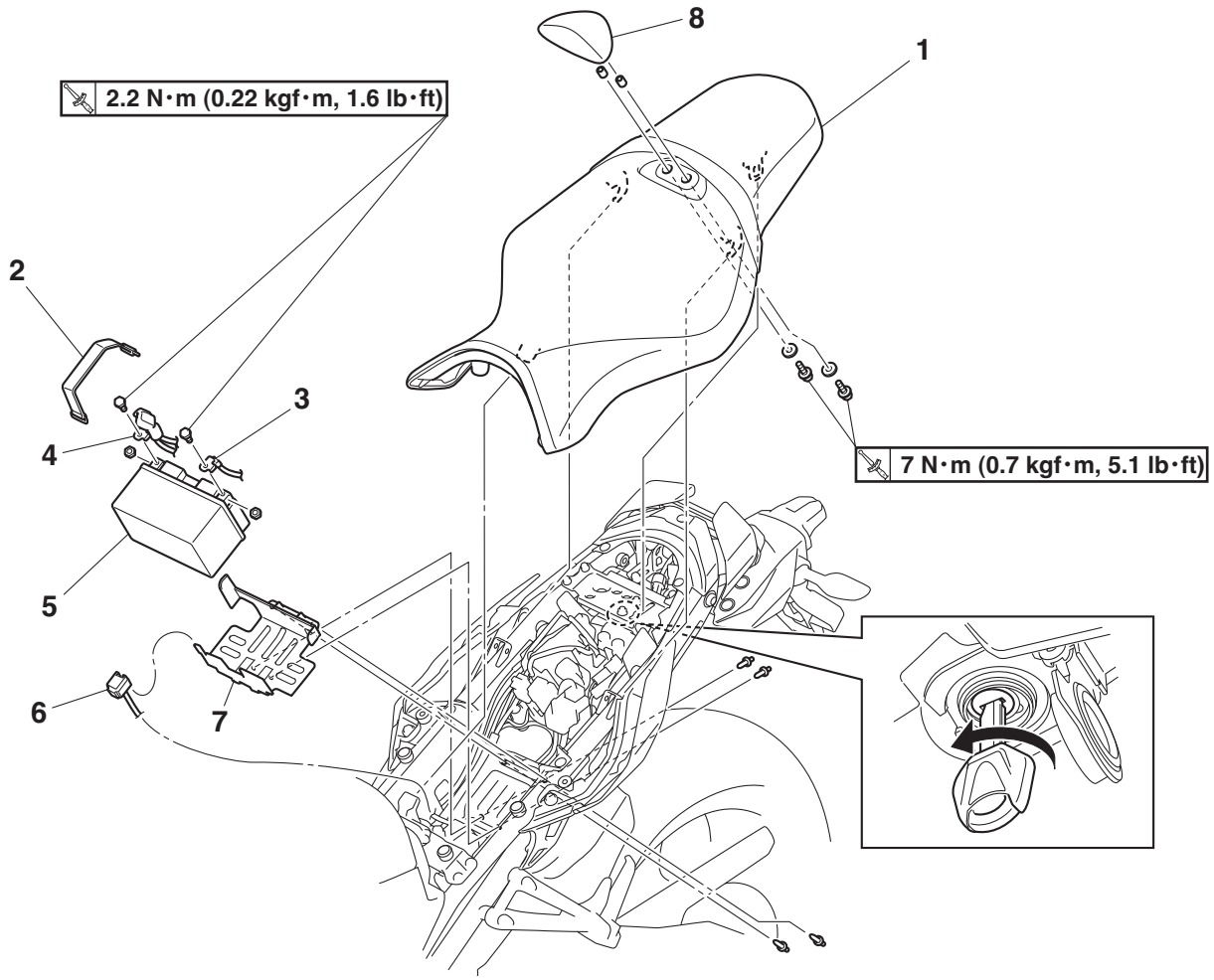
CHASSIS

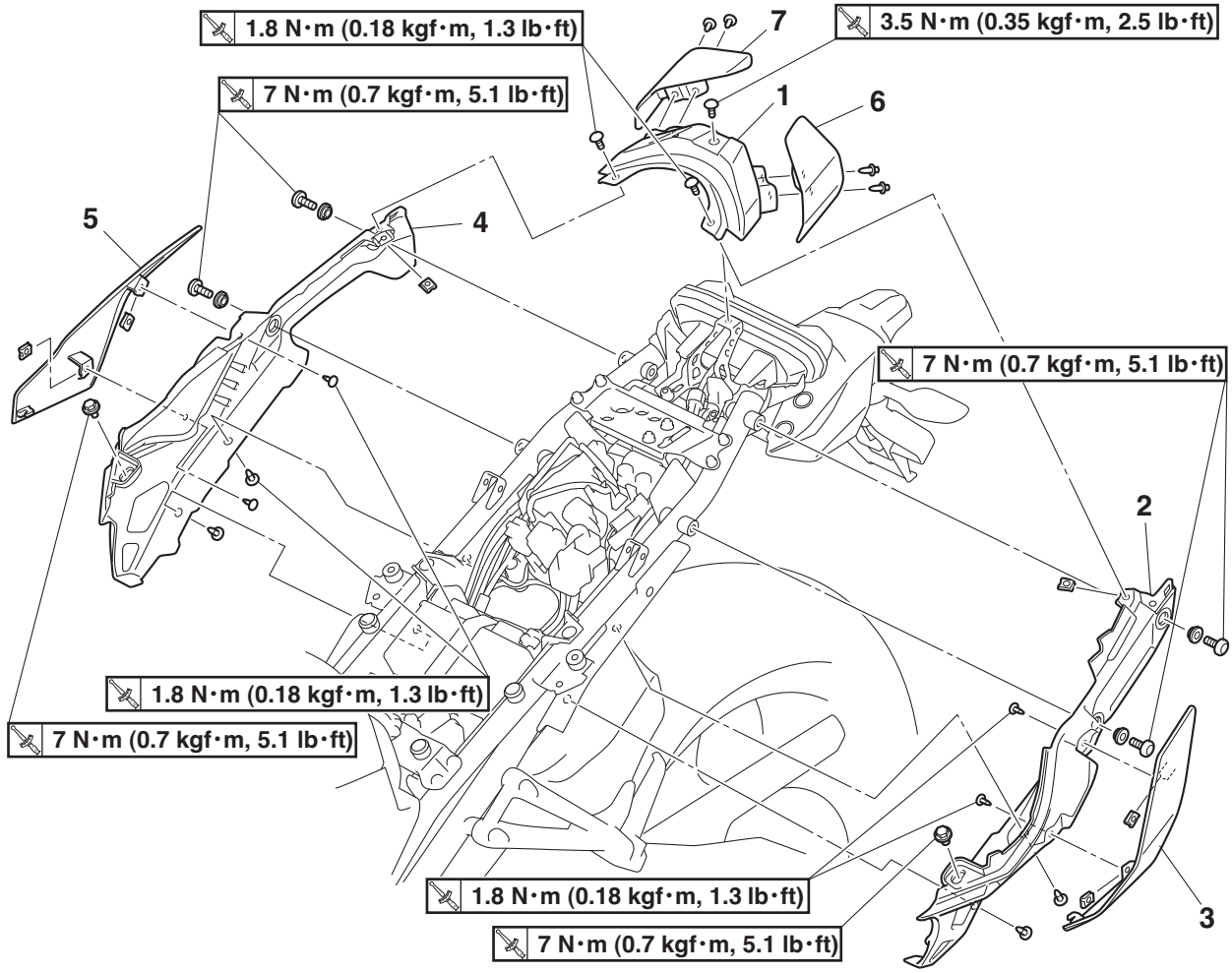
EAS20026
GENERAL CHASSIS (1)

Removing the seat and battery



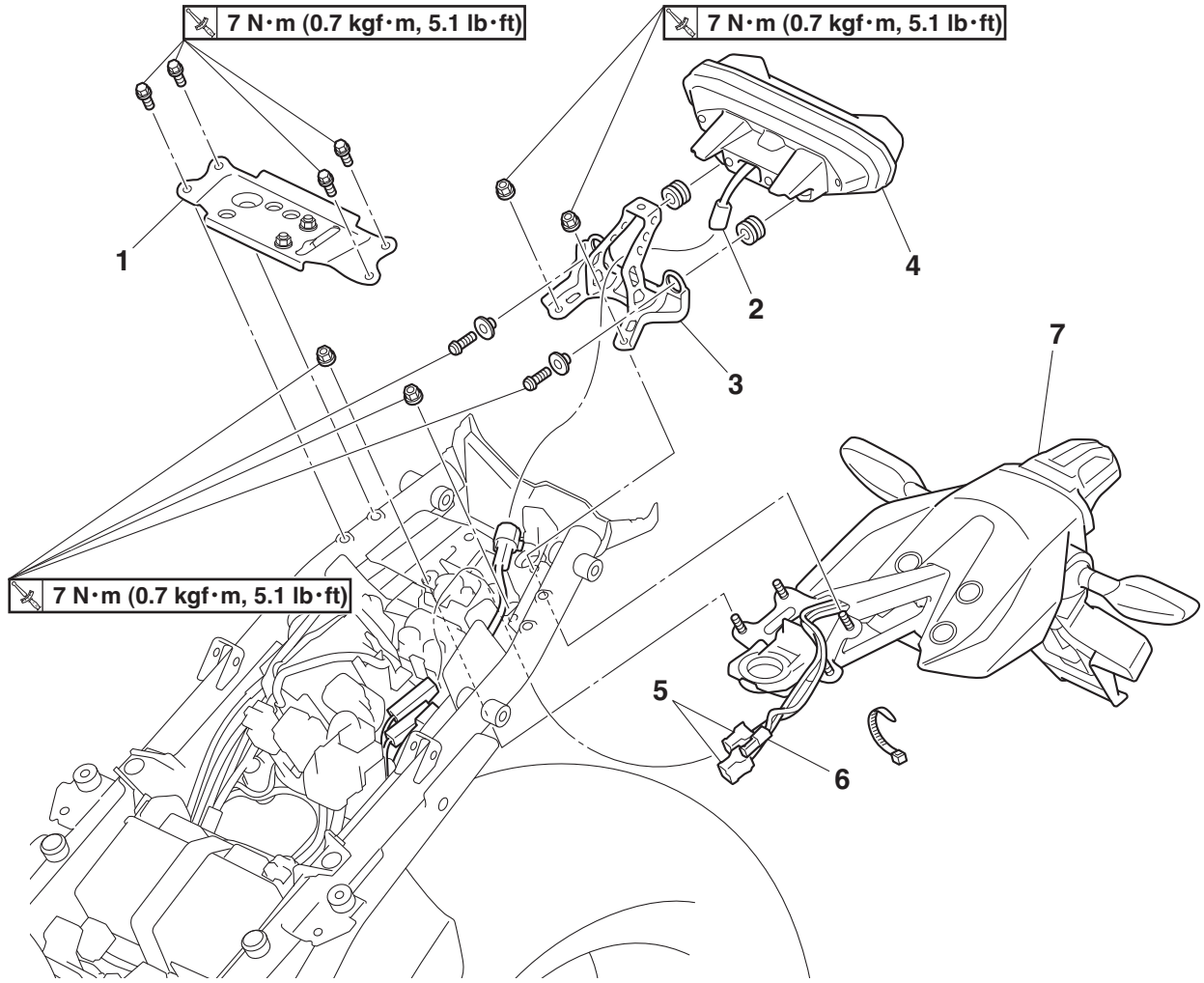
Order	Job/Parts to remove	Q'ty	Remarks
1	Rider seat	1	
2	Battery band	1	
3	Negative battery lead	1	Disconnect.
4	Positive battery lead	1	Disconnect.
5	Battery	1	
6	Yamaha diagnostic tool coupler	1	
7	Battery box 2	1	
8	Seat back assembly	1	

Removing the rear side covers and rear cowlings



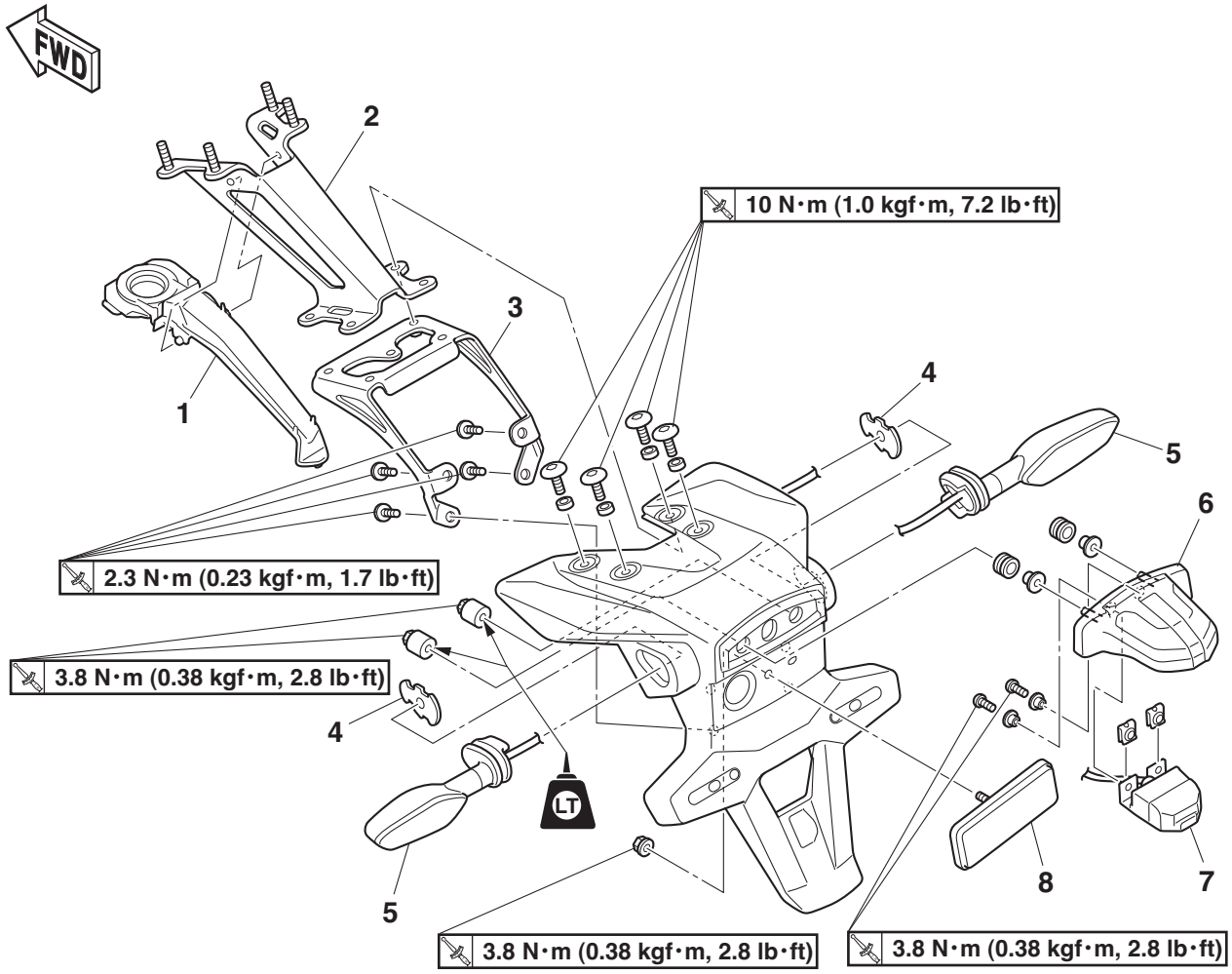
Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat		Refer to "GENERAL CHASSIS (1)" on page 4-1.
1	Rear cowling (center)	1	When removing the rear cowling (center) or rear side cover, always remove them together.
2	Rear side cover (left)	1	When removing the rear cowling (center) or rear side cover, always remove them together.
3	Rear cowling (left)	1	
4	Rear side cover (right)	1	When removing the rear cowling (center) or rear side cover, always remove them together.
5	Rear cowling (right)	1	
6	Tail cover (left)	1	
7	Tail cover (right)	1	

Removing the tail/brake light and mudguard assembly



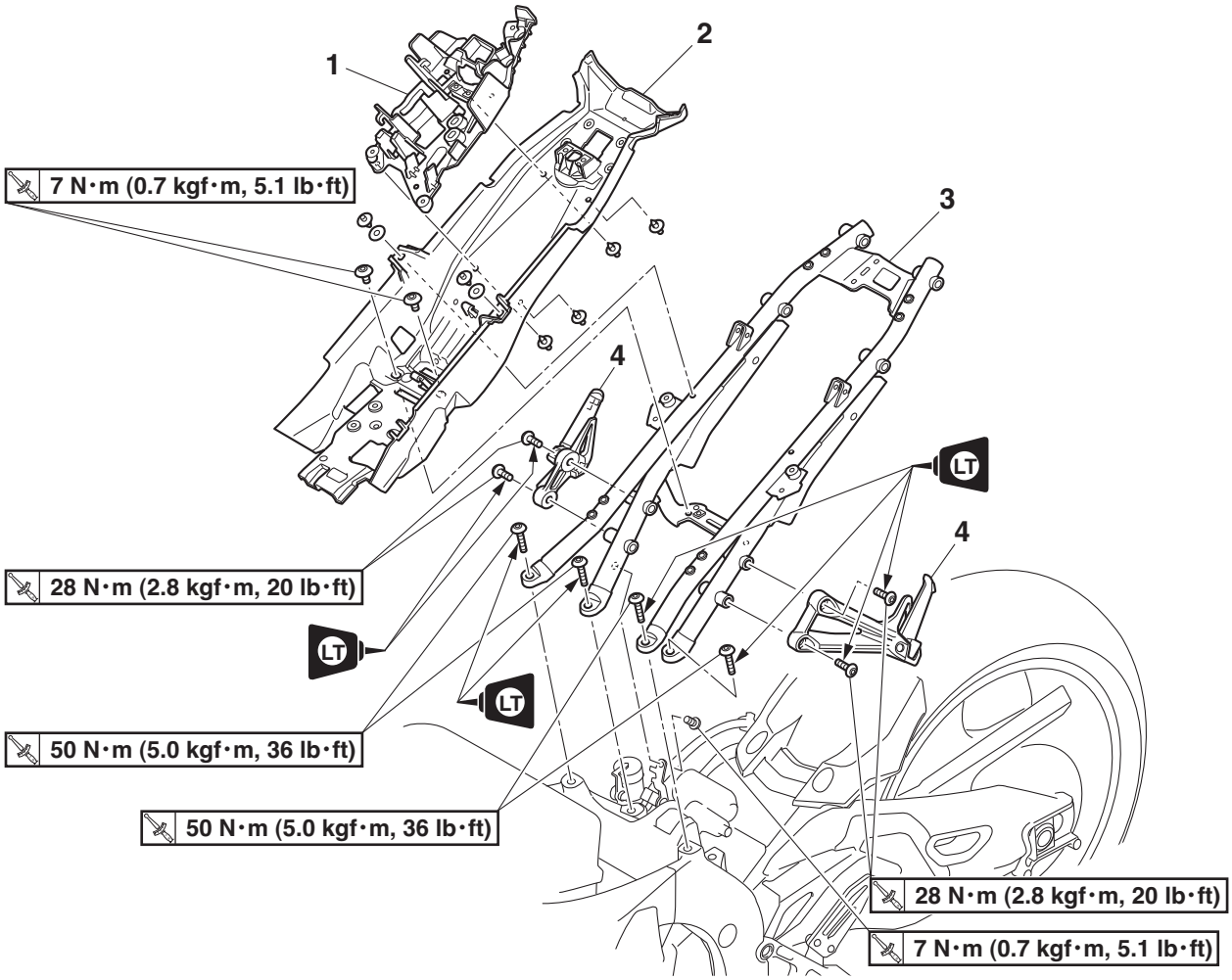
Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Rear cowling/Rear side cover		Refer to "GENERAL CHASSIS (1)" on page 4-1.
1	Seat lock bracket	1	
2	Tail/brake light coupler	1	Disconnect.
3	Tail/brake light bracket	1	
4	Tail/brake light	1	
5	Rear turn signal light coupler	2	Disconnect.
6	License plate light coupler	1	Disconnect.
7	Mudguard assembly	1	

Disassembling the mudguard assembly



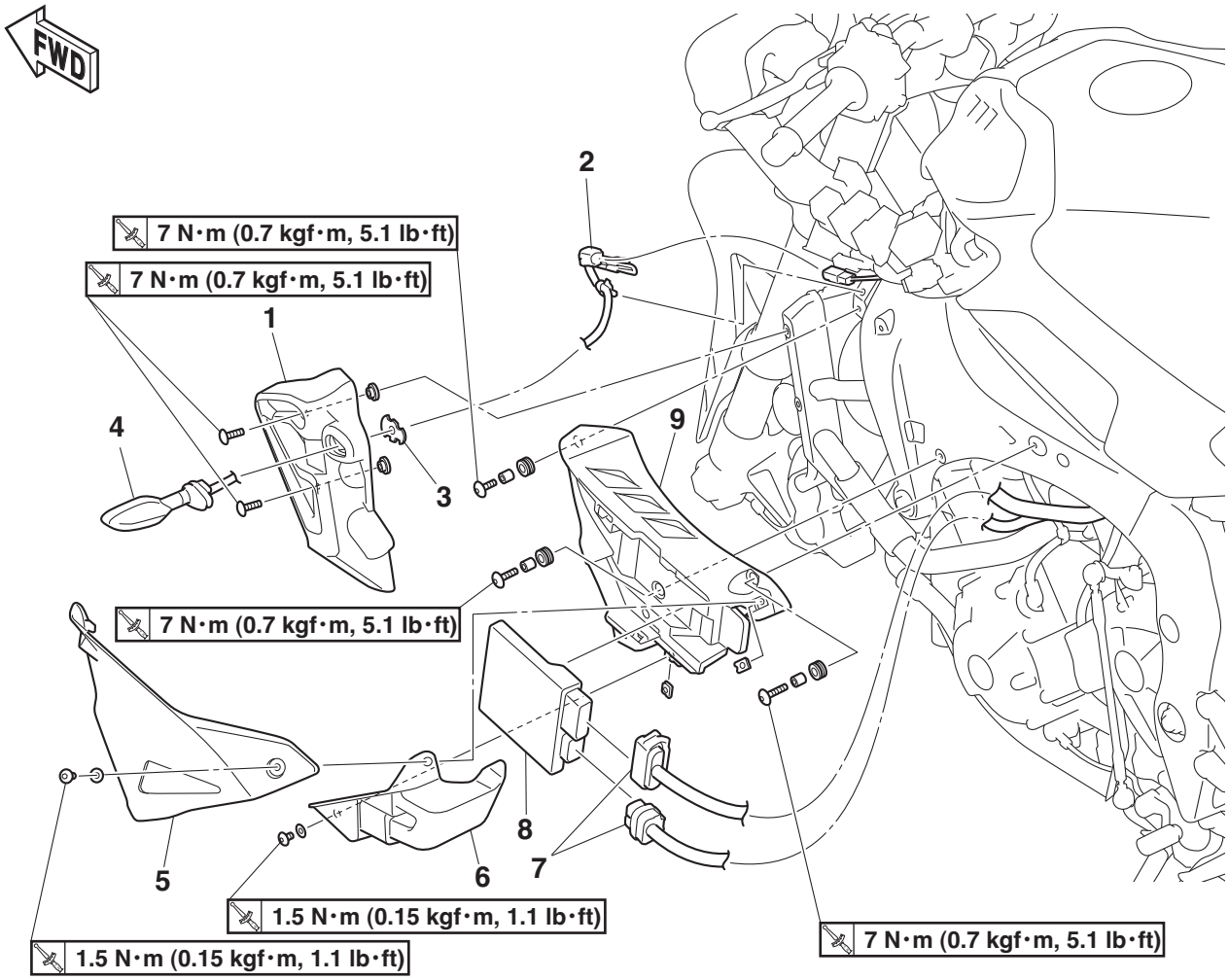
Order	Job/Parts to remove	Q'ty	Remarks
1	Mudguard assembly cover	1	
2	Stay	1	
3	Plate	1	
4	Stay	2	
5	Rear turn signal light	2	
6	Cover	1	
7	License plate light	1	
8	Rear reflector	1	

Removing the battery box 1 and rear frame



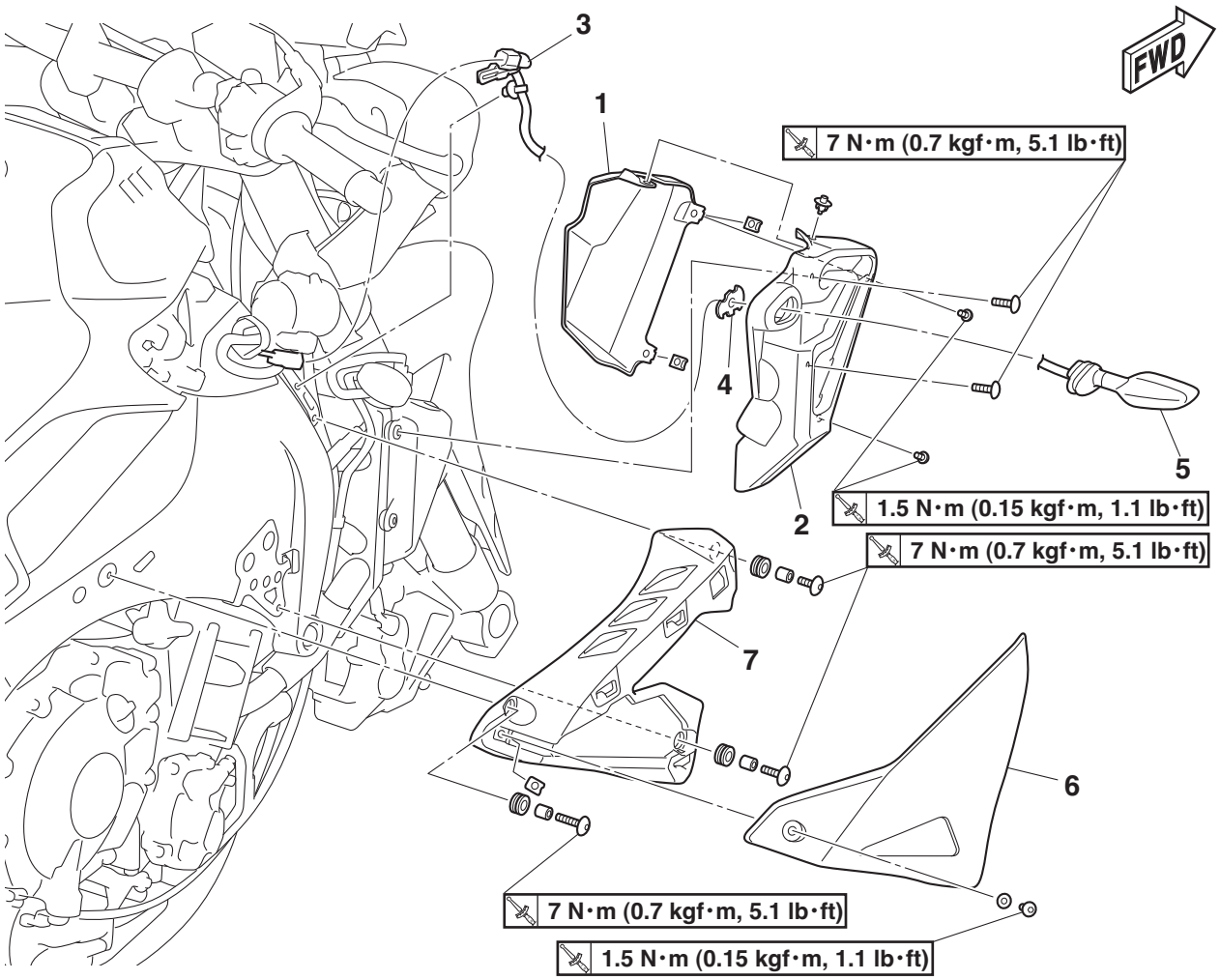
Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Battery/Rear cowling/Rear side cover/Tail/brake light/Mudguard assembly/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Hydraulic unit		Refer to "ABS (Anti-lock Brake System)" on page 4-64.
	EXUP servo motor		Refer to "ENGINE REMOVAL" on page 5-3.
1	Plate	1	
2	Battery box 1	1	
3	Rear frame	1	
4	Passenger footrest	2	

Removing the radiator cover (left) and side cover (left)



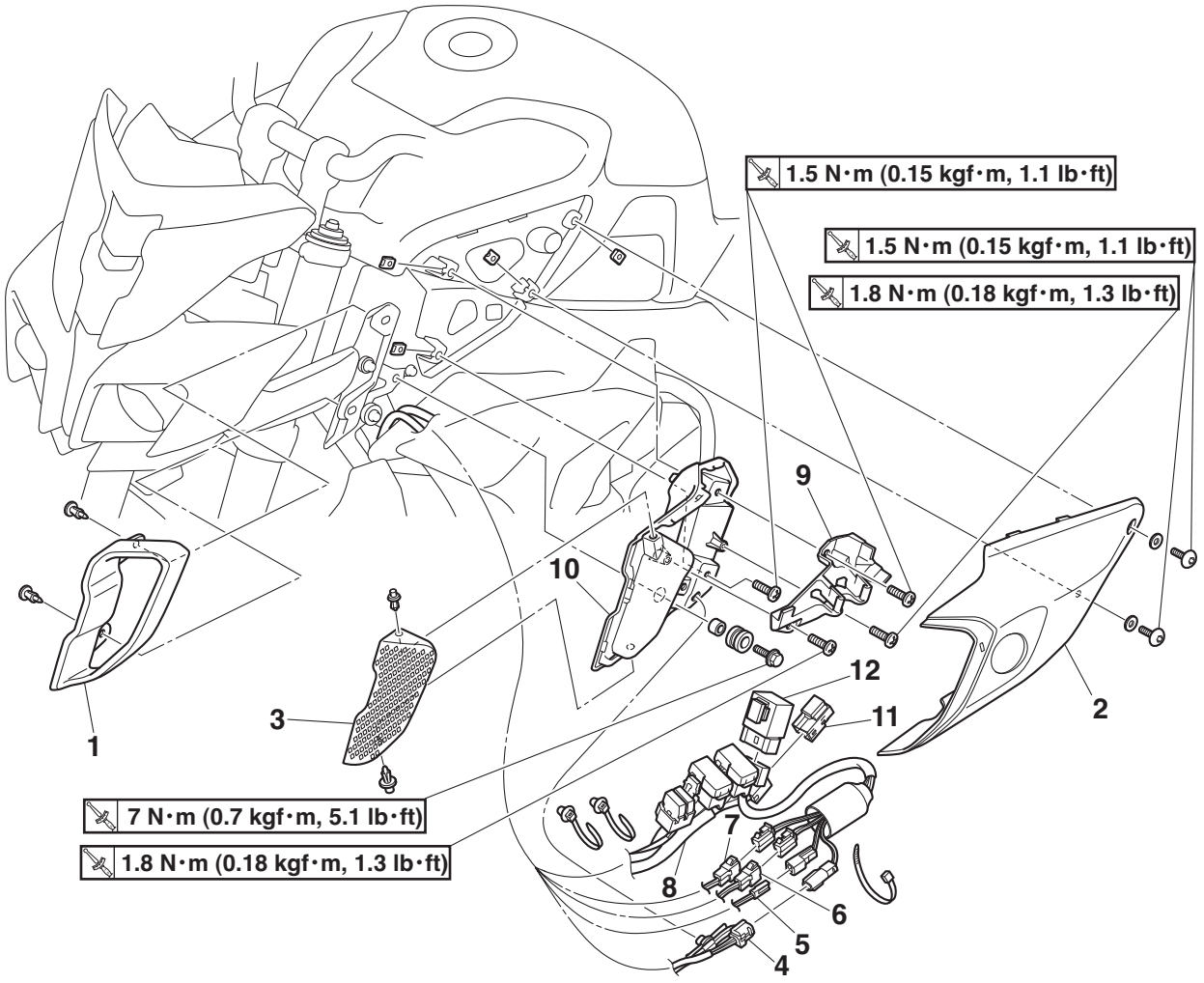
Order	Job/Parts to remove	Q'ty	Remarks
1	Radiator cover (left)	1	
2	Turn signal light coupler (left)	1	Disconnect.
3	Stay	1	
4	Turn signal light (left)	1	
5	Side cover (left)	1	
6	ECU cover	1	
7	ECU coupler	2	Disconnect.
8	ECU (Engine Control Unit)	1	
9	Side cover bracket (left)	1	

Removing the radiator cover (right) and side cover (right)



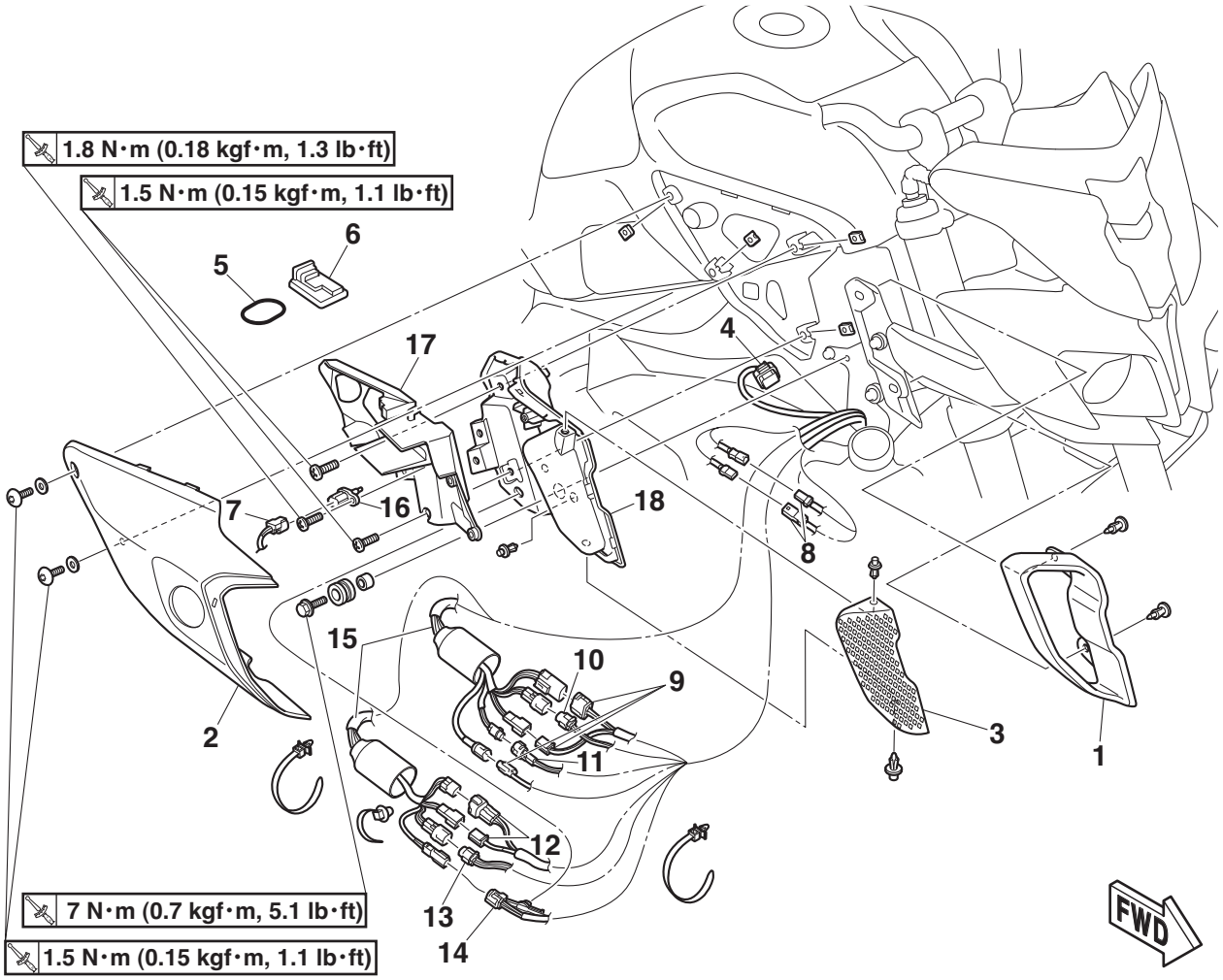
Order	Job/Parts to remove	Q'ty	Remarks
1	Coolant reservoir cover	1	
2	Radiator cover (right)	1	
3	Turn signal light coupler (right)	1	Disconnect.
4	Stay	1	
5	Turn signal light (right)	1	
6	Side cover (right)	1	
7	Side cover bracket (right)	1	

Removing the air scoop (left)



Order	Job/Parts to remove	Q'ty	Remarks
1	Air scoop cap (left)	1	
2	Air scoop (left)	1	
3	Intake grill (left)	1	
4	Turn signal light coupler (left)	1	Disconnect.
5	Auxiliary DC jack coupler	1	Disconnect.
6	Radiator fan motor coupler (left)	1	Disconnect.
7	Radiator fan motor coupler (right)	1	Disconnect.
8	Wire harness	1	
9	Wire harness bracket	1	
10	Air scoop stay (left)	1	
11	Radiator fan motor relay	1	
12	Relay unit	1	

Removing the air scoop (right)



Order	Job/Parts to remove	Q'ty	Remarks
1	Air scoop cap (right)	1	
2	Air scoop (right)	1	
3	Intake grill (right)	1	
4	SCU coupler	1	Disconnect.
5	SCU band	1	
6	SCU (Suspension Control Unit)	1	
7	Intake air temperature sensor coupler	1	Disconnect.
8	Front fork stepping motor coupler	2	Disconnect.
9	Handlebar switch coupler (left)	3	Disconnect.
10	Clutch switch coupler	1	Disconnect.
11	Steering damper solenoid coupler	1	Disconnect.
12	Handlebar switch coupler (right)	2	Disconnect.
13	Front brake light switch coupler	1	Disconnect.
14	Turn signal light coupler (right)	1	Disconnect.
15	Wire harness	1	
16	Intake air temperature sensor	1	
17	Air scoop stay 2	1	
18	Air scoop stay (right)	1	

EAS31519
REMOVING THE SIDE COVER (left)
1. Remove:
   • Side cover (left) “1”

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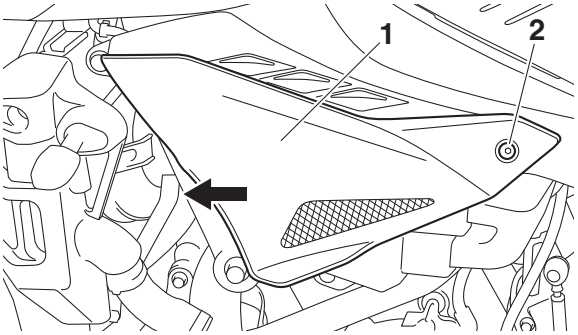
a. Remove the side cover bolt “2”.
b. Remove the side cover “1” by sliding it forward.



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EAS31520
INSTALLING THE SIDE COVER (left)
1. Install:
   • Side cover (left) “1”

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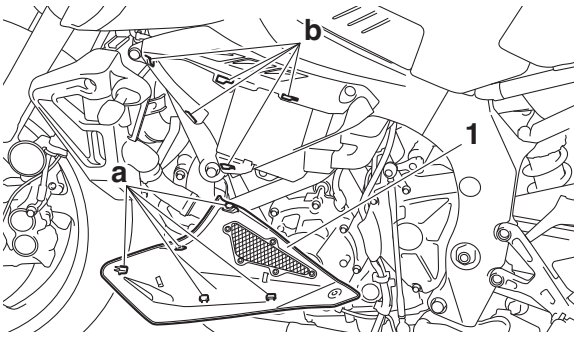
a. Install the side cover “1”.

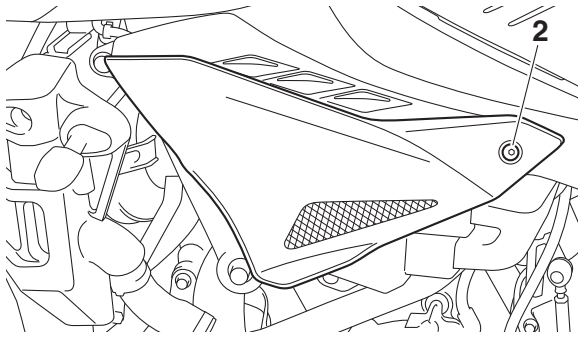
TIP

Insert projections “a” on the side cover into slots “b”.



b. Install the side cover bolt “2”, and then tighten the bolt to specification.

	Side cover bolt **1.5 N·m (0.15 kgf·m, 1.1 lb·ft)**



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EAS31264
REMOVING THE SIDE COVER (right)
1. Remove:
   • Side cover (right) “1”

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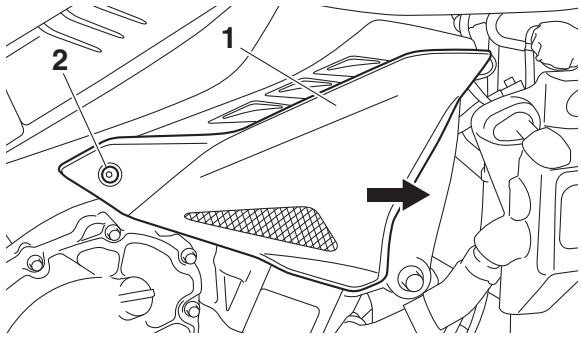
a. Remove the side cover bolt “2”.
b. Remove the side cover “1” by sliding it forward.



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EAS31265
INSTALLING THE SIDE COVER (right)
1. Install:
   • Side cover (right) “1”

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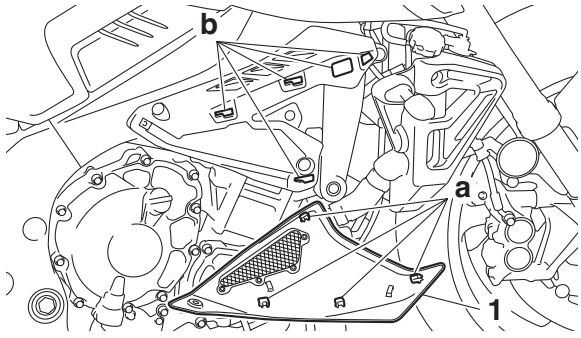
a. Install the side cover “1”.

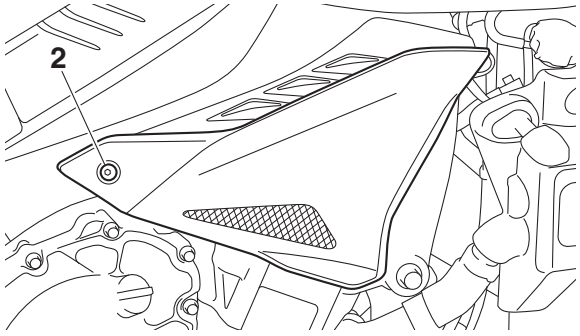
TIP

Insert projections “a” on the side cover into slots “b”.



b. Install the side cover bolt “2”, and then tighten the bolt to specification.

	Side cover bolt **1.5 N·m (0.15 kgf·m, 1.1 lb·ft)**



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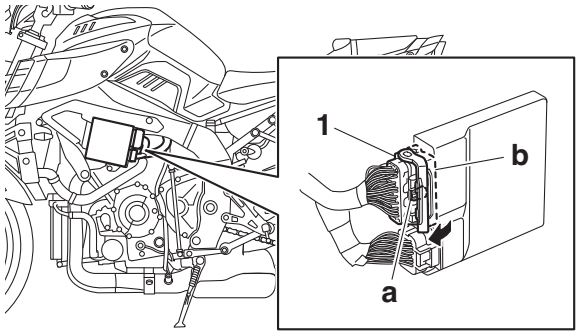
EAS31641

REMOVING THE ECU (Engine Control Unit)

1. Disconnect:
   • ECU coupler “1”

TIP

While pushing the portion “a” of the ECU coupler, move the lock lever “b” in the direction of the arrow shown to disconnect the coupler.



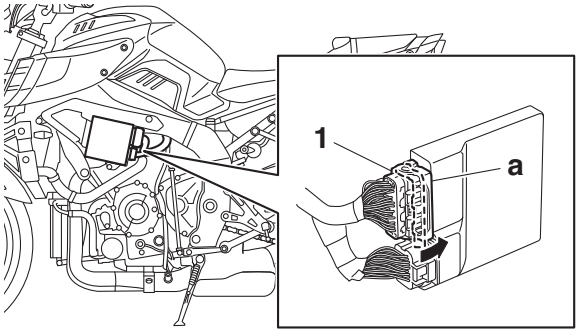
EAS31642

INSTALLING THE ECU (Engine Control Unit)

1. Connect:
   • ECU coupler “1”

TIP

Connect the ECU coupler, and then push the lock lever “a” of the coupler in the direction of the arrow shown.

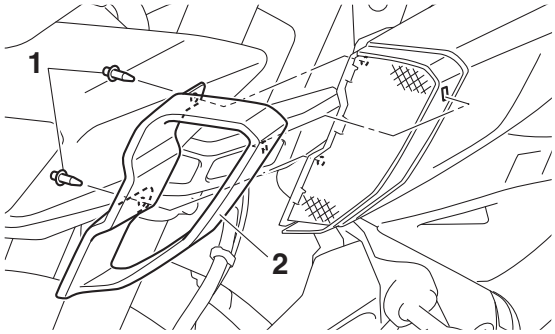


EAS31772

REMOVING THE AIR SCOOP

The following procedure applies to both of the air scoops.

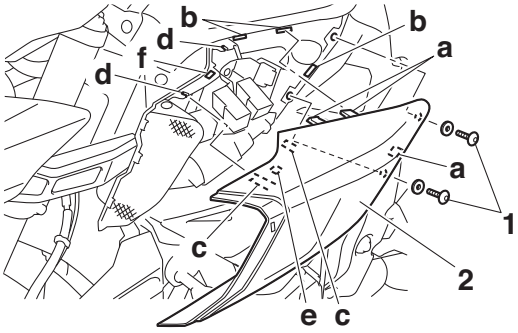
1. Remove:
   • Quick fastener “1”
   • Air scoop cap “2”



2. Remove:
   • Air scoop bolt “1”
   • Washer
   • Air scoop “2”

TIP

- Remove the projections “a” on the air scoop from the slots “b” in the fuel tank cover.
- Remove the parts “c” on the air scoop from the cutouts “d” in the air scoop stay.
- Remove the projection “e” on the air scoop from the hole “f” in the air scoop stay.



EAS31773

INSTALLING THE AIR SCOOP

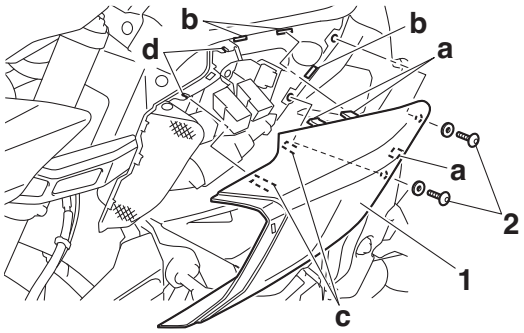
The following procedure applies to both of the air scoops.

1. Install:
   • Air scoop “1”
   • Washer
   • Air scoop bolt “2”

TIP

- Install the projections “a” on the air scoop into the slots “b” in the fuel tank cover.
- Install the parts “c” on the air scoop into the cutouts “d” in the air scoop stay.

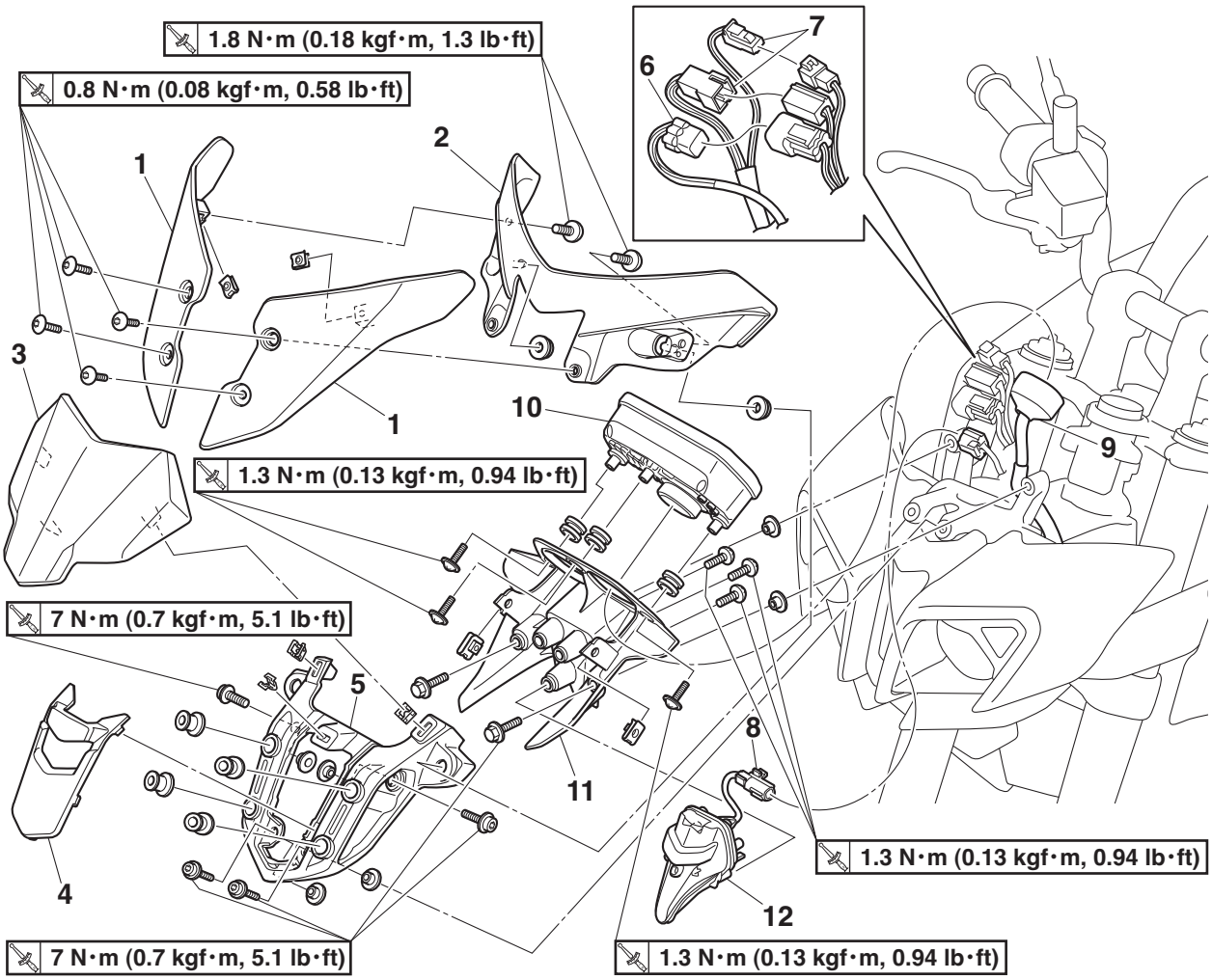
	Air scoop bolt **1.5 N·m (0.15 kgf·m, 1.1 lb·ft)**



EAS20155

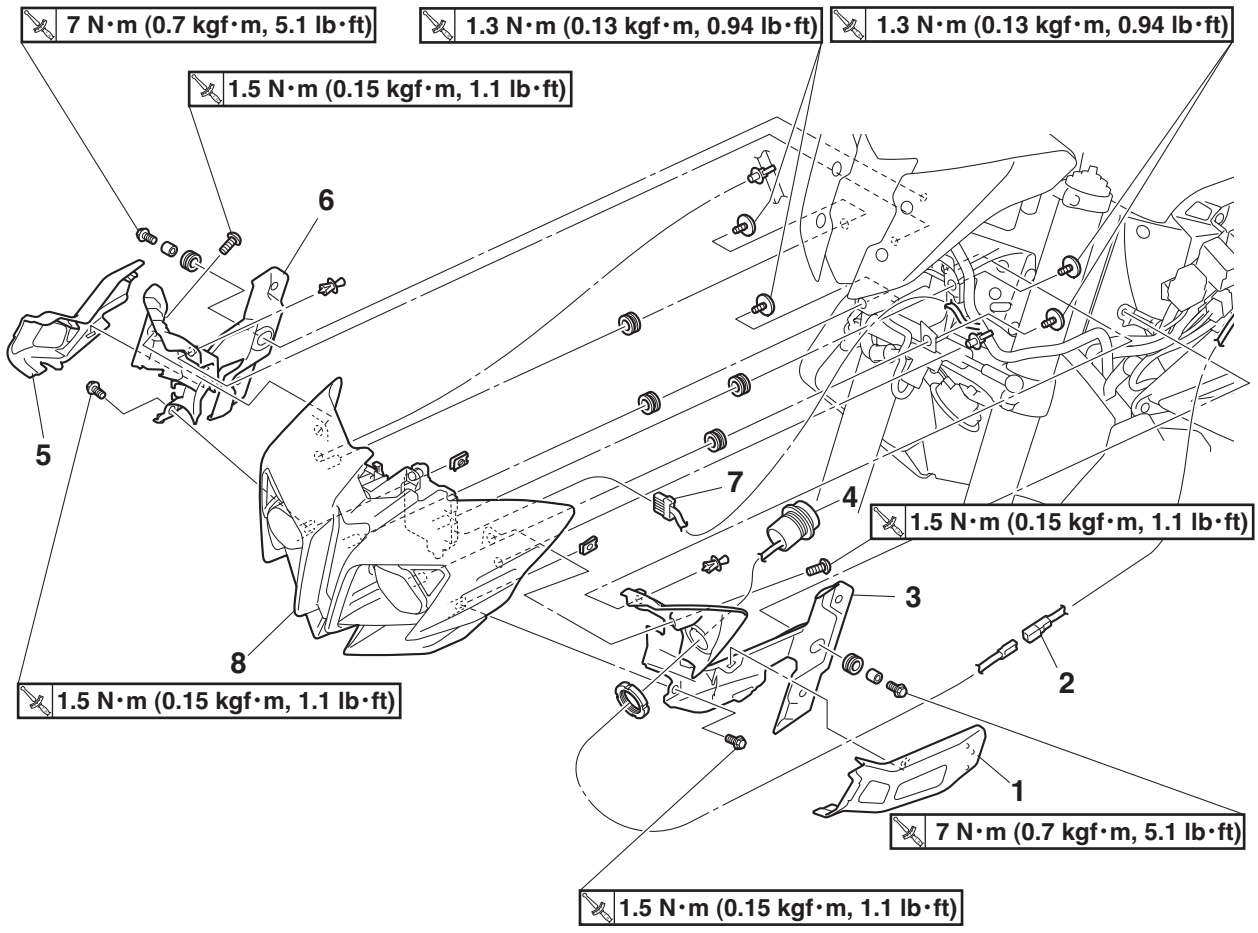
GENERAL CHASSIS (2)

Removing the meter assembly and auxiliary light



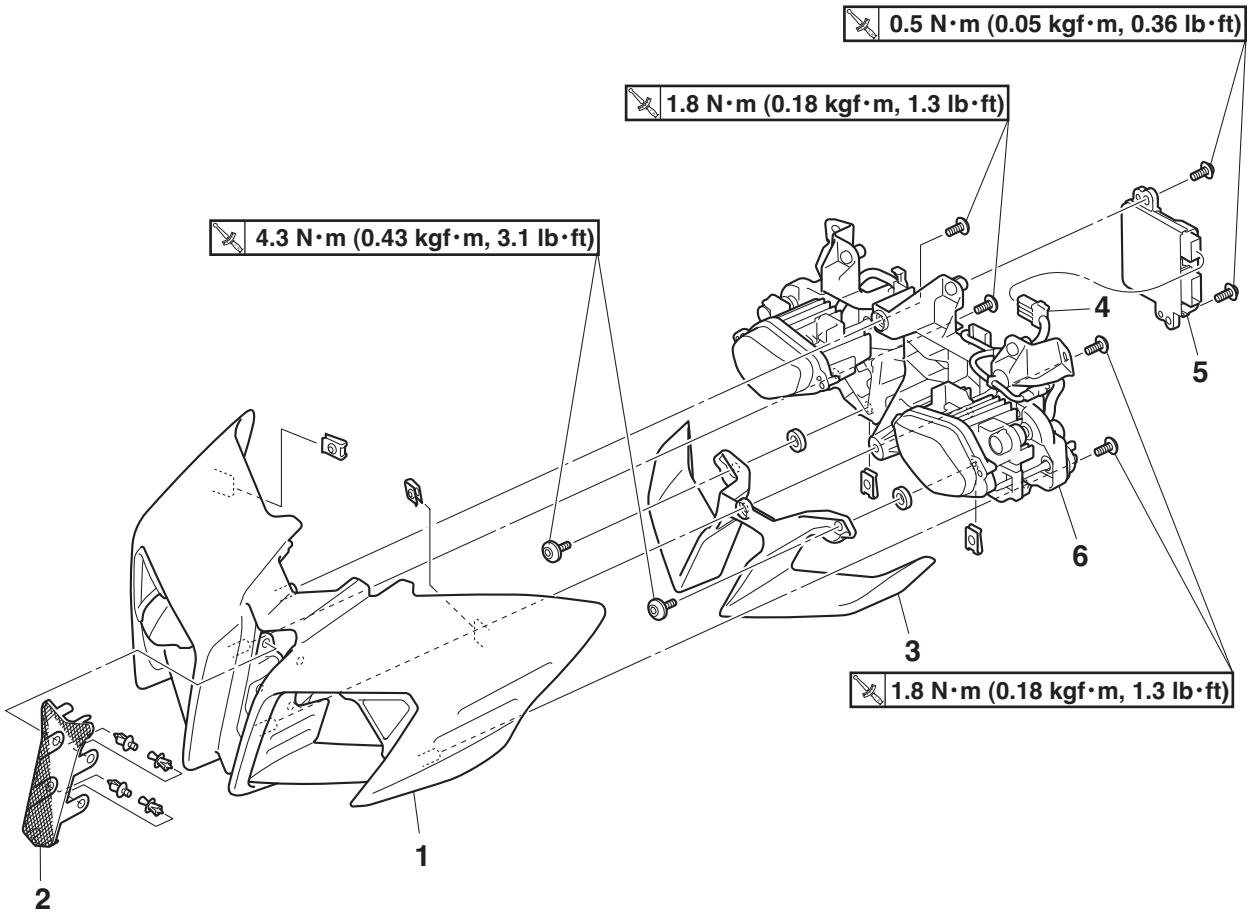
Order	Job/Parts to remove	Q'ty	Remarks
1	Front cover	2	
2	Windshield	1	
3	Meter assembly cover	1	
4	Front panel	1	
5	Inner cover	1	
6	Immobilizer unit coupler	1	Disconnect.
7	Main switch coupler	2	Disconnect.
8	Auxiliary light coupler	1	Disconnect.
9	Meter assembly coupler	1	Disconnect.
10	Meter assembly	1	Disconnect.
11	Meter assembly inner panel	1	
12	Auxiliary light	1	

Removing the headlight assembly



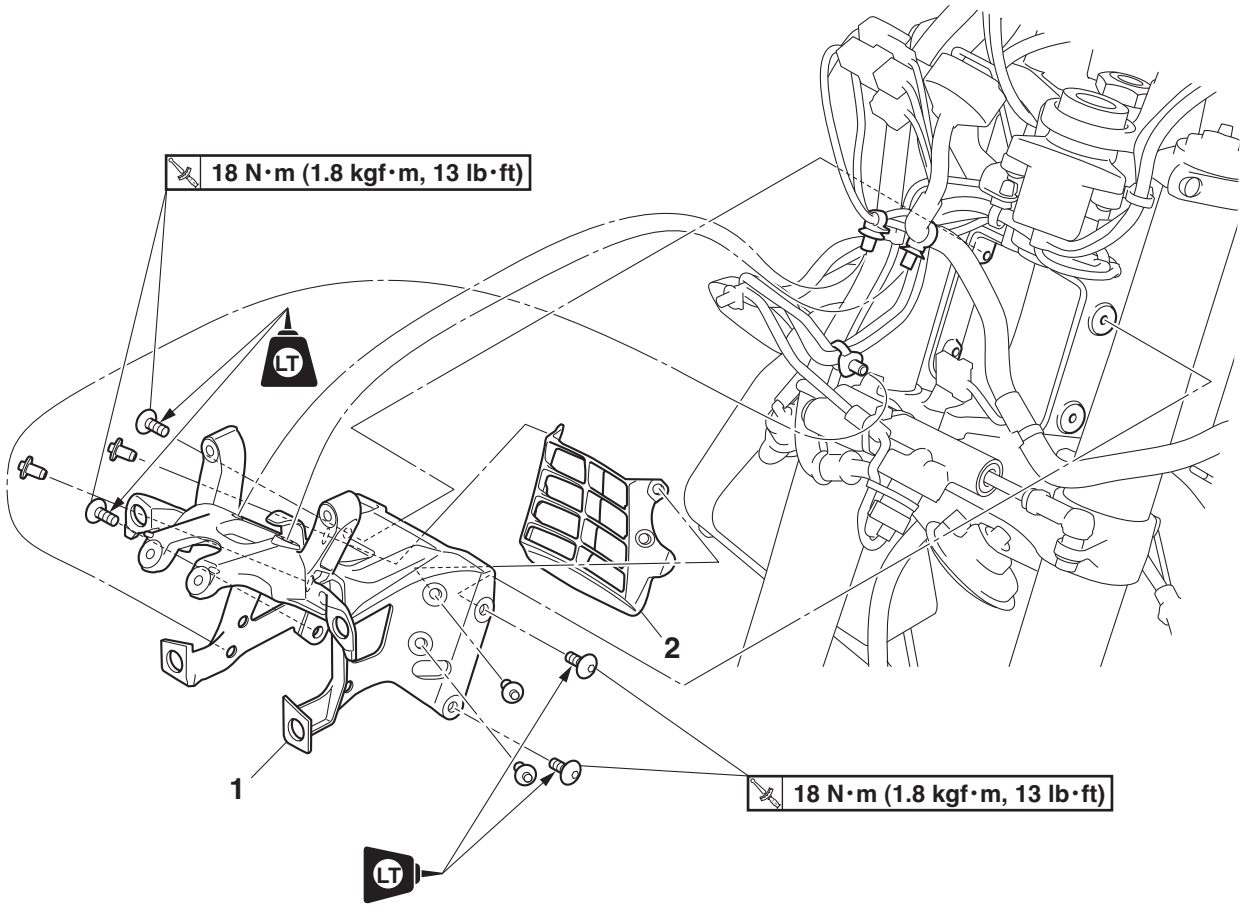
Order	Job/Parts to remove	Q'ty	Remarks
	Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
1	Front side panel (left)	1	
2	Auxiliary DC jack coupler	1	Disconnect.
3	Front cowling inner panel (left)	1	
4	Auxiliary DC jack	1	
5	Front side panel (right)	1	
6	Front cowling inner panel (right)	1	
7	Headlight control unit coupler	1	Disconnect.
8	Headlight assembly	1	

Disassembling the headlight assembly



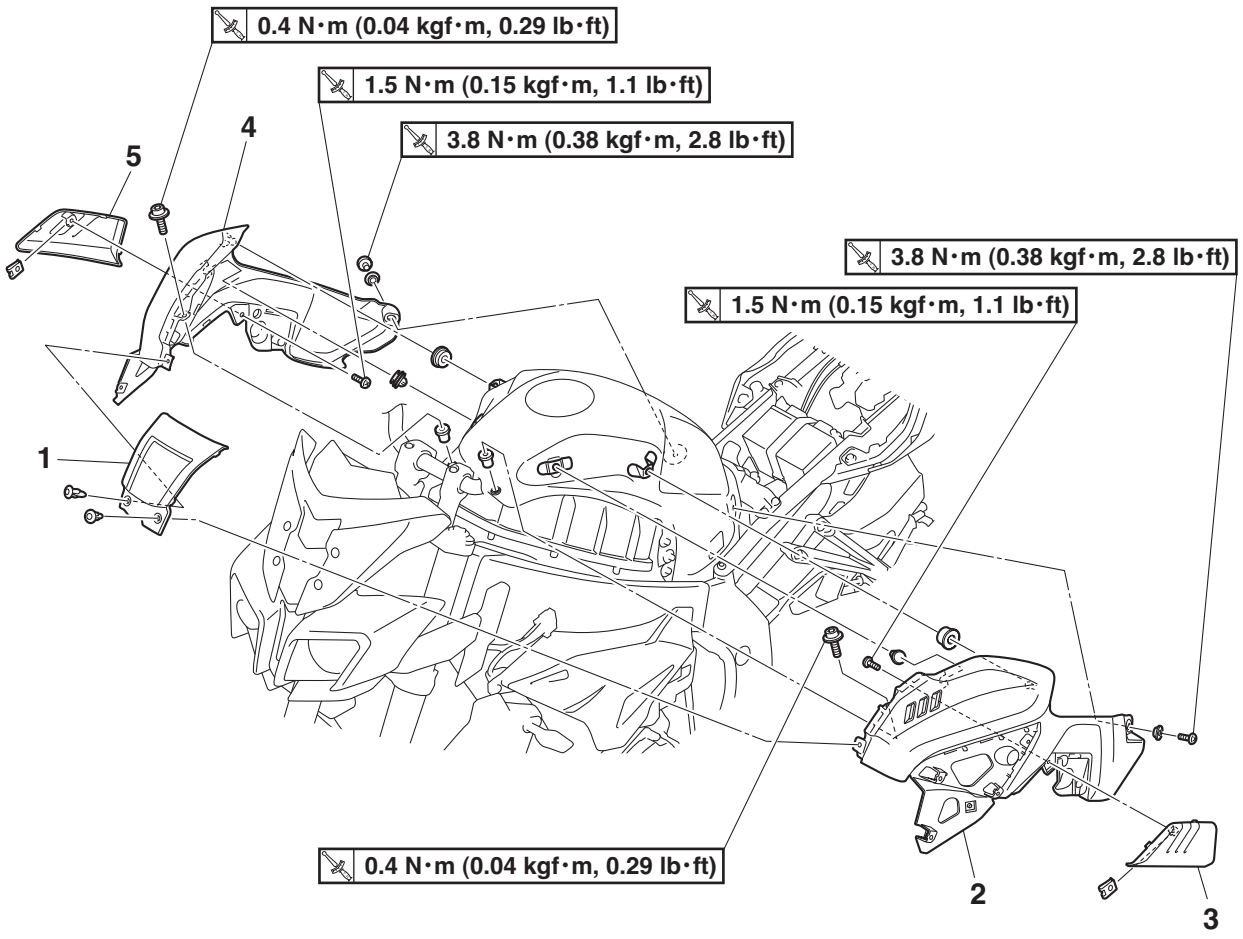
Order	Job/Parts to remove	Q'ty	Remarks
1	Headlight cover	1	
2	Intake grill	1	
3	Plate	1	
4	Headlight control unit coupler	1	Disconnect.
5	Headlight control unit	1	
6	Headlight	1	

Removing the headlight stay



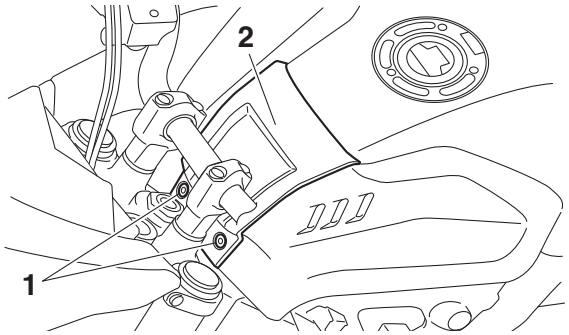
Order	Job/Parts to remove	Q'ty	Remarks
	Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Meter assembly/Auxiliary light		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Headlight assembly		Refer to "GENERAL CHASSIS (2)" on page 4-13.
1	Headlight stay	1	
2	Air intake duct	1	

Removing the fuel tank covers



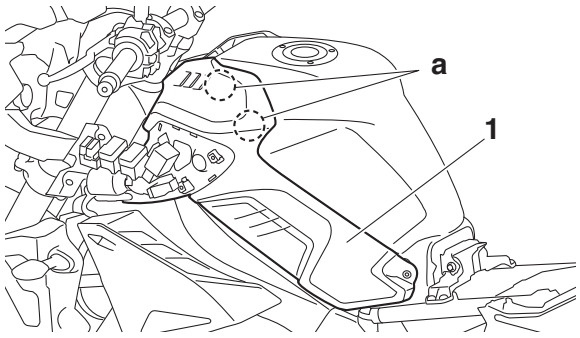
Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
1	Fuel tank cover	1	
2	Fuel tank cover (left)	1	
3	Fuel tank mole (left)	1	
4	Fuel tank cover (right)	1	
5	Fuel tank mole (right)	1	

EAS31104
REMOVING THE FUEL TANK COVER
The following procedure applies to both of the fuel tank covers.
1. Remove:
   • Rider seat
   • Air scoop
   • Air scoop stay
   Refer to "GENERAL CHASSIS (1)" on page 4-1.
2. Remove:
   • Quick fastener "1"
   • Fuel tank cover "2"



3. Remove:
   • Fuel tank cover bolt
   • Fuel tank cover screw
   • Collar
   • Fuel tank cover "1"

TIP
Pull the fuel tank cover off at the areas "a" shown.

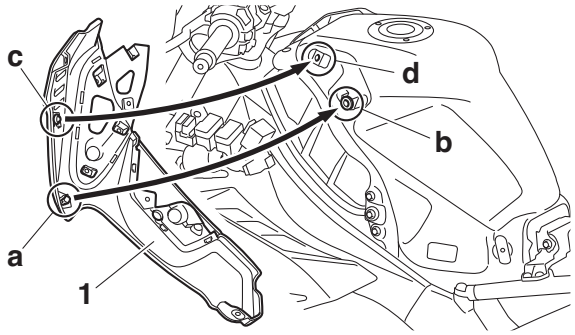


EAS31105
INSTALLING THE FUEL TANK COVER
The following procedure applies to both of the fuel tank covers.
1. Install:
   • Fuel tank cover "1"
   • Collar
   • Fuel tank cover screw
   • Fuel tank cover bolt

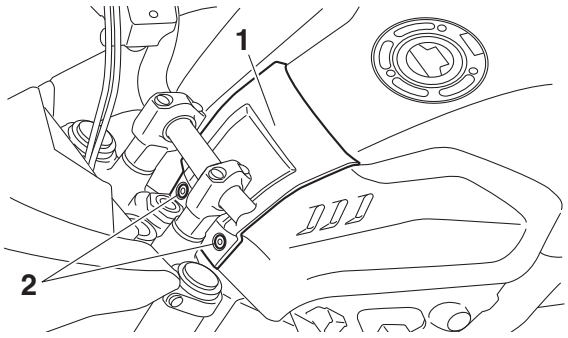
TIP
• Install the projection "a" on the fuel tank cover into the grommet "b".
• Install the parts "c" on the fuel tank cover into the hole "d".

	Fuel tank cover screw **3.8 N·m (0.38 kgf·m, 2.8 lb·ft)**

	Fuel tank cover bolt **0.4 N·m (0.04 kgf·m, 0.29 lb·ft)**



2. Install:
   • Fuel tank cover "1"
   • Quick fastener "2"

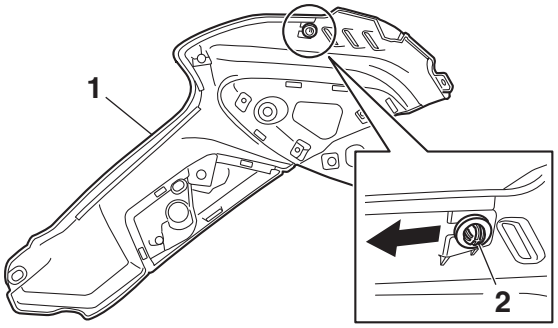


3. Install:
   • Air scoop stay
   • Air scoop
   • Rider seat
   Refer to "GENERAL CHASSIS (1)" on page 4-1.

EAS32041
REMOVING THE FUEL TANK COVER RIVET
The following procedure applies to both of fuel tank cover rivets.
1. Remove:
   • Rider seat
   • Air scoop/Air scoop stay
   Refer to "GENERAL CHASSIS (1)" on page 4-1.
2. Remove:
   • Fuel tank cover "1"
3. Remove:
   • Rivet "2"

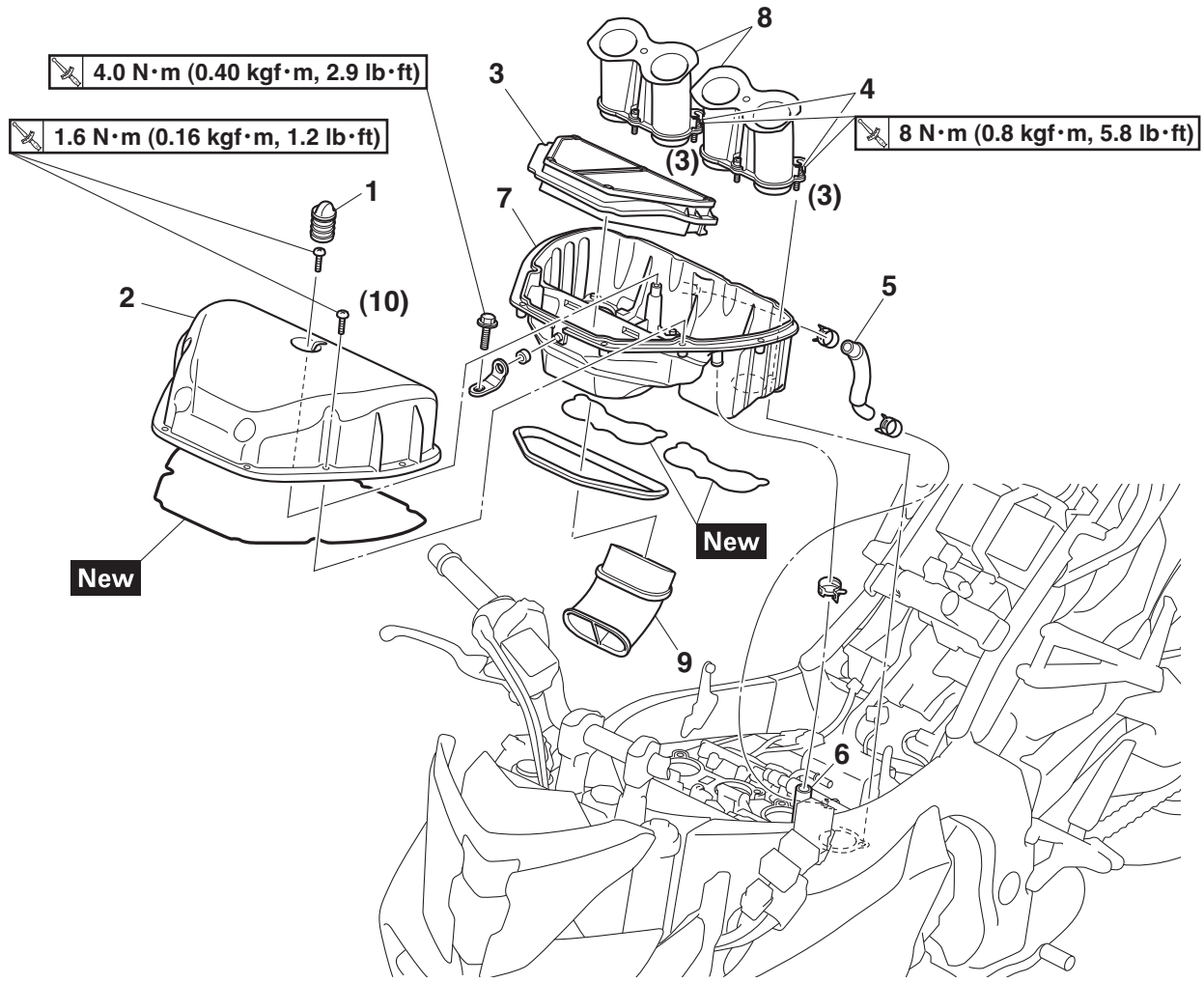
TIP

Slide the fuel tank rivet in the arrow direction, and remove it.



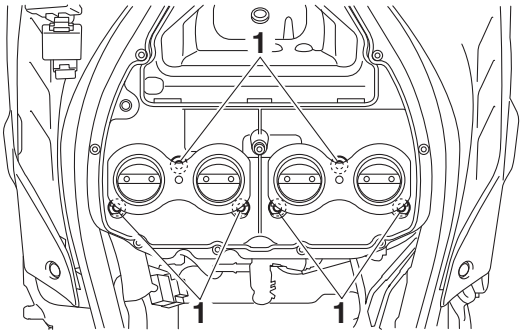
EAS20156
GENERAL CHASSIS (3)

Removing the air filter case



Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
1	Plug	1	
2	Air filter case cover	1	
3	Air filter element	1	
4	Intake funnel assembly bolt	6	Loosen.
5	Crankcase breather hose	1	Disconnect.
6	Air induction system hose	1	Disconnect.
7	Air filter case	1	
8	Intake funnel assembly	2	
9	Air duct	1	

EAS30908
REMOVING THE AIR FILTER CASE
1. Remove:
   • Plug
   • Air filter case cover
2. Loosen:
   • Intake funnel assembly bolt “1”



3. Disconnect:
   • Crankcase breather hose
   • Air induction system hose
4. Remove:
   • Air filter case

EAS32031
REMOVING THE INTAKE FUNNEL ASSEMBLY
1. Remove:
   • Intake funnel assembly

ECA17530
NOTICE

Do not disassemble the intake funnel assembly.

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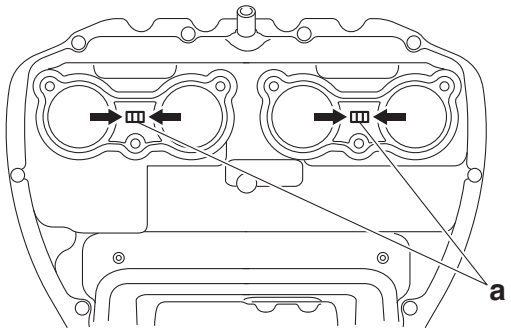
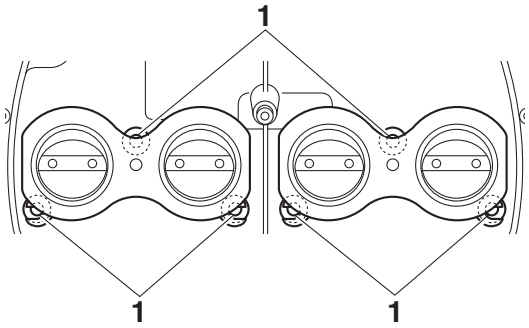
a. Keep the two tabs “a” pushed in the direction shown in the illustration and separate the intake funnel assembly from air filter case.

ECA22590
NOTICE

Do not remove the bolts “1” from the intake funnel joint.





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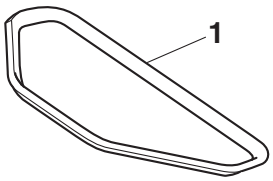
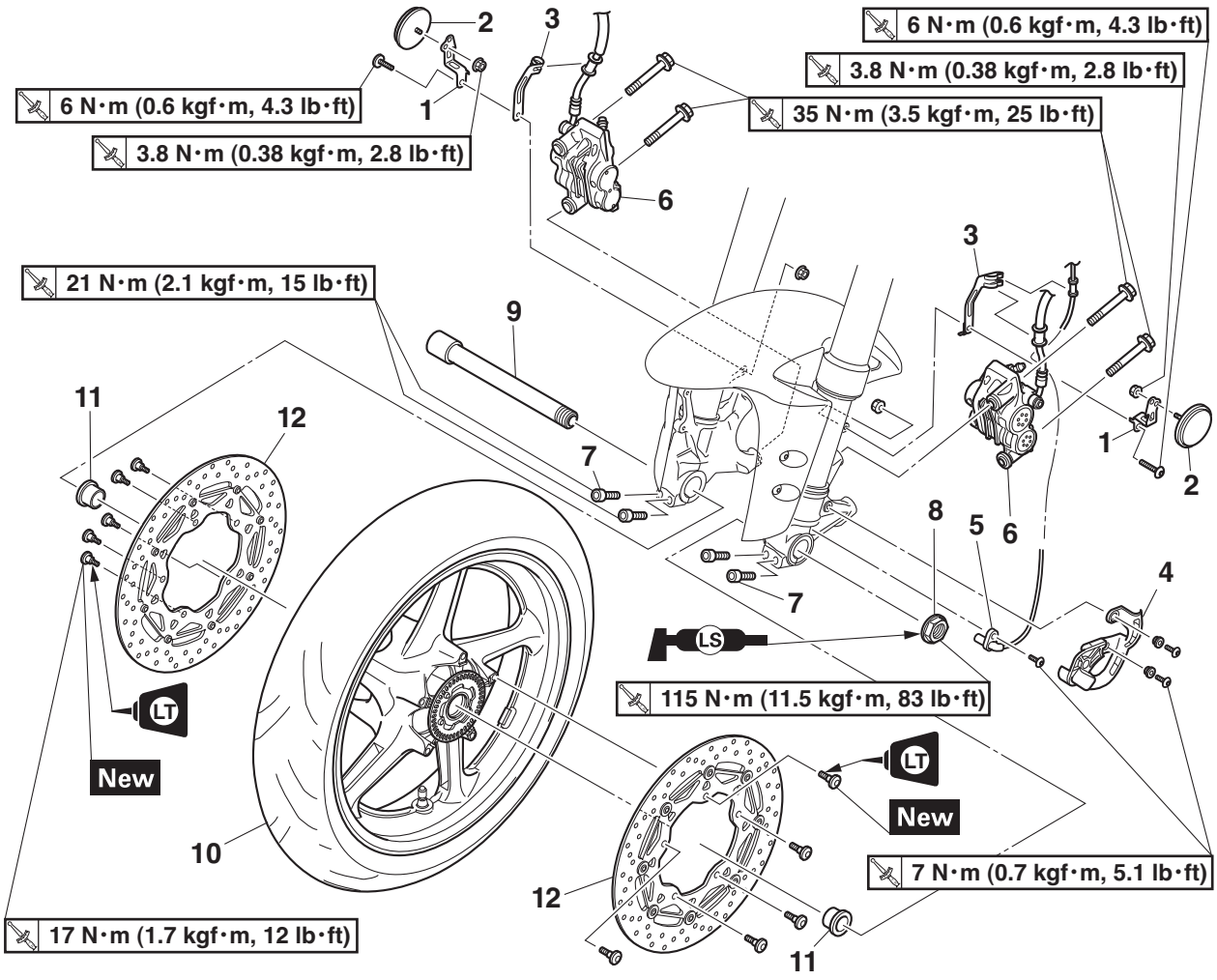
EAS32032
CHECKING THE AIR FILTER CASE SEAL
1. Check:
   • Air filter case seal “1”
   Damage → Replace.



EAS32033
CHECKING THE INTAKE FUNNEL
1. Check:
   • Intake funnel assembly
   Cracks/damage → Replace.

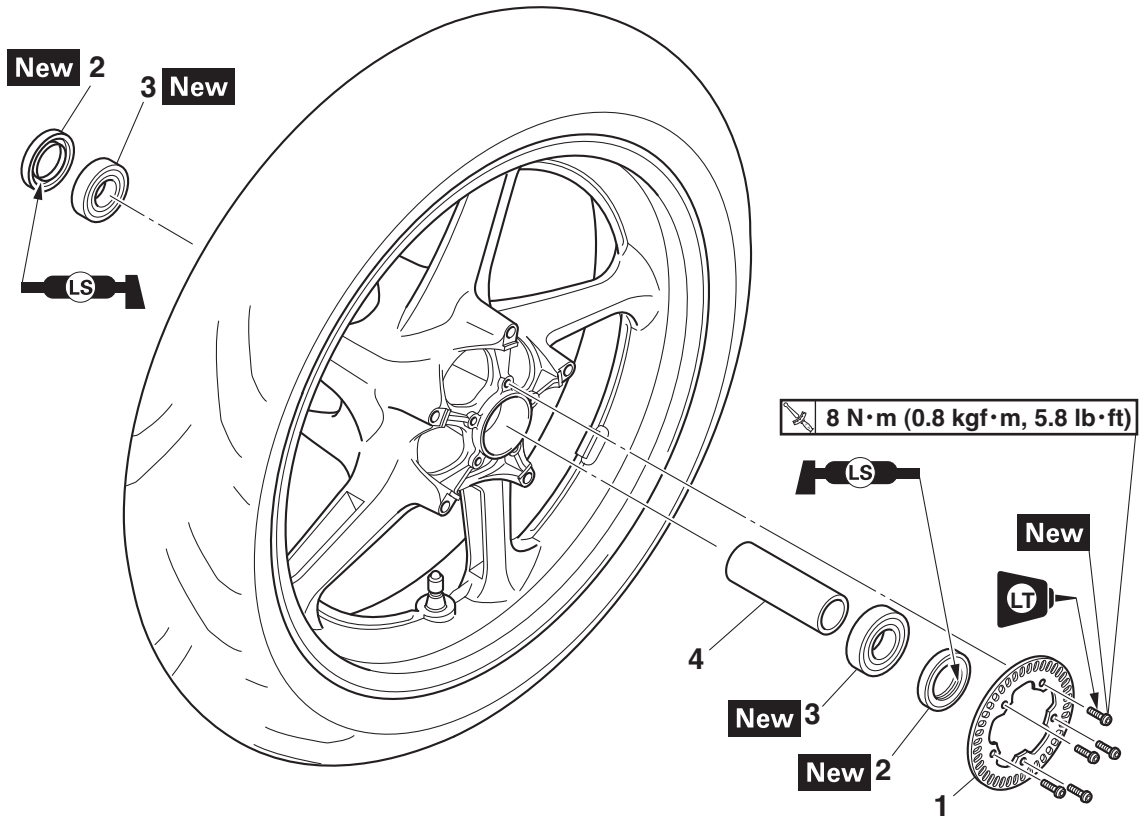
EAS20028
FRONT WHEEL

Removing the front wheel and brake discs



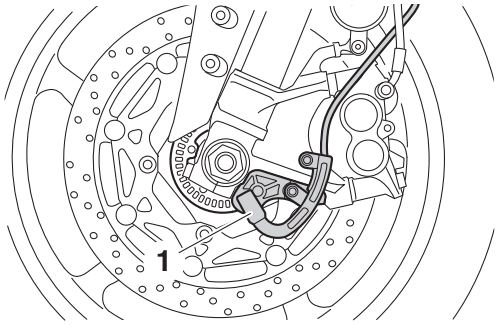
Order	Job/Parts to remove	Q'ty	Remarks
1	Reflector bracket	2	
2	Front reflector	2	
3	Front brake hose holder	2	
4	Front wheel sensor protector	1	
5	Front wheel sensor	1	
6	Front brake caliper	2	
7	Wheel axle pinch bolt	4	Loosen.
8	Front wheel axle nut	1	
9	Front wheel axle	1	
10	Front wheel	1	
11	Collar	2	
12	Front brake disc	2	

Disassembling the front wheel



Order	Job/Parts to remove	Q'ty	Remarks
1	Front wheel sensor rotor	1	
2	Oil seal	2	
3	Wheel bearing	2	
4	Spacer	1	

EAS30145
REMOVING THE FRONT WHEEL
ECA21380
NOTICE
Keep magnets (including magnetic pick-up tools, magnetic screwdrivers, etc.) away from the front wheel sensor "1", otherwise the wheel sensor may be damaged, resulting in improper performance of the ABS.



1. Stand the vehicle on a level surface.

EWA13120
⚠ WARNING
Securely support the vehicle so that there is no danger of it falling over.

2. Remove:
   - Front brake caliper (left)
   - Front brake caliper (right)
   - Front wheel sensor protector
   - Front wheel sensor

ECA21440
NOTICE
- **Do not apply the brake lever when removing the brake calipers.**
- **Be sure not to contact the sensor electrode to any metal part when removing the front wheel sensor from the sensor housing.**

3. Elevate:
   - Front wheel

TIP
Place the vehicle on a maintenance stand so that the front wheel is elevated.

4. Loosen:
   - Wheel axle pinch bolt
5. Remove:
   - Front wheel axle
   - Front wheel

EAS30146
DISASSEMBLING THE FRONT WHEEL
ECA21340
NOTICE
- **Do not drop the wheel sensor rotor or subject it to shocks.**
- **If any solvent gets on the wheel sensor rotor, wipe it off immediately.**

1. Remove:
   - Oil seals
   - Wheel bearings

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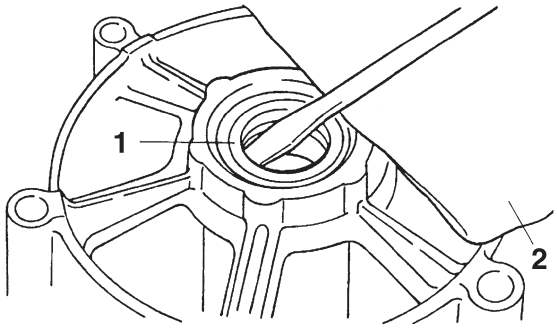
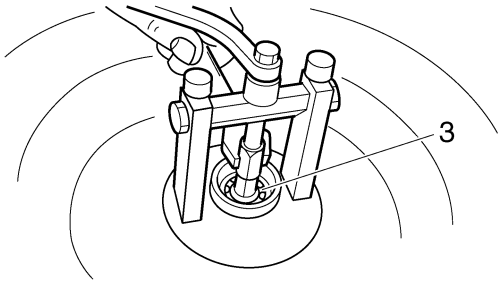
a. Clean the surface of the front wheel hub.
b. Remove the oil seals "1" with a flat-head screwdriver.

TIP
To prevent damaging the wheel, place a rag "2" between the screwdriver and the wheel surface.



c. Remove the wheel bearings "3" with a general bearing puller.



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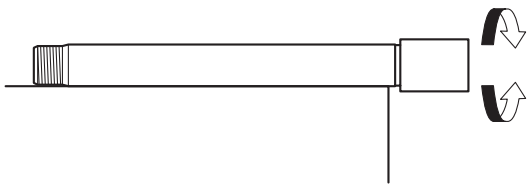
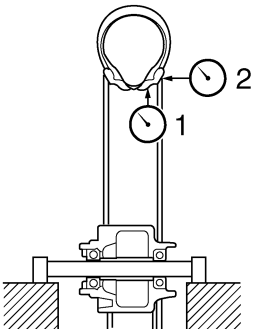
EAS30147
CHECKING THE FRONT WHEEL
1. Check:
   - Wheel axle
     Roll the wheel axle on a flat surface.
     Bends → Replace.

EWA13460
⚠ WARNING
Do not attempt to straighten a bent wheel axle.

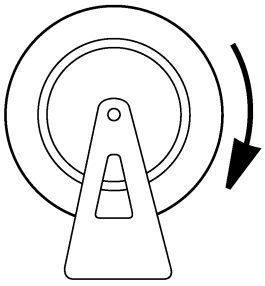


2. Check:
   • Tire
   • Front wheel
   Damage/wear → Replace.
   Refer to "CHECKING THE TIRES" on page 3-17 and "CHECKING THE WHEELS" on page 3-17.
3. Measure:
   • Radial wheel runout "1"
   • Lateral wheel runout "2"
   Over the specified limits → Replace.

Radial wheel runout limit
1.0 mm (0.04 in)
Lateral wheel runout limit
1.0 mm (0.04 in)



4. Check:
   • Wheel bearings
   Front wheel turns roughly or is loose → Replace the wheel bearings.
   • Oil seals
   Damage/wear → Replace.



EAS30151
ASSEMBLING THE FRONT WHEEL

ECA21340
NOTICE
- **Do not drop the wheel sensor rotor or subject it to shocks.**
- **If any solvent gets on the wheel sensor rotor, wipe it off immediately.**

1. Install:
   • Wheel bearings New
   • Oil seals New

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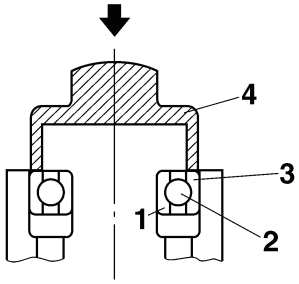
a. Install the new wheel bearing (right side).

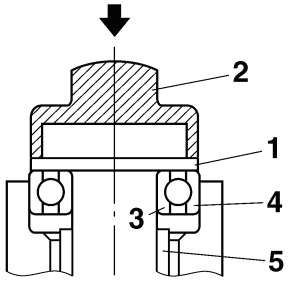
ECA18110
NOTICE
Do not contact the wheel bearing inner race "1" or balls "2". Contact should be made only with the outer race "3".

TIP
Use a socket "4" that matches the diameter of the wheel bearing outer race.



b. Install the spacer.
c. Install the new wheel bearing (left side).

TIP
Place a suitable washer "1" between the socket "2" and the bearing so that both the inner race "3" and outer race "4" are pressed at the same time, and then press the bearing until the inner race makes contact with the spacer "5".



d. Install the new oil seals.

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2. Install:
   • Front wheel sensor rotor

Wheel sensor rotor bolt
8 N·m (0.8 kgf·m, 5.8 lb·ft)
LOCTITE®

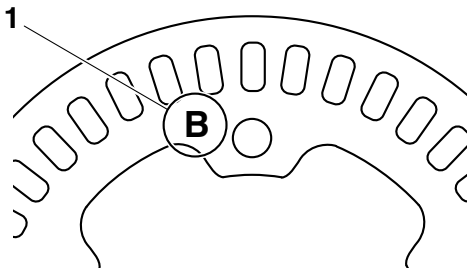
ECA17200

NOTICE

Replace the wheel sensor rotor bolts with new ones.

TIP

Install the wheel sensor rotor with the stamped mark "1" facing outward.



3. Measure:
   • Wheel sensor rotor runout
   Out of specification → Correct the wheel sensor rotor runout or replace the wheel sensor rotor.
   Refer to "MAINTENANCE OF THE FRONT WHEEL SENSOR AND SENSOR ROTOR" on page 4-26.

Wheel sensor rotor runout limit
0.25 mm (0.01 in)

EAS30155

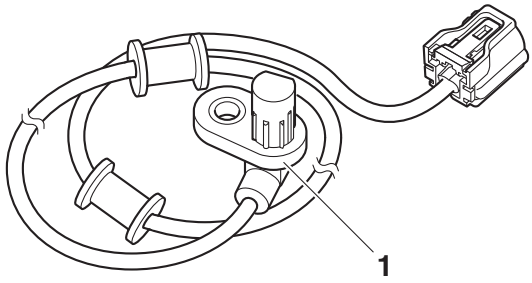
MAINTENANCE OF THE FRONT WHEEL SENSOR AND SENSOR ROTOR

ECA21070

NOTICE

- **Handle the ABS components with care since they have been accurately adjusted. Keep them away from dirt and do not subject them to shocks.**
- **The front wheel sensor cannot be disassembled. Do not attempt to disassemble it. If faulty, replace with a new one.**
- **Keep any type of magnets (including magnetic pick-up tools, magnetic screwdrivers, etc.) away from the front wheel sensor or front wheel sensor rotor.**
- **Do not drop or shock the wheel sensor or the wheel sensor rotor.**

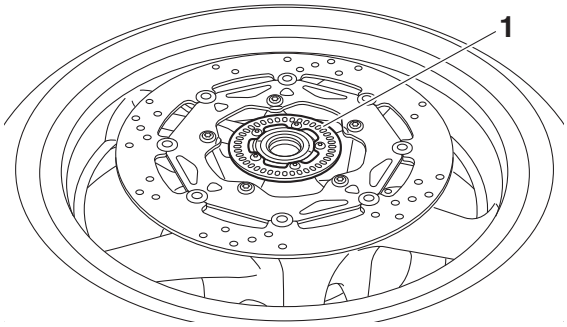
1. Check:
   • Front wheel sensor "1"
   Cracks/bends/distortion → Replace.
   Iron powder/dust → Clean.



2. Check:
   • Front wheel sensor rotor "1"
   Cracks/damage/scratches → Replace the front wheel sensor rotor.
   Iron powder/dust/solvent → Clean.

TIP

- The wheel sensor rotor is installed on the inner side of the wheel hub.
- When cleaning the wheel sensor rotor, be careful not to damage the surface of the sensor rotor.



3. Measure:
   • Wheel sensor rotor runout
   Out of specification → Clean the installation surface of the wheel sensor rotor and correct the wheel sensor rotor runout, or replace the wheel sensor rotor.

Wheel sensor rotor runout limit
0.25 mm (0.01 in)

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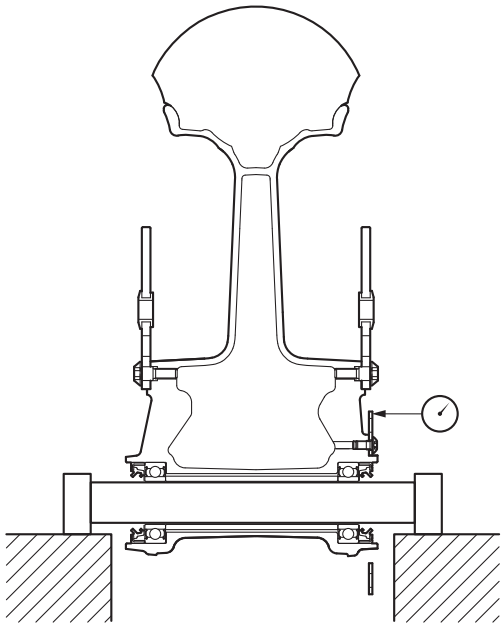
a. Hold the dial gauge at a right angle against the wheel sensor rotor surface.
b. Measure the wheel sensor rotor runout.



c. If the runout is above specification, remove the sensor rotor from the wheel, rotate it by two or three bolt holes, and then install it.

Wheel sensor rotor bolt
8 N·m (0.8 kgf·m, 5.8 lb·ft)
LOCTITE®

ECA17200

NOTICE

Replace the wheel sensor rotor bolts with new ones.

d. If the runout is still above specification, replace the wheel sensor rotor.

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EAS30152

ADJUSTING THE FRONT WHEEL STATIC BALANCE

TIP

- After replacing the tire, wheel or both, the front wheel static balance should be adjusted.
- Adjust the front wheel static balance with the brake disc installed.

1. Remove:
   - Balancing weight(s)
2. Find:
   - Front wheel's heavy spot

TIP

Place the front wheel on a suitable balancing stand.

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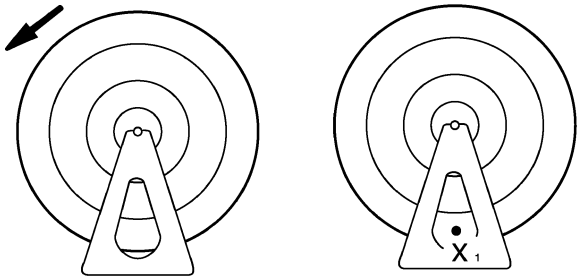
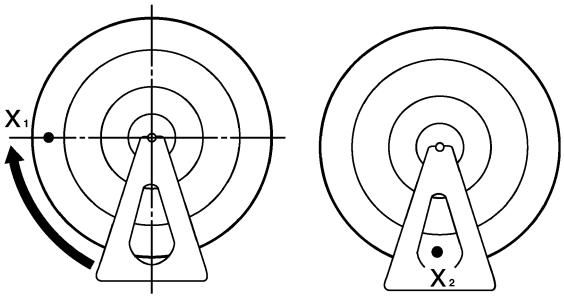
a. Spin the front wheel.
b. When the front wheel stops, put an "X_1" mark at the bottom of the wheel.



c. Turn the front wheel 90° so that the "X_1" mark is positioned as shown.
d. Release the front wheel.
e. When the wheel stops, put an "X_2" mark at the bottom of the wheel.



f. Repeat steps (c) through (e) several times until all the marks come to rest at the same spot.
g. The spot where all the marks come to rest is the front wheel's heavy spot "X".

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3. Adjust:
   - Front wheel static balance

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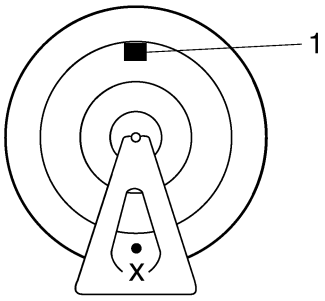
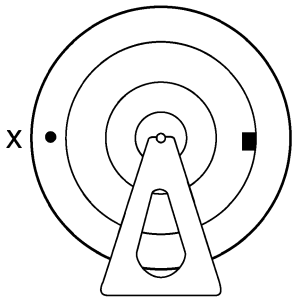
a. Install a balancing weight "1" onto the rim exactly opposite the heavy spot "X".

TIP

Start with the lightest weight.



b. Turn the front wheel 90° so that the heavy spot is positioned as shown.



c. If the heavy spot does not stay in that position, install a heavier weight.
d. Repeat steps (b) and (c) until the front wheel is balanced.

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4. Check:
   • Front wheel static balance

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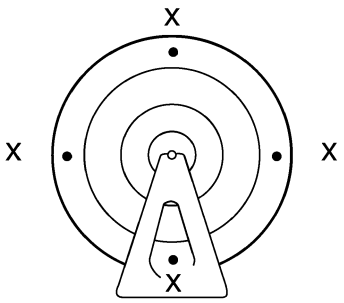
a. Turn the front wheel and make sure it stays at each position shown.



b. If the front wheel does not remain stationary at all of the positions, rebalance it.

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EAS30154
INSTALLING THE FRONT WHEEL (DISC BRAKE)

1. Install:
   • Front brake discs

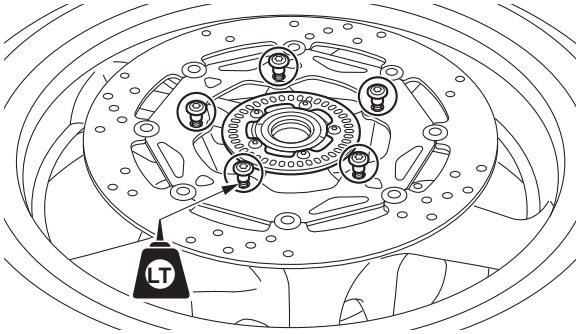
	Front brake disc bolt **17 N·m (1.7 kgf·m, 12 lb·ft)** **LOCTITE®**

ECA19150
NOTICE

Replace the brake disc bolts with new ones.

TIP

Tighten the brake disc bolts in stages and in a crisscross pattern.



2. Check:
   • Front brake discs
   Refer to "CHECKING THE FRONT BRAKE DISCS" on page 4-45.
3. Lubricate:
   • Oil seal lips

	Recommended lubricant **Lithium-soap-based grease**

4. Install:
   • Collar
   • Front wheel
   • Front wheel axle
   • Front wheel axle nut

TIP

Apply lithium soap-based grease onto the mating surface of the front wheel axle nut.

5. Tighten:
   • Front wheel axle nut

	Front wheel axle nut **115 N·m (11.5 kgf·m, 83 lb·ft)**

ECA14140
NOTICE

Before tightening the wheel axle nut, push down hard on the handlebar(s) several times and check if the front fork rebounds smoothly.

6. Tighten:
   • Front wheel axle pinch bolt

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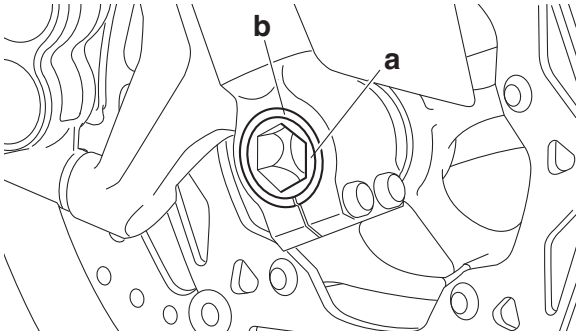
a. Tighten the pinch bolt "2", pinch bolt "1", and pinch bolt "2" to the specified torque in this order.

	Front wheel axle pinch bolt **21 N·m (2.1 kgf·m, 15 lb·ft)**

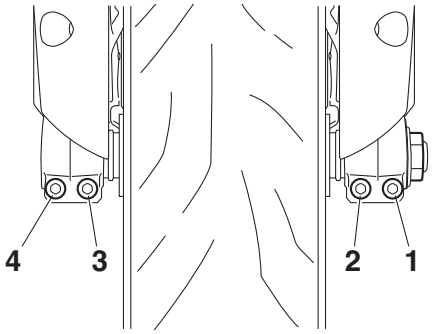
b. Check that the right end "a" of the front axle is flush with the front fork "b". If necessary, manually push the front axle or lightly tap it with a soft hammer until its end is flush with the front

fork. However, if the surface of the front axle end is not parallel to the surface of the front fork, align a point on the outer edge of the axle with the fork, making sure that the axle does not protrude past the fork.



c. Tighten the pinch bolt "4", pinch bolt "3", and pinch bolt "4" to the specified torque in this order.

Front wheel axle pinch bolt
21 N·m (2.1 kgf·m, 15 lb·ft)



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7. Install:
   • Front wheel sensor

Front wheel sensor bolt
7 N·m (0.7 kgf·m, 5.1 lb·ft)

ECA21020

NOTICE

Make sure there are no foreign materials in the front wheel sensor rotor and front wheel sensor. Foreign materials cause damage to the front wheel sensor rotor and front wheel sensor.

TIP

- When installing the front wheel sensor, check the front wheel sensor lead for twists.
- To route the front wheel sensor lead, refer to "CABLE ROUTING" on page 2-37.

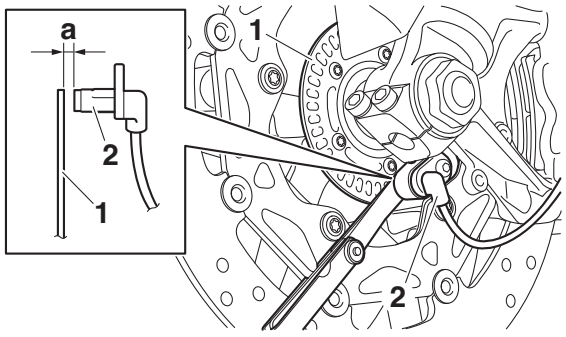
8. Measure:
   • Distance "a"
   (between the wheel sensor rotor "1" and front wheel sensor "2")
   Out of specification → Check the wheel bearing for looseness, and the front wheel sensor and sensor rotor installation conditions (warpage caused by overtorque, wrong installation direction, rotor decentering, LOCTITE® on the mounting surface of the rotor, deformation caused by an impact during service and caught foreign materials). If there is any defective part, repair or replace the defective part.

Distance "a" (between the front wheel sensor rotor and front wheel sensor)
0.9–1.7 mm (0.035–0.067 in)

TIP

Measure the distance between the front wheel sensor rotor and front wheel sensor in several places in one rotation of the front wheel. Do not turn the front wheel while the thickness gauge is installed. This may damage the front wheel sensor rotor and the front wheel sensor.

Thickness gauge
90890-03180
Feeler gauge set
YU-26900-9



9. Install:
   • Front wheel sensor protector
   • Front brake calipers
   • Front brake hose holder

Front wheel sensor protector bolt
7 N·m (0.7 kgf·m, 5.1 lb·ft)
Front brake caliper bolt
35 N·m (3.5 kgf·m, 25 lb·ft)
Front brake hose holder bolt
6 N·m (0.6 kgf·m, 4.3 lb·ft)

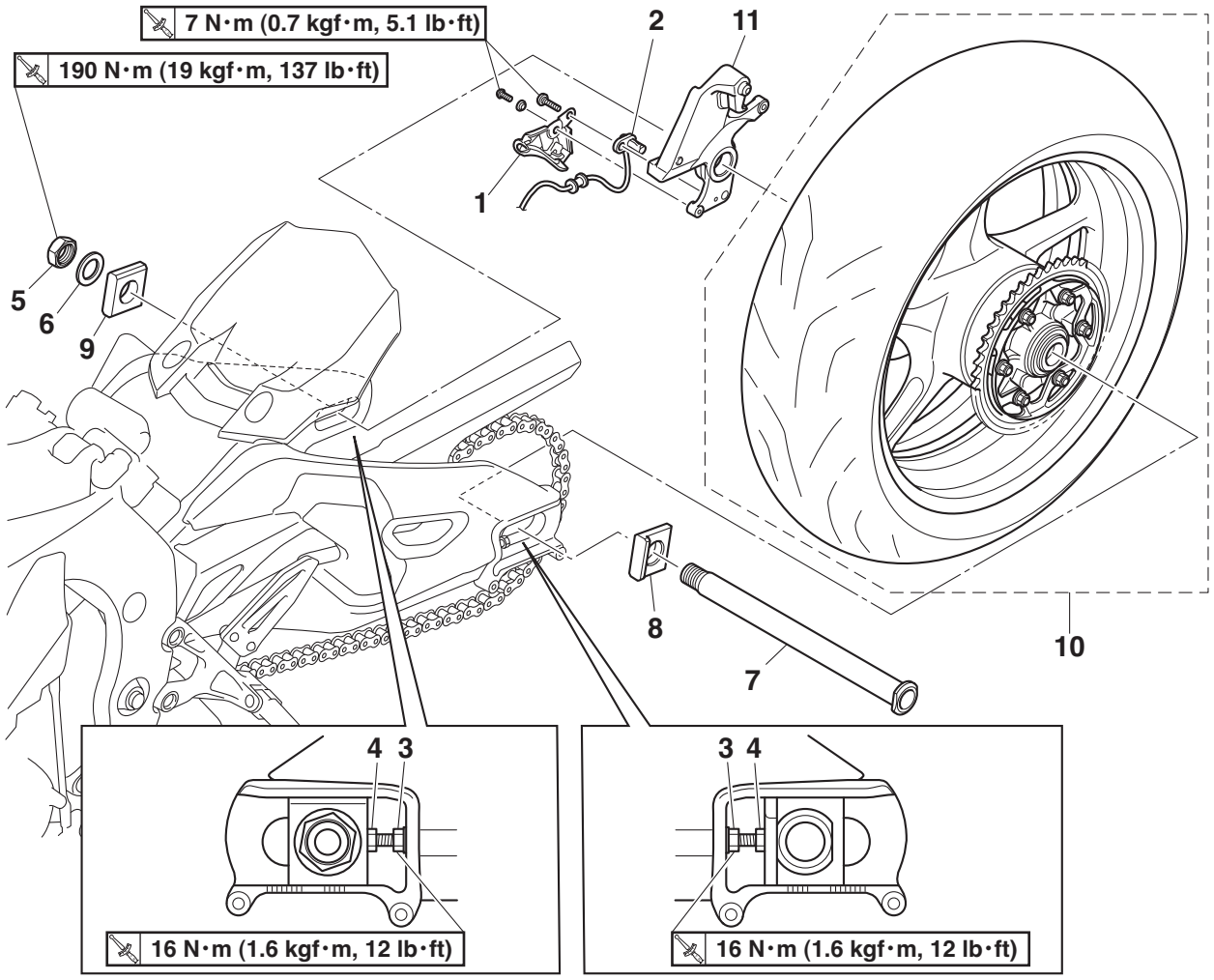
EWA13500

WARNING

Make sure the brake hose is routed properly.

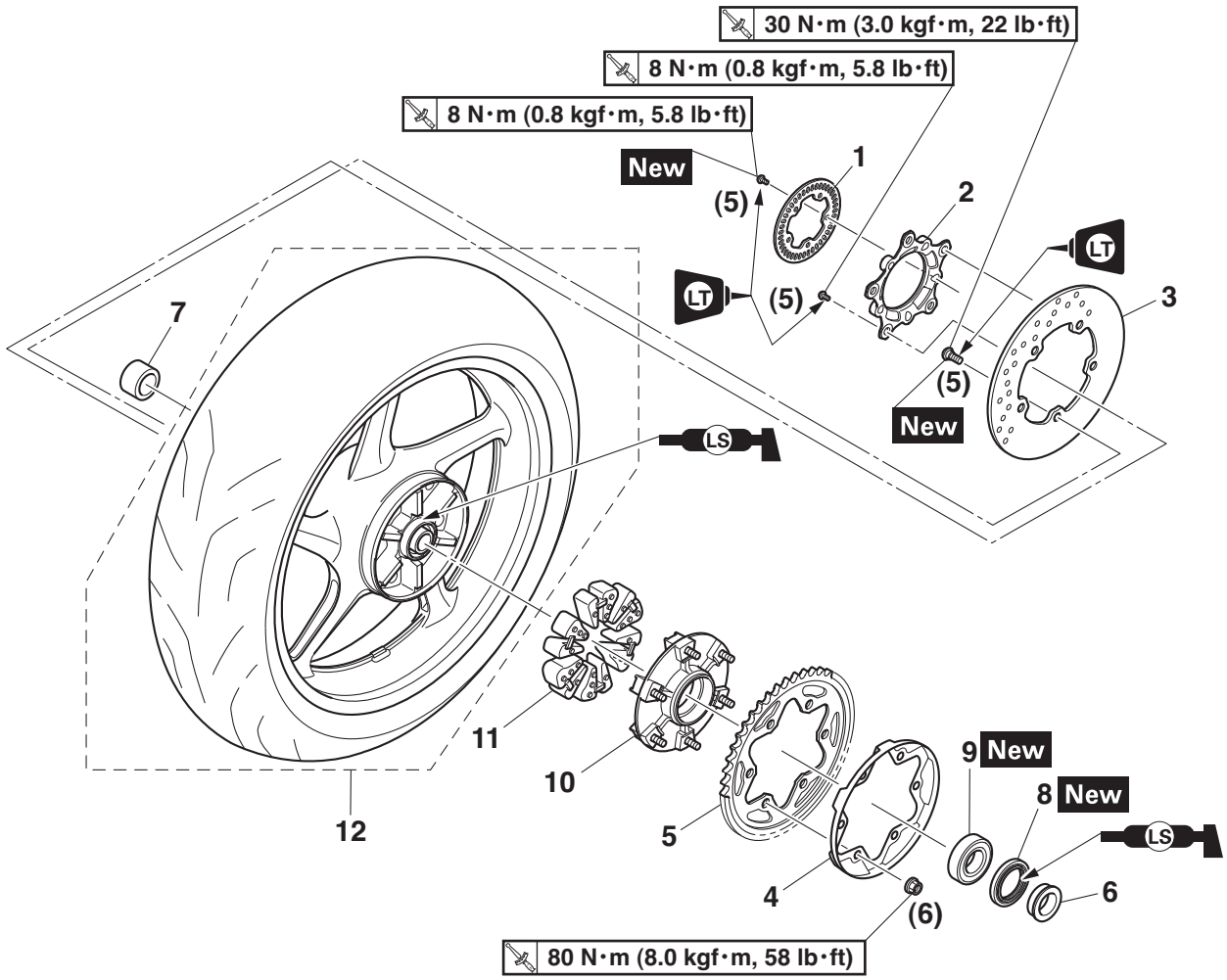
EAS20029
REAR WHEEL

Removing the rear wheel



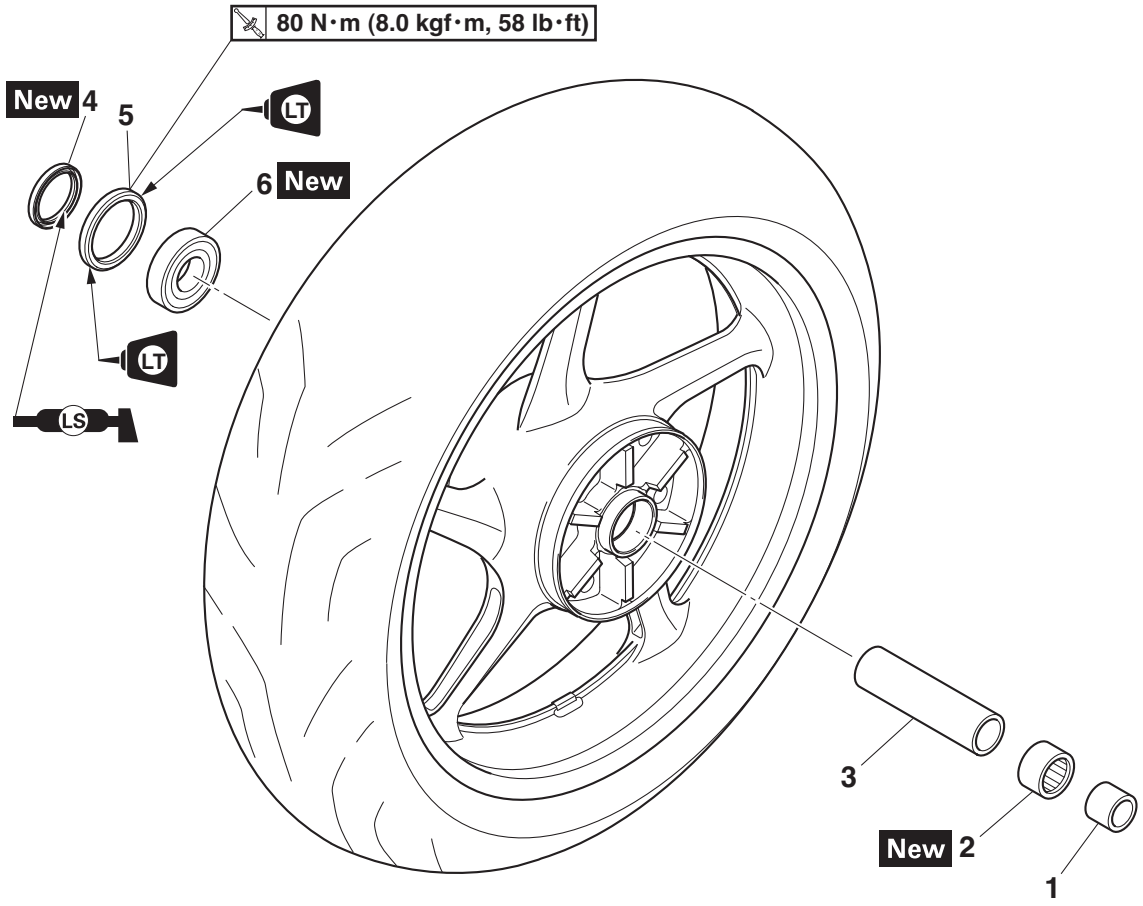
Order	Job/Parts to remove	Q'ty	Remarks
	Rear brake caliper		Refer to "REAR BRAKE" on page 4-52.
1	Rear wheel sensor protector	1	
2	Rear wheel sensor	1	
3	Locknut	2	Loosen.
4	Adjusting bolt	2	Loosen.
5	Rear wheel axle nut	1	
6	Washer	1	
7	Rear wheel axle	1	
8	Adjusting block (left)	1	
9	Adjusting block (right)	1	
10	Rear wheel	1	
11	Brake caliper bracket	1	

Removing the brake disc and rear wheel sprocket



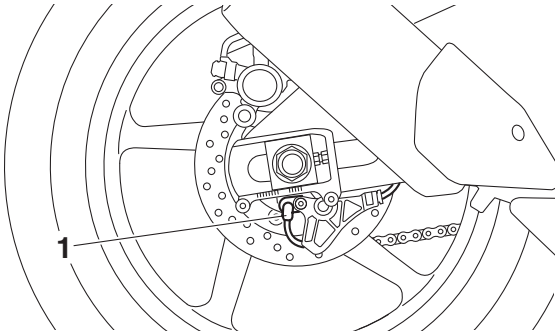
Order	Job/Parts to remove	Q'ty	Remarks
1	Rear wheel sensor rotor	1	
2	Wheel ring	1	
3	Rear brake disc	1	
4	Bracket	1	
5	Rear wheel sprocket	1	
6	Collar	1	
7	Collar	1	
8	Oil seal	1	
9	Bearing	1	
10	Rear wheel drive hub	1	
11	Rear wheel drive hub damper	6	
12	Rear wheel	1	

Disassembling the rear wheel



Order	Job/Parts to remove	Q'ty	Remarks
1	Collar	1	
2	Wheel bearing	1	
3	Spacer	1	
4	Oil seal	1	
5	Wheel bearing ring nut	1	
6	Wheel bearing	1	

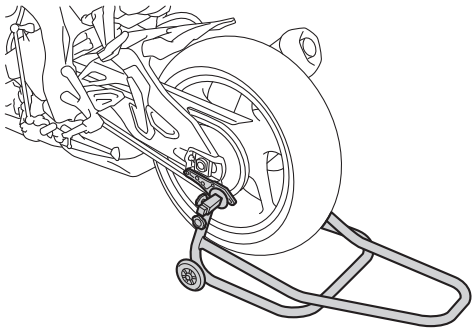
EAS30910
REMOVING THE REAR WHEEL
ECA21390
NOTICE
Keep magnets (including magnetic pick-up tools, magnetic screwdrivers, etc.) away from the rear wheel sensor "1", otherwise the wheel sensor may be damaged, resulting in improper performance of the ABS.



1. Stand the vehicle on a level surface.

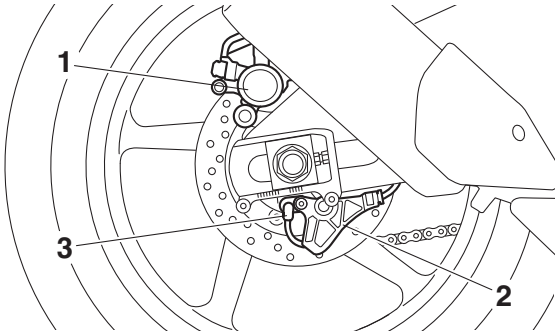
EWA13120
⚠ WARNING
Securely support the vehicle so that there is no danger of it falling over.

TIP
Place the vehicle on a maintenance stand so that the rear wheel is elevated.

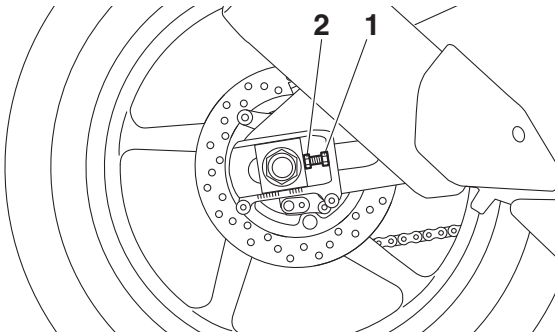


2. Remove:
   - Rear brake caliper "1"
   - Rear wheel sensor protector "2"
   - Rear wheel sensor "3"

ECA21040
NOTICE
- **Do not depress the brake pedal when removing the brake caliper.**
- **Be sure not to contact the sensor electrode to any metal part when removing the rear wheel sensor from the rear brake caliper bracket.**



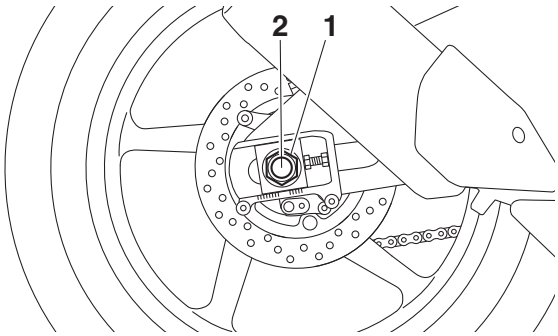
3. Loosen:
   - Locknuts "1"
   - Adjusting bolts "2"



4. Remove:
   - Rear wheel axle nut "1"
   - Washer
   - Rear wheel axle "2"
   - Rear wheel
   - Brake caliper bracket

ECA21400
NOTICE
Be sure to remove the rear wheel sensor before removing the brake caliper bracket, otherwise the sensor could be damaged.

TIP
Push the rear wheel forward and remove the drive chain from the rear wheel sprocket.



EAS30158
DISASSEMBLING THE REAR WHEEL

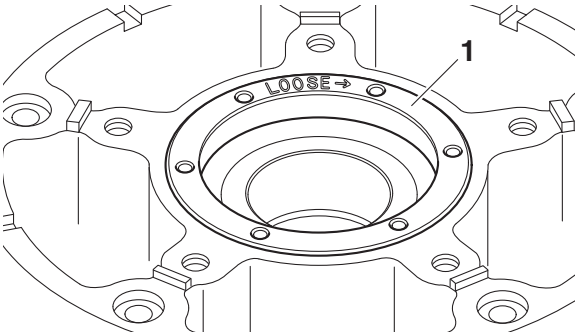
ECA21340
NOTICE

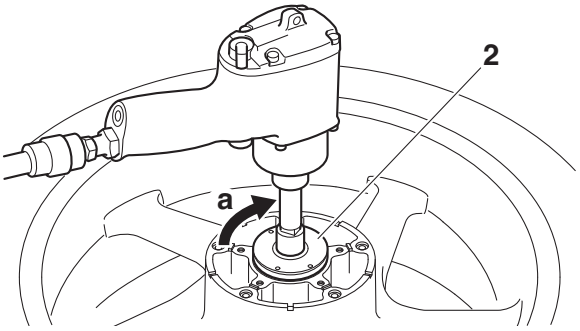
- **Do not drop the wheel sensor rotor or subject it to shocks.**
- **If any solvent gets on the wheel sensor rotor, wipe it off immediately.**

1. Remove:
   - Wheel bearing ring nut “1”

TIP
Use the wheel bearing ring nut tool “2” to remove the wheel bearing ring nut by turning it clockwise “a”.

Wheel bearing ring nut tool
90890-01574
YM-01574





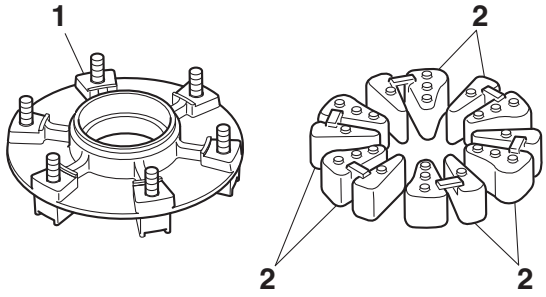
2. Remove:
   - Oil seal
   - Wheel bearings
   Refer to “DISASSEMBLING THE FRONT WHEEL” on page 4-24.

EAS30159
CHECKING THE REAR WHEEL

1. Check:
   - Wheel axle
   - Wheel bearings
   - Oil seals
   Refer to “CHECKING THE FRONT WHEEL” on page 4-24.
2. Check:
   - Tire
   - Rear wheel
   Damage/wear → Replace.
   Refer to “CHECKING THE TIRES” on page 3-17 and “CHECKING THE WHEELS” on page 3-17.
3. Measure:
   - Radial wheel runout
   - Lateral wheel runout
   Refer to “CHECKING THE FRONT WHEEL” on page 4-24.

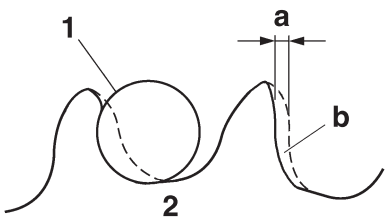
EAS30160
CHECKING THE REAR WHEEL DRIVE HUB

1. Check:
   - Rear wheel drive hub “1”
   Cracks/damage → Replace.
   - Rear wheel drive hub dampers “2”
   Damage/wear → Replace.



EAS30161
CHECKING AND REPLACING THE REAR WHEEL SPROCKET

1. Check:
   - Rear wheel sprocket
   More than 1/4 tooth “a” wear → Replace the drive sprocket, the rear wheel sprocket and the drive chain as a set.
   Bent teeth → Replace the drive sprocket, the rear wheel sprocket and the drive chain as a set.



b. Correct

1. Drive chain roller
2. Rear wheel sprocket

2. Replace:
• Rear wheel sprocket

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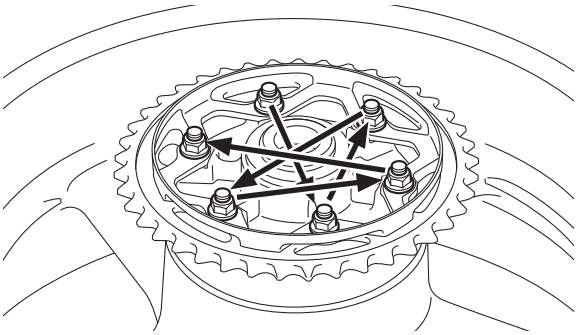
a. Remove the rear wheel sprocket nuts and the rear wheel sprocket.
b. Clean the rear wheel drive hub with a clean cloth, especially the surfaces that contact the sprocket.
c. Install the new rear wheel sprocket.

	Rear wheel sprocket nut **80 N·m (8.0 kgf·m, 58 lb·ft)**

TIP

Tighten the rear wheel sprocket nuts in stages and in a crisscross pattern.



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EAS30163

ASSEMBLING THE REAR WHEEL

ECA21340

NOTICE

• Do not drop the wheel sensor rotor or subject it to shocks.
• If any solvent gets on the wheel sensor rotor, wipe it off immediately.

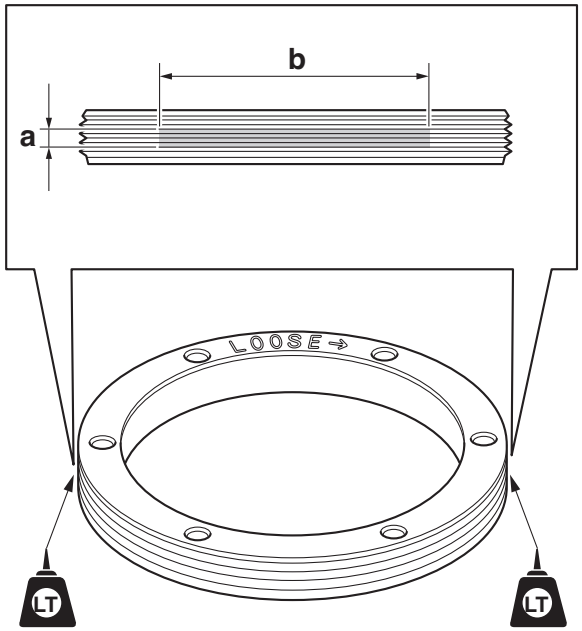
1. Install:
• Wheel bearings New
• Oil seal New

Refer to "ASSEMBLING THE FRONT WHEEL" on page 4-25.

2. Install:
• Wheel bearing ring nut

TIP

Apply locking agent (LOCTITE®) onto the two symmetric places on the circumference of the threads of the wheel bearing ring nut.



a. Width: two grooves of the threaded portion
b. Length: more than 40 mm (1.57 in)

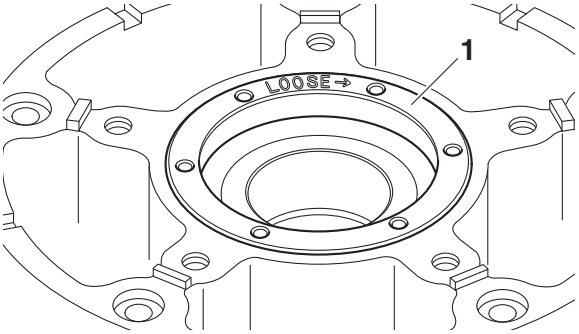
3. Tighten:
• Wheel bearing ring nut "1"

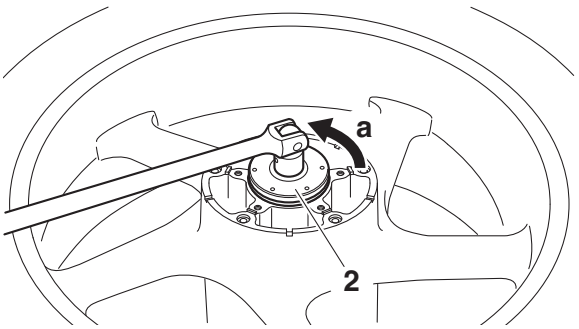
TIP

Use the wheel bearing ring nut tool "2" to tighten the wheel bearing ring nut by turning it counterclockwise "a".

	Wheel bearing ring nut tool **90890-01574** **YM-01574**

	Wheel bearing ring nut **80 N·m (8.0 kgf·m, 58 lb·ft)** **LOCTITE®**





EAS30167

MAINTENANCE OF THE REAR WHEEL SENSOR AND SENSOR ROTOR

ECA21060

NOTICE

- **Handle the ABS components with care since they have been accurately adjusted. Keep them away from dirt and do not subject them to shocks.**
- **The rear wheel sensor cannot be disassembled. Do not attempt to disassemble it. If faulty, replace with a new one.**
- **Keep any type of magnets (including magnetic pick-up tools, magnetic screwdrivers, etc.) away from the rear wheel sensor or rear wheel sensor rotor.**
- **Do not drop or shock the wheel sensor or the wheel sensor rotor.**

1. Check:
   - Rear wheel sensor
     Refer to "MAINTENANCE OF THE FRONT WHEEL SENSOR AND SENSOR ROTOR" on page 4-26.
2. Check:
   - Rear wheel sensor rotor
     Refer to "MAINTENANCE OF THE FRONT WHEEL SENSOR AND SENSOR ROTOR" on page 4-26.
3. Measure:
   - Wheel sensor rotor runout
     Refer to "MAINTENANCE OF THE FRONT WHEEL SENSOR AND SENSOR ROTOR" on page 4-26.

EAS30164

ADJUSTING THE REAR WHEEL STATIC BALANCE

TIP

- After replacing the tire, wheel or both, the rear wheel static balance should be adjusted.
- Adjust the rear wheel static balance with the brake disc and rear wheel drive hub installed.

1. Adjust:
   - Rear wheel static balance
     Refer to "ADJUSTING THE FRONT WHEEL STATIC BALANCE" on page 4-27.

EAS30165

INSTALLING THE REAR WHEEL (DISC BRAKE)

1. Install:
   - Rear brake disc

Rear brake disc bolt
30 N·m (3.0 kgf·m, 22 lb·ft)
LOCTITE®

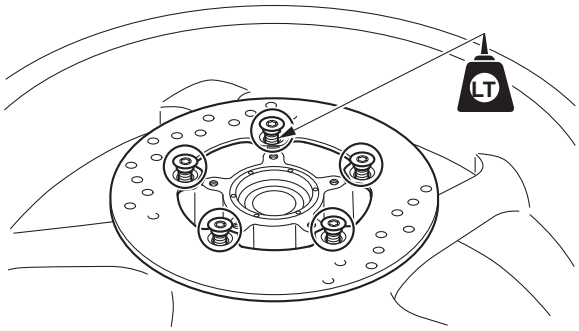
ECA19150

NOTICE

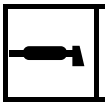
Replace the brake disc bolts with new ones.

TIP

Tighten the brake disc bolts in stages and in a crisscross pattern.



2. Check:
   - Rear brake disc
     Refer to "CHECKING THE REAR BRAKE DISC" on page 4-58.
3. Lubricate:
   - Oil seal lips



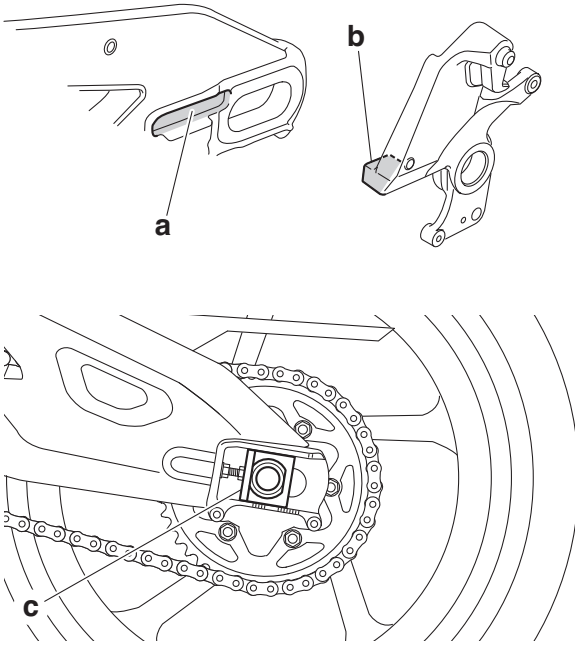
Recommended lubricant
Lithium-soap-based grease

4. Install:
   - Collars
   - Brake caliper bracket

- Rear wheel
- Adjusting blocks
- Rear wheel axle
- Washer
- Rear wheel axle nut

TIP

- Do not install the brake caliper.
- Align the slot "a" in the swingarm with the projection "b" of the brake caliper bracket.
- Install the adjusting block so that projection "c" faces to the front of the vehicle.



5. Install:
   - Rear brake caliper
   - Rear brake caliper bolts
6. Adjust:
   - Drive chain slack
     Refer to "Adjusting the drive chain slack" on page 3-19.

Drive chain slack (Maintenance stand)
25.0–35.0 mm (0.98–1.38 in)
Drive chain slack (Side stand)
20.0–30.0 mm (0.79–1.18 in)

7. Tighten:
   - Rear wheel axle nut
   - Rear brake caliper bolts

Rear wheel axle nut
190 N·m (19 kgf·m, 137 lb·ft)
Rear brake caliper bolt (front)
27 N·m (2.7 kgf·m, 20 lb·ft)
Rear brake caliper bolt (rear)
22 N·m (2.2 kgf·m, 16 lb·ft)
LOCTITE®

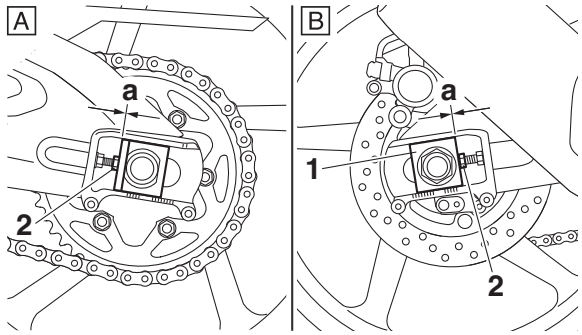
EWA13500

⚠ WARNING

Make sure the brake hose is routed properly.

TIP

When tightening the wheel axle nut, there should be no clearance "a" between the adjusting block "1" and adjusting bolt "2".



A. Left side
B. Right side

8. Install:
   - Rear wheel sensor
   - Rear wheel sensor protector

Rear wheel sensor bolt
7 N·m (0.7 kgf·m, 5.1 lb·ft)
Rear wheel sensor protector bolt
7 N·m (0.7 kgf·m, 5.1 lb·ft)

ECA21080

NOTICE

Make sure there are no foreign materials in the rear wheel sensor rotor and rear wheel sensor. Foreign materials cause damage to the rear wheel sensor rotor and rear wheel sensor.

TIP

When installing the rear wheel sensor, check the rear wheel sensor lead for twists.

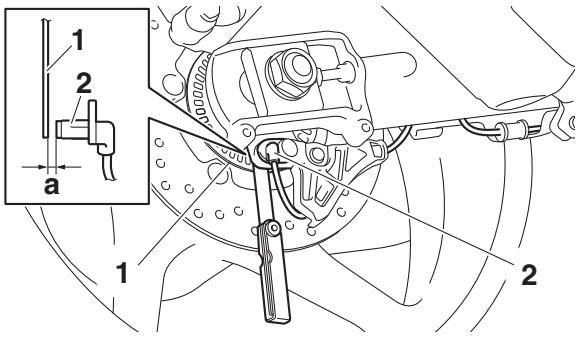
9. Measure:
   - Distance "a"
     (between the wheel sensor rotor "1" and rear wheel sensor "2")
     Out of specification → Check the wheel bear-

ing for looseness, and the rear wheel sensor and sensor rotor installation conditions (warpage caused by overtorque, wrong installation direction, rotor decentering, LOCTITE® on the mounting surface of the rotor, deformation caused by an impact during service and caught foreign materials). If there is any defective part, repair or replace the defective part.

Distance "a" (between the rear wheel sensor rotor and rear wheel sensor)
0.7–1.6 mm (0.028–0.063 in)

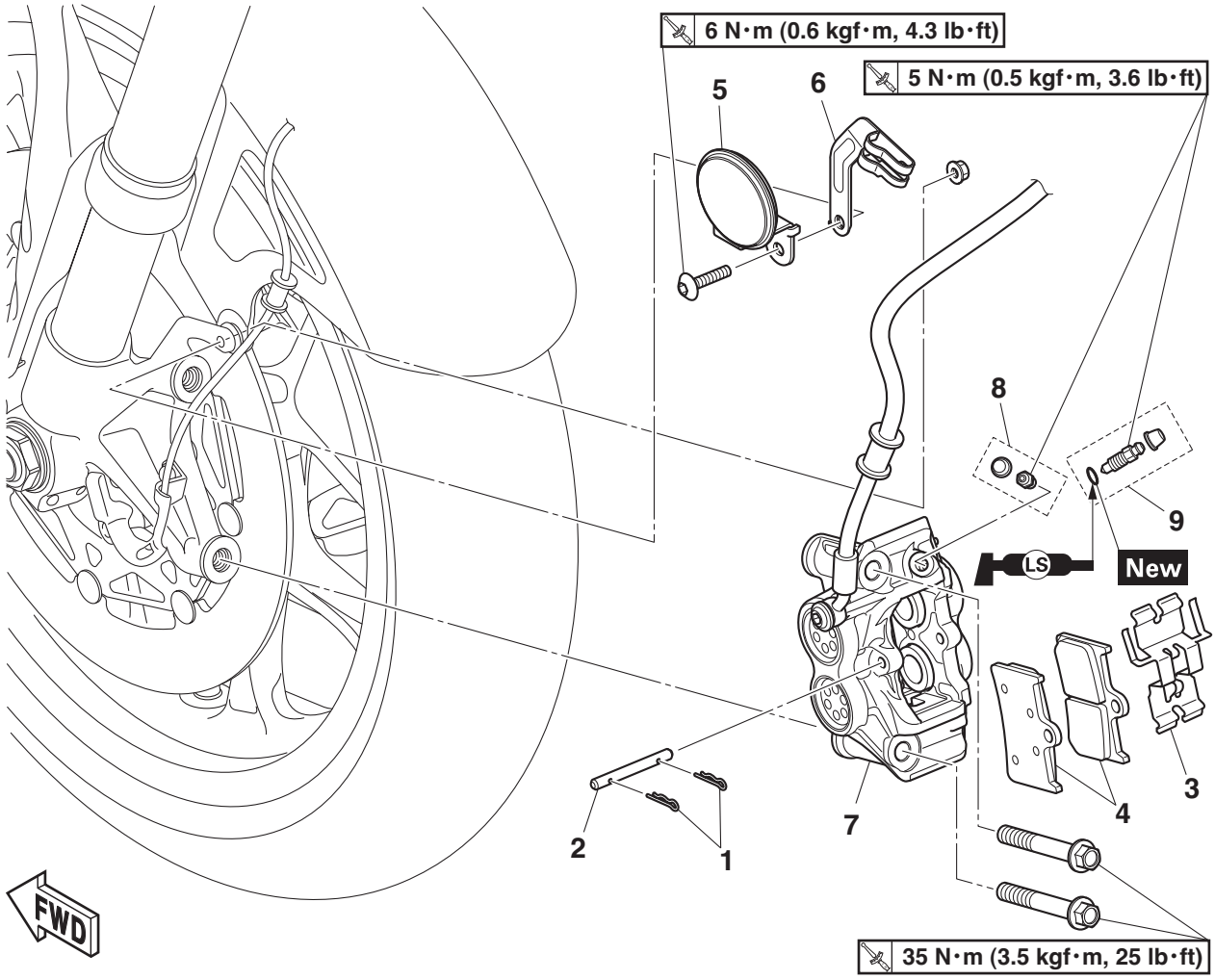
TIP
Measure the distance between the rear wheel sensor rotor and rear wheel sensor in several places in one rotation of the rear wheel. Do not turn the rear wheel while the thickness gauge is installed. This may damage the rear wheel sensor rotor and the rear wheel sensor.

Thickness gauge
90890-03180
Feeler gauge set
YU-26900-9



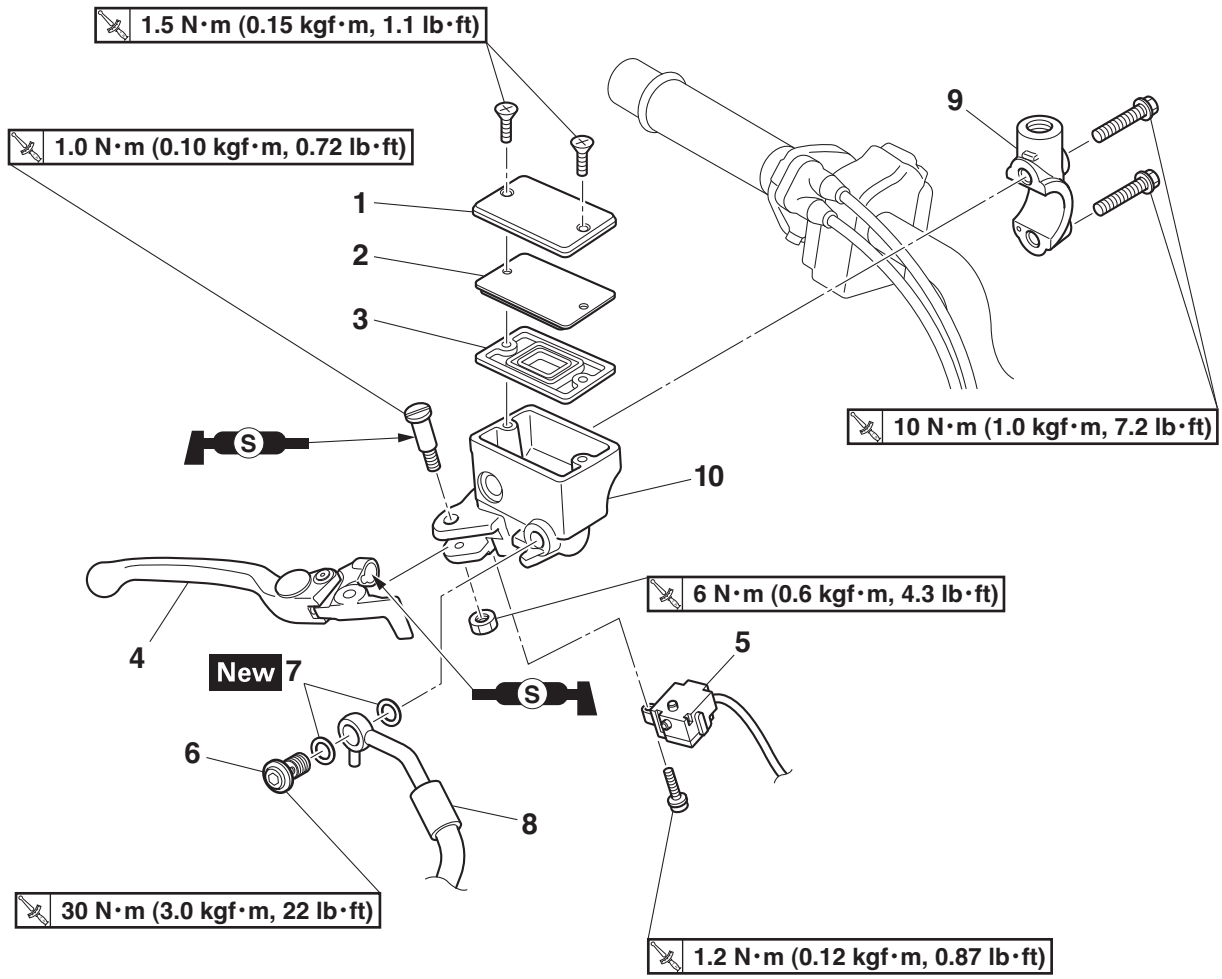
EAS20030
FRONT BRAKE

Removing the front brake pads



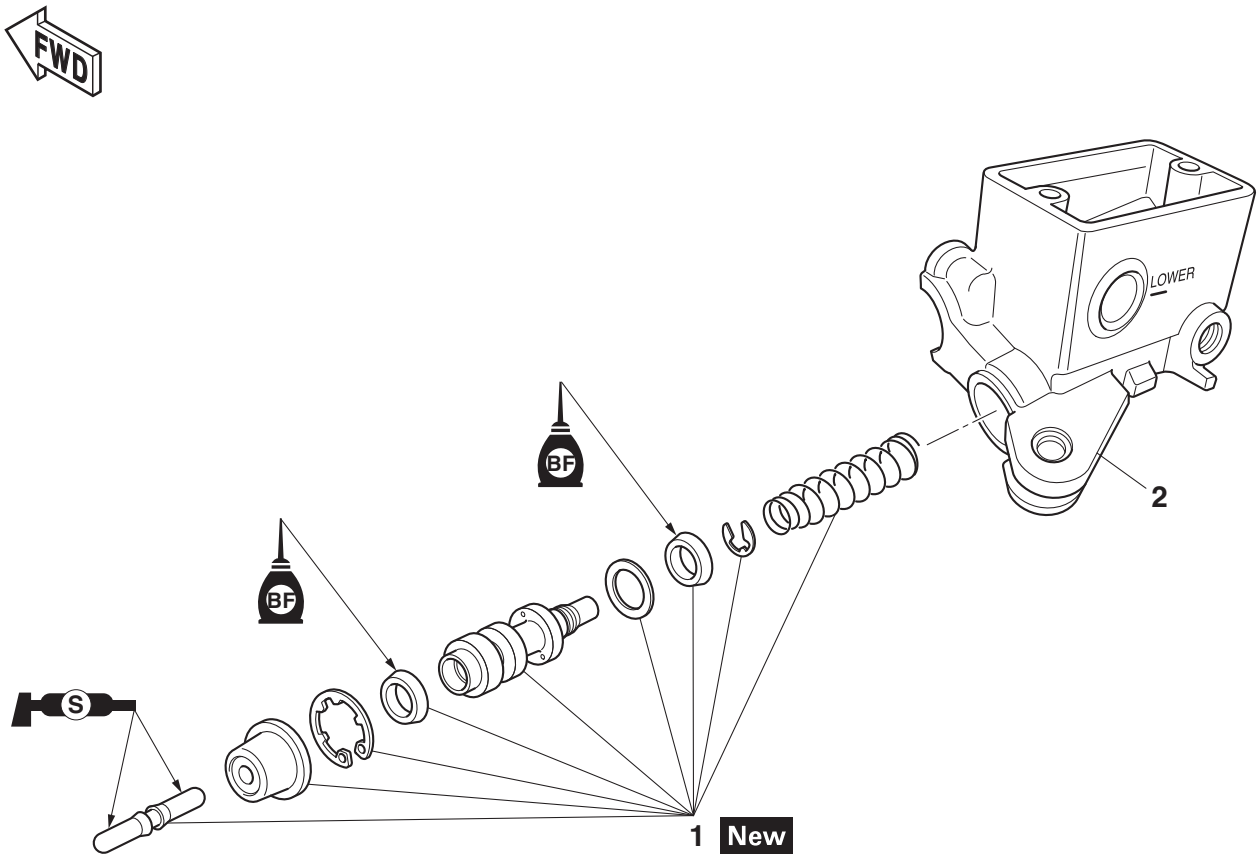
Order	Job/Parts to remove	Q'ty	Remarks
			The following procedure applies to both of the front brake calipers.
1	Brake pad clip	2	
2	Brake pad pin	1	
3	Brake pad spring	1	
4	Brake pad	2	
5	Front reflector	1	
6	Front brake hose holder	1	
7	Front brake caliper	1	
8	Bleed screw	1	
9	Bleed screw	1	Right brake caliper side.

Removing the front brake master cylinder



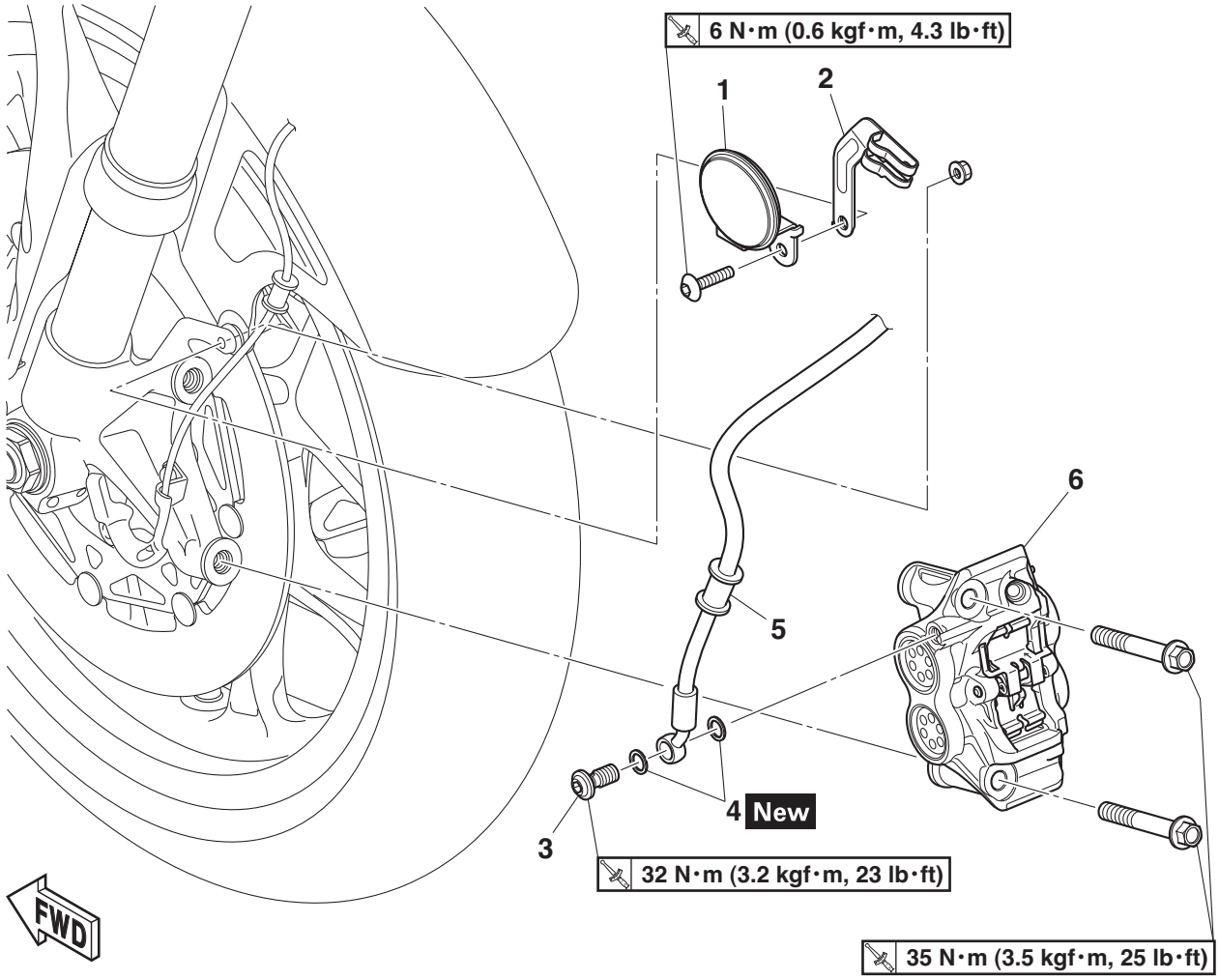
Order	Job/Parts to remove	Q'ty	Remarks
	Rearview mirror (right)		Refer to "HANDLEBAR" on page 4-73.
	Brake fluid		Drain. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.
1	Brake master cylinder reservoir cap	1	
2	Brake master cylinder reservoir diaphragm holder	1	
3	Brake master cylinder reservoir diaphragm	1	
4	Brake lever	1	
5	Front brake light switch	1	
6	Brake hose union bolt	1	
7	Brake hose gasket	2	
8	Brake hose	1	
9	Front brake master cylinder holder	1	
10	Front brake master cylinder assembly	1	

Disassembling the front brake master cylinder



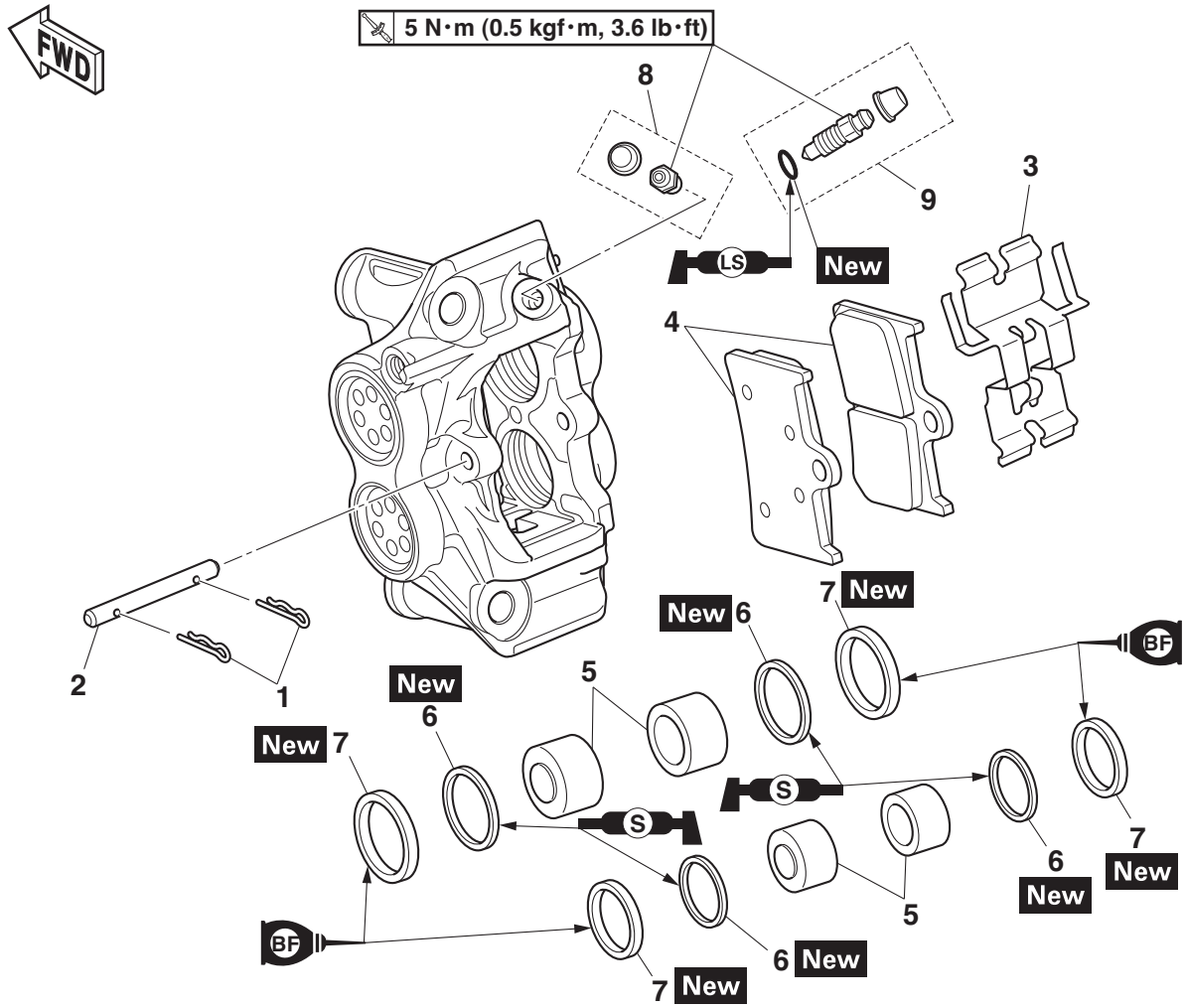
Order	Job/Parts to remove	Q'ty	Remarks
1	Brake master cylinder kit	1	
2	Brake master cylinder body	1	

Removing the front brake calipers



Order	Job/Parts to remove	Q'ty	Remarks
			The following procedure applies to both of the front brake calipers.
	Brake fluid		Drain. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.
1	Front reflector	1	
2	Front brake hose holder	1	
3	Brake hose union bolt	1	
4	Brake hose gasket	2	
5	Brake hose	1	
6	Front brake caliper	1	

Disassembling the front brake calipers



Order	Job/Parts to remove	Q'ty	Remarks
			The following procedure applies to both of the front brake calipers.
1	Brake pad clip	2	
2	Brake pad pin	1	
3	Brake pad spring	1	
4	Brake pad	2	
5	Brake caliper piston	4	
6	Brake caliper piston dust seal	4	
7	Brake caliper piston seal	4	
8	Bleed screw	1	
9	Bleed screw	1	Right brake caliper side.

EAS30168
INTRODUCTION
EWA14101
⚠ WARNING

Disc brake components rarely require disassembly. Therefore, always follow these preventive measures:
- **Never disassemble brake components unless absolutely necessary.**
- **If any connection on the hydraulic brake system is disconnected, the entire brake system must be disassembled, drained, cleaned, properly filled, and bled after reassembly.**
- **Never use solvents on internal brake components.**
- **Use only clean or new brake fluid for cleaning brake components.**
- **Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.**
- **Avoid brake fluid coming into contact with the eyes as it can cause serious injury.**

FIRST AID FOR BRAKE FLUID ENTERING THE EYES:
- **Flush with water for 15 minutes and get immediate medical attention.**

EAS30169
CHECKING THE FRONT BRAKE DISCS
The following procedure applies to both brake discs.
1. Remove:
   - Front wheel
   Refer to "FRONT WHEEL" on page 4-22.
2. Check:
   - Front brake disc
   Damage/galling → Replace.
3. Measure:
   - Brake disc runout
   Out of specification → Correct the brake disc runout or replace the brake disc.

Brake disc runout limit (as measured on wheel)
0.10 mm (0.0039 in)

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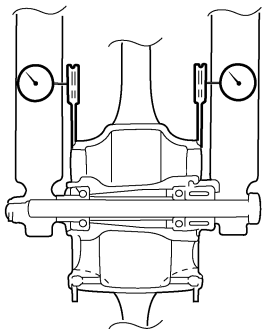
a. Place the vehicle on a maintenance stand so that the front wheel is elevated.
b. Before measuring the brake disc runout, turn the handlebar to the left or right to ensure that the front wheel is stationary.
c. Remove the brake caliper.
d. Hold the dial gauge at a right angle against the brake disc surface.
e. Measure the runout 1.5 mm (0.06 in) below the edge of the brake disc.



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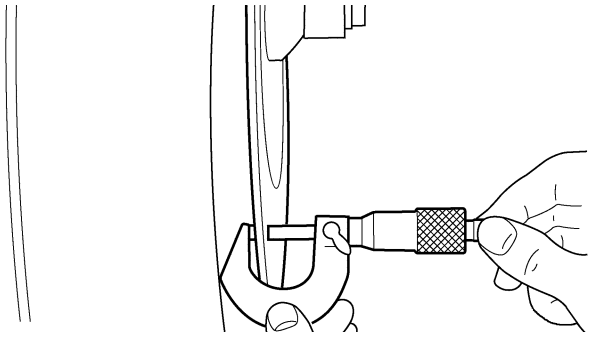
4. Measure:
   - Brake disc thickness
   Measure the brake disc thickness at a few different locations.
   Out of specification → Replace.

Brake disc thickness limit
4.5 mm (0.18 in)



5. Adjust:
   - Brake disc runout

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a. Remove the brake disc.
b. Rotate the brake disc by one bolt hole.
c. Install the brake disc.

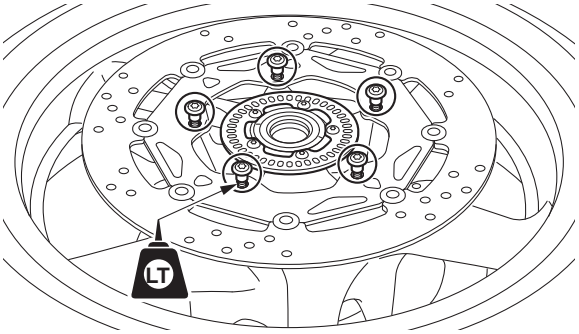
Front brake disc bolt
17 N·m (1.7 kgf·m, 12 lb·ft)
LOCTITE®

ECA19150
NOTICE

Replace the brake disc bolts with new ones.

TIP

Tighten the brake disc bolts in stages and in a crisscross pattern.



d. Measure the brake disc runout.
e. If out of specification, repeat the adjustment steps until the brake disc runout is within specification.
f. If the brake disc runout cannot be brought within specification, replace the brake disc.

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6. Install:
   • Front wheel
   Refer to "FRONT WHEEL" on page 4-22.

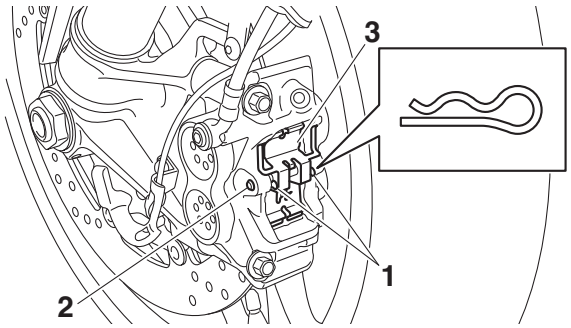
EAS30170
REPLACING THE FRONT BRAKE PADS

The following procedure applies to both brake calipers.

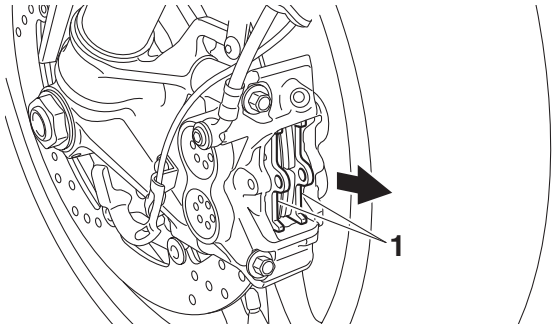
TIP

When replacing the brake pads, it is not necessary to disconnect the brake hose or disassemble the brake caliper.

1. Remove:
   • Brake pad clips "1"
   • Brake pad pin "2"
   • Brake pad spring "3"

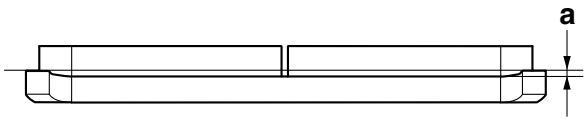


2. Remove:
   • Brake pads "1"



3. Measure:
   • Brake pad wear limit "a"
   Out of specification → Replace the brake pads as a set.

Brake pad lining thickness
4.5 mm (0.18 in)
Limit
0.5 mm (0.02 in)



4. Remove:
   • Brake caliper
5. Install:
   • Brake pads
   • Brake pad spring

TIP

Always install new brake pads and new brake pad spring as a set.

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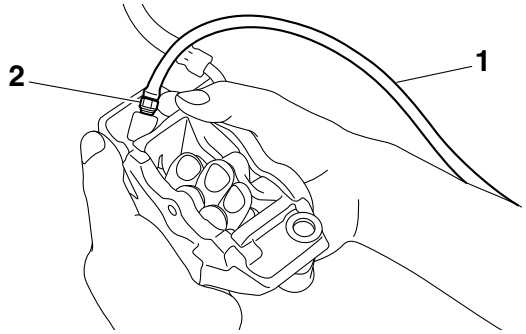
a. Connect a clear plastic hose "1" tightly to the bleed screw "2". Put the other end of the hose into an open container.
b. Loosen the bleed screw and push the brake caliper pistons into the brake caliper with your finger.



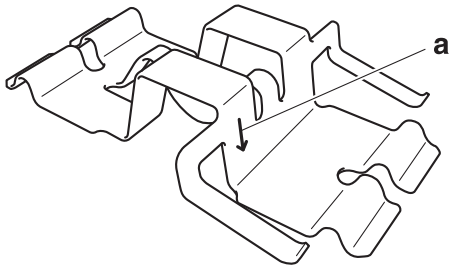
c. Tighten the bleed screw.

	Brake caliper bleed screw **5 N·m (0.5 kgf·m, 3.6 lb·ft)**

d. Install the brake pads and brake pad spring.

TIP

The arrow mark "a" on the brake pad spring must point in the direction of disc rotation.



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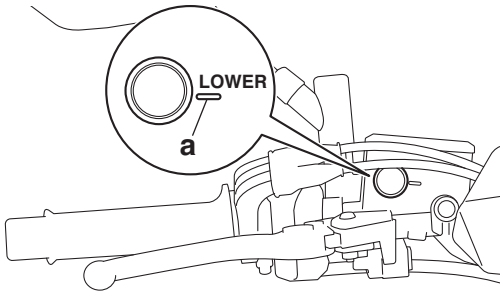
6. Install:
   - Brake pad pin
   - Brake pad clips
   - Front brake caliper

	Front brake caliper bolt **35 N·m (3.5 kgf·m, 25 lb·ft)**

7. Check:
   - Brake fluid level
     Below the minimum level mark "a" → Add the specified brake fluid to the proper level.
     Refer to "CHECKING THE BRAKE FLUID LEVEL" on page 3-14.



8. Check:
   - Brake lever operation
     Soft or spongy feeling → Bleed the brake system.
     Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.

EAS30171

REMOVING THE FRONT BRAKE CALIPERS

The following procedure applies to both of the brake calipers.

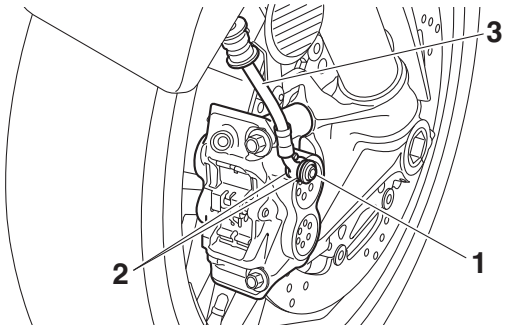
TIP

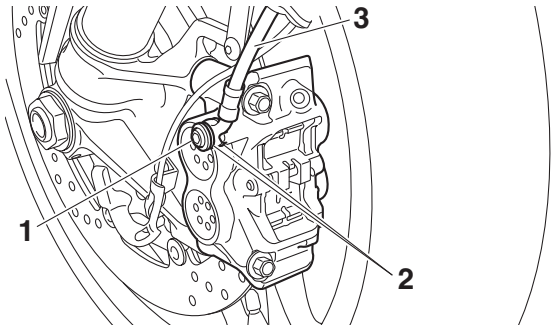
Before removing the brake caliper, drain the brake fluid from the entire brake system.

1. Remove:
   - Brake hose union bolts "1"
   - Brake hose gaskets "2"
   - Brake hoses "3"

TIP

Put the end of the brake hose into a container and pump out the brake fluid carefully.

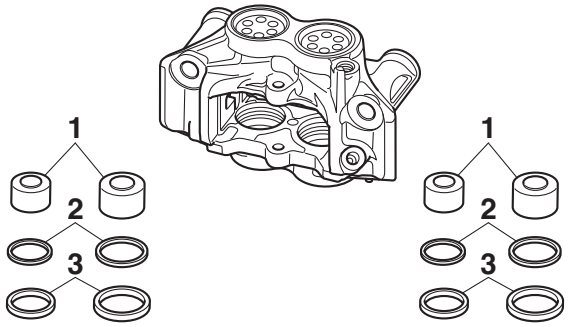




EAS30172
DISASSEMBLING THE FRONT BRAKE CALIPERS

The following procedure applies to both of the brake calipers.

1. Remove:
   - Brake caliper pistons "1"
   - Brake caliper piston dust seals "2"
   - Brake caliper piston seals "3"



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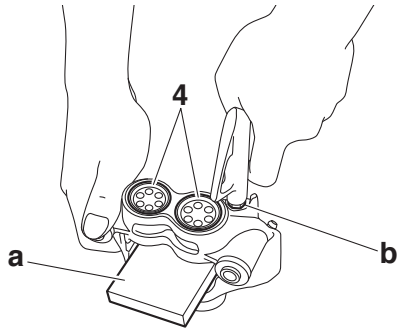
a. Secure the right side brake caliper pistons with a piece of wood "a".
b. Blow compressed air into the brake hose joint opening "b" to force out the left side pistons from the brake caliper.

EWA17060

⚠ WARNING

• Never try to pry out the brake caliper pistons.
• Do not loosen the bolts "4".



c. Remove the brake caliper piston dust seals and brake caliper piston seals.
d. Repeat the previous steps to force out the right side pistons from the brake caliper.

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EAS30173
CHECKING THE FRONT BRAKE CALIPERS

The following procedure applies to both of the brake calipers.

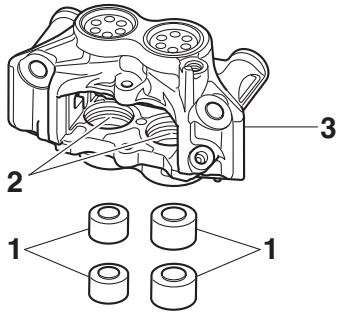
Recommended brake component replacement schedule	
Brake pads	If necessary
Piston seals	Every two years
Piston dust seals	Every two years
Brake hoses	Every four years
Brake fluid	Every two years and whenever the brake is disassembled

1. Check:
   - Brake caliper pistons "1"
     Rust/scratches/wear → Replace the brake caliper pistons.
   - Brake caliper cylinders "2"
     Scratches/wear → Replace the brake caliper assembly.
   - Brake caliper body "3"
     Cracks/damage → Replace the brake caliper assembly.
   - Brake fluid delivery passages (brake caliper body)
     Obstruction → Blow out with compressed air.

EWA13611

⚠ WARNING

Whenever a brake caliper is disassembled, replace the brake caliper piston dust seals and brake caliper piston seals.



EAS30174
ASSEMBLING THE FRONT BRAKE CALIPERS

EWA16560

⚠ WARNING

• Before installation, all internal brake components should be cleaned and lubricated with clean or new brake fluid.
• Never use solvents on internal brake components as they will cause the brake caliper piston dust seals and brake caliper piston seals to swell and distort.
• Whenever a brake caliper is disassembled,

replace the brake caliper piston dust seals and brake caliper piston seals.

Specified brake fluid
DOT 4

EAS30175
INSTALLING THE FRONT BRAKE CALIPERS
The following procedure applies to both of the brake calipers.
1. Install:
   - Front brake caliper "1" (temporarily)
   - Brake hose gaskets New
   - Brake hoses "2"
   - Brake hose union bolts "3"

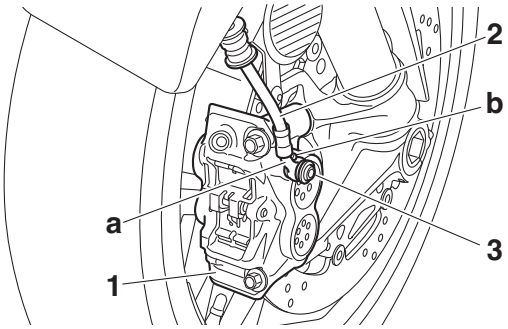
Front brake hose union bolt
32 N·m (3.2 kgf·m, 23 lb·ft)

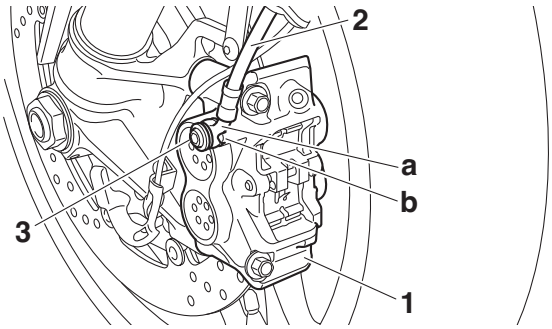
EWA13531
WARNING

Proper brake hose routing is essential to insure safe vehicle operation.

ECA14170
NOTICE

When installing the brake hose onto the brake caliper "1", make sure the brake pipe "a" touches the projection "b" on the brake caliper.





2. Remove:
   - Front brake caliper
3. Install:
   - Brake pads
   - Brake pad spring
   - Brake pad pin
   - Brake pad clips
   - Front brake caliper

Front brake caliper bolt
35 N·m (3.5 kgf·m, 25 lb·ft)

Refer to "REPLACING THE FRONT BRAKE PADS" on page 4-46.
4. Fill:
   - Brake master cylinder reservoir (with the specified amount of the specified brake fluid)

Specified brake fluid
DOT 4

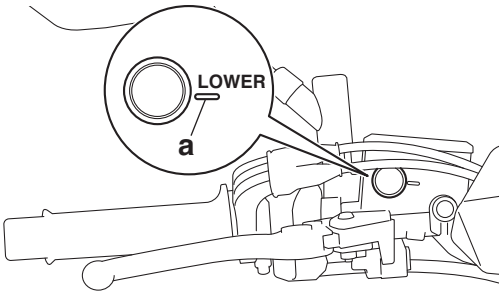
EWA13090
WARNING

- **Use only the designated brake fluid. Other brake fluids may cause the rubber seals to deteriorate, causing leakage and poor brake performance.**
- **Refill with the same type of brake fluid that is already in the system. Mixing brake fluids may result in a harmful chemical reaction, leading to poor brake performance.**
- **When refilling, be careful that water does not enter the brake fluid reservoir. Water will significantly lower the boiling point of the brake fluid and could cause vapor lock.**

ECA13540
NOTICE

Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.

5. Bleed:
   - Brake system
     Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.
6. Check:
   - Brake fluid level
     Below the minimum level mark "a" → Add the specified brake fluid to the proper level.
     Refer to "CHECKING THE BRAKE FLUID LEVEL" on page 3-14.



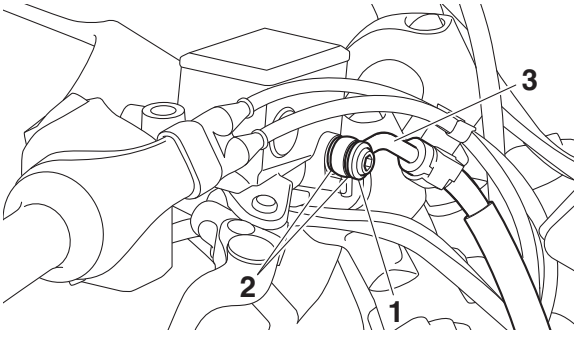
7. Check:
   • Brake lever operation
   Soft or spongy feeling → Bleed the brake system.
   Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.

EAS30179
REMOVING THE FRONT BRAKE MASTER CYLINDER

TIP
Before removing the front brake master cylinder, drain the brake fluid from the entire brake system.

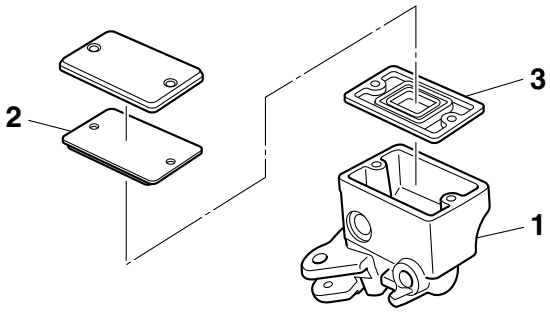
1. Disconnect:
   • Brake light switch connectors (from the front brake light switch)
2. Remove:
   • Brake hose union bolt "1"
   • Brake hose gaskets "2"
   • Brake hose "3"

TIP
To collect any remaining brake fluid, place a container under the master cylinder and the end of the brake hose.



EAS30725
CHECKING THE FRONT BRAKE MASTER CYLINDER

1. Check:
   • Brake master cylinder
   Damage/scratches/wear → Replace.
   • Brake fluid delivery passages (brake master cylinder body)
   Obstruction → Blow out with compressed air.
2. Check:
   • Brake master cylinder kit
   Damage/scratches/wear → Replace.
3. Check:
   • Brake master cylinder reservoir "1"
   • Brake master cylinder reservoir diaphragm holder "2"
   Cracks/damage → Replace.
   • Brake master cylinder reservoir diaphragm "3"
   Damage/wear → Replace.



4. Check:
   • Brake hoses
   Cracks/damage/wear → Replace.

EAS30181
ASSEMBLING THE FRONT BRAKE MASTER CYLINDER

EWA13520
⚠ WARNING

- **Before installation, all internal brake components should be cleaned and lubricated with clean or new brake fluid.**
- **Never use solvents on internal brake components.**

Specified brake fluid
DOT 4

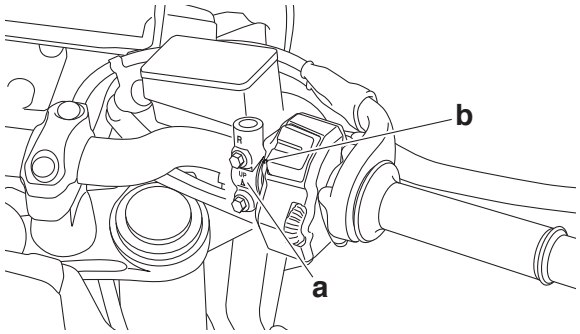
EAS30182
INSTALLING THE FRONT BRAKE MASTER CYLINDER

1. Install:
   • Front brake master cylinder
   • Front brake master cylinder holder

Front brake master cylinder holder bolt
10 N·m (1.0 kgf·m, 7.2 lb·ft)

TIP
• Install the front brake master cylinder holder

with the "UP" mark "a" facing up.
- Align the end of the front brake master cylinder with the punch mark "b" on the handlebar.
- First, tighten the upper bolt, then the lower bolt.



2. Install:
   - Brake hose gaskets New
   - Brake hose
   - Brake hose union bolt

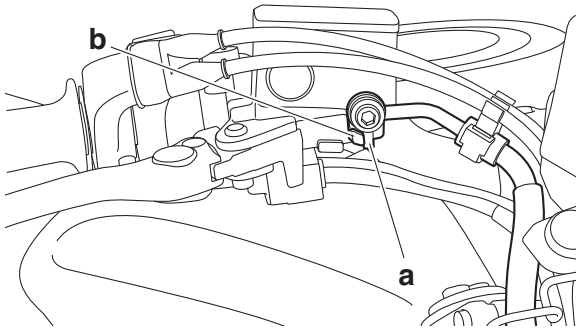
	Front brake hose union bolt **32 N·m (3.2 kgf·m, 23 lb·ft)**

EWA13531

⚠ WARNING

Proper brake hose routing is essential to insure safe vehicle operation.

TIP
- When installing the brake hose onto the master cylinder, make sure the projection "a" on the brake hose touches the projection "b" on the master cylinder.
- While holding the brake hose, tighten the union bolt as shown.
- Turn the handlebars to the left and right to make sure the brake hose does not touch other parts (e.g., wire harness, cables, leads). Correct if necessary.



3. Fill:
   - Brake master cylinder reservoir
     (with the specified amount of the specified brake fluid)

	Specified brake fluid **DOT 4**

EWA13540

⚠ WARNING

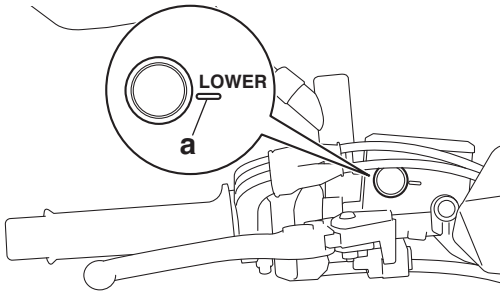
- **Use only the designated brake fluid. Other brake fluids may cause the rubber seals to deteriorate, causing leakage and poor brake performance.**
- **Refill with the same type of brake fluid that is already in the system. Mixing brake fluids may result in a harmful chemical reaction, leading to poor brake performance.**
- **When refilling, be careful that water does not enter the brake master cylinder reservoir. Water will significantly lower the boiling point of the brake fluid and could cause vapor lock.**

ECA13540

NOTICE

Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.

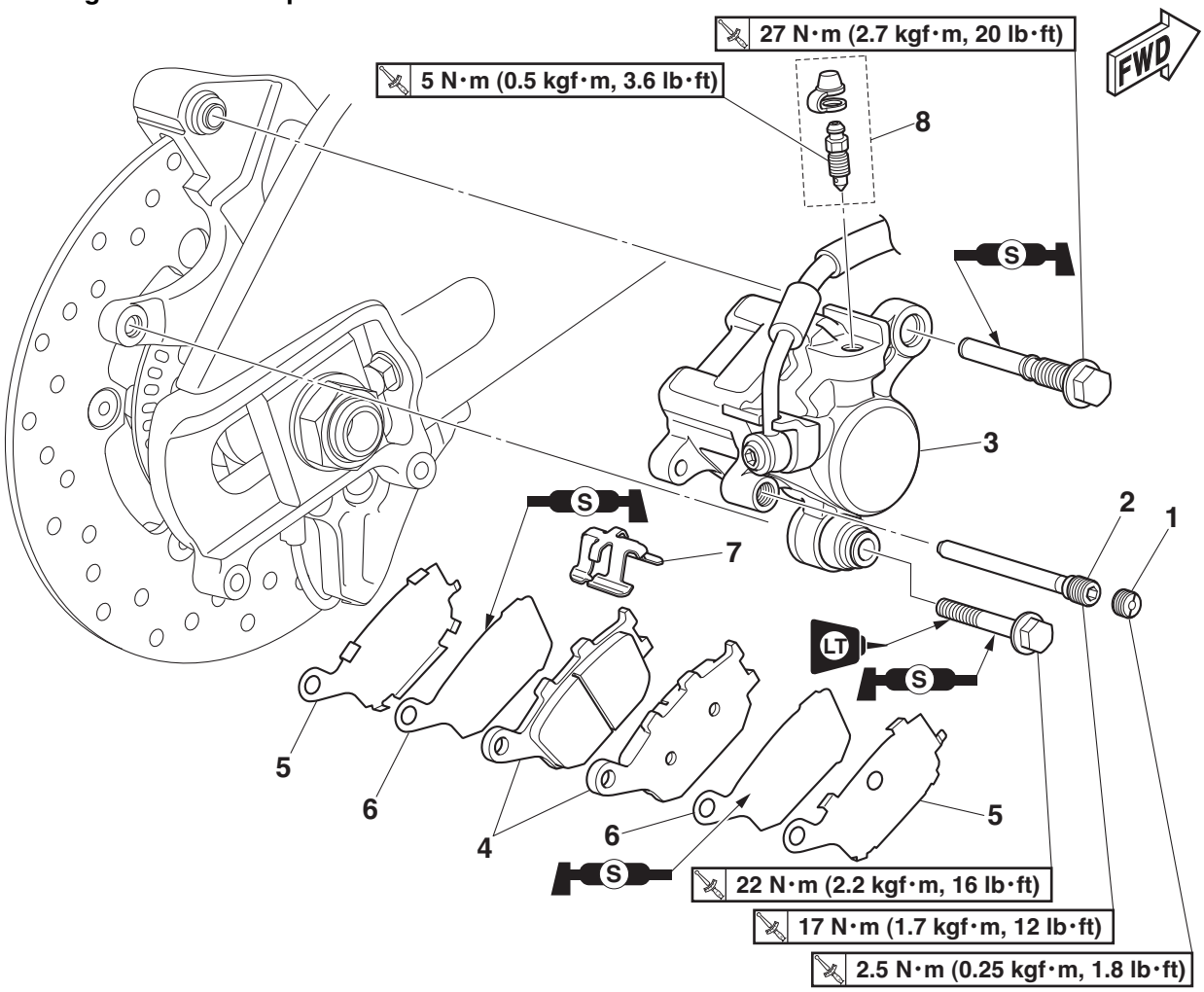
4. Bleed:
   - Brake system
     Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.
5. Check:
   - Brake fluid level
     Below the minimum level mark "a" → Add the specified brake fluid to the proper level.
     Refer to "CHECKING THE BRAKE FLUID LEVEL" on page 3-14.



6. Check:
   - Brake lever operation
     Soft or spongy feeling → Bleed the brake system.
     Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.

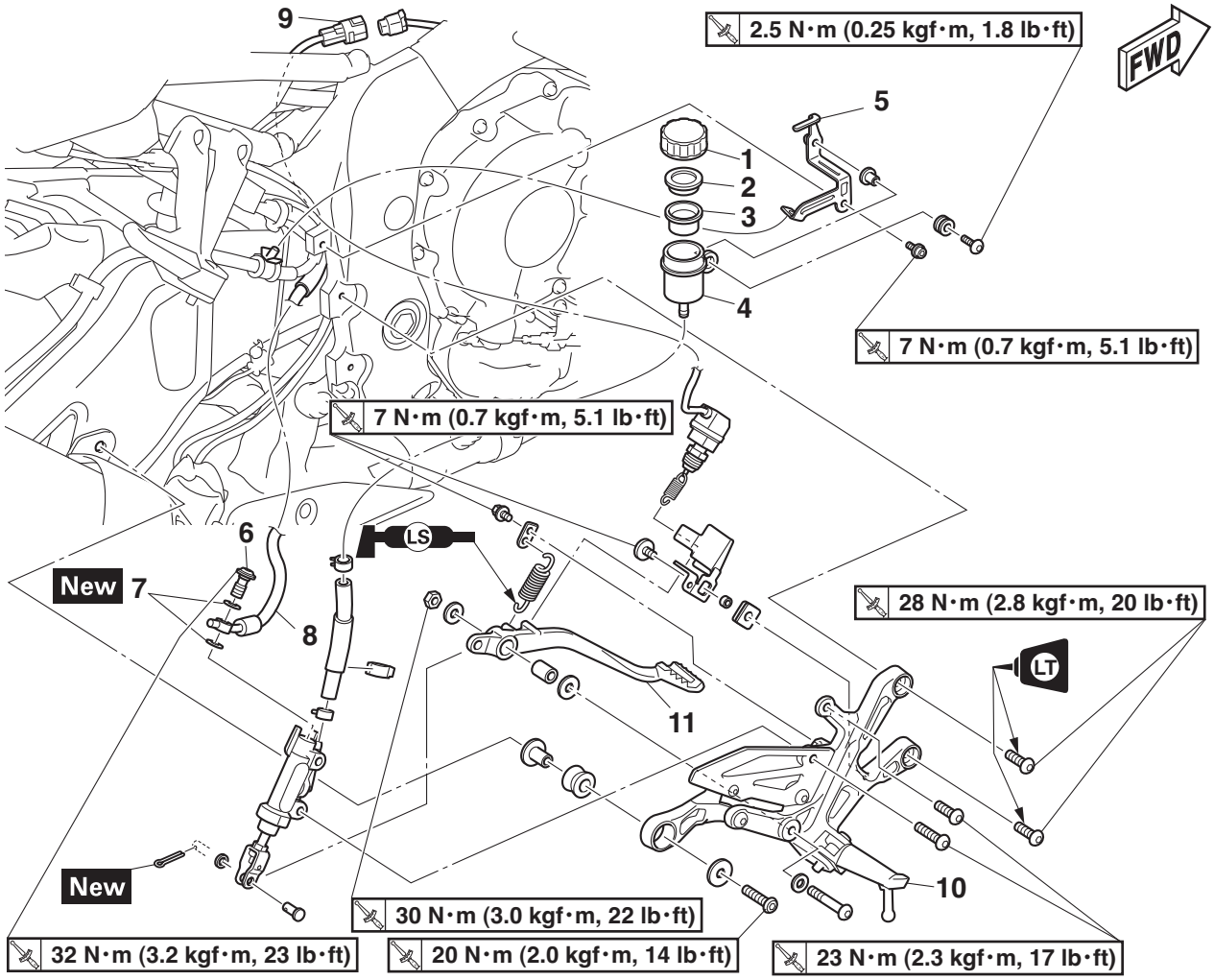
EAS20031
REAR BRAKE

Removing the rear brake pads



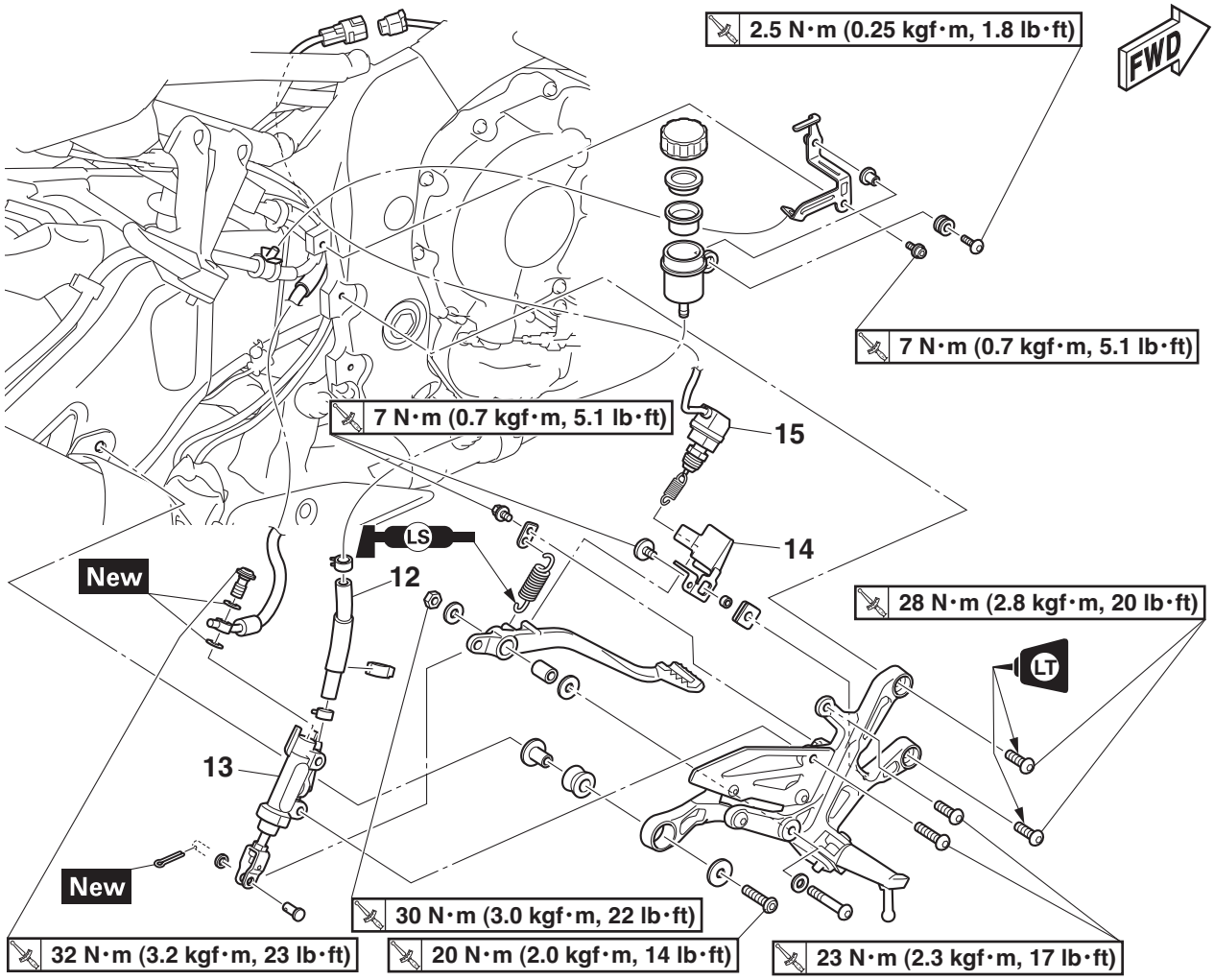
Order	Job/Parts to remove	Q'ty	Remarks
1	Screw plug	1	
2	Brake pad retaining bolt	1	
3	Rear brake caliper	1	
4	Brake pad	2	
5	Brake pad shim	2	
6	Brake pad insulator	2	
7	Brake pad spring	1	
8	Bleed screw	1	

Removing the rear brake master cylinder



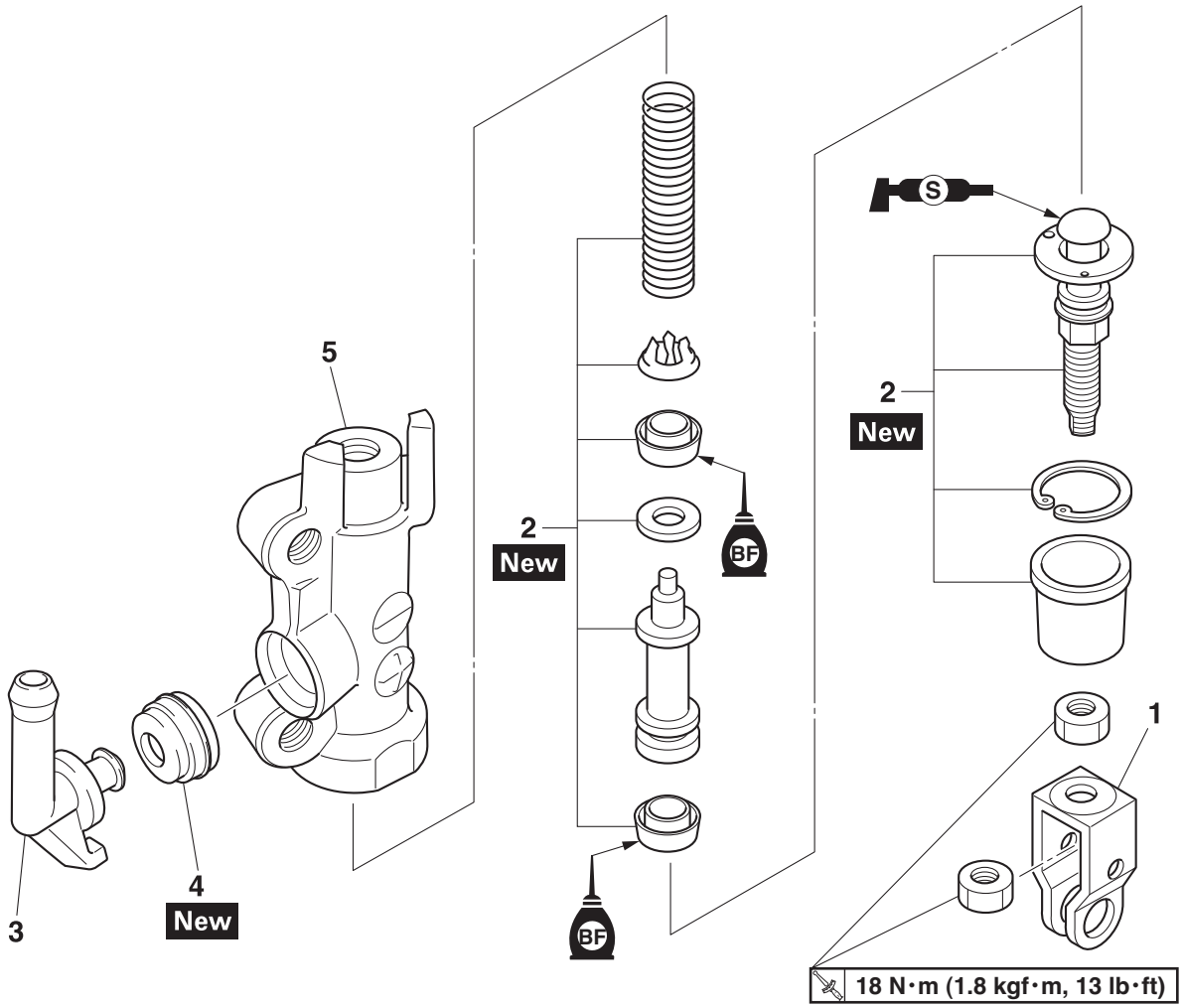
Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Brake fluid		Drain. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.
1	Brake fluid reservoir cap	1	
2	Brake fluid reservoir diaphragm holder	1	
3	Brake fluid reservoir diaphragm	1	
4	Brake fluid reservoir	1	
5	Brake fluid reservoir bracket	1	
6	Brake hose union bolt	1	
7	Brake hose gasket	2	
8	Brake hose	1	
9	Rear brake light switch coupler	1	Disconnect.
10	Right footrest assembly	1	
11	Brake pedal	1	

Removing the rear brake master cylinder



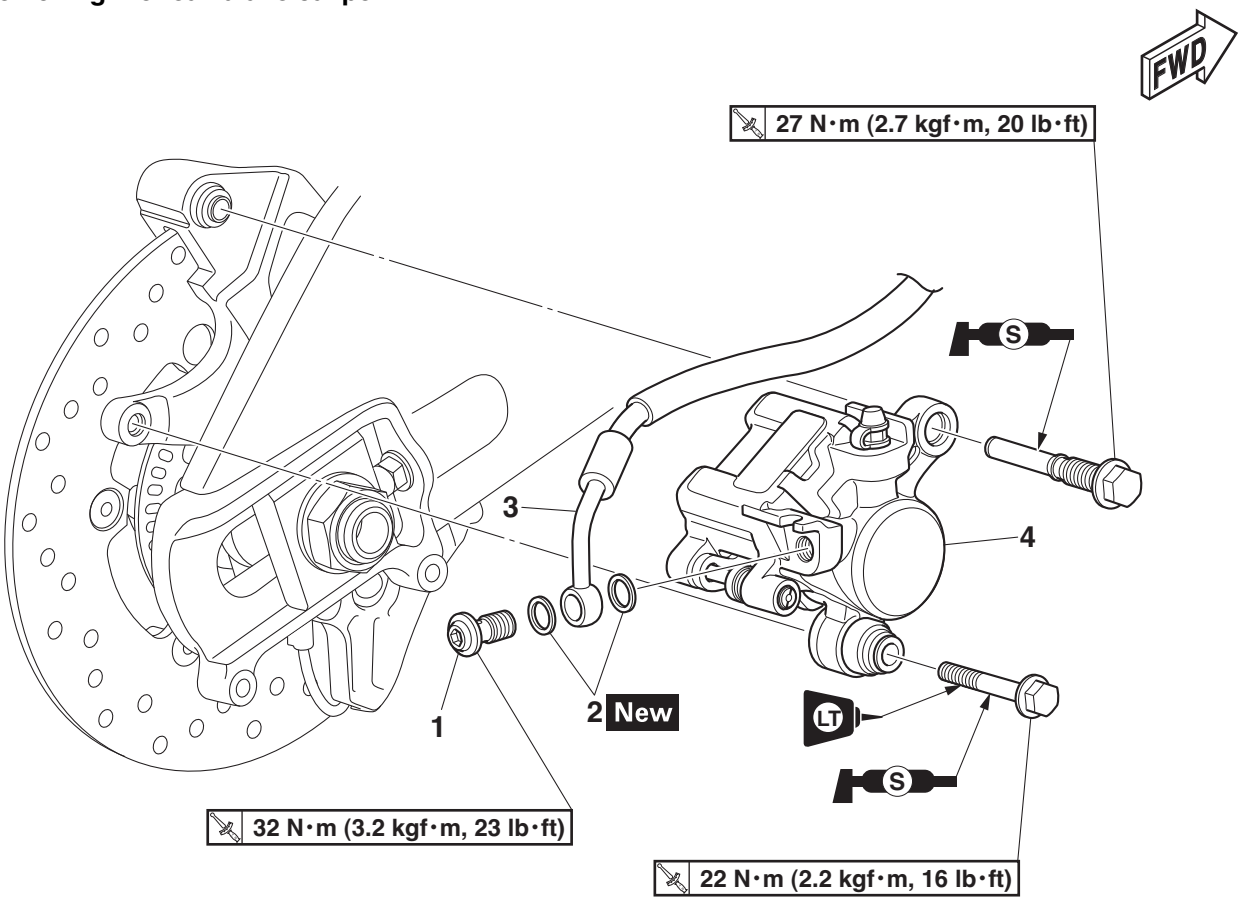
Order	Job/Parts to remove	Q'ty	Remarks
12	Brake fluid reservoir hose	1	
13	Rear brake master cylinder assembly	1	
14	Rear brake light switch bracket	1	
15	Rear brake light switch	1	

Disassembling the rear brake master cylinder



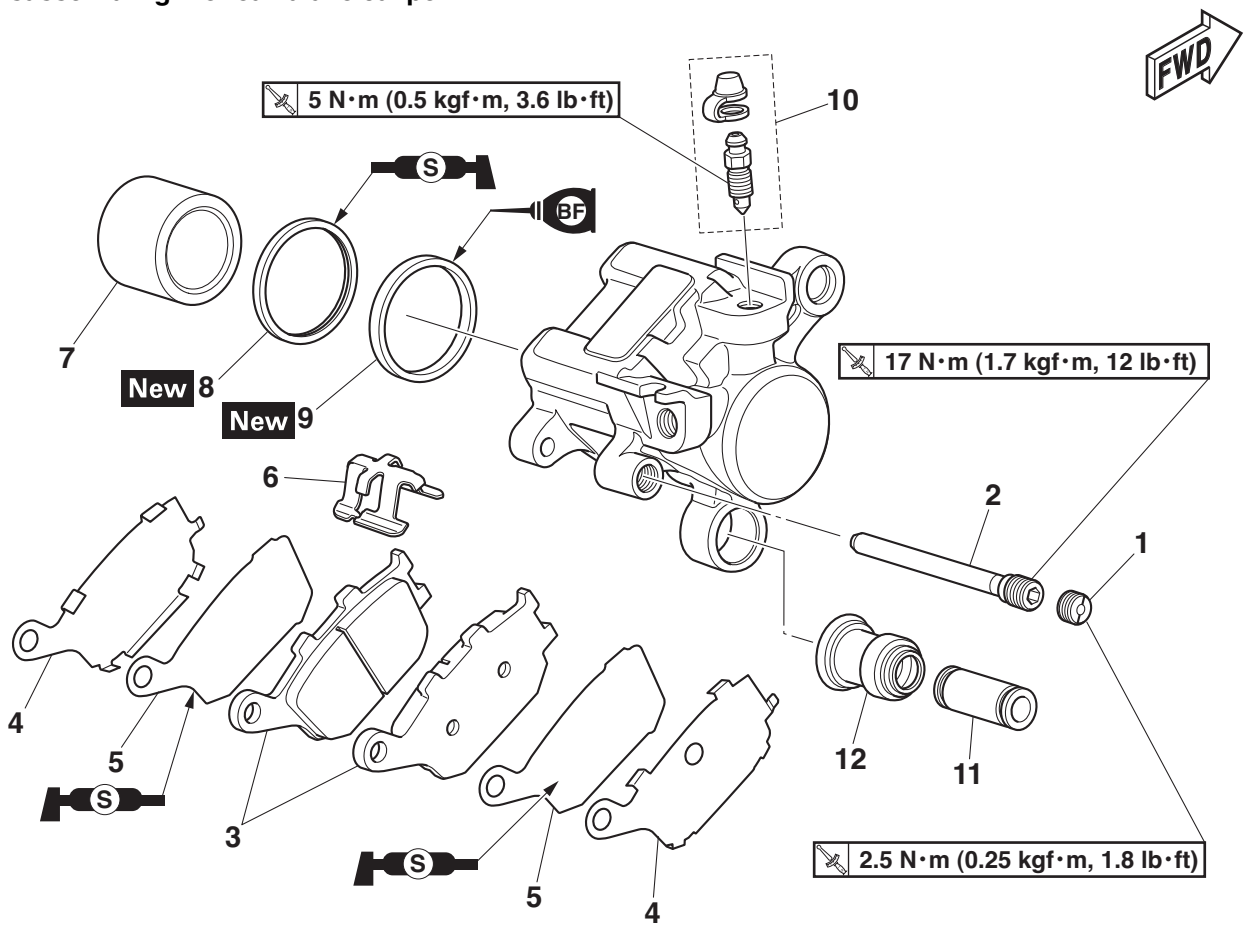
Order	Job/Parts to remove	Q'ty	Remarks
1	Brake master cylinder yoke	1	
2	Brake master cylinder kit	1	
3	Hose joint	1	
4	Bushing	1	
5	Brake master cylinder body	1	

Removing the rear brake caliper



Order	Job/Parts to remove	Q'ty	Remarks
	Brake fluid		Drain. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.
1	Brake hose union bolt	1	
2	Brake hose gasket	2	
3	Brake hose	1	
4	Rear brake caliper	1	

Disassembling the rear brake caliper



Order	Job/Parts to remove	Q'ty	Remarks
1	Screw plug	1	
2	Brake pad retaining bolt	1	
3	Brake pad	2	
4	Brake pad shim	2	
5	Brake pad insulator	2	
6	Brake pad spring	1	
7	Brake caliper piston	1	
8	Brake caliper piston dust seal	1	
9	Brake caliper piston seal	1	
10	Bleed screw	1	
11	Sleeve	1	
12	Sleeve boot	1	

EAS30183
INTRODUCTION
EWA14101
⚠ WARNING

Disc brake components rarely require disassembly. Therefore, always follow these preventive measures:
- **Never disassemble brake components unless absolutely necessary.**
- **If any connection on the hydraulic brake system is disconnected, the entire brake system must be disassembled, drained, cleaned, properly filled, and bled after reassembly.**
- **Never use solvents on internal brake components.**
- **Use only clean or new brake fluid for cleaning brake components.**
- **Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.**
- **Avoid brake fluid coming into contact with the eyes as it can cause serious injury.**

FIRST AID FOR BRAKE FLUID ENTERING THE EYES:
- **Flush with water for 15 minutes and get immediate medical attention.**

EAS30184
CHECKING THE REAR BRAKE DISC
1. Remove:
   - Rear wheel
     Refer to "REAR WHEEL" on page 4-31.
2. Check:
   - Rear brake disc
     Damage/galling → Replace.
3. Measure:
   - Brake disc runout
     Out of specification → Correct the brake disc runout or replace the brake disc.
     Refer to "CHECKING THE FRONT BRAKE DISCS" on page 4-45.

Brake disc runout limit (as measured on wheel)
0.15 mm (0.0059 in)

4. Measure:
   - Brake disc thickness
     Measure the brake disc thickness at a few different locations.
     Out of specification → Replace.
     Refer to "CHECKING THE FRONT BRAKE DISCS" on page 4-45.

Brake disc thickness limit
4.5 mm (0.18 in)

5. Adjust:
   - Brake disc runout
     Refer to "CHECKING THE FRONT BRAKE DISCS" on page 4-45.

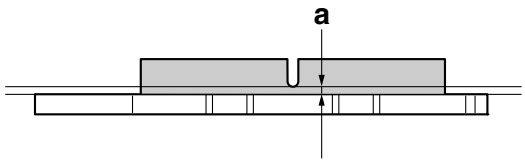
Rear brake disc bolt
30 N·m (3.0 kgf·m, 22 lb·ft)
LOCTITE®

6. Install:
   - Rear wheel
     Refer to "REAR WHEEL" on page 4-31.

EAS30185
REPLACING THE REAR BRAKE PADS
TIP
When replacing the brake pads, it is not necessary to disconnect the brake hose or disassemble the brake caliper.

1. Measure:
   - Brake pad wear limit "a"
     Out of specification → Replace the brake pads as a set.

Brake pad lining thickness
6.0 mm (0.24 in)
Limit
1.5 mm (0.06 in)



2. Install:
   - Brake pad insulators
   - Brake pad shims
     (onto the brake pads)
   - Brake pad spring
     (into the rear brake caliper)
   - Brake pads

TIP
Always install new brake pads, brake pad insulators, brake pad shims, and brake pad spring as a set.

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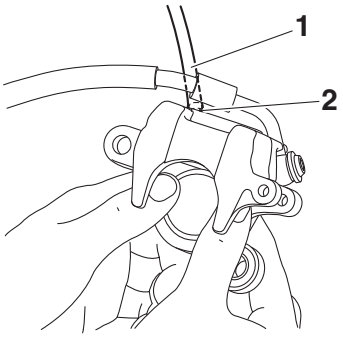
a. Connect a clear plastic hose "1" tightly to the bleed screw "2". Put the other end of the hose into an open container.
b. Loosen the bleed screw and push the brake caliper piston into the brake caliper with your finger.



c. Tighten the bleed screw.

Brake caliper bleed screw
5 N·m (0.5 kgf·m, 3.6 lb·ft)

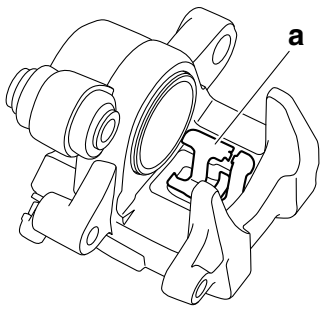
d. Install the brake pad insulators and brake pad shims onto each brake pads.

TIP
Apply silicone grease between the brake pad insulator and brake pad shim.

ECA14150
NOTICE
- **Do not allow grease to contact the brake pads.**
- **Remove any excess grease.**

e. Install the brake pads and brake pad spring.

TIP
The longer tangs "a" of the brake pad spring must point in the direction of the brake caliper piston.



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3. Lubricate:
   - Rear brake caliper bolts

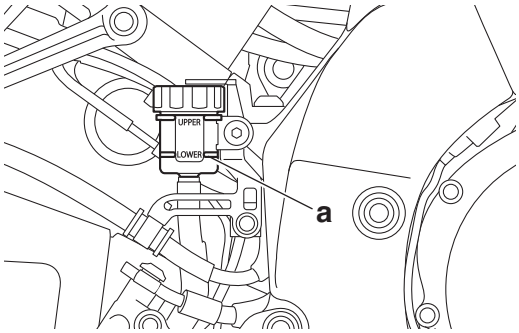
Recommended lubricant
Silicone grease

ECA14150
NOTICE
- **Do not allow grease to contact the brake pads.**
- **Remove any excess grease.**

4. Install:
   - Rear brake caliper
   - Brake pad retaining bolts
   - Screw plug

Rear brake caliper bolt (front)
27 N·m (2.7 kgf·m, 20 lb·ft)
Rear brake caliper bolt (rear)
22 N·m (2.2 kgf·m, 16 lb·ft)
LOCTITE®
Rear brake pad retaining bolt
17 N·m (1.7 kgf·m, 12 lb·ft)
Rear brake caliper screw plug
2.5 N·m (0.25 kgf·m, 1.8 lb·ft)

5. Check:
   - Brake fluid level
     Below the minimum level mark "a" → Add the specified brake fluid to the proper level.
     Refer to "CHECKING THE BRAKE FLUID LEVEL" on page 3-14.



6. Check:
   - Brake pedal operation
     Soft or spongy feeling → Bleed the brake system.
     Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.

EAS30186
REMOVING THE REAR BRAKE CALIPER

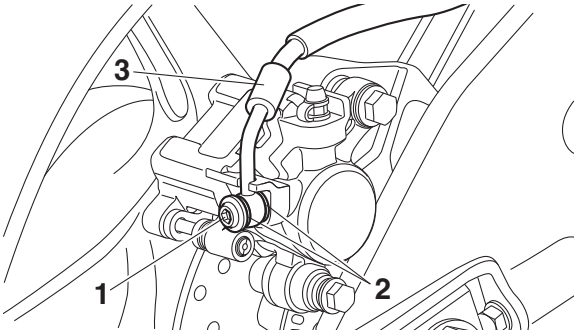
TIP
Before disassembling the brake caliper, drain the brake fluid from the entire brake system.

1. Remove:
   - Brake hose union bolt "1"

- Brake hose gaskets “2”
- Brake hose “3”

TIP

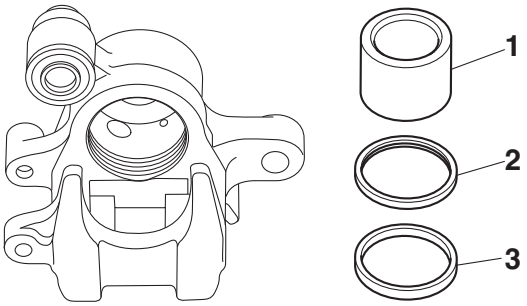
Put the end of the brake hose into a container and pump out the brake fluid carefully.



EAS30187

DISASSEMBLING THE REAR BRAKE CALIPER

1. Remove:
   - Brake caliper piston “1”
   - Brake caliper piston dust seal “2”
   - Brake caliper piston seal “3”



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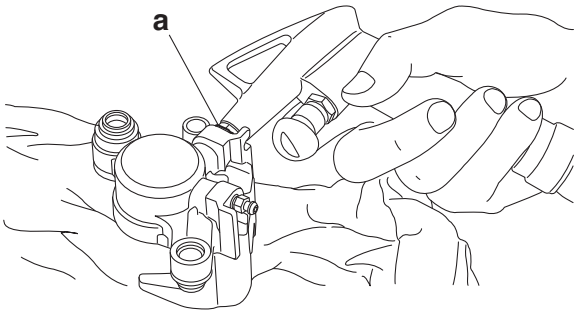
a. Blow compressed air into the brake hose joint opening “a” to force out the piston from the brake caliper.

EWA13550

⚠ WARNING

- **Cover the brake caliper piston with a rag. Be careful not to get injured when the piston is expelled from the brake caliper.**
- **Never try to pry out the brake caliper piston.**



b. Remove the brake caliper piston dust seal and brake caliper piston seal.

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EAS30188

CHECKING THE REAR BRAKE CALIPER

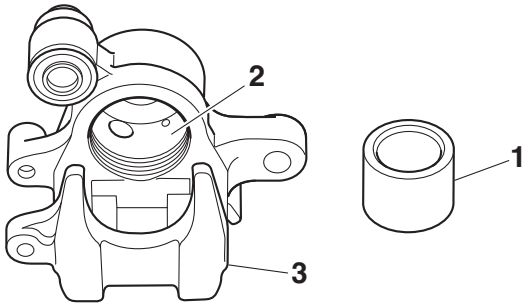
Recommended brake component replacement schedule	
Brake pads	If necessary
Piston seal	Every two years
Piston dust seal	Every two years
Brake hoses	Every four years
Brake fluid	Every two years and whenever the brake is disassembled

1. Check:
   - Brake caliper piston “1”
     Rust/scratches/wear → Replace the brake caliper piston.
   - Brake caliper cylinder “2”
     Scratches/wear → Replace the brake caliper assembly.
   - Brake caliper body “3”
     Cracks/damage → Replace the brake caliper assembly.
   - Brake fluid delivery passages (brake caliper body)
     Obstruction → Blow out with compressed air.

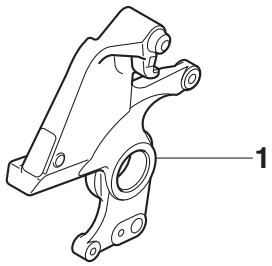
EWA13601

⚠ WARNING

Whenever a brake caliper is disassembled, replace the brake caliper piston dust seal and brake caliper piston seal.



2. Check:
   • Rear brake caliper bracket “1”
   Cracks/damage → Replace.
   Refer to “REAR WHEEL” on page 4-31.



EAS30189
ASSEMBLING THE REAR BRAKE CALIPER

EWA17080
⚠ WARNING

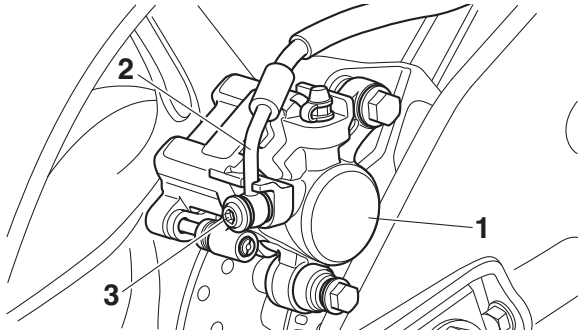
- **Before installation, all internal brake components should be cleaned and lubricated with clean or new brake fluid.**
- **Never use solvents on internal brake components as they will cause the brake caliper piston dust seal and brake caliper piston seal to swell and distort.**
- **Whenever a brake caliper is disassembled, replace the brake caliper piston dust seal and brake caliper piston seal.**

	Specified brake fluid **DOT 4**

EAS30190
INSTALLING THE REAR BRAKE CALIPER

1. Install:
   • Rear brake caliper “1”
   (temporarily)
   • Brake hose gaskets New
   • Brake hose “2”
   • Brake hose union bolt “3”

	Rear brake hose union bolt **32 N·m (3.2 kgf·m, 23 lb·ft)**

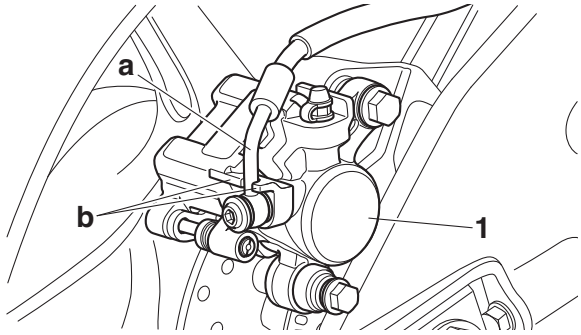


EWA13531
⚠ WARNING

Proper brake hose routing is essential to insure safe vehicle operation.

ECA19080
NOTICE

When installing the brake hose onto the brake caliper “1”, make sure the brake pipe “a” passes between the projections “b” on the brake caliper.



2. Remove:
   • Rear brake caliper
3. Install:
   • Brake pad insulators
   • Brake pad shims
   (onto the brake pads)
   • Brake pad spring
   (into the rear brake caliper)
   • Brake pads
   • Rear brake caliper
   Refer to “REPLACING THE REAR BRAKE PADS” on page 4-58.

	Rear brake caliper bolt (front) **27 N·m (2.7 kgf·m, 20 lb·ft)** **Rear brake caliper bolt (rear)** **22 N·m (2.2 kgf·m, 16 lb·ft)** **LOCTITE®** **Rear brake pad retaining bolt** **17 N·m (1.7 kgf·m, 12 lb·ft)** **Rear brake caliper screw plug** **2.5 N·m (0.25 kgf·m, 1.8 lb·ft)**

4. Fill:
   • Brake fluid reservoir
   (with the specified amount of the specified brake fluid)

	Specified brake fluid **DOT 4**

EWA13090

⚠ WARNING

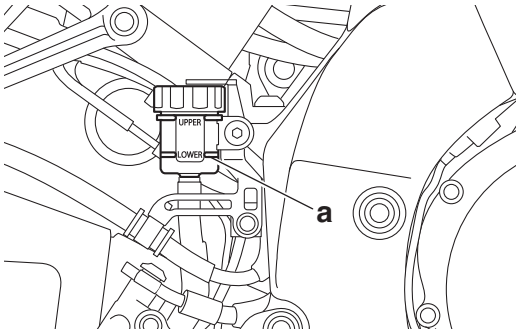
- **Use only the designated brake fluid. Other brake fluids may cause the rubber seals to deteriorate, causing leakage and poor brake performance.**
- **Refill with the same type of brake fluid that is already in the system. Mixing brake fluids may result in a harmful chemical reaction, leading to poor brake performance.**
- **When refilling, be careful that water does not enter the brake fluid reservoir. Water will significantly lower the boiling point of the brake fluid and could cause vapor lock.**

ECA13540

NOTICE

Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.

5. Bleed:
   • Brake system
   Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.
6. Check:
   • Brake fluid level
   Below the minimum level mark "a" → Add the specified brake fluid to the proper level.
   Refer to "CHECKING THE BRAKE FLUID LEVEL" on page 3-14.



7. Check:
   • Brake pedal operation
   Soft or spongy feeling → Bleed the brake system.
   Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.

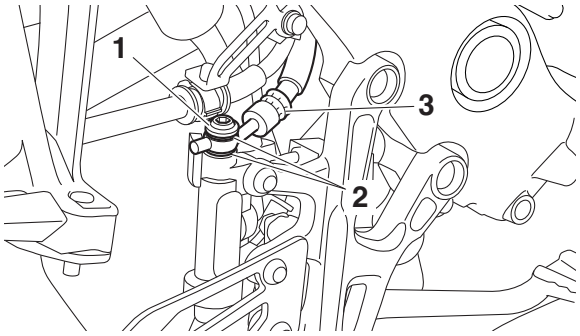
EAS30193

REMOVING THE REAR BRAKE MASTER CYLINDER

1. Remove:
   • Brake hose union bolt "1"
   • Brake hose gaskets "2"
   • Brake hose "3"

TIP

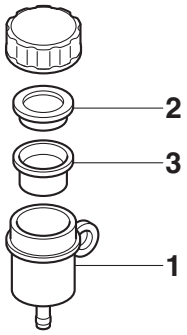
To collect any remaining brake fluid, place a container under the master cylinder and the end of the brake hose.



EAS30194

CHECKING THE REAR BRAKE MASTER CYLINDER

1. Check:
   • Brake master cylinder
   Damage/scratches/wear → Replace.
   • Brake fluid delivery passages
   (brake master cylinder body)
   Obstruction → Blow out with compressed air.
2. Check:
   • Brake master cylinder kit
   Damage/scratches/wear → Replace.
3. Check:
   • Brake fluid reservoir "1"
   • Brake fluid reservoir diaphragm holder "2"
   Cracks/damage → Replace.
   • Brake fluid reservoir diaphragm "3"
   Damage/wear → Replace.



4. Check:
   • Brake hose
   • Brake fluid reservoir hose

Cracks/damage/wear → Replace.

EAS30195
ASSEMBLING THE REAR BRAKE MASTER CYLINDER

EWA13520
WARNING

• Before installation, all internal brake components should be cleaned and lubricated with clean or new brake fluid.
• Never use solvents on internal brake components.

Specified brake fluid
DOT 4

1. Install:
   • Brake master cylinder kit New

EAS30196
INSTALLING THE REAR BRAKE MASTER CYLINDER

1. Install:
   • Brake hose gaskets New
   • Brake hose
   • Brake fluid reservoir hose
   • Brake hose union bolt

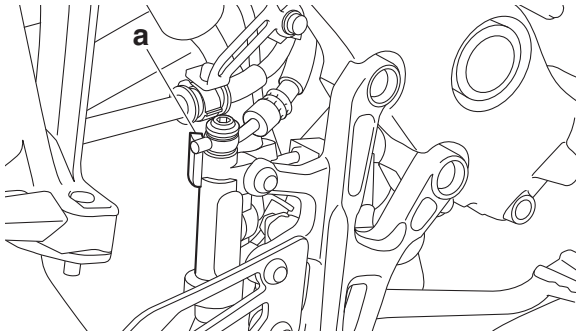
Rear brake hose union bolt
32 N·m (3.2 kgf·m, 23 lb·ft)

EWA13531
WARNING

Proper brake hose routing is essential to insure safe vehicle operation.

ECA14160
NOTICE

When installing the brake hose onto the brake master cylinder, make sure the brake pipe touches the projection "a" as shown.



2. Fill:
   • Brake fluid reservoir
   (with the specified amount of the specified brake fluid)

Specified brake fluid
DOT 4

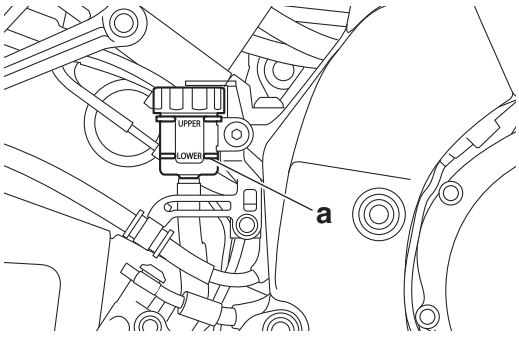
EWA13090
WARNING

• Use only the designated brake fluid. Other brake fluids may cause the rubber seals to deteriorate, causing leakage and poor brake performance.
• Refill with the same type of brake fluid that is already in the system. Mixing brake fluids may result in a harmful chemical reaction, leading to poor brake performance.
• When refilling, be careful that water does not enter the brake fluid reservoir. Water will significantly lower the boiling point of the brake fluid and could cause vapor lock.

ECA13540
NOTICE

Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.

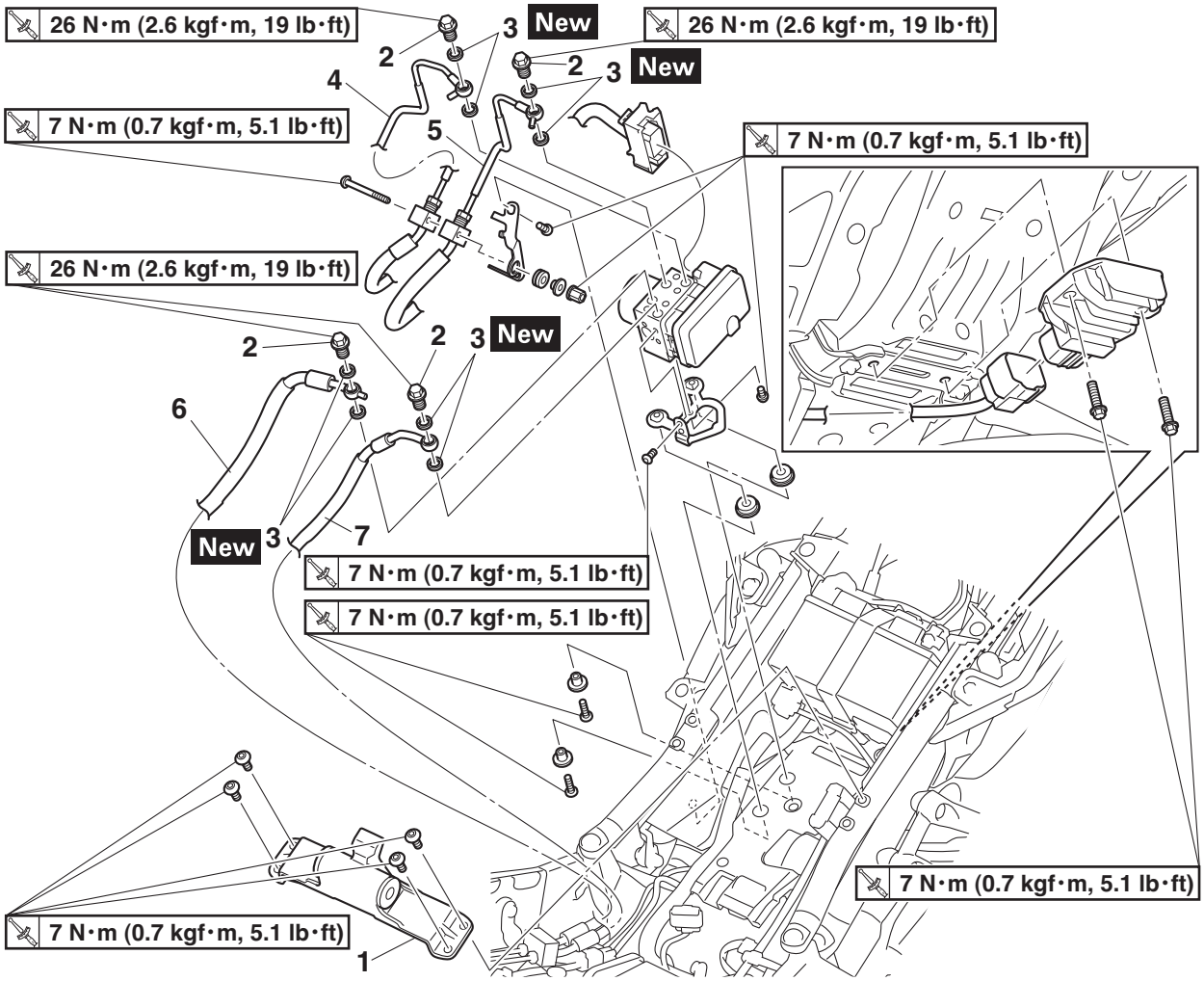
3. Bleed:
   • Brake system
   Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.
4. Check:
   • Brake fluid level
   Below the minimum level mark "a" → Add the specified brake fluid to the proper level.
   Refer to "CHECKING THE BRAKE FLUID LEVEL" on page 3-14.



5. Adjust:
   • Brake pedal position
   Refer to "ADJUSTING THE REAR DISC BRAKE" on page 3-15.
6. Adjust:
   • Rear brake light operation timing
   Refer to "ADJUSTING THE REAR BRAKE LIGHT SWITCH" on page 3-32.

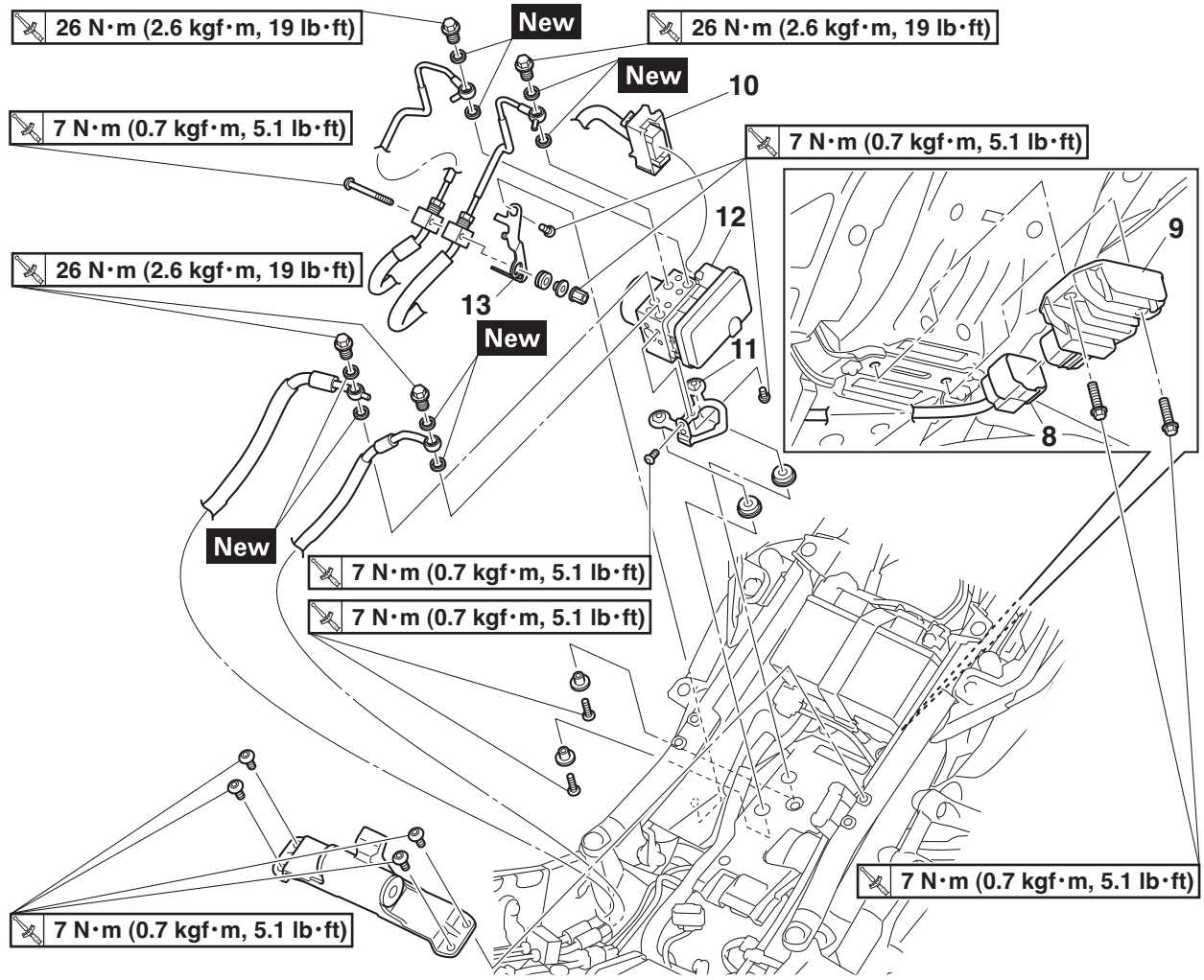
EAS20032
ABS (Anti-lock Brake System)

Removing the hydraulic unit assembly



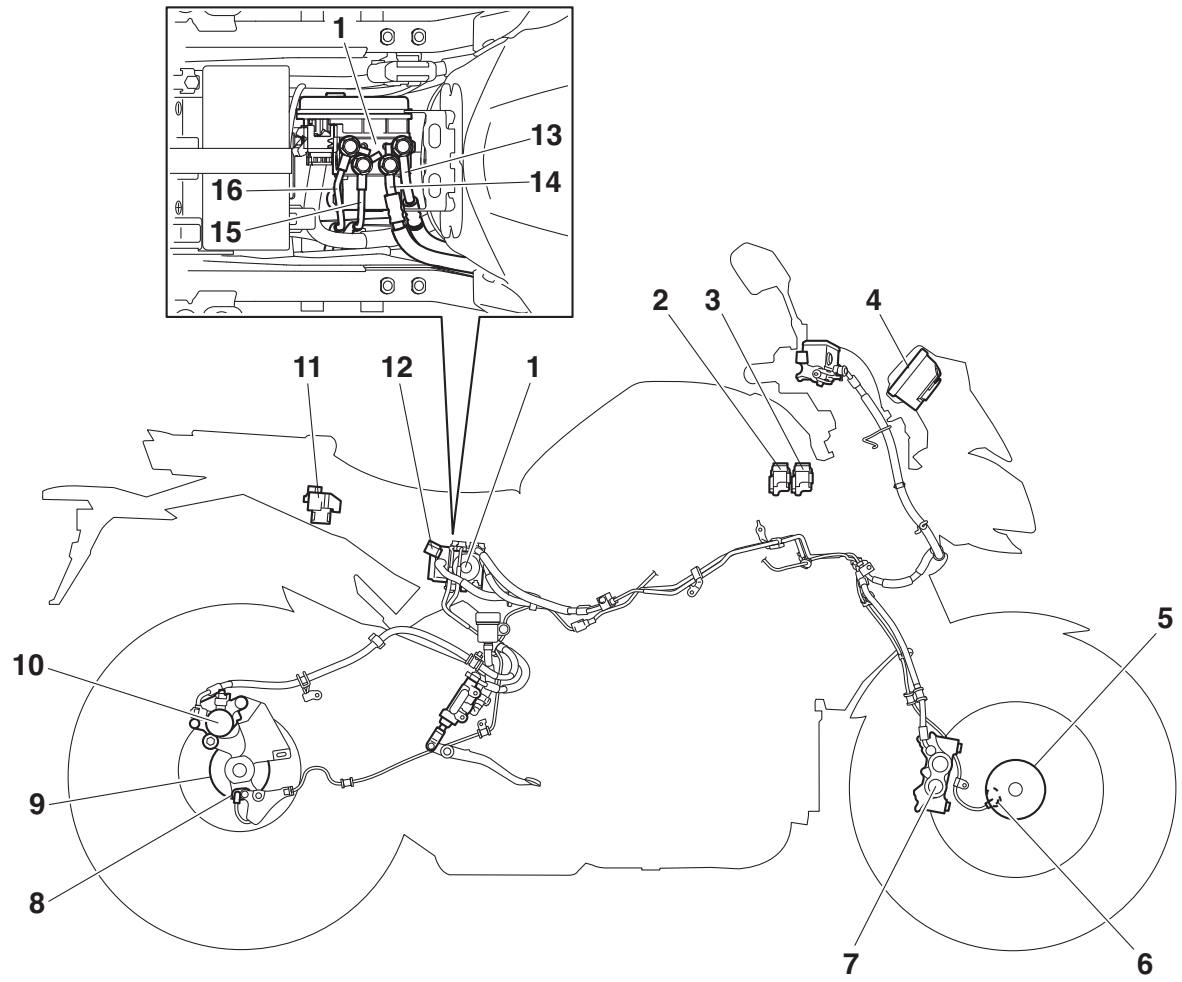
Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "FUEL TANK" on page 7-1.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Brake fluid		Drain. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.
1	Fuel tank bracket	1	
2	Brake hose union bolt	4	
3	Gasket	8	
4	Rear brake hose (hydraulic unit to rear brake caliper)	1	
5	Rear brake hose (rear brake master cylinder to hydraulic unit)	1	
6	Front brake hose (front brake master cylinder to hydraulic unit)	1	
7	Front brake hose (hydraulic unit to front brake calipers)	1	

Removing the hydraulic unit assembly



Order	Job/Parts to remove	Q'ty	Remarks
8	Rectifier/regulator coupler	1	Disconnect.
9	Rectifier/regulator	1	
10	ABS ECU coupler	1	Disconnect.
11	Hydraulic unit bracket	1	
12	Hydraulic unit	1	
13	Rear brake hose bracket	1	

EAS30728
ABS COMPONENTS CHART



1. Hydraulic unit assembly
2. ABS solenoid fuse
3. ABS ECU fuse
4. ABS warning light
5. Front wheel sensor rotor
6. Front wheel sensor
7. Front brake caliper
8. Rear wheel sensor
9. Rear wheel sensor rotor
10. Rear brake caliper
11. ABS motor fuse
12. Yamaha diagnostic tool coupler
13. Front brake hose (hydraulic unit to front brake calipers)
14. Front brake hose (front brake master cylinder to hydraulic unit)
15. Rear brake hose (rear brake master cylinder to hydraulic unit)
16. Rear brake hose (hydraulic unit to rear brake caliper)

EAS30197
REMOVING THE HYDRAULIC UNIT ASSEMBLY

ECA18230
NOTICE

Unless necessary, avoid removing and installing the brake pipes of the hydraulic unit assembly.

EWA13930
⚠ WARNING

Refill with the same type of brake fluid that is already in the system. Mixing fluids may result in a harmful chemical reaction, leading to poor braking performance.

ECA19790
NOTICE

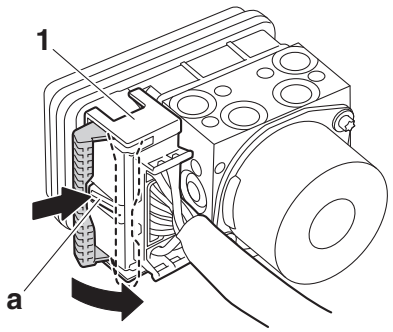
- **Handle the ABS components with care since they have been accurately adjusted. Keep them away from dirt and do not subject them to shocks.**
- **Do not set the main switch to "ON" when removing the hydraulic unit assembly.**
- **Do not clean with compressed air.**
- **Do not reuse the brake fluid.**
- **Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.**
- **Do not allow any brake fluid to contact the couplers. Brake fluid may damage the couplers and cause bad contacts.**
- **If the brake pipe flare nuts for the hydraulic unit assembly have been removed, be sure to tighten them to the specified torque and bleed the brake system.**

1. Disconnect:
   - ABS ECU coupler "1"

TIP
While pushing the portion "a" of the ABS ECU coupler, pull the lock lever up to release the lock.

ECA20080
NOTICE

Do not use a tool to disconnect the ABS ECU coupler.



2. Remove:
   - Brake hoses

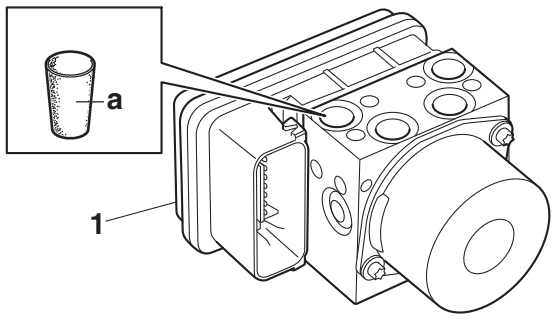
TIP
Do not operate the brake lever and brake pedal while removing the brake hoses.

ECA18251
NOTICE

When removing the brake hoses, cover the area around the hydraulic unit assembly to catch any spilt brake fluid. Do not allow the brake fluid to contact other parts.

3. Remove:
   - Hydraulic unit assembly "1"

TIP
- To avoid brake fluid leakage and to prevent foreign materials from entering the hydraulic unit assembly, insert a rubber plug "a" or a bolt (M10 × 1.00) into each brake hose union bolt hole.
- When using a bolt, do not tighten the bolt until the bolt head touches the hydraulic unit. Otherwise, the brake hose union bolt seating surface could be deformed.



EAS30198
CHECKING THE HYDRAULIC UNIT ASSEMBLY

1. Check:
   - Hydraulic unit assembly
     Cracks/damage → Replace the hydraulic unit assembly and the brake hoses that are connected to the assembly as a set.

EAS30200
INSTALLING THE HYDRAULIC UNIT ASSEMBLY

1. Install:
   • Hydraulic unit assembly

ECA21371
NOTICE

Do not remove the rubber plugs or bolts (M10 × 1.0) installed in the brake hose union bolt holes before installing the hydraulic unit assembly.

TIP
Do not allow any foreign materials to enter the hydraulic unit assembly or the brake hoses when installing the hydraulic unit assembly.

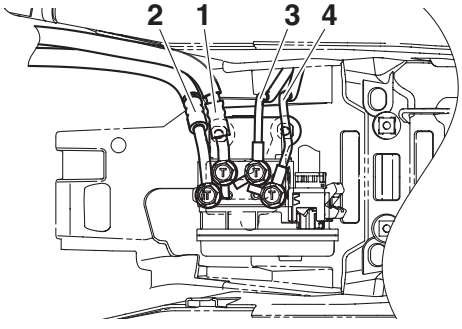
2. Remove:
   • Rubber plugs or bolts (M10 × 1.0)
3. Install:
   • Front brake hose (front brake master cylinder to hydraulic unit) "1"
   • Front brake hose (hydraulic unit to front brake caliper) "2"
   • Rear brake hose (rear brake master cylinder to hydraulic unit) "3"
   • Rear brake hose (hydraulic unit to rear brake caliper) "4"
   • Gasket New
   • Brake hose union bolts

	Brake hose union bolt **26 N·m (2.6 kgf·m, 19 lb·ft)**

ECA21121
NOTICE

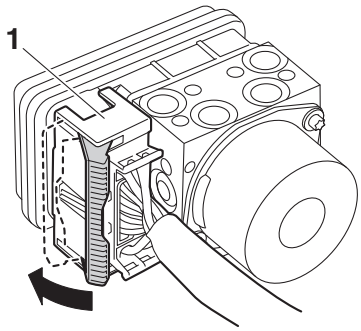
If the brake hose union bolt does not turn easily, replace the hydraulic unit assembly, brake hoses, and related parts as a set.

TIP
To route the brake hose, refer to "CABLE ROUTING" on page 2-37.



4. Connect:
   • ABS ECU coupler "1"

TIP
Connect the ABS ECU coupler, and then push the lock lever of the coupler in the direction of the arrow shown.



5. Fill:
   • Brake master cylinder reservoir
   • Brake fluid reservoir
   (with the specified amount of the specified brake fluid)

	Specified brake fluid **DOT 4**

EWA13090
⚠ WARNING

- **Use only the designated brake fluid. Other brake fluids may cause the rubber seals to deteriorate, causing leakage and poor brake performance.**
- **Refill with the same type of brake fluid that is already in the system. Mixing brake fluids may result in a harmful chemical reaction, leading to poor brake performance.**
- **When refilling, be careful that water does not enter the brake fluid reservoir. Water will significantly lower the boiling point of the brake fluid and could cause vapor lock.**

ECA13540
NOTICE

Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.

6. Bleed:
   • Brake system
   Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM (ABS)" on page 3-16.
7. Check the operation of the hydraulic unit according to the brake lever and the brake pedal response. (Refer to "HYDRAULIC UNIT OPERATION TEST" on page 4-69.)

ECA14770

NOTICE

Always check the operation of the hydraulic unit according to the brake lever and the brake pedal response.

8. Delete the fault codes. (Refer to "[B-3] DELETING THE FAULT CODES" on page 8-178.)
9. Perform a trial run. (Refer to "CHECKING THE ABS WARNING LIGHT" on page 4-72.)

EAS30201

HYDRAULIC UNIT OPERATION TEST

The reaction-force pulsating action generated in the brake lever and brake pedal when the ABS is activated can be tested when the vehicle is stopped.

The hydraulic unit operation can be tested using the following two methods.

- Brake line routing confirmation: this test checks the function of the ABS after the system was disassembled, adjusted, or serviced.
- ABS reaction-force confirmation: this test generates the same reaction-force pulsating action that is generated in the brake lever and brake pedal when the ABS is activated.

Brake line routing confirmation

EWA13120

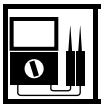
⚠ WARNING

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

TIP

- For the brake line routing confirmation, use the diagnosis of function of the Yamaha diagnostic tool.
- Before performing the brake line routing confirmation, make sure that no malfunctions have been detected in the ABS ECU and that the wheels are not rotating.

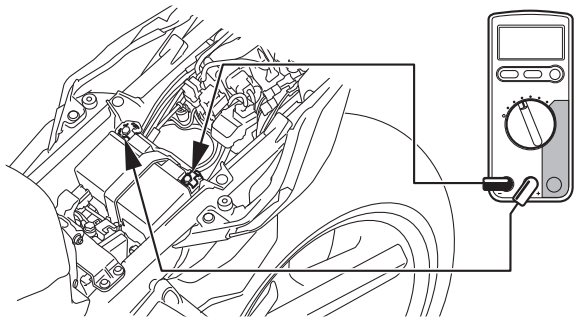
1. Place the vehicle on a maintenance stand.
2. Turn the main switch to "OFF".
3. Remove:
   - Rider seat
     Refer to "GENERAL CHASSIS (1)" on page 4-1.
4. Check:
   - Battery voltage
     Lower than 12.8 V → Charge or replace the battery.



Battery voltage
Higher than 12.8 V

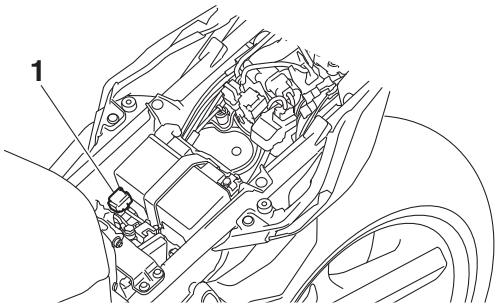
TIP

If the battery voltage is lower than 12.8 V, charge the battery, and then perform brake line routing confirmation.



5. Removing the protective cap "1", and then connect the Yamaha diagnostic tool to the Yamaha diagnostic tool coupler (4P).

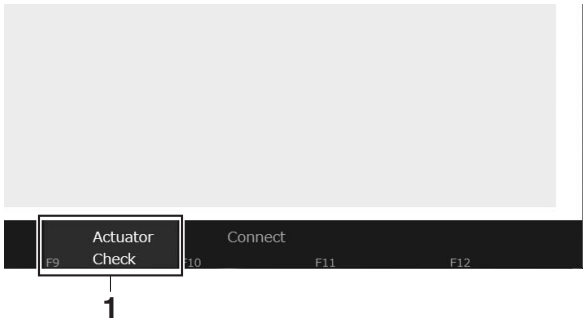
Yamaha diagnostic tool USB
90890-03250
Yamaha diagnostic tool (A/I)
90890-03252

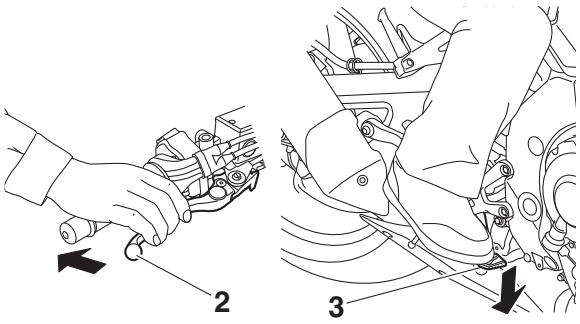


6. Start the Yamaha diagnostic tool and display the diagnosis of function screen.
7. Select code No. 2, "Brake line routing confirmation".
8. Click "Actuator Check" "1", and then operate the brake lever "2" and brake pedal "3" simultaneously.

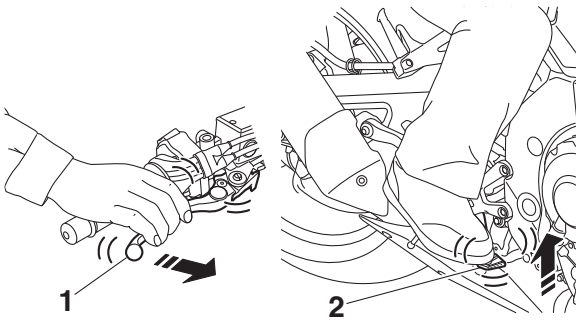
TIP

- The hydraulic unit operates 1 second after the brake lever and brake pedal are operated simultaneously and continues for approximately 5 seconds.
- The operation of the hydraulic unit can be confirmed using the indicator.
  On: The hydraulic unit is operating.
  Flashing: The conditions for operating the hydraulic unit have not been met.
  Off: The brake lever and brake pedal are not being operated.





9. Check:
   • Hydraulic unit operation
   Click “Actuator Check”, a single pulse will be generated in the brake lever “1”, brake pedal “2”, and again in the brake lever “1”, in this order.



TIP

“ON” and “OFF” on the tool screen indicate when the brakes are being applied and released respectively.

ECA17371

NOTICE

- **Check that the pulse is felt in the brake lever, brake pedal, and again in the brake lever, in this order.**
- **If the pulse is felt in the brake pedal before it is felt in the brake lever, check that the brake hoses and brake pipes are connected correctly to the hydraulic unit assembly.**
- **If the pulse is hardly felt in either the brake lever or brake pedal, check that the brake hoses and brake pipes are connected correctly to the hydraulic unit assembly.**

10. If the operation of the hydraulic unit is normal, delete all of the fault codes.

ABS reaction-force confirmation

EWA13120

WARNING

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

TIP

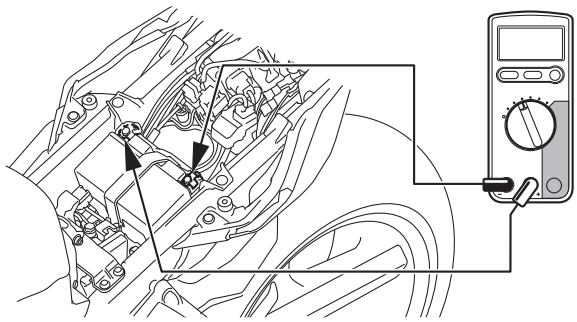
- For the ABS reaction-force confirmation, use the diagnosis of function of the Yamaha diagnostic tool. For more information, refer to the operation manual of the Yamaha diagnostic tool.
- Before performing the ABS reaction-force confirmation, make sure that no malfunctions have been detected in the ABS ECU and that the wheels are not rotating.

1. Place the vehicle on a maintenance stand.
2. Turn the main switch to “OFF”.
3. Remove:
   • Rider seat
   Refer to “GENERAL CHASSIS (1)” on page 4-1.
4. Check:
   • Battery voltage
   Lower than 12.8 V → Charge or replace the battery.

	Battery voltage **Higher than 12.8 V**

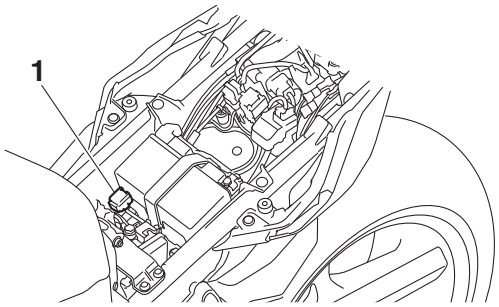
TIP

If the battery voltage is lower than 12.8 V, charge the battery, and then perform ABS reaction-force confirmation.



5. Removing the protective cap “1”, and then connect the Yamaha diagnostic tool to the Yamaha diagnostic tool coupler (4P).

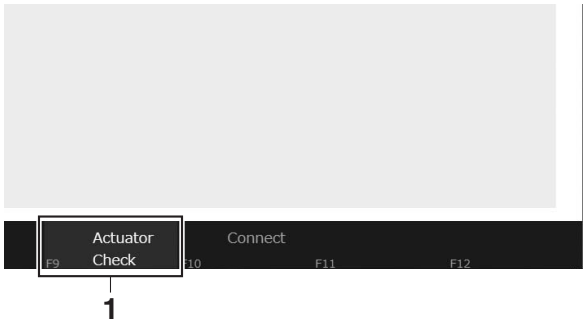
Yamaha diagnostic tool USB
90890-03250
Yamaha diagnostic tool (A/I)
90890-03252

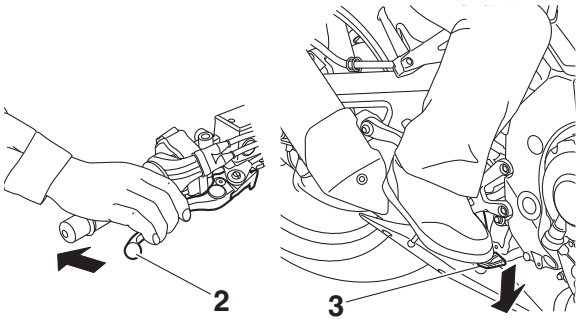


6. Start the Yamaha diagnostic tool and display the diagnosis of function screen.
7. Select code No. 1, “ABS reaction-force confirmation”.
8. Click “Actuator Check” “1”, and then operate the brake lever “2” and brake pedal “3” simultaneously.

TIP

- The hydraulic unit operates 1 second after the brake lever and brake pedal are operated simultaneously and continues for approximately 5 seconds.
- The operation of the hydraulic unit can be confirmed using the indicator.
  On: The hydraulic unit is operating.
  Flashing: The conditions for operating the hydraulic unit have not been met.
  Off: The brake lever and brake pedal are not being operated.

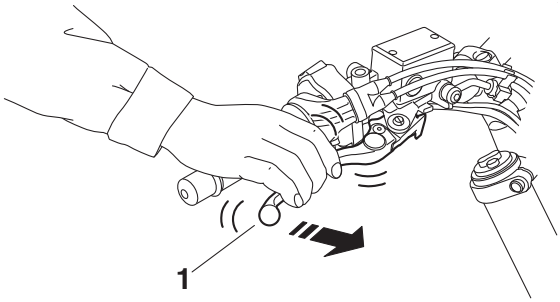




9. A reaction-force pulsating action is generated in the brake lever “1” and continues for a few seconds.

TIP

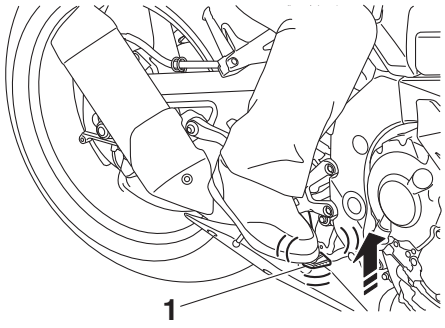
- The reaction-force pulsating action consists of quick pulses.
- Be sure to continue operating the brake lever and brake pedal even after the pulsating action has stopped.
- “ON” and “OFF” on the tool screen indicate when the brakes are being applied and released respectively.



10. After the pulsating action has stopped in the brake lever, it is generated in the brake pedal “1” and continues for a few seconds.

TIP

- The reaction-force pulsating action consists of quick pulses.
- Be sure to continue operating the brake lever and brake pedal even after the pulsating action has stopped.
- “ON” and “OFF” on the tool screen indicate when the brakes are being applied and released respectively.



11.After the pulsating action has stopped in the brake pedal, it is generated in the brake lever and continues for a few seconds.

TIP

- The reaction-force pulsating action consists of quick pulses.
- "ON" and "OFF" on the tool screen indicate when the brakes are being applied and released respectively.

ECA17371

NOTICE

- **Check that the pulse is felt in the brake lever, brake pedal, and again in the brake lever, in this order.**
- **If the pulse is felt in the brake pedal before it is felt in the brake lever, check that the brake hoses and brake pipes are connected correctly to the hydraulic unit assembly.**
- **If the pulse is hardly felt in either the brake lever or brake pedal, check that the brake hoses and brake pipes are connected correctly to the hydraulic unit assembly.**

12.Turn the main switch to "OFF".
13.Remove the Yamaha diagnostic tool from the Yamaha diagnostic tool coupler, and then install the protective cap.
14.Turn the main switch to "ON".
15.Set the start/engine stop switch to "◯".
16.Check for brake fluid leakage around the hydraulic unit.
Brake fluid leakage → Replace the hydraulic unit, brake pipes, and related parts as a set.
17.If the operation of the hydraulic unit is normal, delete all of the fault codes.

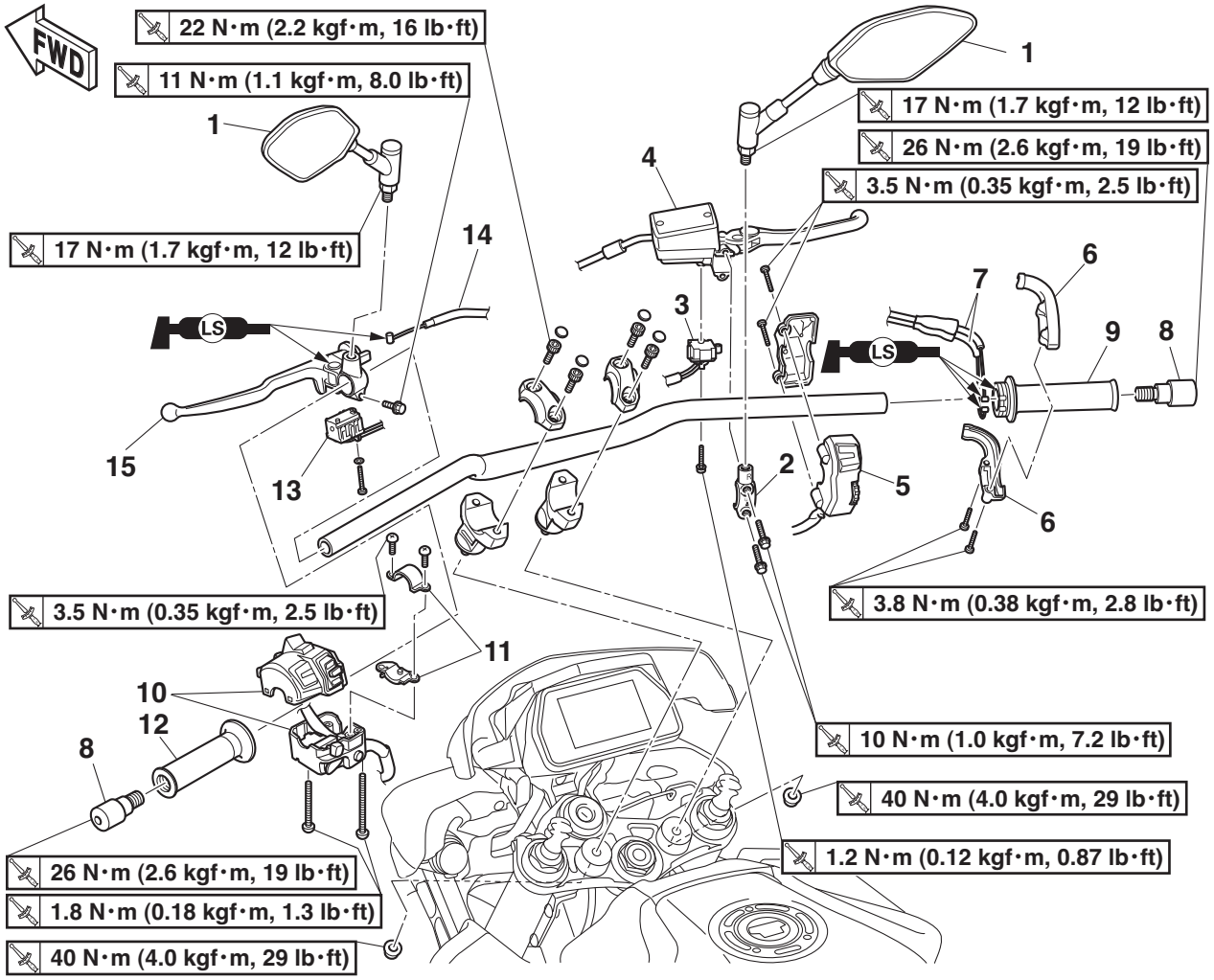
EAS30202

CHECKING THE ABS WARNING LIGHT

After all checks and servicing are completed, ensure that the ABS warning light goes off by walking the vehicle at a speed of faster than 5 km/h (3.1 mi/h) or performing a trial run.

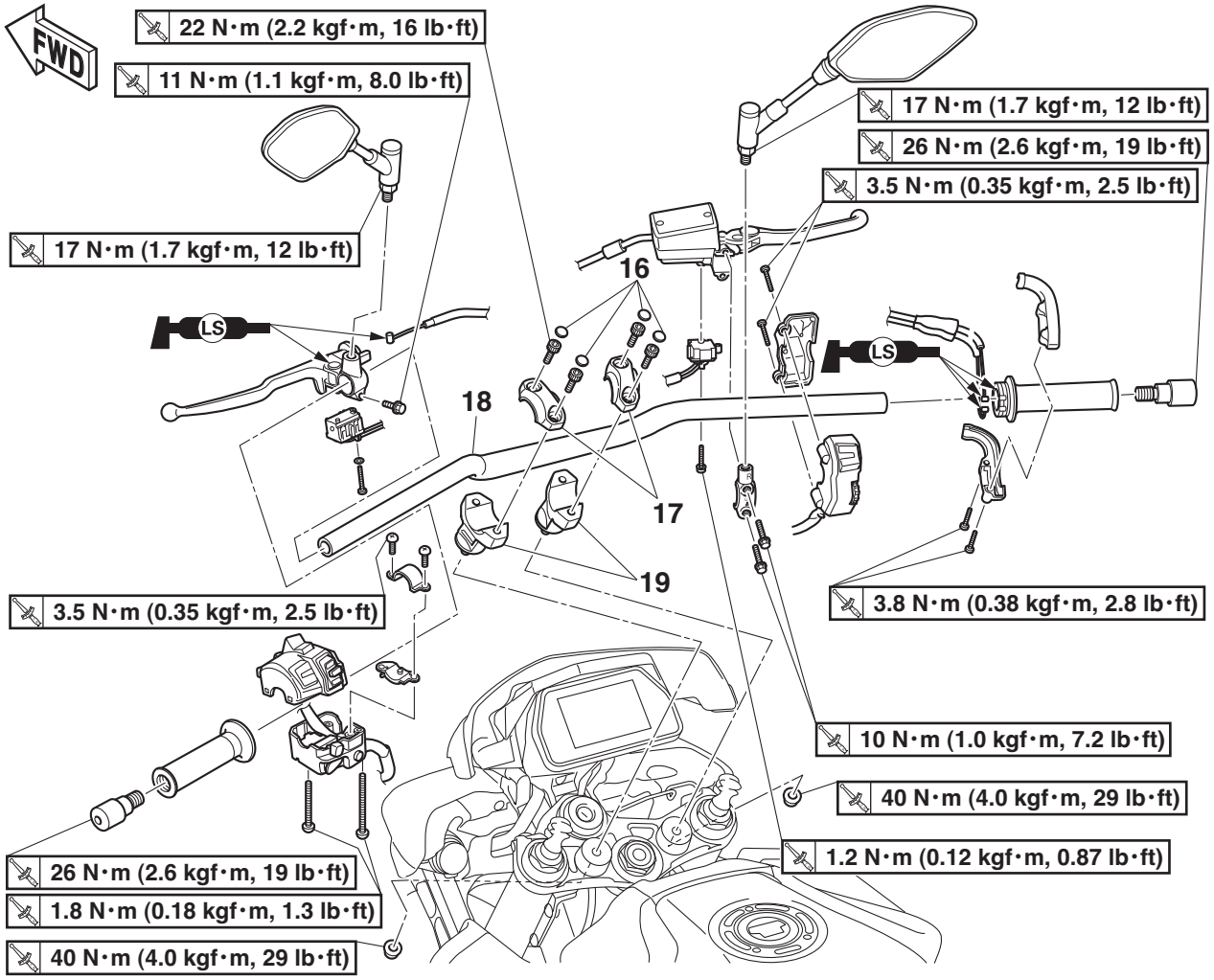
EAS20033
HANDLEBAR

Removing the handlebar



Order	Job/Parts to remove	Q'ty	Remarks
1	Rearview mirror	2	
2	Front brake master cylinder holder	1	
3	Front brake light switch	1	
4	Front brake master cylinder assembly	1	
5	Handlebar switch (right)	1	
6	Throttle cable housing	2	
7	Throttle cable	2	Disconnect.
8	Grip end	2	
9	Throttle grip	1	
10	Handlebar switch (left)	1	
11	Handlebar switch holder	2	
12	Handlebar grip	1	
13	Clutch switch	1	
14	Clutch cable	1	Disconnect.
15	Clutch lever holder	1	

Removing the handlebar



Order	Job/Parts to remove	Q'ty	Remarks
16	Plug	4	
17	Upper handlebar holder	2	
18	Handlebar	1	
19	Lower handlebar holder	2	

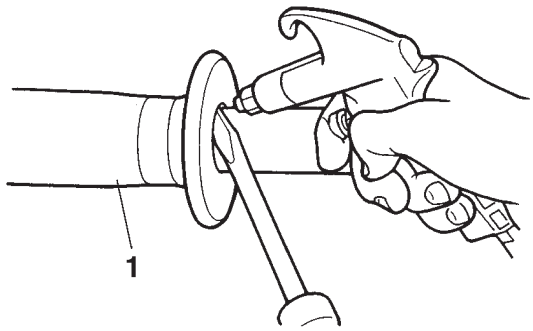
EAS30203
REMOVING THE HANDLEBAR
1. Stand the vehicle on a level surface.

EWA13120
⚠ WARNING

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

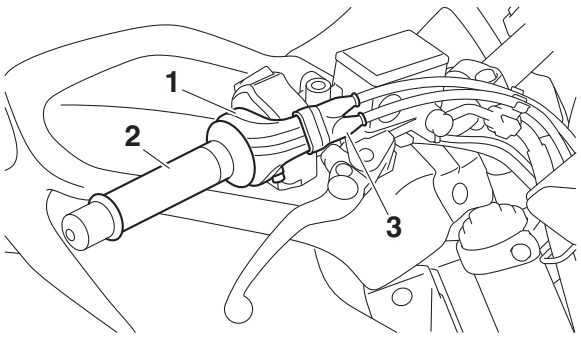
2. Remove:
   • Handlebar grip “1”

TIP
Blow compressed air between the left handlebar and the handlebar grip, and gradually push the grip off the handlebar.



3. Remove:
   • Throttle cable housings “1”
   • Throttle grip “2”

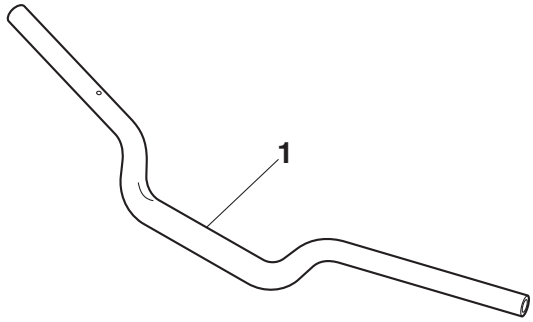
TIP
While removing the throttle cable housing, pull back the rubber cover “3”.



EAS30204
CHECKING THE HANDLEBAR
1. Check:
   • Handlebar “1”
   Bends/cracks/damage → Replace.

EWA13690
⚠ WARNING

Do not attempt to straighten a bent handlebar as this may dangerously weaken it.



EAS30205
INSTALLING THE HANDLEBAR
1. Stand the vehicle on a level surface.

EWA13120
⚠ WARNING

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

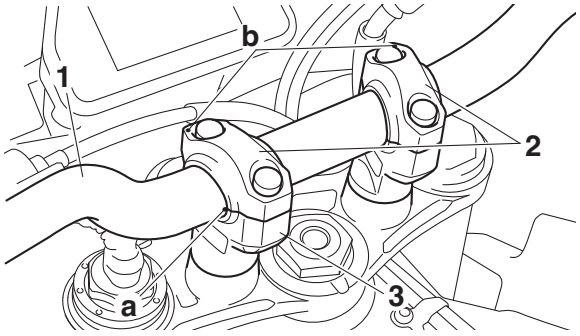
2. Install:
   • Lower handlebar holders (temporarily)
   • Handlebar “1”
   • Upper handlebar holders “2”

	**Upper handlebar holder bolt 22 N·m (2.2 kgf·m, 16 lb·ft)**

ECA19130
NOTICE

- **First, tighten the bolts on the front side of the upper handlebar holder, and then on the rear side.**
- **Turn the handlebar all the way to the left and right. If there is any contact with the fuel tank, adjust the handlebar position.**

TIP
- Align the punch mark “a” on the handlebar with the left side upper surface of the left lower handlebar holder “3”.
- The upper handlebar holders should be installed with the punch marks “b” facing forward.



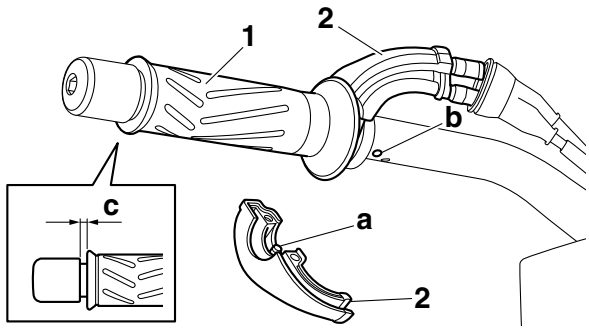
3. Tighten:
   • Lower handlebar holder nuts

	Lower handlebar holder nut **40 N·m (4.0 kgf·m, 29 lb·ft)**

4. Install:
   • Throttle grip “1”
   • Throttle cables
   • Throttle cable housings “2”
   • Grip end

	Throttle cable housing bolt **3.8 N·m (0.38 kgf·m, 2.8 lb·ft)** **Grip end** **26 N·m (2.6 kgf·m, 19 lb·ft)**

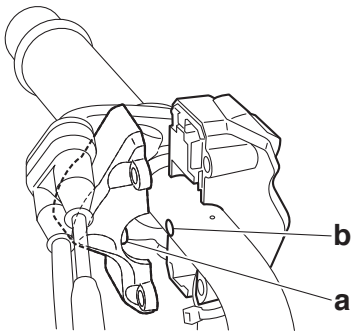
TIP
- Align the projection “a” on the throttle cable housing with the hole “b” in the handlebar.
- There should be 1–3 mm (0.04–0.12 in) of clearance “c” between the throttle grip and the grip end.



5. Install:
   • Handlebar switch (right)

	Handlebar switch screw (right) **3.5 N·m (0.35 kgf·m, 2.5 lb·ft)**

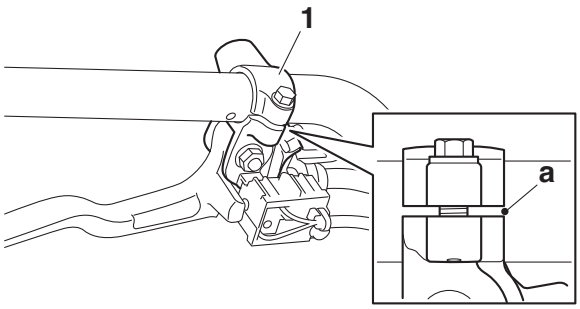
TIP
Align the projection “a” on the right handlebar switch with the hole “b” in the handlebar.



6. Install:
   • Front brake master cylinder assembly
   Refer to “INSTALLING THE FRONT BRAKE MASTER CYLINDER” on page 4-50.
7. Install:
   • Clutch lever holder “1”
   • Clutch cable

	Clutch lever holder pinch bolt **11 N·m (1.1 kgf·m, 8.0 lb·ft)**

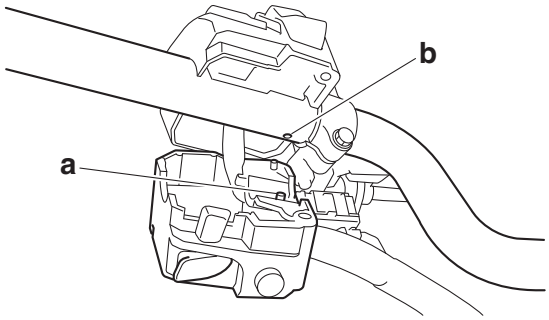
TIP
Align the center of slit on the clutch lever holder with the punch mark “a” on the handlebar.



8. Install:
   • Handlebar switch holder
   • Handlebar switch (left)

	Handlebar switch holder screw **3.5 N·m (0.35 kgf·m, 2.5 lb·ft)** **Handlebar switch screw (left)** **1.8 N·m (0.18 kgf·m, 1.3 lb·ft)**

TIP
Align the projection “a” on the left handlebar switch with the hole “b” in the handlebar.



9. Install:
   • Handlebar grip “1”
   • Grip end “2”

	Grip end **26 N·m (2.6 kgf·m, 19 lb·ft)**

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a. Apply a thin coat of rubber adhesive onto the end of the left handlebar.
b. Side the handlebar grip over the end of the left handlebar.
c. Wipe off any excess rubber adhesive with a clean rag.

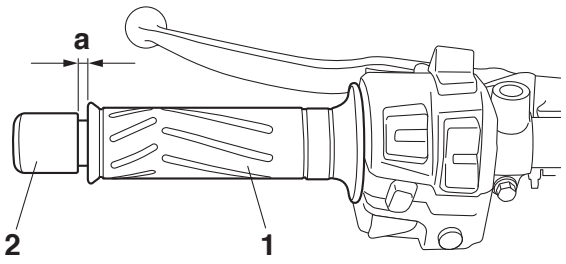
EWA13700

⚠ WARNING

Do not touch the handlebar grip until the rubber adhesive has fully dried.

TIP

There should be 1–3 mm (0.04–0.12 in) of clearance "a" between the handlebar grip and the grip end.



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10.Adjust:
- Throttle grip free play
  Refer to "CHECKING THE THROTTLE GRIP" on page 3-32.

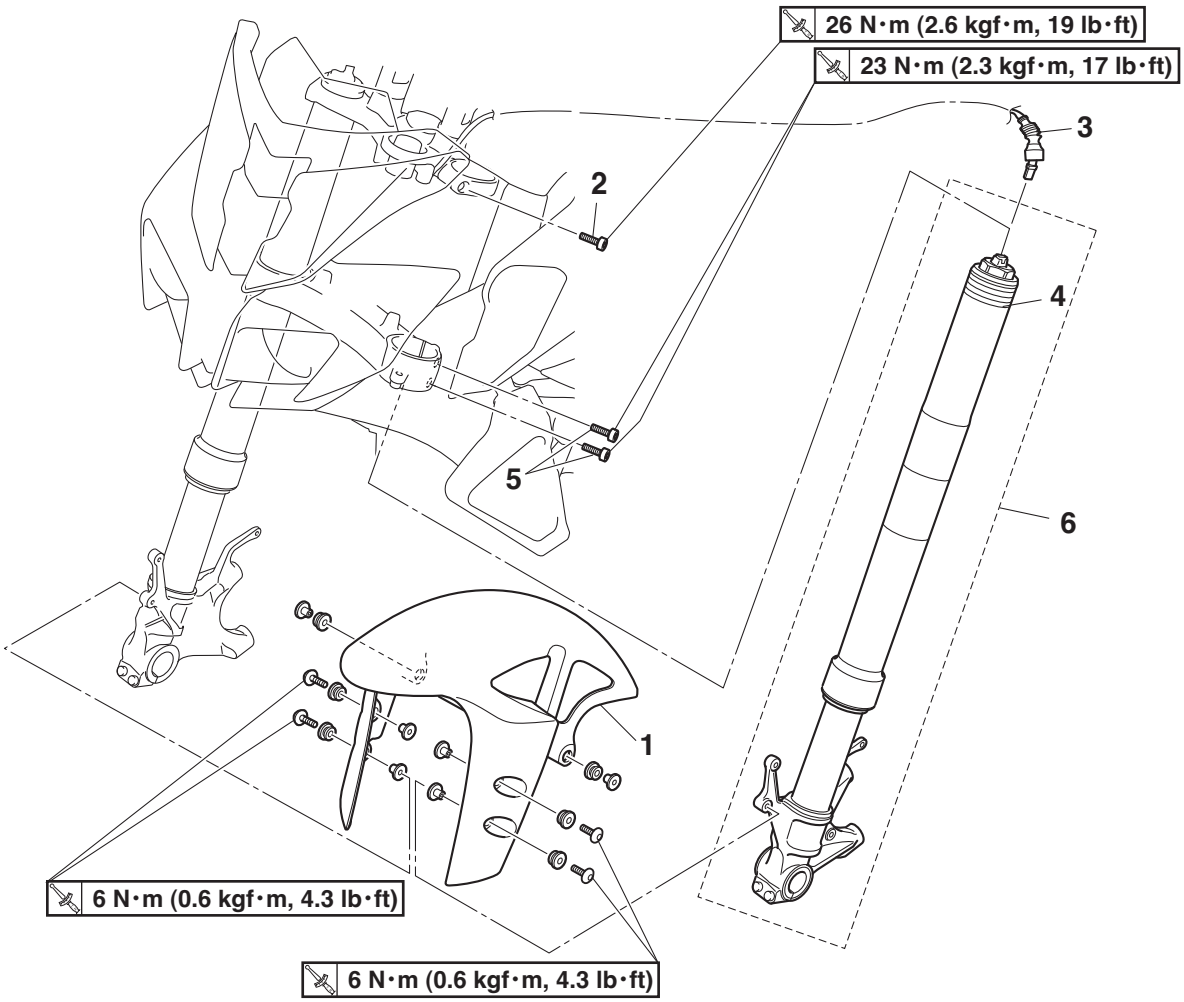
	Throttle grip free play **3.0–5.0 mm (0.12–0.20 in)**

11.Adjust:
- Clutch lever free play
  Refer to "ADJUSTING THE CLUTCH LEVER FREE PLAY" on page 3-13.

	Clutch lever free play **5.0–10.0 mm (0.20–0.39 in)**

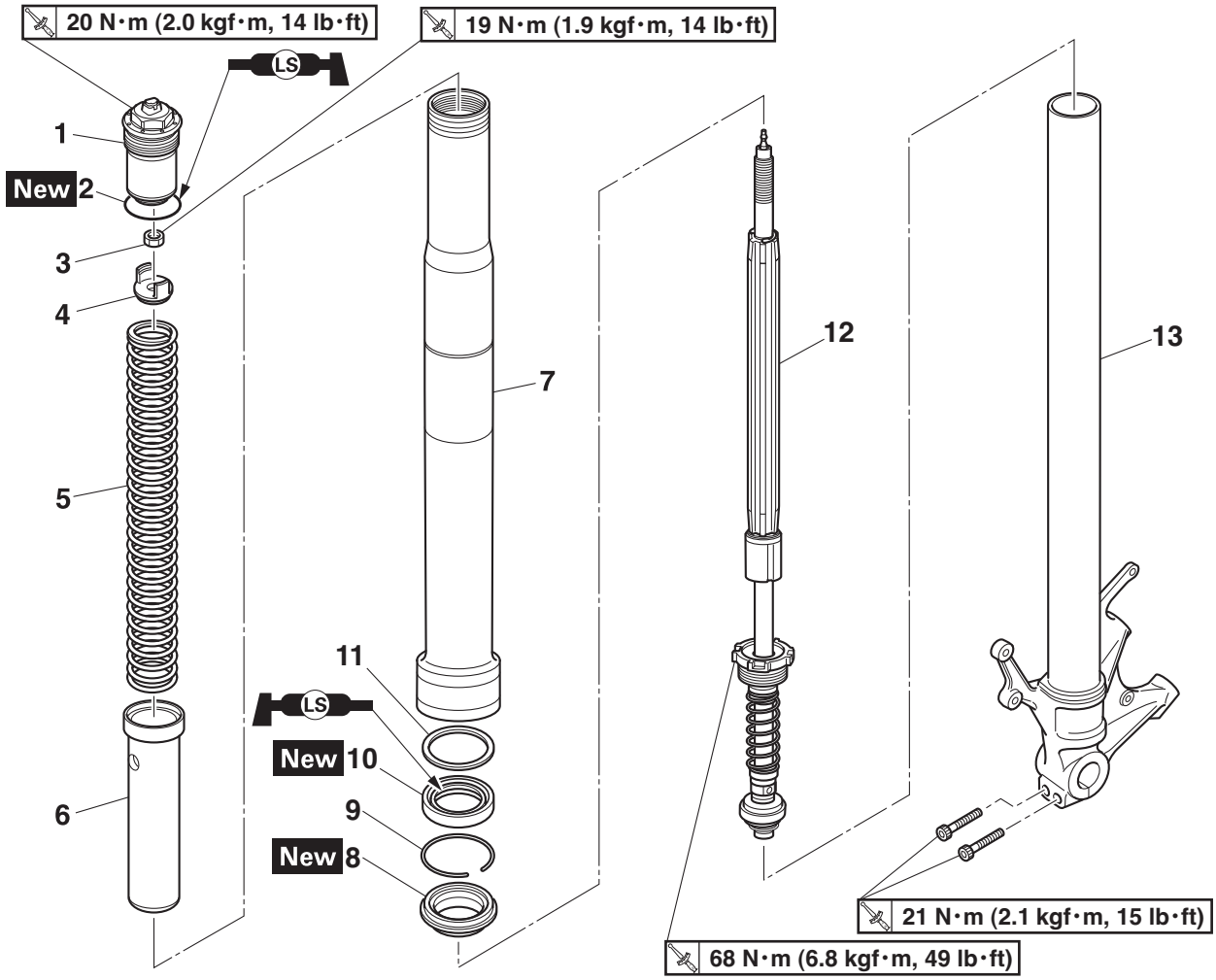
EAS20034
FRONT FORK

Removing the front fork legs



Order	Job/Parts to remove	Q'ty	Remarks
			The following procedure applies to both of the front fork legs.
	Front wheel		Refer to "FRONT WHEEL" on page 4-22.
1	Front fender	1	
2	Upper bracket pinch bolt	1	Loosen.
3	Front fork stepping motor coupler	1	Disconnect.
4	Cap bolt (with front fork stepping motor)	1	Loosen.
5	Lower bracket pinch bolt	2	Loosen.
6	Front fork leg	1	

Disassembling the front fork legs



Order	Job/Parts to remove	Q'ty	Remarks
			The following procedure applies to both of the front fork legs.
1	Cap bolt (with front fork stepping motor)	1	
2	O-ring	1	
3	Locknut	1	
4	Upper spring seat	1	
5	Fork spring	1	
6	Spacer	1	
7	Outer tube	1	
8	Dust seal	1	
9	Oil seal clip	1	
10	Oil seal	1	
11	Washer	1	
12	Damper rod assembly	1	
13	Inner tube	1	

EAS30206
REMOVING THE FRONT FORK LEGS

The following procedure applies to both of the front fork legs.

1. Stand the vehicle on a level surface.

EWA13120
⚠ WARNING

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

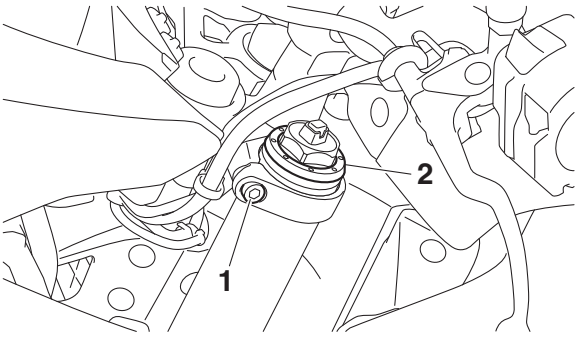
TIP

Place the vehicle on a maintenance stand so that the front wheel is elevated.

2. Remove:
   - Front brake caliper
     Refer to "FRONT BRAKE" on page 4-40.
   - Front wheel
     Refer to "FRONT WHEEL" on page 4-22.
3. Disconnect:
   - Front fork stepping motor coupler
4. Loosen:
   - Upper bracket pinch bolt "1"
   - Cap bolt "2"
   - Lower bracket pinch bolts "3"

EWA13640
⚠ WARNING

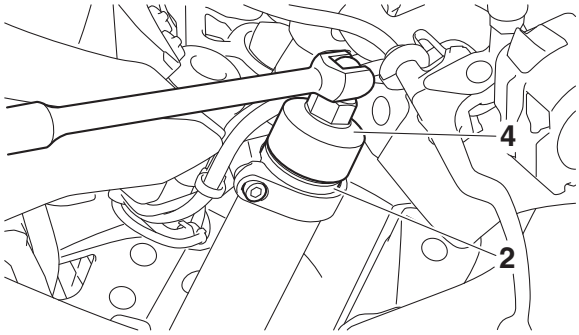
Before loosening the upper and lower bracket pinch bolts, support the front fork leg.

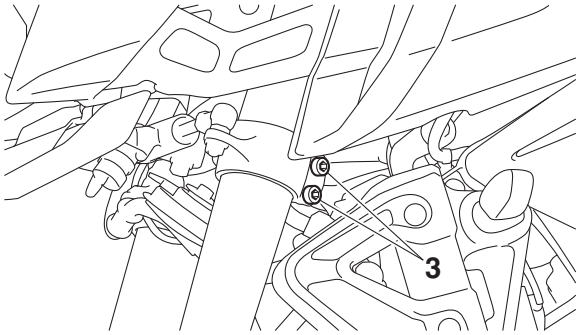


TIP

Loosen the cap bolt "2" using the front fork cap bolt wrench "4".

Front fork cap bolt wrench 42mm
90890-01575
YM-01575



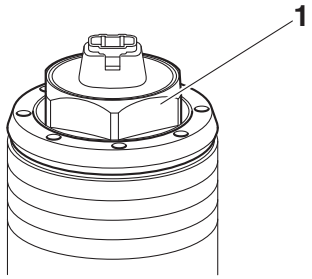


5. Remove:
   - Front fork leg

EAS30207
DISASSEMBLING THE FRONT FORK LEGS

The following procedure applies to both of the front fork legs.

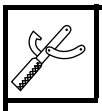
1. Turn the spring preload adjusting bolt "1" counterclockwise until it stops.



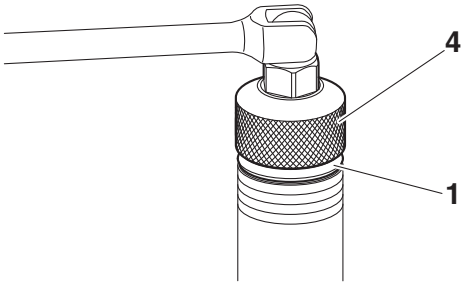
2. Remove:
   - Cap bolt "1"
     (from the damper rod assembly)
   - Locknut "2"
   - Upper spring seat "3"

▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼

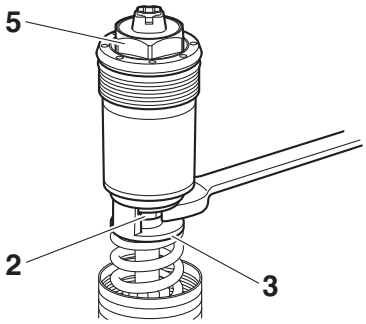
a. Loosen the cap bolt "1" using the front fork cap bolt wrench "4" and then remove it from the outer tube.



Front fork cap bolt wrench 42mm
90890-01575
YM-01575



b. Hold the spring preload adjusting bolt “5” and loosen the locknut.



c. Remove the cap bolt, locknut and upper spring seat.

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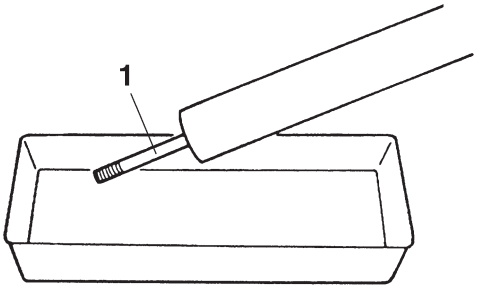
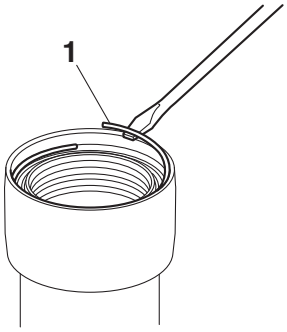
3. Drain:
   • Fork oil

TIP

Stroke the damper rod assembly “1” several times while draining the fork oil.



4. Remove:
   • Outer tube
5. Remove:
   • Dust seal
   • Oil seal clip “1”
     (with a flat-head screwdriver)
   • Oil seal
   • Washer

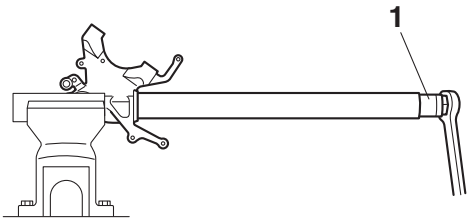


6. Remove:
   • Damper rod assembly

TIP

Remove the damper rod assembly with the damper rod holder “1”.

Damper rod holder (ø37)
90890-01504
Damper rod holder
YM-01504



EAS30208

CHECKING THE FRONT FORK LEGS

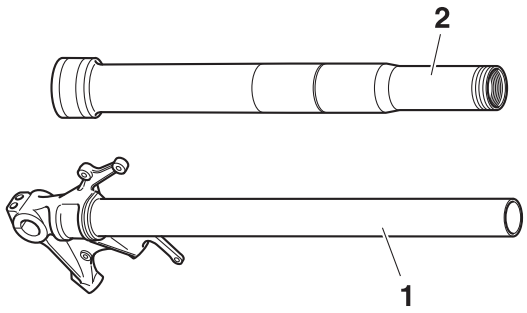
The following procedure applies to both of the front fork legs.

1. Check:
   • Inner tube “1”
   • Outer tube “2”
     Bends/damage/scratches → Replace.

EWA13650

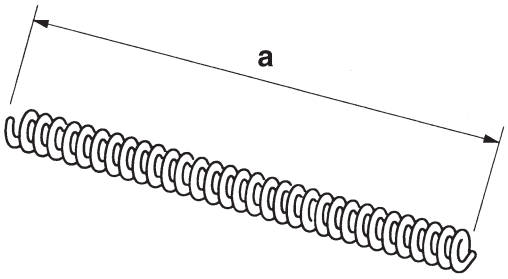
⚠ WARNING

Do not attempt to straighten a bent inner tube as this may dangerously weaken it.



2. Measure:
   • Spring free length “a”
   Out of specification → Replace.

Fork spring free length
260.0 mm (10.24 in)
Limit
254.8 mm (10.03 in)

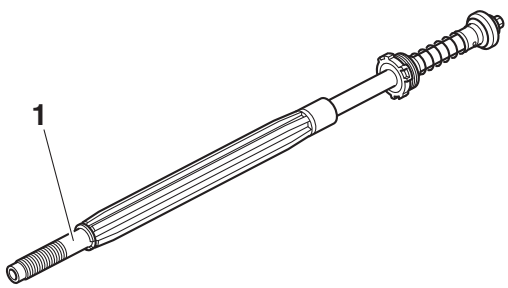


3. Check:
   • Damper rod “1”
   Damage/wear → Replace.
   Obstruction → Blow out all of the oil passages with compressed air.

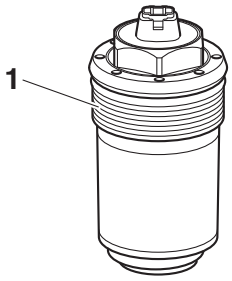
ECA19110

NOTICE

- **The front fork leg has a very sophisticated internal construction, which are particularly sensitive to foreign material.**
- **When disassembling and assembling the front fork leg, do not allow any foreign material to enter the front fork.**



4. Check:
   • Cap bolt “1”
   Cracks/damage → Replace.



EAS30209

ASSEMBLING THE FRONT FORK LEGS

The following procedure applies to both of the front fork legs.

EWA18360

⚠ WARNING

If both front fork legs are not filled with the specified amount of the fork oil, it may cause poor handling and a loss of stability.

TIP

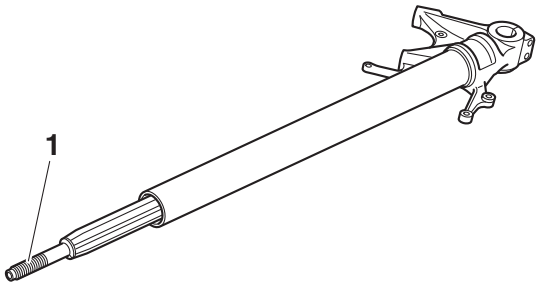
- When assembling the front fork leg, be sure to replace the following parts:
  – Oil seal
  – Dust seal
  – O-ring
- Before assembling the front fork leg, make sure all of the components are clean.

1. Install:
   • Damper rod assembly “1”

ECA22560

NOTICE

Allow the damper rod assembly to slide slowly down the inner tube. Be careful not to damage the inner tube.

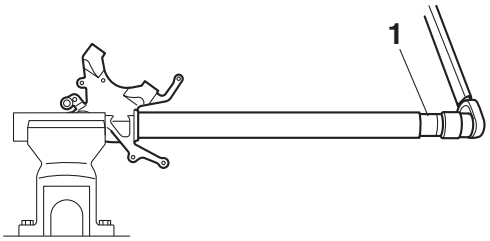


2. Tighten:
   • Damper rod assembly

Front fork damper rod assembly
68 N·m (6.8 kgf·m, 49 lb·ft)

TIP
Tighten the damper rod assembly with the damper rod holder "1".

Damper rod holder (ø37)
90890-01504
Damper rod holder
YM-01504



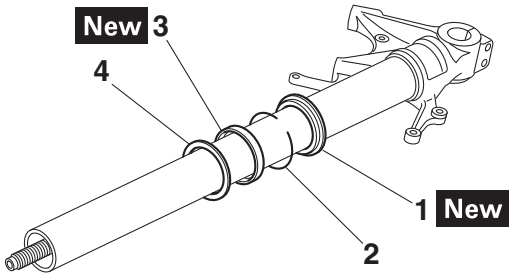
3. Lubricate:
   • Inner tube's outer surface

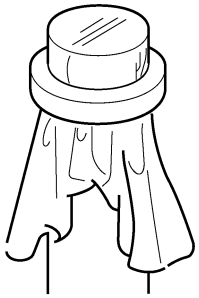
Recommended oil
Yamaha Suspension Oil M1 or Öhlins R&T 43

4. Install:
   • Dust seal "1" New
   • Oil seal clip "2"
   • Oil seal "3" New
   • Washer "4"

ECA19170
NOTICE
Make sure the numbered side of the oil seal faces bottom side.

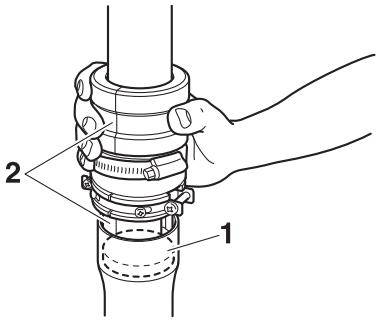
TIP
- Before installing the oil seal, lubricate its lips with lithium-soap-based grease.
- Lubricate the outer surface of the inner tube with fork oil.
- Before installing the oil seal, cover the top of the front fork leg with a plastic bag to protect the oil seal during installation.





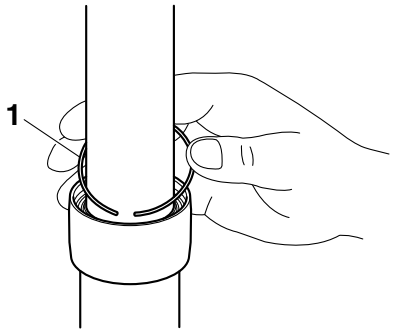
5. Install:
   • Outer tube
   (to the inner tube)
6. Install:
   • Washer
   • Oil seal "1"
   (with the fork seal driver "2")

Fork seal driver
90890-01442
Adjustable fork seal driver (36–46 mm)
YM-01442



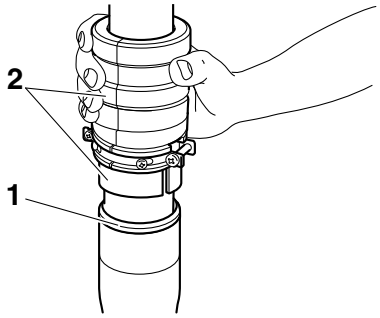
7. Install:
   • Oil seal clip "1"

TIP
Adjust the oil seal clip so that it fits into the outer tube's groove.



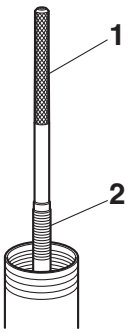
8. Install:
   • Dust seal “1”
   (with the fork seal driver “2”)

Fork seal driver
90890-01442
Adjustable fork seal driver (36–46 mm)
YM-01442



9. Install:
   • Rod puller “1”
   (onto the damper rod “2”)

Front fork rod puller M7x0.75
90890-01576
YM-01576



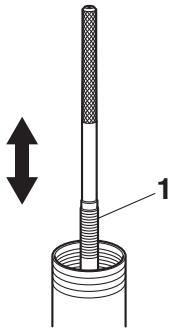
10. Fill:
   • Front fork leg
   (with the specified amount of the recommended fork oil)

Recommended oil
Yamaha Suspension Oil M1 or Öhlins R&T 43
Quantity (left)
448.0 cm³ (15.15 US oz, 15.80 Imp.oz)
Quantity (right)
448.0 cm³ (15.15 US oz, 15.80 Imp.oz)

ECA14230
NOTICE
- **Be sure to use the recommended fork oil. Other oils may have an adverse effect on front fork performance.**
- **When disassembling and assembling the front fork leg, do not allow any foreign material to enter the front fork.**

11. After filling the front fork leg, slowly stroke the damper rod “1” up and down (at least ten times) to distribute the fork oil.

TIP
Be sure to stroke the damper rod slowly because the fork oil may spurt out.

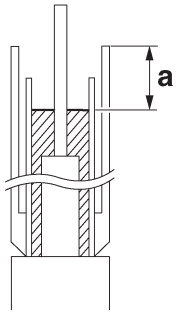


12. Before measuring the fork oil level, wait ten minutes until the oil has settled and the air bubbles have dispersed.

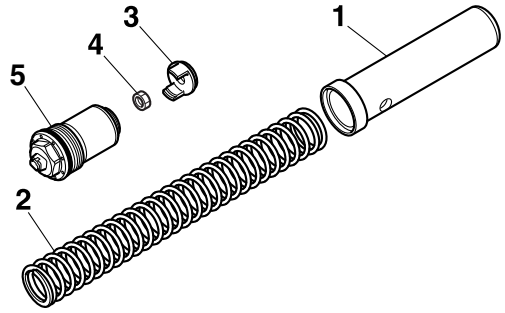
TIP
Be sure to bleed the front fork leg of any residual air.

13. Measure:
   • Front fork leg oil level “a”
   (from the top of the outer tube, with the outer tube fully compressed and without the fork spring)
   Out of specification → Correct.

Level (left)
180 mm (7.1 in)
Level (right)
180 mm (7.1 in)



14.Install:
- Spacer “1”
- Fork spring “2”
- Upper spring seat “3”
- Locknut “4”
- Cap bolt “5”
  (along with the O-ring New)



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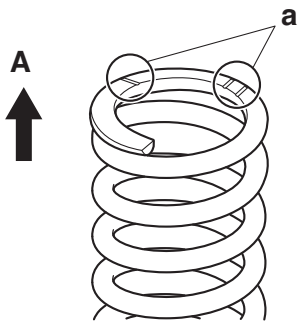
a. Install the rod puller.
b. Install the spacer and fork spring.

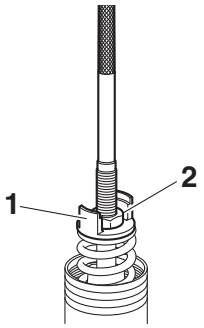
TIP

Install the fork spring with the marks “a” facing up “A”.



c. Install the upper spring seat “1”.
d. Install the locknut “2” all the way onto the damper rod assembly.

	Front fork rod puller M7x0.75 **90890-01576** **YM-01576**



e. Remove the rod puller.
f. Install the cap bolt completely, and then finger tighten the cap bolt.

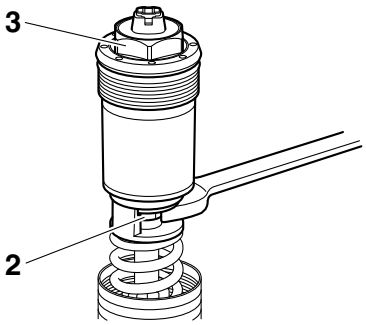
EWA13670

⚠ WARNING

Always use a new cap bolt O-ring.

g. Hold the spring preload adjusting bolt “3” and tighten the locknut “2” to specification.

	Front fork cap bolt locknut **19 N·m (1.9 kgf·m, 14 lb·ft)**



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15.Install:
- Cap bolt
  (to the outer tube)

TIP

- Temporarily tighten the cap bolt.
- When to tighten the cap bolt to the specified torque is after installing the front fork leg to the vehicle and tightening the lower bracket pinch bolts.

EAS30210

INSTALLING THE FRONT FORK LEGS

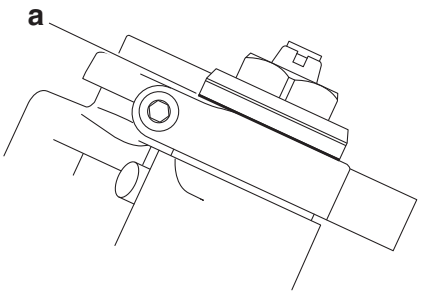
The following procedure applies to both of the front fork legs.

1. Install:
   - Front fork leg
     Temporarily tighten the upper and lower bracket pinch bolts.

EWA13680
WARNING

Make sure the brake hoses are routed properly.

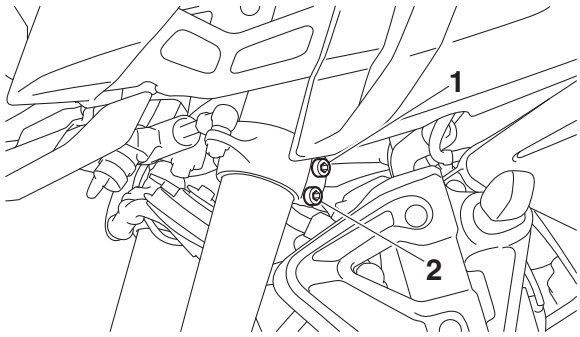
TIP
Align the outer tube with the position "a" as shown in the illustration.



2. Tighten:
   • Lower bracket pinch bolts "1" and "2"

	Lower bracket pinch bolt 23 N·m (2.3 kgf·m, 17 lb·ft)

TIP
Tighten each bolt to 23 N·m (2.3 kgf·m, 17 lb·ft) in the order pinch bolt "1" → pinch bolt "2" → pinch bolt "1" → pinch bolt "2".

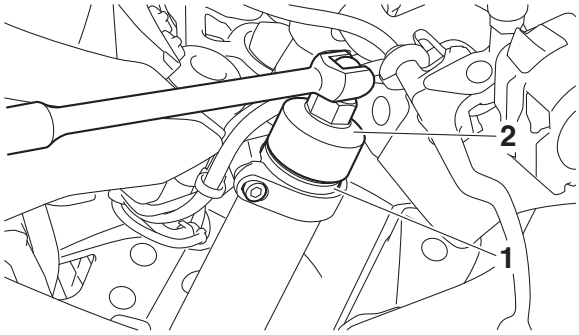


3. Tighten:
   • Cap bolt "1"

TIP
Tighten the cap bolt "1" using the front fork cap bolt wrench "2".

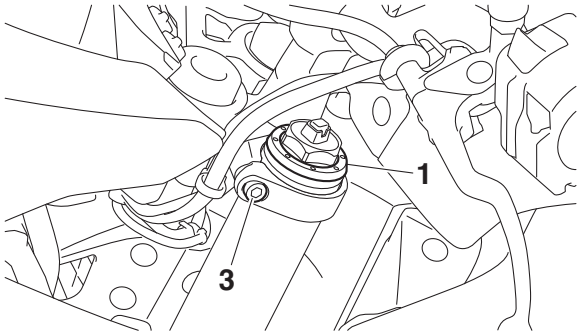
	Front fork cap bolt wrench 42mm 90890-01575 YM-01575

	Front fork cap bolt 20 N·m (2.0 kgf·m, 14 lb·ft)

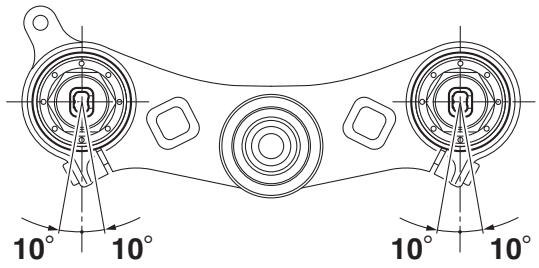


   • Upper bracket pinch bolt "3"

	Upper bracket pinch bolt 26 N·m (2.6 kgf·m, 19 lb·ft)



TIP
When installing the front fork legs, make sure that the front fork stepping motor couplers are positioned at the angles shown in the illustration.



4. Check:
   • Cable routing

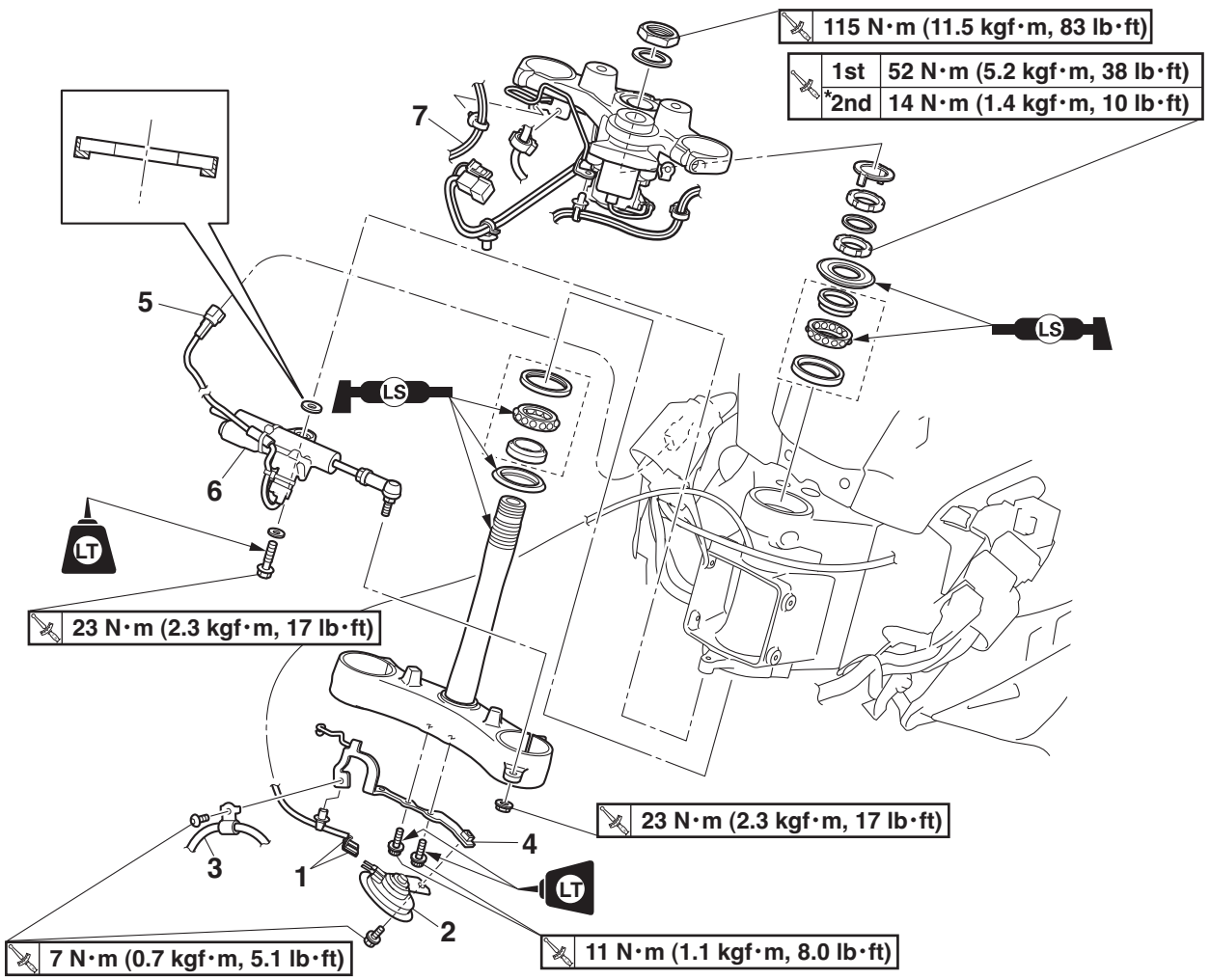
TIP
Make sure the brake hose, throttle cables, clutch cable, and handlebar switch leads are routed properly. Refer to "CABLE ROUTING" on page 2-37.

5. Adjust:
   • Spring preload
   • Rebound damping
   • Compression damping
   Refer to "ADJUSTING THE PRELOAD OF

THE FRONT FORK LEGS" on page 3-22 and "ADJUSTING THE DAMPING FORCE OF THE FRONT FORK LEGS AND REAR SHOCK ABSORBER ASSEMBLY" on page 3-23.

EAS20035
STEERING HEAD

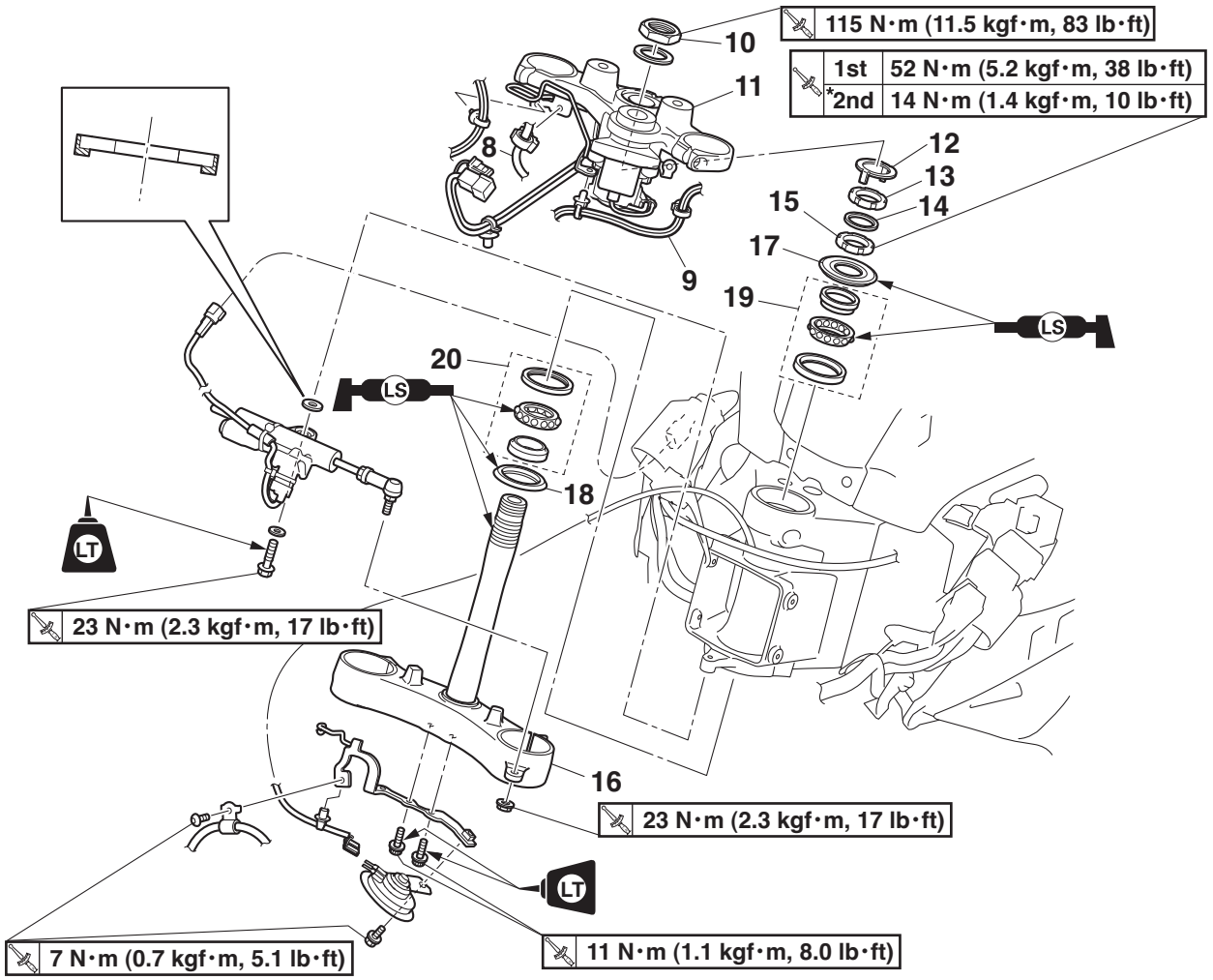
Removing the lower bracket



*Loosen the lower ring nut completely, and then tighten it to specification.

Order	Job/Parts to remove	Q'ty	Remarks
	Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Meter assembly/Auxiliary light/Headlight assembly/Headlight stay		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Handlebar		Refer to "HANDLEBAR" on page 4-73.
	Front wheel		Refer to "FRONT WHEEL" on page 4-22.
	Front fork legs		Refer to "FRONT FORK" on page 4-78.
1	Horn connector	2	Disconnect.
2	Horn	1	
3	Front brake hose	1	
4	Horn bracket	1	
5	Steering damper solenoid coupler	1	Disconnect.
6	Steering damper solenoid	1	
7	Handlebar switch lead (right)/Front brake light switch lead	1/1	

Removing the lower bracket



*Loosen the lower ring nut completely, and then tighten it to specification.

Order	Job/Parts to remove	Q'ty	Remarks
8	Clutch cable	1	
9	Handlebar switch lead (left)/Clutch switch lead	1/1	
10	Steering stem nut	1	
11	Upper bracket	1	
12	Lock washer	1	
13	Upper ring nut	1	
14	Rubber washer	1	
15	Lower ring nut	1	
16	Lower bracket	1	
17	Bearing cover	1	
18	Lower bearing dust seal	1	
19	Upper bearing	1	
20	Lower bearing	1	

EAS30213
REMOVING THE LOWER BRACKET

1. Stand the vehicle on a level surface.

EWA13120
⚠ WARNING

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

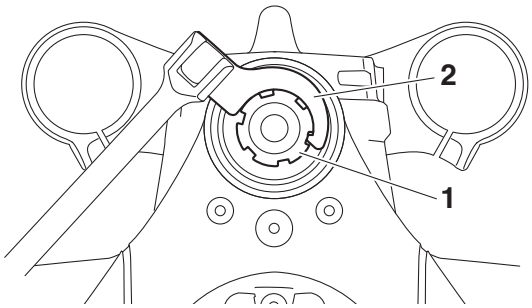
2. Remove:
   - Upper ring nut
   - Rubber washer
   - Lower ring nut "1"
   - Lower bracket

EWA13730
⚠ WARNING

Securely support the lower bracket so that there is no danger of it falling.

TIP
- Hold the lower ring nut with steering nut wrench, and then remove the upper ring nut with the ring nut wrench.
- Remove the lower ring nut with the steering nut wrench "2".

Ring nut wrench
90890-01268
Spanner wrench
YU-01268
Steering nut wrench
90890-01403
Exhaust flange nut wrench
YU-A9472



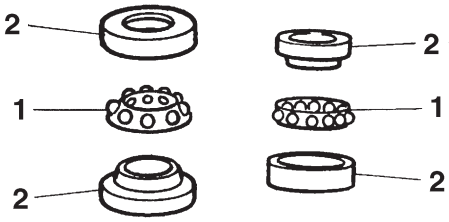
EAS30214
CHECKING THE STEERING HEAD

1. Wash:
   - Bearing
   - Bearing race

Recommended cleaning solvent
Kerosene

2. Check:
   - Bearing "1"
   - Bearing race "2"

   Damage/pitting → Replace the bearings and bearing races as a set.



3. Replace:
   - Bearing
   - Bearing race

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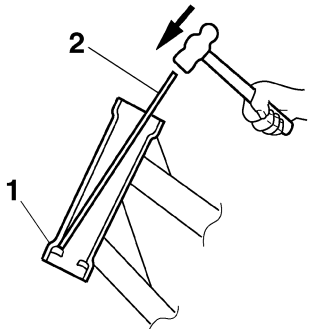
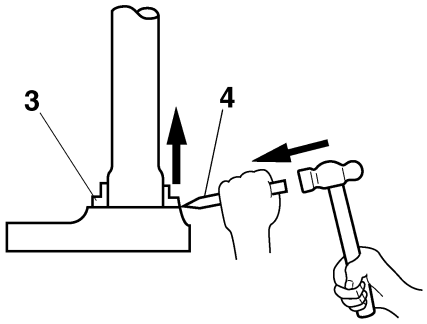
a. Remove the bearing races from the steering head pipe "1" with a long rod "2" and hammer.
b. Remove the bearing race "3" from the lower bracket with a floor chisel "4" and hammer.
c. Install a new dust seal and new bearing races.

ECA14270
NOTICE

If the bearing race is not installed properly, the steering head pipe could be damaged.

TIP
- Always replace the bearings and bearing races as a set.
- Whenever the steering head is disassembled, replace the dust seal.





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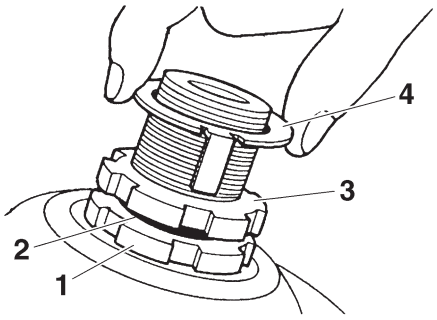
4. Check:
   - Upper bracket
   - Lower bracket
     (along with the steering stem)
     Bends/cracks/damage → Replace.

EAS30216
INSTALLING THE STEERING HEAD

1. Lubricate:
   - Upper bearing
   - Lower bearing

	Recommended lubricant **Lithium-soap-based grease**

2. Install:
   - Lower ring nut “1”
   - Rubber washer “2”
   - Upper ring nut “3”
   - Lock washer “4”
     Refer to “CHECKING AND ADJUSTING THE STEERING HEAD” on page 3-20.



3. Install:
   - Upper bracket
   - Steering stem nut
     Refer to “HANDLEBAR” on page 4-73.

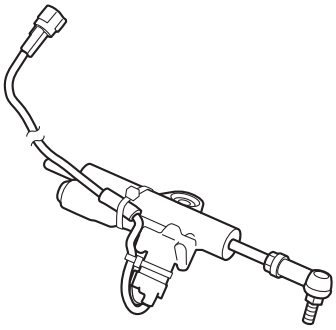
TIP
Temporarily tighten the steering stem nut.

4. Install:
   - Front fork legs
     Refer to “FRONT FORK” on page 4-78.

TIP
Temporarily tighten the upper and lower bracket pinch bolts.

EAS30215
CHECKING THE STEERING DAMPER

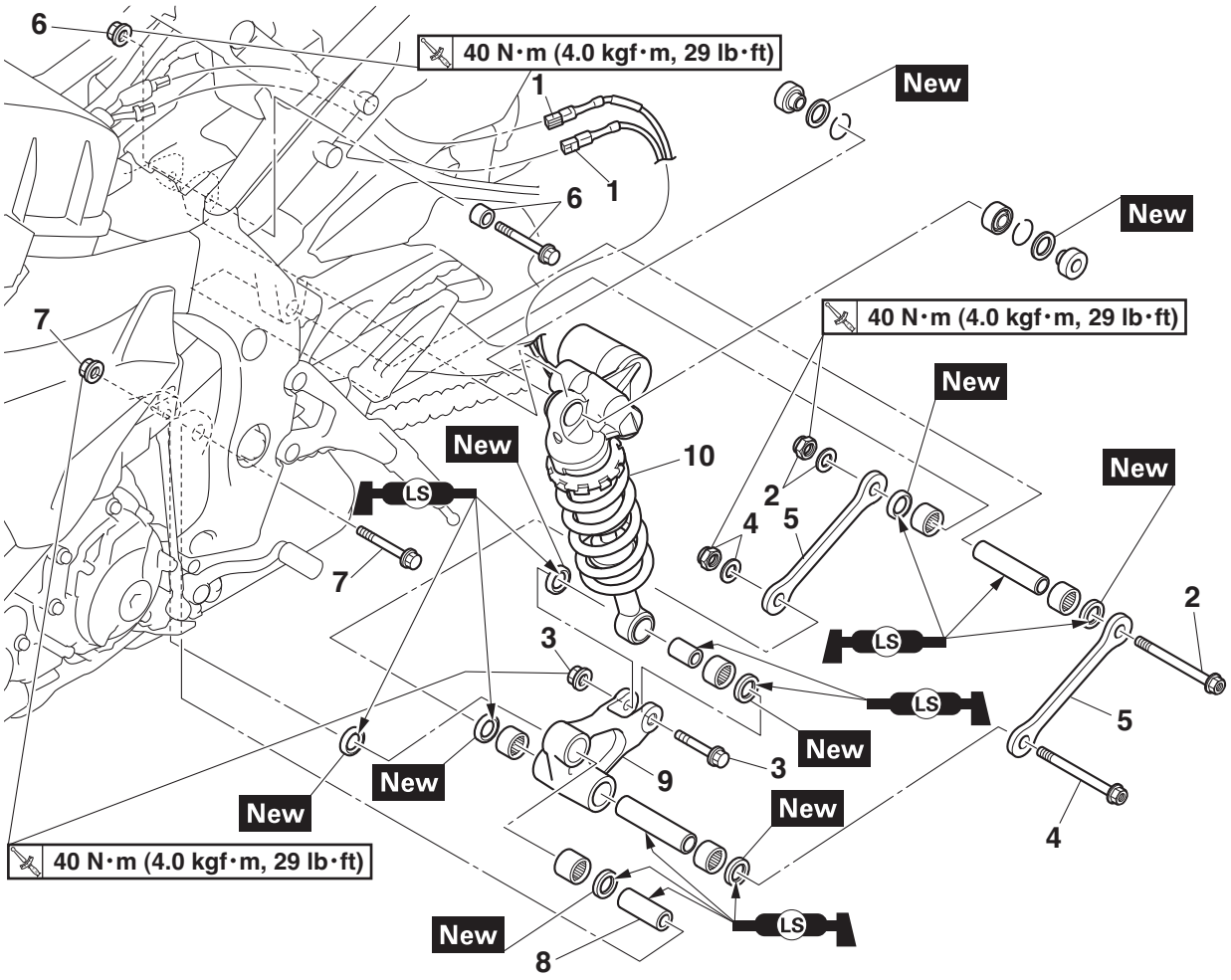
1. Check:
   - Steering damper body
     Damage/oil leaks → Replace the steering damper assembly.
   - Steering damper rod
     Bends/scratch → Replace the steering damper assembly.
   - Bearing
     Damage/pitting → Replace the steering damper assembly.



EAS20036

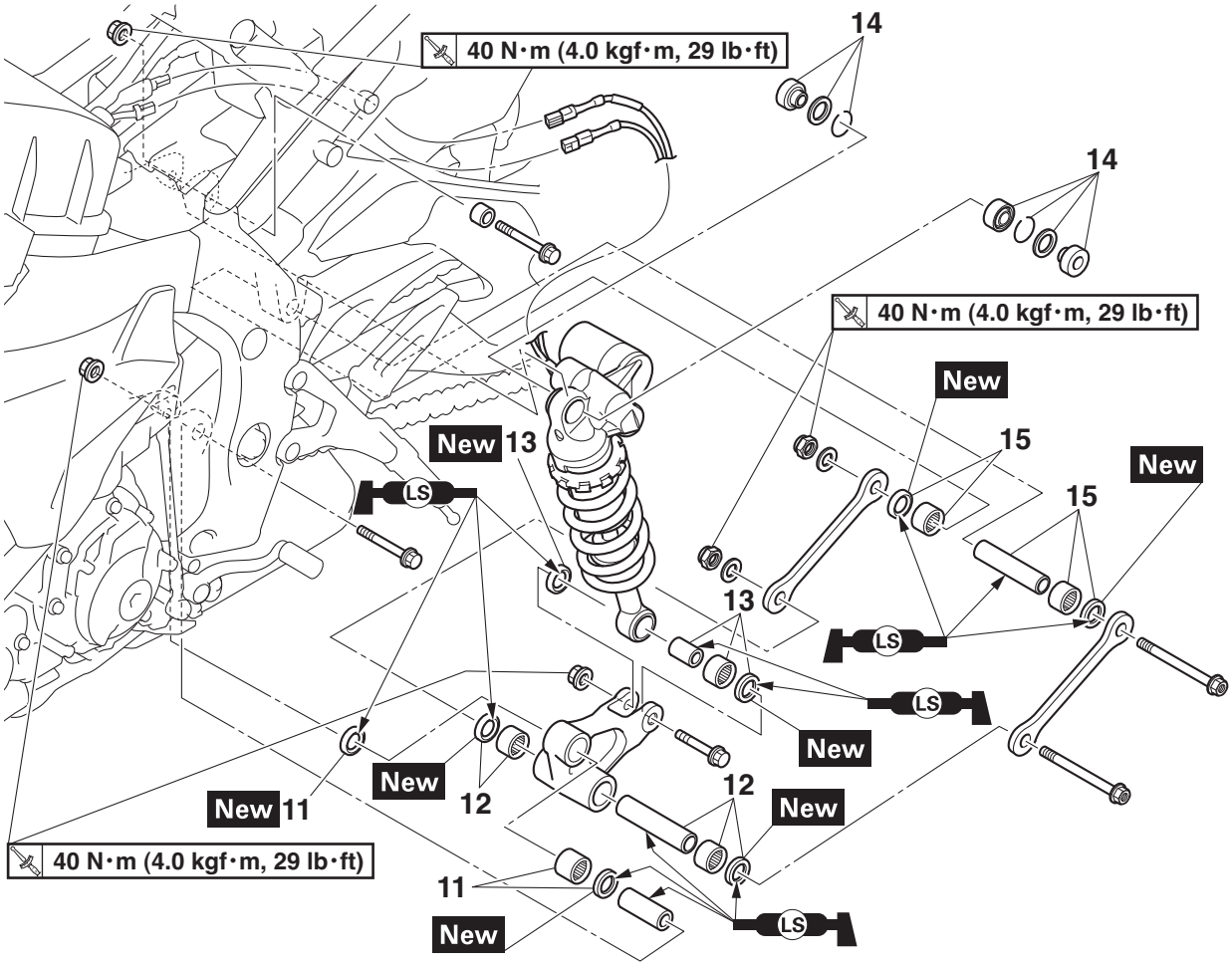
REAR SHOCK ABSORBER ASSEMBLY

Removing the rear shock absorber assembly



Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Rear brake caliper		Refer to "REAR BRAKE" on page 4-52.
	Rear wheel		Refer to "REAR WHEEL" on page 4-31.
1	Rear shock absorber assembly stepping motor coupler	2	Disconnect.
2	Connecting arm upper nut/Washer/Bolt	1/1/1	
3	Rear shock absorber assembly lower nut/Bolt	1/1	
4	Connecting arm lower nut/Washer/Bolt	1/1/1	
5	Connecting arm	2	
6	Rear shock absorber assembly upper nut/Collar/Bolt	1/1/1	
7	Relay arm nut/Bolt	1/1	
8	Collar	1	
9	Relay arm	1	
10	Rear shock absorber assembly	1	

Removing the rear shock absorber assembly



Order	Job/Parts to remove	Q'ty	Remarks
11	Oil seal/Bearing	2/1	
12	Collar/Oil seal/Bearing	1/2/2	
13	Collar/Oil seal/Bearing	1/2/1	
14	Collar/Dust seal/Circlip/Bushing	2/2/2/1	
15	Collar/Oil seal/Bearing	1/2/2	

EAS30826
HANDLING THE REAR SHOCK ABSORBER

EWA13740
⚠ WARNING

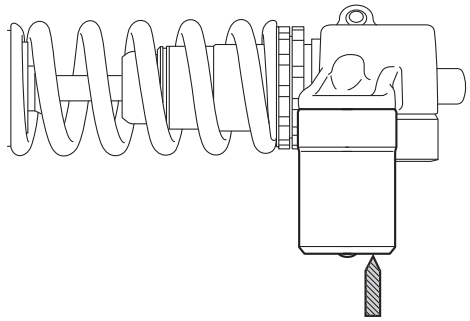
This rear shock absorber contains highly compressed nitrogen gas. Before handling the rear shock absorber, read and make sure you understand the following information. The manufacturer cannot be held responsible for property damage or personal injury that may result from improper handling of the rear shock absorber.
- **Do not tamper or attempt to open the rear shock absorber.**
- **Do not subject the rear shock absorber to an open flame or any other source of high heat. High heat can cause an explosion due to excessive gas pressure.**
- **Do not deform or damage the rear shock absorber in any way. Rear shock absorber damage will result in poor damping performance.**

EAS30729
DISPOSING OF A REAR SHOCK ABSORBER

1. Gas pressure must be released before disposing of a rear shock absorber. To release the gas pressure, drill a 2–3 mm (0.08–0.12 in) hole through the rear shock absorber as shown.

EWA13760
⚠ WARNING

Wear eye protection to prevent eye damage from released gas or metal chips.



EAS30219
REMOVING THE REAR SHOCK ABSORBER ASSEMBLY

1. Stand the vehicle on a level surface.

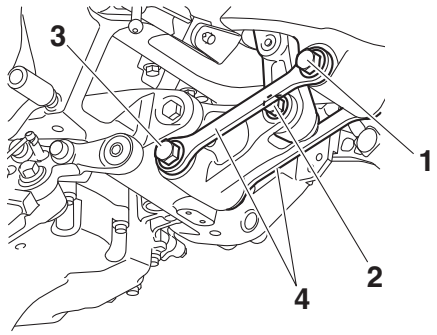
EWA13120
⚠ WARNING

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

TIP
Place the vehicle on a maintenance stand so that the rear wheel is elevated.

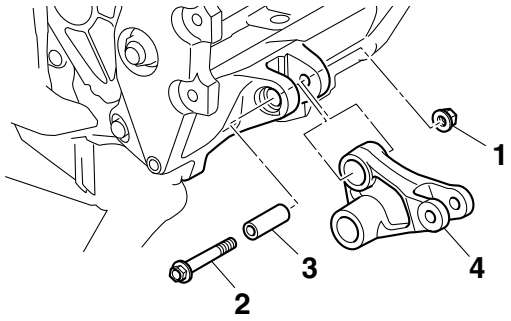
2. Remove:
   - Connecting arm upper nut
   - Connecting arm upper bolt “1”
   - Rear shock absorber assembly lower nut
   - Rear shock absorber assembly lower bolt “2”
   - Connecting arm lower nut
   - Connecting arm lower bolt “3”
   - Connecting arm “4”

TIP
When removing the bolt, hold the swingarm so that it does not drop down.



3. Remove:
   - Rear shock absorber assembly upper nut
   - Rear shock absorber assembly upper bolt
4. Remove:
   - Relay arm nut “1”
   - Relay arm bolt “2”
   - Collar “3”
   - Relay arm “4”

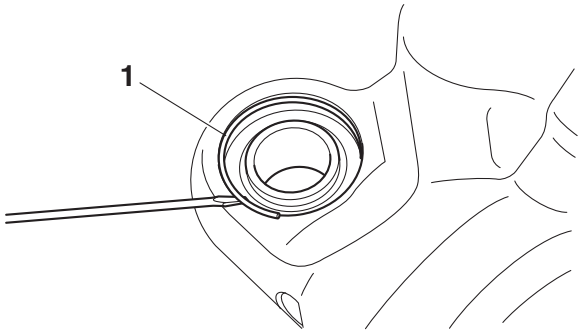
TIP
Pull out the collar “3” from the left side of the vehicle.



5. Remove:
   - Rear shock absorber assembly

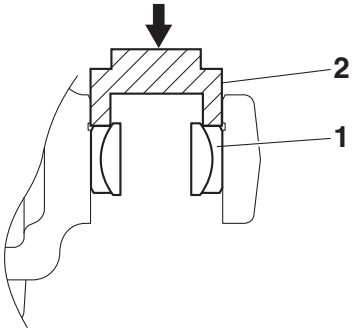
EAS31653
DISASSEMBLING THE REAR SHOCK ABSORBER ASSEMBLY

1. Remove:
   • Collar
   • Dust seal
2. Remove:
   • Circlip “1”
   (with a flat-head screwdriver)



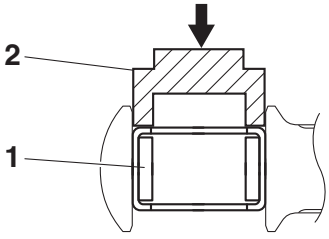
3. Remove:
   • Bushing “1”

TIP
Remove the bushing with a socket “2” that matches its outside diameter.



4. Remove:
   • Oil seal
   • Bearing “1”

TIP
Remove the bearing with a socket “2” that matches its outside diameter.

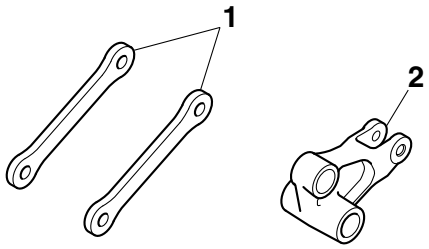


EAS30220
CHECKING THE REAR SHOCK ABSORBER ASSEMBLY

1. Check:
   • Rear shock absorber rod
   Bends/damage → Replace the rear shock absorber assembly.
   • Rear shock absorber assembly
   Gas leaks/oil leaks → Replace the rear shock absorber assembly.
   • Spring
   • Bearing
   • Collars
   Damage/wear → Replace.
   • Bushings
   Damage/wear → Replace the bushings.
   • Bolts
   Bends/damage/wear → Replace.

EAS30221
CHECKING THE CONNECTING ARM AND RELAY ARM

1. Check:
   • Connecting arms “1”
   • Relay arm “2”
   Damage/wear → Replace.



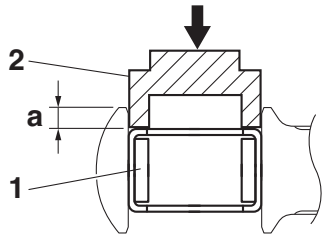
2. Check:
   • Bearings
   • Oil seals
   Damage/pitting → Replace.
3. Check:
   • Collars
   Damage/scratches → Replace.

EAS31654
ASSEMBLING THE REAR SHOCK ABSORBER ASSEMBLY

1. Install:
   • Bearing “1”
   • Oil seal New

TIP
Install the bearing with a socket “2” that matches its outside diameter.

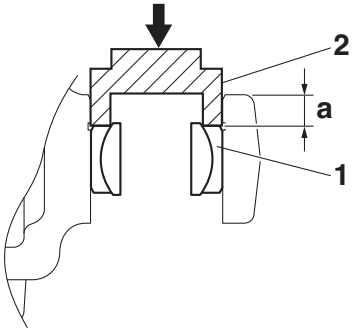
Installed depth "a"
4.0 mm (0.16 in)



2. Install:
   • Bushing "1"
   • Circlip
   • Dust seal New

TIP
Install the bushing with a socket "2" that matches its outside diameter.

Installed depth "a"
3.0 mm (0.12 in)



EAS30222
INSTALLING THE RELAY ARM

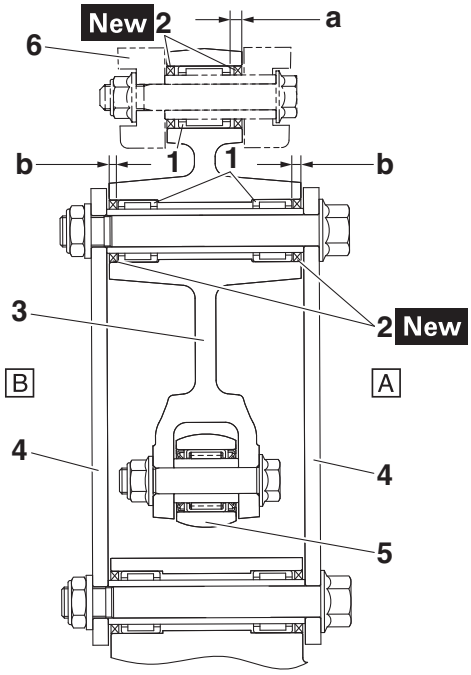
1. Lubricate:
   • Collars
   • Oil seals

Recommended lubricant
Lithium-soap-based grease

2. Install:
   • Bearings "1"
   (to the relay arm)
   • Oil seals "2" New
   (to the relay arm)

Installed depth "a"
4.5 mm (0.18 in)
Installed depth "b"
3.5 mm (0.14 in)

TIP
- When installing the oil seals "2" to the relay arm, face the character stamp of the oil seals outside.
- Press in the oil seal so it does not protrude from the end surface of the relay arm.
- Install the connecting arm so that the stamp mark "B67" is facing outward. The stamp mark can be facing either up or down.



3. Relay arm
4. Connecting arm
5. Rear shock absorber assembly
6. Frame

A. Left side
B. Right side

EAS30225
INSTALLING THE REAR SHOCK ABSORBER ASSEMBLY

1. Install:
   • Rear shock absorber assembly
   • Relay arm
   • Connecting arm

TIP
- Install the rear shock absorber assembly upper bolt, relay arm bolt, connecting arm lower bolt and connecting arm upper bolt from the left.
- When installing the rear shock absorber assembly, lift up the swingarm.

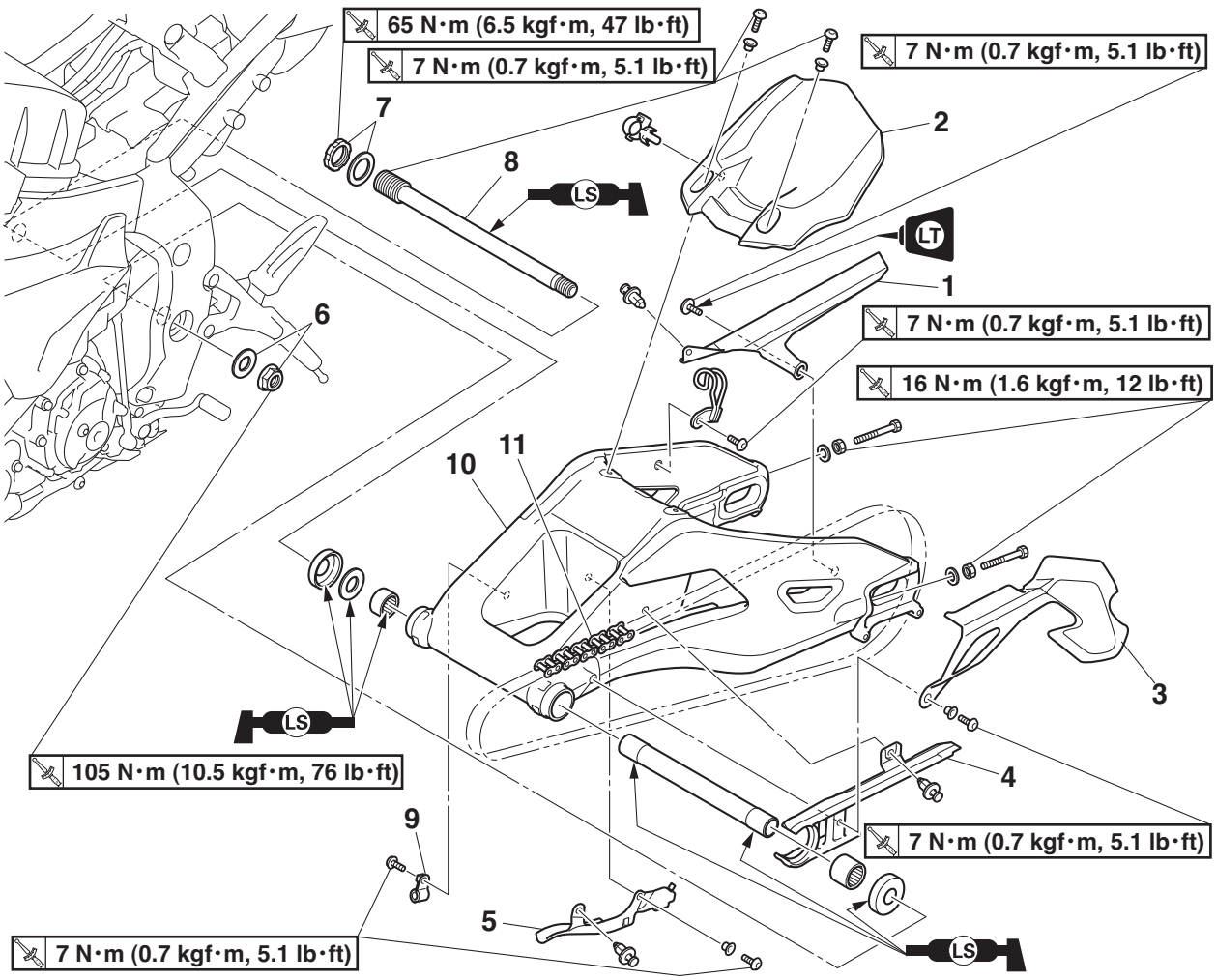
2. Tighten:
   • Relay arm nut
   • Rear shock absorber assembly upper nut

- Connecting arm lower nut
- Rear shock absorber assembly lower nut
- Connecting arm upper nut

Relay arm nut
40 N·m (4.0 kgf·m, 29 lb·ft)
Rear shock absorber assembly upper nut
40 N·m (4.0 kgf·m, 29 lb·ft)
Connecting arm lower nut
40 N·m (4.0 kgf·m, 29 lb·ft)
Rear shock absorber assembly lower nut
40 N·m (4.0 kgf·m, 29 lb·ft)
Connecting arm upper nut
40 N·m (4.0 kgf·m, 29 lb·ft)

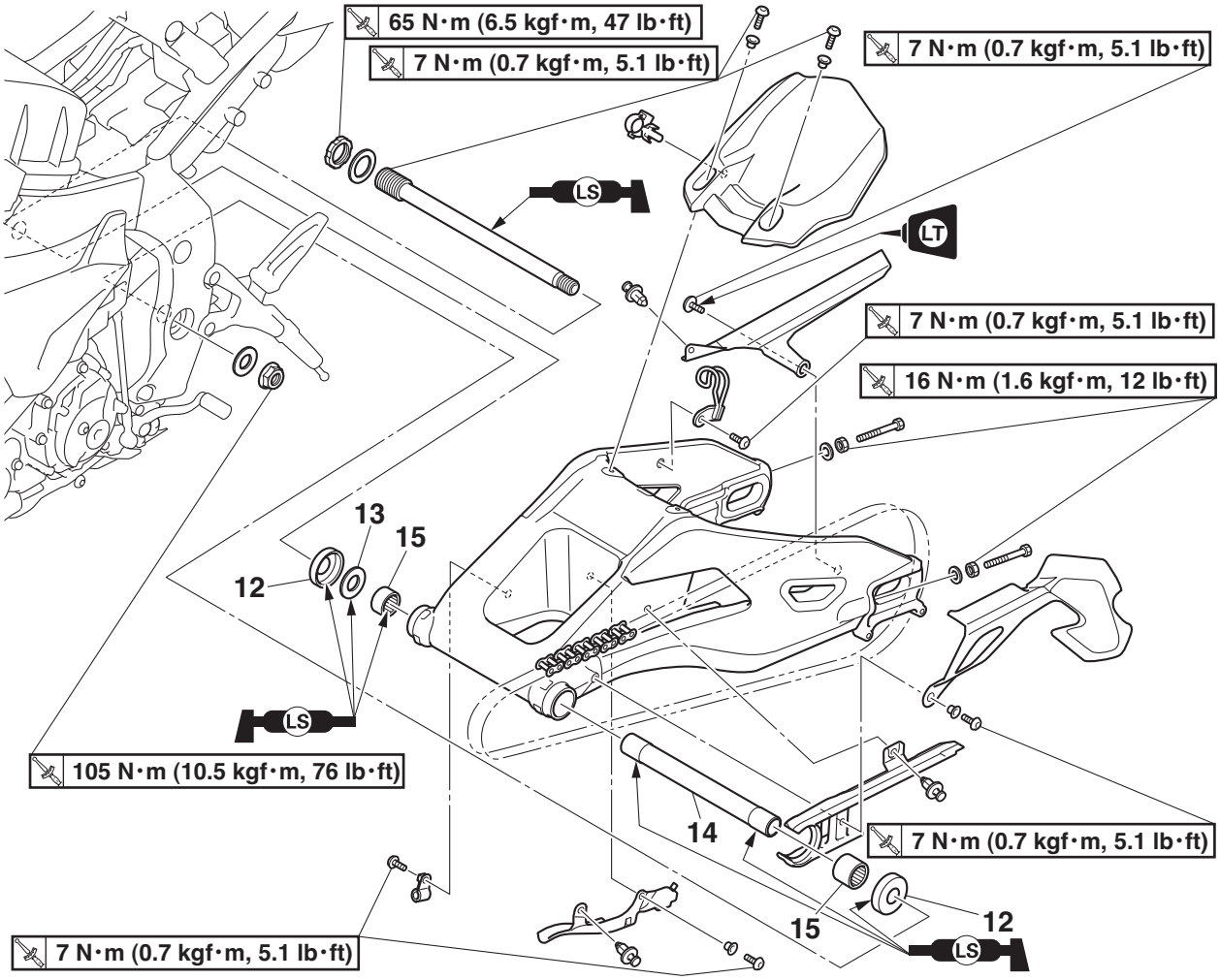
EAS20037
SWINGARM

Removing the swingarm



Order	Job/Parts to remove	Q'ty	Remarks
	Rear brake caliper		Refer to "REAR BRAKE" on page 4-52.
	Rear wheel		Refer to "REAR WHEEL" on page 4-31.
	Rear shock absorber assembly		Refer to "REAR SHOCK ABSORBER ASSEMBLY" on page 4-92.
	Drive sprocket		Refer to "CHAIN DRIVE" on page 4-104.
1	Drive chain guard	1	
2	Rear fender	1	
3	Cover	1	
4	Drive chain guide	1	
5	Rear wheel sensor lead cover	1	
6	Pivot shaft nut/Washer	1/1	
7	Pivot shaft ring nut/Washer	1/1	
8	Pivot shaft	1	
9	Rear wheel sensor lead hook	1	
10	Swingarm	1	
11	Drive chain	1	

Removing the swingarm



Order	Job/Parts to remove	Q'ty	Remarks
12	Dust cover	2	
13	Washer	1	
14	Bushing	1	
15	Bearing	2	

EAS30226
REMOVING THE SWINGARM

1. Stand the vehicle on a level surface.

EWA13120
⚠ WARNING

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

TIP
Place the vehicle on a maintenance stand so that the rear wheel is elevated.

2. Remove:
   - Rear shock absorber assembly
     Refer to "REAR SHOCK ABSORBER ASSEMBLY" on page 4-92.
3. Measure:
   - Swingarm side play
   - Swingarm vertical movement

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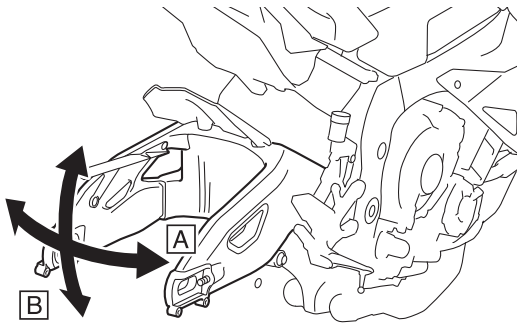
a. Measure the tightening torque of the pivot shaft nut.

Pivot shaft nut
105 N·m (10.5 kgf·m, 76 lb·ft)
Pivot shaft ring nut
65 N·m (6.5 kgf·m, 47 lb·ft)
Pivot shaft
7 N·m (0.7 kgf·m, 5.1 lb·ft)

b. Check the swingarm side play "A" by moving the swingarm from side to side.
   If the swingarm has side-to-side play, check the collars, bearings, and dust covers.
c. Check the swingarm vertical movement "B" by moving the swingarm up and down.
   If the swingarm vertical movement is not smooth or if there is binding, check the pivot shaft, collars, bearings, and dust covers.



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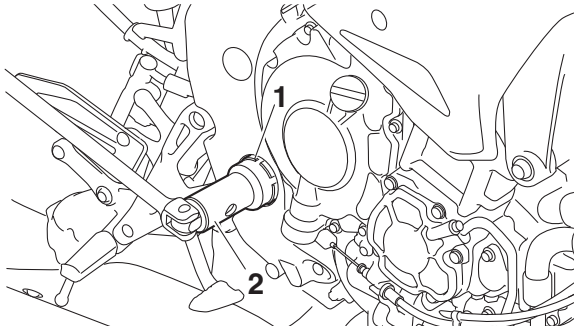
4. Remove:
   - Drive chain
     Refer to "REMOVING THE DRIVE CHAIN" on page 4-105.
5. Remove:
   - Pivot shaft nut
   - Pivot shaft ring nut "1"

TIP
Loosen the pivot shaft ring nut with the ring nut wrench "2".

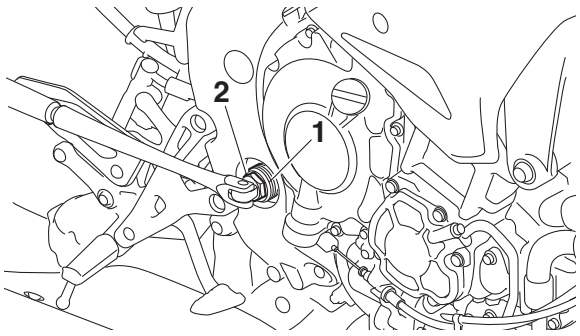
Ring nut wrench
90890-01507
Ring nut wrench
YM-01507



6. Remove:
   - Pivot shaft "1"

TIP
Loosen the pivot shaft with the damper rod holder (ø22) "2".

Damper rod holder (ø22)
90890-01365



7. Remove:
   - Swingarm

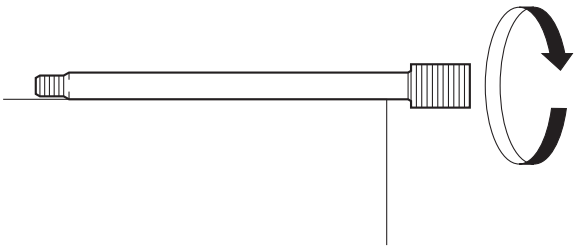
EAS30227
CHECKING THE SWINGARM

1. Check:
   - Swingarm
     Bends/cracks/damage → Replace.
2. Check:
   - Pivot shaft
     Roll the pivot shaft on a flat surface.
     Bends → Replace.

EWA13770

⚠ WARNING

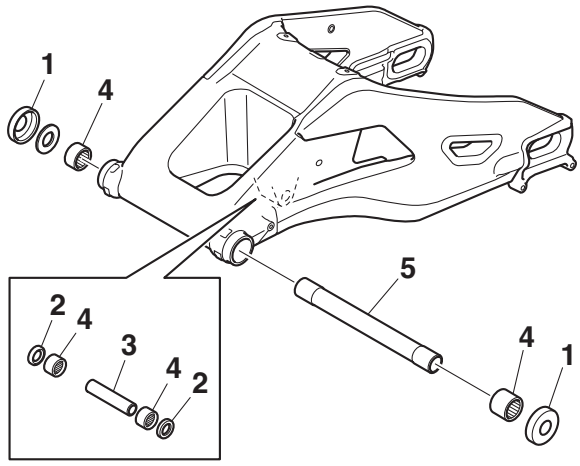
Do not attempt to straighten a bent pivot shaft.



3. Wash:
   - Pivot shaft
   - Dust covers
   - Collar
   - Bushing
   - Washer

	Recommended cleaning solvent **Kerosene**

4. Check:
   - Dust covers “1”
   - Oil seals “2”
     Damage/wear → Replace.
   - Collar “3”
     Damage/scratches → Replace.
   - Bearings “4”
     Damage/pitting → Replace.
   - Bushing “5”
     Damage/pitting → Replace.



EAS30228

INSTALLING THE SWINGARM

1. Lubricate:
   - Dust covers
   - Pivot shaft
   - Oil seals
   - Collar
   - Bushing

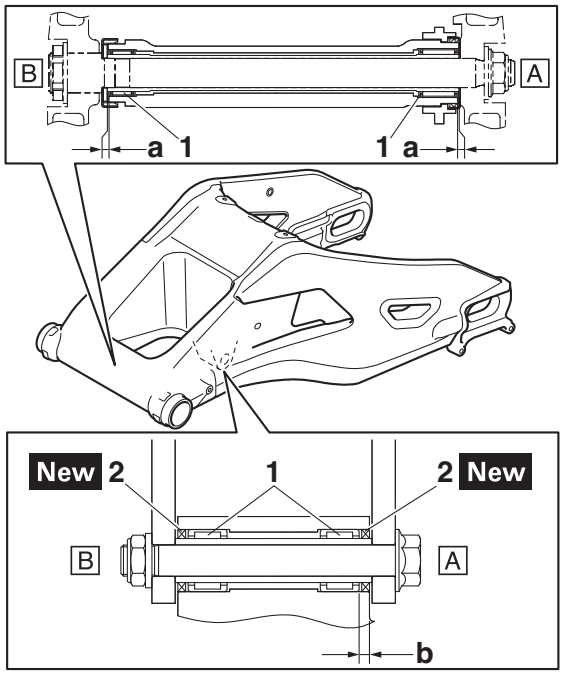
	Recommended lubricant **Lithium-soap-based grease**

2. Install:
   - Bearings “1”
     (to the swingarm)
   - Oil seals “2” New
     (to the swingarm)

	Installed depth “a” **0–1.0 mm (0–0.04 in)** **Installed depth “b”** **4.0 mm (0.16 in)**

TIP

- When installing the oil seals to the swingarm, face the character stamp of the oil seals outside.
- Press in the oil seal so it does not protrude from the end surface of the swingarm.



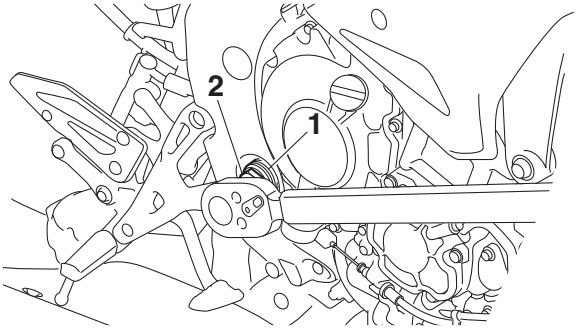
A. Left side
B. Right side

3. Install:
   • Swingarm
   • Pivot shaft "1"

	Pivot shaft **7 N·m (0.7 kgf·m, 5.1 lb·ft)**

TIP
Tighten the pivot shaft with the damper rod holder (ø22) "2".

	Damper rod holder (ø22) **90890-01365**

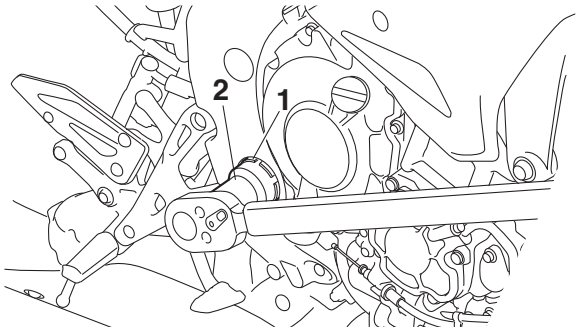


4. Install:
   • Pivot shaft ring nut "1"

	Pivot shaft ring nut **65 N·m (6.5 kgf·m, 47 lb·ft)**

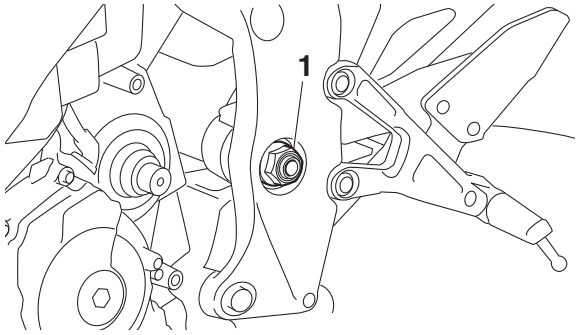
TIP
Tighten the pivot shaft ring nut with the ring nut wrench "2".

	Ring nut wrench **90890-01507** **Ring nut wrench** **YM-01507**



5. Install:
   • Pivot shaft nut "1"

	Pivot shaft nut **105 N·m (10.5 kgf·m, 76 lb·ft)**

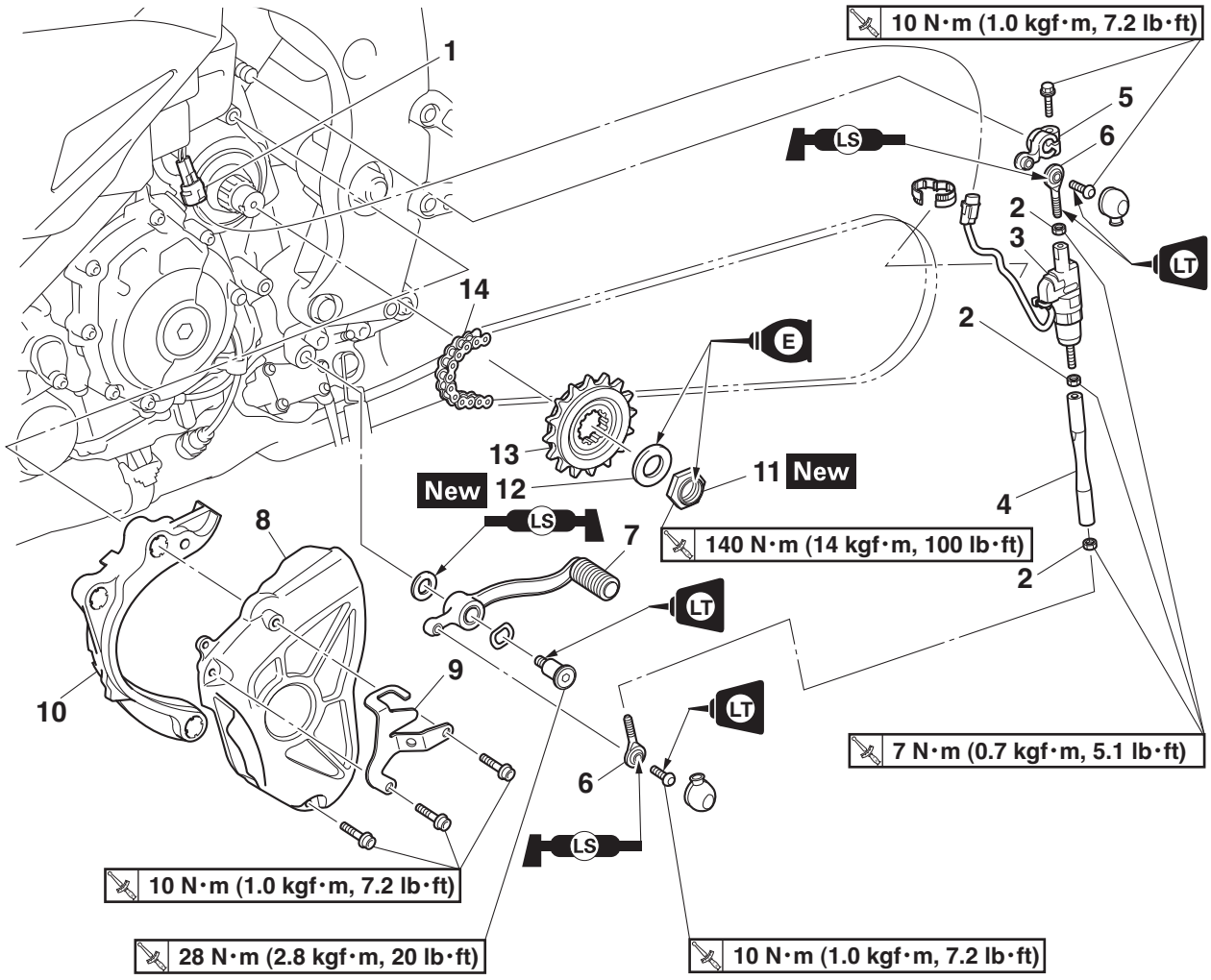


6. Install:
   • Drive chain
   Refer to "INSTALLING THE DRIVE CHAIN" on page 4-107.
   • Rear shock absorber assembly
   Refer to "REAR SHOCK ABSORBER ASSEMBLY" on page 4-92.
   • Rear wheel
   Refer to "REAR WHEEL" on page 4-31.
7. Adjust:
   • Drive chain slack
   Refer to "Adjusting the drive chain slack" on page 3-19.

Drive chain slack (Maintenance stand)
25.0–35.0 mm (0.98–1.38 in)
Drive chain slack (Side stand)
20.0–30.0 mm (0.79–1.18 in)

EAS20038
CHAIN DRIVE

Removing the drive chain



Order	Job/Parts to remove	Q'ty	Remarks
1	Shift switch coupler	1	Disconnect.
2	Locknut	3	
3	Shift switch	1	Make sure that the opening of the clamp does not overlap the shift switch position.
4	Shift rod	1	
5	Shift arm	1	
6	Shift rod joint	2	
7	Shift pedal	1	
8	Drive sprocket cover	1	
9	Holder	1	
10	Drive chain guide	1	
11	Drive sprocket nut	1	
12	Washer	1	
13	Drive sprocket	1	
14	Drive chain	1	

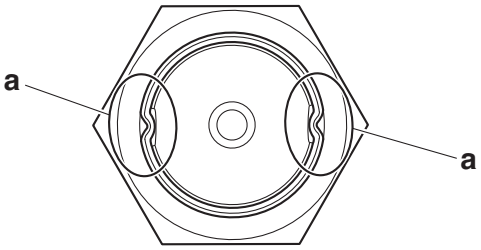
EAS30229
REMOVING THE DRIVE CHAIN
1. Stand the vehicle on a level surface.

EWA13120
⚠ WARNING

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

TIP
Place the vehicle on a maintenance stand so that the rear wheel is elevated.

2. Straighten the drive sprocket nut rib “a”.



3. Remove:
   • Drive chain

ECA17410
NOTICE

Be sure to put on safety goggles when working.

TIP
Cut the drive chain with the drive chain cut & rivet tool.

	**Drive chain cut & rivet tool 90890-01550** **Drive chain cut & rivet tool YM-01550**

EAS30230
CHECKING THE DRIVE CHAIN
1. Measure:
   • 15-link section “a” of the drive chain
   Out of specification → Replace the drive chain.

	**15-link length limit 239.3 mm (9.42 in)**

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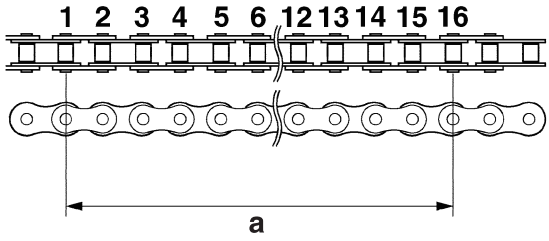
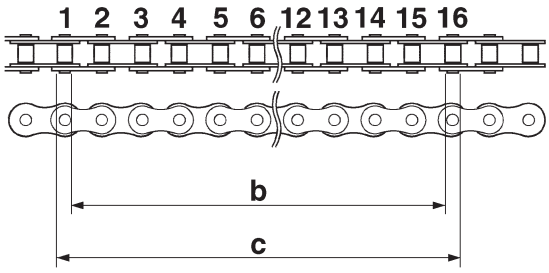
a. Measure the length “b” between the inner sides of the pins and the length “c” between the outer sides of the pins on a 15-link section of the drive chain as shown in the illustration.
b. Calculate the length “a” of the 15-link section of the drive chain using the following formula.
   Drive chain 15-link section length “a” = (length “b” between pin inner sides + length “c” between pin outer sides)/2

TIP
- When measuring a 15-link section of the drive chain, make sure that the drive chain is taut.
- Perform this procedure 2–3 times, at a different location each time.





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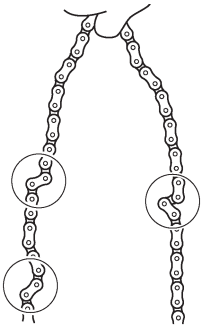
2. Check:
   • Drive chain
   Stiffness → Clean and lubricate or replace.



3. Clean:
   • Drive chain

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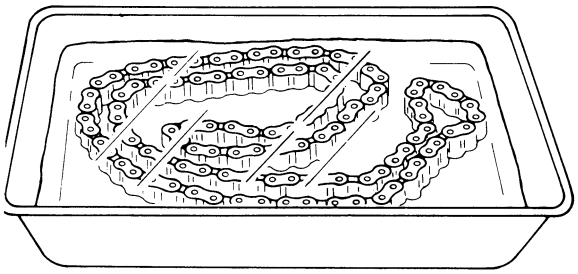
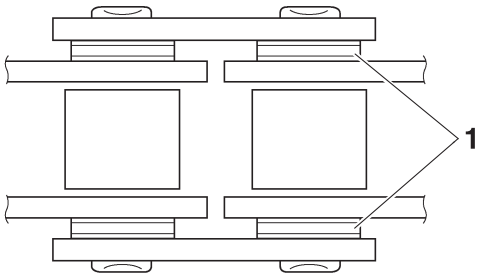
a. Wipe the drive chain with a clean cloth.
b. Put the drive chain in kerosene and remove any remaining dirt.
c. Remove the drive chain from the kerosene and completely dry it.

ECA19090

NOTICE

- **This vehicle has a drive chain with small rubber O-rings "1" between the drive chain side plates. Never use high-pressure water or air, steam, gasoline, certain solvents (e.g., benzine), or a coarse brush to clean the drive chain. High-pressure methods could force dirt or water into the drive chain's internals, and solvents will deteriorate the O-rings. A coarse brush can also damage the O-rings. Therefore, use only kerosene to clean the drive chain.**
- **Do not soak the drive chain in kerosene for more than ten minutes, otherwise the O-rings can be damaged.**





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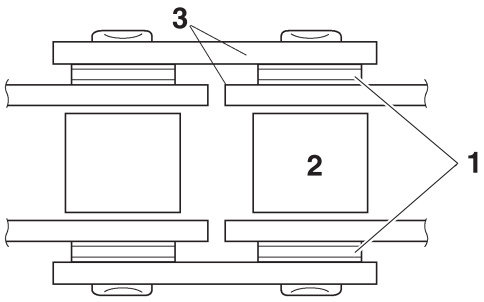
4. Check:
   - O-rings "1"
     Damage → Replace the drive chain.
   - Drive chain rollers "2"
     Damage/wear → Replace the drive chain.
   - Drive chain side plates "3"
     Damage/wear/cracks → Replace the drive chain.



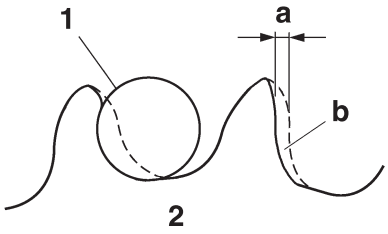
5. Lubricate:
   - Drive chain

	Recommended lubricant **Chain lubricant suitable for O-ring chains**

EAS30231

CHECKING THE DRIVE SPROCKET

1. Check:
   - Drive sprocket
     More than 1/4 tooth "a" wear → Replace the drive sprocket, the rear wheel sprocket and the drive chain as a set.
     Bent teeth → Replace the drive sprocket, the rear wheel sprocket and the drive chain as a set.



b. Correct

1. Drive chain roller
2. Drive sprocket

EAS30232

CHECKING THE REAR WHEEL SPROCKET

Refer to "CHECKING AND REPLACING THE REAR WHEEL SPROCKET" on page 4-35.

EAS30233

CHECKING THE REAR WHEEL DRIVE HUB

Refer to "CHECKING THE REAR WHEEL DRIVE HUB" on page 4-35.

EAS30234
INSTALLING THE DRIVE CHAIN

1. Install:
   • Drive chain

ECA17410
NOTICE

Be sure to put on safety goggles when working.

TIP
Install the drive chain joint with the drive chain cut & rivet tool.

	**Drive chain cut & rivet tool** **90890-01550** **Drive chain cut & rivet tool** **YM-01550**

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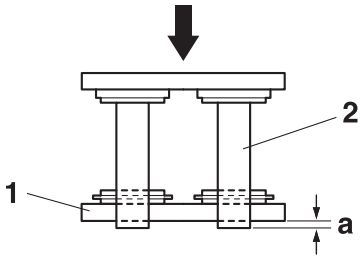
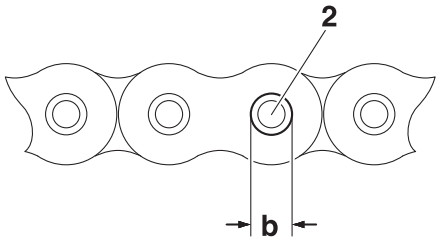
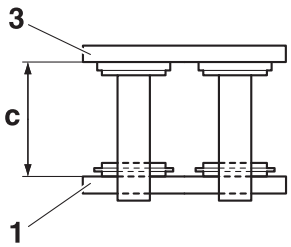
a. When press fitting the connecting plate "1", make sure the space "a" between the end of the connecting pin "2" and the connecting plate is 1.2–1.4 mm (0.05–0.06 in).



b. After riveting, make sure the diameter between the edges "b" of the connecting pin "2" is 5.7–6.0 mm (0.22–0.24 in).



c. After riveting, make sure the space "c", which is inside of the connecting link "3" and inside of the connecting plate "1", is 14.35–14.55 mm (0.565–0.573 in).



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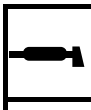
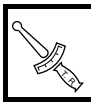
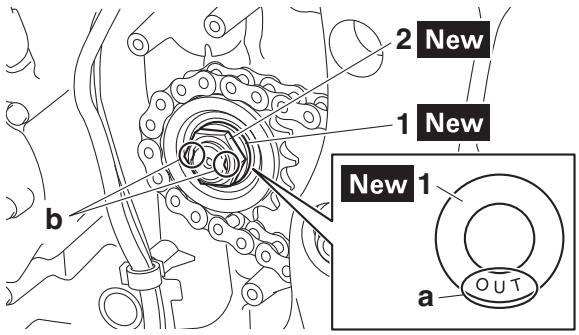
2. Lubricate:
   • Drive chain

	**Recommended lubricant** **Chain lubricant suitable for O-ring chains**

3. Install:
   • Drive sprocket
   • Washer "1" New
   • Drive sprocket nut "2" New

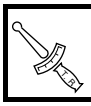
	**Drive sprocket nut** **140 N·m (14 kgf·m, 100 lb·ft)**

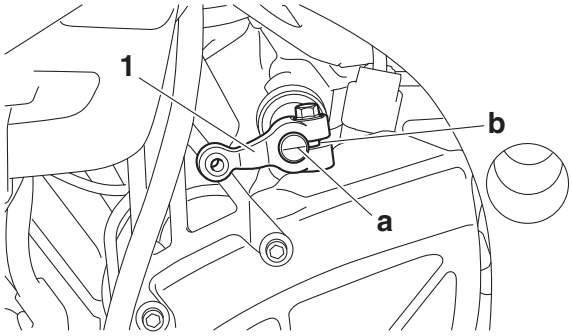
TIP
- While applying the rear brake, tighten the drive sprocket nut.
- Install washer "1" with the "OUT" mark "a" facing out.
- Stake the drive sprocket nut "2" at cutouts "b" in the drive axle.



4. Install:
   • Shift arm "1"

TIP
Before installing, make sure to align the mark "a" of the shift shaft with the slot "b" of the shift arm.

	**Shift arm bolt** **10 N·m (1.0 kgf·m, 7.2 lb·ft)**

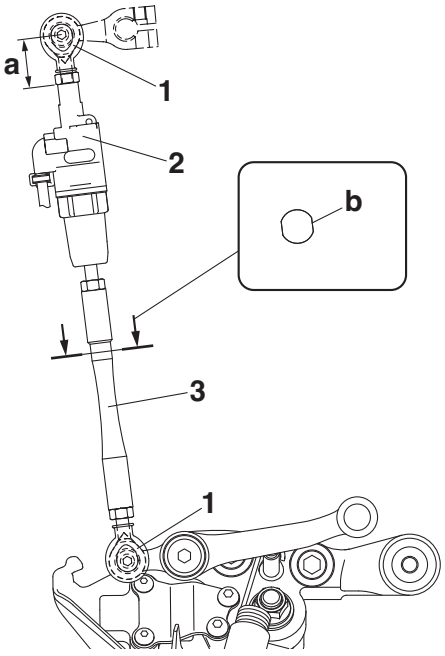


5. Install:
   • Shift rod joint “1”
   • Shift switch “2”
   • Shift rod “3”

TIP

- Install the shift rod joint and shift switch in the direction shown in the illustration.
- The allowable twist of the shift rod joint and shift switch is ±5°.
- Install the shift rod so that the side “b” faces upward as shown in the illustration.

Shift rod joint bolt
10 N·m (1.0 kgf·m, 7.2 lb·ft)
LOCTITE®
Shift switch locknut
7 N·m (0.7 kgf·m, 5.1 lb·ft)



a. 25.2 mm (0.99 in)

6. Adjust:
   • Installed shift rod length
   Refer to “ADJUSTING THE SHIFT PEDAL” on page 4-108.
7. Adjust:
   • Drive chain slack
   Refer to “Adjusting the drive chain slack” on page 3-19.

Drive chain slack (Maintenance stand)
25.0–35.0 mm (0.98–1.38 in)
Drive chain slack (Side stand)
20.0–30.0 mm (0.79–1.18 in)

ECA13550

NOTICE

A drive chain that is too tight will overload the engine and other vital parts, and one that is too loose can skip and damage the swingarm or cause an accident. Therefore, keep the drive chain slack within the specified limits.

EAS31729

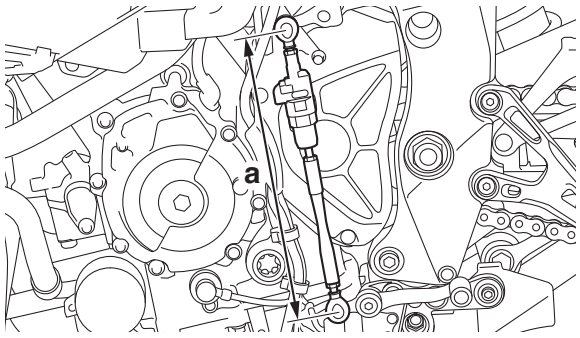
ADJUSTING THE SHIFT PEDAL

TIP

The shift pedal position is determined by the installed shift rod length.

1. Measure:
   • Installed shift rod length “a”
   Incorrect → Adjust.

Installed shift rod length
274.2–276.2 mm (10.80–10.87 in)



2. Adjust:
   • Installed shift rod length

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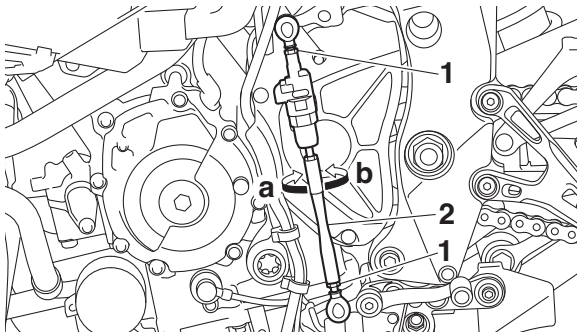
a. Loosen both locknuts “1”.
b. Turn the shift rod “2” in direction “a” or “b” to obtain the correct shift pedal position.

Direction “a”
Installed shift rod length increases.
Direction “b”
Installed shift rod length decreases.



c. Tighten both locknuts.

TIP

Be sure to place the shift rod joints in parallel. The allowable twist of the shift rod joints is ±5°.

	Shift rod locknut **7 N·m (0.7 kgf·m, 5.1 lb·ft)**

d. Make sure the installed shift rod length is within specification.

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ENGINE

EAS20041
ENGINE INSPECTION

EAS30249
MEASURE THE COMPRESSION PRESSURE

The following procedure applies to all of the cylinders.

TIP

Insufficient compression pressure will result in a loss of performance.

1. Measure:
   - Valve clearance
     Out of specification → Adjust.
     Refer to "ADJUSTING THE VALVE CLEARANCE" on page 3-5.
2. Start the engine, warm it up for several minutes, and then turn it off.
3. Remove:
   - Rider seat
   - Air scoop/Air scoop stay
     Refer to "GENERAL CHASSIS (1)" on page 4-1.
   - Fuel tank cover
     Refer to "GENERAL CHASSIS (2)" on page 4-13.
   - Fuel tank
     Refer to "FUEL TANK" on page 7-1.
   - Air filter case
     Refer to "GENERAL CHASSIS (3)" on page 4-20.
   - Air cut-off valve
     Refer to "AIR INDUCTION SYSTEM" on page 7-15.
   - Ignition coils
   - Spark plugs
     Refer to "CAMSHAFTS" on page 5-9.

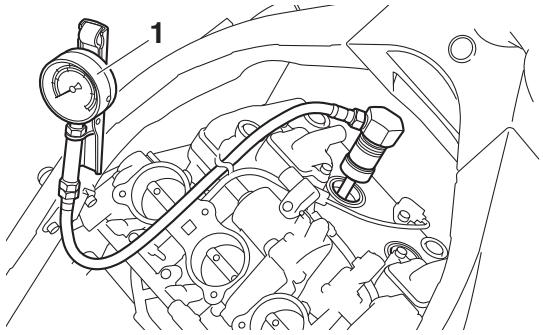
ECA13340

NOTICE

Before removing the spark plugs, use compressed air to blow away any dirt accumulated in the spark plug wells to prevent it from falling into the cylinders.

4. Install:
   - Compression gauge "1"

Compression gauge
90890-03081
Engine compression tester
YU-33223



5. Measure:
   - Compression pressure
     Out of specification → Refer to steps (c) and (d).

Compression pressure
1305–1680 kPa/250 r/min (13.1–16.8 kgf/cm²/250 r/min, 185.6–238.9 psi/250 r/min)

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a. Set the main switch to "ON".
b. With the throttle wide open, crank the engine until the reading on the compression gauge stabilizes.

EWA17100

⚠ WARNING

To prevent sparking the plug, remove all ignition coil couplers and fuel injector couplers before cranking the engine.

TIP

The difference in compression pressure between cylinders should not exceed 100 kPa (1 kgf/cm², 15 psi).

c. If the compression pressure is above the maximum specification, check the cylinder head, valve surfaces and piston crown for carbon deposits.
   Carbon deposits → Eliminate.
d. If the compression pressure is below the minimum specification, pour a teaspoonful of engine oil into the spark plug bore and measure again.
   Refer to the following table.

Compression pressure (with oil applied into the cylinder)	
Reading	Diagnosis
Higher than without oil	Piston ring(s) wear or damage → Repair.
Same as without oil	Piston, valves, cylinder head gasket possibly defective → Repair.

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6. Install:
   • Spark plugs

Spark plug
13 N·m (1.3 kgf·m, 9.4 lb·ft)
Spark plug (new)
18 N·m (1.8 kgf·m, 13 lb·ft)

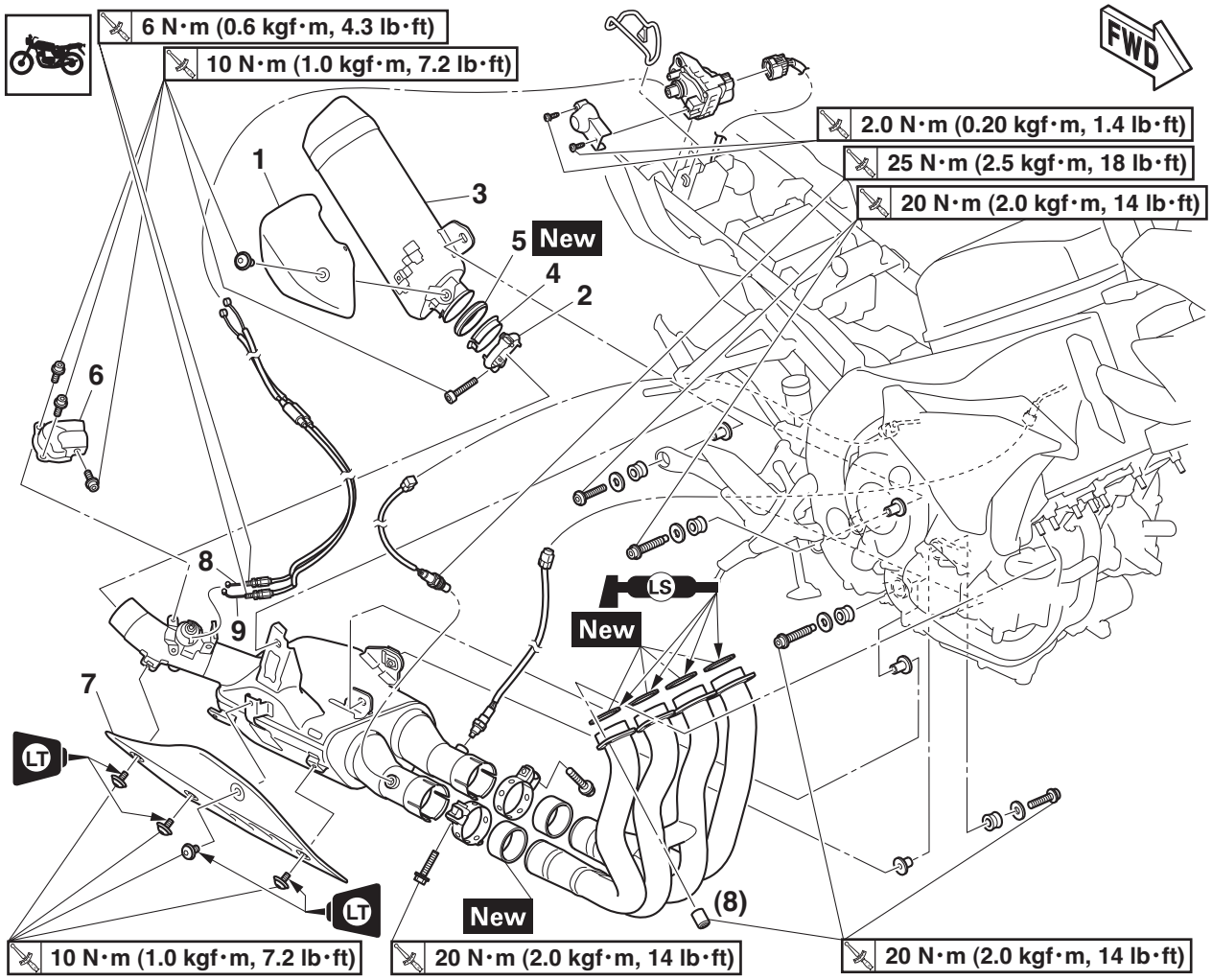
TIP
- Before installing the spark plug, clean the spark plug and gasket surface.
- If the spark plug is a new one, tighten it to 18 N·m (1.8 kgf·m, 13 lb·ft).

7. Install:
   • Ignition coils
   Refer to "CAMSHAFTS" on page 5-9.
   • Air cut-off valve
   Refer to "AIR INDUCTION SYSTEM" on page 7-15.
   • Air filter case
   Refer to "GENERAL CHASSIS (3)" on page 4-20.
   • Fuel tank
   Refer to "FUEL TANK" on page 7-1.
   • Fuel tank cover
   Refer to "GENERAL CHASSIS (2)" on page 4-13.
   • Rider seat
   • Air scoop stay/Air scoop
   Refer to "GENERAL CHASSIS (1)" on page 4-1.

EAS20042

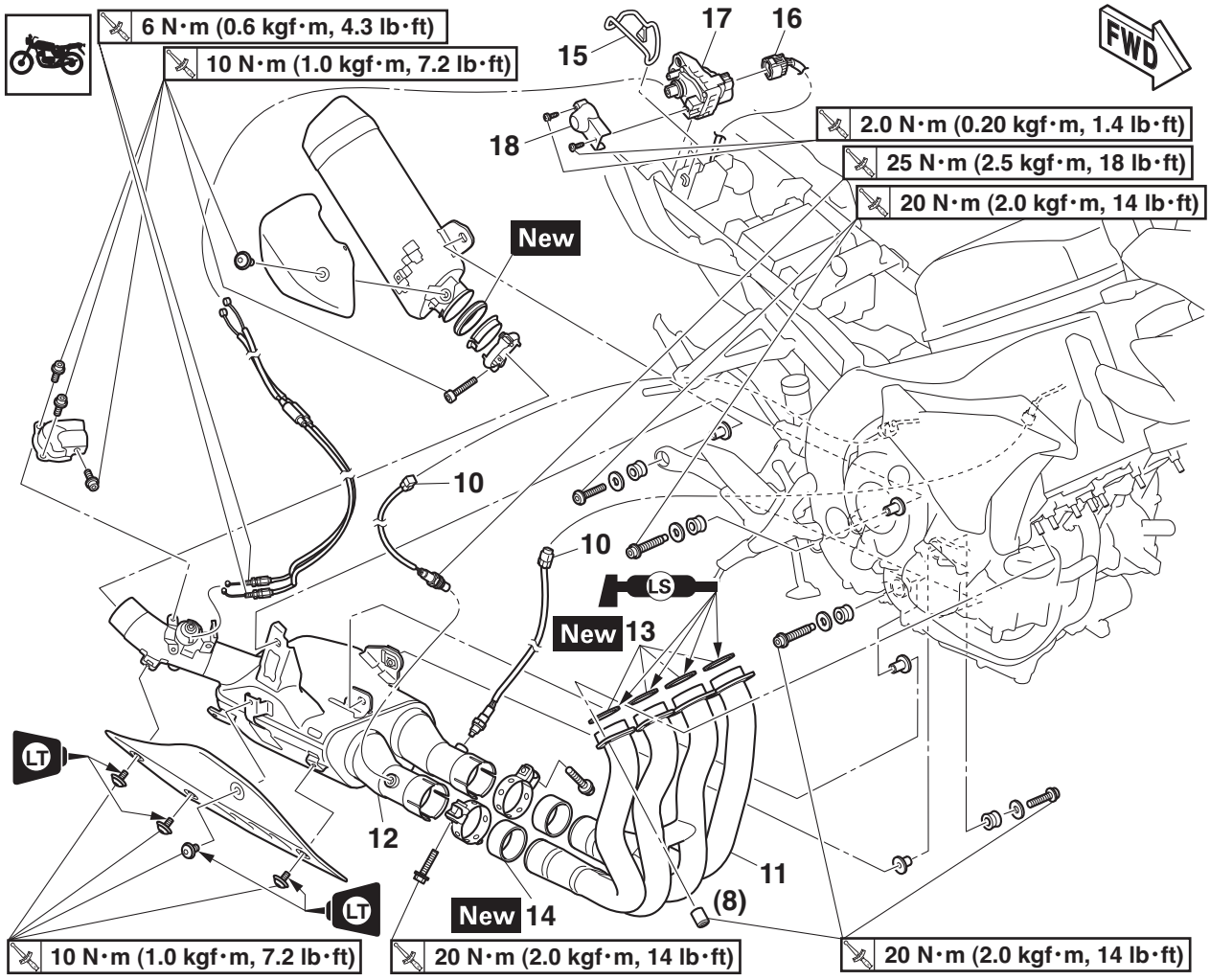
ENGINE REMOVAL

Removing the muffler and exhaust pipe



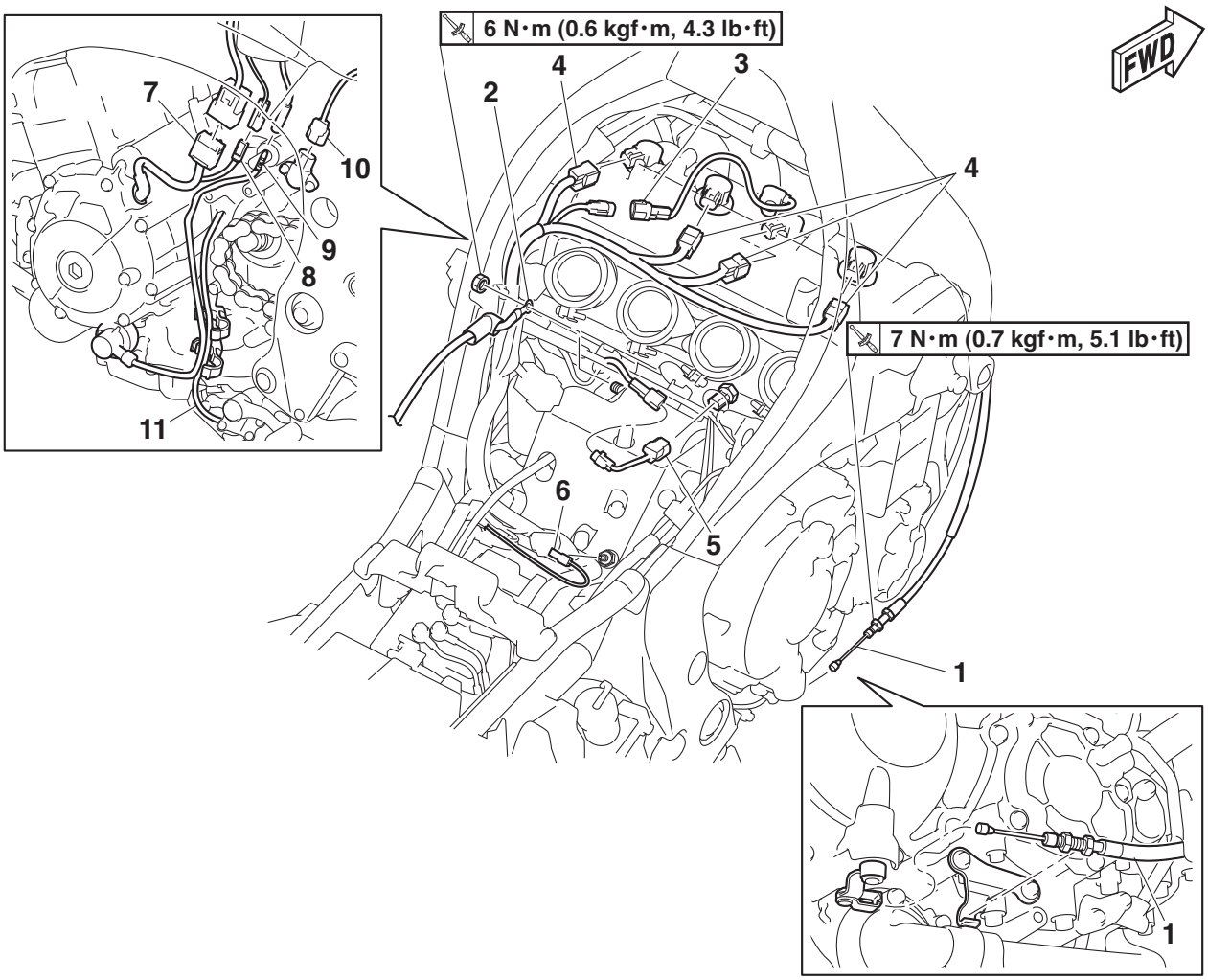
Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Radiator		Refer to "RADIATOR" on page 6-1.
	Oil cooler		Refer to "OIL COOLER" on page 6-4.
1	Muffler protector	1	
2	Muffler joint	1	
3	Muffler	1	
4	Ring	1	
5	Gasket	1	
6	EXUP valve pulley cover	1	
7	Front muffler protector	1	
8	EXUP cable 2	1	
9	EXUP cable 1	1	

Removing the muffler and exhaust pipe



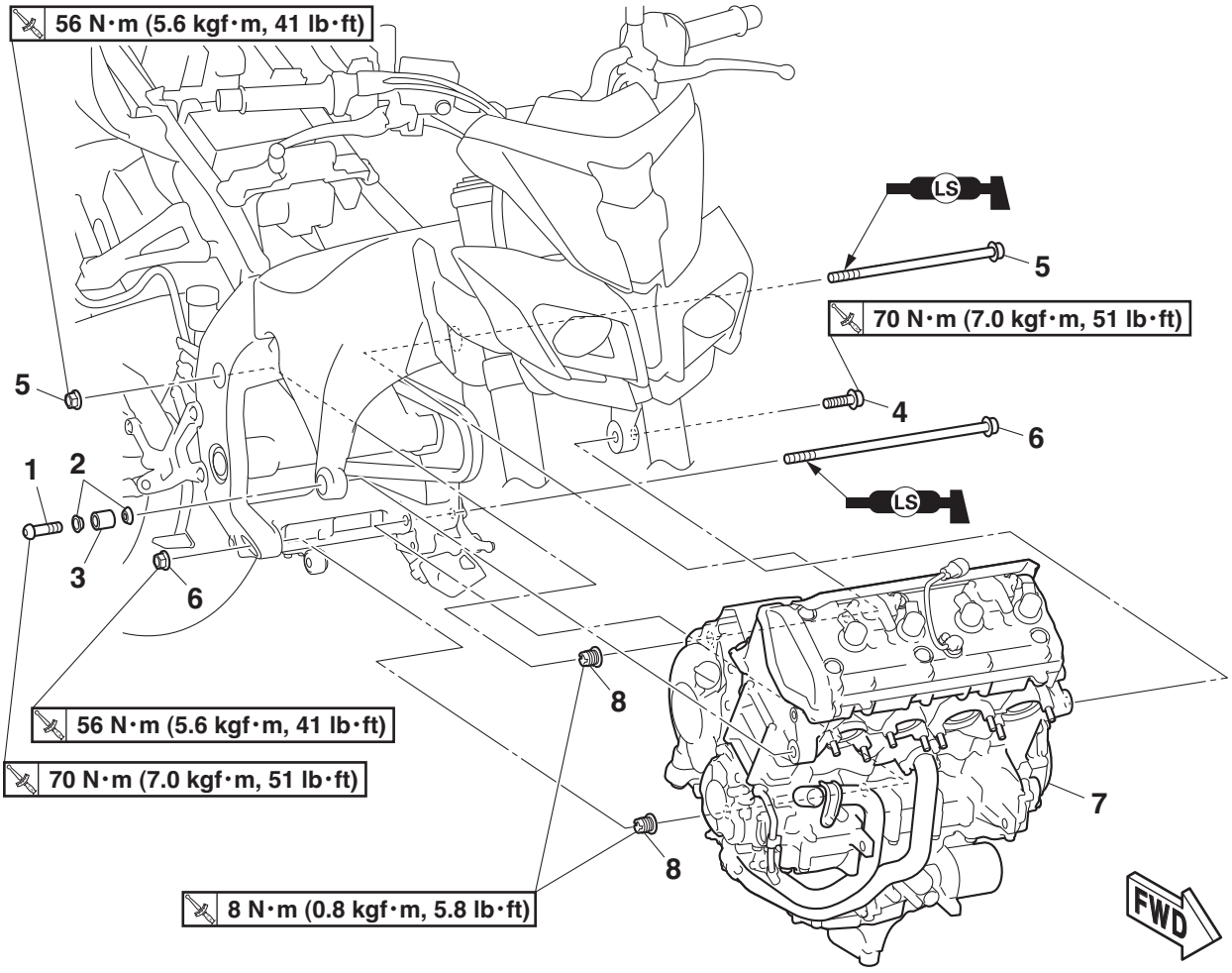
Order	Job/Parts to remove	Q'ty	Remarks
10	O_2 sensor coupler	2	Disconnect.
11	Exhaust pipe	1	
12	Exhaust chamber	1	
13	Gasket	4	
14	Gasket	2	
15	Band	1	
16	EXUP servo motor coupler	1	Disconnect.
17	EXUP servo motor	1	
18	EXUP servo motor cover	1	

Disconnecting the leads and hoses



Order	Job/Parts to remove	Q'ty	Remarks
	Air filter case		Refer to "GENERAL CHASSIS (3)" on page 4-20.
	Air filter case duct/Air cut-off valve		Refer to "AIR INDUCTION SYSTEM" on page 7-15.
	Canister		Refer to "FUEL TANK" on page 7-1.
	Throttle bodies		Refer to "THROTTLE BODIES" on page 7-5.
	Thermostat assembly		Refer to "THERMOSTAT" on page 6-6.
	Shift rod/Drive sprocket		Refer to "CHAIN DRIVE" on page 4-104.
1	Clutch cable	1	Disconnect.
2	Starter motor lead	1	Disconnect.
3	Cylinder identification sensor coupler	1	Disconnect.
4	Ignition coil coupler	4	Disconnect.
5	Coolant temperature sensor coupler	1	Disconnect.
6	Neutral switch connector	1	Disconnect.
7	Stator coil coupler	1	Disconnect.
8	Crankshaft position sensor coupler	1	Disconnect.
9	Oil pressure switch connector	1	Disconnect.
10	Gear position sensor coupler	1	Disconnect.
11	Sidestand switch lead	1	

Removing the engine



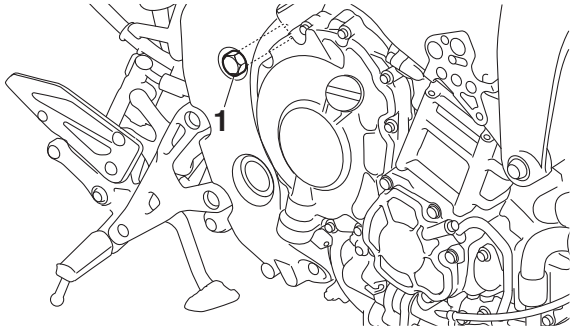
Order	Job/Parts to remove	Q'ty	Remarks
1	Engine mounting bolt (right front side)	1	
2	Collar	2	
3	Collar	1	
4	Engine mounting bolt (left front side)	1	
5	Engine mounting bolt (rear upper side)/Engine mounting nut (rear upper side)	1/1	
6	Engine mounting bolt (rear lower side)/Engine mounting nut (rear lower side)	1/1	
7	Engine	1	
8	Engine mounting adjust bolt	2	

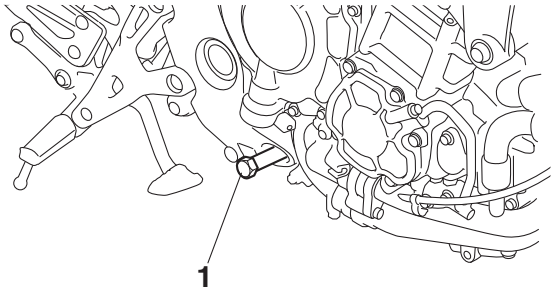
EAS30250
REMOVING THE ENGINE

1. Loosen:
   • Engine mounting adjust bolt

TIP
Loosen the engine mounting adjust bolt with the pivot shaft wrench “1”.

Pivot shaft wrench
90890-01485
Frame mount insert wrench
YM-01485





EAS30251
INSTALLING THE ENGINE

1. Install:
   • Engine mounting adjust bolt “1” (temporarily tighten)
2. Install:
   • Engine
3. Install:
   • Engine mounting bolt (rear lower side) “2”
   • Engine mounting bolt (rear upper side) “3”
4. Install:
   • Engine mounting bolt (left front side) “4” (temporarily tighten)
5. Install:
   • Collar “5”
   • Collar “6”
   • Engine mounting bolt (right front side) “7” (temporarily tighten)
6. Tighten:
   • Engine mounting adjust bolt “1”

TIP
- Tighten the engine mounting adjust bolt to specification with the pivot shaft wrench.
- Make sure that the flange on the engine mounting adjust bolt contacts the engine.

Engine mounting adjust bolt
8 N·m (0.8 kgf·m, 5.8 lb·ft)

Pivot shaft wrench
90890-01485
Frame mount insert wrench
YM-01485

7. Install:
   • Engine mounting nut (rear lower side) “8”
   • Engine mounting nut (rear upper side) “9”
8. Tighten:
   • Engine mounting nut (rear lower side) “8”

Engine mounting nut
56 N·m (5.6 kgf·m, 41 lb·ft)

9. Tighten:
   • Engine mounting nut (rear upper side) “9”

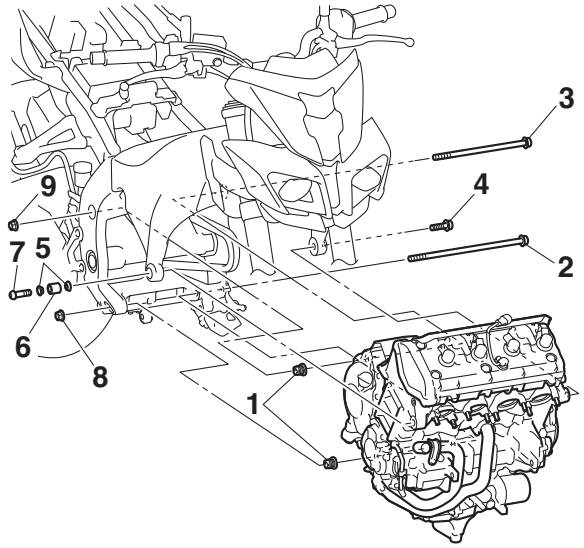
Engine mounting nut
56 N·m (5.6 kgf·m, 41 lb·ft)

10. Tighten:
   • Engine mounting bolt (left front side) “4”

Engine mounting bolt
70 N·m (7.0 kgf·m, 51 lb·ft)

11. Tighten:
   • Engine mounting bolt (right front side) “7”

Engine mounting bolt
70 N·m (7.0 kgf·m, 51 lb·ft)



EAS30252

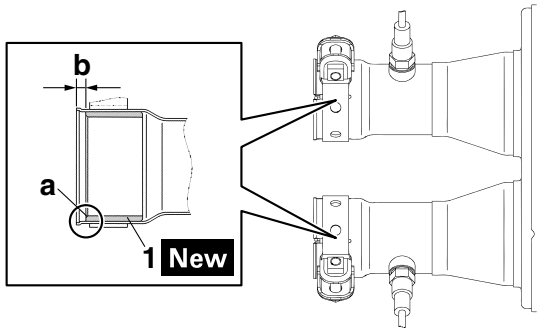
INSTALLING THE EXHAUST PIPE AND MUFFLER

1. Install:
   - Exhaust pipe
   - Gasket "1" New
     (to exhaust chamber)
   - Muffler

TIP

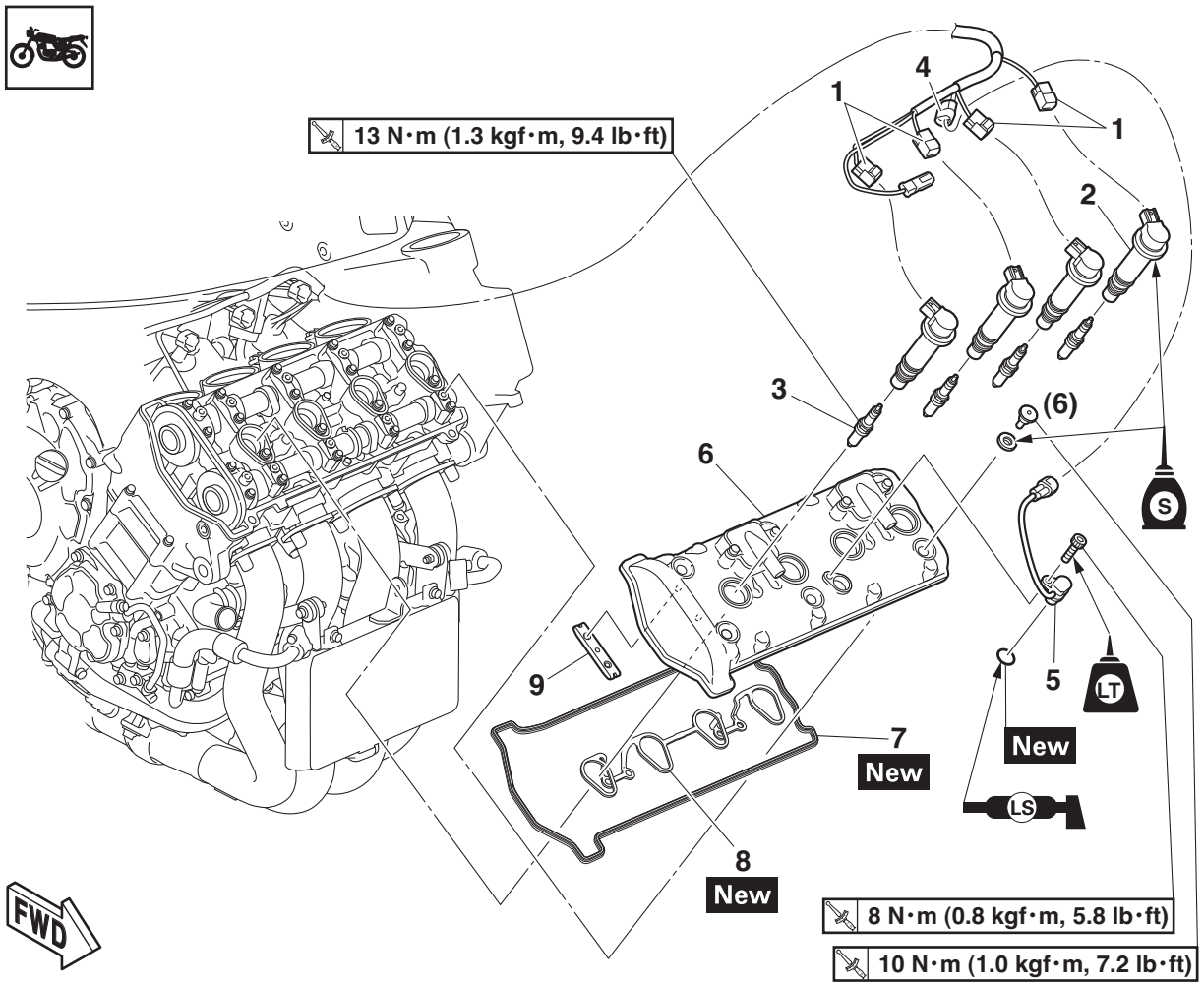
When installing the gasket, install it so that the chamfered side "a" of the gasket faces the exhaust pipe side as shown in the illustration.

	Installed depth of gasket "b" **5.0 mm (0.20 in)**



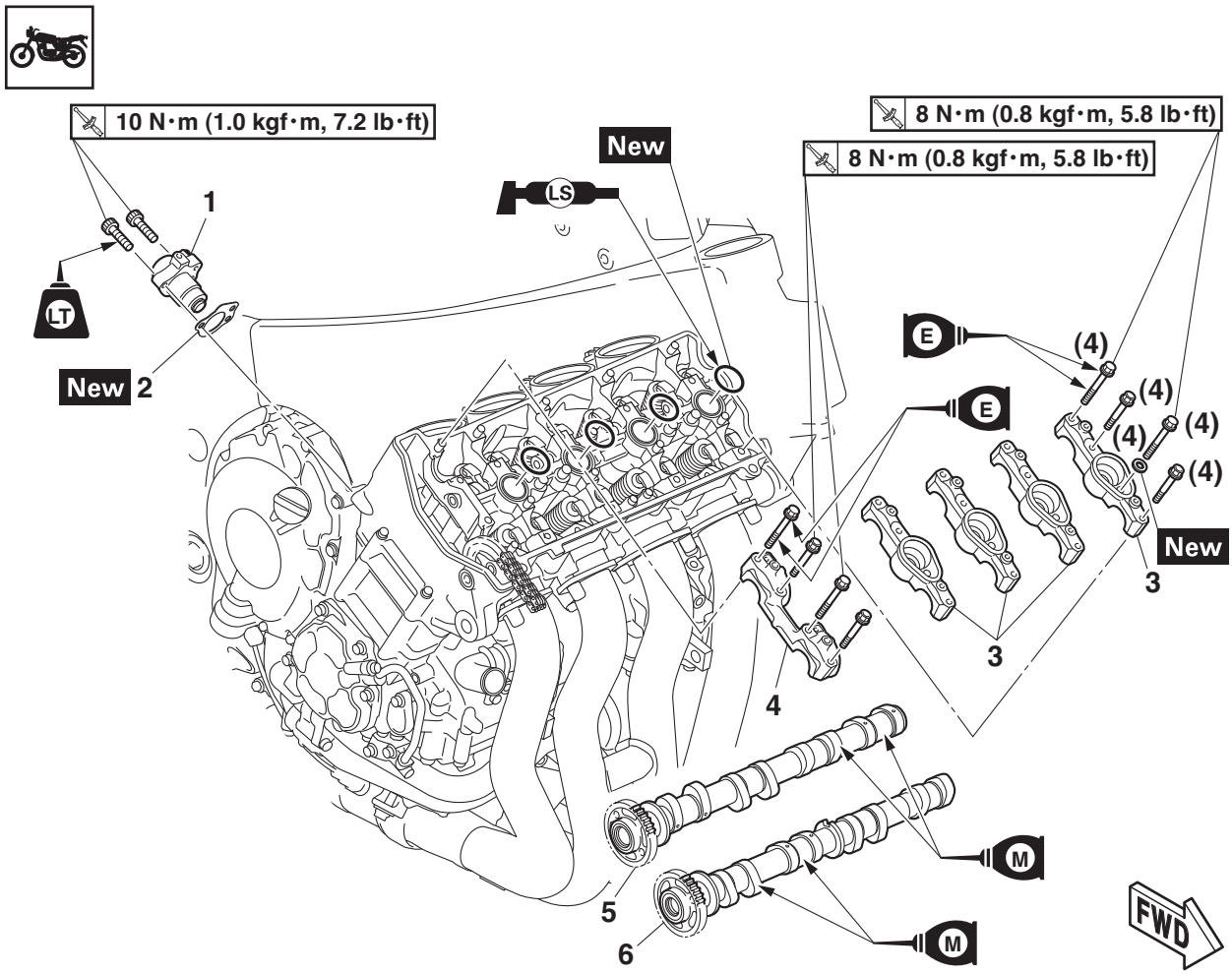
EAS20043
CAMSHAFTS

Removing the cylinder head cover



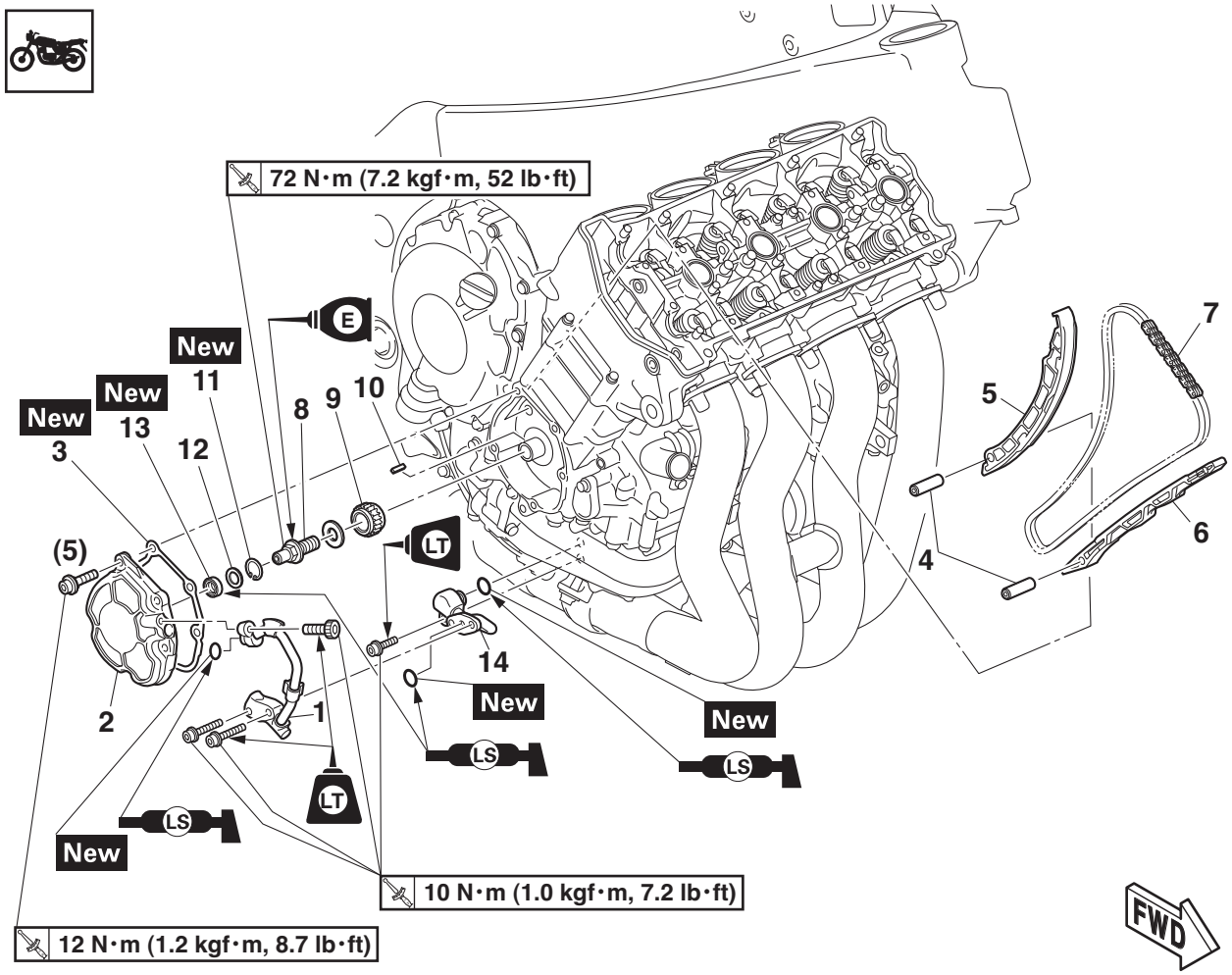
Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Air filter case		Refer to "GENERAL CHASSIS (3)" on page 4-20.
	Radiator		Refer to "RADIATOR" on page 6-1.
	Air cut-off valve		Refer to "AIR INDUCTION SYSTEM" on page 7-15.
1	Ignition coil coupler	4	Disconnect.
2	Ignition coil	4	
3	Spark plug	4	If the spark plug is a new one, tighten it to 18 N·m (1.8 kgf·m, 13 lb·ft).
4	Cylinder identification sensor coupler	1	Disconnect.
5	Cylinder identification sensor	1	
6	Cylinder head cover	1	
7	Cylinder head cover gasket	1	
8	Cylinder head cover gasket	1	
9	Timing chain guide (top side)	1	

Removing the camshafts



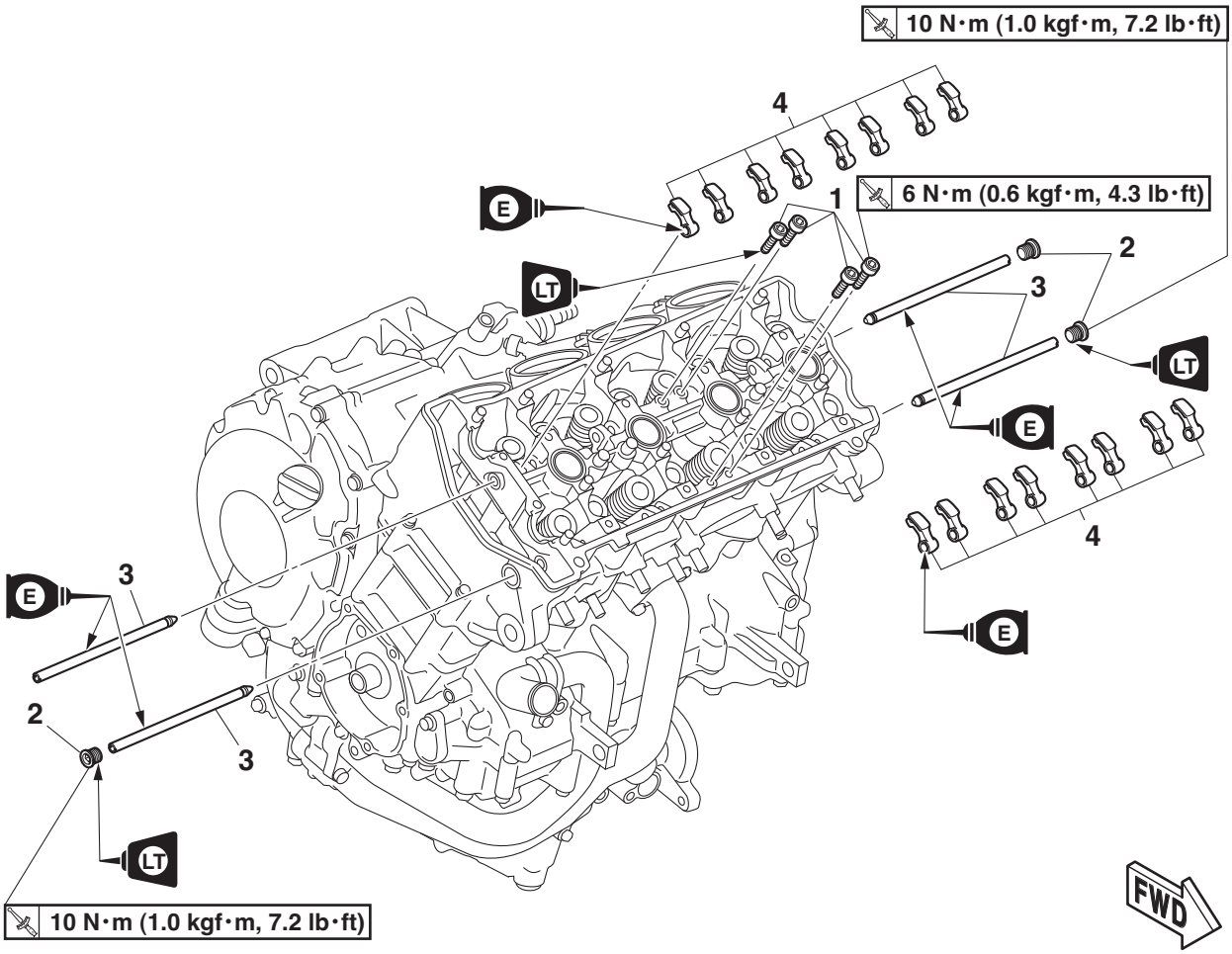
Order	Job/Parts to remove	Q'ty	Remarks
	Crankshaft end cover/Timing mark accessing bolt		Refer to "GENERATOR" on page 5-34.
1	Timing chain tensioner	1	
2	Timing chain tensioner gasket	1	
3	Camshaft cap 1	4	• If the camshaft cap bolt is a new one, it is not necessary to apply engine oil onto the mating surface and threads of the bolt. • If the camshaft cap bolt is a new one, tighten it to 10 N·m (1.0 kgf·m, 7.2 lb·ft).
4	Camshaft cap 2	1	• If the camshaft cap bolt is a new one, it is not necessary to apply engine oil onto the mating surface and threads of the bolt. • If the camshaft cap bolt is a new one, tighten it to 10 N·m (1.0 kgf·m, 7.2 lb·ft).
5	Intake camshaft	1	
6	Exhaust camshaft	1	

Removing the timing chain and timing chain guide



Order	Job/Parts to remove	Q'ty	Remarks
1	Oil pipe 3	1	Install the oil pipe to the timing chain cover, and then install them to the crankcase.
2	Timing chain cover	1	Install the oil pipe to the timing chain cover, and then install them to the crankcase.
3	Timing chain cover gasket	1	
4	Dowel pin	2	
5	Timing chain guide (intake side)	1	
6	Timing chain guide (exhaust side)	1	
7	Timing chain	1	
8	Timing chain sprocket bolt	1	
9	Timing chain sprocket	1	
10	Straight key	1	
11	Circlip	1	
12	Washer	1	
13	Oil seal	1	
14	Oil pipe 2	1	When removing the oil pipe 2, also remove the water pump inlet pipe. Refer to "WATER PUMP" on page 6-9.

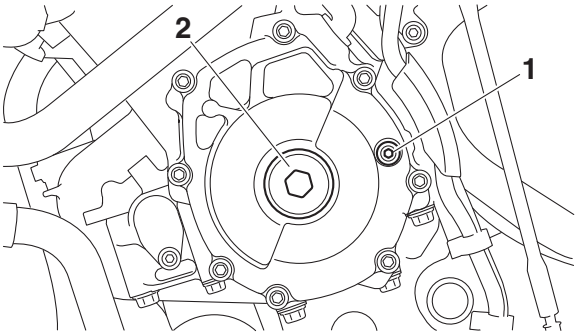
Removing the rocker arms



Order	Job/Parts to remove	Q'ty	Remarks
	Engine		Refer to "ENGINE REMOVAL" on page 5-3.
	Intake camshaft/Exhaust camshaft		Refer to "CAMSHAFTS" on page 5-9.
1	Rocker arm shaft bolt	4	
2	Straight plug (rocker arm shaft)	3	
3	Rocker arm shaft	4	
4	Rocker arm	16	

EAS30256
REMOVING THE CAMSHAFTS

1. Remove:
   • Timing mark accessing bolt “1”
   • Crankshaft end cover “2”



2. Align:
   • Mark “a” on the generator rotor (with the generator rotor cover slot “b”)

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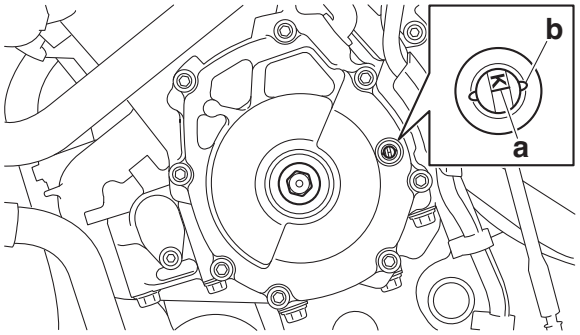
a. Turn the crankshaft counterclockwise.
b. When piston #1 is at BTDC105° on the compression stroke, align the BTDC105° mark “a” on the generator rotor with the generator rotor cover slot “b”.

TIP

BTDC105° on the compression stroke can be found when the camshaft lobes are turned away from each other.



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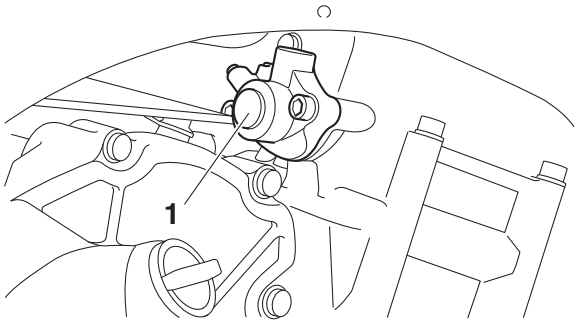
3. Remove:
   • Timing chain tensioner “1”
   • Timing chain tensioner gasket

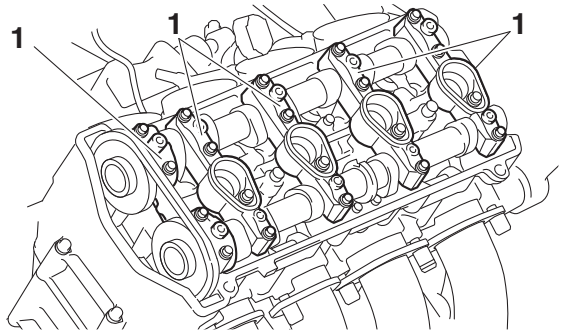


4. Remove:
   • Camshaft cap “1”

ECA13720

NOTICE

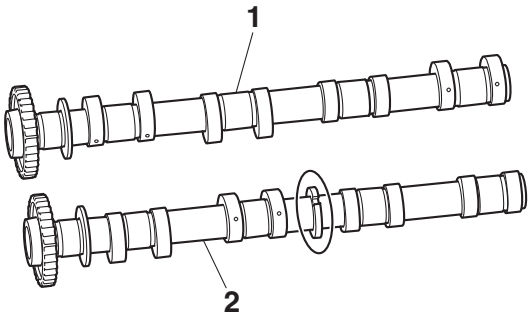
To prevent damage to the cylinder head, camshafts or camshaft caps, loosen the camshaft cap bolts in stages and in a criss-cross pattern, working from the outside in.

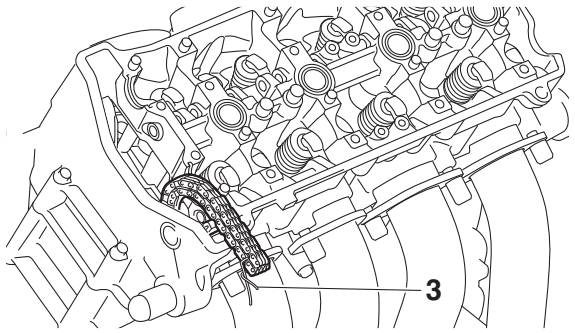


5. Remove:
   • Intake camshaft “1”
   • Exhaust camshaft “2”

TIP

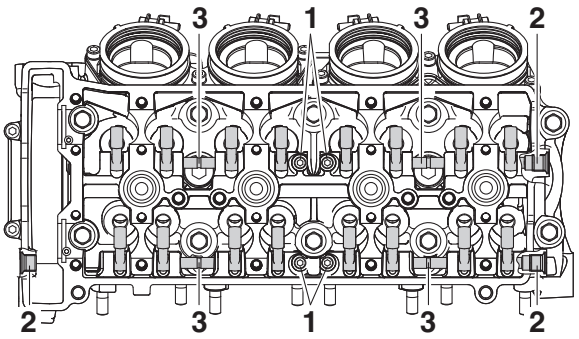
To prevent the timing chain from falling into the crankcase, fasten it with a wire “3”.





EAS31655
REMOVING THE ROCKER ARMS AND ROCKER ARM SHAFTS

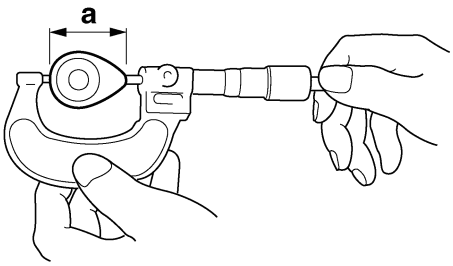
1. Remove:
   - Rocker arm shaft bolt “1”
   - Straight plug “2”
   - Rocker arm shaft “3”
   - Rocker arm



EAS30257
CHECKING THE CAMSHAFTS

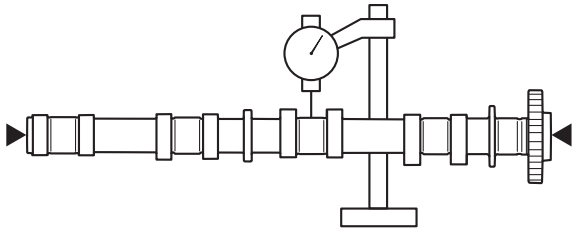
1. Check:
   - Camshaft lobes
     Blue discoloration/pitting/scratches → Replace the camshaft.
2. Measure:
   - Camshaft lobe dimensions “a”
     Out of specification → Replace the camshaft.

Camshaft lobe dimensions
Lobe height (Intake)
33.902–34.002 mm (1.3347–1.3387 in)
Limit
33.802 mm (1.3308 in)
Lobe height (Exhaust)
33.637–33.737 mm (1.3243–1.3282 in)
Limit
33.537 mm (1.3204 in)



3. Measure:
   - Camshaft runout
     Out of specification → Replace.

Camshaft runout limit
0.030 mm (0.0012 in)



4. Measure:
   - Camshaft-journal-to-camshaft-cap clearance
     Out of specification → Measure the camshaft journal diameter.

Camshaft-journal-to-camshaft-cap clearance
0.028–0.062 mm (0.0011–0.0024 in)
Limit
0.080 mm (0.0032 in)

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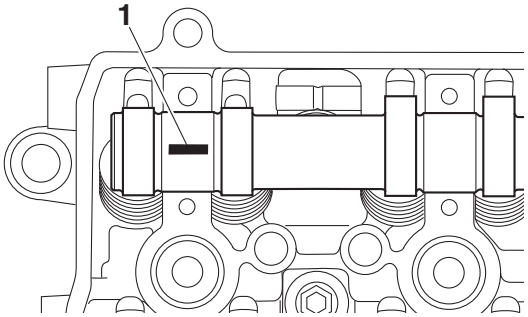
a. Install the camshaft into the cylinder head (without the camshaft caps).
b. Position strip of Plastigauge® “1” onto the camshaft journal as shown.

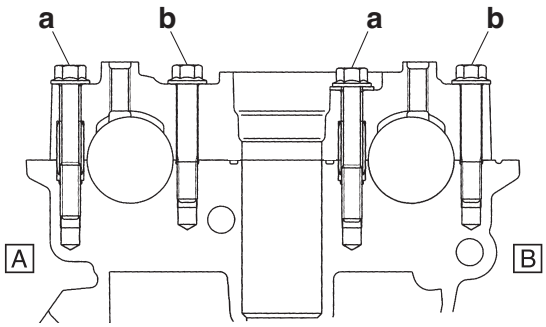


c. Install the dowel pins and camshaft caps.

ECA23010

NOTICE

There are two kinds of camshaft cap bolts with different lengths. Be sure to install each bolt onto the correct position.



a. Camshaft cap bolt (black): 40 mm (1.57 in)
b. Camshaft cap bolt (silver): 35 mm (1.38 in)

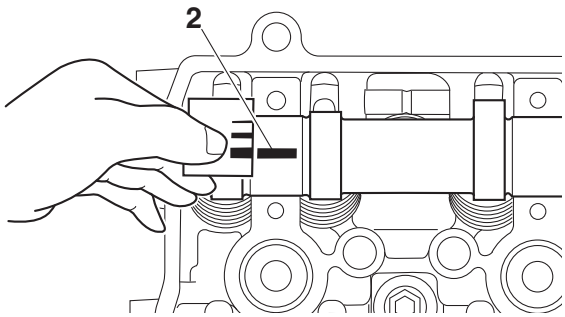
A. Intake side
B. Exhaust side

TIP

- If the camshaft cap bolt is a new one, it is not necessary to apply engine oil onto the mating surface and threads of the bolt.
- If the camshaft cap bolt is a new one, tighten it to 10 N·m (1.0 kgf·m, 7.2 lb·ft).
- Tighten the camshaft cap bolts in stages and in a crisscross pattern, working from the inner caps out.
- Do not turn the camshaft when measuring the camshaft journal-to-camshaft-cap clearance with the Plastigauge®.

Camshaft cap bolt
8 N·m (0.8 kgf·m, 5.8 lb·ft)
Camshaft cap bolt (new)
10 N·m (1.0 kgf·m, 7.2 lb·ft)

d. Remove the camshaft caps and then measure the width of the Plastigauge® "2".



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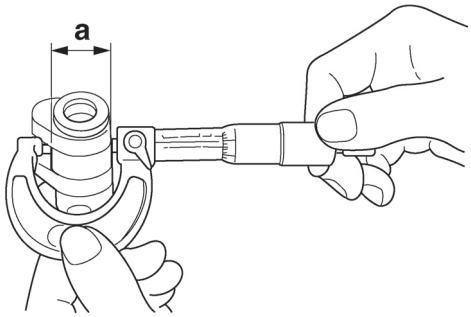
5. Measure:
   - Camshaft journal diameter "a"
     Out of specification → Replace the camshaft.
     Within specification → Replace the cylinder head and the camshaft caps as a set.

Camshaft journal diameter
25.459–25.472 mm (1.0023–1.0028 in)

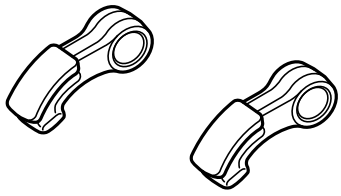


EAS30259

CHECKING THE ROCKER ARMS AND ROCKER ARM SHAFTS

The following procedure applies to all of the rocker arms and rocker arm shafts.

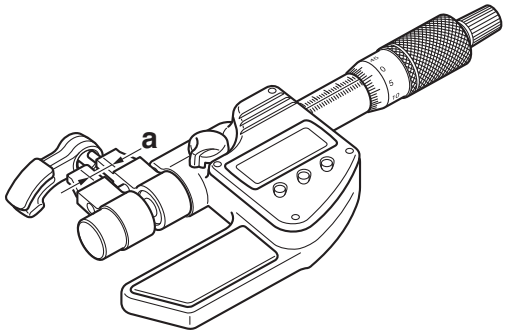
1. Check:
   - Rocker arm
     Damage/wear → Replace.



2. Check:
   - Rocker arm shaft
     Blue discoloration/excessive wear/pit-

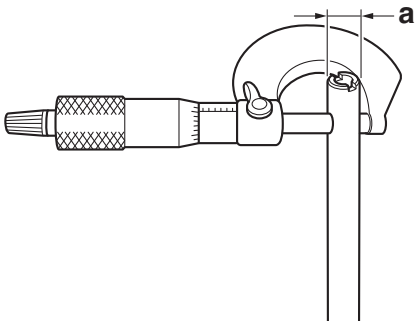
ting/scratches → Replace or check the lubrication system.
3. Measure:
• Rocker arm inside diameter “a”
Out of specification → Replace.

Rocker arm inside diameter
7.987–8.002 mm (0.3144–0.3150 in)
Limit
8.017 mm (0.3156 in)

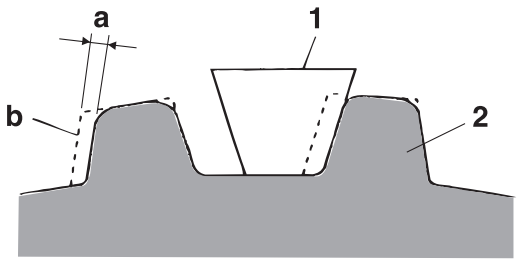


4. Measure:
• Rocker arm shaft outside diameter “a”
Out of specification → Replace.

Rocker arm shaft outside diameter
7.967–7.979 mm (0.3137–0.3141 in)
Limit
7.936 mm (0.3124 in)



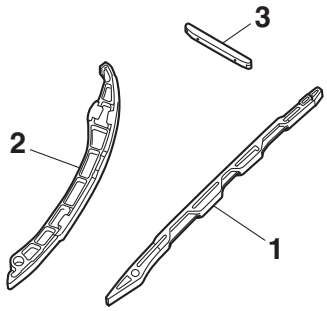
EAS30258
CHECKING THE TIMING CHAIN AND CAMSHAFT SPROCKET
1. Check:
• Timing chain
Damage/stiffness → Replace the timing chain and camshaft and camshaft sprocket as a set.
2. Check:
• Camshaft sprocket
More than 1/4 tooth wear “a” → Replace the camshaft sprockets and the timing chain as a set.



a. 1/4 tooth
b. Correct

1. Timing chain
2. Camshaft sprocket

EAS30265
CHECKING THE TIMING CHAIN GUIDES
The following procedure applies to all of the camshaft sprockets and timing chain guides.
1. Check:
• Timing chain guide (exhaust side) “1”
• Timing chain guide (intake side) “2”
• Timing chain guide (top side) “3”
Damage/wear → Replace the defective part(s).



EAS30266
CHECKING THE TIMING CHAIN TENSIONER
1. Check:
• Timing chain tensioner
Cracks/damage/rough movement → Replace.

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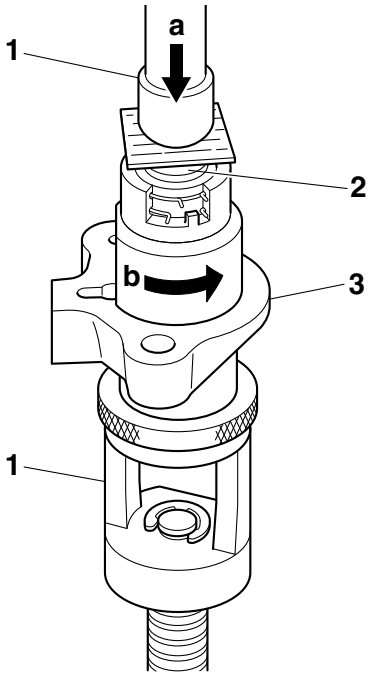
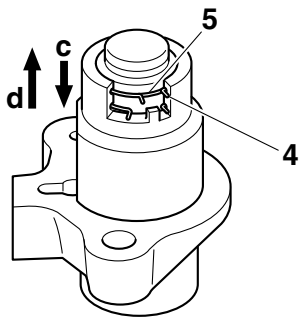
a. Using the valve spring compressor “1”, push and insert timing chain tensioner rod “2” into the timing chain tensioner housing.

TIP
Push the timing chain tensioner rod in direction “a”, and turn the timing chain tensioner body “3” in direction “b” until it stops.

Valve spring compressor
90890-04019
Valve spring compressor
YM-04019



b. Keep pressing the timing chain tensioner rod, mount clip “4” into groove “5”, and lock the timing chain tensioner rod.
c. Push the timing chain tensioner rod in direction “c”.
d. Make sure that the timing chain tensioner rod can smoothly move out from the timing chain tensioner housing in direction “d”. If not smooth, replace the timing chain tensioner assembly.



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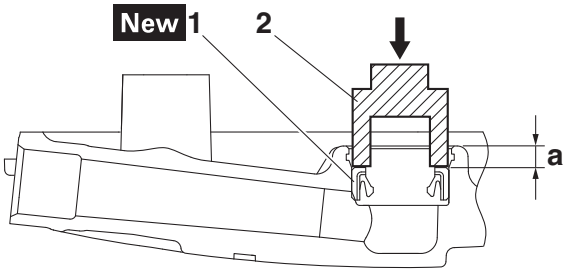
EAS31744
ASSEMBLING THE TIMING CHAIN COVER

1. Install:
   • Oil seal “1” New

TIP
Install the oil seal with a socket “2” that matches its outside diameter.

Installed depth “a”
4.0–4.5 mm (0.16–0.18 in)



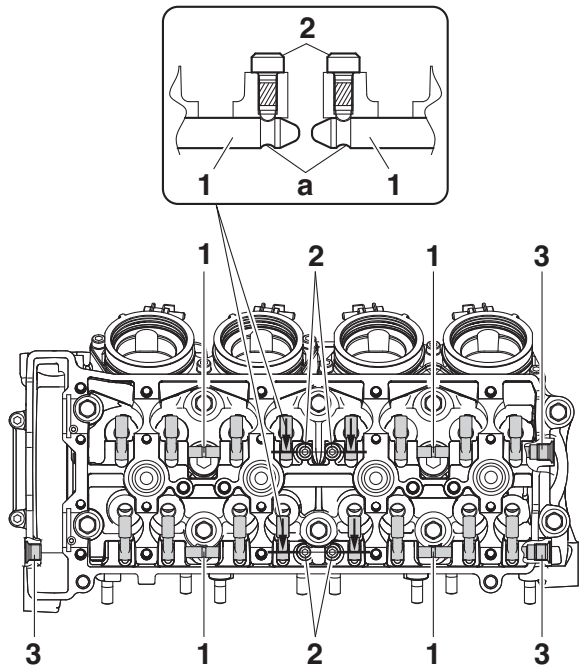
2. Install:
   • Washer
   • Circlip New

EAS31657
INSTALLING THE ROCKER ARMS AND ROCKER ARM SHAFTS

1. Install:
   • Rocker arm
   • Rocker arm shaft “1”
   • Rocker arm shaft bolt “2”
   • Straight plug “3”

TIP
- Install the rocker arm shaft so that the rocker arm shaft bolt is aligned with the groove “a” in the rocker arm shaft.
- After installing the rocker arm shaft bolt, make sure that the rocker arm shaft turns smoothly.

Rocker arm shaft bolt
6 N·m (0.6 kgf·m, 4.3 lb·ft)
LOCTITE®
Straight plug (rocker arm shaft)
10 N·m (1.0 kgf·m, 7.2 lb·ft)
LOCTITE®



EAS31715

INSTALLING THE TIMING CHAIN COVER

1. Install:
   - Timing chain cover
   - Oil pipe 3

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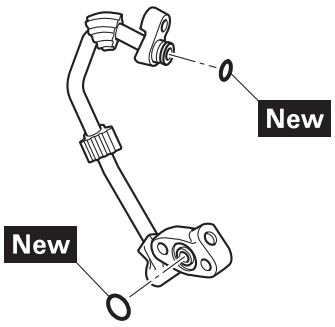
a. Install new O-rings to the oil pipe.

TIP

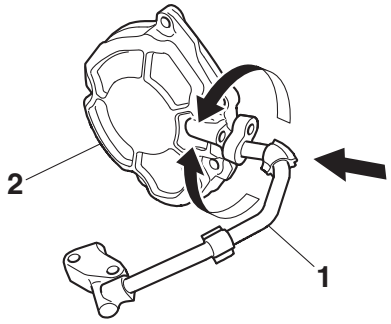
Apply lithium-soap-based grease evenly on new O-rings.



b. Install the oil pipe "1" to the timing chain cover "2".

TIP

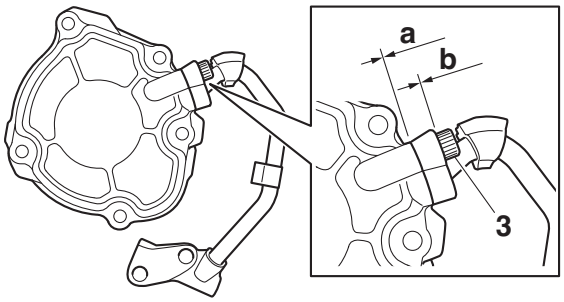
- While turning the oil pipe, install it to the timing chain cover so that the grease applied to the O-rings is distributed.
- If the oil pipe is not turned smoothly, the O-rings might be caught.



c. Install the oil pipe bolt "3" and tighten it temporarily until there is no clearance at "a" (timing chain cover to oil pipe) and "b" (oil pipe to oil pipe bolt).

TIP

Apply locking agent (LOCTITE®) onto the oil pipe bolt.



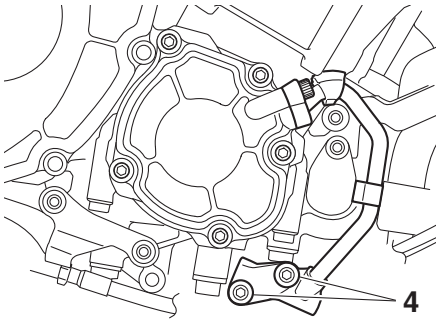
d. Install the timing chain cover assembly and a new timing chain cover gasket.
e. Install the timing chain cover bolts and tighten them.

	Timing chain cover bolt **12 N·m (1.2 kgf·m, 8.7 lb·ft)**

f. Install the oil pipe bolts "4" and tighten them temporarily.

TIP

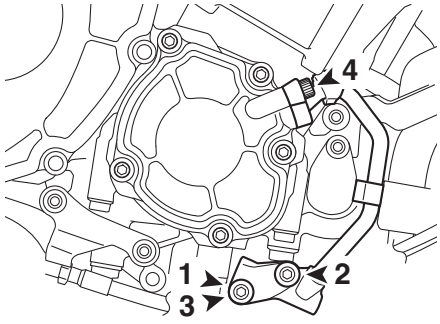
Apply locking agent (LOCTITE®) onto the oil pipe bolts.



g. Tighten the oil pipe bolts to the specified

torque following the tightening order shown in the illustration.

Oil pipe 3 bolt
10 N·m (1.0 kgf·m, 7.2 lb·ft)
LOCTITE®



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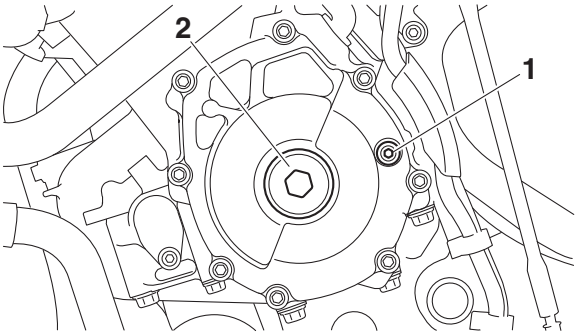
EAS30269
INSTALLING THE CAMSHAFTS

1. Remove:
   - Timing mark accessing bolt “1”
   - Crankshaft end cover “2”



2. Align:
   - Mark “a” on the generator rotor (with the generator rotor cover slot “b”)

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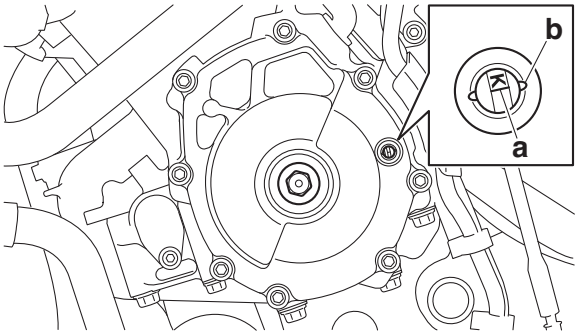
a. Turn the crankshaft counterclockwise.
b. When piston #1 is at BTDC105°, align the BTDC105° mark “a” on the generator rotor with the generator rotor cover slot “b”.



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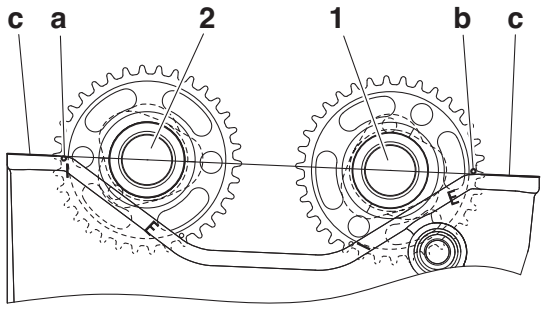
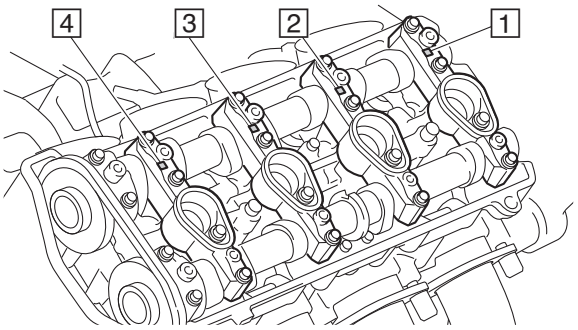
3. Install:
   - Exhaust camshaft “1”
   - Intake camshaft “2”

TIP
- Hang the timing chain on the sprocket from the exhaust camshaft to the intake camshaft.
- The intake camshaft sprocket timing mark “a” and exhaust camshaft sprocket timing mark “b” should align with the cylinder head surface “c”.
- Check the timing mark position of the camshaft sprocket using a mirror.
- The timing chain (exhaust side) should be stretched and the timing chain (intake side) should be sagged.



4. Install:
   - Camshaft cap

TIP
Make sure each camshaft cap is installed in its original place. Refer to the identification marks as follows:
“1”: camshaft cap mark for cylinder #1
“2”: camshaft cap mark for cylinder #2
“3”: camshaft cap mark for cylinder #3
“4”: camshaft cap mark for cylinder #4



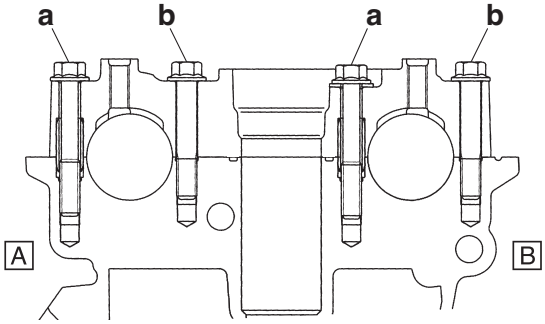
5. Tighten:
   • Camshaft cap bolts

	Camshaft cap bolt **8 N·m (0.8 kgf·m, 5.8 lb·ft)** **Camshaft cap bolt (new)** **10 N·m (1.0 kgf·m, 7.2 lb·ft)**

TIP
- If the camshaft cap bolt is a new one, it is not necessary to apply engine oil onto the mating surface and threads of the bolt.
- If the camshaft cap bolt is a new one, tighten it to 10 N·m (1.0 kgf·m, 7.2 lb·ft).
- Tighten the camshaft cap bolts in stages and in a crisscross pattern, working from the inner caps out.

ECA17430
NOTICE
- **Lubricate the camshaft cap bolts with the engine oil.**
- **The camshaft cap bolts must be tightened evenly or damage to the cylinder head, camshaft caps, and camshafts will result.**
- **Do not turn the crankshaft when installing the camshaft to avoid damage or improper valve timing.**

ECA23010
NOTICE
There are two kinds of camshaft cap bolts with different lengths. Be sure to install each bolt onto the correct position.



a. Camshaft cap bolt (black): 40 mm (1.57 in)
b. Camshaft cap bolt (silver): 35 mm (1.38 in)

A. Intake side
B. Exhaust side

6. Install:
   • Timing chain tensioner
   • Timing chain tensioner gasket New

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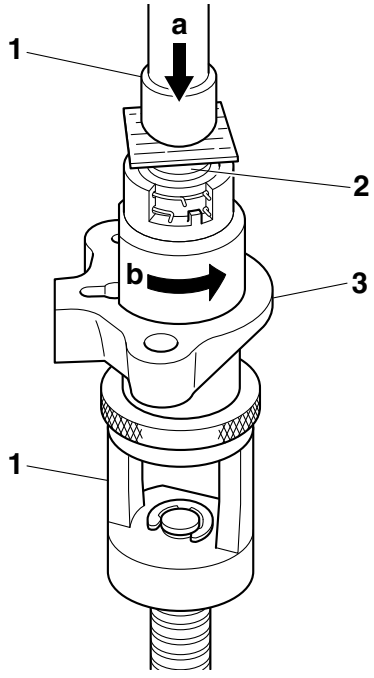
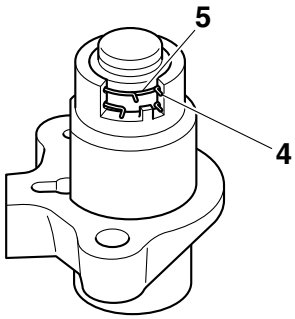
a. Using the valve spring compressor “1”, push and insert timing chain tensioner rod “2” into the timing chain tensioner housing.

TIP
Push the timing chain tensioner rod in direction “a”, and turn the timing chain tensioner body “3” in direction “b” until it stops.

	Valve spring compressor **90890-04019** **Valve spring compressor** **YM-04019**



b. Keep pressing the timing chain tensioner rod, mount clip “4” into groove “5”, and lock the timing chain tensioner rod.



c. In the status of step (b), install the rod assembly in the cylinder block.

TIP
Always use a new gasket.

	**Timing chain tensioner bolt** **10 N·m (1.0 kgf·m, 7.2 lb·ft)** **LOCTITE®**

d. Unlock the timing chain tensioner by turning the crankshaft clockwise, and tension the timing chain.

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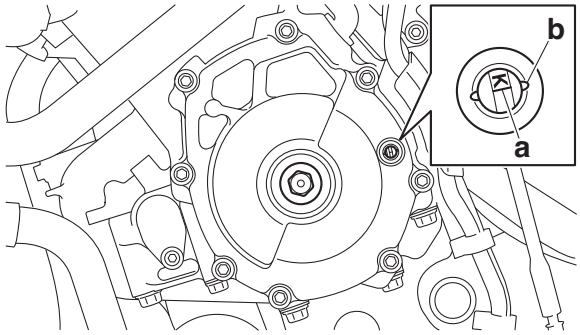
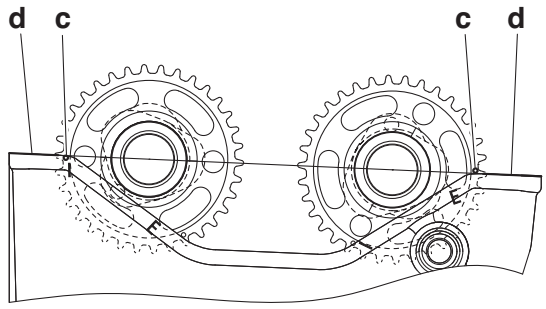
7. Turn:
   • Crankshaft
   (several turns counterclockwise)
8. Check:
   • Mark “a”
   Make sure the mark “a” on the generator rotor is aligned with the generator rotor cover slot “b”.
   • Camshaft sprocket timing mark “c”
   Make sure the punch mark “c” on the camshaft sprocket is aligned with the cylinder head mating surface “d”.
   Out of alignment → Adjust.
   Refer to the installation steps above.

TIP
Check the timing mark position of the camshaft sprocket using a mirror.



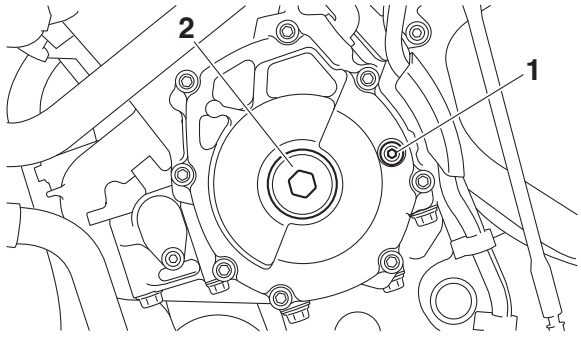


9. Measure:
   • Valve clearance
   Out of specification → Adjust.
   Refer to “ADJUSTING THE VALVE CLEARANCE” on page 3-5.
10. Install:
   • Timing mark accessing bolt “1”

	**Timing mark accessing bolt** **15 N·m (1.5 kgf·m, 11 lb·ft)**

   • Crankshaft end cover “2”

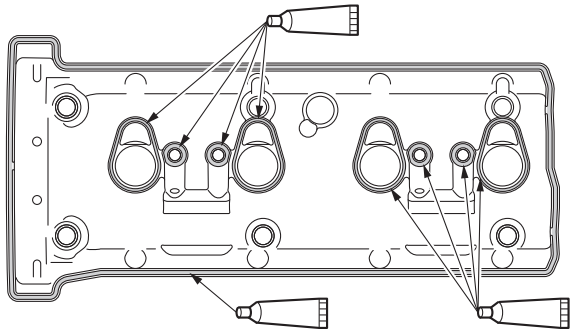
	**Crankshaft end cover** **10 N·m (1.0 kgf·m, 7.2 lb·ft)**

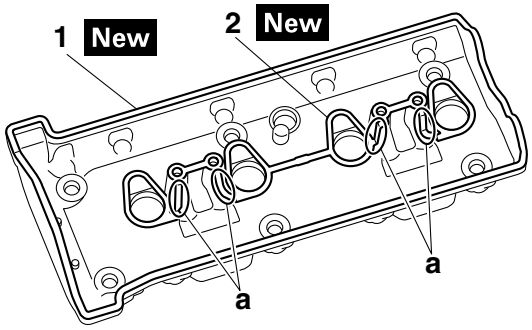


11. Install:
   • Timing chain guide (top side)
   • Cylinder head cover gasket “1” New
   • Cylinder head cover gasket “2” New
   • Cylinder head cover

	Cylinder head cover bolt **10 N·m (1.0 kgf·m, 7.2 lb·ft)**

TIP
- Apply Three bond No.1541C® onto the mating surfaces of the cylinder head cover and cylinder head cover gasket.
- After installing the cylinder head cover gasket "2" to the cylinder head cover, cut off the "a" section.

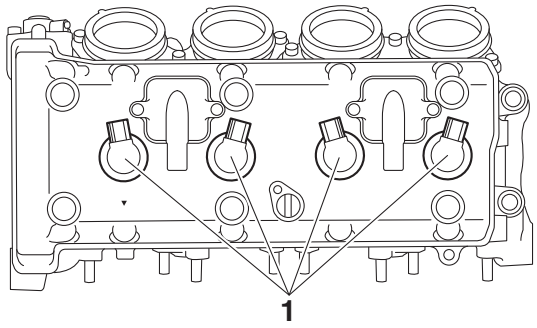




12.Install:
- Spark plugs
- Ignition coils "1"

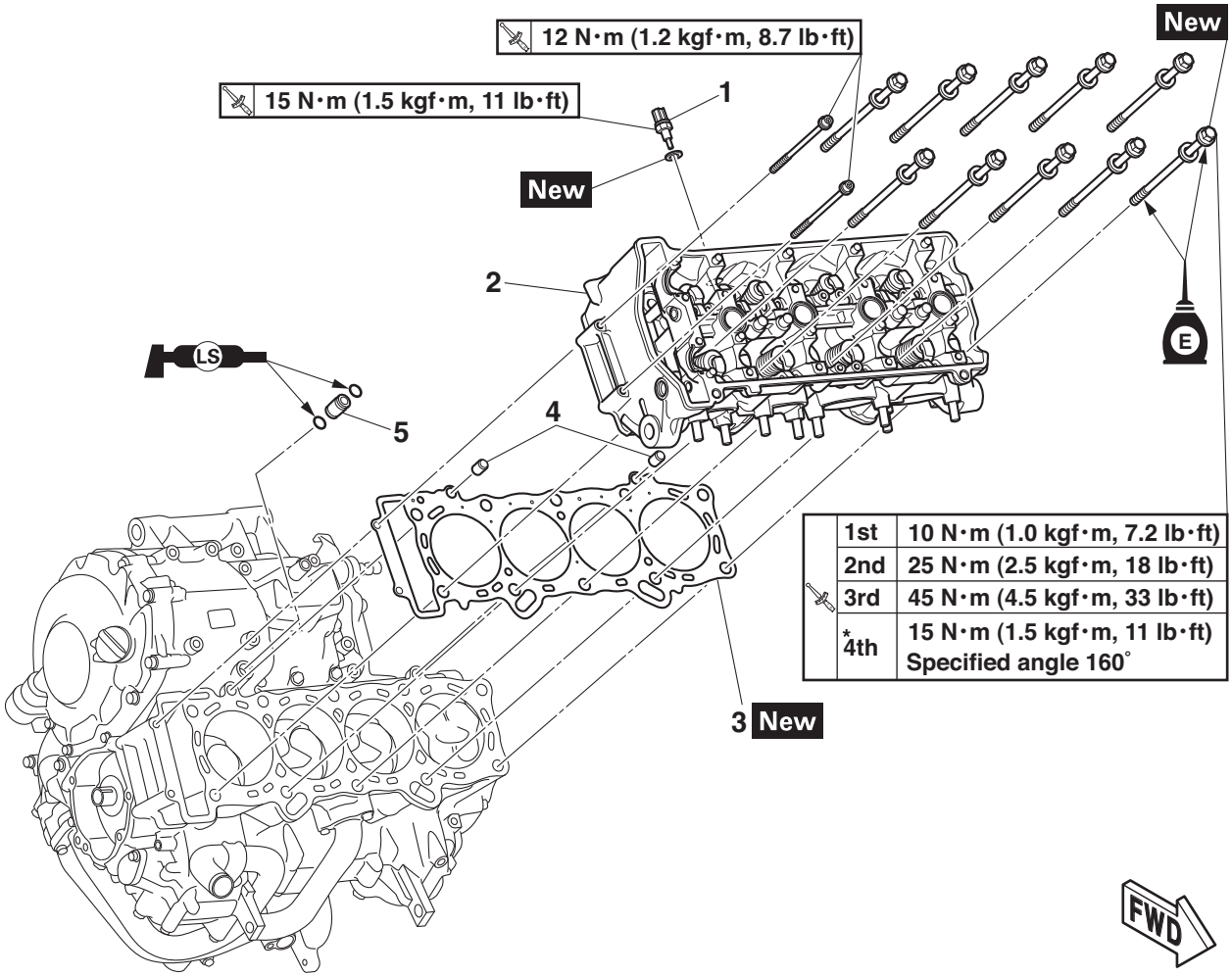
	Spark plug **13 N·m (1.3 kgf·m, 9.4 lb·ft)** **Spark plug (new)** **18 N·m (1.8 kgf·m, 13 lb·ft)**

TIP
- Before installing the spark plug, clean the spark plug and gasket surface.
- If the spark plug is a new one, tighten it to 18 N·m (1.8 kgf·m, 13 lb·ft).
- Hold the ignition coil so it faces the intake side and install it.
- Make sure that the ignition coil does not contact the reed valve cover.



EAS20044
CYLINDER HEAD

Removing the cylinder head



*** Following the tightening order, loosen the bolt one by one, and then retighten it to the specific torque.**

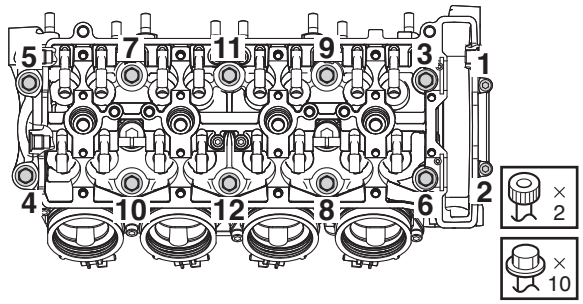
Order	Job/Parts to remove	Q'ty	Remarks
	Engine		Refer to "ENGINE REMOVAL" on page 5-3.
	Intake camshaft/Exhaust camshaft		Refer to "CAMSHAFTS" on page 5-9.
1	Coolant temperature sensor	1	
2	Cylinder head	1	
3	Cylinder head gasket	1	
4	Dowel pin	2	
5	Oil delivery pipe	1	

EAS30276
REMOVING THE CYLINDER HEAD

1. Remove:
   - Intake camshaft
   - Exhaust camshaft
   Refer to "REMOVING THE CAMSHAFTS" on page 5-13.
2. Remove:
   - Cylinder head bolt (M6) (× 2)
   - Cylinder head bolt (M9) (× 10)

TIP

- Loosen the bolts in the proper sequence as shown.
- Loosen each bolt 1/2 of a turn at a time. After all of the bolts are fully loosened, remove them.



EAS30277
CHECKING THE CYLINDER HEAD

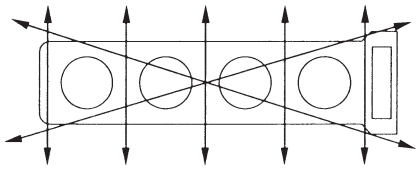
1. Eliminate:
   - Combustion chamber carbon deposits (with a rounded scraper)

TIP

Do not use a sharp instrument to avoid damaging or scratching:
- Spark plug bore threads
- Valve seats

2. Check:
   - Cylinder head
     Damage/scratches → Replace.
   - Cylinder head water jacket
     Mineral deposits/rust → Eliminate.
3. Measure:
   - Cylinder head warpage
     Out of specification → Resurface the cylinder head.

	Warpage limit **0.10 mm (0.0039 in)**



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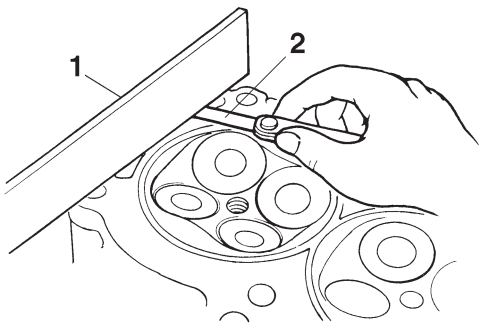
a. Place a straightedge "1" and a thickness gauge "2" across the cylinder head.

	Thickness gauge **90890-03180** **Feeler gauge set** **YU-26900-9**



b. Measure the warpage.
c. If the limit is exceeded, resurface the cylinder head as follows.
d. Place a 400–600 grit wet sandpaper on the surface plate and resurface the cylinder head using a figure-eight sanding pattern.

TIP

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

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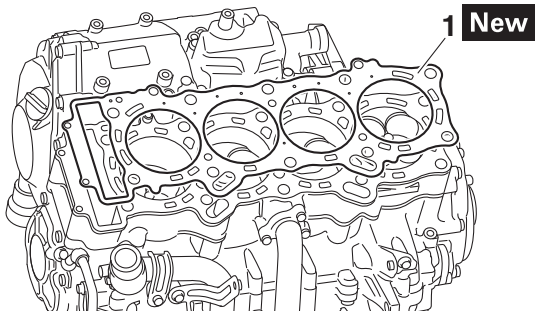
EAS30282
INSTALLING THE CYLINDER HEAD

1. Install:
   - Cylinder head gasket "1" New
   - Dowel pins



2. Install:
   • Cylinder head
   • Cylinder head bolt (M6) (× 2)
   • Cylinder head bolt (M9) (× 10) New

TIP

- Pass the timing chain through the timing chain cavity.
- Lubricate the cylinder head bolt (M9) thread and mating surface with engine oil.

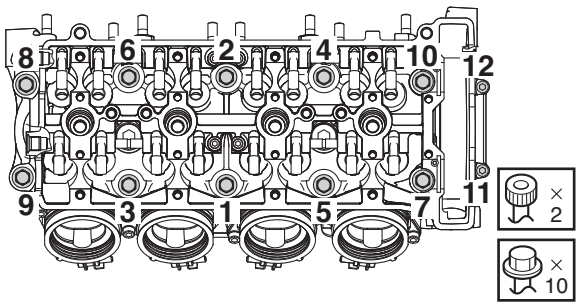
3. Tighten:
   • Cylinder head bolt "1"–"10"
   • Cylinder head bolt "11", "12"

Cylinder head bolt "1"–"10"
1st: 10 N·m (1.0 kgf·m, 7.2 lb·ft)
2nd: 25 N·m (2.5 kgf·m, 18 lb·ft)
3rd: 45 N·m (4.5 kgf·m, 33 lb·ft)
***4th: 15 N·m (1.5 kgf·m, 11 lb·ft)**
Specified angle 160°
Cylinder head bolt "11", "12"
12 N·m (1.2 kgf·m, 8.7 lb·ft)

* Following the tightening order, loosen the bolt one by one and then retighten it to the specific torque and the specific angle.

TIP

Tighten the cylinder head bolts in the tightening sequence as shown and torque them in 4 stages.

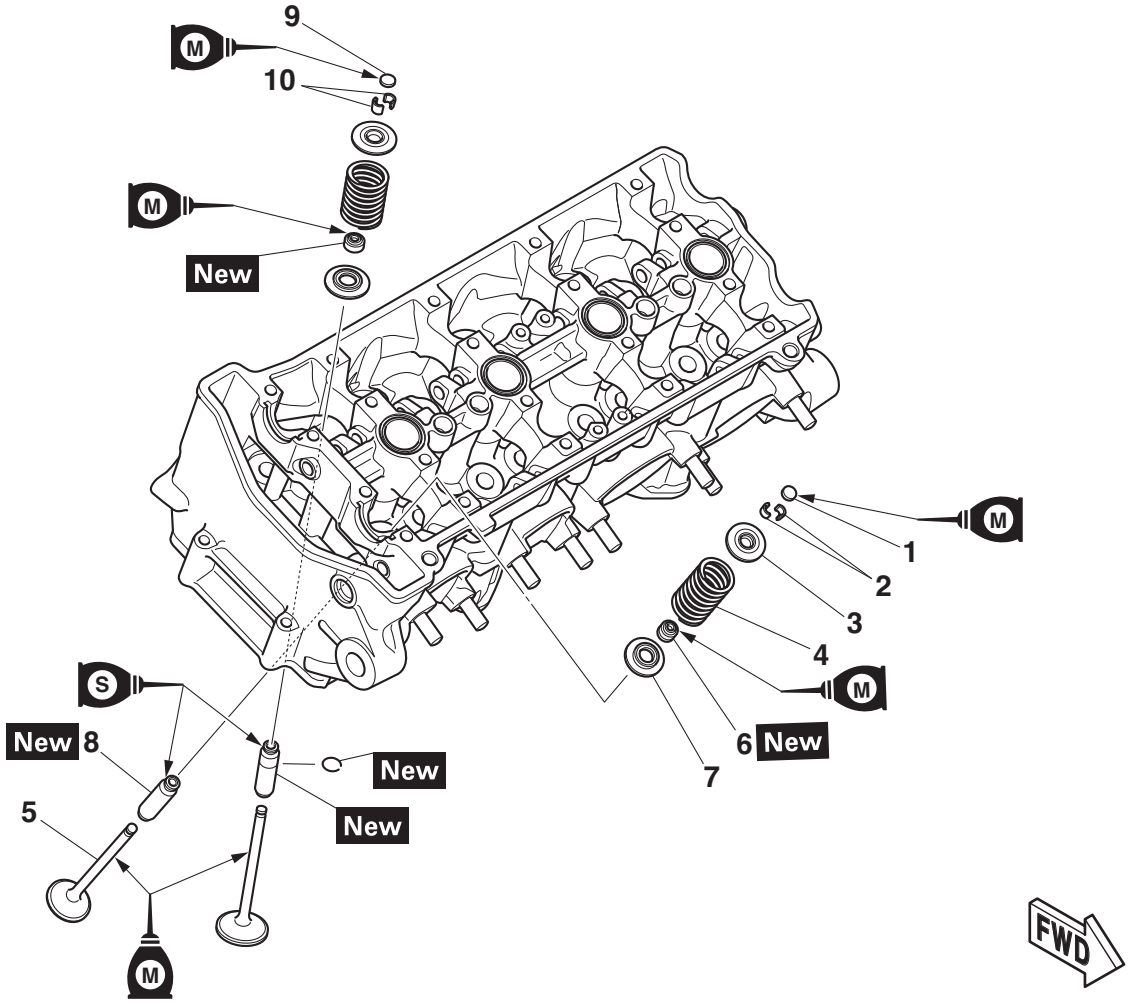


4. Install:
   • Exhaust camshaft
   • Intake camshaft

Refer to "INSTALLING THE CAMSHAFTS" on page 5-19.

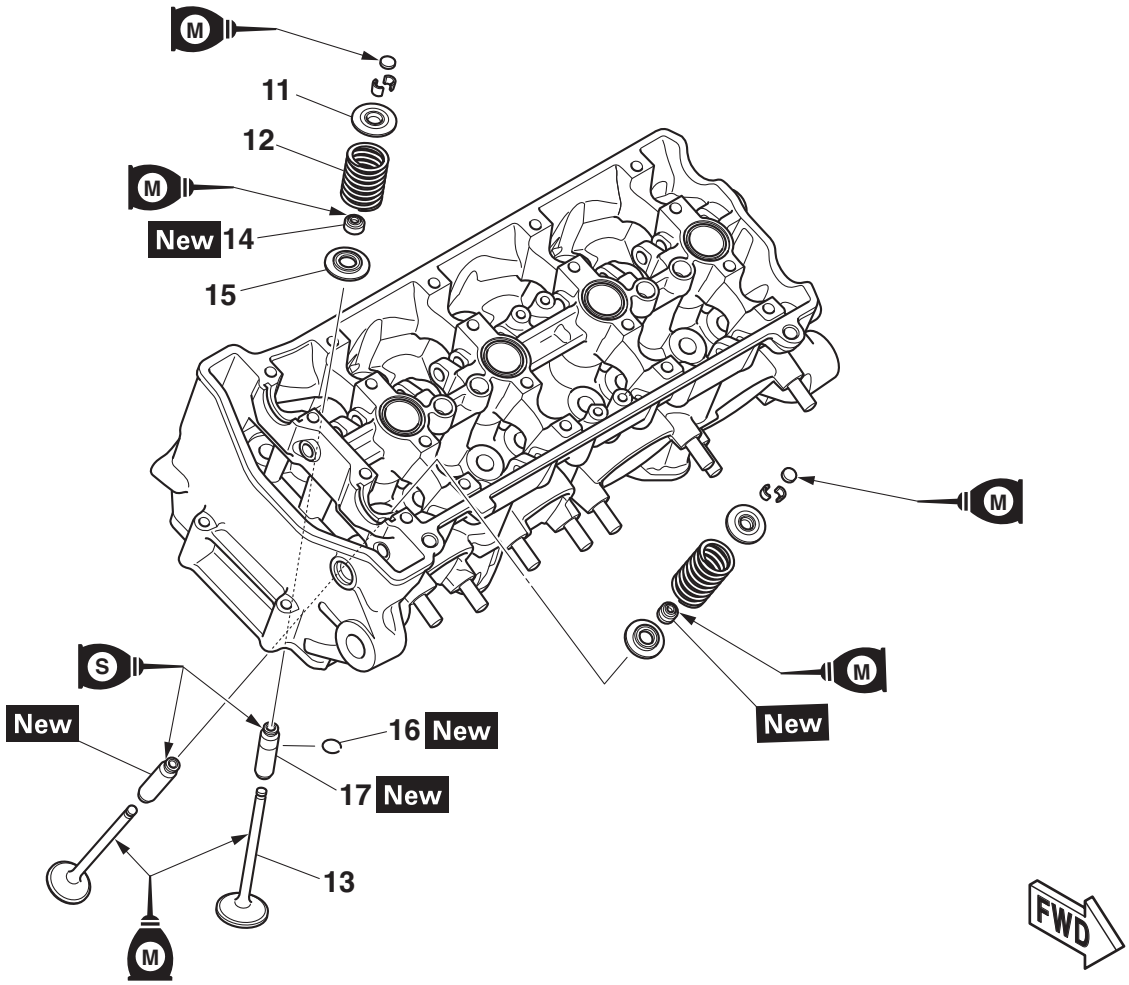
EAS20045
VALVES AND VALVE SPRINGS

Removing the valves and valve springs



Order	Job/Parts to remove	Q'ty	Remarks
	Cylinder head		Refer to "CYLINDER HEAD" on page 5-23.
1	Exhaust valve pad	8	
2	Exhaust valve cotter	16	
3	Exhaust valve spring retainer	8	
4	Exhaust valve spring	8	
5	Exhaust valve	8	
6	Exhaust valve stem seal	8	
7	Exhaust valve spring seat	8	
8	Exhaust valve guide	8	
9	Intake valve pad	8	
10	Intake valve cotter	16	

Removing the valves and valve springs



Order	Job/Parts to remove	Q'ty	Remarks
11	Intake valve spring retainer	8	
12	Intake valve spring	8	
13	Intake valve	8	
14	Intake valve stem seal	8	
15	Intake valve spring seat	8	
16	Circlip	8	
17	Intake valve guide	8	

EAS30283
REMOVING THE VALVES

The following procedure applies to all of the valves and related components.

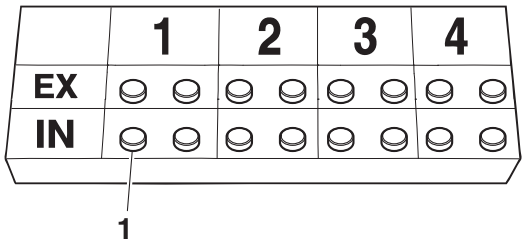
TIP

Before removing the internal parts of the cylinder head (e.g., valves, valve springs, valve seats), make sure the valves properly seal.

1. Remove:
   • Valve pad "1"

TIP

Make a note of the position of each valve pad so that they can be reinstalled in their original place.



2. Check:
   • Valve sealing
   Leakage at the valve seat → Check the valve face, valve seat, and valve seat width.
   Refer to "CHECKING THE VALVE SEATS" on page 5-30.

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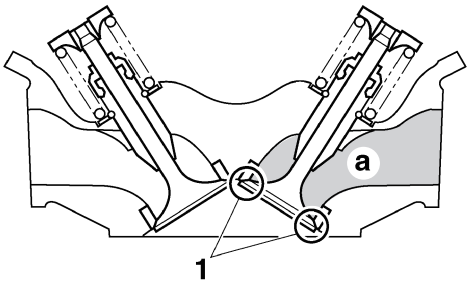
a. Pour a clean solvent "a" into the intake and exhaust ports.
b. Check that the valves properly seal.

TIP

There should be no leakage at the valve seat "1".



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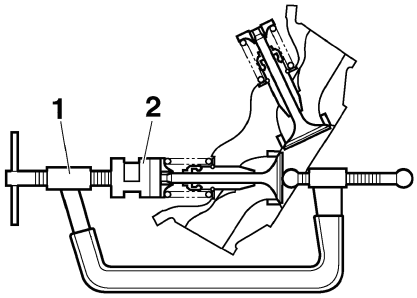
3. Remove:
   • Valve cotters

TIP

Remove the valve cotters by compressing the valve spring with the valve spring compressor "1" and the valve spring compressor attachment "2".

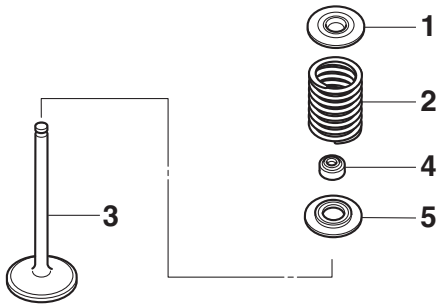
Valve spring compressor
90890-04019
Valve spring compressor
YM-04019
Valve spring compressor attachment
90890-01243
Valve spring compressor adapter (26 mm)
YM-01253-1



4. Remove:
   • Valve spring retainer "1"
   • Valve spring "2"
   • Valve "3"
   • Valve stem seal "4"
   • Valve spring seat "5"

TIP

Identify the position of each part very carefully so that it can be reinstalled in its original place.



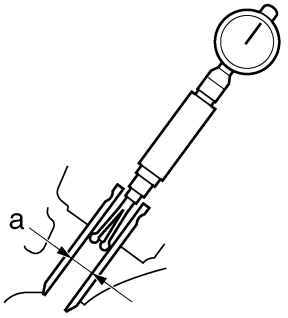
EAS30284
CHECKING THE VALVES AND VALVE GUIDES

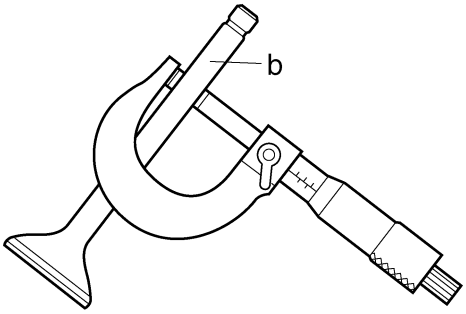
The following procedure applies to all of the valves and valve guides.

1. Measure:
   • Valve-stem-to-valve-guide clearance
   Out of specification → Replace the valve guide.

• Valve-stem-to-valve-guide clearance = Valve guide inside diameter “a” - Valve stem diameter “b”

Valve-stem-to-valve-guide clearance (intake)
0.010–0.037 mm (0.0004–0.0015 in)
Limit
0.080 mm (0.0032 in)
Valve-stem-to-valve-guide clearance (exhaust)
0.025–0.052 mm (0.0010–0.0020 in)
Limit
0.100 mm (0.0039 in)





2. Replace:
• Valve guide

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

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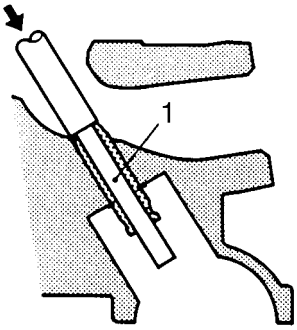
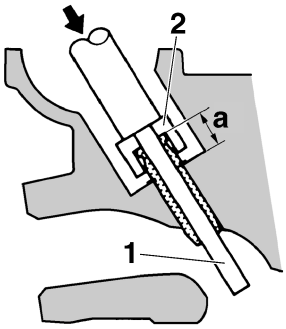
a. Remove the valve guide with the valve guide remover “1”.



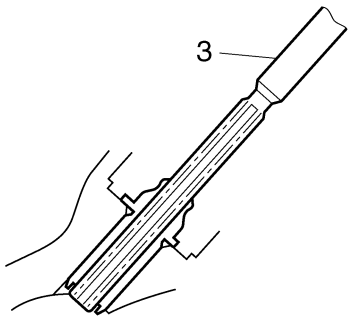
b. Install the new valve guide with the valve guide installer “2” and valve guide remover “1”.

Valve guide position (intake)
12.0–12.4 mm (0.47–0.49 in)
Valve guide position (exhaust)
17.5–17.9 mm (0.69–0.70 in)



a. Valve guide position

c. After installing the valve guide, bore the valve guide with the valve guide reamer “3” to obtain the proper valve-stem-to-valve-guide clearance.



TIP
After replacing the valve guide, reface the valve seat.

Valve guide remover (ø4.5)
90890-04116
Valve guide remover (4.5 mm)
YM-04116
Valve guide remover (ø5)
90890-04097
Valve guide remover (5.0 mm)
YM-04097
Valve guide installer (ø4.5)
90890-04117
Valve guide installer (4.5 mm)
YM-04117
Valve guide installer (ø5)
90890-04098
Valve guide installer (5.0 mm)
YM-04098
Valve guide reamer (ø4.5)
90890-04118
Valve guide reamer (4.5 mm)
YM-04118
Valve guide reamer (ø5)
90890-04099
Valve guide reamer (5.0 mm)
YM-04099

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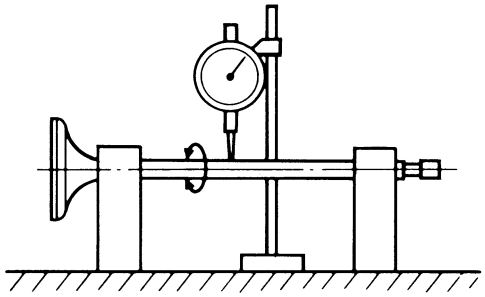
3. Eliminate:
   • Carbon deposits
   (from the valve face and valve seat)
4. Check:
   • Valve face
   Pitting/wear → Grind the valve face.
   • Valve stem end
   Mushroom shape or diameter larger than the body of the valve stem → Replace the valve.
5. Measure:
   • Valve stem runout
   Out of specification → Replace the valve.

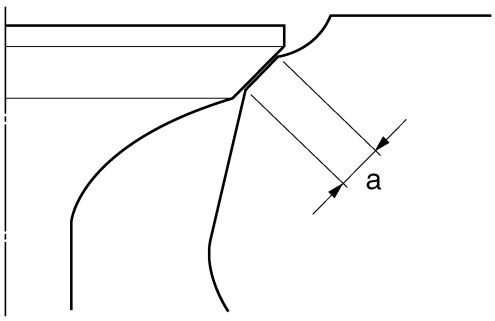
TIP
- When installing a new valve, always replace the valve guide.
- If the valve is removed or replaced, always replace the valve stem seal.

Valve stem runout
0.010 mm (0.0004 in)



EAS30285
CHECKING THE VALVE SEATS
The following procedure applies to all of the valves and valve seats.
1. Eliminate:
   • Carbon deposits
   (from the valve face and valve seat)
2. Check:
   • Valve seat
   Pitting/wear → Replace the cylinder head.
3. Measure:
   • Valve seat contact width "a"
   Out of specification → Replace the cylinder head.

Valve seat contact width (intake)
0.90–1.10 mm (0.0354–0.0433 in)
Limit
1.6 mm (0.06 in)
Valve seat contact width (exhaust)
1.10–1.30 mm (0.0433–0.0512 in)
Limit
1.8 mm (0.07 in)



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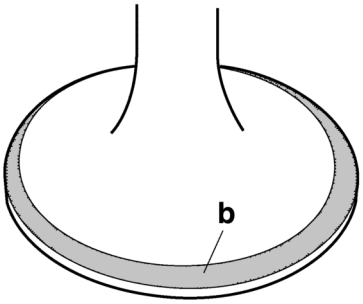
a. Apply blue layout fluid "b" onto the valve face.



b. Install the valve into the cylinder head.
c. Press the valve through the valve guide and onto the valve seat to make a clear impression.
d. Measure the valve seat contact width.

TIP
Where the valve seat and valve face contacted one another, the blue layout fluid will have been removed.

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4. Lap:
   • Valve face
   • Valve seat

TIP
After replacing the cylinder head or replacing the valve and valve guide, the valve seat and valve face should be lapped.

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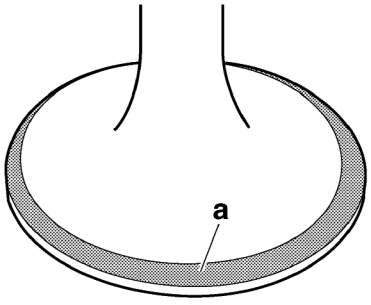
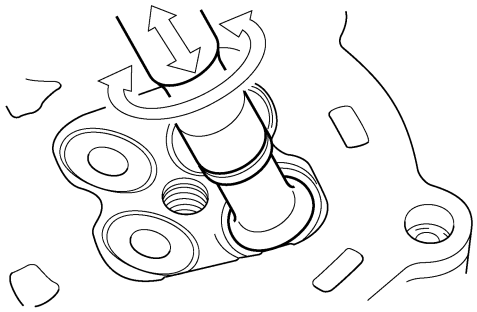
a. Apply a coarse lapping compound “a” to the valve face.

ECA13790
NOTICE
Do not let the lapping compound enter the gap between the valve stem and the valve guide.

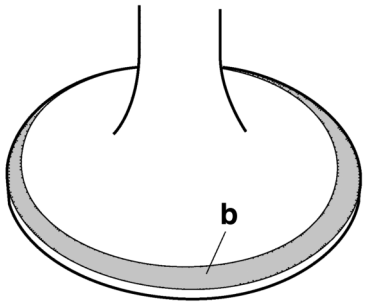


b. Apply molybdenum disulfide oil onto the valve stem.
c. Install the valve into the cylinder head.
d. Turn the valve until the valve face and valve seat are evenly polished, then clean off all of the lapping compound.

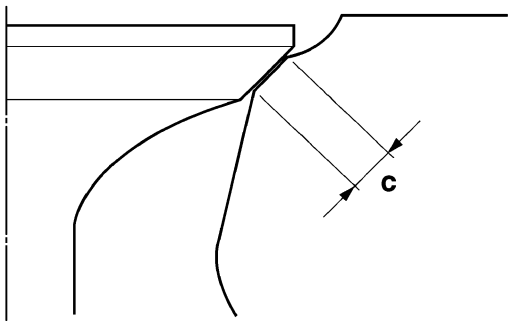
TIP
For the best lapping results, lightly tap the valve seat while rotating the valve back and forth between your hands.



e. Apply a fine lapping compound to the valve face and repeat the above steps.
f. After every lapping procedure, be sure to clean off all of the lapping compound from the valve face and valve seat.
g. Apply blue layout fluid “b” onto the valve face.



h. Install the valve into the cylinder head.
i. Press the valve through the valve guide and onto the valve seat to make a clear impression.
j. Measure the valve seat contact width “c” again. If the valve seat contact width is out of specification, reface and lap the valve seat.



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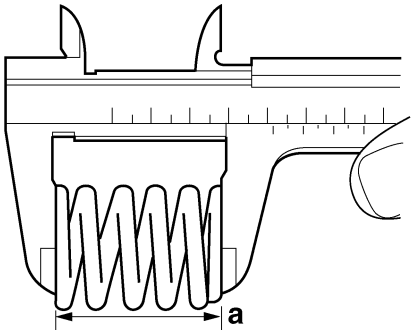
EAS30286
CHECKING THE VALVE SPRINGS
The following procedure applies to all of the valve springs.

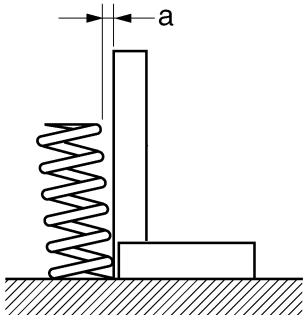
1. Measure:
   • Valve spring free length “a”
   Out of specification → Replace the valve spring.

Free length (intake)
41.25 mm (1.62 in)
Limit
39.18 mm (1.54 in)
Free length (exhaust)
42.33 mm (1.67 in)
Limit
40.21 mm (1.58 in)



2. Measure:
   • Valve spring tilt “a”
   Out of specification → Replace the valve spring.

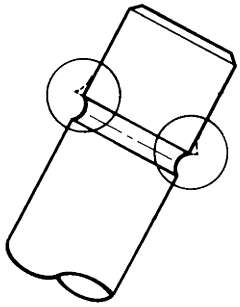
Spring tilt (intake)
1.7 mm (0.07 in)
Spring tilt (exhaust)
1.7 mm (0.07 in)



EAS30288
INSTALLING THE VALVES

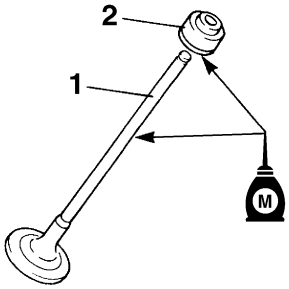
The following procedure applies to all of the valves and related components.

1. Deburr:
   • Valve stem end
   (with an oil stone)



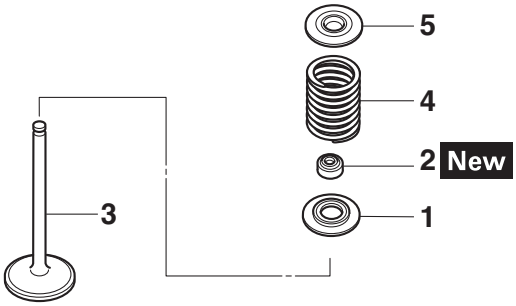
2. Lubricate:
   • Valve stem “1”
   • Valve stem seal “2”
   (with the recommended lubricant)

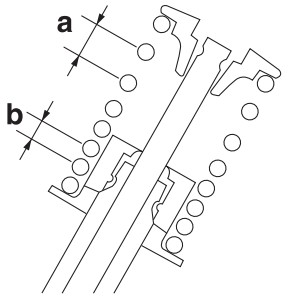
Recommended lubricant
Molybdenum disulfide oil



3. Install:
   • Valve spring seat “1”
   • Valve stem seal “2” New
   • Valve “3”
   • Valve spring “4”
   • Valve spring retainer “5”
   (into the cylinder head)

TIP
- Make sure each valve is installed in its original place.
- Install the valve springs with the larger pitch “a” facing up.



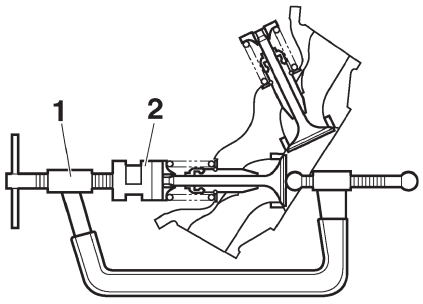


b. Smaller pitch

4. Install:
   • Valve cotters

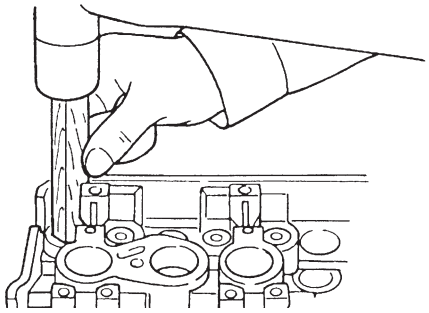
TIP
Install the valve cotters by compressing the valve spring with the valve spring compressor "1" and the valve spring compressor attachment "2".

	**Valve spring compressor 90890-04019** **Valve spring compressor YM-04019** **Valve spring compressor attachment 90890-01243** **Valve spring compressor adapter (26 mm) YM-01253-1**



5. To secure the valve cotters onto the valve stem, lightly tap the valve tip with a soft-face hammer.

ECA13800
NOTICE
Hitting the valve tip with excessive force could damage the valve.



6. Lubricate:
   • Valve pad
   (with the recommended lubricant)

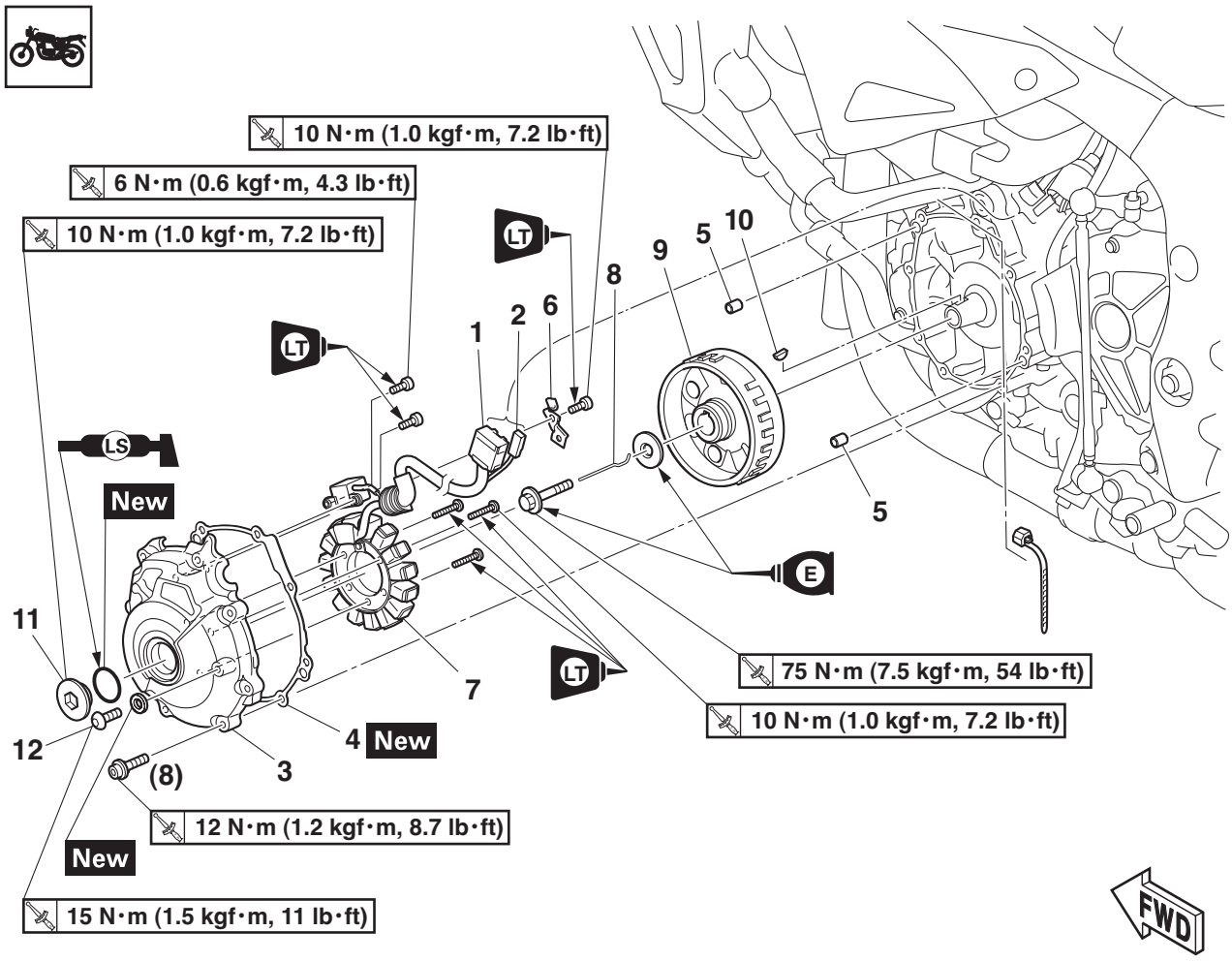
	**Recommended lubricant Molybdenum disulfide oil**

7. Install:
   • Valve pad

TIP
Each valve pad must be reinstalled in its original position.

EAS20134
GENERATOR

Removing the stator coil and generator rotor



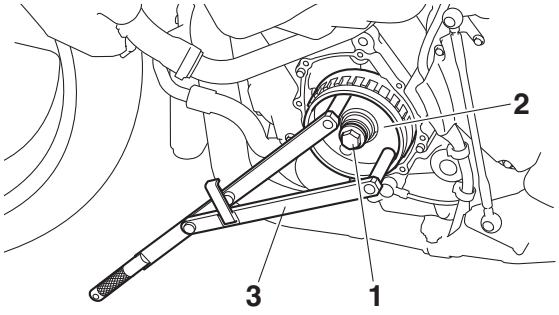
Order	Job/Parts to remove	Q'ty	Remarks
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" on page 3-25.
1	Stator coil coupler	1	Disconnect.
2	Crankshaft position sensor coupler	1	Disconnect.
3	Generator cover	1	
4	Generator cover gasket	1	
5	Dowel pin	2	
6	Stator coil lead holder	1	
7	Stator coil assembly (stator coil/crankshaft position sensor)	1	
8	Shaft	1	
9	Generator rotor	1	
10	Woodruff key	1	
11	Crankshaft end cover	1	
12	Timing mark accessing bolt	1	

EAS30829
REMOVING THE GENERATOR

1. Remove:
   • Generator rotor bolt “1”
   • Washer

TIP
While holding the generator rotor “2” with the rotor holding tool “3”, loosen the generator rotor bolt.

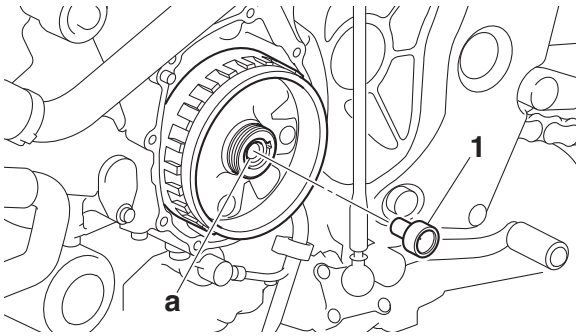
15mm pin type rotor holding tool
90890-04171
YM-04171



2. Install:
   • Crankshaft protector “1”

TIP
Install the crankshaft protector to the hole “a” of the crankshaft.

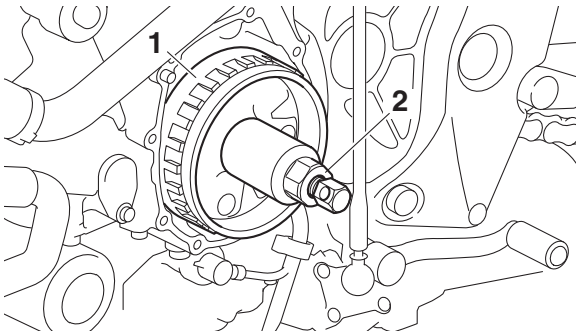
Crankshaft protector (10mm)
90890-04180
Crankshaft protector (10mm)
YM-04180



3. Remove:
   • Generator rotor “1”
   (with the flywheel puller “2”)
   • Woodruff key

TIP
Install the flywheel puller to the generator rotor.

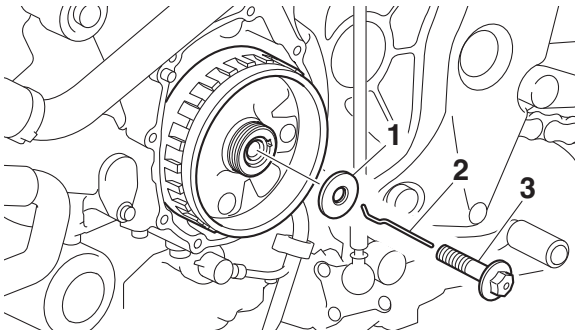
Flywheel puller
90890-01404
Flywheel puller
YM-01404



EAS30830
INSTALLING THE GENERATOR

1. Install:
   • Woodruff key
   • Generator rotor
   • Washer “1”
   • Shaft “2”
   • Generator rotor bolt “3”

TIP
- Clean the tapered portion of the crankshaft and the generator rotor hub.
- When installing the generator rotor, make sure the woodruff key is properly seated in the keyway of the crankshaft.
- Lubricate the washer with engine oil.
- Install the shaft to the hole of the generator rotor bolt.
- Lubricate the generator rotor bolt threads and washer mating surfaces with engine oil.



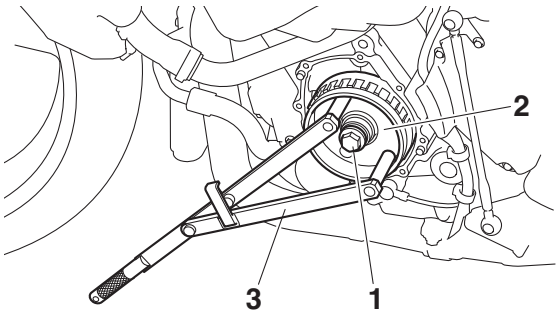
2. Tighten:
   • Generator rotor bolt “1”

Generator rotor bolt
75 N·m (7.5 kgf·m, 54 lb·ft)

TIP
While holding the generator rotor “2” with the ro-

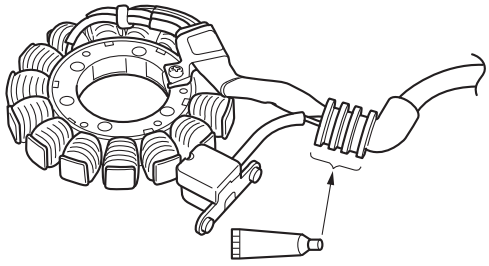
tor holding tool “3”, tighten the generator rotor bolt.

15mm pin type rotor holding tool
90890-04171
YM-04171



3. Apply:
   • Sealant
   (onto the stator coil assembly lead grommet)

Yamaha bond No. 1215
90890-85505
(Three bond No.1215®)



4. Install:
   • Generator cover gasket New
   • Generator cover
   • Generator cover bolt

Generator cover bolt
12 N·m (1.2 kgf·m, 8.7 lb·ft)

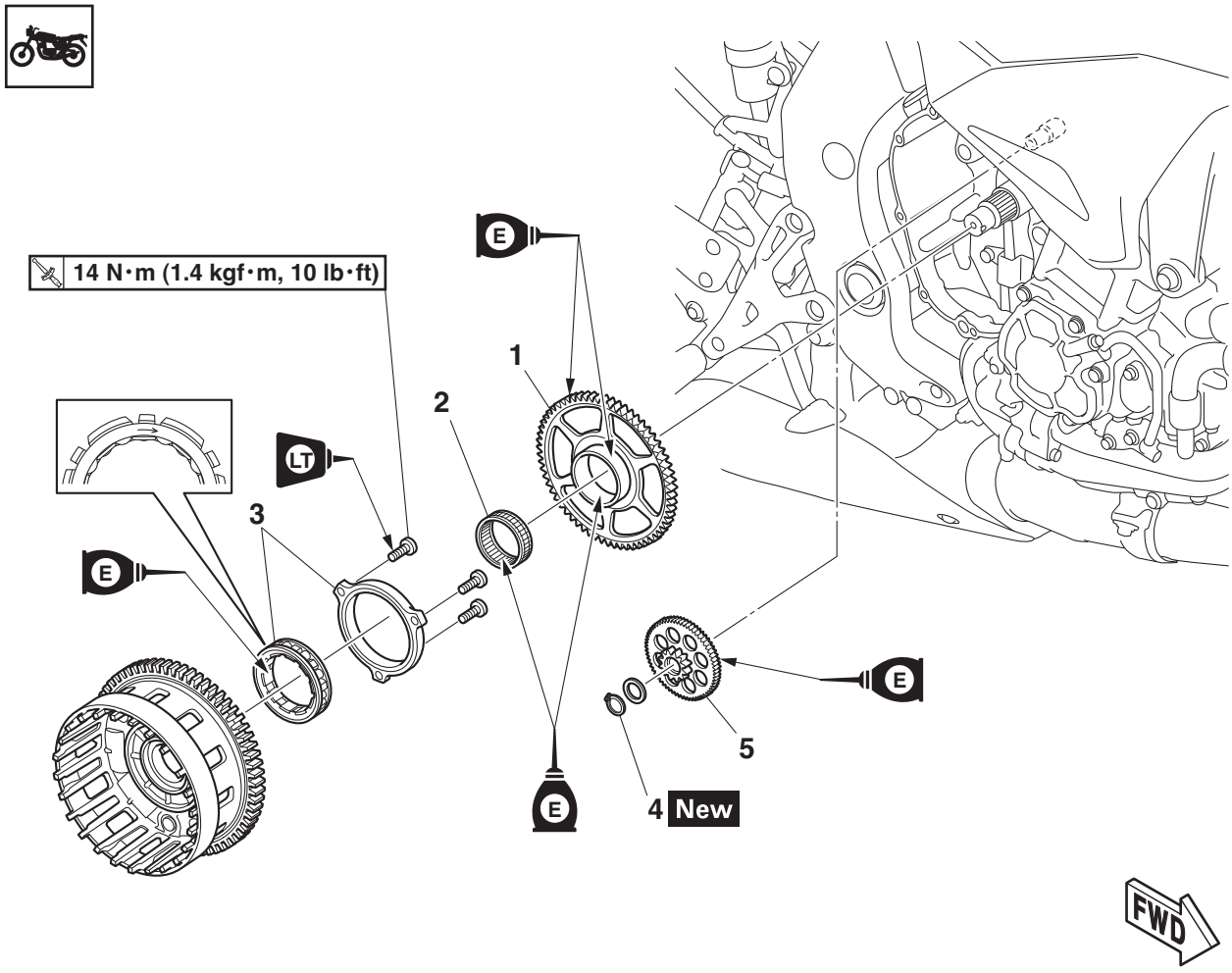
TIP
Tighten the generator cover bolts in stages and in a crisscross pattern.

5. Connect:
   • Stator coil coupler
   • Crankshaft position sensor coupler

TIP
To route the stator coil lead, refer to “CABLE ROUTING” on page 2-37.

EAS20049
STARTER CLUTCH

Removing the starter clutch



Order	Job/Parts to remove	Q'ty	Remarks
	Clutch housing assembly		Refer to "CLUTCH" on page 5-51.
1	Starter clutch gear	1	
2	Bearing	1	
3	Starter clutch assembly	1	
4	Circlip	1	
5	Starter clutch idle gear	1	

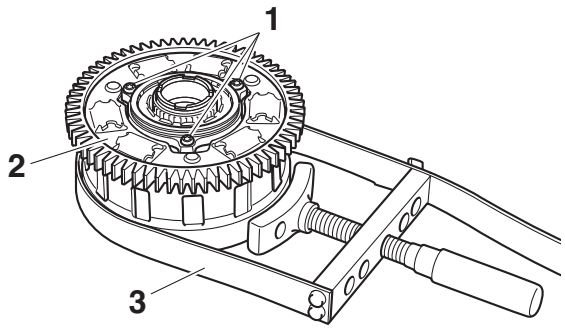
EAS30305
REMOVING THE STARTER CLUTCH

1. Remove:
   • Starter clutch bolt “1”

TIP

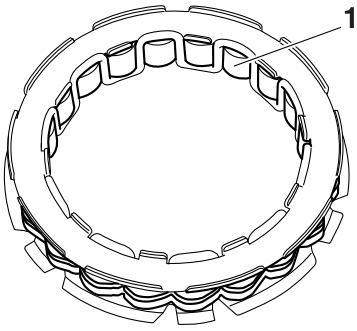
- While holding the clutch housing assembly “2” with the sheave holder “3”, remove the starter clutch bolt.
- Fix the flat surface of the clutch housing assembly with the sheave holder.

Sheave holder
90890-01701
Primary clutch holder
YS-01880-A

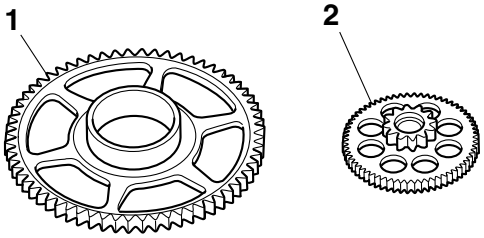


EAS30306
CHECKING THE STARTER CLUTCH

1. Check:
   • Starter clutch rollers “1”
   Damage/wear → Replace.



2. Check:
   • Starter clutch gear “1”
   • Starter clutch idle gear “2”
   Burrs/chips/roughness/wear → Replace the defective part(s).



3. Check:
   • Starter clutch gear’s contacting surfaces
   Damage/pitting/wear → Replace the starter clutch gear.
4. Check:
   • Starter clutch operation

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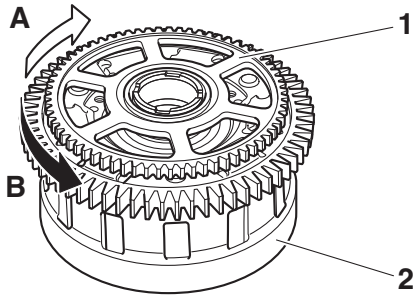
a. Install the starter clutch gear “1” onto the clutch housing assembly “2” and hold the clutch housing assembly.
b. When turning the starter clutch gear clockwise “A”, the starter clutch and the starter clutch gear should engage, otherwise the starter clutch is faulty and must be replaced.
c. When turning the starter clutch gear counterclockwise “B”, it should turn freely, otherwise the starter clutch is faulty and must be replaced.



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EAS30309
INSTALLING THE STARTER CLUTCH

1. Install:
   • Starter clutch

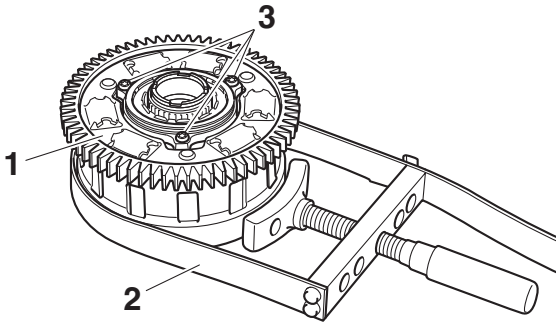
Starter clutch holder bolt
14 N·m (1.4 kgf·m, 10 lb·ft)
LOCTITE®

TIP

- Install the starter clutch so that the side of the starter clutch roller assembly with the arrow mark is toward the clutch housing.

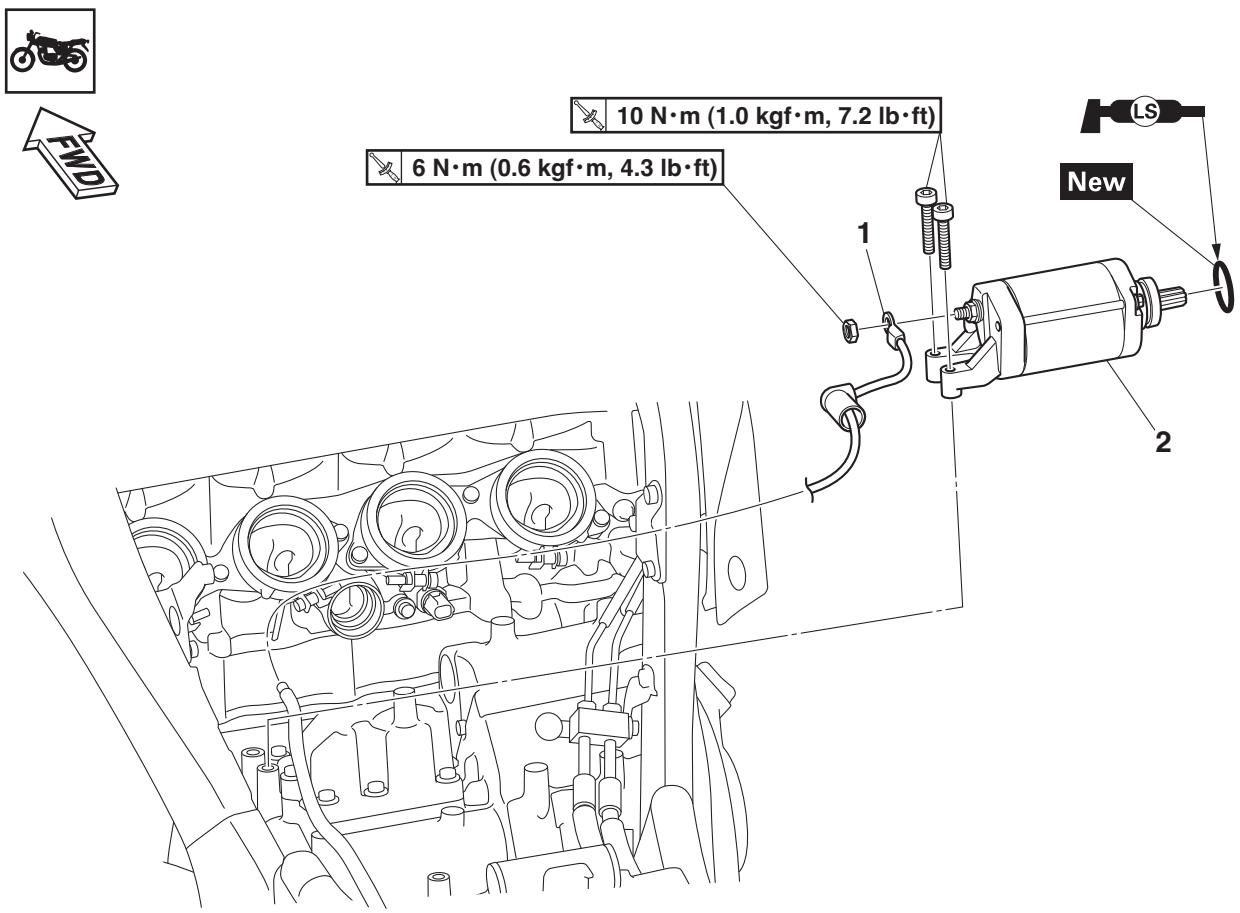
- While holding the clutch housing assembly "1" with the sheave holder "2", tighten the starter clutch holder bolt "3".
- Fix the flat surface of the clutch housing assembly with the sheave holder.

Sheave holder
90890-01701
Primary clutch holder
YS-01880-A



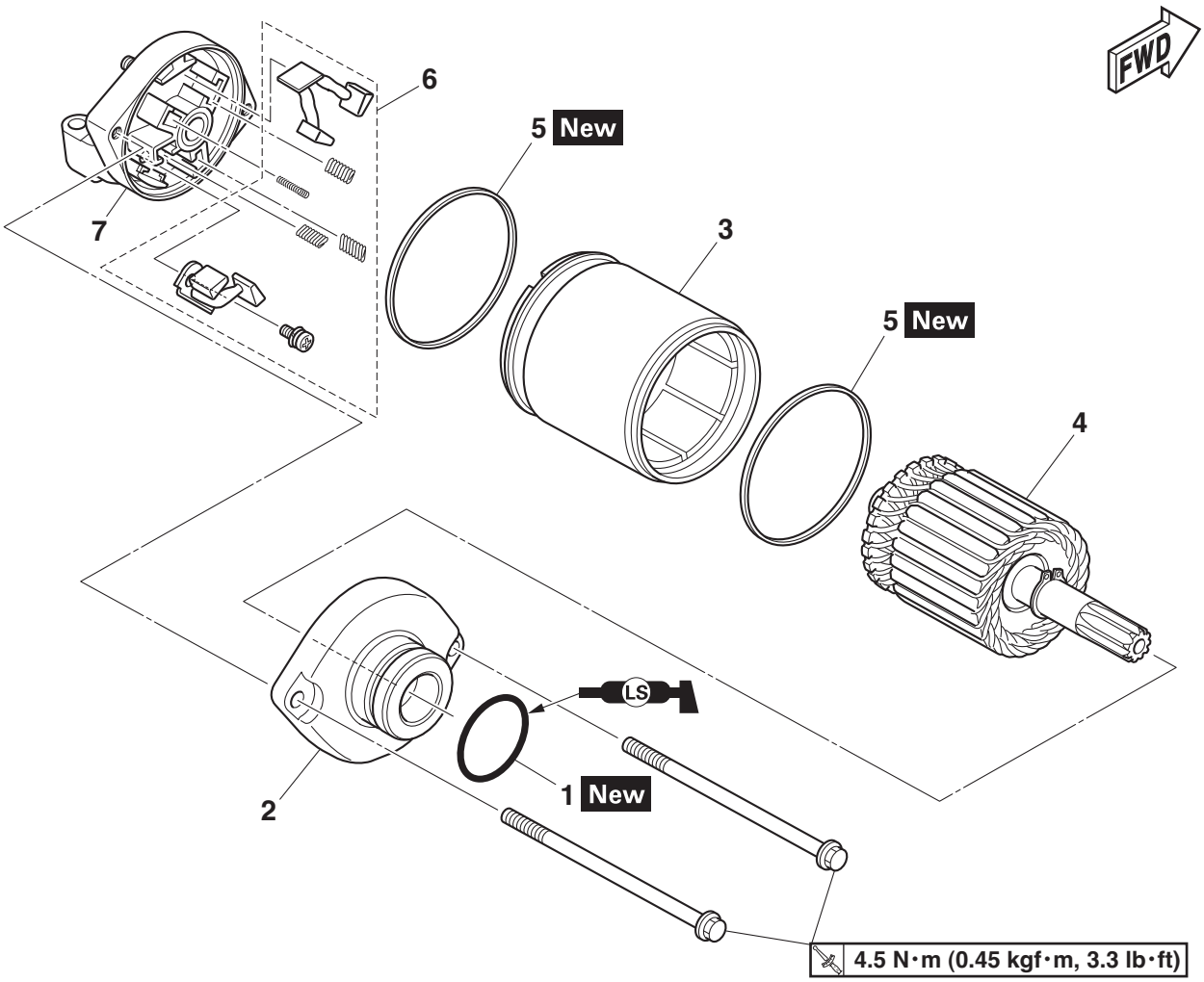
EAS20052
ELECTRIC STARTER

Removing the starter motor



Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Air filter case		Refer to "GENERAL CHASSIS (3)" on page 4-20.
	Canister		Refer to "FUEL TANK" on page 7-1.
	Throttle bodies		Refer to "THROTTLE BODIES" on page 7-5.
	Coolant		Drain. Refer to "CHANGING THE COOLANT" on page 3-28.
	Thermostat		Refer to "THERMOSTAT" on page 6-6.
1	Starter motor lead	1	Disconnect.
2	Starter motor	1	

Disassembling the starter motor



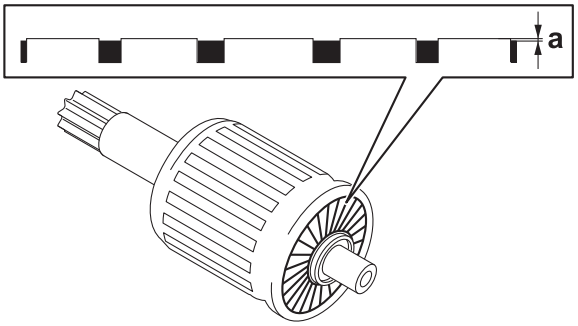
Order	Job/Parts to remove	Q'ty	Remarks
1	O-ring	1	
2	Starter motor front cover	1	
3	Starter motor yoke	1	
4	Armature assembly	1	
5	Gasket	2	
6	Brush holder set	1	
7	Starter motor rear cover	1	

EAS30325
CHECKING THE STARTER MOTOR

1. Check:
   • Commutator
   Dirt → Clean with 600 grit sandpaper.
2. Measure:
   • Mica undercut “a”
   Out of specification → Scrape the mica to the proper measurement with a hacksaw blade that has been grounded to fit the commutator.

Mica undercut (depth)
2.40 mm (0.09 in)

TIP
The mica of the commutator must be undercut to ensure proper operation of the commutator.



3. Measure:
   • Armature assembly resistances (commutator and insulation)
   Out of specification → Replace the starter motor.

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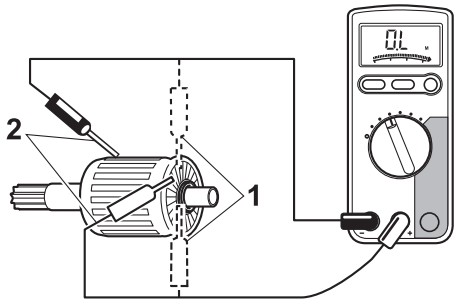
a. Measure the armature assembly resistances with the digital circuit tester.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

Armature coil resistance
0.0115–0.0140 Ω
Insulation resistance
Above 1 MΩ at 20 °C (68 °F)

b. If any resistance is out of specification, replace the starter motor.

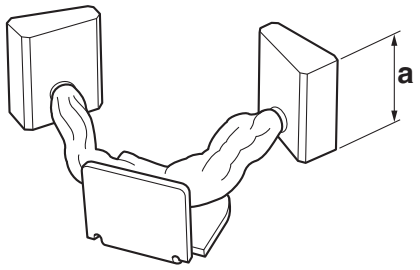


1. Commutator resistance
2. Insulation resistance

▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲▲

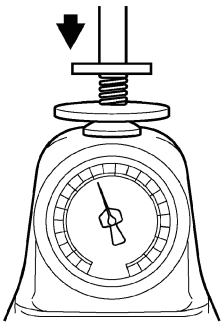
4. Measure:
   • Brush length “a”
   Out of specification → Replace the brush holder set.

Brush overall length
11.0 mm (0.43 in)
Limit
5.50 mm (0.22 in)



5. Measure:
   • Brush spring force
   Out of specification → Replace the brush holder set.

Brush spring force
4.80–7.20 N (489–734 gf, 17.28–25.92 oz)

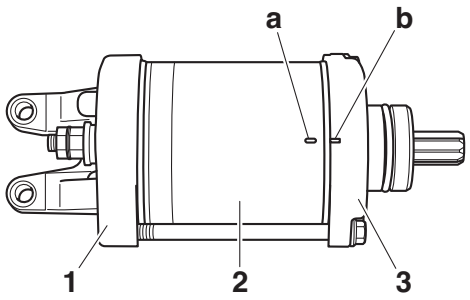


6. Check:
   • Gear teeth
   Damage/wear → Replace the starter motor.
7. Check:
   • Bearing
   • Oil seal
   Damage/wear → Replace the starter motor front cover.

EAS30326
ASSEMBLING THE STARTER MOTOR

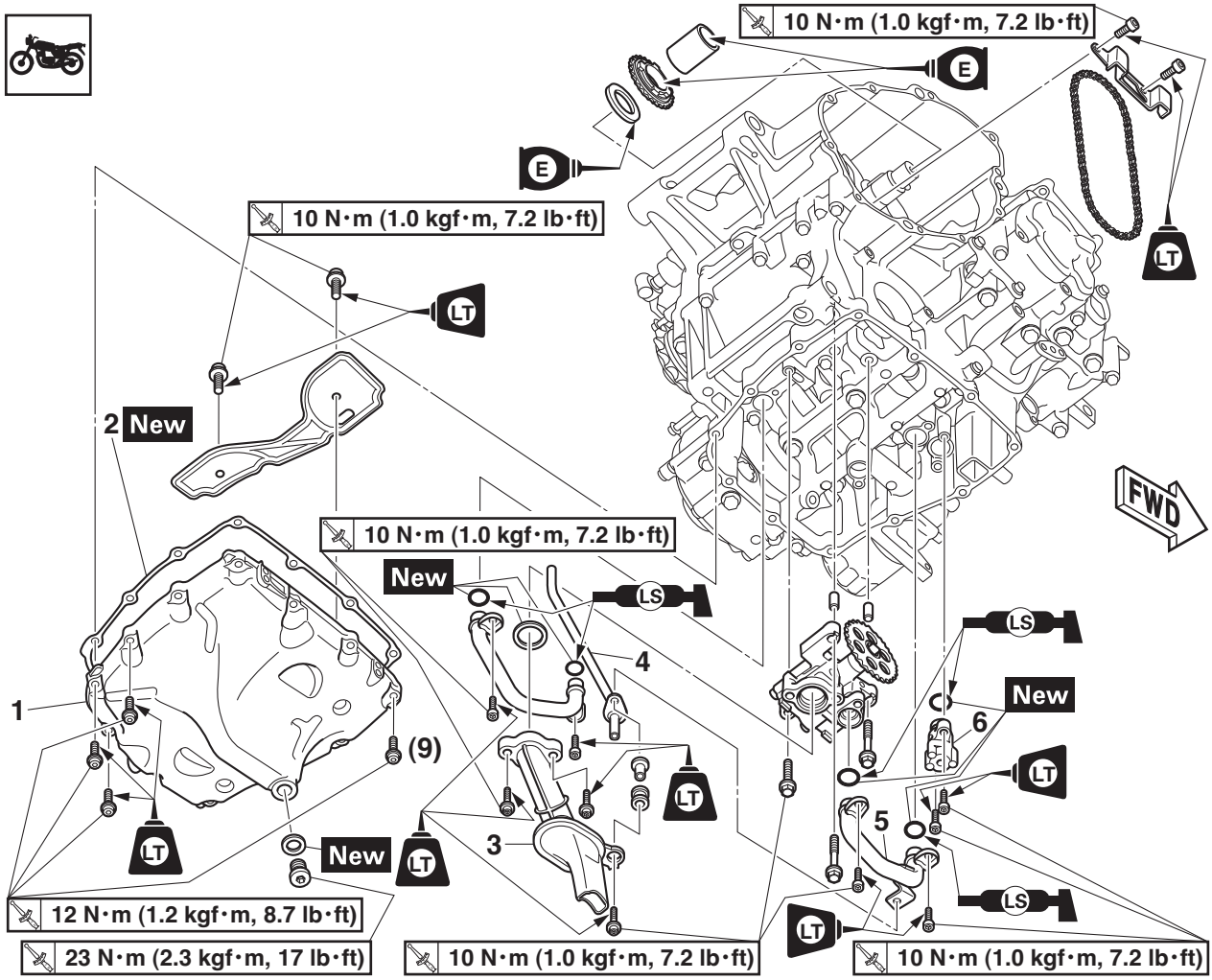
1. Install:
   • Starter motor rear cover “1”
   • Starter motor yoke “2”
   • Starter motor front cover “3”

TIP
Align the match mark “a” on the starter motor yoke with the match mark “b” on the starter motor front cover.



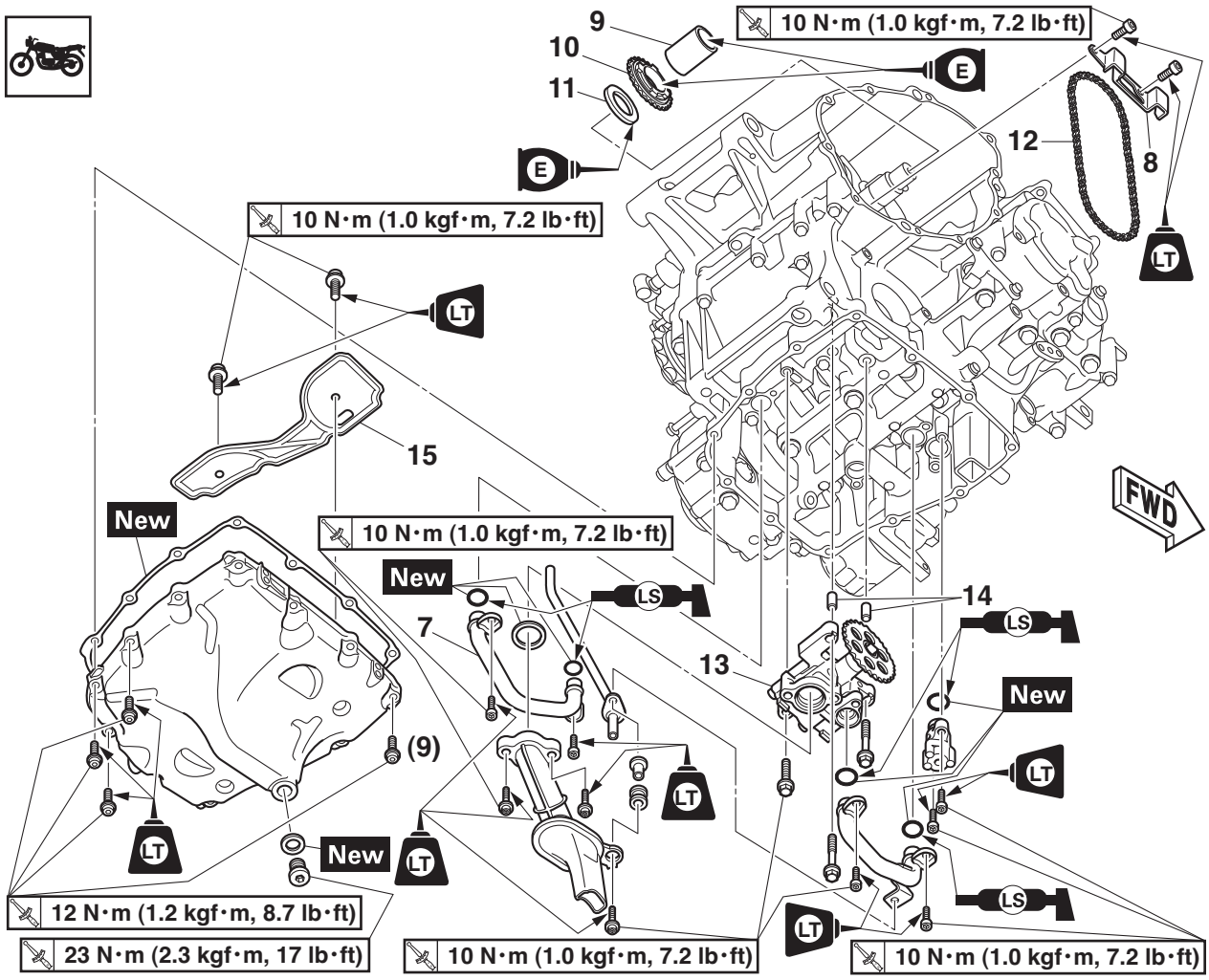
EAS20054
OIL PUMP

Removing the oil pan and oil pump



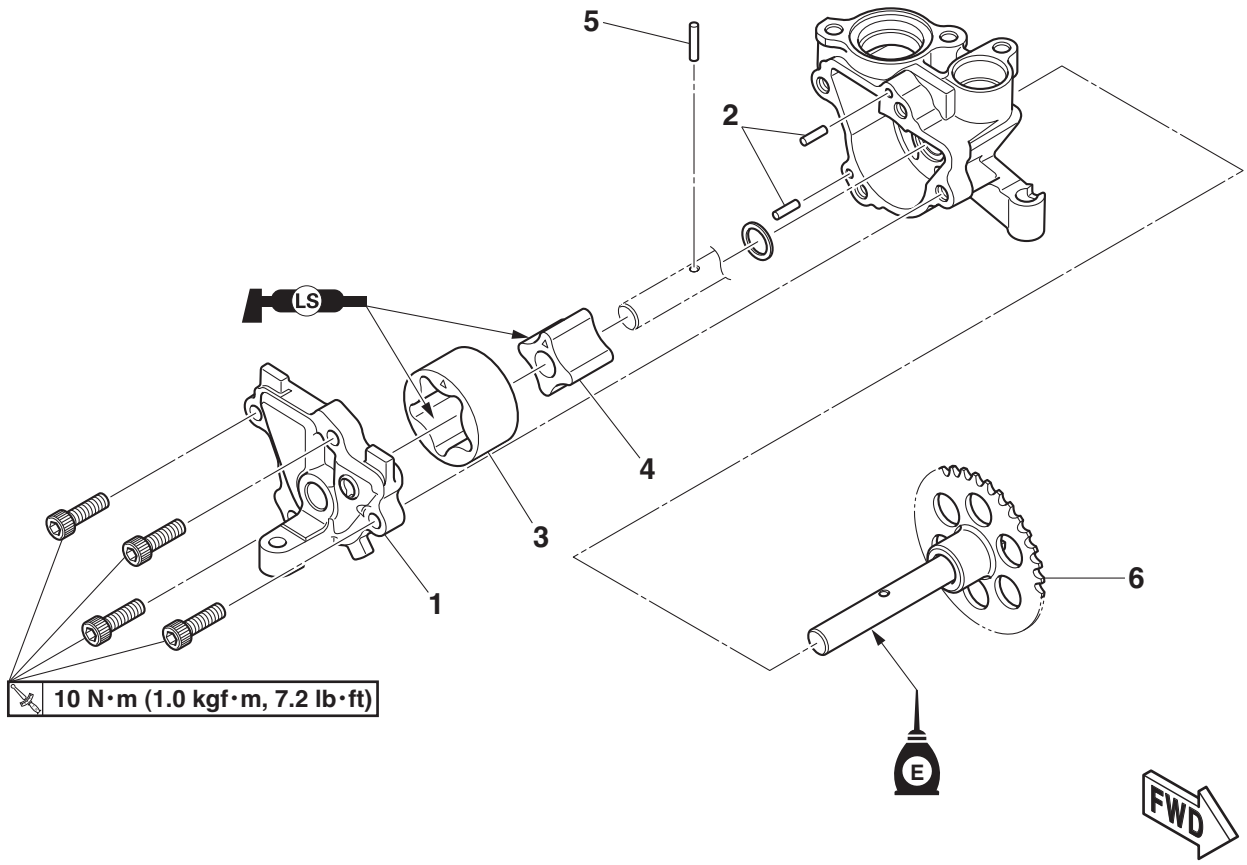
Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" on page 3-25.
	Clutch		Refer to "CLUTCH" on page 5-51.
	Radiator		Refer to "RADIATOR" on page 6-1.
	Oil cooler		Refer to "OIL COOLER" on page 6-4.
	Exhaust pipe/Muffler		Refer to "ENGINE REMOVAL" on page 5-3.
1	Oil pan	1	
2	Oil pan gasket	1	
3	Oil strainer	1	
4	Oil delivery pipe 1	1	
5	Oil pipe 1	1	
6	Relief valve assembly	1	

Removing the oil pan and oil pump



Order	Job/Parts to remove	Q'ty	Remarks
7	Oil delivery pipe 2	1	
8	Oil pump drive chain guide	1	
9	Collar	1	
10	Oil pump drive sprocket	1	
11	Washer	1	
12	Oil pump drive chain	1	
13	Oil pump	1	
14	Dowel pin	2	
15	Baffle plate	1	

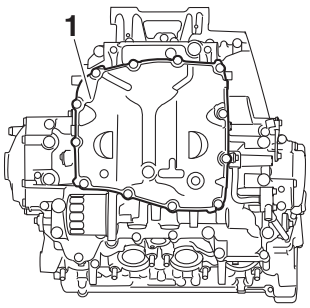
Disassembling the oil pump



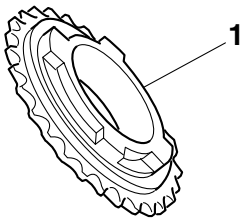
Order	Job/Parts to remove	Q'ty	Remarks
1	Oil pump cover	1	
2	Dowel pin	2	
3	Oil pump outer rotor	1	
4	Oil pump inner rotor	1	
5	Pin	1	
6	Oil pump driven sprocket	1	

EAS30333
REMOVING THE OIL PAN
1. Remove:
   • Oil pan “1”
   • Gasket
   • Dowel pins

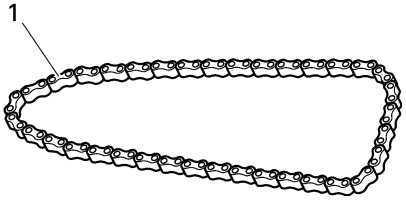
TIP
Loosen each bolt 1/4 of a turn at a time, in stages and in a crisscross pattern. After all of the bolts are fully loosened, remove them.



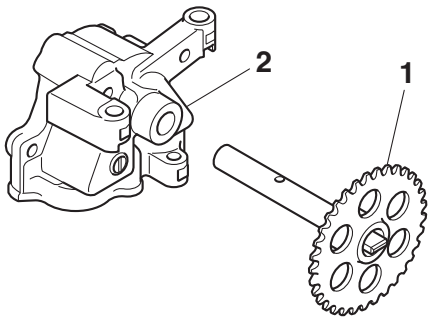
EAS30336
CHECKING THE SPROCKET AND CHAIN
1. Check:
   • Oil pump drive sprocket “1”
   Cracks/damage/wear → Replace.



2. Check:
   • Oil pump drive chain “1”
   Damage/stiffness → Replace the oil pump drive chain and oil pump drive sprocket as a set.

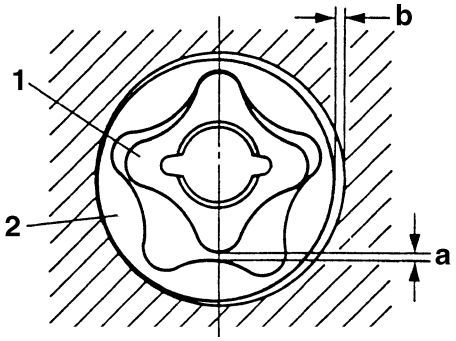


EAS30337
CHECKING THE OIL PUMP
1. Check:
   • Oil pump driven sprocket “1”
   Cracks/damage/wear → Replace.
   • Oil pump housing “2”
   Cracks/damage/wear → Replace.



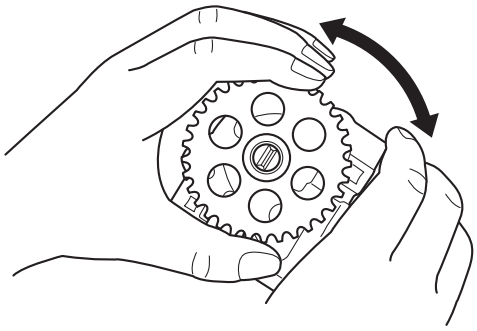
2. Measure:
   • Inner-rotor-to-outer-rotor-tip clearance “a”
   • Outer-rotor-to-oil-pump-housing clearance “b”
   Out of specification → Replace the defective part(s).

Inner-rotor-to-outer-rotor-tip clearance
0.000–0.120 mm (0.0000–0.0047 in)
Limit
0.14 mm (0.0055 in)
Outer-rotor-to-oil-pump-housing clearance
0.09–0.15 mm (0.0035–0.0059 in)
Limit
0.22 mm (0.0087 in)

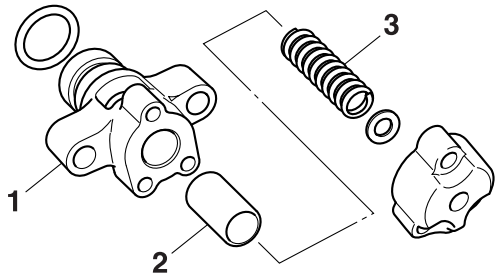


1. Inner rotor
2. Outer rotor

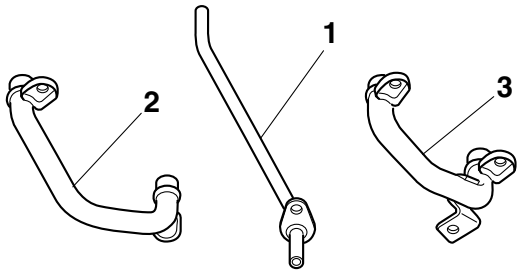
3. Check:
   • Oil pump operation
   Rough movement → Repeat steps (1) and (2) or replace the defective part(s).



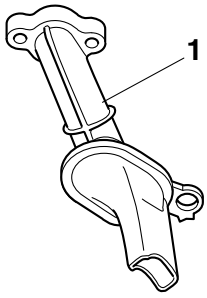
EAS30338
CHECKING THE RELIEF VALVE
1. Check:
   - Relief valve body “1”
   - Relief valve “2”
   - Spring “3”
   - Damage/wear → Replace the defective part(s).



EAS30339
CHECKING THE OIL DELIVERY PIPES
The following procedure applies to all of the oil delivery pipes.
1. Check:
   - Oil delivery pipe 1 “1”
   - Oil delivery pipe 2 “2”
   - Oil pipe 1 “3”
     Damage → Replace.
     Obstruction → Wash and blow out with compressed air.



EAS30340
CHECKING THE OIL STRAINER
1. Check:
   - Oil strainer “1”
     Damage → Replace.
     Contaminants → Clean with solvent.



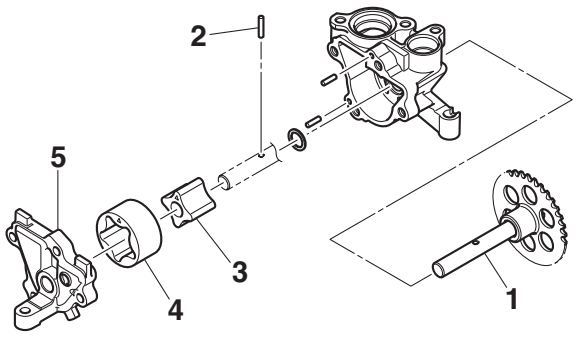
EAS30342
ASSEMBLING THE OIL PUMP
1. Lubricate:
   - Inner rotor
   - Outer rotor
   - Oil pump shaft
     (with the recommended lubricant)

	Recommended lubricant **Engine oil**

2. Install:
   - Oil pump driven sprocket “1”
   - Pin “2”
   - Inner rotor “3”
   - Outer rotor “4”
   - Oil pump cover “5”
   - Oil pump housing bolt

	Oil pump housing bolt **10 N·m (1.0 kgf·m, 7.2 lb·ft)**

TIP
When installing the inner rotor, align the pin “2” in the oil pump shaft with the groove in the inner rotor “3”.

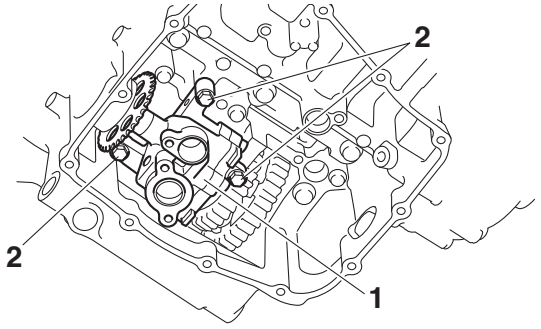


3. Check:
   • Oil pump operation
   Refer to "CHECKING THE OIL PUMP" on page 5-47.

EAS30343
INSTALLING THE OIL PUMP

1. Install:
   • Dowel pin
   • Oil pump "1"
   • Oil pump bolt "2"

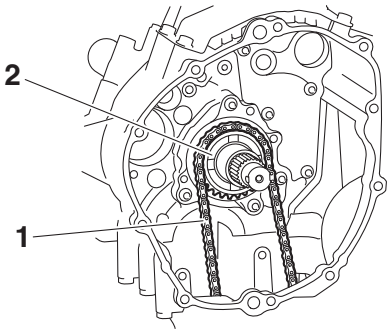
	Oil pump bolt **10 N·m (1.0 kgf·m, 7.2 lb·ft)**



2. Install:
   • Washer
   • Oil pump drive chain "1"
   • Oil pump drive sprocket "2"
   • Collar

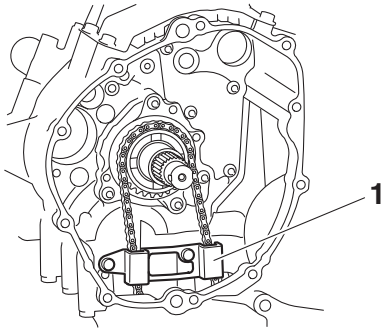
TIP
Install the oil pump drive chain "1" onto the oil pump drive sprocket "2".

ECA22830
NOTICE
After installing the oil pump drive chain and drive sprocket, make sure the oil pump turns smoothly.



3. Install:
   • Oil pump drive chain guide "1"

	Oil pump drive chain guide bolt **10 N·m (1.0 kgf·m, 7.2 lb·ft)** **LOCTITE®**



4. Install:
   • O-ring New
   • Oil pipe 1 "1"

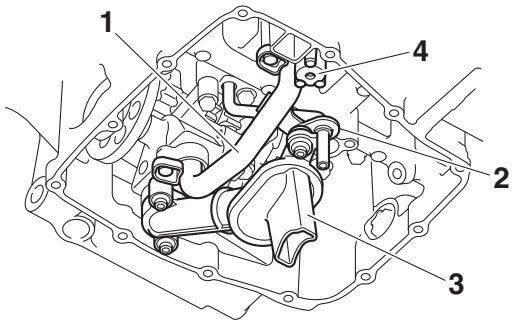
	Oil pipe 1 bolt **10 N·m (1.0 kgf·m, 7.2 lb·ft)** **LOCTITE®**

   • O-ring New
   • Oil delivery pipe 1 "2"
   • Oil strainer "3"

	Oil strainer bolt **10 N·m (1.0 kgf·m, 7.2 lb·ft)** **LOCTITE®**

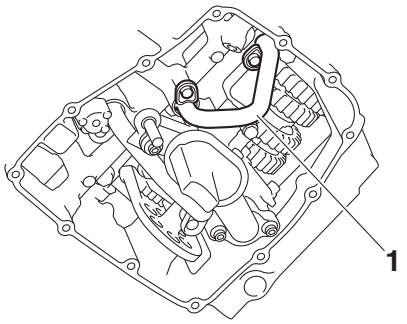
   • O-ring New
   • Relief valve assembly "4"

	Relief valve assembly bolt **10 N·m (1.0 kgf·m, 7.2 lb·ft)** **LOCTITE®**



5. Install:
   • O-ring New
   • Oil delivery pipe 2 "1"

	Oil delivery pipe 2 bolt **10 N·m (1.0 kgf·m, 7.2 lb·ft)** **LOCTITE®**



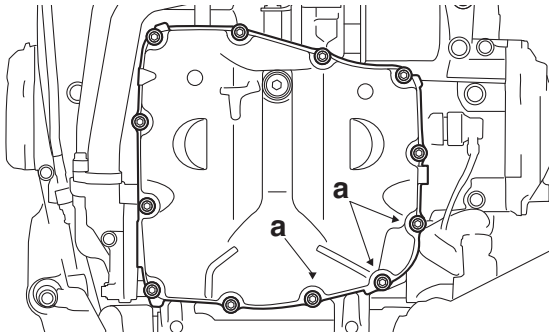
EAS30345
INSTALLING THE OIL PAN

1. Install:
   - Oil pan gasket New
   - Oil pan
   - Oil pan bolt
2. Tighten:
   - Oil pan bolt

	Oil pan bolt **12 N·m (1.2 kgf·m, 8.7 lb·ft)**

TIP

- Apply locking agent (LOCTITE®) to the bolts installed in the bolt holes marked with arrows "a" on the oil pan.
- Tighten the oil pan bolts in stages and in a crisscross pattern.

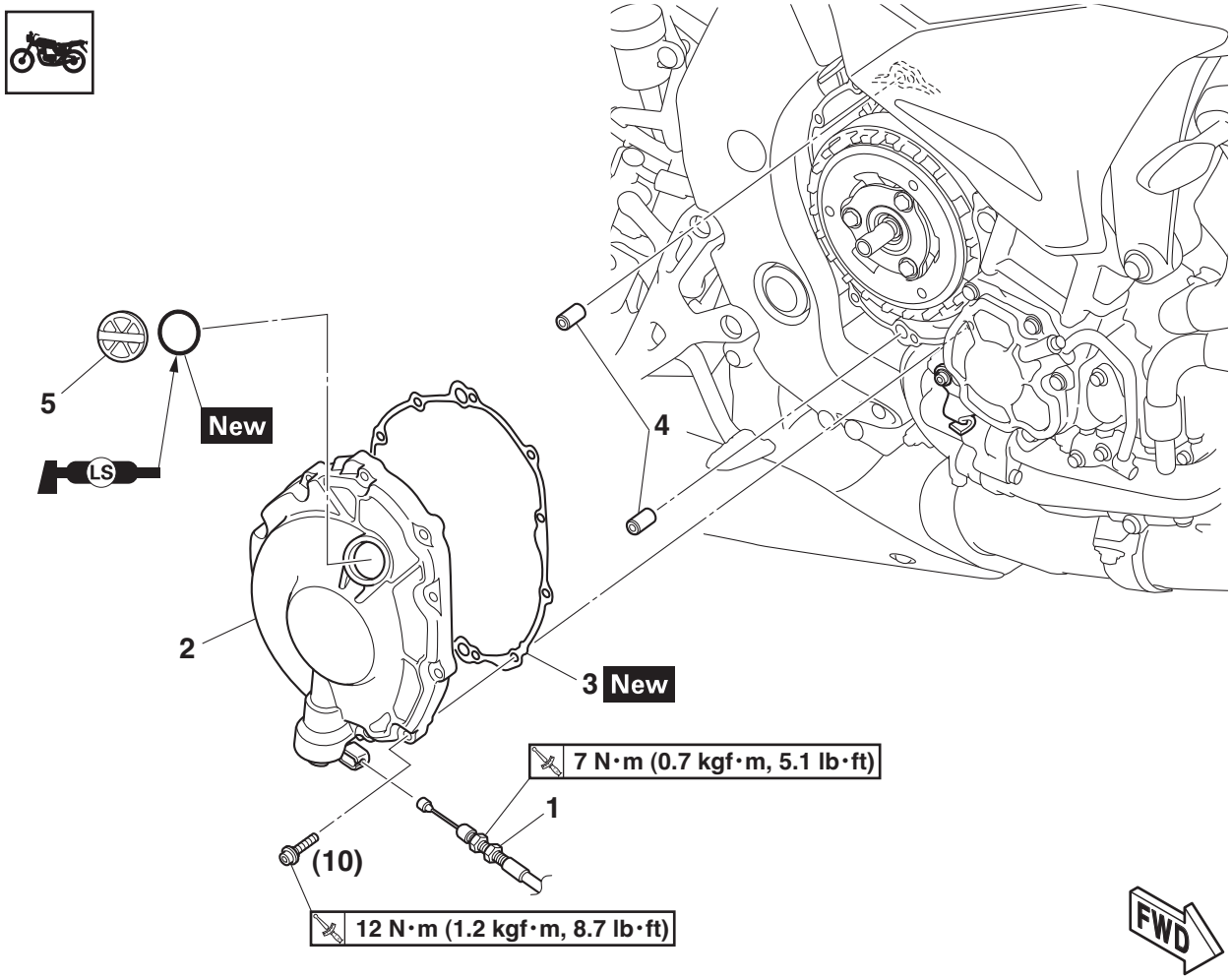


3. Install:
   - Engine oil drain bolt
   - Gasket New

	Engine oil drain bolt **23 N·m (2.3 kgf·m, 17 lb·ft)**

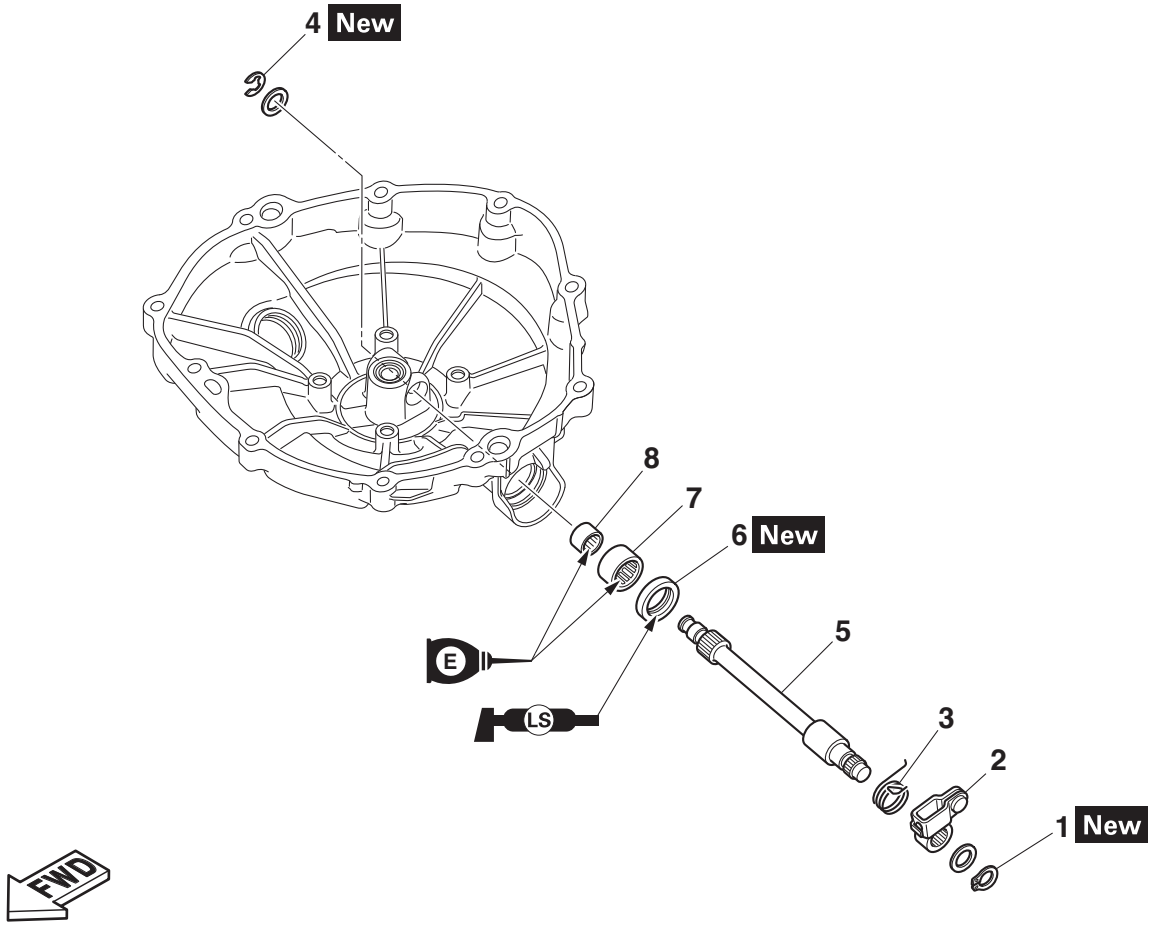
EAS20055
CLUTCH

Removing the clutch cover



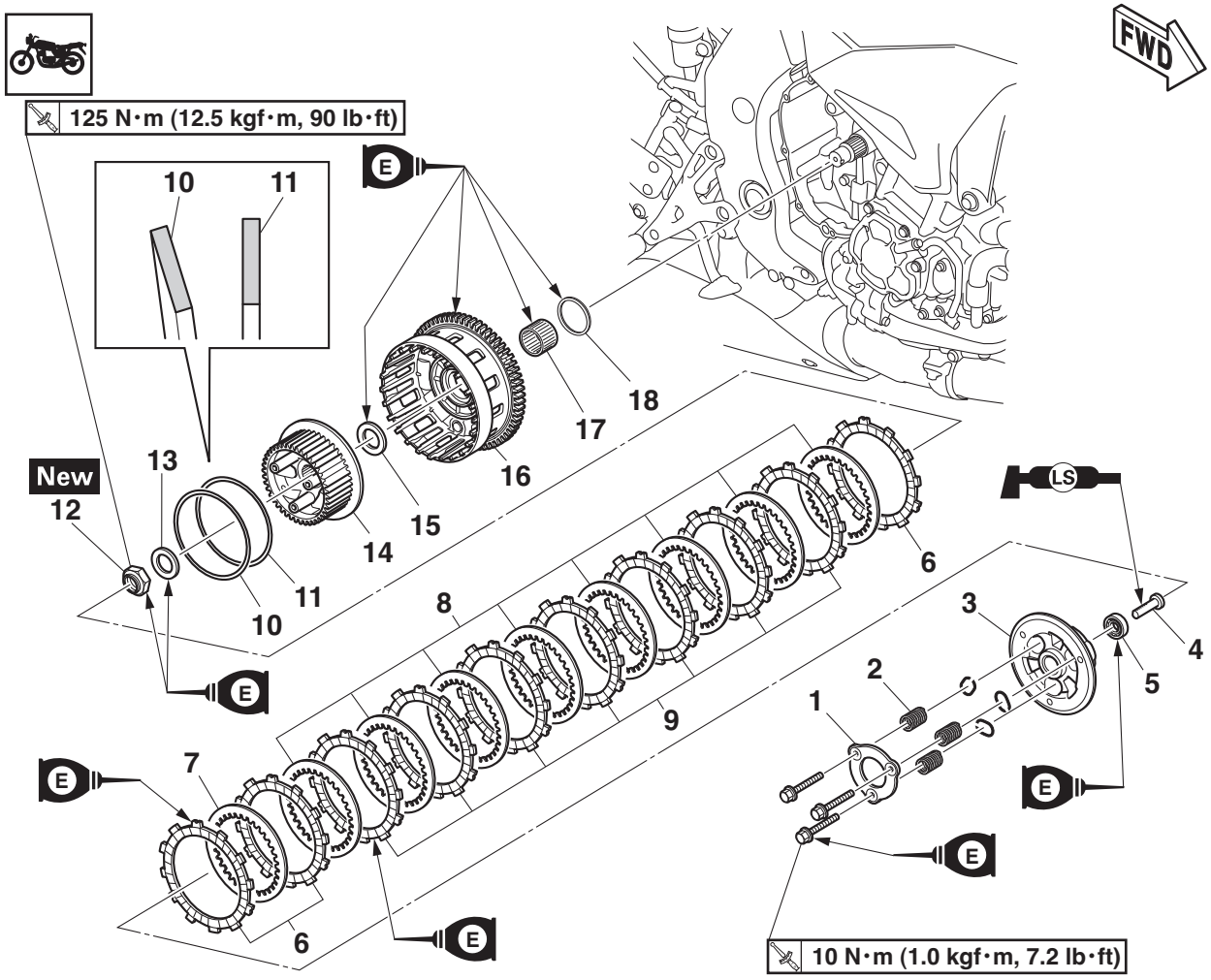
Order	Job/Parts to remove	Q'ty	Remarks
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" on page 3-25.
1	Clutch cable	1	Disconnect.
2	Clutch cover	1	
3	Clutch cover gasket	1	
4	Dowel pin	2	
5	Oil filler cap	1	

Removing the pull lever shaft



Order	Job/Parts to remove	Q'ty	Remarks
1	Circlip	1	
2	Pull lever	1	
3	Pull lever spring	1	
4	Circlip	1	
5	Pull lever shaft	1	
6	Oil seal	1	
7	Bearing	1	
8	Bearing	1	

Removing the clutch

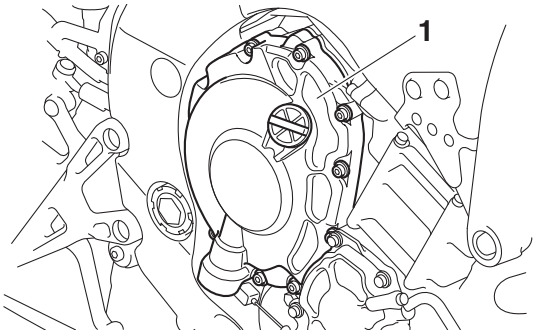


Order	Job/Parts to remove	Q'ty	Remarks
1	Pressure plate 1	1	
2	Compression spring	3	
3	Pressure plate 2	1	
4	Pull rod	1	
5	Bearing	1	Press the bearing into pressure plate 2.
6	Friction plate 1	3	Blackish shoe
7	Clutch plate 1	1	Inside diameter: 110.2 mm (4.34 in)
8	Clutch plate 2	8	Inside diameter: 103.5 mm (4.07 in)
9	Friction plate 2	7	Whitish shoe
10	Clutch damper spring	1	
11	Clutch damper spring seat	1	
12	Clutch boss nut	1	
13	Conical spring washer	1	
14	Clutch boss	1	
15	Thrust plate	1	
16	Clutch housing assembly	1	
17	Bearing	1	
18	Washer	1	

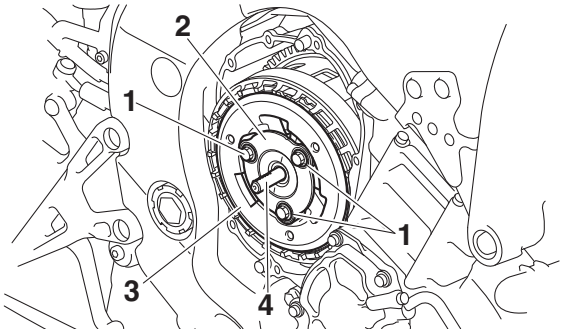
EAS30346
REMOVING THE CLUTCH

1. Remove:
   • Clutch cover “1”
   • Gasket

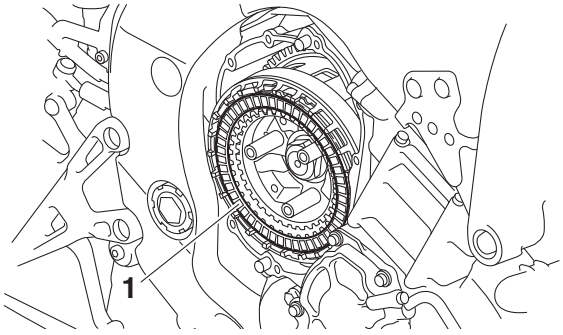
TIP
Loosen each bolt 1/4 of a turn at a time, in stages and in a crisscross pattern.
After all of the bolts are fully loosened, remove them.



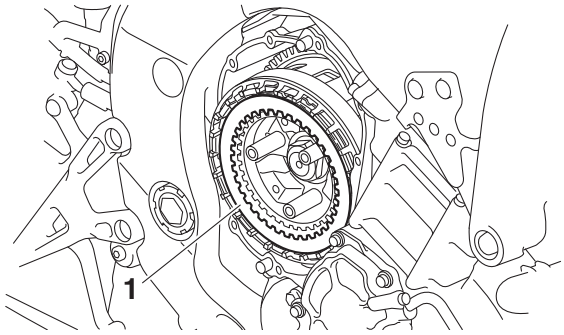
2. Remove:
   • Compression spring bolts “1”
   • Pressure plate 1 “2”
   • Compression springs
   • Pressure plate 2 “3”
   • Pull rod “4”



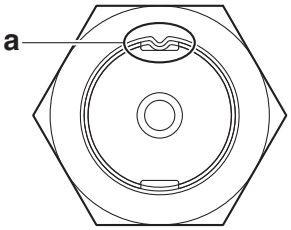
3. Remove:
   • Friction plates 1 “1”



4. Remove:
   • Clutch plate 1 “1”
   • Clutch plates 2
   • Friction plates 2
   • Clutch damper spring
   • Clutch damper spring seat



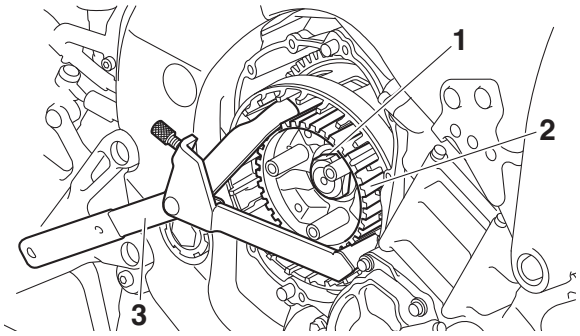
5. Straighten the clutch boss nut rib “a”.



6. Loosen:
   • Clutch boss nut “1”

TIP
- While holding the clutch boss “2” with the universal clutch holder “3”, loosen the clutch boss nut.
- Do not use an impact wrench for removing the clutch boss nut.

Universal clutch holder
90890-04086
Universal clutch holder
YM-91042



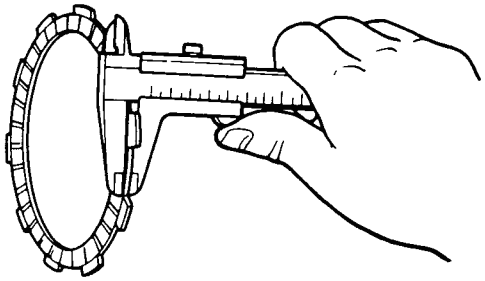
7. Remove:
   • Clutch boss nut
   • Conical spring washer
   • Clutch boss

- Thrust plate
- Clutch housing assembly
- Bearing
- Washer

EAS30348
CHECKING THE FRICTION PLATES
The following procedure applies to all of the friction plates.
1. Check:
   - Friction plate 1 (blackish shoe)
   - Friction plate 2 (whitish shoe)
   Damage/wear → Replace the friction plates as a set.
2. Measure:
   - Friction plate 1, 2 thickness
   Out of specification → Replace the friction plates as a set.

TIP
Measure the friction plate at four places.

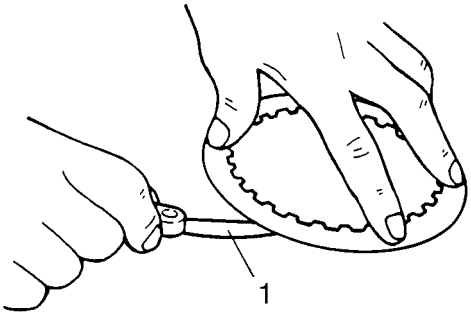
Friction plate 1 thickness
2.72–2.88 mm (0.107–0.113 in)
Wear limit
2.62 mm (0.103 in)
Friction plate 2 thickness
2.72–2.88 mm (0.107–0.113 in)
Wear limit
2.62 mm (0.103 in)



EAS30349
CHECKING THE CLUTCH PLATES
The following procedure applies to all of the clutch plates.
1. Check:
   - Clutch plate 1, 2
   Damage → Replace the clutch plates as a set.
2. Measure:
   - Clutch plate 1, 2 thickness
   (with a surface plate and thickness gauge “1”)
   Out of specification → Replace the clutch plates as a set.

Thickness gauge
90890-03180
Feeler gauge set
YU-26900-9

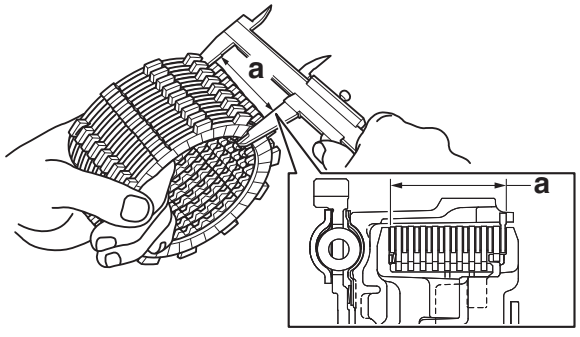
Clutch plate 1 thickness
2.46–2.74 mm (0.097–0.108 in)
Warpage limit
0.10 mm (0.004 in)
Clutch plate 2 thickness
2.18–2.42 mm (0.086–0.095 in)
Warpage limit
0.10 mm (0.004 in)



3. Measure:
   - Assembly width “a” of the friction plates and clutch plates
   Out of specification → Adjust.

Assembly width
48.3–49.3 mm (1.90–1.94 in)

TIP
- Perform the thickness measurement without applying the oil.
- This step should be performed only if the friction plates and clutch plates were replaced.
- To measure the total width of the friction plates and clutch plates, combine 10 friction plates and 9 clutch plates as shown.



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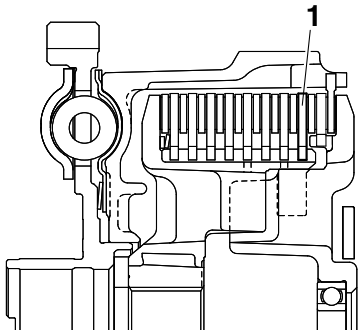
a. Assembly width adjusted by clutch plate “1”.

b. Select the clutch plate from the following table.

Clutch plate “1”		
Part No.	**Thickness**	
2CR-16325-10	2.0 mm (0.079 in)	
2CR-16325-00	2.3 mm (0.091 in)	STD
2CR-16325-20	2.6 mm (0.102 in)	



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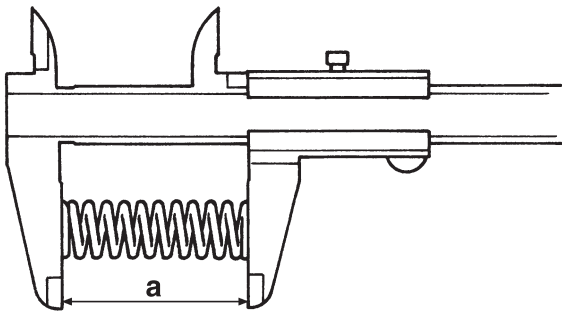
EAS30351

CHECKING THE CLUTCH SPRINGS

The following procedure applies to all of the clutch springs.

1. Check:
   - Clutch spring
     Damage → Replace the clutch springs as a set.
2. Measure:
   - Clutch spring free length “a”
     Out of specification → Replace the clutch springs as a set.

Clutch spring free length
47.36 mm (1.86 in)
Limit
44.99 mm (1.77 in)



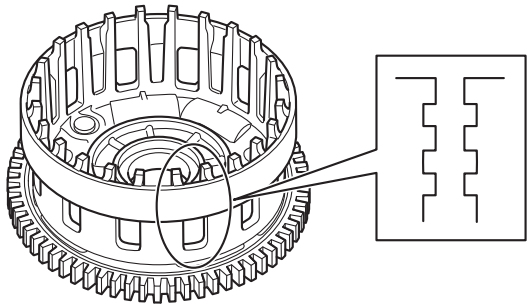
EAS30352

CHECKING THE CLUTCH HOUSING

1. Check:
   - Clutch housing dogs
     Damage/pitting/wear → Deburr the clutch housing dogs or replace the clutch housing.

TIP

Pitting on the clutch housing dogs will cause erratic clutch operation.



2. Check:
   - Bearing
     Damage/wear → Replace the bearing and clutch housing.

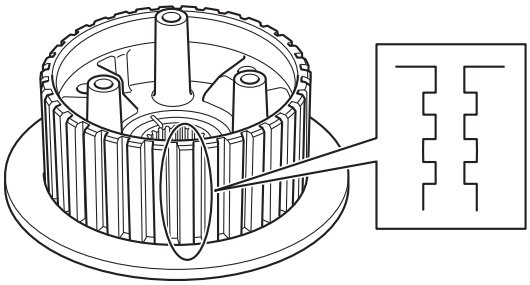
EAS30353

CHECKING THE CLUTCH BOSS

1. Check:
   - Clutch boss splines
     Damage/pitting/wear → Replace the clutch boss.

TIP

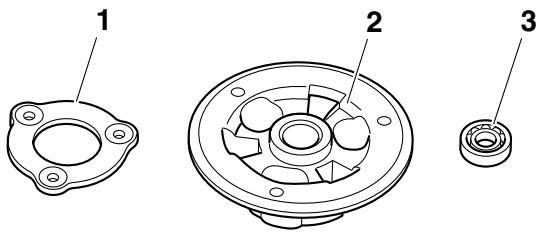
Pitting on the clutch boss splines will cause erratic clutch operation.



EAS30354

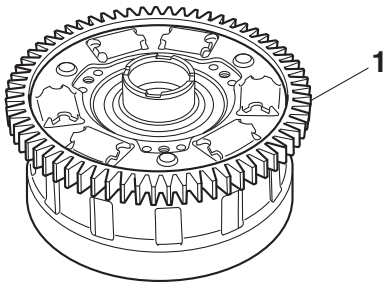
CHECKING THE PRESSURE PLATE

1. Check:
   - Pressure plate 1 “1”
   - Pressure plate 2 “2”
     Cracks/damage → Replace.
   - Bearing “3”
     Damage/wear → Replace.

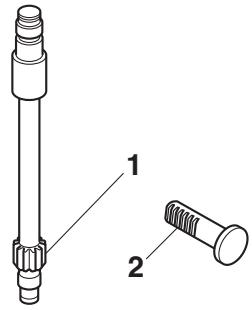


EAS30356
CHECKING THE PRIMARY DRIVE GEAR
1. Check:
   - Primary drive gear
     Damage/wear → Replace the crankshaft and clutch housing as a set.
     Excessive noise during operation → Replace the crankshaft and clutch housing as a set.

EAS30357
CHECKING THE PRIMARY DRIVEN GEAR
1. Check:
   - Primary driven gear "1"
     Damage/wear → Replace the clutch housing and crankshaft as a set.
     Excessive noise during operation → Replace the clutch housing and crankshaft as a set.



EAS30358
CHECKING THE PULL LEVER SHAFT AND PULL ROD
1. Check:
   - Pull lever shaft pinion gear teeth "1"
   - Pull rod teeth "2"
     Damage/wear → Replace the pull rod and pull lever shaft as a set.



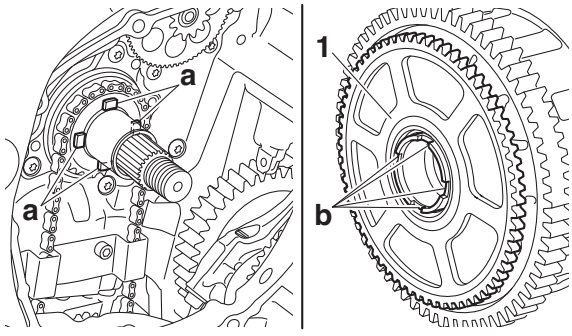
2. Check:
   - Pull rod bearing
     Damage/wear → Replace.

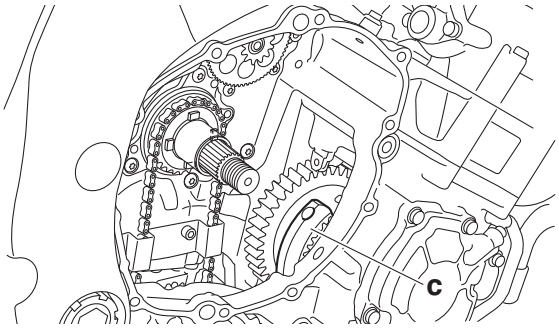
EAS30363
INSTALLING THE CLUTCH
TIP
After assembling the clutch assembly, the noise like a dry-type clutch might occur with the gear position in neutral and half clutch. This is due to the clutch dragging by engine oil when assembled. The pressure plate makes chattering by the clutch dragging and noise occurs between pressure plate cam and clutch boss cam. This noise will disappeared after riding few mileage as engine oil between clutch plate and friction plate will be reduced to optimum condition by clutch operation.

1. Install:
   - Washer
   - Bearing
   - Clutch housing assembly "1"

ECA22570
NOTICE
Make sure to fit the projections "a" of the oil pump drive sprocket to the concave "b" of the clutch housing assembly.

TIP
When installing the clutch housing assembly, turn the crankshaft so that the crankshaft web "c" cannot be seen.



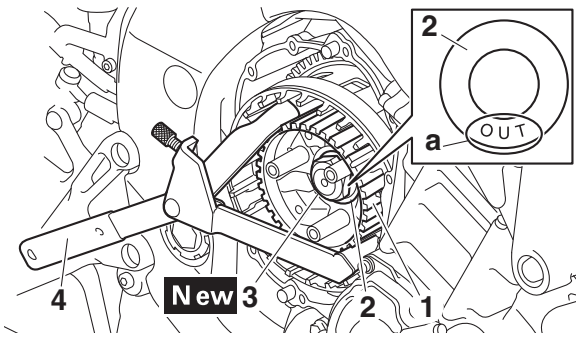


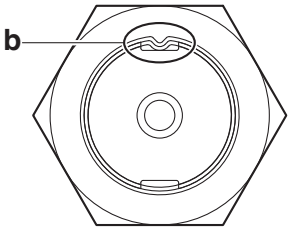
2. Install:
   • Thrust plate
   • Clutch boss “1”
   • Conical spring washer “2”
   • Clutch boss nut “3” New

	Clutch boss nut **125 N·m (12.5 kgf·m, 90 lb·ft)**

TIP
- Install the conical spring washer on the main axle with the “OUT” mark “a” facing away from the vehicle.
- While holding the clutch boss “1” with the universal clutch holder “4”, tighten the clutch boss nut.
- Do not use an impact wrench for installing the clutch boss nut.
- Stake the clutch boss nut at cutouts “b” in the main axle.

	Universal clutch holder **90890-04086** **Universal clutch holder** **YM-91042**



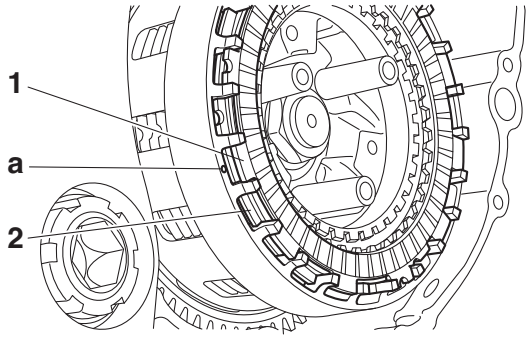


3. Lubricate:
   • Friction plates
   • Clutch plates
   (with the recommended lubricant)

	Recommended lubricant **Engine oil**

4. Install:
   • Clutch damper spring seat
   • Clutch damper spring
   • Friction plates 1
   • Clutch plates 2
   • Friction plates 2
   • Clutch plate 1

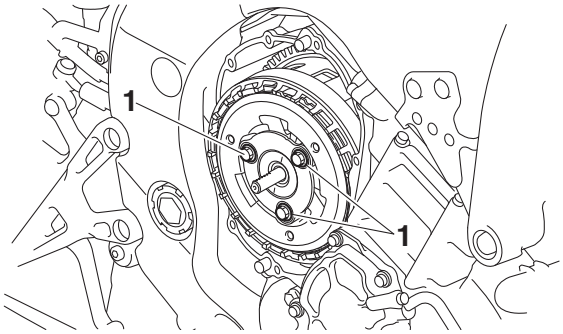
TIP
- First, install a friction plate and then alternate between a clutch plate and a friction plate.
- Install the last friction plate “1” offset from the other friction plates “2”, making sure to align a projection on the friction plate with the punch mark “a” on the clutch housing.

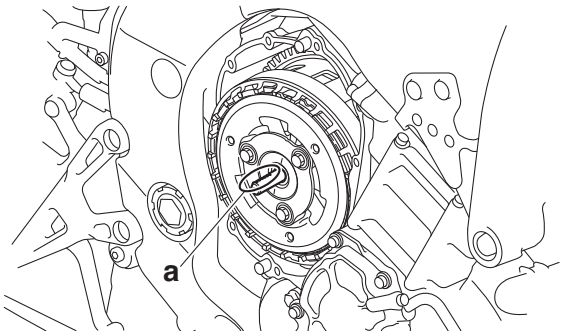


5. Install:
   • Pull rod
   • Pressure plate 2
   • Clutch springs
   • Pressure plate 1
   • Clutch spring bolts “1”

	Clutch spring bolt **10 N·m (1.0 kgf·m, 7.2 lb·ft)**

TIP
- Tighten the clutch spring bolts in stages and in a crisscross pattern.
- Apply lithium-soap-based grease onto the pull rod.
- Position the pull rod so that the teeth "a" face towards the rear of the vehicle. Then, install the clutch cover.





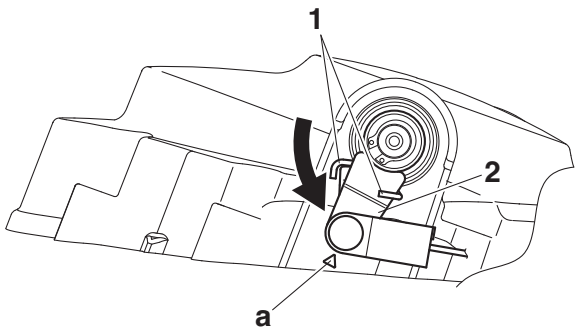
6. Install:
   - Dowel pins
   - Clutch cover gasket New
   - Clutch cover
   - Clutch cover bolt
7. Tighten:
   - Clutch cover bolt

	Clutch cover bolt **12 N·m (1.2 kgf·m, 8.7 lb·ft)**

TIP
Tighten the clutch cover bolts in stages and in a crisscross pattern.

8. Install:
   - Pull lever spring "1"
   - Pull lever "2"
   - Washer
   - Circlip New

TIP
- The end of the pull lever should be closest to the clutch cover match mark "a" when there is no free play of the pull lever.
- Make sure that the pull rod teeth and pull lever shaft pinion gear are engaged.

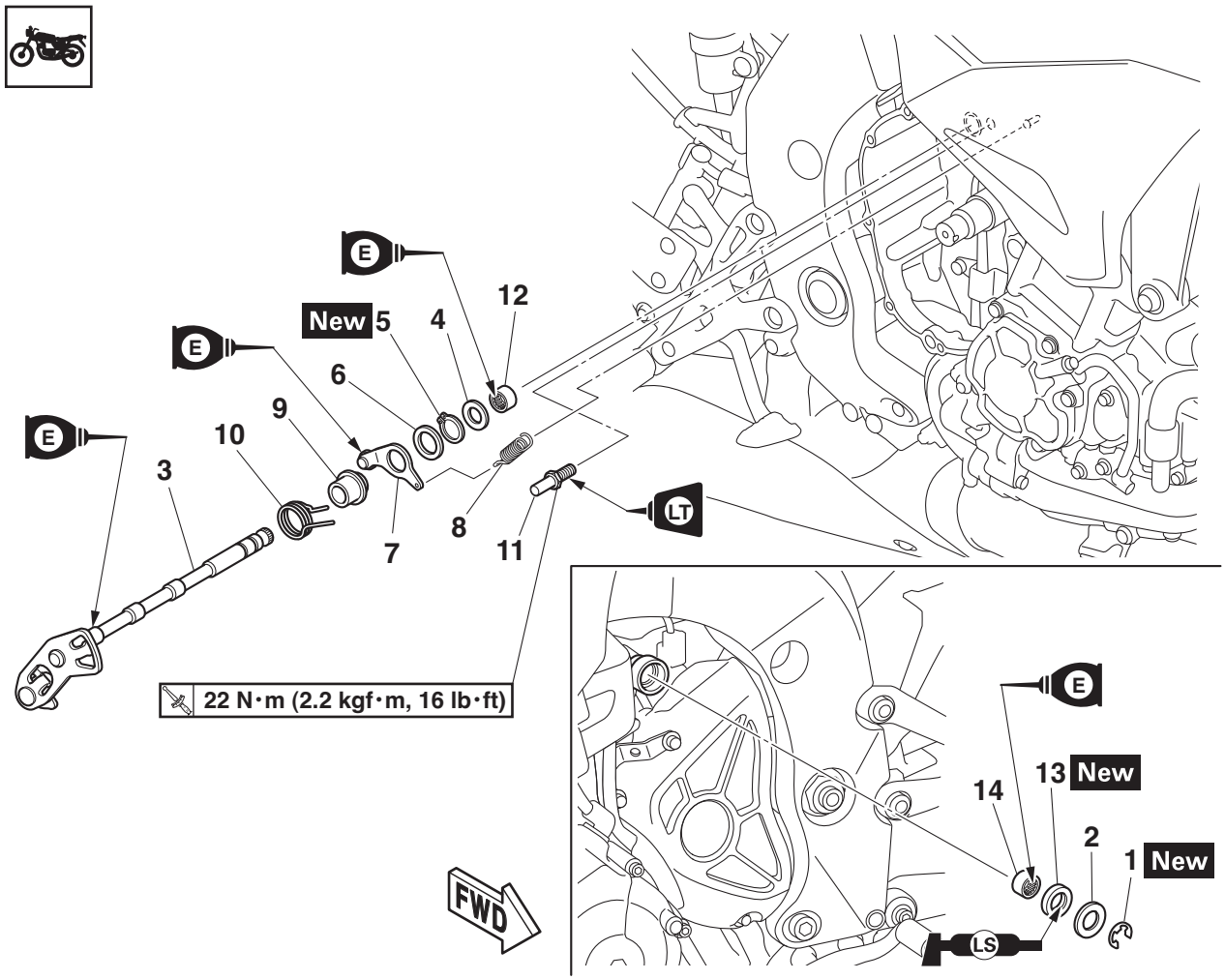


9. Adjust:
   - Clutch lever free play
   Refer to "ADJUSTING THE CLUTCH LEVER FREE PLAY" on page 3-13.

	Clutch lever free play **5.0–10.0 mm (0.20–0.39 in)**

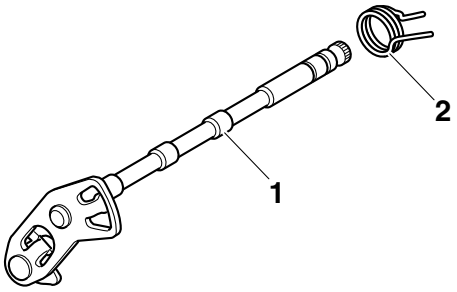
EAS20057
SHIFT SHAFT

Removing the shift shaft and stopper lever

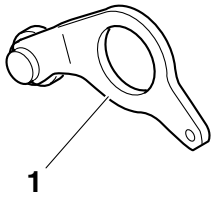


Order	Job/Parts to remove	Q'ty	Remarks
	Clutch assembly		Refer to "CLUTCH" on page 5-51.
	Shift arm		Refer to "CHAIN DRIVE" on page 4-104.
1	Circlip	1	
2	Washer	1	
3	Shift shaft	1	
4	Washer	1	
5	Circlip	1	
6	Washer	1	
7	Stopper lever	1	
8	Stopper lever spring	1	
9	Collar	1	
10	Shift shaft spring	1	
11	Shift shaft spring stopper	1	
12	Bearing	1	
13	Oil seal	1	
14	Bearing	1	

EAS30377
CHECKING THE SHIFT SHAFT
1. Check:
   - Shift shaft "1"
     Bends/damage/wear → Replace.
   - Shift shaft spring "2"
   - Collar
     Damage/wear → Replace.



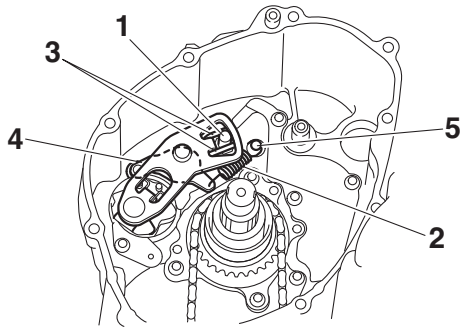
EAS30378
CHECKING THE STOPPER LEVER
1. Check:
   - Stopper lever "1"
     Bends/damage → Replace.
     Roller turns roughly → Replace the stopper lever.



EAS30381
INSTALLING THE SHIFT SHAFT
1. Install:
   - Shift shaft spring stopper "1"
   - Shift shaft assembly
   - Stopper lever spring "2"

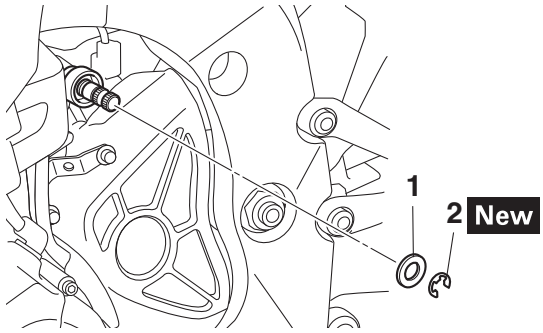
	**Shift shaft spring stopper** **22 N·m (2.2 kgf·m, 16 lb·ft)** **LOCTITE®**

TIP
- Hook the end of the shift shaft spring "3" onto the shift shaft spring stopper "1".
- Hook the ends of the stopper lever spring "2" onto the stopper lever "4" and the crankcase boss "5".
- Mesh the stopper lever with the shift drum segment assembly.



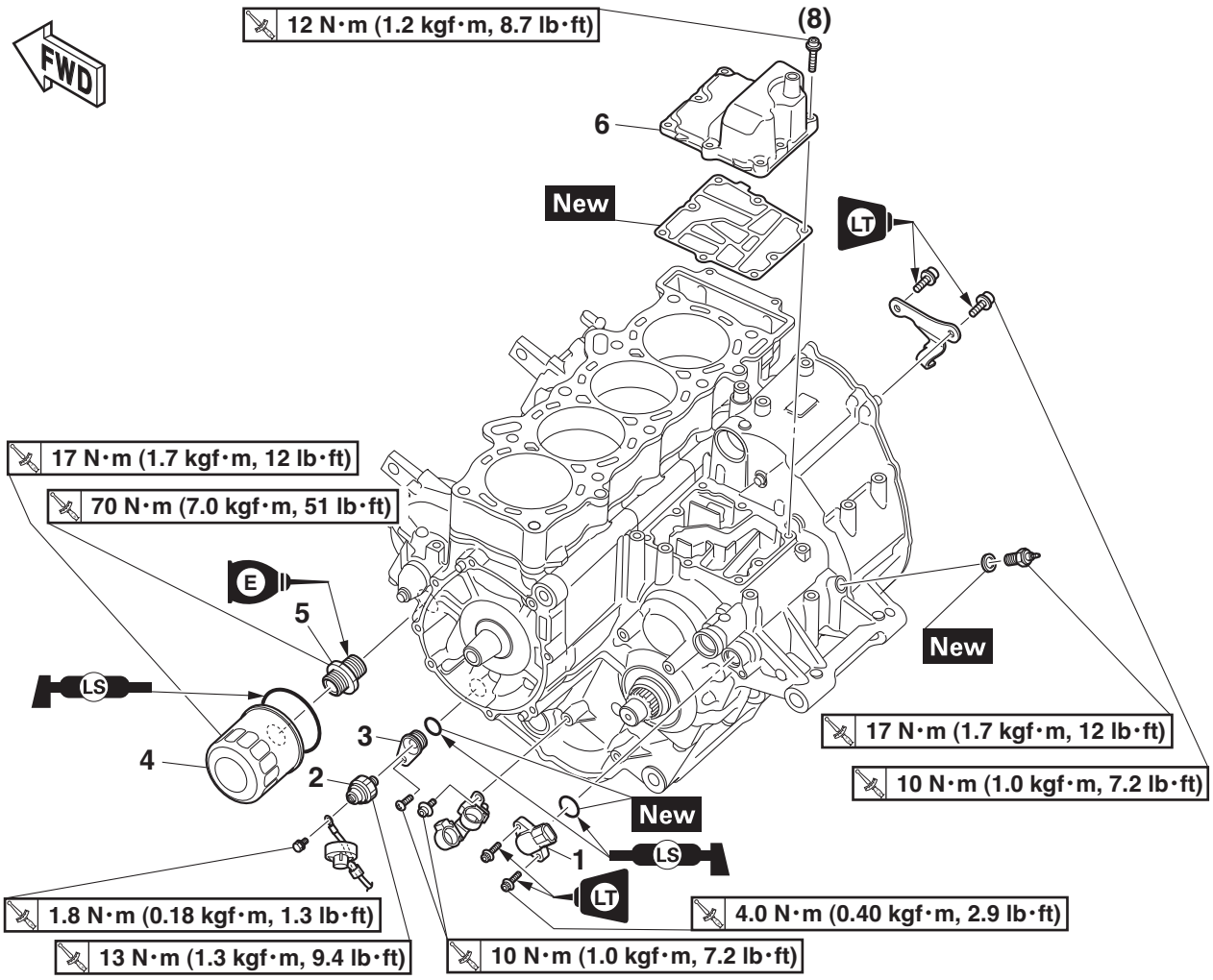
2. Install:
   - Bearing
   - Oil seal New
   - Washer "1"
   - Circlip "2" New

TIP
- Lubricate the oil seal lips with lithium-soap-based grease.
- Lubricate the outer periphery of the oil seal with the silicone fluid.



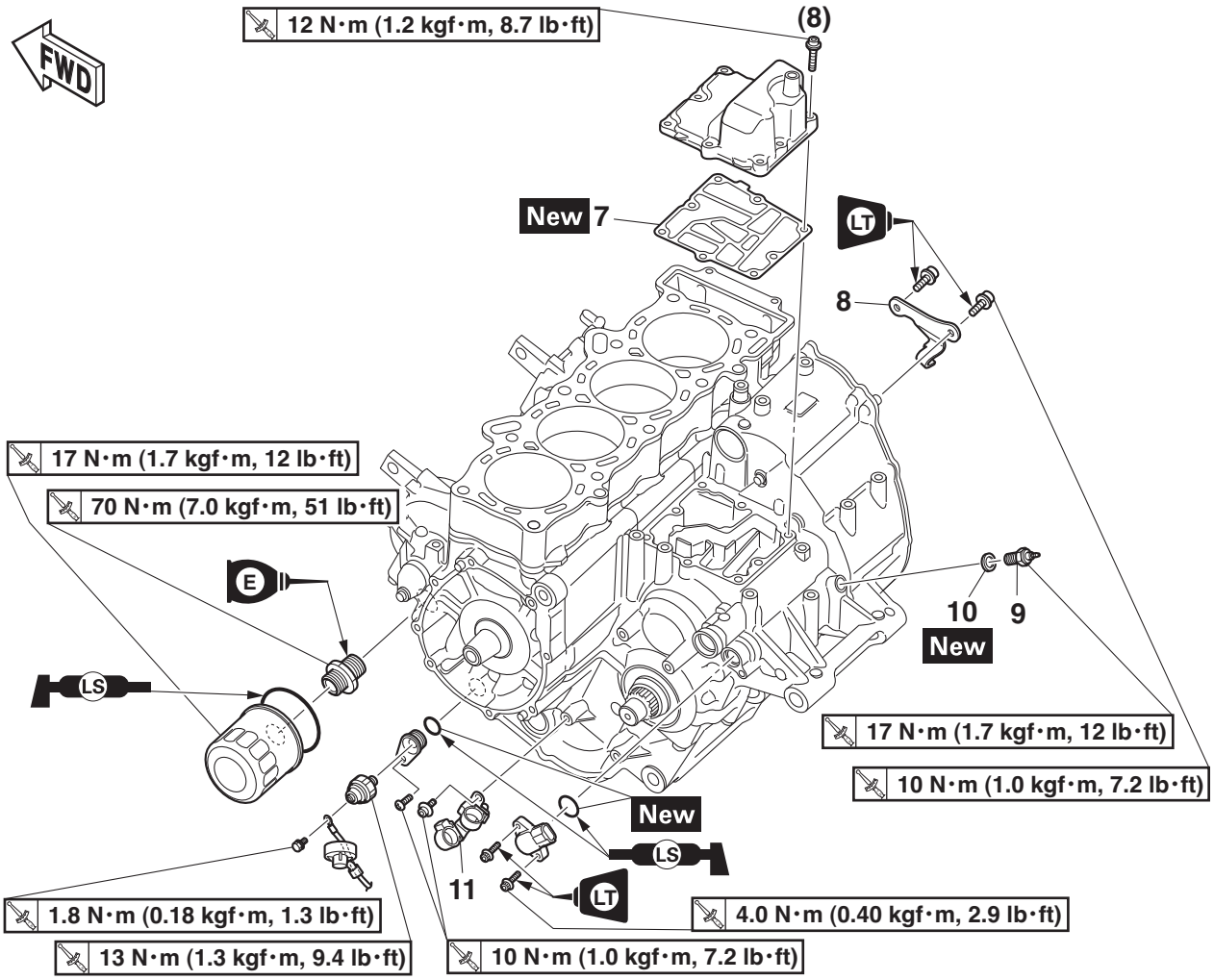
EAS20059
CRANKCASE

Removing the crankcase breather cover and switches



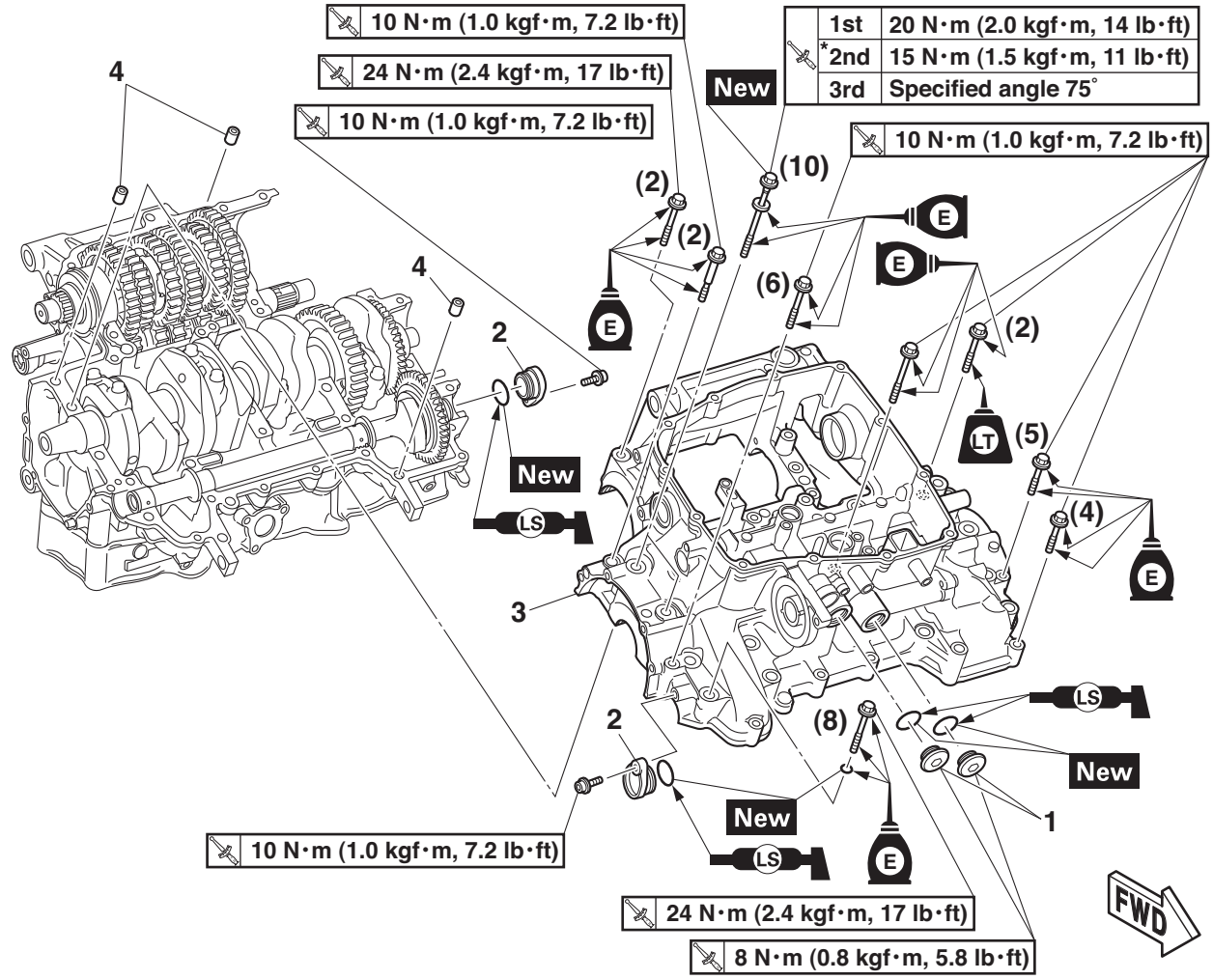
Order	Job/Parts to remove	Q'ty	Remarks
	Engine		Refer to "ENGINE REMOVAL" on page 5-3.
	Cylinder head cover/Intake camshaft/Exhaust camshaft		Refer to "CAMSHAFTS" on page 5-9.
	Cylinder head		Refer to "CYLINDER HEAD" on page 5-23.
	Generator rotor		Refer to "GENERATOR" on page 5-34.
	Starter motor		Refer to "ELECTRIC STARTER" on page 5-40.
	Water pump		Refer to "WATER PUMP" on page 6-9.
	Clutch housing assembly		Refer to "CLUTCH" on page 5-51.
	Oil strainer/Oil pump/Relief valve assembly		Refer to "OIL PUMP" on page 5-44.
1	Gear position sensor	1	
2	Oil pressure switch	1	
3	Oil pressure switch joint	1	
4	Oil filter cartridge	1	
5	Oil filter cartridge union bolt	1	
6	Crankcase breather cover	1	

Removing the crankcase breather cover and switches



Order	Job/Parts to remove	Q'ty	Remarks
7	Crankcase breather cover gasket	1	
8	Clutch cable holder	1	
9	Neutral switch	1	
10	Gasket	1	
11	Holder	1	

Separating the crankcase



* Following the tightening order, loosen the bolt one by one, and then retighten it to the specific torque.

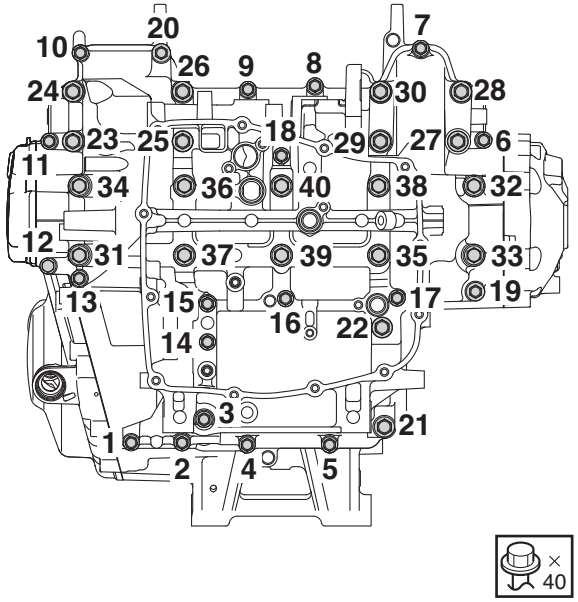
Order	Job/Parts to remove	Q'ty	Remarks
1	Plug (oil gallery)	2	
2	Plug (balancer shaft end)	2	
3	Lower crankcase	1	
4	Dowel pin	3	

EAS30389
DISASSEMBLING THE CRANKCASE

1. Place the engine upside down.
2. Remove:
   • Crankcase bolt (× 40)

TIP

- Loosen each bolt 1/4 of a turn at a time, in stages and in a crisscross pattern. After all of the bolts are fully loosened, remove them.
- Loosen the bolts in the proper sequence as shown.
- The numbers embossed on the crankcase indicate the crankcase tightening sequence.



3. Remove:
   • Lower crankcase

ECA13900

NOTICE

Tap on one side of the crankcase with a soft-face hammer. Tap only on reinforced portions of the crankcase, not on the crankcase mating surfaces. Work slowly and carefully and make sure the crankcase halves separate evenly.

4. Remove:
   • Dowel pins
5. Remove:
   • Crankshaft journal lower bearing
   • Balancer shaft journal bearing
   (from the lower crankcase)

TIP

Identify the position of each part very carefully so that it can be reinstalled in its original place.

EAS30390
CHECKING THE CRANKCASE

1. Thoroughly wash the crankcase halves in a mild solvent.
2. Thoroughly clean all the gasket surfaces and crankcase mating surfaces.
3. Check:
   • Crankcase
   Cracks/damage → Replace.
   • Oil delivery passages
   Obstruction → Blow out with compressed air.

EAS30397
ASSEMBLING THE CRANKCASE

1. Lubricate:
   • Crankshaft journal bearing inner surface
   (with the recommended lubricant)

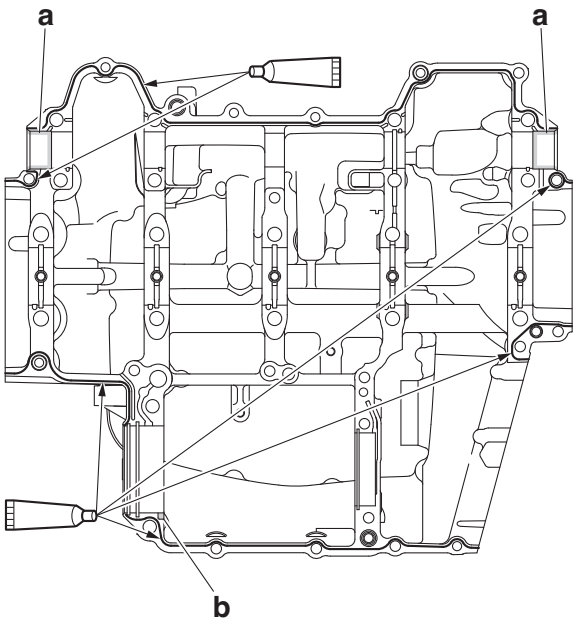
	Recommended lubricant **Engine oil**

2. Apply:
   • Sealant
   (onto the crankcase mating surfaces)

	Yamaha bond No. 1215 **90890-85505** **(Three bond No.1215®)**

TIP

- Do not allow any sealant to come into contact with the oil gallery or crankshaft journal bearings, or balancer shaft journal bearings.
- Remove the sealant from the area “a” as shown in the illustration.
- Make sure that the sealant does not get into the groove “b” in the crankcase.

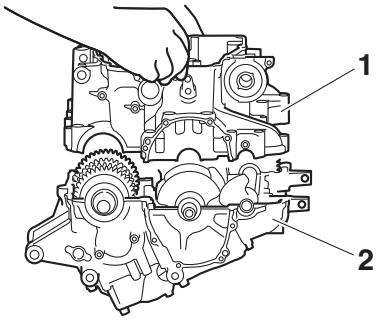


3. Install:
   • Dowel pins
4. Set the shift drum assembly and transmission gears in the neutral position.
5. Install:
   • Lower crankcase "1"
   (onto the upper crankcase "2")

ECA13980

NOTICE

Before tightening the crankcase bolts, make sure the transmission gears shift correctly when the shift drum assembly is turned by hand.

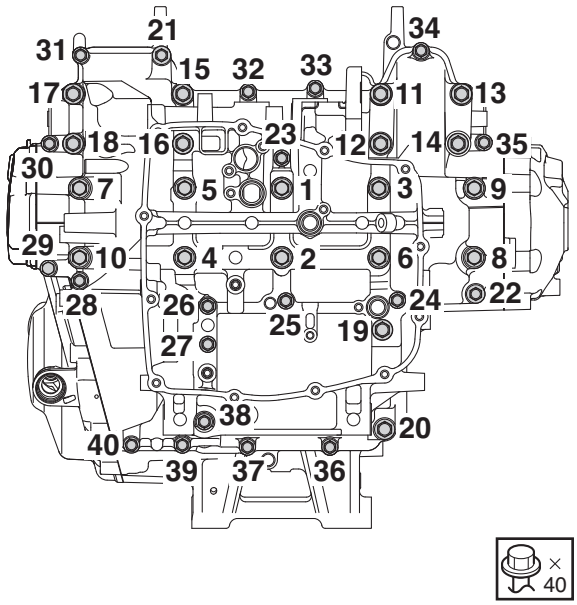


6. Install:
   • Crankcase bolt (× 40)

TIP

- Lubricate the bolts "1"–"10" thread, mating surfaces and washers with engine oil.
- Lubricate the bolts "11"–"18" thread, mating surfaces and O-rings with engine oil.
- Lubricate the bolts "19"–"27", "29"–"39" thread and mating surfaces with engine oil.
- Lubricate the bolts "28", "40" mating surfaces with engine oil.
- Apply the bolts "28", "40" thread with LOCTITE®.

- M9 × 100 mm (3.94 in) bolts with washers: "1"–"10" New
- M8 × 58 mm (2.28 in) bolts with new O-rings: "11"–"18"
- M8 × 60 mm (2.36 in) bolts: "19", "20"
- M6 × 65 mm (2.56 in) bolts: "21", "22"
- M6 × 70 mm (2.76 in) bolt: "23"
- M6 × 60 mm (2.36 in) bolts: "24"–"27", "35", "38"
- M6 × 50 mm (1.97 in) bolts: "31"–"34"
- M6 × 50 mm (1.97 in) bolts (LOCTITE®): "28", "40"
- M6 × 40 mm (1.57 in) bolts: "29", "30", "36", "37", "39"



7. Tighten:
   • Crankcase bolts "1"–"10"

Crankcase bolts "1"–"10"
1st: 20 N·m (2.0 kgf·m, 14 lb·ft)
***2nd: 15 N·m (1.5 kgf·m, 11 lb·ft)**
3rd: Specified angle 75°

* Following the tightening order, loosen the bolt one by one and then retighten it to the specific torque.

EWA16610

⚠ WARNING

If the bolt is tightened more than the specified angle, do not loosen the bolt and then re-

tighten it. Instead, replace the bolt with a new one and perform the procedure again.

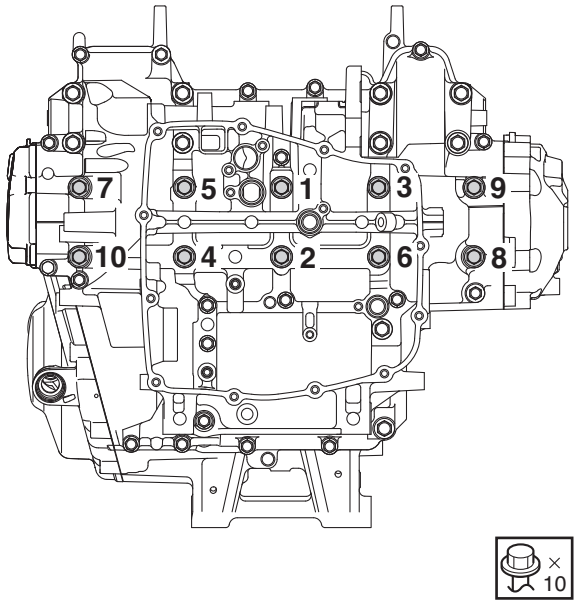
ECA20890

NOTICE

Do not use a torque wrench to tighten the bolt to the specified angle.

TIP

Tighten the bolts in the tightening sequence cast on the crankcase.

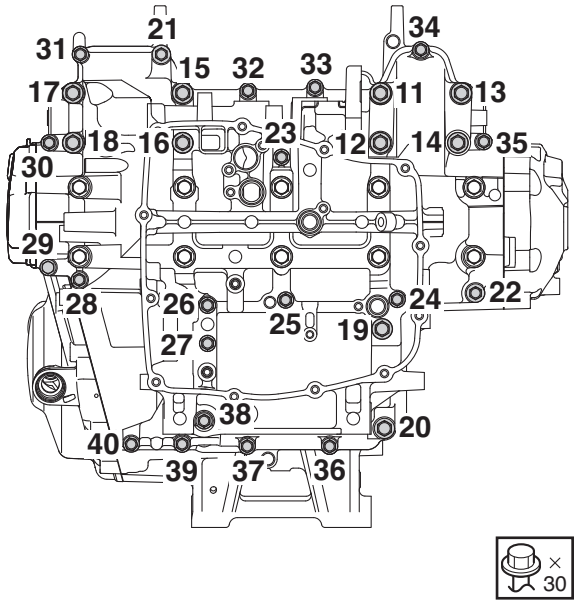


8. Tighten:
   - Crankcase bolts “11”–“40”

	Crankcase bolts “11”–“20” **24 N·m (2.4 kgf·m, 17 lb·ft)** **Crankcase bolts “21”–“40”** **10 N·m (1.0 kgf·m, 7.2 lb·ft)**

TIP

Tighten the bolts “11”–“18” in the tightening sequence cast on the crankcase.



EAS31071

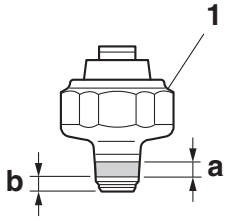
INSTALLING THE OIL PRESSURE SWITCH

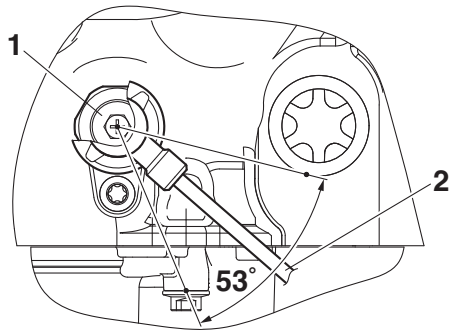
1. Install:
   - Oil pressure switch “1”
   - Oil pressure switch lead “2”

	Oil pressure switch **13 N·m (1.3 kgf·m, 9.4 lb·ft)** **Oil pressure switch lead bolt** **1.8 N·m (0.18 kgf·m, 1.3 lb·ft)**

TIP

- Apply Three bond No.1215B® to the threads “a” of the oil pressure switch. However, do not apply Three bond No.1215B® to the portion “b” of the oil pressure switch.
- Install the oil pressure switch lead so that it is routed within the range shown in the illustration.





EAS31658
INSTALLING THE GEAR POSITION SENSOR

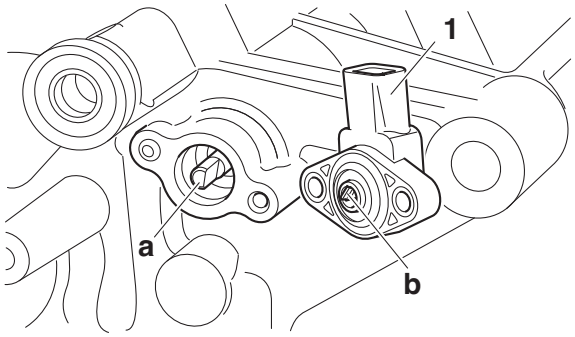
ECA22630
NOTICE

To prevent damage to the gear position sensor, keep magnets (including any pickup tool with a magnet, magnetized screwdrivers, etc.) away from the gear position sensor.

1. Install:
   - O-ring New
   - Gear position sensor "1"

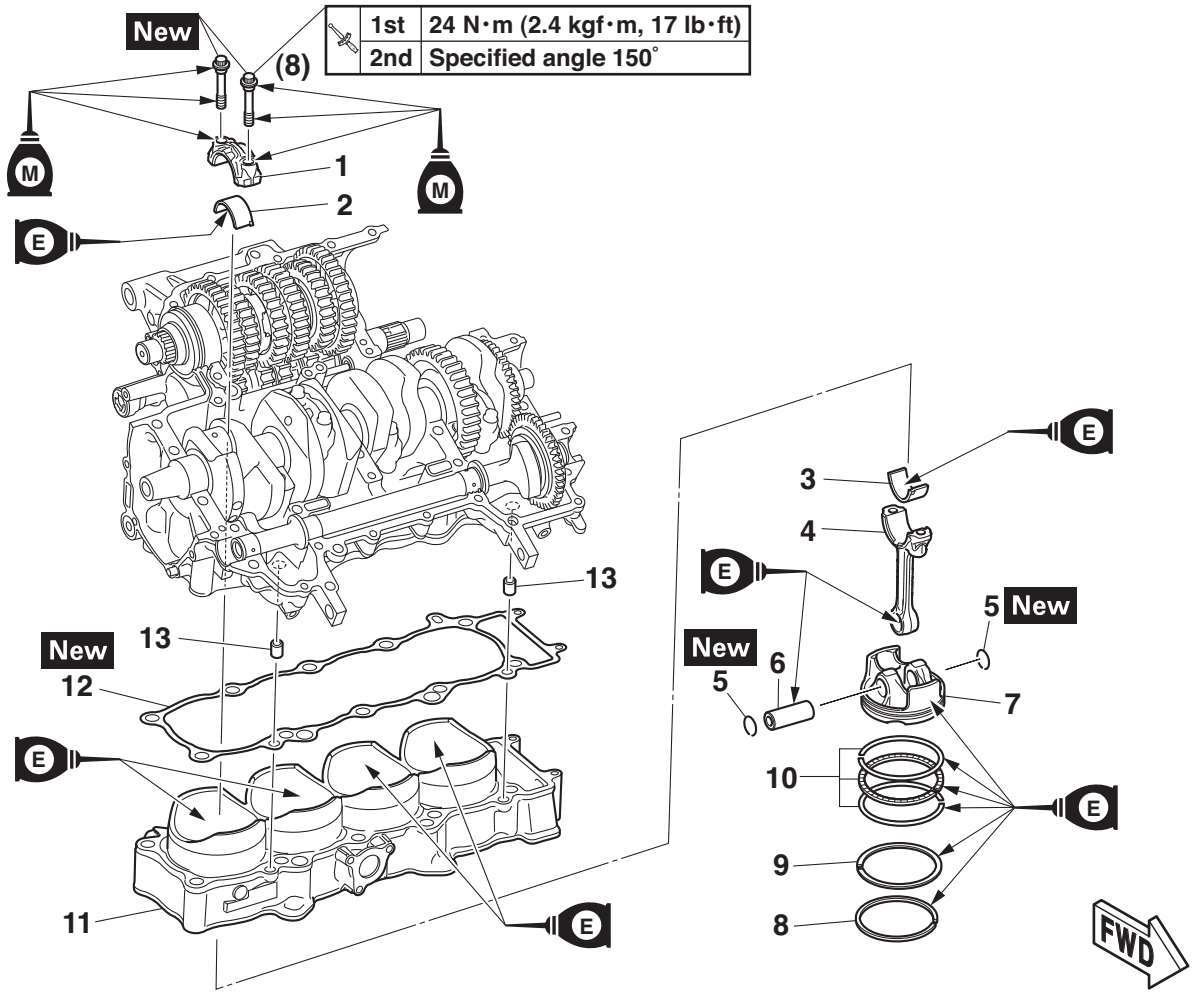
Gear position sensor bolt
4.0 N·m (0.40 kgf·m, 2.9 lb·ft)
LOCTITE®

TIP
- Lubricate the O-ring with lithium-soap-based grease.
- Fit the end "a" of the shift drum assembly into the opening "b" in the gear position sensor "1".



EAS20132
CONNECTING RODS AND PISTONS

Removing the connecting rods and pistons



Order	Job/Parts to remove	Q'ty	Remarks
	Lower crankcase		Refer to "CRANKCASE" on page 5-62.
1	Connecting rod cap	4	
2	Big end lower bearing	4	
3	Big end upper bearing	4	
4	Connecting rod	4	
5	Piston pin clip	8	
6	Piston pin	4	
7	Piston	4	
8	Top ring	4	
9	2nd ring	4	
10	Oil ring	4	
11	Cylinder	1	
12	Cylinder gasket	1	
13	Dowel pin	2	

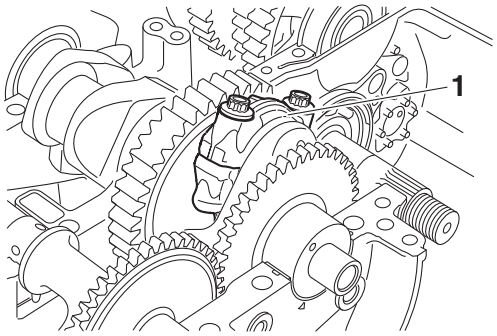
EAS30745
REMOVING THE CONNECTING RODS AND PISTONS

The following procedure applies to all of the connecting rods and pistons.

1. Remove:
   - Connecting rod cap "1"
   - Connecting rod
   - Big end bearings

TIP

- Identify the position of each big end bearing so that it can be reinstalled in its original place.
- After removing the connecting rods and connecting rod caps, care should be taken not to damage the mating surfaces of the connecting rods and connecting rod caps.



2. Remove:
   - Piston pin clips "1"
   - Piston pin "2"
   - Piston "3"

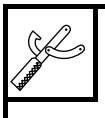
ECA13810

NOTICE

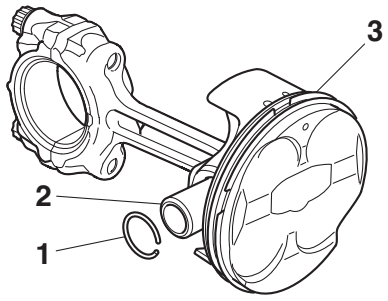
Do not use a hammer to drive the piston pin out.

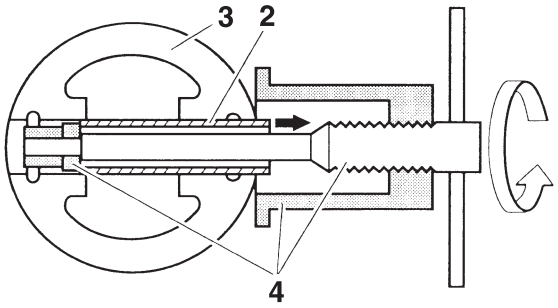
TIP

- For reference during installation, put identification marks on the piston crown.
- Before removing the piston pin, deburr the piston pin clip groove and the piston pin bore area. If both areas are deburred and the piston pin is still difficult to remove, remove it with the piston pin puller set "4".



Piston pin puller set
90890-01304
Piston pin puller
YU-01304

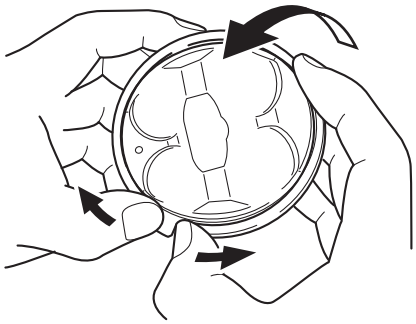




3. Remove:
   - Top ring
   - 2nd ring
   - Oil ring

TIP

When removing a piston ring, open the end gap with your fingers and lift the other side of the ring over the piston crown.



EAS30747
CHECKING THE CYLINDER AND PISTON

1. Check:
   - Piston wall
   - Cylinder wall
     Vertical scratches → Replace the cylinder, and replace the piston and piston rings as a set.
2. Measure:
   - Piston-to-cylinder clearance

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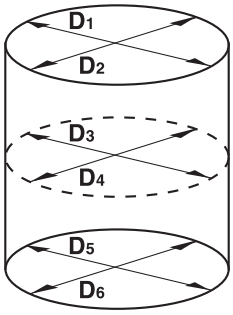
a. Measure cylinder bore "C" with the cylinder bore gauge.

TIP
Measure cylinder bore "C" by taking side-to-side and front-to-back measurements of the cylinder.

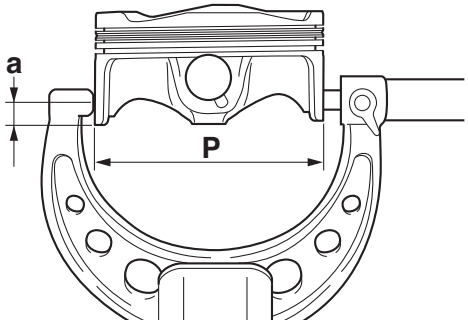
Bore
79.000–79.010 mm (3.1102–3.1106 in)
Wear limit
79.060 mm (3.1126 in)

"C" = maximum of D_1, D_2, D_3, D_4, D_5, D_6



b. If out of specification, replace the cylinder, and replace the piston and piston rings as a set.
c. Measure piston skirt diameter "P" with the micrometer.

Piston
Diameter
78.970–78.985 mm (3.1090–3.1096 in)



a. 8.0 mm (0.31 in) from the bottom edge of the piston

d. If out of specification, replace the piston and piston rings as a set.
e. Calculate the piston-to-cylinder clearance with the following formula.

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

Piston-to-cylinder clearance
0.015–0.040 mm (0.0006–0.0016 in)

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

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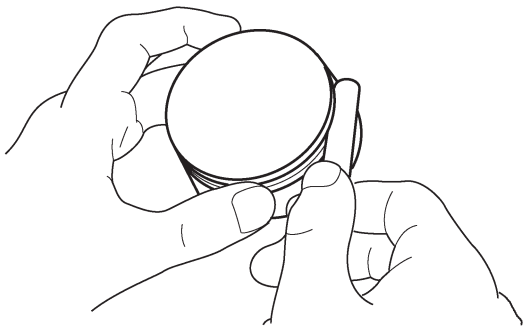
EAS30748
CHECKING THE PISTON RINGS

1. Measure:
   • Piston ring side clearance
   Out of specification → Replace the piston and piston rings as a set.

TIP
Before measuring the piston ring side clearance, eliminate any carbon deposits from the piston ring grooves and piston rings.

Piston ring
Top ring
Ring side clearance
0.030–0.065 mm (0.0012–0.0026 in)
Side clearance limit
0.115 mm (0.0045 in)
2nd ring
Ring side clearance
0.020–0.055 mm (0.0008–0.0022 in)
Side clearance limit
0.115 mm (0.0045 in)



2. Install:
   • Piston ring
   (into the cylinder)

TIP
Use the piston crown to level the piston ring near bottom of cylinder "a", where cylinder wear is lowest.

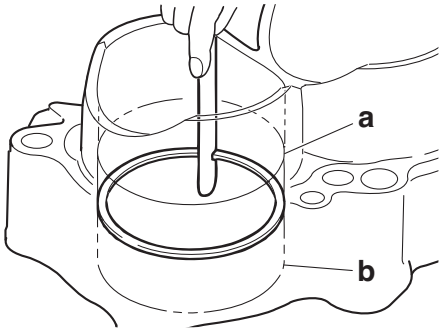
3. Measure:
   • Piston ring end gap

Out of specification → Replace the piston ring.

TIP

The oil ring expander spacer's end gap cannot be measured. If the oil ring rail's gap is excessive, replace all three piston rings.

Top ring
End gap (installed)
0.15–0.25 mm (0.0059–0.0098 in)
End gap limit
0.50 mm (0.0197 in)
2nd ring
End gap (installed)
0.65–0.80 mm (0.0256–0.0315 in)
End gap limit
1.15 mm (0.0453 in)



b. Upper of cylinder

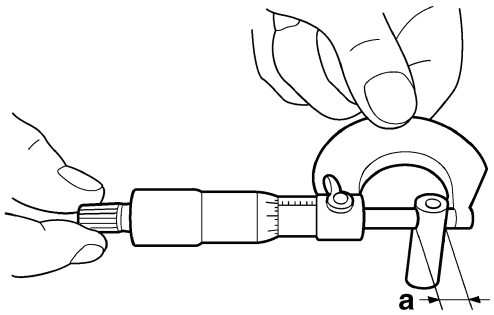
EAS30749

CHECKING THE PISTON PIN

The following procedure applies to all of the piston pins.

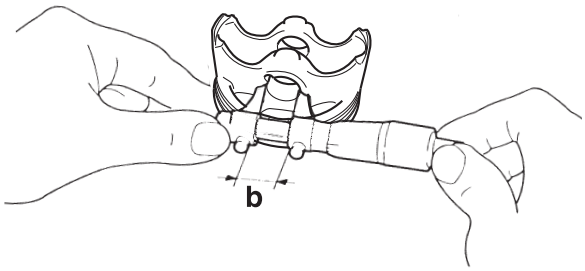
1. Measure:
   • Piston pin outside diameter "a"
   Out of specification → Replace the piston pin.

Piston pin outside diameter
16.991–17.000 mm (0.6689–0.6693 in)
Limit
16.971 mm (0.6681 in)



2. Measure:
   • Piston pin bore inside diameter "b"
   Out of specification → Replace the piston.

Piston pin bore inside diameter
17.002–17.013 mm (0.6694–0.6698 in)
Limit
17.043 mm (0.6710 in)



3. Calculate:
   • Piston-pin-to-piston-pin-bore clearance
   Out of specification → Replace the piston pin and piston as a set.

Piston-pin-to-piston-pin-bore clearance = Piston pin bore inside diameter "b" - Piston pin outside diameter "a"

Piston-pin-to-piston-pin-bore clearance
0.002–0.022 mm (0.0001–0.0009 in)

EAS30750

CHECKING THE CONNECTING RODS

1. Measure:
   • Crankshaft-pin-to-big-end-bearing clearance
   Out of specification → Replace the big end bearings.

Oil clearance
0.032–0.054 mm (0.0013–0.0021 in)

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The following procedure applies to all of the connecting rods.

ECA13930

NOTICE

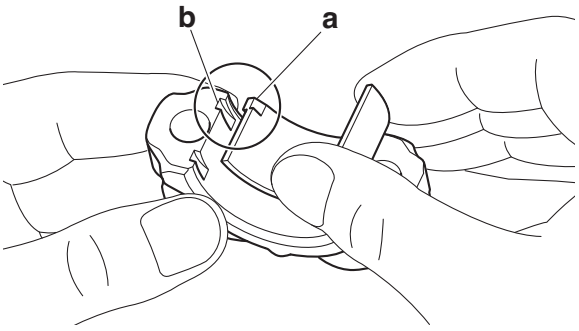
Do not interchange the big end bearings and connecting rods. To obtain the correct crankshaft-pin-to-big-end-bearing clearance and prevent engine damage, the big end bearings must be installed in their origi-

nal positions.

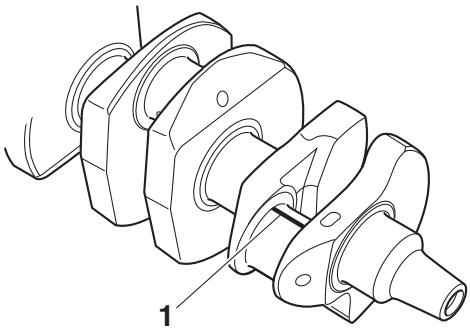
a. Clean the big end bearings, crankshaft pins, and the inside of the connecting rods halves.
b. Install the big end upper bearing into the connecting rod and the big end lower bearing into the connecting rod cap.

TIP

Align the projections "a" on the big end bearings with the notches "b" in the connecting rod and connecting rod cap.



c. Put a piece of Plastigauge® "1" on the crankshaft pin.



d. Assemble the connecting rod halves.

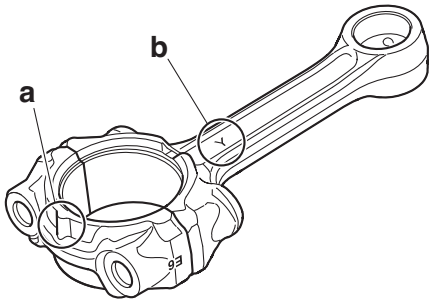
ECA18390

NOTICE

Tighten the connecting rod bolts using the plastic-region tightening angle method. Always install new bolts.

TIP

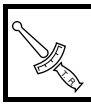
- Clean the connecting rod bolts and lubricate the bolt threads and seats with molybdenum disulfide oil.
- Make sure that the projection "a" on the connecting rod cap faces the same direction as the "Y" mark "b" on the connecting rod.
- After installing the big end bearing, assemble the connecting rod and connecting rod cap without installing them onto the crankshaft.



TIP

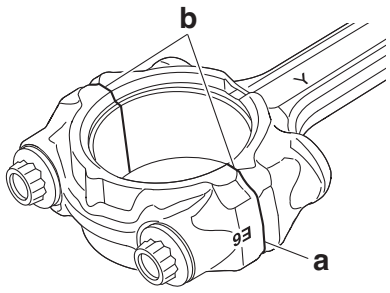
Install by carrying out the following procedures in order to assemble in the most suitable condition.

e. Tighten the connecting rod bolt while checking that the sections shown "a" and "b" are flush with each other by touching the surface.

	**Connecting rod bolt** **30 N·m (3.0 kgf·m, 22 lb·ft)**

TIP

To install the connecting rod cap, care should be taken not to install it at an angle and the position should not be out of alignment.



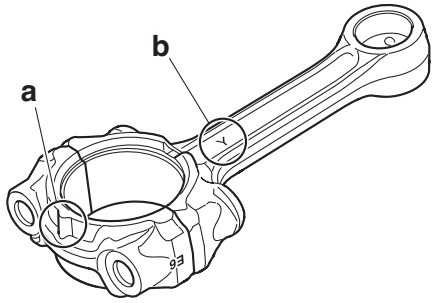
a. Side machined face
b. Thrusting faces

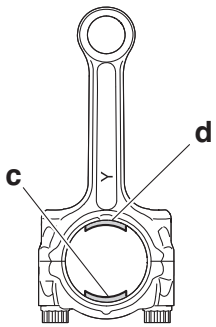
f. Loosen the connecting rod bolt, remove the connecting rod and connecting rod cap and install these parts to the crankshaft with the big end bearing kept in the current condition.

TIP

- Do not move the connecting rod or crankshaft until the clearance measurement has been completed.
- Make sure that the projection "a" on the connecting rod cap faces the same direction as the "Y" mark "b" on the connecting rod.
- Make sure the "Y" mark "b" on the connecting rods face towards the left side of the crankshaft.
- Install the connecting rod so that the Plasti-

gauge® is in position “c” or “d”.

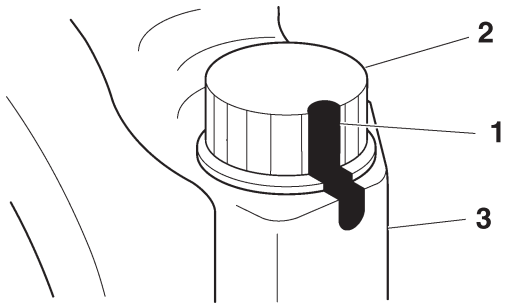




g. Tighten the connecting rod bolts with a torque wrench.

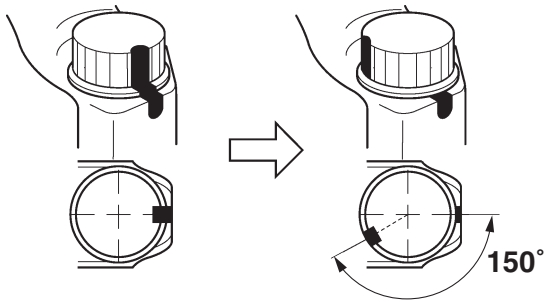
	Connecting rod bolt (1st) 24 N·m (2.4 kgf·m, 17 lb·ft)

h. Put a mark “1” on the corner of the connecting rod bolt “2” and the connecting rod cap “3”.



i. Tighten the connecting rod bolts further to reach the specified angle 145°–155°.

	Connecting rod bolt (final) Specified angle 145°–155°



EWA16610

⚠ WARNING

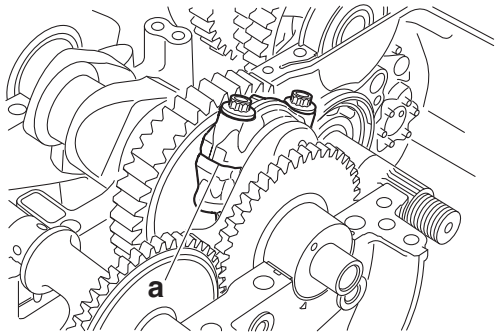
If the bolt is tightened more than the specified angle, do not loosen the bolt and then retighten it. Instead, replace the bolt with a new one and perform the procedure again.

ECA20890

NOTICE

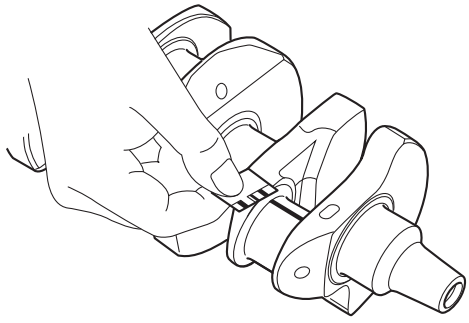
Do not use a torque wrench to tighten the bolt to the specified angle.

j. After the installation, check that the section shown “a” is flush with each other by touching the surface.



k. Remove the connecting rod and big end bearings.

l. Measure the compressed Plastigauge® width on the crankshaft pin. If the crankshaft-pin-to-big-end-bearing clearance is out of specification, select replacement big end bearings.



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2. Select:
   • Big end bearings (P_1–P_4)

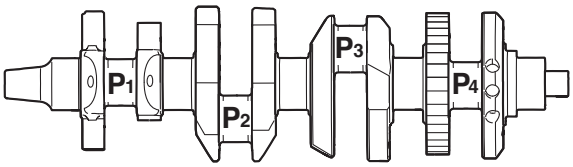
TIP

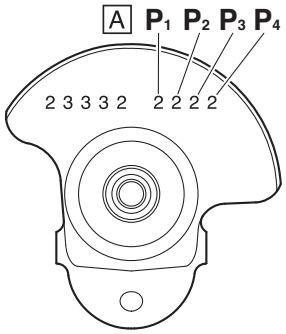
- The numbers "A" stamped into the crankshaft web and the numbers "1" on the connecting rods are used to determine the replacement big end bearings sizes.
- "P_1"–"P_4" refer to the bearings shown in the crankshaft illustration.

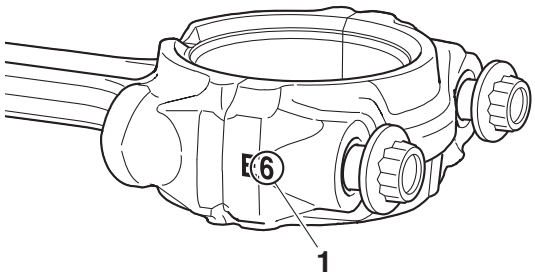
For example, if the connecting rod "P_1" and the crankshaft web "P_1" numbers are 6 and 2 respectively, then the bearing size for "P_1" is:

"P_1" (connecting rod) - "P_1" (crankshaft) = 6 - 2 = 4 (green)

Bearing color code
Code 2
Black
Code 3
Brown
Code 4
Green
Code 5
Yellow
Code 6
Pink







EAS30751

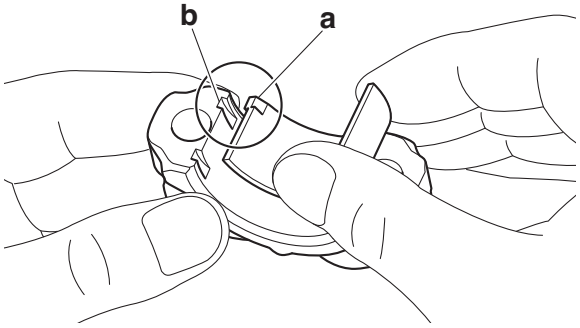
INSTALLING THE CONNECTING ROD AND PISTON

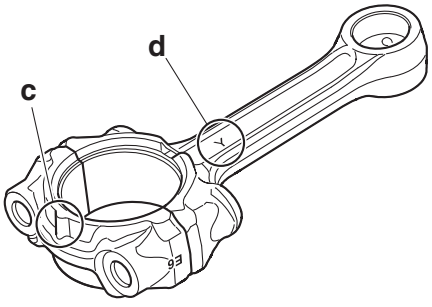
The following procedure applies to all of the connecting rods and pistons.

1. Install:
   • Big end bearings
   • Connecting rod cap
   (onto the connecting rod)

TIP

- Be sure to reinstall each big end bearing in its original place.
- Align the projections "a" on the big end bearings with the notches "b" in the connecting rods and connecting rod caps.
- Make sure that the projection "c" on the connecting rod cap faces the same direction as the "Y" mark "d" on the connecting rod.





2. Tighten:
   • Connecting rod bolts New

ECA18390

NOTICE

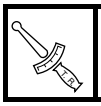
Tighten the connecting rod bolts using the plastic-region tightening angle method. Always install new bolts.

TIP

Install by carrying out the following procedures in order to assemble in the most suitable condition.

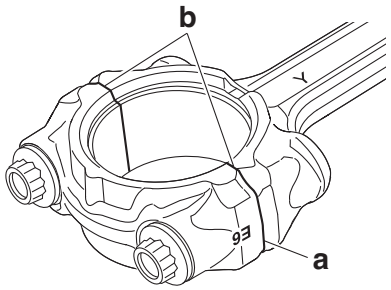
▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼▼

a. Replace the connecting rod bolts with new ones.
b. Clean the connecting rod bolts and lubricate the bolt threads and seats with molybdenum disulfide oil.
c. After installing the big end bearing, assemble the connecting rod and connecting rod cap without installing them onto the crankshaft.
d. Tighten the connecting rod bolt while checking that the sections shown “a” and “b” are flush with each other by touching the surface.

	**Connecting rod bolt** **30 N·m (3.0 kgf·m, 22 lb·ft)**

TIP

To install the connecting rod cap, care should be taken not to install it at an angle and the position should not be out of alignment.



a. Side machined face
b. Thrusting faces

e. Loosen the connecting rod bolt, remove the connecting rod and connecting rod cap and install these parts to the crankshaft with the big end bearing kept in the current condition.

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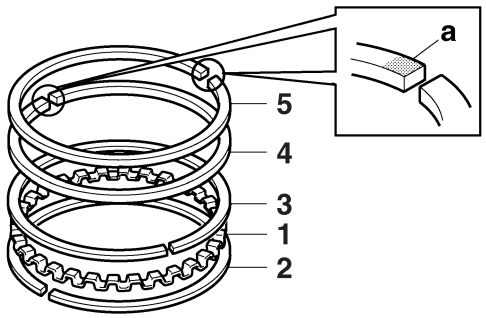
3. Install:
   • Oil ring expander “1”
   • Lower oil ring rail “2”
   • Upper oil ring rail “3”
   • 2nd ring “4”
   • Top ring “5”
   (into the piston)

TIP

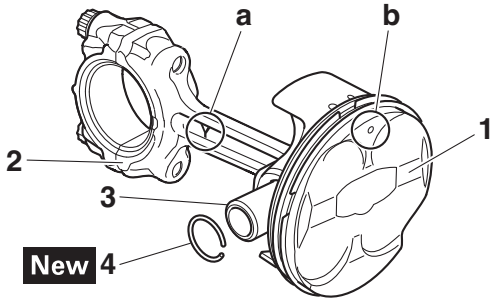
Be sure to install the piston rings so that the manufacturer’s marks or numbers “a” face up.

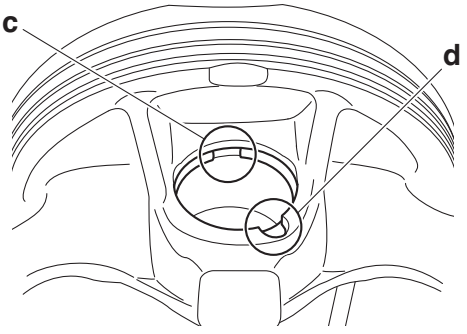


4. Install:
   • Piston “1”
   (onto the respective connecting rod “2”)
   • Piston pin “3”
   • Piston pin clips “4” New

TIP

- Apply engine oil onto the piston pin.
- Make sure that the “Y” mark “a” on the connecting rod faces left when the punch mark “b” on the piston is pointing up as shown.
- Make sure that the clip ends “c” are positioned away from the cutout “d” in the piston as shown in the illustration.
- Reinstall each piston into its original cylinder.



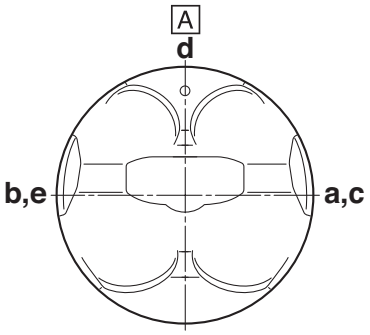


5. Lubricate:
   • Piston
   • Piston rings

• Cylinder
(with the recommended lubricant)

	Recommended lubricant **Engine oil**

6. Offset:
• Piston ring end gaps



a. Top ring
b. 2nd ring
c. Upper oil ring rail
d. Oil ring expander
e. Lower oil ring rail

A. Exhaust side

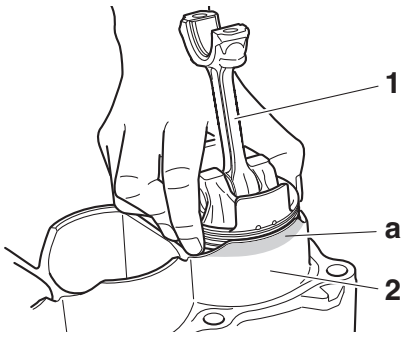
7. Lubricate:
• Crankshaft pins
• Connecting rod big end bearing inner surface and side surface
(with the recommended lubricant)

	Recommended lubricant **Engine oil**

8. Install:
• Piston assemblies "1"
(into the cylinder "2")

TIP

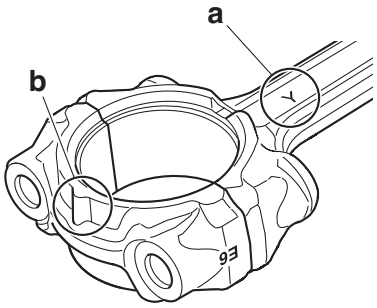
- While holding the piston rings with the hand, install the piston assembly into the cylinder from underneath.
- Install the piston assembly into the cylinder so that the piston ring end gap is aligned with the cylinder skirt "a".



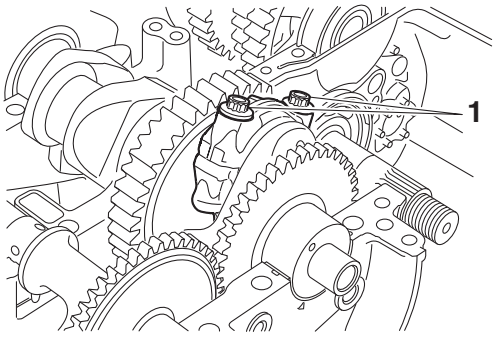
9. Install:
• Cylinder gasket New
• Dowel pins
• Cylinder assembly
• Connecting rod caps
• Connecting rod bolts

TIP

- Make sure the "Y" marks "a" on the connecting rods face towards the left side of the crankshaft.
- Make sure that the projection "b" on the connecting rod cap faces the same direction as the "Y" mark "a" on the connecting rod.
- Apply Molybdenum disulfide oil to the bolt threads and seats.



10. Tighten:
• Connecting rod bolts "1"



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TIP

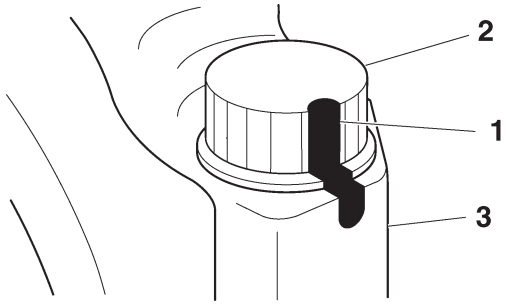
Tighten the connecting rod bolts using the fol-

lowing procedure.

a. Tighten the connecting rod bolts with a torque wrench.

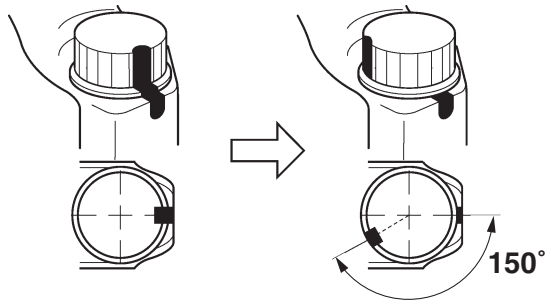
	Connecting rod bolt (1st) 24 N·m (2.4 kgf·m, 17 lb·ft)

b. Put a mark "1" on the corner of the connecting rod bolt "2" and the connecting rod cap "3".



c. Tighten the connecting rod bolts further to reach the specified angle 145°–155°.

	Connecting rod bolt (final) Specified angle 145°–155°



EWA16610

⚠ WARNING

If the bolt is tightened more than the specified angle, do not loosen the bolt and then retighten it. Instead, replace the bolt with a new one and perform the procedure again.

ECA20890

NOTICE

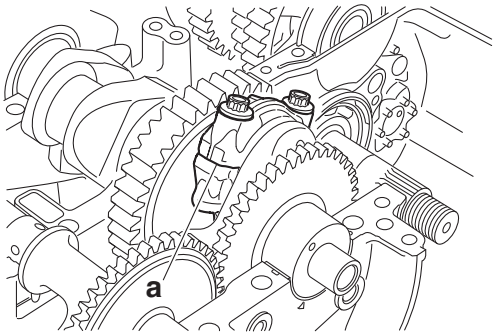
Do not use a torque wrench to tighten the bolt to the specified angle.

d. After the installation, check that the section shown "a" is flush with each other by touching the surface.

EWA17120

⚠ WARNING

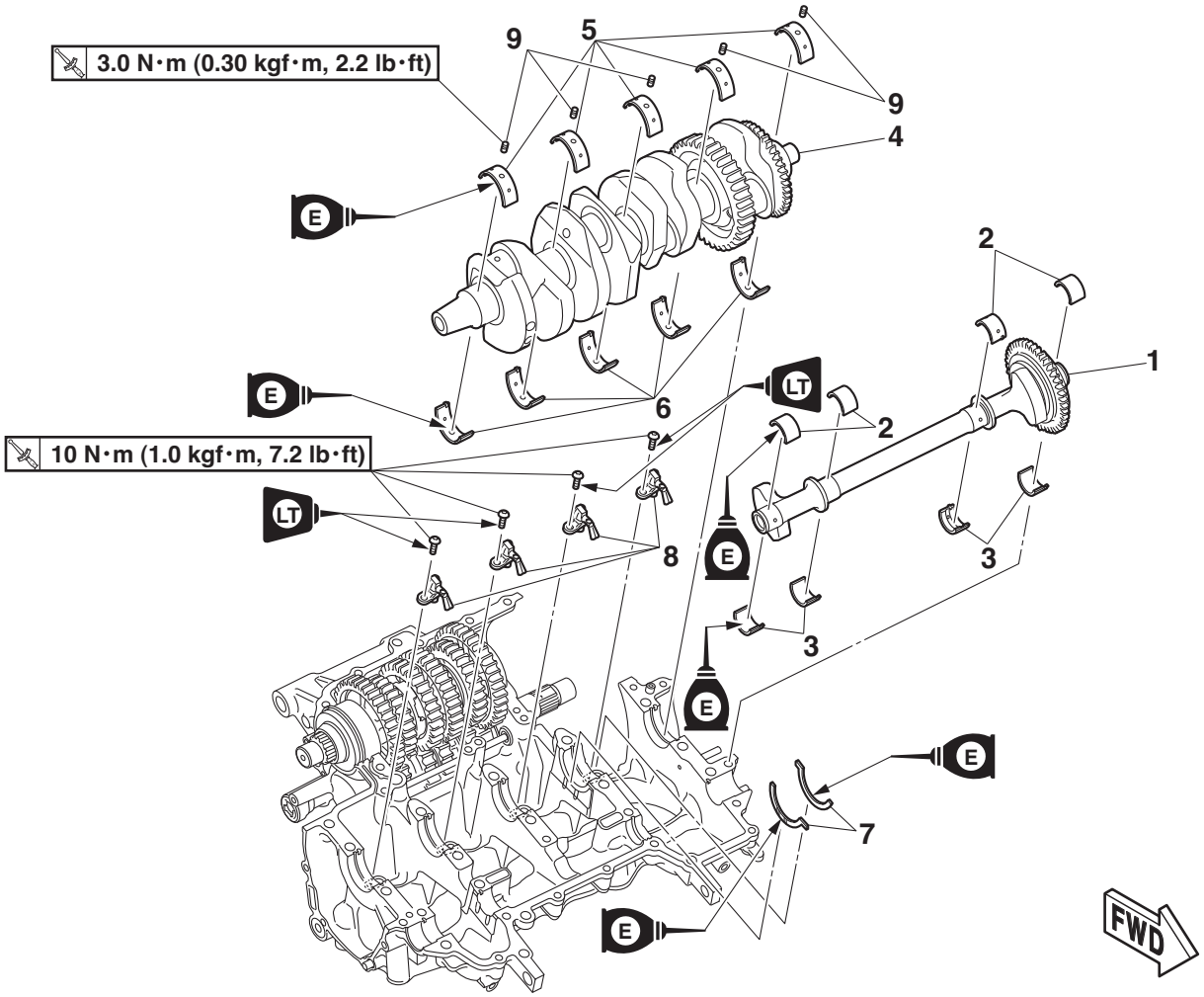
If the connecting rod and cap are not flush with each other, remove the connecting rod bolts and big end bearing and restart from step (1). In this case, make sure to replace the connecting rod bolts.



EAS20178

CRANKSHAFT AND BALANCER SHAFT

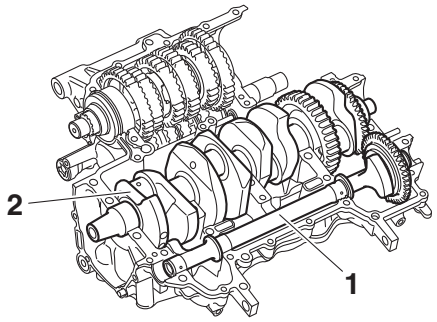
Removing the crankshaft and balancer shaft



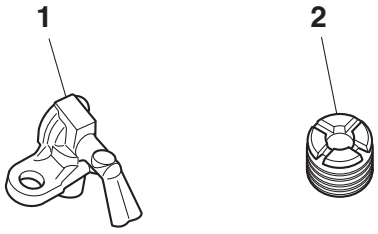
Order	Job/Parts to remove	Q'ty	Remarks
	Lower crankcase		Refer to "CRANKCASE" on page 5-62.
	Connecting rod		Refer to "REMOVING THE CONNECTING RODS AND PISTONS" on page 5-70.
1	Balancer shaft	1	
2	Balancer shaft journal lower bearing	4	
3	Balancer shaft journal upper bearing	4	
4	Crankshaft	1	
5	Crankshaft journal lower bearing	5	
6	Crankshaft journal upper bearing	5	
7	Thrust bearing	2	
8	Oil nozzle 1	4	
9	Oil nozzle 2	5	

EAS31171
REMOVING THE CRANKSHAFT AND BALANCER SHAFT
1. Remove:
   - Balancer shaft “1”
   - Balancer shaft journal bearing
   - Crankshaft assembly “2”
   - Crankshaft journal bearings

TIP
Identify the position of each balancer shaft journal bearings and crankshaft journal bearings so that it can be reinstalled in its original place.

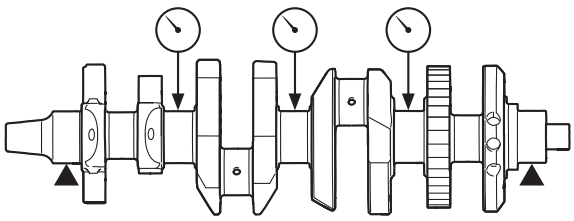


EAS31174
CHECKING THE OIL NOZZLES
The following procedure applies to all of the oil nozzles.
1. Check:
   - Oil nozzle 1 “1”
   - Oil nozzle 2 “2”
     Damage/wear → Replace the oil nozzle.
   - Oil passage
     Obstruction → Blow out with compressed air.



EAS31075
CHECKING THE CRANKSHAFT
1. Measure:
   - Crankshaft runout
     Out of specification → Replace the crankshaft.

	Runout limit **0.030 mm (0.0012 in)**



2. Check:
   - Crankshaft journal surfaces
   - Crankshaft pin surfaces
     Scratches/wear → Replace the crankshaft.
   - Bearing surfaces
     Scratches/wear → Replace the crankshaft journal bearing.
3. Measure:
   - Crankshaft-journal-to-crankshaft-journal-bearing clearance
     Out of specification → Replace the crankshaft journal bearings.

	Journal oil clearance **0.027–0.045 mm (0.0011–0.0018 in)**

ECA13920
NOTICE
Do not interchange the crankshaft journal bearings. To obtain the correct crankshaft-journal-to-crankshaft-journal-bearing clearance and prevent engine damage, the crankshaft journal bearings must be installed in their original positions.

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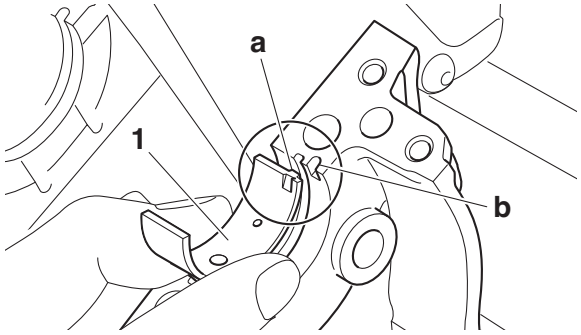
a. Clean the crankshaft journal bearings, crankshaft journals, and bearing portions of the crankcase.
b. Place the upper crankcase upside down on a bench.
c. Install the crankshaft journal upper bearings “1” and the crankshaft into the upper crankcase.

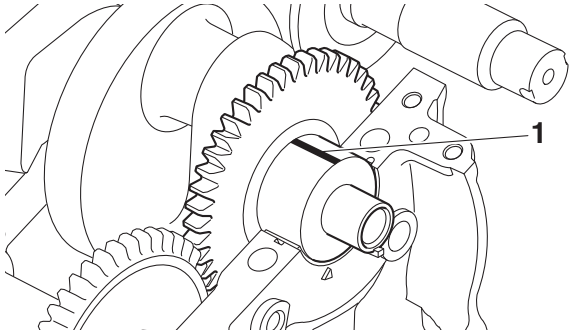
TIP
Align the projections “a” on the crankshaft journal upper bearings with the notches “b” in the upper crankcase.



d. Put a piece of Plastigauge® "1" on each crankshaft journal.

TIP

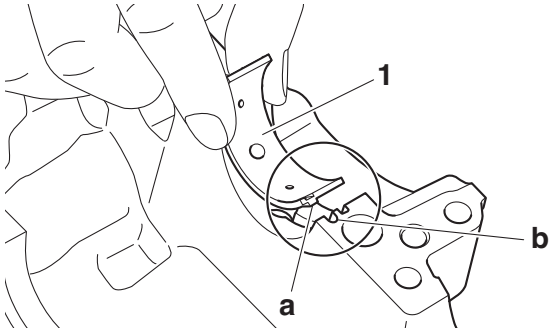
Do not put the Plastigauge® over the oil hole in the crankshaft journal.



e. Install the crankshaft journal lower bearings "1" into the lower crankcase and assemble the crankcase halves.

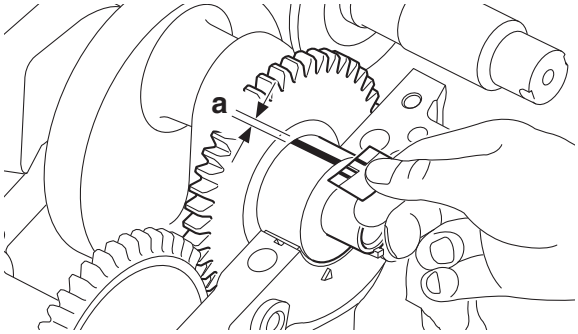
TIP

- Align the projections "a" of the crankshaft journal lower bearings with the notches "b" in the lower crankcase.
- Do not move the crankshaft until the clearance measurement has been completed.



f. Tighten the bolts to specification in the tightening sequence cast on the crankcase.
Refer to "CRANKCASE" on page 5-62.
g. Remove the lower crankcase and the crankshaft journal lower bearings.
h. Measure the compressed Plastigauge® width "a" on each crankshaft journal.

If the crankshaft-journal-to-crankshaft-journal-bearing clearance is out of specification, select replacement crankshaft journal bearings.



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4. Select:
   - Crankshaft journal bearings (J_1–J_5)

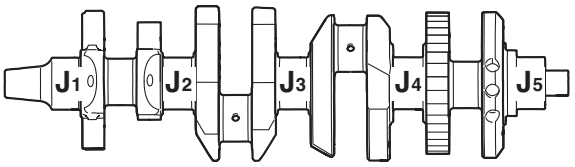
TIP

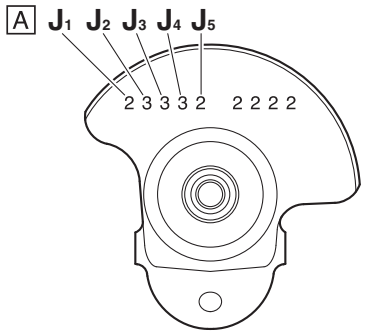
- The numbers "A" stamped into the crankshaft web and the numbers "B" stamped into the lower crankcase are used to determine the replacement crankshaft journal bearing sizes.
- "J_1"–"J_5" refer to the bearings shown in the crankshaft and lower crankcase illustration.

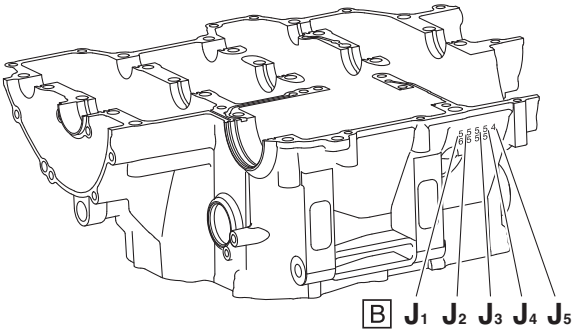
For example, if the crankcase "J_1" and crankshaft web "J_1" numbers are 5 and 2 respectively, then the bearing size for "J_1" is:

"J_1" (crankcase) - "J_1" (crankshaft web) + 4 = 5 - 2 + 4 = 7 (red)

Bearing color code
Code 1
Blue
Code 2
Black
Code 3
Brown
Code 4
Green
Code 5
Yellow
Code 6
Pink
Code 7
Red



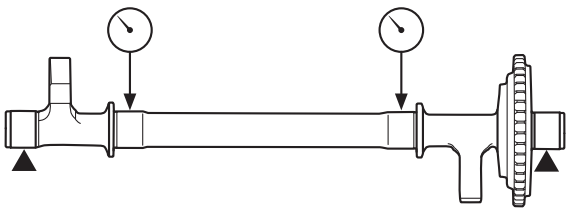




EAS31076
CHECKING THE BALANCER SHAFT

1. Measure:
   • Balancer shaft runout
   Out of specification → Replace the balancer shaft.

	Balancer shaft runout limit 0.030 mm (0.0012 in)



2. Check:
   • Balancer shaft journal surfaces
   Scratches/wear → Replace the balancer shaft.
   • Bearing surfaces
   Scratches/wear → Replace the balancer shaft journal bearing.
3. Measure:
   • Balancer shaft journal-to-balancer shaft journal bearing clearance
   Out of specification → Replace the balancer shaft journal bearings.

	Balancer shaft journal to balancer shaft bearing clearance 0.028–0.046 mm (0.0011–0.0018 in)

ECA18400
NOTICE

Do not interchange the balancer shaft journal bearings. To obtain the correct balancer shaft-journal-to-balancer shaft-journal-bearing clearance and prevent engine damage, the balancer shaft journal bearings must be installed in their original positions.

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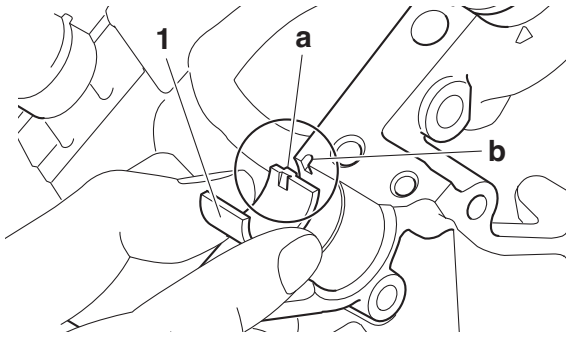
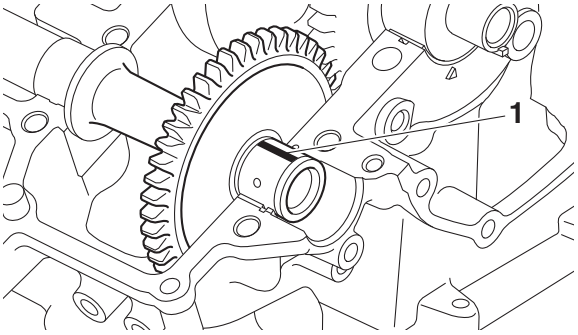
a. Clean the balancer shaft journal bearings, balancer shaft journals, and bearing portions of the crankcase.
b. Place the upper crankcase upside down on a bench.
c. Install the balancer shaft journal upper bearings “1” and the balancer shaft into the upper crankcase.

TIP
Align the projections “a” on the balancer shaft journal upper bearings with the notches “b” in the upper crankcase.



d. Put a piece of Plastigauge® “1” on each balancer shaft journal.

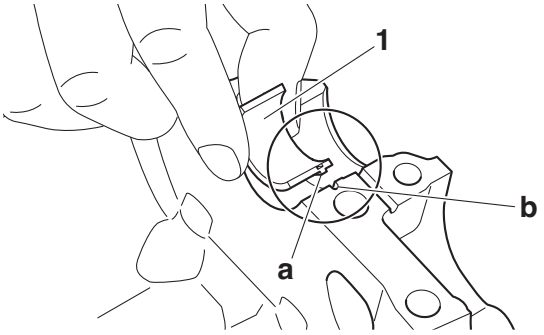
TIP
Do not put the Plastigauge® over the oil hole in the balancer shaft journal.



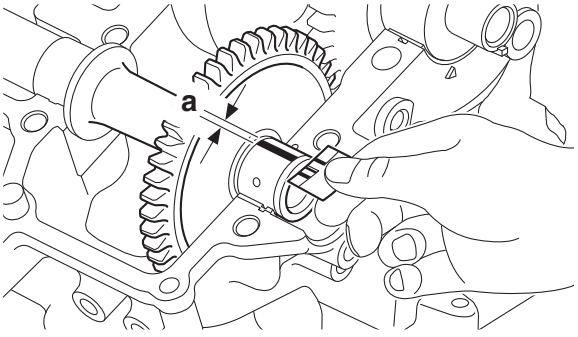
e. Install the balancer shaft journal lower bearings "1" into the lower crankcase and assemble the crankcase halves.

TIP

- Align the projections "a" of the balancer shaft journal lower bearings with the notches "b" in the crankcase.
- Do not move the balancer shaft until the clearance measurement has been completed.



f. Tighten the bolts to specification in the tightening sequence cast on the crankcase. Refer to "CRANKCASE" on page 5-62.
g. Remove the lower crankcase and the balancer shaft journal lower bearings.
h. Measure the compressed Plastigauge® width "a" on each balancer shaft journal. If the balancer shaft-journal-to-balancer shaft-journal-bearing clearance is out of specification, select replacement balancer shaft journal bearings.



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4. Select:
   - Balancer shaft journal bearing (J_1–J_4)

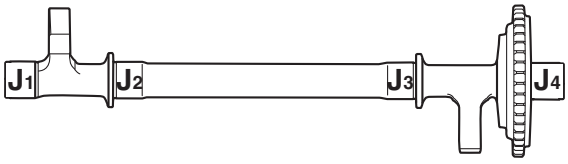
TIP

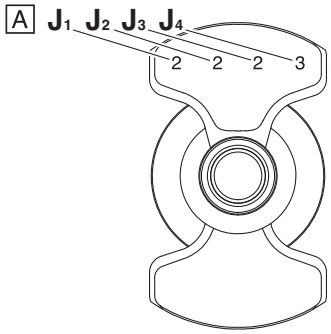
- The numbers "A" stamped into the balancer shaft web and the numbers "B" stamped into the lower crankcase are used to determine the replacement balancer shaft journal bearing sizes.
- "J_1"–"J_4" refer to the bearings shown in the balancer shaft and lower crankcase illustration.

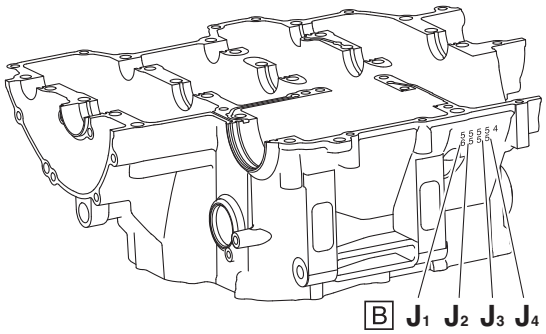
For example, if the crankcase "J_1" and balancer shaft web "J_1" numbers are 6 and 2 respectively, then the bearing size for "J_1" is:

"J_1" (crankcase) - "J_1" (balancer shaft web) - 1 = 6 - 2 - 1 = 3 (brown)

Bearing color code
Code 0
White
Code 1
Blue
Code 2
Black
Code 3
Brown
Code 4
Green
Code 5
Yellow
Code 6
Pink

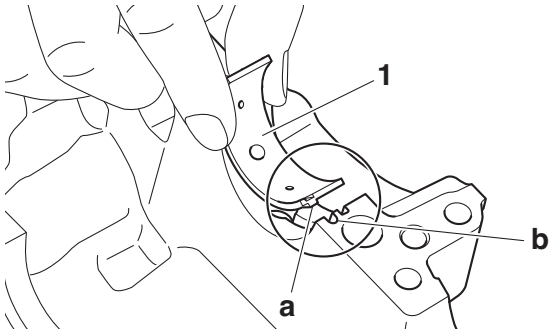






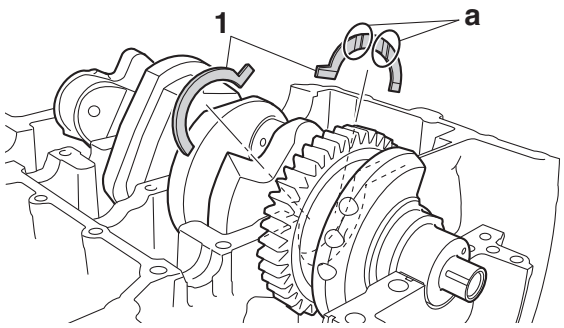
EAS31077
INSTALLING THE CRANKSHAFT
1. Install:
   - Crankshaft journal upper bearings (into the upper crankcase)
   - Crankshaft journal lower bearings (into the lower crankcase)
   - Crankshaft

TIP
- Align the projections “a” on the crankshaft journal bearings “1” with the notches “b” in the crankcase.
- Be sure to install each crankshaft journal bearings in its original place.



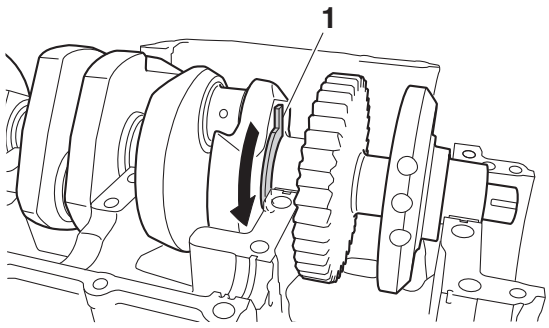
EAS31799
INSTALLING THE THRUST BEARING
1. Install:
   - Thrust bearing “1”

TIP
- Install the thrust bearings to the both side of the journal #4 of the upper crankcase.
- The thickness of the thrust bearing is only one. No need to adjust the clearance between the thrust bearing and the crankshaft.
- Install the thrust bearing with the grooves “a” side is facing the crankshaft.
- Apply engine oil on the grooves “a” side of the thrust bearing.



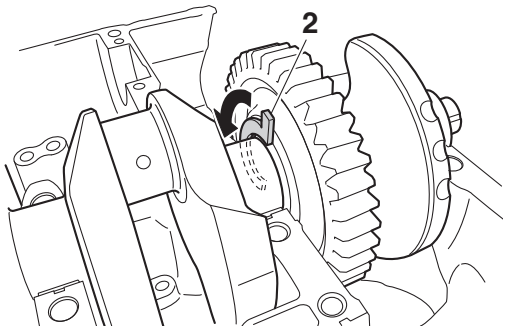
a. Insert the thrust bearing “1” into the slot of the upper crankcase as shown in the illustration and slide it in the direction of the arrow.

TIP
When installing the thrust bearing, shift the crankshaft to the left to widen the gap between the crankshaft and the crankcase.

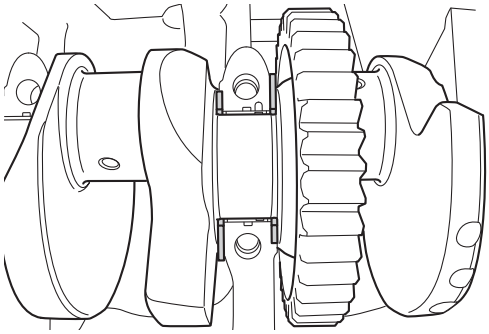


b. Insert the thrust bearing “2” into the slot of the upper crankcase as shown in the illustration and slide it in the direction of the arrow.

TIP
When installing thrust bearing “2”, shift the crankshaft to the right to widen the gap between the crankshaft and the crankcase.



c. Check that the thrust bearing is inserted properly into the groove of the crankcase.



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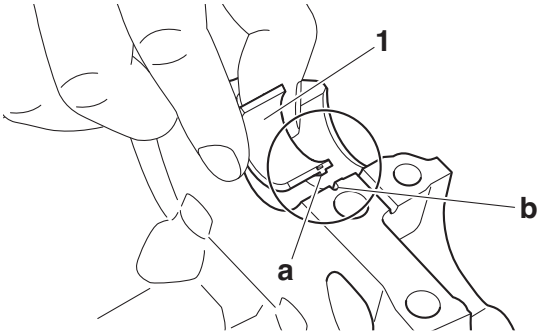
EAS31172

INSTALLING THE BALANCER ASSEMBLY

1. Install:
   - Balancer shaft journal upper bearings (into the upper crankcase)
   - Balancer shaft journal lower bearings (into the lower crankcase)

TIP

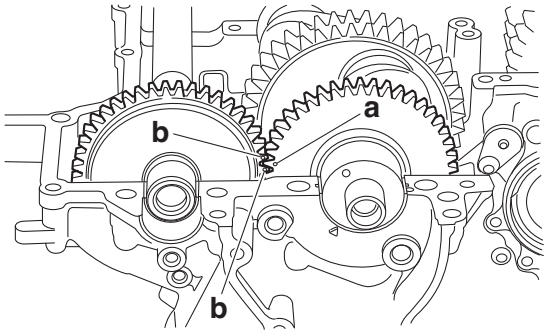
- Align the projections “a” on the balancer shaft journal bearings “1” with the notches “b” in the crankcases.
- Be sure to install each balancer shaft journal bearing in its original place.



2. Install:
   - Balancer shaft

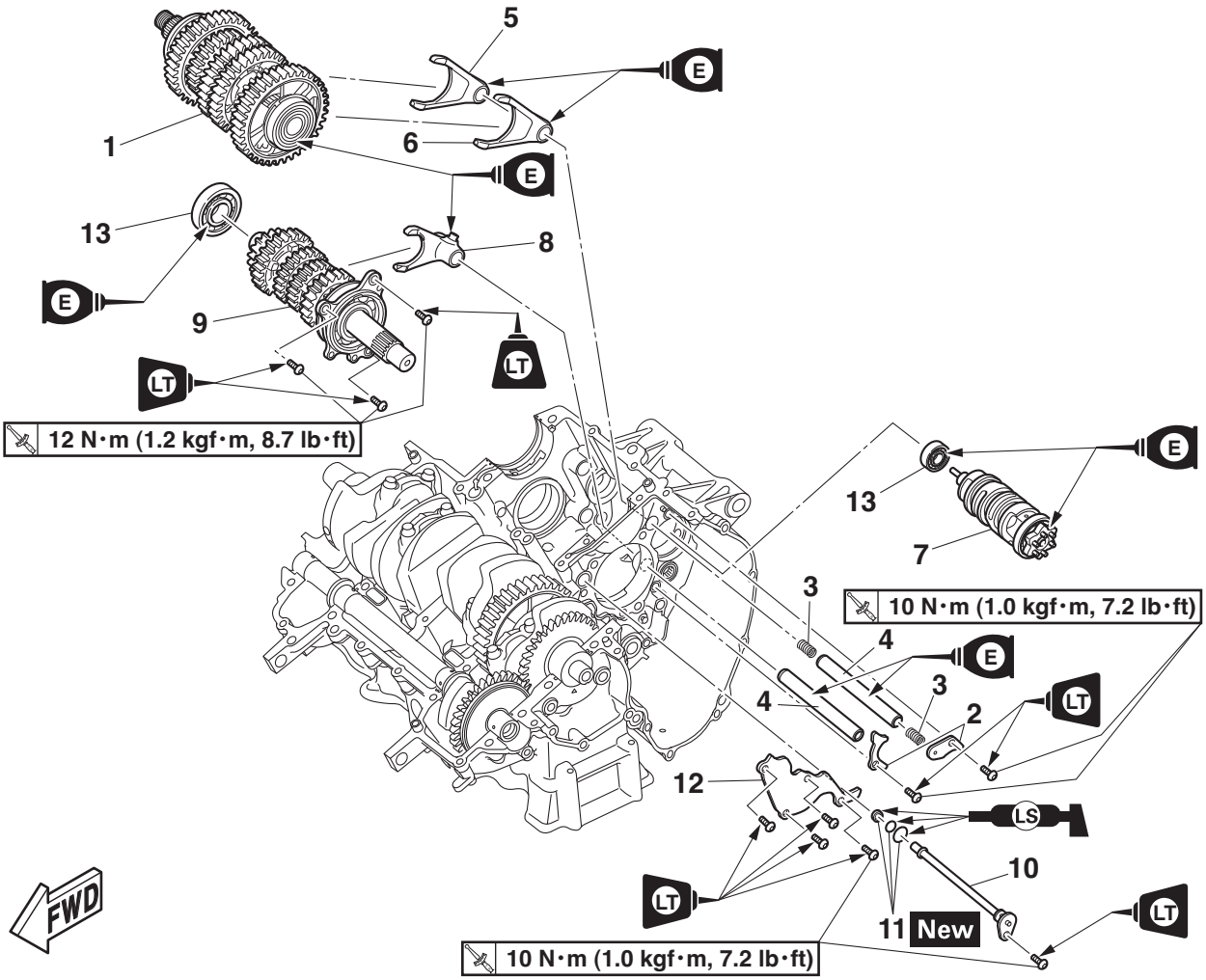
TIP

Install by aligning the crankshaft match mark “a” and the balancer shaft match marks “b”.



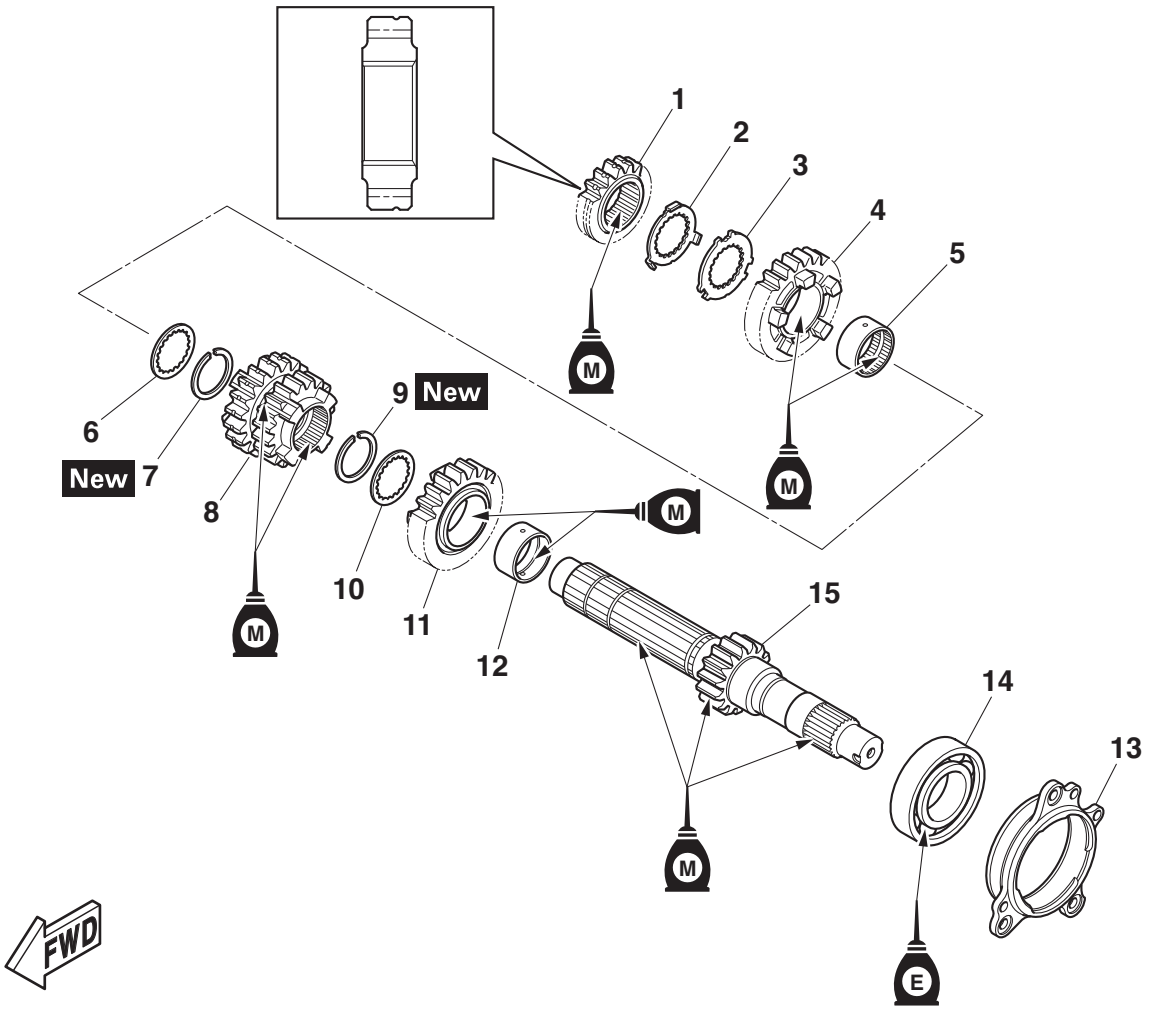
EAS20062
TRANSMISSION

Removing the transmission, shift drum assembly, and shift forks



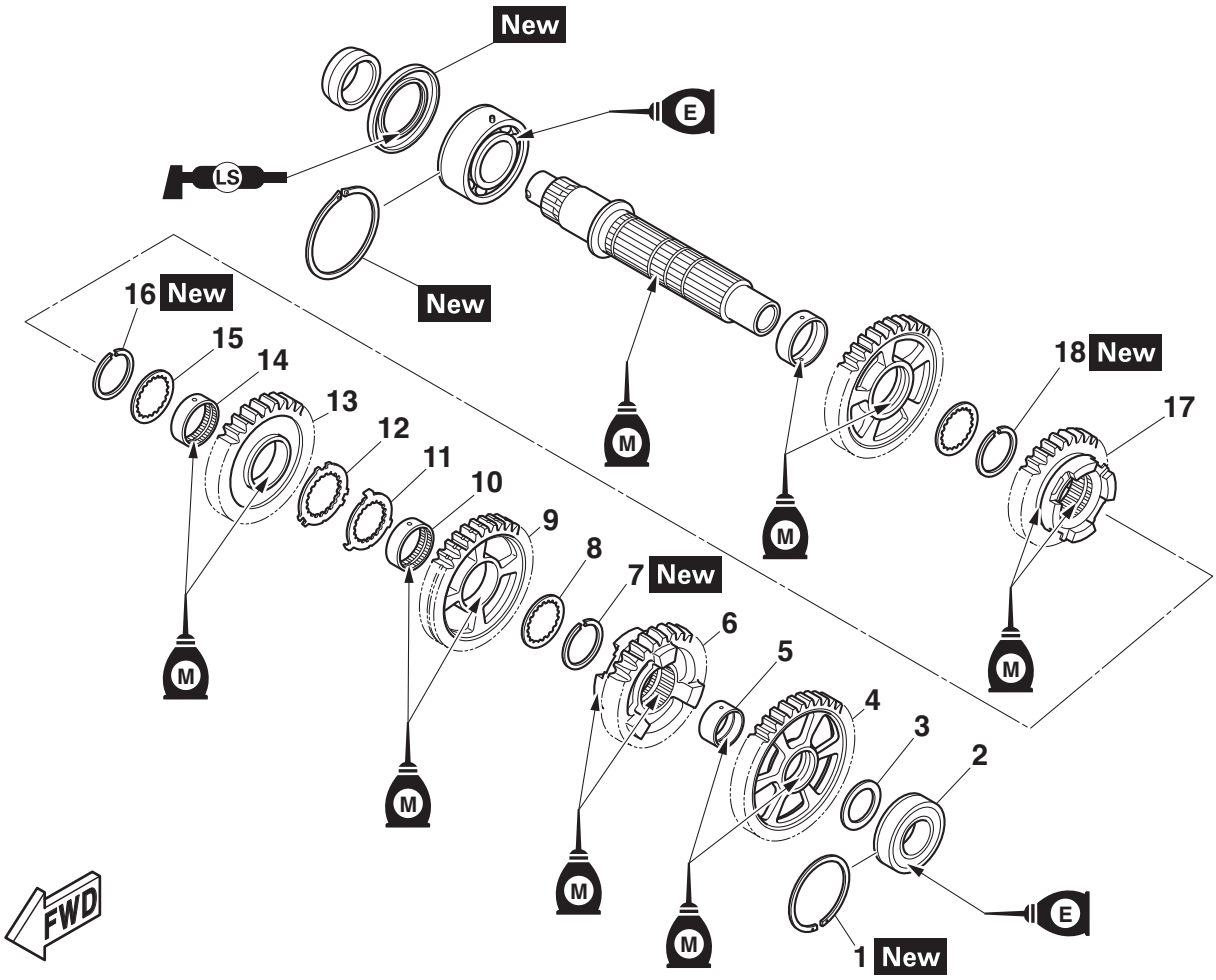
Order	Job/Parts to remove	Q'ty	Remarks
	Lower crankcase		Refer to "CRANKCASE" on page 5-62.
1	Drive axle assembly	1	
2	Shift drum retainer	2	
3	Spring	2	
4	Shift fork guide bar	2	
5	Shift fork-L	1	
6	Shift fork-R	1	
7	Shift drum assembly	1	
8	Shift fork-C	1	
9	Main axle assembly	1	
10	Oil delivery pipe 3	1	
11	O-ring	3	
12	Oil baffle plate	1	
13	Bearing	2	

Disassembling the main axle assembly



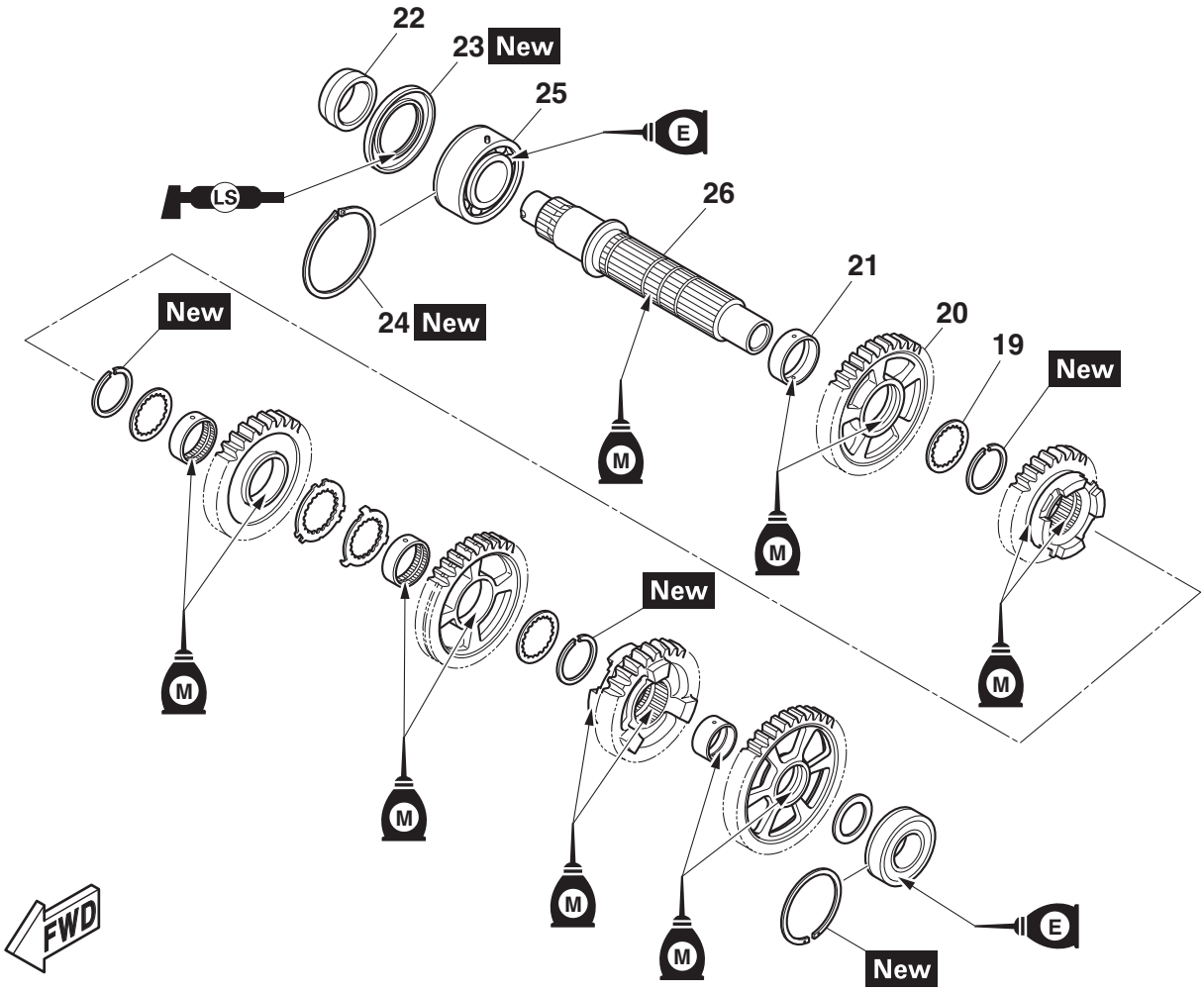
Order	Job/Parts to remove	Q'ty	Remarks
1	2nd pinion gear	1	Make sure the chamfered side of the pinion gear faces to the left.
2	Toothed lock washer	1	
3	Toothed lock washer retainer	1	
4	6th pinion gear	1	
5	Collar	1	
6	Washer	1	
7	Circlip	1	
8	3rd pinion gear	1	
9	Circlip	1	
10	Washer	1	
11	5th pinion gear	1	
12	Collar	1	
13	Bearing housing	1	
14	Bearing	1	
15	Main axle	1	

Disassembling the drive axle assembly



Order	Job/Parts to remove	Q'ty	Remarks
1	Circlip	1	
2	Bearing	1	
3	Washer	1	
4	1st wheel gear	1	
5	Collar	1	
6	5th wheel gear	1	
7	Circlip	1	
8	Washer	1	
9	3rd wheel gear	1	
10	Collar	1	
11	Toothed lock washer	1	
12	Toothed lock washer retainer	1	
13	4th wheel gear	1	
14	Collar	1	
15	Washer	1	
16	Circlip	1	
17	6th wheel gear	1	
18	Circlip	1	

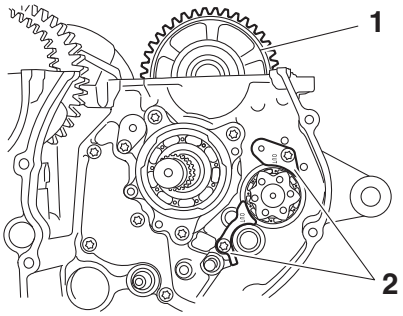
Disassembling the drive axle assembly



Order	Job/Parts to remove	Q'ty	Remarks
19	Washer	1	
20	2nd wheel gear	1	
21	Collar	1	
22	Collar	1	
23	Oil seal	1	
24	Circlip	1	
25	Bearing	1	
26	Drive axle	1	

EAS30430
REMOVING THE TRANSMISSION

1. Remove:
   - Drive axle assembly “1”
   - Shift drum retainers “2”
   - Shift fork guide bars
   - Shift fork-L
   - Shift fork-R
   - Shift drum assembly
   - Shift fork-C



2. Remove:
   - Bearing housing “1”
   - Main axle assembly “2”

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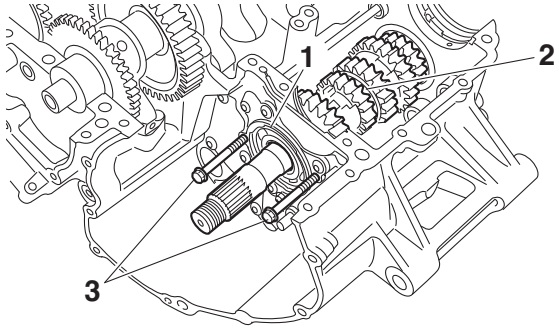
a. Insert two bolts “3” of the proper size, as shown in the illustration, into the main axle assembly bearing housing.



b. Tighten the bolts until they contact the crankcase surface.
c. Continue tightening the bolts until the main axle assembly comes free from the upper crankcase.

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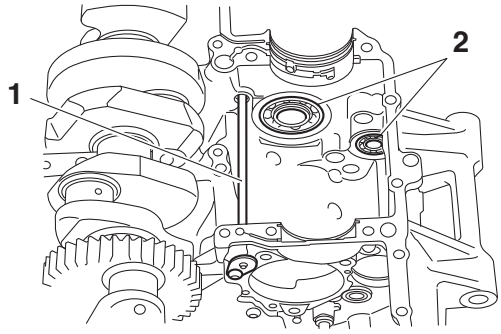
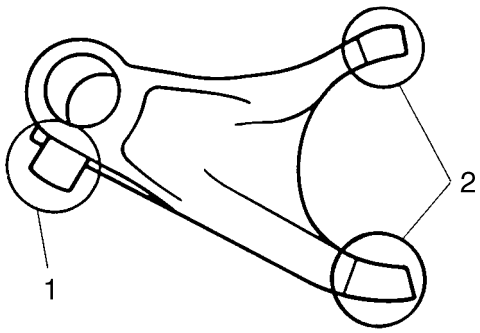
3. Remove:
   - Oil delivery pipe 3 “1”
   - Bearings “2”



EAS30431
CHECKING THE SHIFT FORKS

The following procedure applies to all of the shift forks.

1. Check:
   - Shift fork cam follower “1”
   - Shift fork pawl “2”
     Bends/damage/scoring/wear → Replace the shift fork.

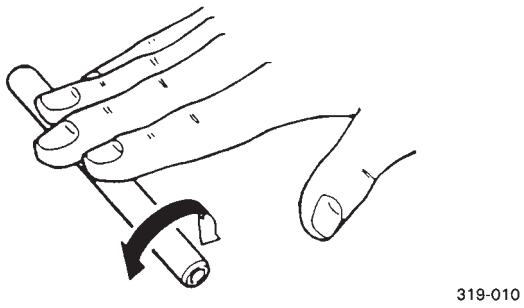


2. Check:
   - Shift fork guide bar
     Roll the shift fork guide bar on a flat surface.
     Bends → Replace.

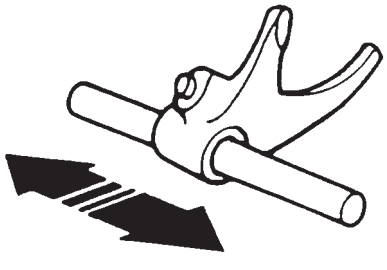
EWA12840

⚠ WARNING

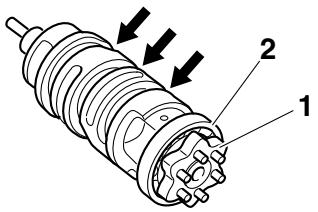
Do not attempt to straighten a bent shift fork guide bar.



3. Check:
   - Shift fork movement
     (along the shift fork guide bar)
     Rough movement → Replace the shift forks and shift fork guide bar as a set.

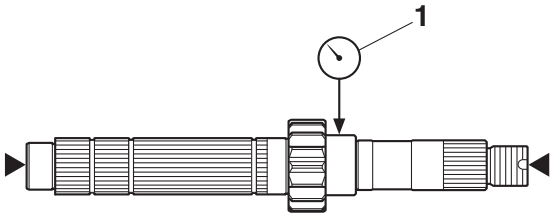


EAS30432
CHECKING THE SHIFT DRUM ASSEMBLY
1. Check:
   - Shift drum groove
     Damage/scratches/wear → Replace the shift drum assembly.
   - Shift drum segment "1"
     Damage/wear → Replace the shift drum assembly.
   - Shift drum bearing "2"
     Damage/pitting → Replace the shift drum assembly.



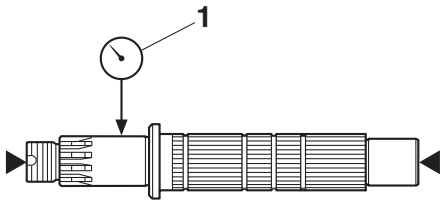
EAS30433
CHECKING THE TRANSMISSION
1. Measure:
   - Main axle runout
     (with a centering device and dial gauge "1")
     Out of specification → Replace the main axle.

	Main axle runout limit **0.08 mm (0.0032 in)**

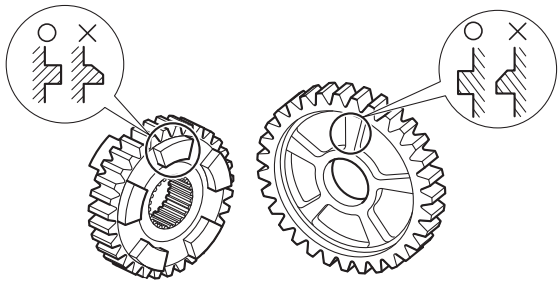


2. Measure:
   - Drive axle runout
     (with a centering device and dial gauge "1")
     Out of specification → Replace the drive axle.

	Drive axle runout limit **0.08 mm (0.0032 in)**



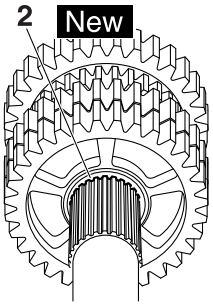
3. Check:
   - Transmission gears
     Blue discoloration/pitting/wear → Replace the defective gear(s).
   - Transmission gear dogs
     Cracks/damage/rounded edges → Replace the defective gear(s).

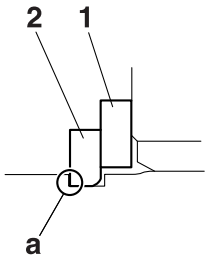


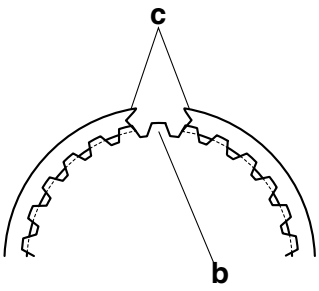
4. Check:
   - Transmission gear engagement
     (each pinion gear to its respective wheel gear)
     Incorrect → Reassemble the transmission axle assemblies.
5. Check:
   - Transmission gear movement
     Rough movement → Replace the defective part(s).
6. Check:
   - Circlips
     Bends/damage/looseness → Replace.

EAS30435
ASSEMBLING THE MAIN AXLE AND DRIVE AXLE
1. Install:
   - Toothed washer "1"
   - Circlip "2" New

TIP
- Be sure the circlip sharp-edged corner “a” is positioned opposite side to the toothed washer and gear.
- Install the circlip so that a spline “b” is in the center of the gap between the circlip ends “c” as shown.

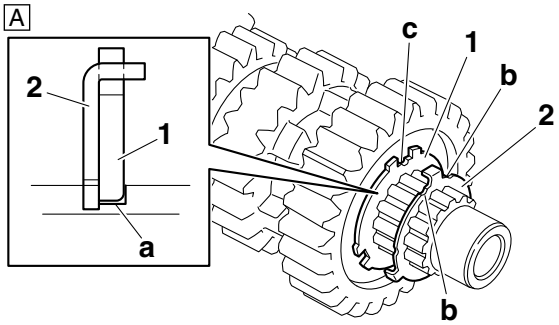


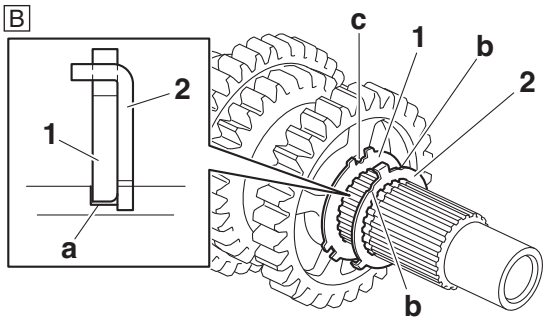




2. Install:
   - Toothed lock washer retainer “1”
   - Toothed lock washer “2”

TIP
- With the toothed lock washer retainer in the groove “a” in the axle, align the projection on the retainer with an axle spline, and then install the toothed lock washer.
- Be sure to align the projection on the toothed lock washer that is between the alignment marks “b” with the alignment mark “c” on the retainer.





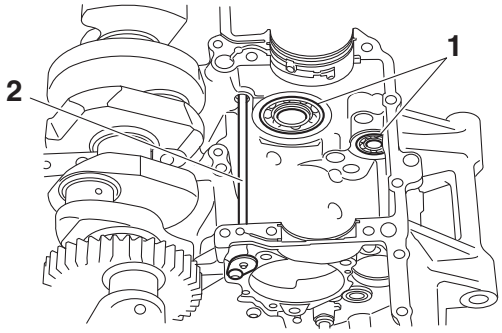
A. Main axle
B. Drive axle

EAS30438
INSTALLING THE TRANSMISSION

1. Install:
   - Bearings “1”
   - Oil delivery pipe 3 “2”

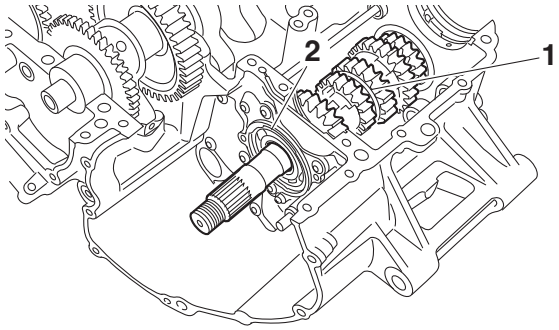
TIP
Face the seal side of bearing to the outside.

Oil delivery pipe 3 bolt
10 N·m (1.0 kgf·m, 7.2 lb·ft)
LOCTITE®



2. Install:
   - Main axle assembly “1”
   - Bearing housing “2”

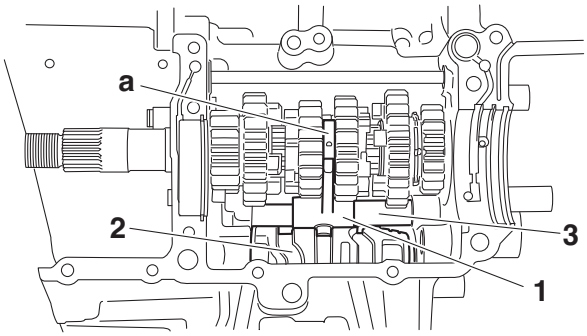
Main axle bearing housing bolt
12 N·m (1.2 kgf·m, 8.7 lb·ft)
LOCTITE®

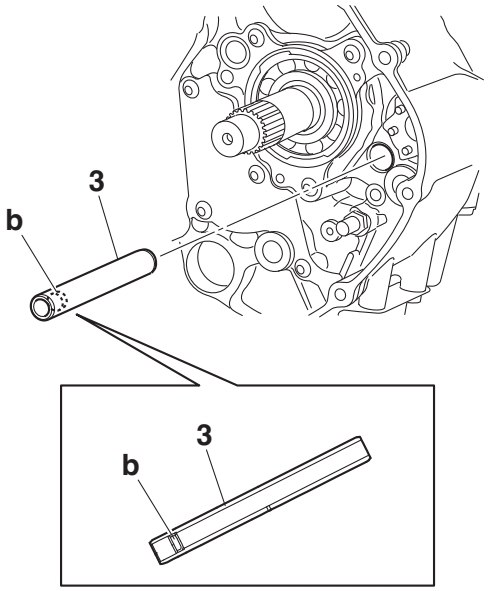


3. Install:
   • Shift fork-C “1”
   • Shift drum assembly “2”
   • Shift fork guide bar “3”

TIP

- The embossed marks on the shift forks should face towards the right side of the engine and be in the following sequence: “R”, “C”, “L”.
- Carefully position the shift forks so that they are installed correctly into the transmission gears.
- Install shift fork-C into the groove “a” in the 3rd pinion gear on the main axle.
- Install the shift fork guide bar “3” in the crankcase with the cap “b” facing toward the direction shown in the illustration.



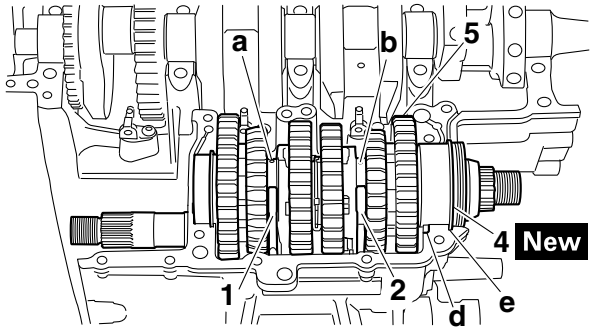


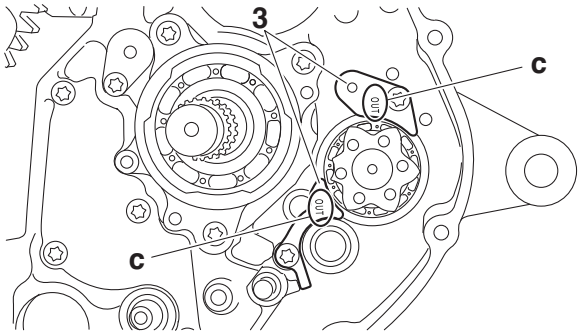
4. Install:
   • Shift fork-R “1”
   • Shift fork-L “2”
   • Shift fork guide bar
   • Shift drum retainers “3”
   • Bearing
   • Oil seal New
   • Circlip “4” New
   • Drive axle assembly “5”

Shift drum retainer bolt
10 N·m (1.0 kgf·m, 7.2 lb·ft)
LOCTITE®

TIP

- Install shift fork-R into the groove “a” in the 5th wheel gear and shift fork-L into the groove “b” in the 6th wheel gear on the drive axle.
- Install the shift drum retainer with its “OUT” mark “c” facing outward.
- Make sure that the projection “d” on the drive axle assembly is inserted into the slot in the crankcase.
- Make sure that the drive axle bearing circlip “4” is inserted into the groove “e” in the upper crankcase.





5. Check:
   • Transmission
     Rough movement → Repair.

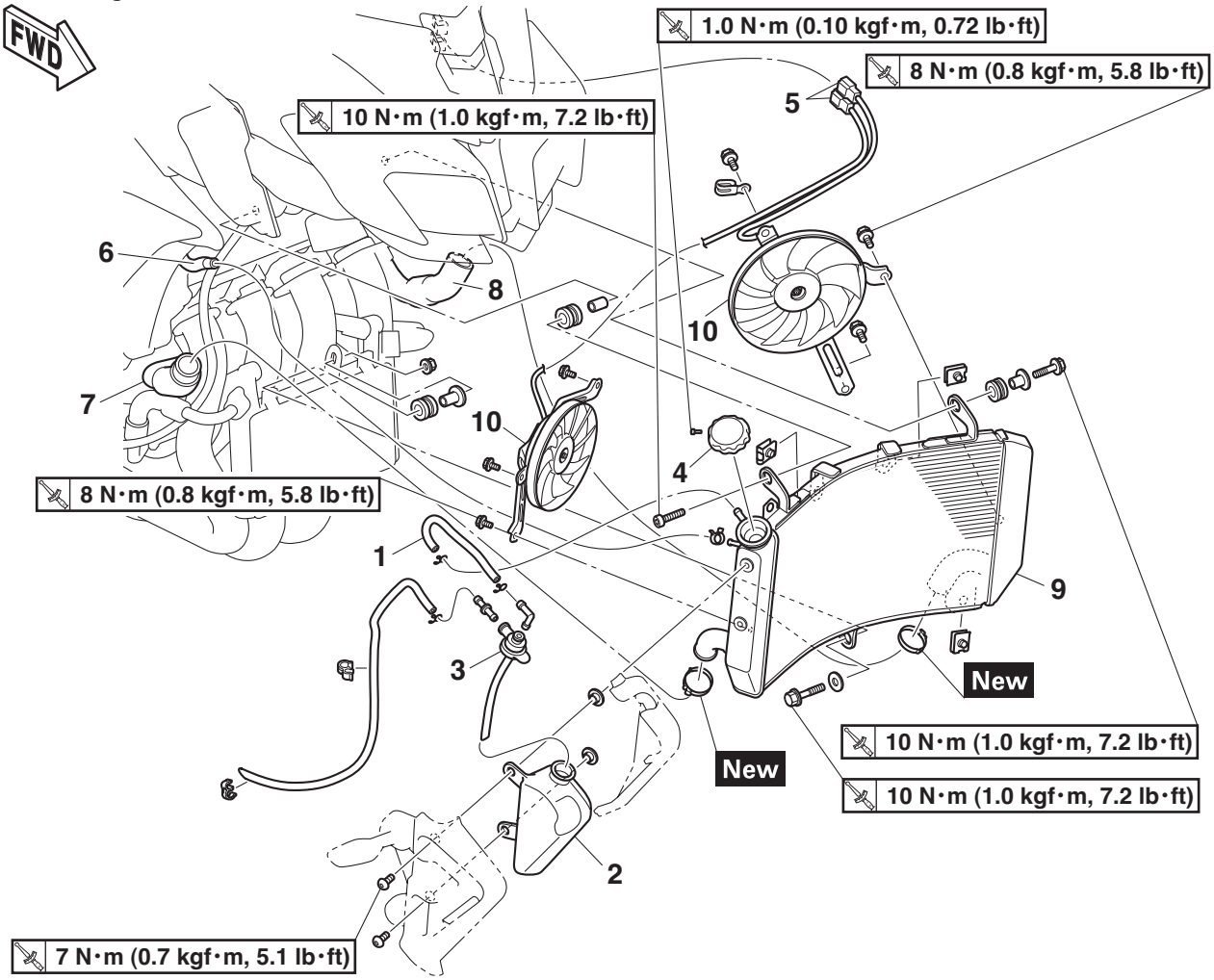
TIP

Oil each gear, shaft, and bearing thoroughly.

COOLING SYSTEM

EAS20063
RADIATOR

Removing the radiator



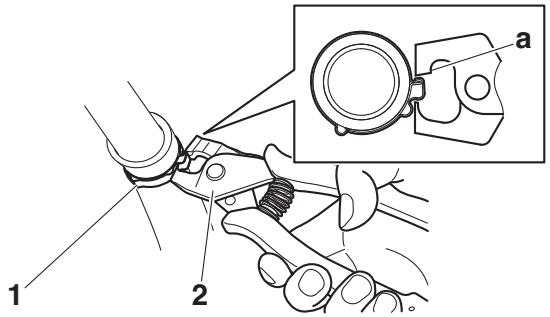
Order	Job/Parts to remove	Q'ty	Remarks
	Radiator cover/Coolant reservoir cover/Air scoop		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Coolant		Drain. Refer to "CHANGING THE COOLANT" on page 3-28.
1	Coolant reservoir hose	1	Disconnect.
2	Coolant reservoir	1	
3	Coolant reservoir cap	1	
4	Radiator cap	1	
5	Radiator fan motor coupler	2	Disconnect.
6	Cooling system air bleed hose	1	Disconnect.
7	Radiator outlet hose	1	Disconnect.
8	Radiator inlet hose	1	Disconnect.
9	Radiator	1	
10	Radiator fan	2	

EAS31659
REMOVING THE RADIATOR

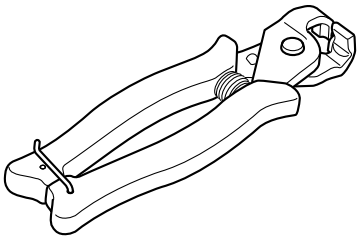
1. Remove:
   • Hose clamp (Clic-R) “1”

TIP

- Remove the hose clamp using the hose clamp pliers “2”.
- When removing the hose clamp, make sure that the thick tip “a” of the hose clamp pliers is directed as shown in the illustration.



A



A. Hose clamp pliers

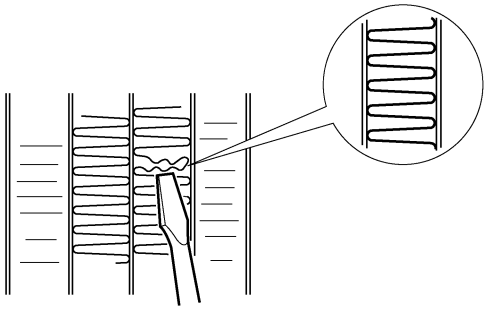
2. Disconnect:
   • Radiator inlet hose
   • Radiator outlet hose
3. Remove:
   • Radiator

EAS30439
CHECKING THE RADIATOR

1. Check:
   • Radiator fins
   Obstruction → Clean.
   Apply compressed air to the rear of the radiator.
   Damage → Repair or replace.

TIP

Straighten any flattened fins with a thin, flat-head screwdriver.



2. Check:
   • Radiator hoses
   Cracks/damage → Replace.
3. Measure:
   • Radiator cap valve opening pressure
   Below the specified pressure → Replace the radiator cap.

Radiator cap valve opening pressure
108.0–137.4 kPa (1.08–1.37 kgf/cm², 15.7–19.9 psi)

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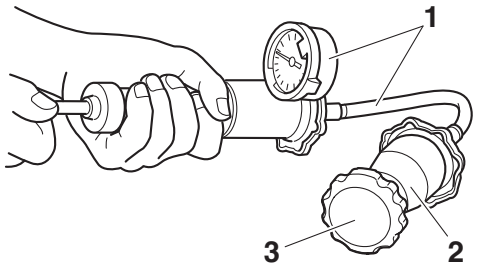
a. Install the radiator cap tester “1” and radiator cap tester adapter “2” to the radiator cap “3”.

Radiator cap tester
90890-01325
Mityvac cooling system tester kit
YU-24460-A
Radiator cap tester adapter
90890-01352
Pressure tester adapter
YU-33984



b. Apply the specified pressure for ten seconds and make sure there is no drop in pressure.

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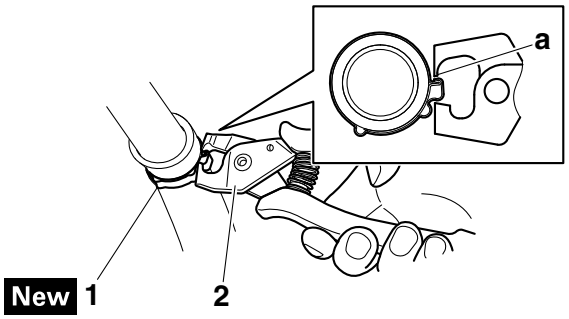
4. Check:
   • Radiator fan
   Damage → Replace.
   Malfunction → Check and repair.
   Refer to “COOLING SYSTEM” on page 8-29.

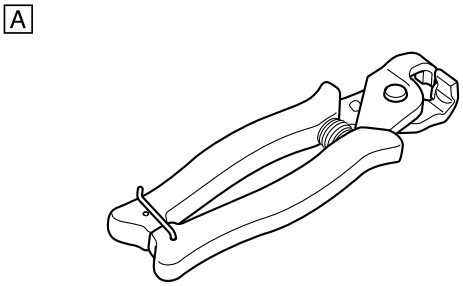
EAS30440
INSTALLING THE RADIATOR

1. Install:
   • Radiator
2. Connect:
   • Radiator inlet hose
   • Radiator outlet hose
3. Install:
   • Hose clamp (Clic-R) “1” New

TIP

- Install the hose clamp using the hose clamp pliers “2”.
- When installing the hose clamp, make sure that the thin tip “a” of the hose clamp pliers is directed as shown in the illustration.
- For more information about installing the hose, refer to “CABLE ROUTING” on page 2-37.





A. Hose clamp pliers

4. Fill:
   • Cooling system
   (with the specified amount of the recommended coolant)
   Refer to “CHANGING THE COOLANT” on page 3-28.
5. Check:
   • Cooling system
   Leaks → Repair or replace any faulty part.

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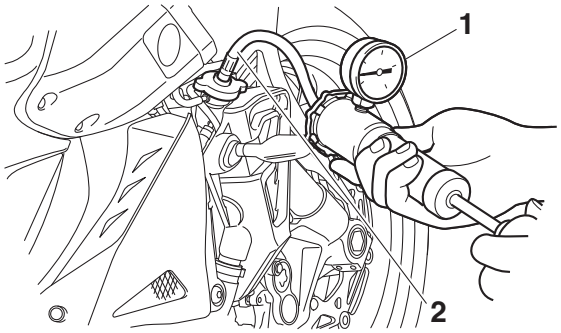
a. Attach the radiator cap tester “1” and radiator cap tester adapter “2” to the radiator.

Radiator cap tester
90890-01325
Mityvac cooling system tester kit
YU-24460-A
Radiator cap tester adapter
90890-01352
Pressure tester adapter
YU-33984



b. Apply 137.3 kPa (1.37 kgf/cm², 19.9 psi) of pressure.
c. Measure the indicated pressure with the gauge.

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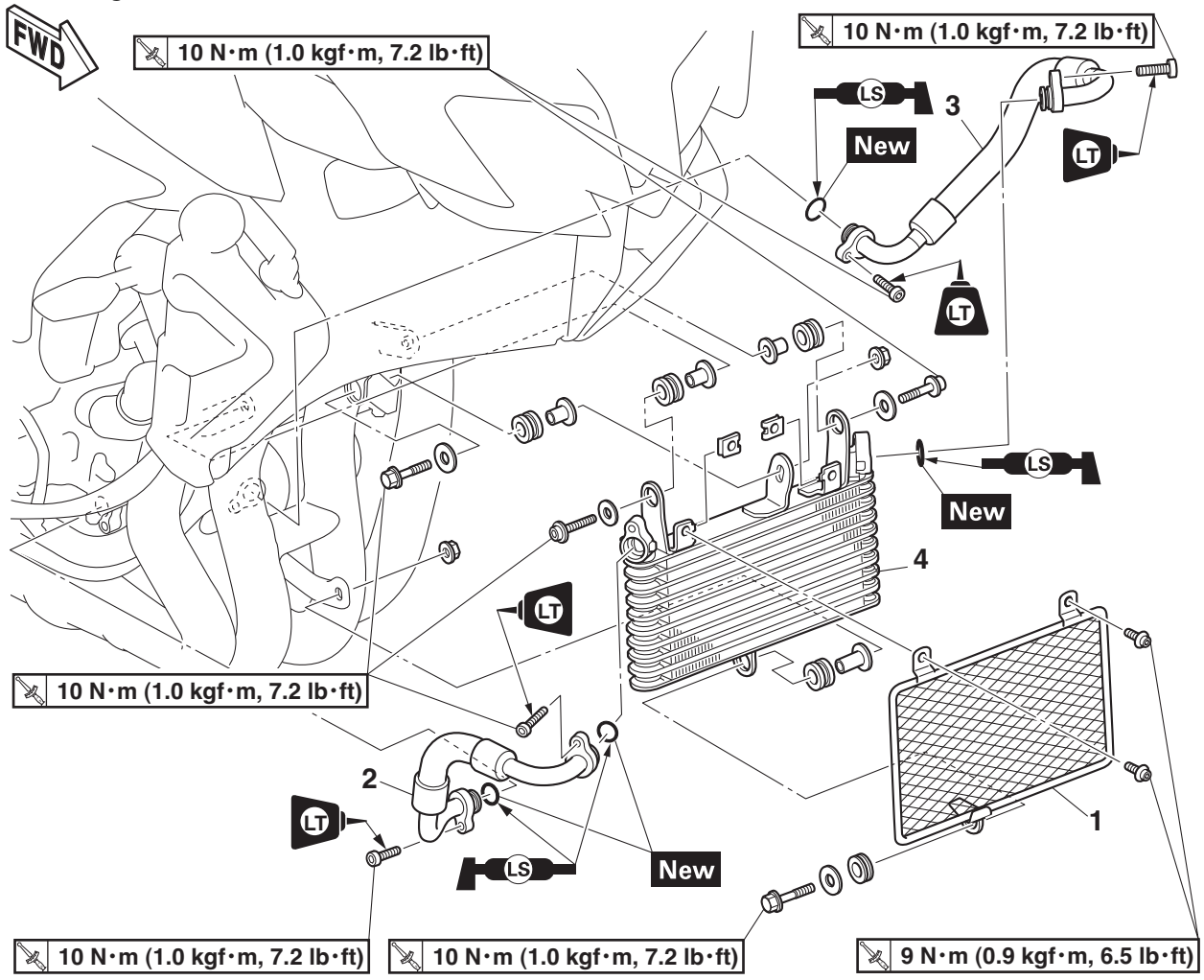
6. Measure:
   • Radiator cap valve opening pressure
   Below the specified pressure → Replace the radiator cap.
   Refer to “CHECKING THE RADIATOR” on page 6-2.

EAS20064
OIL COOLER

Removing the oil cooler

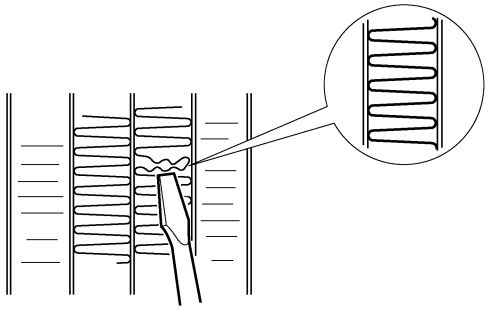


Order	Job/Parts to remove	Q'ty	Remarks
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" on page 3-25.
1	Oil cooler cover	1	
2	Oil cooler inlet hose	1	Disconnect. When removing the oil cooler inlet hose, also remove the water pump inlet pipe. Refer to "WATER PUMP" on page 6-9.
3	Oil cooler outlet hose	1	
4	Oil cooler	1	

EAS30441
CHECKING THE OIL COOLER

1. Check:
   - Oil cooler
     Cracks/damage → Replace.
   - Oil cooler fins
     Obstruction → Clean.
     Apply compressed air to the rear of the oil cooler.
     Damage → Repair or replace.

TIP
Straighten any flattened fins with a thin, flat-head screwdriver.



2. Check:
   - Oil cooler inlet hose
   - Oil cooler outlet hose
     Cracks/damage/wear → Replace.

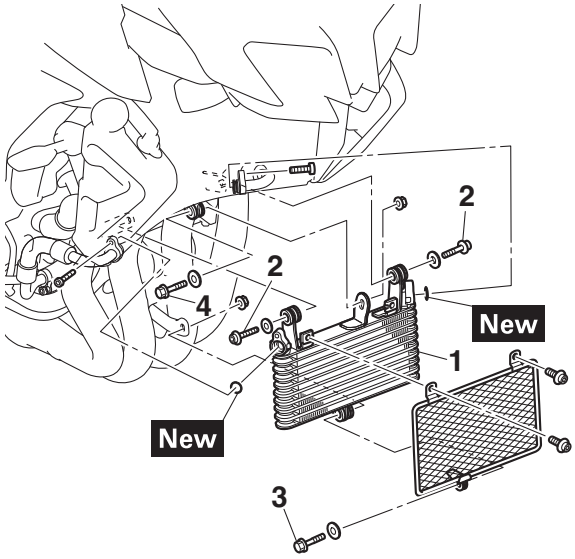
EAS30442
INSTALLING THE OIL COOLER

1. Install:
   - Oil cooler cover
     (to the oil cooler)

	**Oil cooler cover bolt** **9 N·m (0.9 kgf·m, 6.5 lb·ft)**

2. Install:
   - Oil cooler “1”
   - O-ring New
   - Oil cooler bolt (upper) “2”
   - Oil cooler bolt (lower) “3”
   - Radiator bolt “4”

TIP
Apply lithium-soap-based grease to the O-ring.



3. Tighten:
   - Oil cooler bolt (upper) “2”

	**Oil cooler bolt** **10 N·m (1.0 kgf·m, 7.2 lb·ft)**

4. Tighten:
   - Oil cooler bolt (lower) “3”

	**Oil cooler bolt** **10 N·m (1.0 kgf·m, 7.2 lb·ft)**

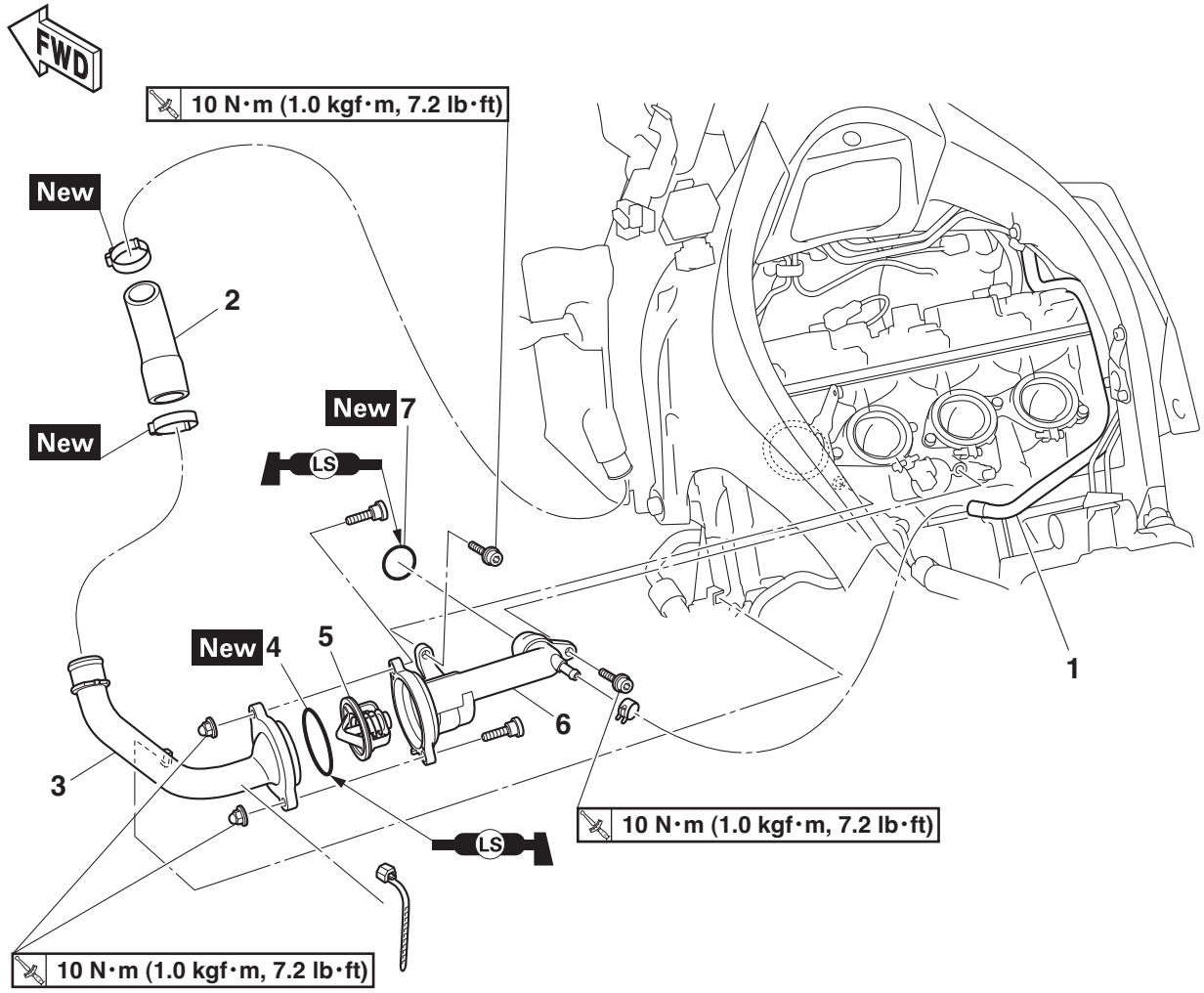
5. Tighten:
   - Radiator bolt “4”

	**Radiator bolt** **10 N·m (1.0 kgf·m, 7.2 lb·ft)**

6. Fill:
   - Crankcase
     (with the specified amount of the recommended engine oil)
     Refer to “CHANGING THE ENGINE OIL” on page 3-25.
7. Measure:
   - Engine oil pressure
     Refer to “MEASURING THE ENGINE OIL PRESSURE” on page 3-27.

EAS20065
THERMOSTAT

Removing the thermostat



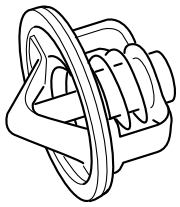
Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Air filter case		Refer to "GENERAL CHASSIS (3)" on page 4-20.
	Canister		Refer to "FUEL TANK" on page 7-1.
	Throttle bodies		Refer to "THROTTLE BODIES" on page 7-5.
	Coolant		Drain. Refer to "CHANGING THE COOLANT" on page 3-28.
1	Cooling system air bleed hose	1	Disconnect.
2	Radiator inlet hose	1	
3	Thermostat housing cover	1	
4	O-ring	1	
5	Thermostat	1	
6	Thermostat housing	1	
7	O-ring	1	

EAS31660
REMOVING THE THERMOSTAT ASSEMBLY

1. Remove:
   - Hose clamp (Clic-R)
     Refer to "REMOVING THE RADIATOR" on page 6-2.
   - Radiator inlet hose
2. Remove:
   - Thermostat assembly

EAS30443
CHECKING THE THERMOSTAT

1. Check:
   - Thermostat
     Does not open at 69–73 °C (156–163 °F) → Replace.



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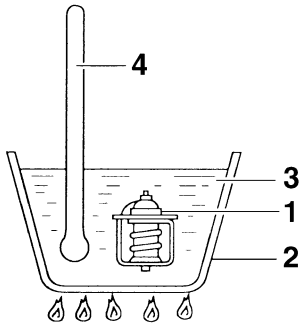
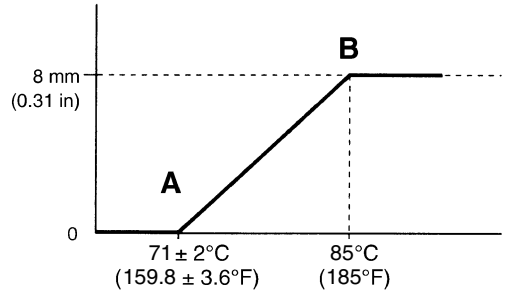
a. Suspend the thermostat "1" in a container "2" filled with water.
b. Slowly heat the water "3".
c. Place a thermometer "4" in the water.
d. While stirring the water, observe the thermostat and thermometer's indicated temperature.





A. Fully closed
B. Fully open

TIP
If the accuracy of the thermostat is in doubt, replace it. A faulty thermostat could cause serious overheating or overcooling.

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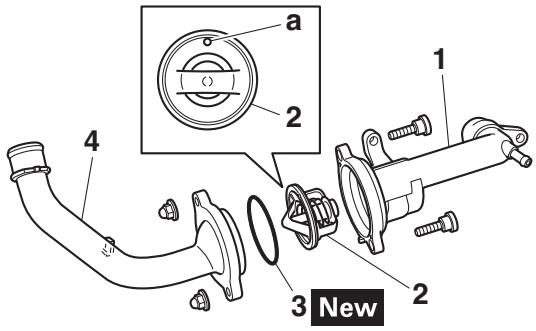
2. Check:
   - Thermostat housing
   - Thermostat housing cover
     Cracks/damage → Replace.

EAS30444
ASSEMBLING THE THERMOSTAT ASSEMBLY

1. Install:
   - Thermostat housing "1"
   - Thermostat "2"
   - O-ring "3" New
   - Thermostat housing cover "4"

	**Thermostat housing cover nut 10 N·m (1.0 kgf·m, 7.2 lb·ft)**

TIP
Install the thermostat with its breather hole "a" facing up.



EAS30445
INSTALLING THE THERMOSTAT ASSEMBLY

1. Install:
   - Thermostat assembly

2. Install:
   • Radiator inlet hose
   • Hose clamp (Clic-R) New
   Refer to "INSTALLING THE RADIATOR" on page 6-3.

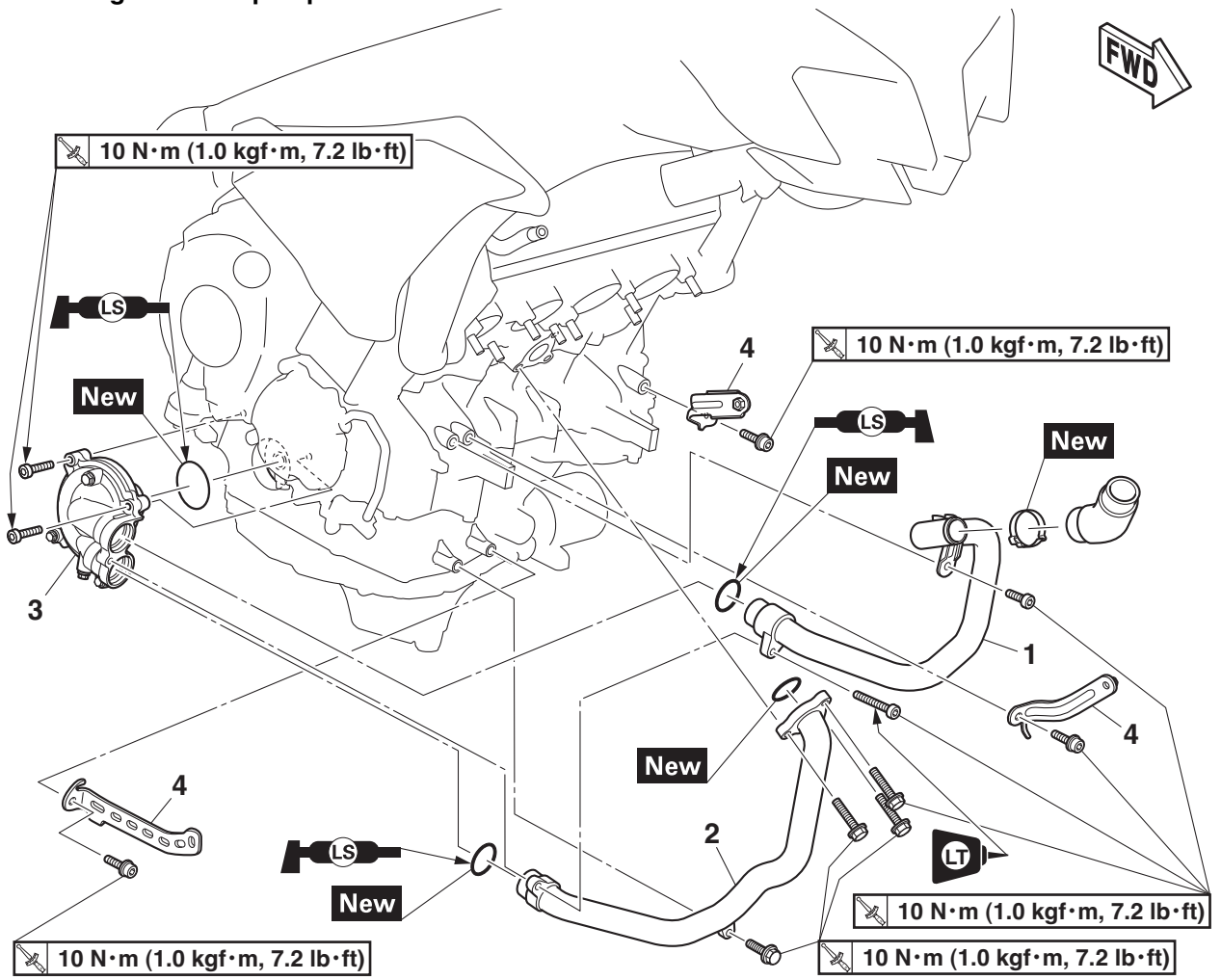
TIP

For more information about installing the hose, refer to "CABLE ROUTING" on page 2-37.

3. Fill:
   • Cooling system
   (with the specified amount of the recommended coolant)
   Refer to "CHANGING THE COOLANT" on page 3-28.
4. Check:
   • Cooling system
   Leaks → Repair or replace any faulty part.
   Refer to "INSTALLING THE RADIATOR" on page 6-3.
5. Measure:
   • Radiator cap valve opening pressure
   Below the specified pressure → Replace the radiator cap.
   Refer to "CHECKING THE RADIATOR" on page 6-2.

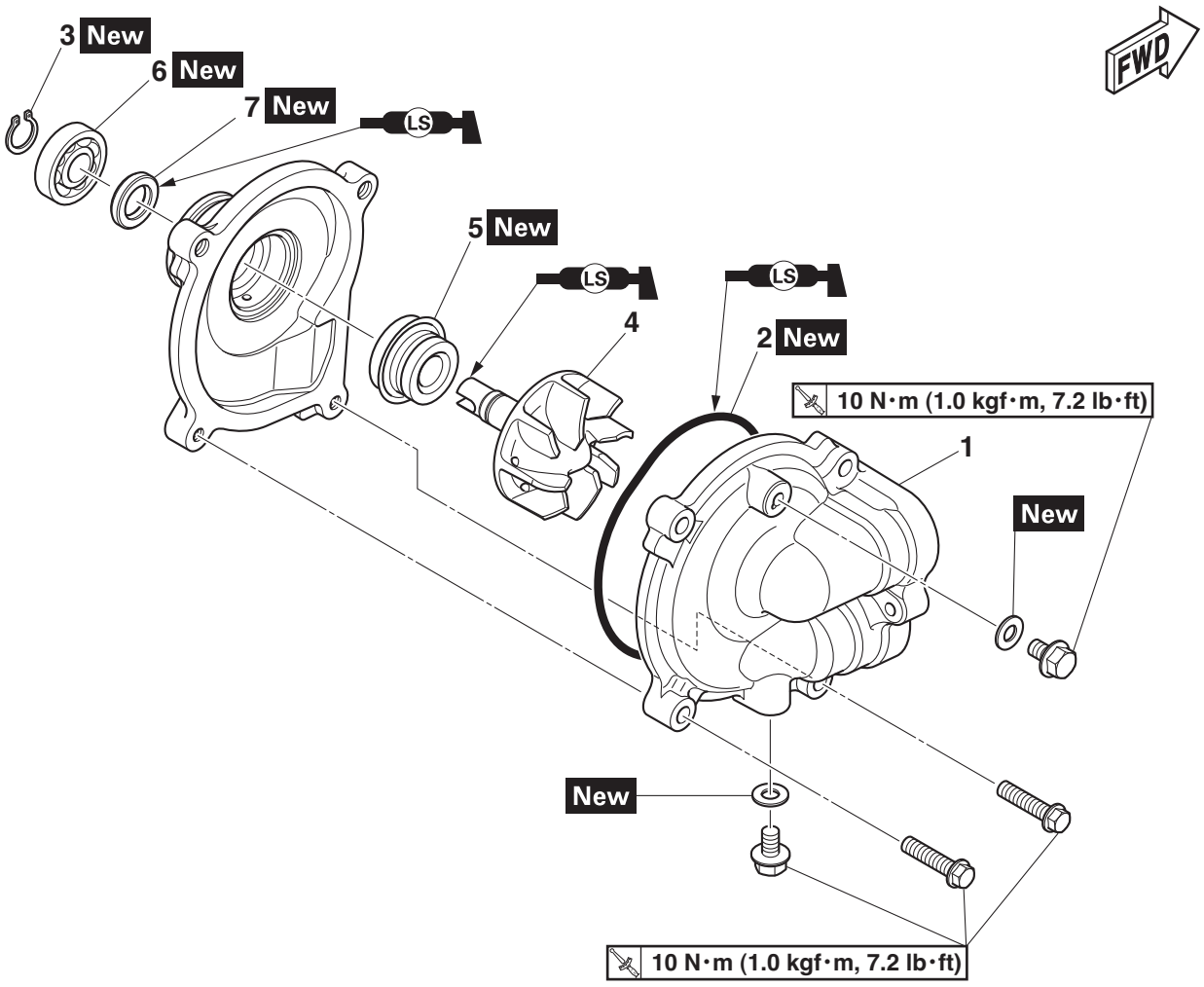
EAS20066
WATER PUMP

Removing the water pump



Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Radiator		Refer to "RADIATOR" on page 6-1.
	Oil cooler		Refer to "OIL COOLER" on page 6-4.
	Muffler/Exhaust pipe		Refer to "ENGINE REMOVAL" on page 5-3.
1	Water pump inlet pipe	1	
2	Water pump outlet pipe	1	
3	Water pump assembly	1	
4	Oil cooler stay	3	

Disassembling the water pump

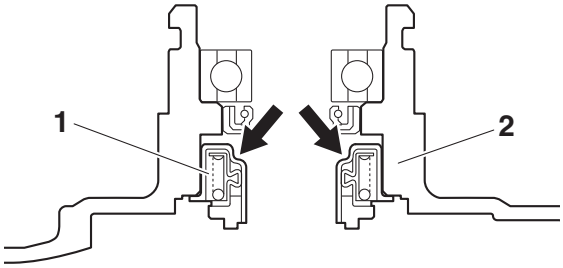


Order	Job/Parts to remove	Q'ty	Remarks
1	Water pump housing cover	1	
2	O-ring	1	
3	Circlip	1	
4	Impeller shaft	1	
5	Mechanical seal	1	
6	Bearing	1	
7	Oil seal	1	

EAS30446
DISASSEMBLING THE WATER PUMP

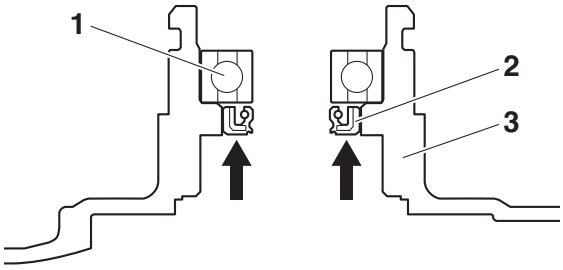
1. Remove:
   • Mechanical seal (housing side) “1”

TIP
Remove the mechanical seal (housing side) from the inside of the water pump housing “2”.



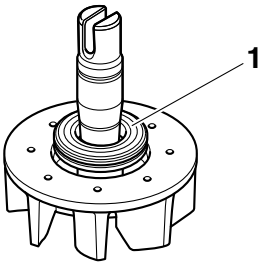
2. Remove:
   • Bearing “1”
   • Oil seal “2”

TIP
Remove the oil seal and bearing from the outside of the water pump housing “3”.



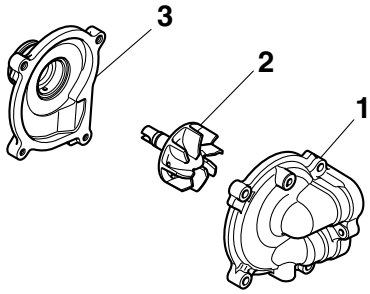
3. Remove:
   • Mechanical seal (impeller side) “1”
   (from the impeller, with a thin, flat-head screwdriver)

TIP
Do not scratch the impeller shaft.



EAS30447
CHECKING THE WATER PUMP

1. Check:
   • Water pump housing cover “1”
   • Impeller shaft “2”
   Cracks/damage/wear → Replace.
   • Water pump housing “3”
   Cracks/damage/wear → Replace the water pump assembly.



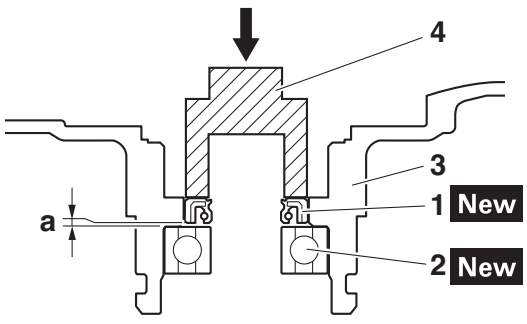
2. Check:
   • Bearing
   Rough movement → Replace.
3. Check:
   • Water pump inlet pipe
   • Water pump outlet pipe
   Cracks/damage/wear → Replace.

EAS30448
ASSEMBLING THE WATER PUMP

1. Install:
   • Oil seal “1” New
   • Bearing “2” New
   (into the water pump housing “3”)

	Installed depth “a” **0.5–1.0 mm (0.02–0.04 in)**

TIP
Install the oil seal with a socket “4” that matches its outside diameter.



2. Install:
   • Mechanical seal (housing side) “1” New

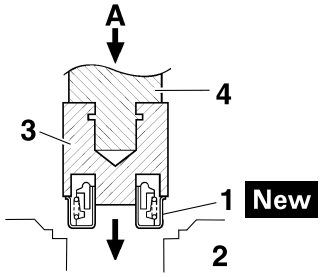
ECA20330
NOTICE

Never lubricate the mechanical seal (housing side) surface with oil or grease.

TIP

Use the special tools and a press to press the mechanical seal (housing side) straight in until it touches the water pump housing.

Mechanical seal installer
90890-04132
Water pump seal installer
YM-33221-A
Middle driven shaft bearing driver
90890-04058
Middle drive bearing installer 40 & 50 mm
YM-04058



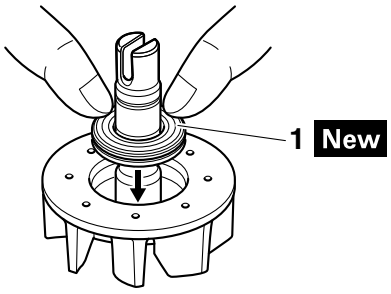
2. Water pump housing
3. Mechanical seal installer
4. Middle driven shaft bearing driver

A. Push down

3. Install:
   • Mechanical seal (impeller side) "1" New

TIP

- Before installing the mechanical seal (impeller side), apply tap water or coolant onto its outer surface.
- If the top of the mechanical seal is dirty, clean it.

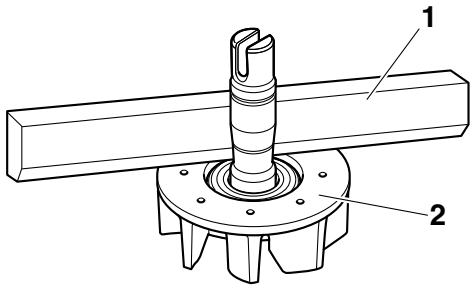


4. Measure:
   • Impeller shaft tilt
   Out of specification → Repeat steps (3) and (4).

ECA20340
NOTICE

Make sure the mechanical seal (impeller side) is flush with the impeller.

Impeller shaft tilt limit
0.15 mm (0.006 in)



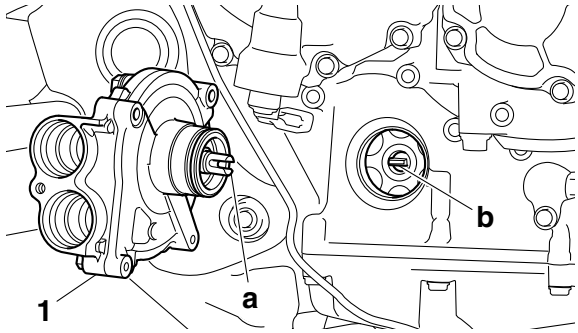
1. Straightedge
2. Impeller

EAS30449
INSTALLING THE WATER PUMP

1. Install:
   • Water pump assembly "1"

TIP

Align the slit "a" on the impeller shaft with the projection "b" on the oil pump driven sprocket.



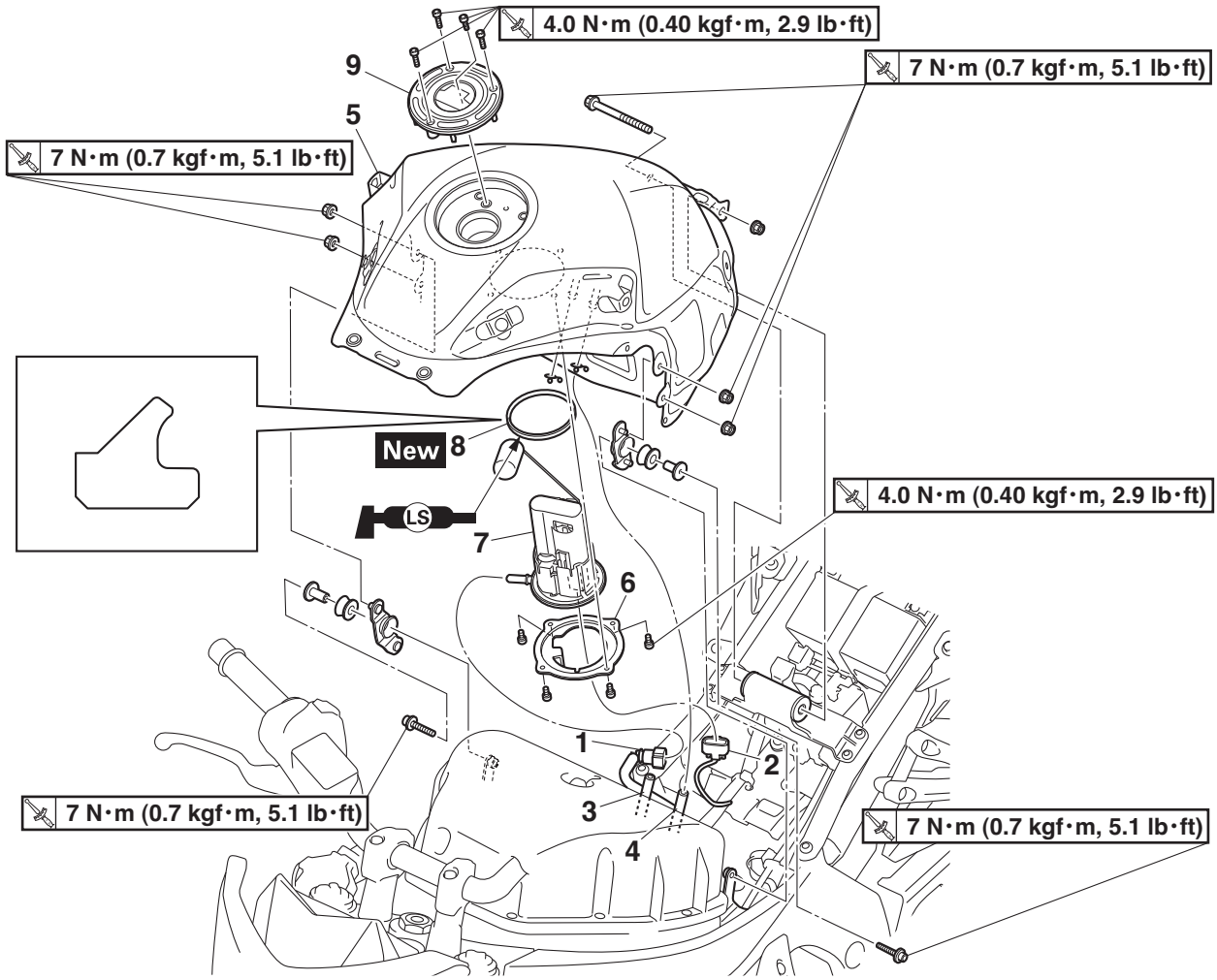
2. Fill:
   • Cooling system
   (with the specified amount of the recommended coolant)
   Refer to "CHANGING THE COOLANT" on page 3-28.
3. Check:
   • Cooling system
   Leaks → Repair or replace the faulty part.

4. Measure:
   • Radiator cap valve opening pressure
   Below the specified pressure → Replace the radiator cap.
   Refer to “CHECKING THE RADIATOR” on page 6-2.

FUEL SYSTEM

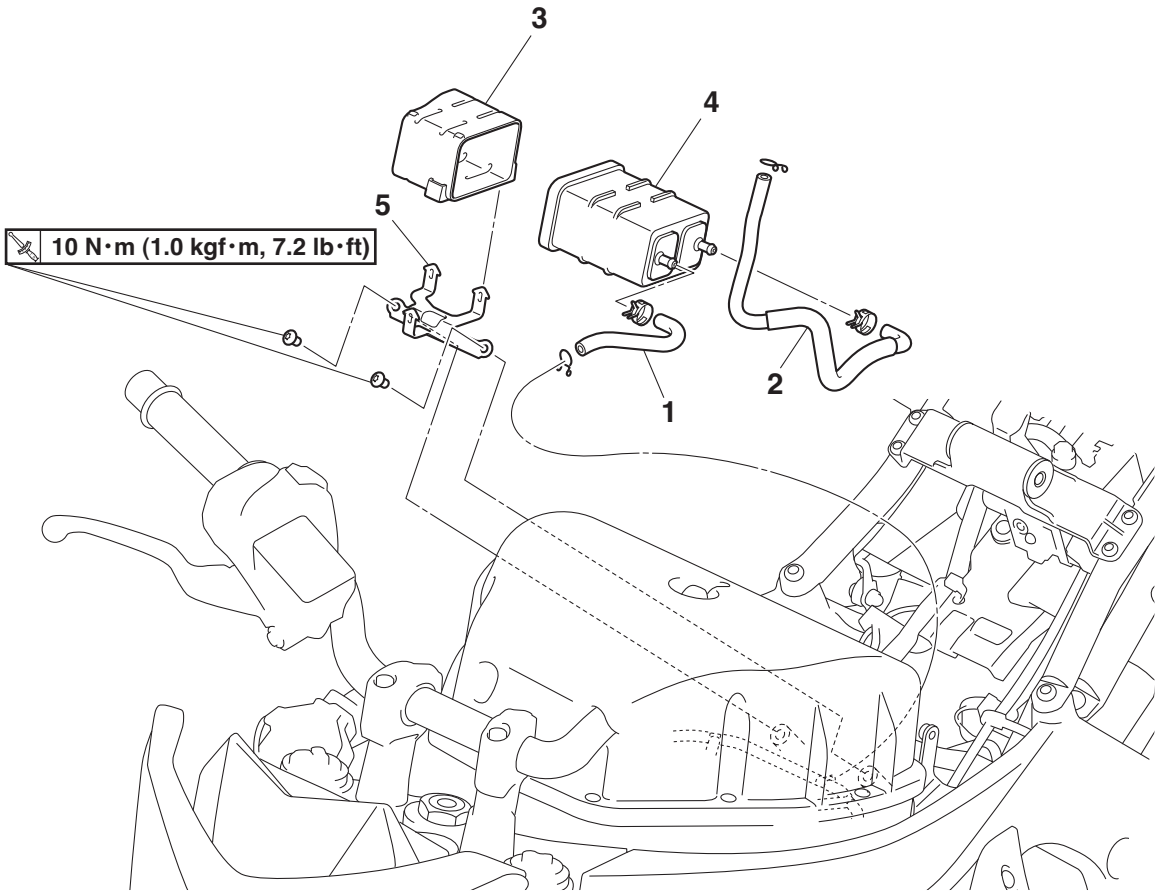
EAS20067
FUEL TANK

Removing the fuel tank



Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
1	Fuel hose connector	1	Disconnect.
2	Fuel pump coupler	1	Disconnect.
3	Fuel tank breather hose	1	Disconnect.
4	Fuel tank drain hose	1	Disconnect.
5	Fuel tank	1	
6	Fuel pump bracket	1	
7	Fuel pump	1	
8	Fuel pump gasket	1	
9	Fuel tank cap	1	

Removing the rollover valve and canister



Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
1	Canister purge hose (hose joint to canister)	1	
2	Fuel tank breather hose (fuel tank to canister)	1	
3	Canister holder	1	
4	Canister	1	
5	Canister bracket	1	

EAS30450
REMOVING THE FUEL TANK

1. Extract the fuel in the fuel tank through the fuel tank cap with a pump.
2. Remove:
   - Rider seat
   - Air scoop/Air scoop stay
     Refer to "GENERAL CHASSIS (1)" on page 4-1.
   - Fuel tank cover
     Refer to "GENERAL CHASSIS (2)" on page 4-13.
3. Disconnect:
   - Fuel hose (fuel tank side)
   - Fuel pump coupler
   - Fuel tank breather hose
   - Fuel tank drain hose

EWA17320
WARNING

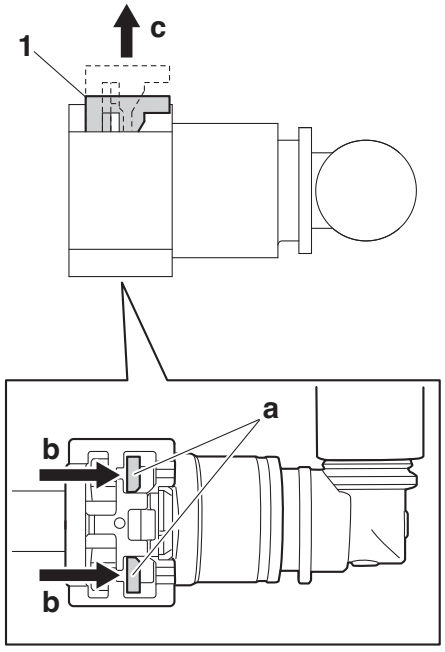
Cover fuel hose connections with a cloth when disconnecting them. Residual pressure in the fuel lines could cause fuel to spurt out when removing the hose.

ECA17490
NOTICE

Be sure to disconnect the fuel hose by hand. Do not forcefully disconnect the hose with tools.

TIP

- While pushing the ends "a" of the fuel hose connector cover "1" in direction "b", slide the fuel hose connector cover in direction "c", and then remove the hose from the fuel pump.
- Before removing the hose, place a few rags in the area under where it will be removed.
- It is prohibited to wear the cotton work gloves or equivalent coverings.



4. Remove:
   - Fuel tank

TIP

Do not set the fuel tank down so that the installation surface of the fuel pump is directly under the tank. Be sure to lean the fuel tank in an upright position.

EAS30451
REMOVING THE FUEL PUMP

1. Remove:
   - Fuel pump

ECA14721
NOTICE

- **Do not drop the fuel pump or give it a strong shock.**
- **Do not touch the base section of the fuel sender.**

EAS30454
CHECKING THE FUEL PUMP BODY

1. Check:
   - Fuel pump body
     Obstruction → Clean.
     Cracks/damage → Replace fuel pump assembly.

EAS30455
CHECKING THE FUEL PUMP OPERATION

1. Check:
   - Fuel pump operation
     Refer to "CHECKING THE FUEL PRESSURE" on page 7-11.

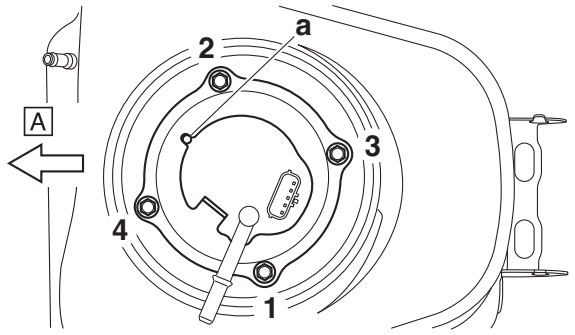
EAS30456
INSTALLING THE FUEL PUMP

1. Install:
   - Fuel pump gasket **New**
   - Fuel pump
   - Fuel pump bracket
   - Fuel pump bolts

	Fuel pump bolt **4.0 N·m (0.40 kgf·m, 2.9 lb·ft)**

TIP

- Do not damage the installation surfaces of the fuel tank when installing the fuel pump.
- Always use a new fuel pump gasket.
- Install the fuel pump gasket so that the lip side turns to the inside of the fuel tank.
- Install the fuel pump as shown in the illustration.
- Align the projection "a" on the fuel pump with the slot in the fuel pump bracket.
- Tighten the fuel pump bolts in the proper tightening sequence as shown.



A. Forward

EAS30457
INSTALLING THE FUEL TANK

1. Install:
   - Fuel tank
   - Rear fuel tank bolt
   - Fuel tank nut

TIP

Temporarily tighten the rear fuel tank bolt.

2. Connect:
   - Fuel hose (fuel tank side)

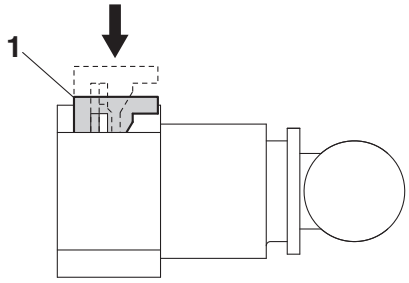
ECA17500

NOTICE

When installing the fuel hose, make sure that it is securely connected, and that the fuel hose connector cover on the fuel hose is in the correct position, otherwise the fuel hose will not be properly installed.

TIP

- Install the fuel hose onto the fuel pump securely, and slide the fuel hose connector cover "1" in the direction shown in the illustration.
- It is prohibited to wear the cotton work gloves or equivalent coverings.



3. Connect:
   - Fuel tank breather hose
   - Fuel tank drain hose
   - Fuel pump coupler
4. Tighten:
   - Front fuel tank bolt

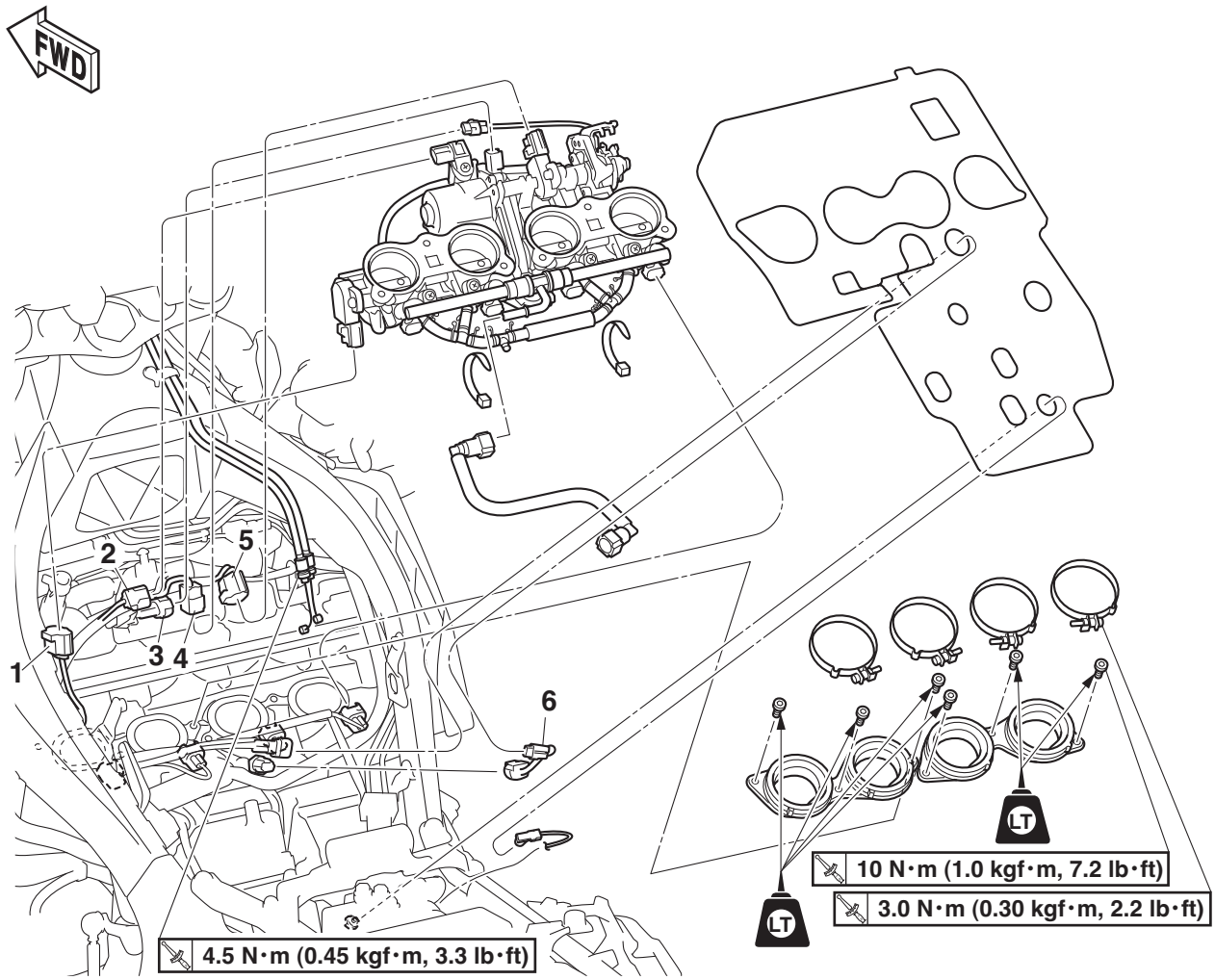
	Front fuel tank bolt **7 N·m (0.7 kgf·m, 5.1 lb·ft)**

5. Tighten:
   - Rear fuel tank bolt

	Rear fuel tank bolt **7 N·m (0.7 kgf·m, 5.1 lb·ft)**

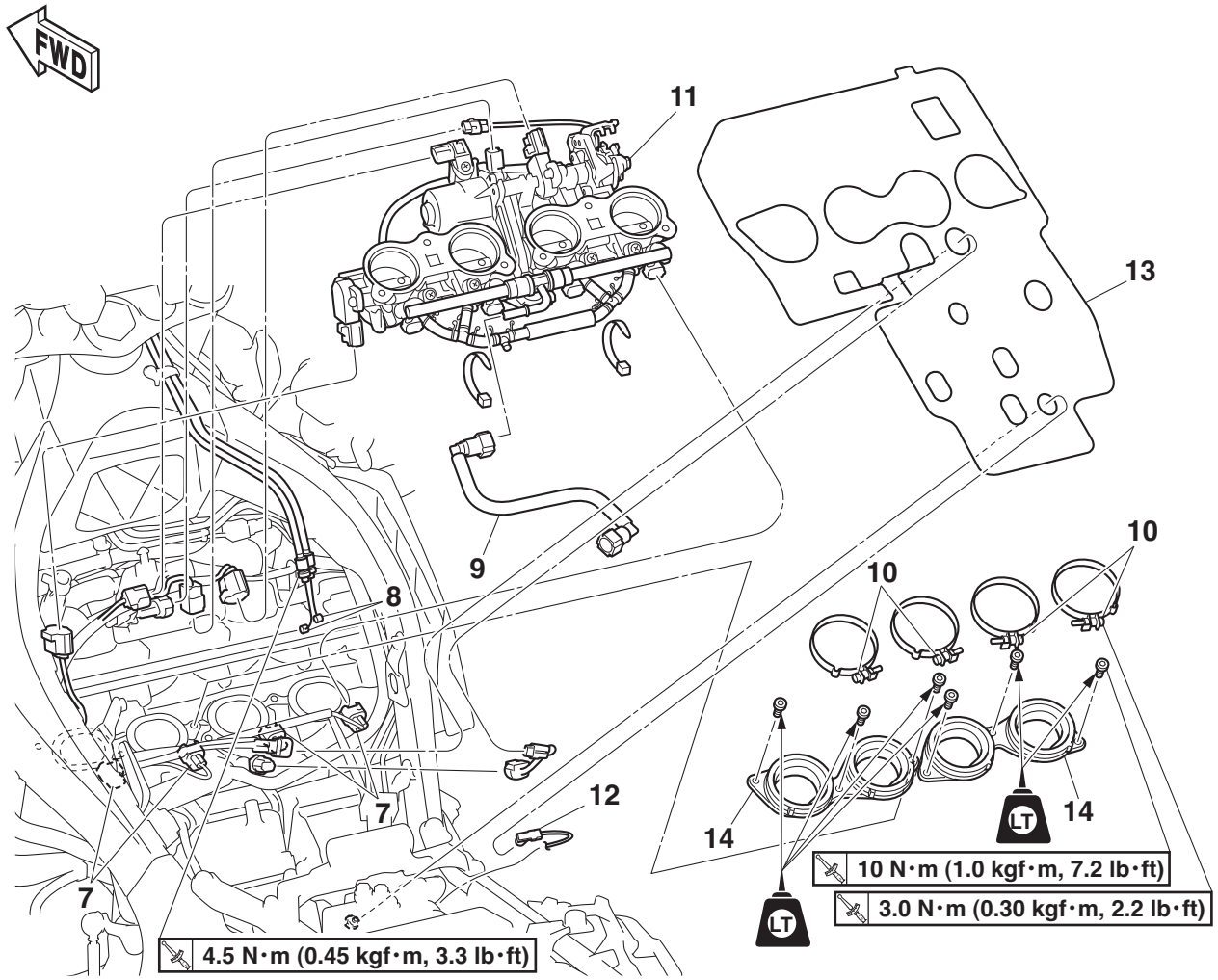
EAS20070
THROTTLE BODIES

Removing the throttle bodies



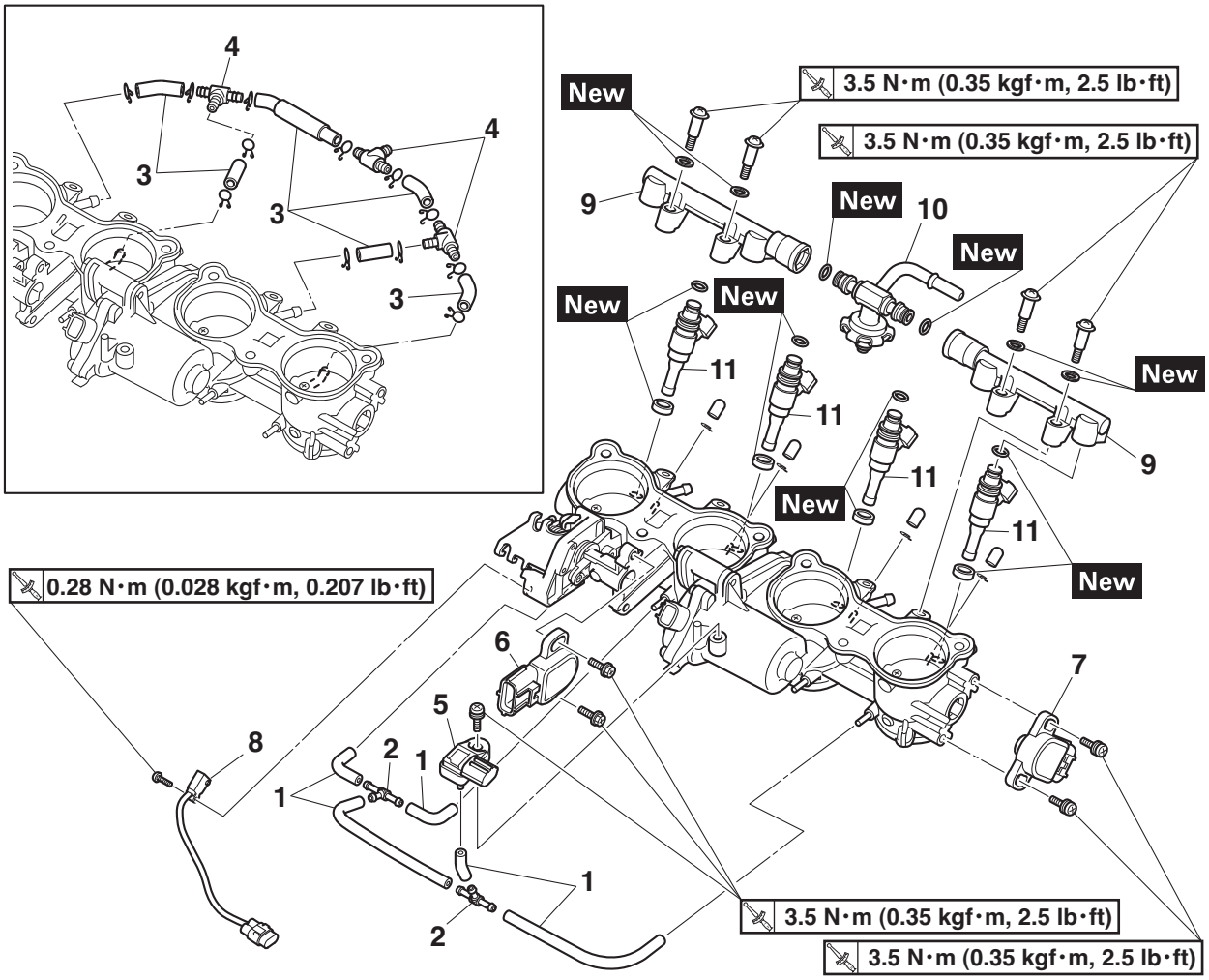
Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Air filter case		Refer to "GENERAL CHASSIS (3)" on page 4-20.
	Canister		Refer to "FUEL TANK" on page 7-1.
	Air filter case duct		Refer to "AIR INDUCTION SYSTEM" on page 7-15.
1	Throttle position sensor coupler	1	Disconnect.
2	Intake air pressure sensor coupler	1	Disconnect.
3	Grip cancel switch coupler	1	Disconnect.
4	Throttle servo motor coupler	1	Disconnect.
5	Accelerator position sensor coupler	1	Disconnect.
6	Coolant temperature sensor coupler (Sub-wire harness)	1	Disconnect.

Removing the throttle bodies



Order	Job/Parts to remove	Q'ty	Remarks
7	Injector coupler	4	Disconnect.
8	Throttle cable	2	Disconnect.
9	Fuel hose	1	
10	Throttle body joint clamp screw	4	Loosen.
11	Throttle body assembly	1	
12	Neutral switch connector	1	Disconnect.
13	Heat protector	1	
14	Throttle body joint	2	

Removing the sensors



Order	Job/Parts to remove	Q'ty	Remarks
1	Negative pressure hose	5	
2	Hose joint	2	
3	Canister purge hose	6	
4	Hose joint	3	
5	Intake air pressure sensor	1	
6	Accelerator position sensor	1	
7	Throttle position sensor	1	
8	Grip cancel switch	1	
9	Fuel rail	2	
10	Injector joint	1	
11	Injector	4	

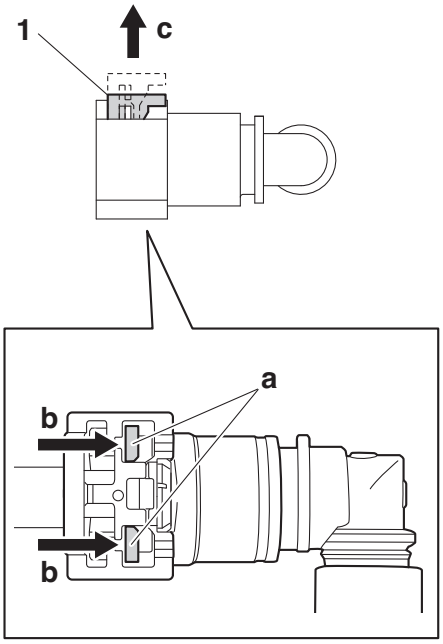
EAS30475
CHECKING THE INJECTORS (BEFORE REMOVING)
1. Check:
   • Injectors
   Use the diagnostic code numbers “36”–“39”. Refer to “SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)” on page 9-5.

EAS31158
REMOVING THE FUEL HOSE (FUEL RAIL SIDE)
1. Disconnect:
   • Fuel hose (fuel rail side)

ECA17490
NOTICE

Be sure to disconnect the fuel hose by hand. Do not forcefully disconnect the hose with tools.

TIP
- While pushing the ends “a” of the fuel hose connector cover “1” in direction “b”, slide the fuel hose connector cover in direction “c”, and then remove the hose from the fuel rail.
- Before removing the hose, place a few rags in the area under where it will be removed.
- It is prohibited to wear the cotton work gloves or equivalent coverings.



EAS30476
REMOVING THE INJECTORS
EWA17330

⚠ WARNING

- **Check the injectors in a well-ventilated area free of combustible materials. Make sure that there is no smoking or use of electric tools in the vicinity of the injectors.**
- **Be careful when disconnecting the fuel hose. Any remaining pressure in the fuel hose may cause the fuel to spray out. Place a container or rag under the hose to catch any fuel that spills. Always clean up any spilt fuel immediately.**
- **Turn the main switch to “OFF” and disconnect the negative battery lead from the battery terminal before removing the injectors.**

1. Remove:
   • Fuel rail “1”

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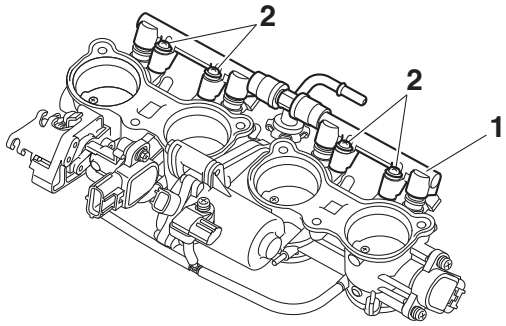
a. Remove the fuel rail screws “2”.



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EAS30477
CHECKING THE INJECTORS
1. Check:
   • Injectors
   Obstruction → Replace and check the fuel pump/fuel supply system.
   Deposit → Replace.
   Damage → Replace.
2. Check:
   • Injector resistance
   Refer to “CHECKING THE FUEL INJECTORS” on page 8-221.

EAS30769
CHECKING AND CLEANING THE THROTTLE BODIES
TIP

Clean the throttle bodies only if they cannot be synchronized using the bypass air screws. Before cleaning the throttle bodies, check the following items:

- Valve clearance
- Spark plugs
- Air filter element
- Throttle body joints
- Fuel hoses
- Air induction system
- Exhaust system
- Crankcase breather hose
- Vacuum hose

EWA17340

⚠ WARNING

If the throttle bodies are subjected to strong shocks or dropped during cleaning, replace them as a set.

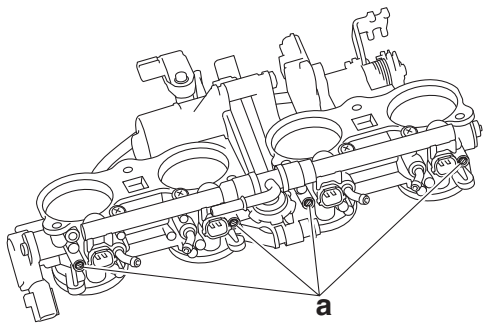
1. Check:
   - Throttle bodies
     Cracks/damage → Replace the throttle bodies as a set.
2. Clean:
   - Throttle bodies

ECA21540

NOTICE

- **Observe the following precautions; otherwise, the throttle bodies may not operate properly.**
- **Do not subject the throttle bodies to excessive force.**
- **Clean the throttle bodies in the recommended cleaning solvent.**
- **Do not use any caustic carburetor cleaning solution.**
- **Do not apply cleaning solvent directly to any plastic parts, sensors, or seals.**
- **Be careful not to remove the white paint mark that identifies the standard throttle body.**
- **Do not turn the bypass air screws "a"; otherwise, the throttle body synchronization will be affected.**

	Recommended cleaning solvent **Yamaha Oil & Brake Cleaner**



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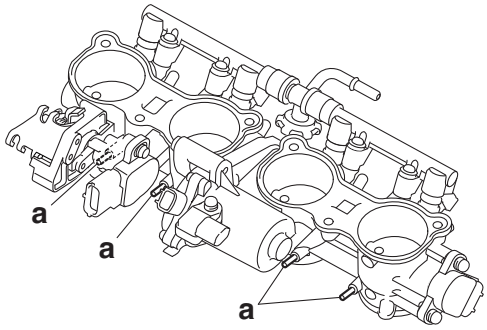
a. Place the throttle bodies on a flat surface with the air filter case side facing up.
b. Install the caps (895-14169-00) onto the hose fittings "a".



c. Hold the throttle valves in the open position.

EWA15940

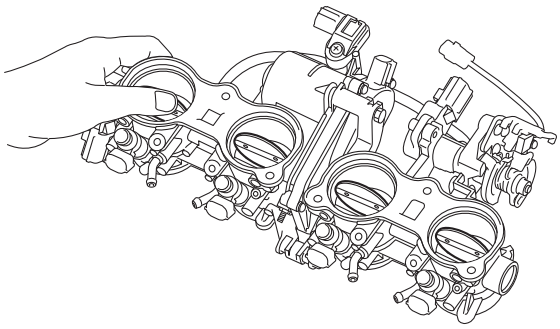
⚠ WARNING

When cleaning the throttle bodies, be careful not to injure yourself on the throttle valves or other components of the throttle bodies.

ECA20380

NOTICE

- **Do not open the throttle valves by supplying electrical power to the throttle bodies.**
- **Do not use tools to open the throttle valves or to keep them in the open position.**
- **Do not open the throttle valves quickly.**



d. Apply the recommended cleaning solvent to the throttle valves and the inside of the throttle bodies to remove any carbon deposits.

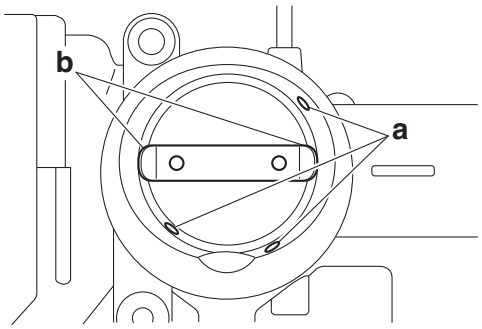
TIP

- Do not allow any cleaning solvent to enter the opening for the injectors.
- Do not apply any cleaning solvent to the portions of the throttle valve shafts between the throttle bodies.

e. Remove the carbon deposits from the inside of each throttle body in a downward direction, from the air filter case side of the throttle body to the engine side.

ECA17590
NOTICE
- **Do not use a tool, such as a wire brush, to remove the carbon deposits; otherwise, the inside of the throttle bodies may be damaged.**
- **Do not allow carbon deposits or other foreign materials to enter any of the passages in each throttle body or in the space between the throttle valve shaft and the throttle body.**

f. After removing the carbon deposits, clean the inside of the throttle bodies with the recommended cleaning solvent, and then dry the throttle bodies using compressed air.
g. Make sure that there are no carbon deposits or other foreign materials in any of the passages "a" in each throttle body or in the space "b" between the throttle valve shaft and the throttle body.



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3. Install the throttle bodies.
4. Reset:
   - ISC (Idle Speed Control) learning values
     Use the diagnostic code number "67".
     Refer to "SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)" on page 9-5.
5. Adjust:
   - Throttle bodies synchronizing
     Out of specification → Replace the throttle bodies.
     Refer to "SYNCHRONIZING THE THROTTLE BODIES" on page 3-10.

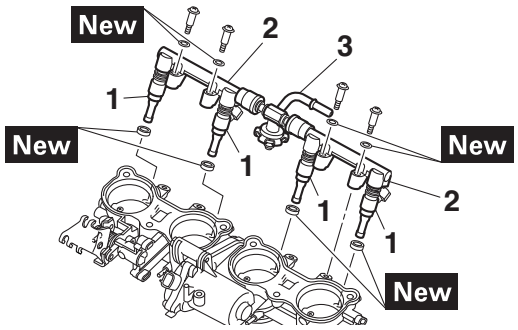
EAS31160
REPLACING THE THROTTLE BODIES
1. Remove the throttle bodies from the vehicle.
2. Install a new throttle bodies to the vehicle.
3. Reset:
   - ISC (Idle Speed Control) learning values
     Use the diagnostic code number "67".
     Refer to "SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)" on page 9-5.
4. Adjust:
   - Throttle bodies synchronizing
     Refer to "SYNCHRONIZING THE THROTTLE BODIES" on page 3-10.
5. Place the vehicle on a maintenance stand so that the rear wheel is elevated.
6. Check:
   - Engine idling speed
     Start the engine, warm it up, and then measure the engine idling speed.

	Engine idling speed **1200–1400 r/min**

EAS30480
INSTALLING THE INJECTORS
ECA21550
NOTICE
- **Always use new O-rings.**
- **When installing the injectors, do not allow any foreign material to enter or adhere to the injectors, fuel rails, or O-rings.**
- **Be careful not to twist or pinch the O-rings when installing the injectors.**
- **When installing the injector, install it at the same position as the removed cylinder.**
- **If an injector is subject to strong shocks or excessive force, replace it.**
- **If installing the original fuel rail and bolts, remove the white paint marks using a cleaning solvent. Otherwise, paint chips on the bolt seats could prevent the bolts from being tightened to the specified torque.**

1. Install a new seal onto the end of each injector.
2. Install the injectors "1" to the fuel rails "2".
3. Install the injector joint "3", making sure to install them in the correct direction.
4. Install the injector assemblies to the throttle bodies.

	Fuel rail screw (throttle body) **3.5 N·m (0.35 kgf·m, 2.5 lb·ft)**



5. Check the injector pressure after the injectors are installed.
   Refer to "CHECKING THE INJECTOR PRESSURE" on page 7-11.

EAS30481
CHECKING THE INJECTOR PRESSURE

TIP
- After installing the injectors, perform the following steps to check the injector pressure.
- Do not allow any foreign materials to enter the fuel lines.

1. Check:
   - Injector pressure

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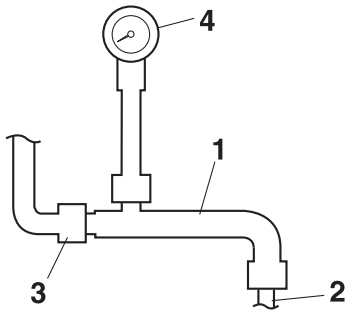
a. Connect the fuel injector pressure adapter "1" to the injector joint "2", and then connect an air compressor "3" to the adapter.
b. Connect the pressure gauge "4" to the fuel injector pressure adapter "1".

Pressure gauge
90890-03153
Pressure gauge
YU-03153
Fuel injector pressure adapter
90890-03210
Fuel injector pressure adapter
YU-03210



c. Close the valve on the injector pressure adapter.
d. Apply air pressure with the air compressor.
e. Open the valve on the injector pressure adapter until the specified pressure is reached.

Specified air pressure
490 kPa (5.0 kgf/cm², 71.1 psi)

ECA17600
NOTICE
Never exceed the specified air pressure or damage could occur.

f. Close the valve on the injector pressure adapter.
g. Check that the specified air pressure is held at least one minute.
   Pressure drops → Check the pressure gauge and adapter.
   Check the seals and O-rings and then reinstall.
   Out of specification → Replace the fuel injectors.

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EAS30482
CHECKING THE FUEL PRESSURE

1. Remove:
   - Rider seat
   - Air scoop/Air scoop stay
     Refer to "GENERAL CHASSIS (1)" on page 4-1.
   - Fuel tank cover
     Refer to "GENERAL CHASSIS (2)" on page 4-13.
2. Check:
   - Fuel pressure

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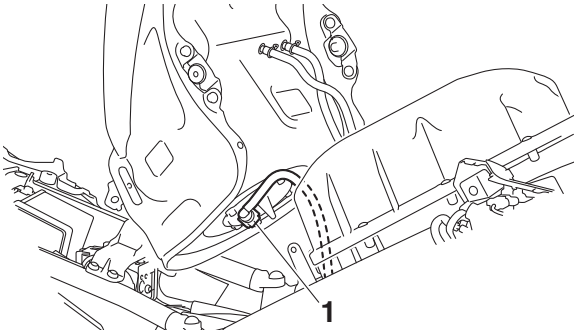
a. Remove the fuel tank bolts and hold up the fuel tank.
b. Disconnect the fuel hose "1" from the fuel pump.
   Refer to "FUEL TANK" on page 7-1.

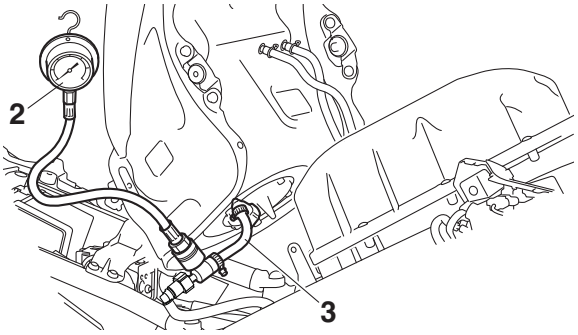
EWA17320
⚠ WARNING
Cover fuel hose connections with a cloth when disconnecting them. Residual pressure in the fuel lines could cause fuel to spurt out when removing the hose.

ECA17490
NOTICE
Be sure to disconnect the fuel hose by hand. Do not forcefully disconnect the hose with tools.



c. Connect the pressure gauge “2” and fuel pressure adapter “3” to the fuel hose.

Pressure gauge
90890-03153
Pressure gauge
YU-03153
Fuel pressure adapter
90890-03176
Fuel pressure adapter
YM-03176



d. Start the engine.
e. Measure the fuel pressure.
Faulty → Replace the fuel pump.

Fuel line pressure (at idle)
300–390 kPa (3.0–3.9 kgf/cm², 43.5–56.6 psi)

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3. Install:
- Fuel tank
  Refer to “FUEL TANK” on page 7-1.
- Fuel tank cover
  Refer to “GENERAL CHASSIS (2)” on page 4-13.
- Air scoop stay/Air scoop
- Rider seat
  Refer to “GENERAL CHASSIS (1)” on page 4-1.

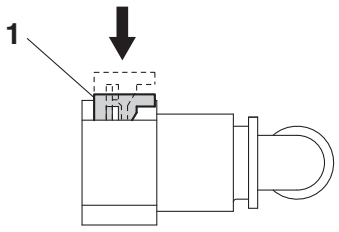
EAS31159
INSTALLING THE FUEL HOSE (FUEL RAIL SIDE)

1. Connect:
- Fuel hose (fuel rail side)

ECA17500
NOTICE

When installing the fuel hose, make sure that it is securely connected, and that the fuel hose connector cover on the fuel hose is in the correct position, otherwise the fuel hose will not be properly installed.

TIP
- Install the fuel hose onto the fuel rail securely, and slide the fuel hose connector cover “1” in the direction shown in the illustration.
- To install the fuel hose onto the fuel rail joint, slide the fuel hose connector cover “1” on the end of the hose in the direction of the arrow shown.
- It is prohibited to wear the cotton work gloves or equivalent coverings.



EAS30485
ADJUSTING THE THROTTLE POSITION SENSOR

ECA17540
NOTICE

- **Handle the throttle position sensor with special care.**
- **Never subject the throttle position sensor to strong shocks. If the throttle position sensor is dropped, replace it.**

1. Check:
- Throttle position sensor
  Refer to “DIAGNOSTIC CODE: SENSOR OPERATION TABLE” on page 9-16.
2. Adjust:
- Throttle position sensor angle

TIP
Before adjusting the throttle position sensor, the throttle bodies must be removed.

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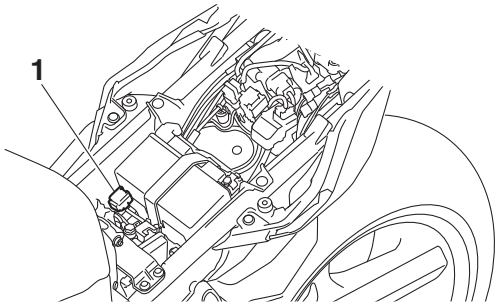
a. Temporary tighten the throttle position sensor screws.
b. Check that the throttle valves are fully closed.
c. Connect the throttle position sensor to the wire harness.
d. Remove the protective cap "1", and then connect the Yamaha diagnostic tool to coupler.

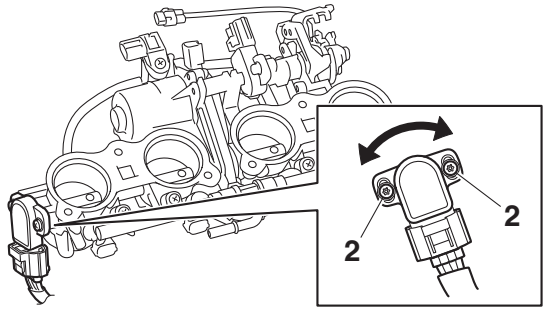
TIP

For information about using the Yamaha diagnostic tool, refer to the operation manual that is included with the tool.



e. Diagnostic code number "01" is selected.
f. Adjust the position of the throttle position sensor angle so that 13–21 can appear in the Yamaha diagnostic tool screen.
g. After adjusting the throttle position sensor angle, tighten the throttle position sensor bolts "2".

	Throttle position sensor bolt 3.5 N·m (0.35 kgf·m, 2.5 lb·ft)



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EAS30486

ADJUSTING THE ACCELERATOR POSITION SENSOR

EWA15960

⚠ WARNING

- **Handle the accelerator position sensor with special care.**
- **Never subject the accelerator position sensor to strong shocks. If the accelerator position sensor is dropped, replace it.**

1. Check:
   - Accelerator position sensor
   Refer to "DIAGNOSTIC CODE: SENSOR OPERATION TABLE" on page 9-16.
2. Adjust:
   - Accelerator position sensor angle

TIP

Before adjusting the accelerator position sensor, the throttle bodies must be removed.

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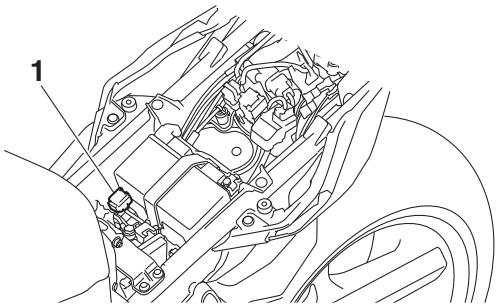
a. Temporary tighten the accelerator position sensor bolts.
b. Check that the throttle valves are fully closed.
c. Connect the accelerator position sensor to the wire harness.
d. Connect the throttle cables to the throttle bodies.
e. Remove the protective cap "1", and then connect the Yamaha diagnostic tool to coupler.

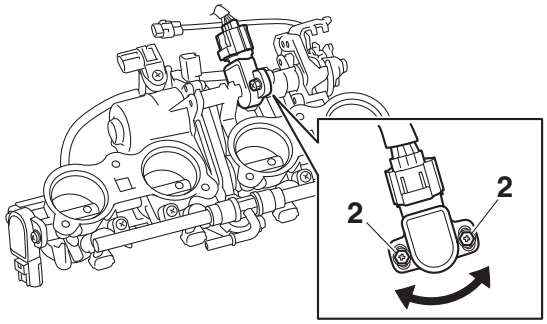
TIP

For information about using the Yamaha diagnostic tool, refer to the operation manual that is included with the tool.



f. Diagnostic code number "14" is selected.
g. Turn the throttle grip to the fully closed position.
h. Adjust the position of the accelerator position sensor angle so that 13–21 can appear in the Yamaha diagnostic tool screen.
i. After adjusting the accelerator position sensor angle, tighten the accelerator position sensor screws "2".

	Accelerator position sensor screw 3.5 N·m (0.35 kgf·m, 2.5 lb·ft)



j. Turn the throttle grip to the fully open position.
k. Check the Yamaha diagnostic tool screen value. If the Yamaha diagnostic tool screen value is not 97–106, adjust the accelerator position sensor angle.
l. Select the diagnostic code number “15”.
m. Turn the throttle grip to the fully closed position.
n. Check the Yamaha diagnostic tool screen value. If the Yamaha diagnostic tool screen value is not 10–24, adjust the accelerator position sensor angle.
o. Turn the throttle grip to the fully open position.
p. Check the Yamaha diagnostic tool screen value. If the Yamaha diagnostic tool screen value is not 94–109, adjust the accelerator position sensor angle.
q. Repeat steps (f) to (p) until the Yamaha diagnostic tool screen values are within the specified ranges.
r. If the Yamaha diagnostic tool screen values are not within the specified ranges after repeating steps (f) to (p) several times, replace the accelerator position sensor.

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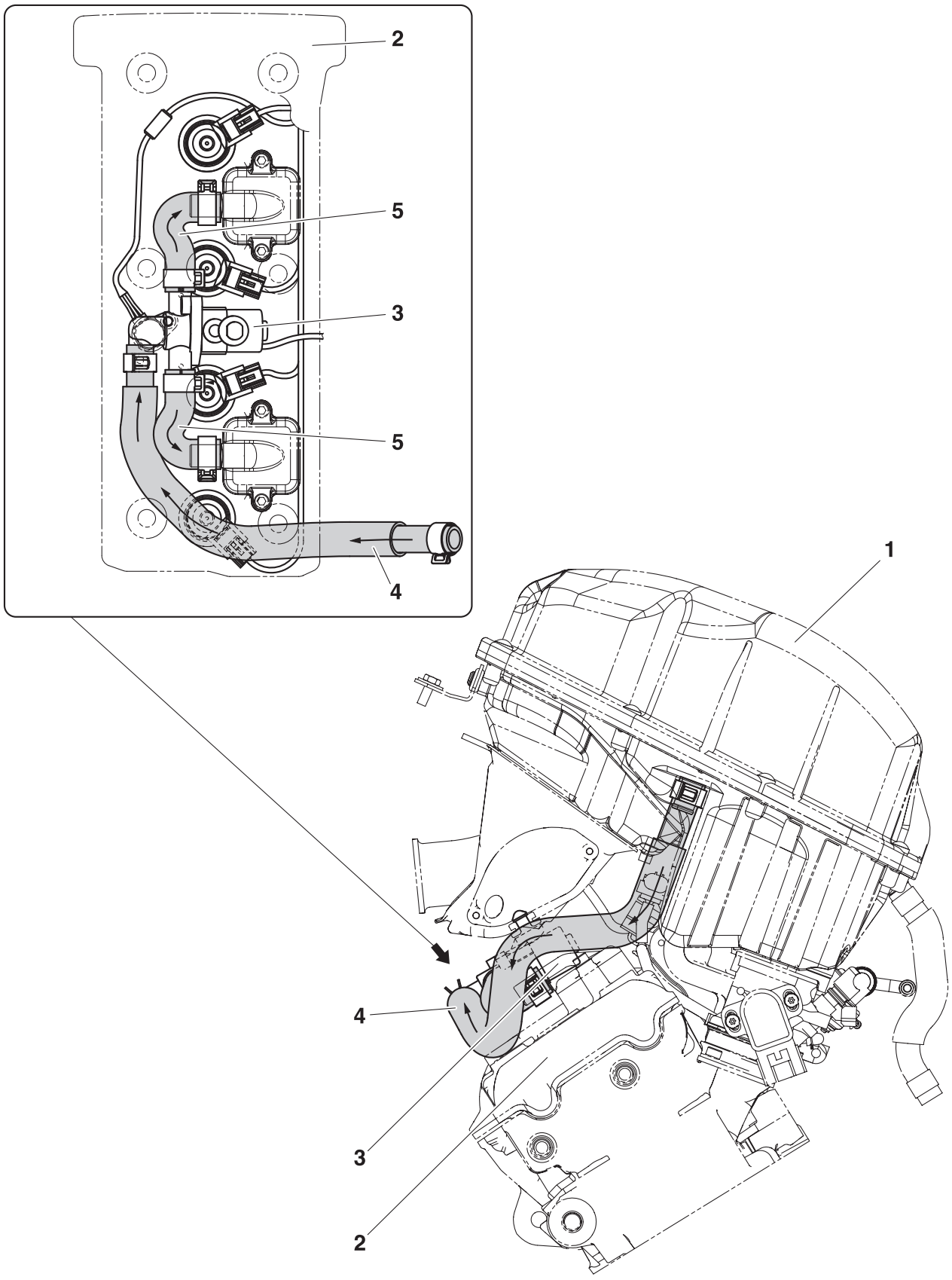
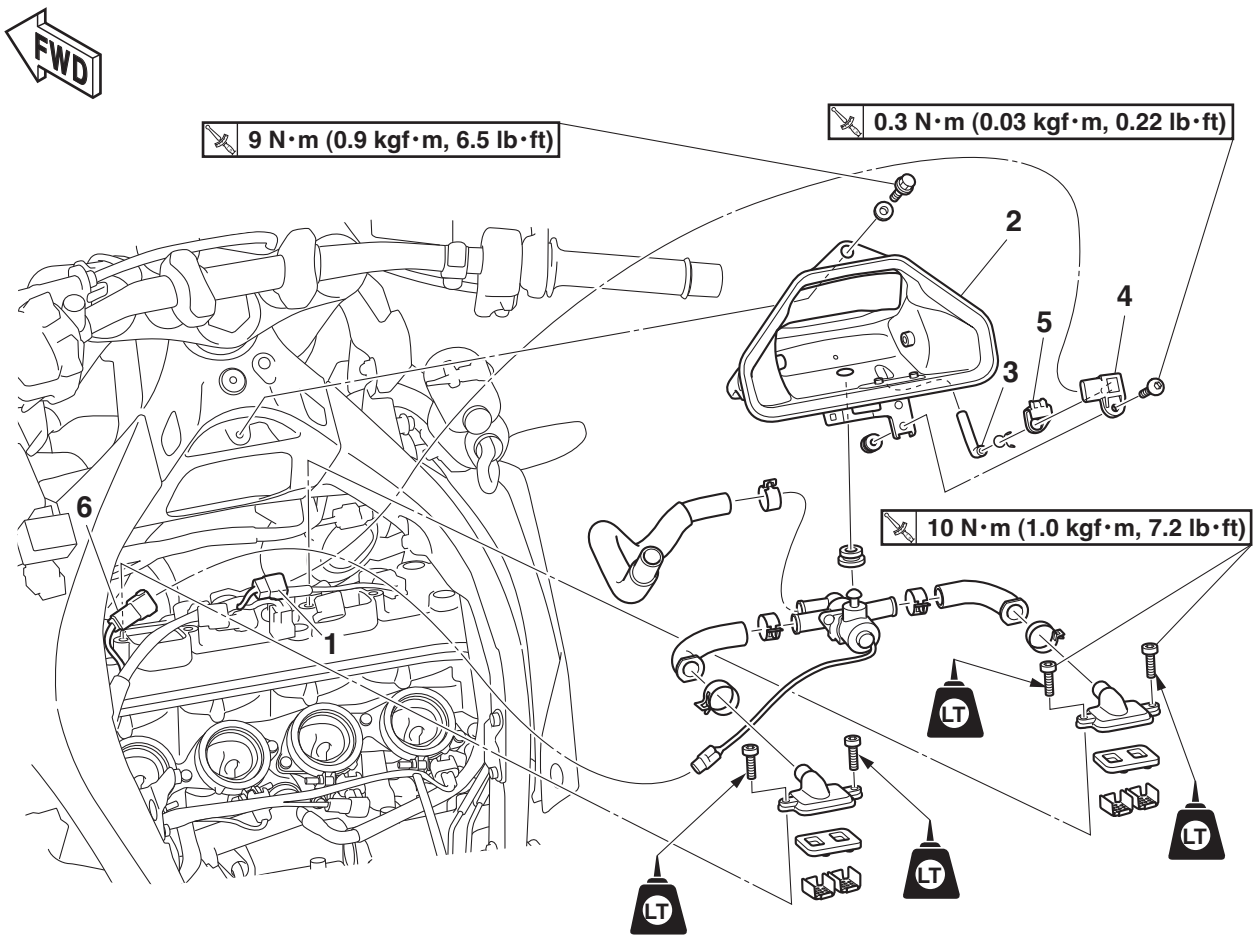
EAS20071
AIR INDUCTION SYSTEM



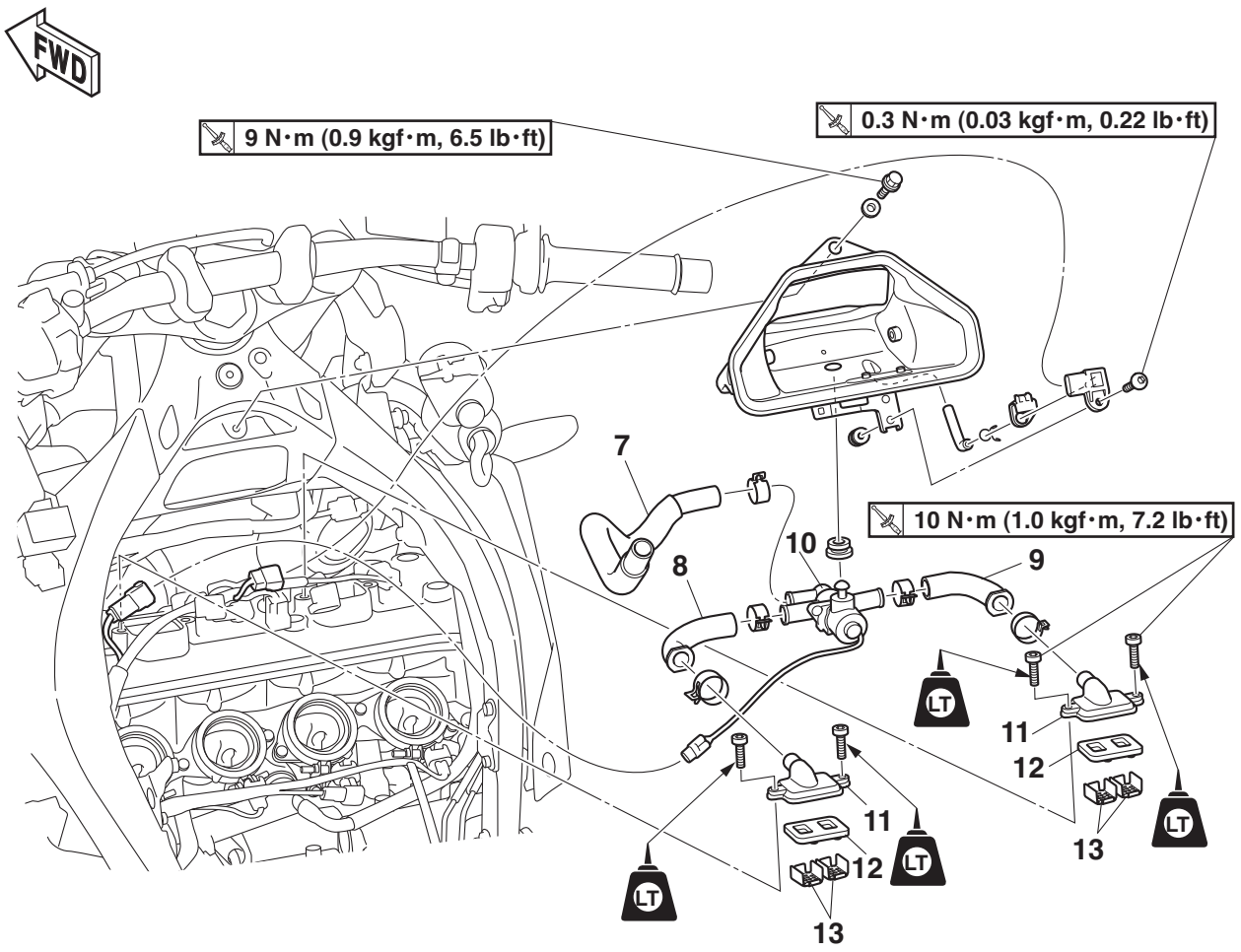
1. Air filter case
2. Cylinder head cover
3. Air cut-off valve
4. Air induction system hose (air filter case to air cut-off valve)
5. Air induction system hose (air cut-off valve to reed valve cover)

Removing the air cut-off valve assembly and reed valves



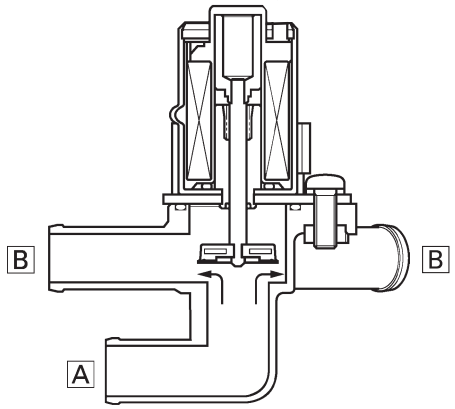
Order	Job/Parts to remove	Q'ty	Remarks
	Rider seat/Air scoop/Air scoop stay		Refer to "GENERAL CHASSIS (1)" on page 4-1.
	Fuel tank cover		Refer to "GENERAL CHASSIS (2)" on page 4-13.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Air filter case		Refer to "GENERAL CHASSIS (3)" on page 4-20.
	Canister		Refer to "FUEL TANK" on page 7-1.
	Throttle bodies		Refer to "THROTTLE BODIES" on page 7-5.
1	Atmospheric pressure sensor coupler	1	Disconnect.
2	Air filter case duct	1	
3	Atmospheric pressure sensor hose	1	
4	Atmospheric pressure sensor	1	
5	Damper	1	
6	Air cut-off valve coupler	1	Disconnect.

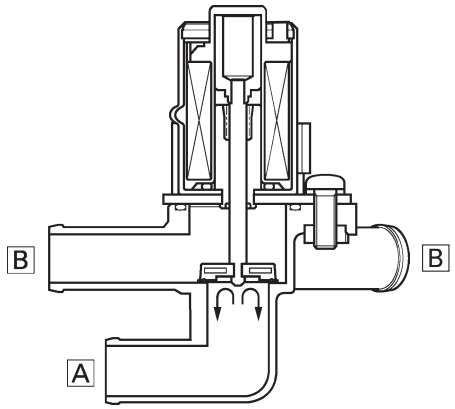
Removing the air cut-off valve assembly and reed valves



Order	Job/Parts to remove	Q'ty	Remarks
7	Air induction system hose (air filter case to air cut-off valve)	1	
8	Air induction system hose (air cut-off valve to reed valve cover)	1	
9	Air induction system hose (air cut-off valve to reed valve cover)	1	
10	Air cut-off valve	1	
11	Reed valve cover	2	
12	Reed valve assembly	2	
13	Reed valve plate	4	

EAS30488
CHECKING THE AIR INDUCTION SYSTEM
Air injection
The air induction system burns unburned exhaust gases by injecting fresh air (secondary air) into the exhaust port, reducing the emission of hydrocarbons. When there is negative pressure at the exhaust port, the reed valve opens, allowing secondary air to flow into the exhaust port. The required temperature for burning the unburned exhaust gases is approximately 600 to 700 °C (1112 to 1292 °F).
Air cut-off valve
The air cut-off valve is controlled by the signals from the ECU in accordance with the combustion conditions. Ordinarily, the air cut-off valve opens to allow the air to flow during idle and closes to cut-off the flow when the vehicle is being driven. However, if the coolant temperature is below the specified value, the air cut-off valve remains open and allows the air to flow into the exhaust pipe until the temperature becomes higher than the specified value.

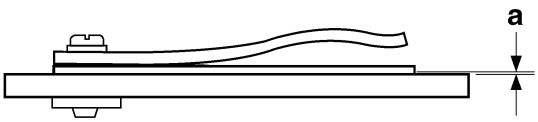




A. From the air filter case
B. To the cylinder head

1. Check:
   • Hoses
   Loose connections → Connect properly.
   Cracks/damage → Replace.
2. Check:
   • Reed valve
   • Reed valve stopper
   • Reed valve seat
   Cracks/damage → Replace the reed valve assembly.
3. Measure:
   • Reed valve bending limit “a”
   Out of specification → Replace the reed valve assembly.

	Reed valve bending limit **0.4 mm (0.02 in)**



3. Install:
   • Reed valve cover

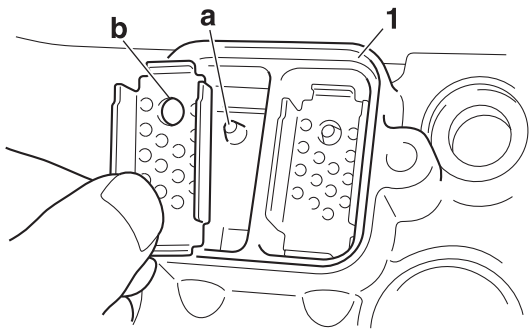
	**Reed valve cover bolt** **10 N·m (1.0 kgf·m, 7.2 lb·ft)** **LOCTITE®**

4. Check:
   • Air cut-off valve
   Cracks/damage → Replace.
5. Check:
   • Air induction system solenoid
   Refer to "CHECKING THE AIR INDUCTION SYSTEM SOLENOID" on page 8-219.

EAS30489
INSTALLING THE AIR INDUCTION SYSTEM

1. Install:
   • Reed valve plate

TIP
Align the projection "a" on the cylinder head cover "1" with the hole "b" in the reed valve plate.



2. Install:
   • Reed valve assembly

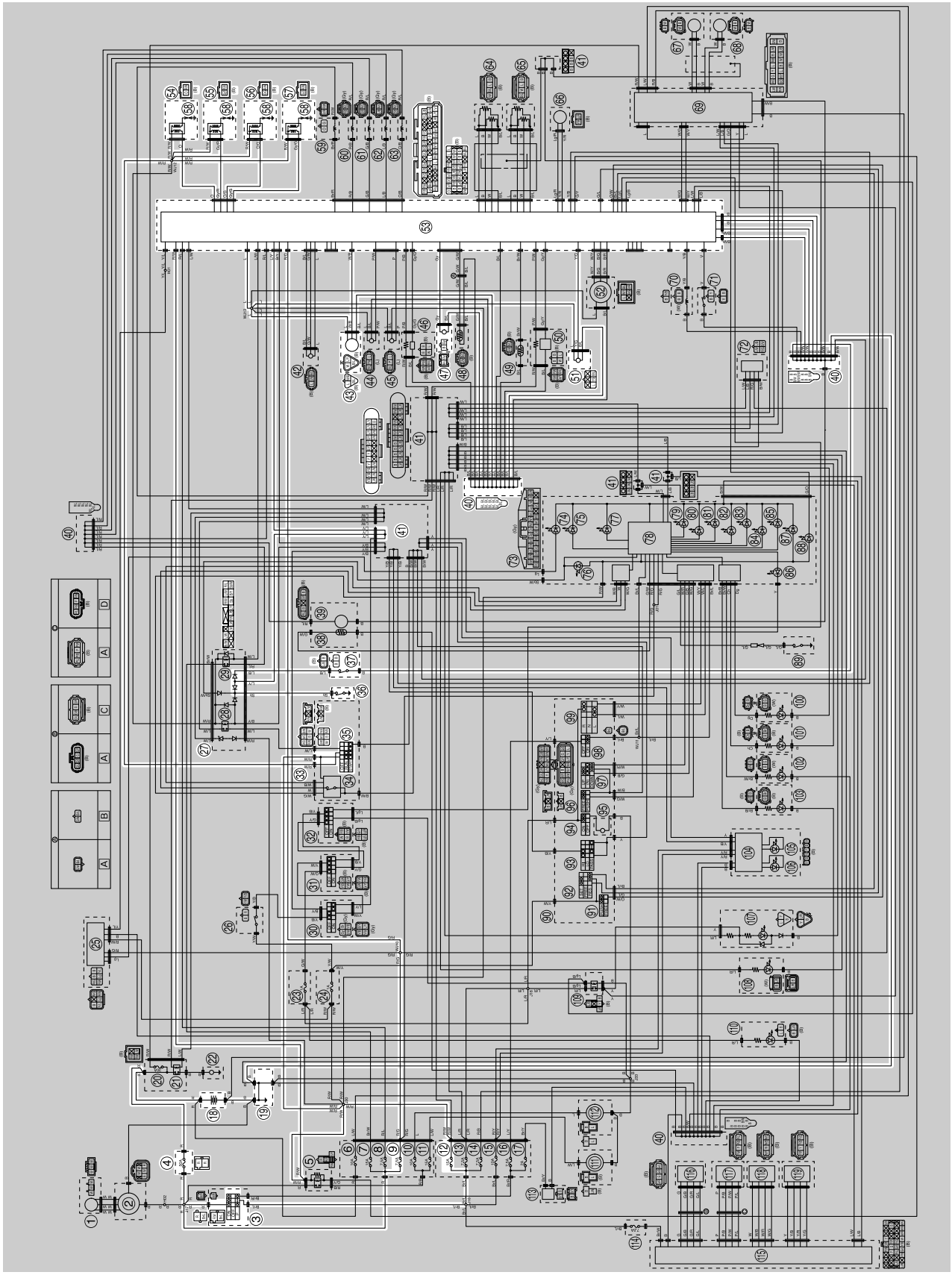
TIP
Install the reed valve assembly so that the open side turns to the exhaust side of the engine.

A. Exhaust side

ELECTRICAL SYSTEM

EAS20072
IGNITION SYSTEM

EAS30490
CIRCUIT DIAGRAM

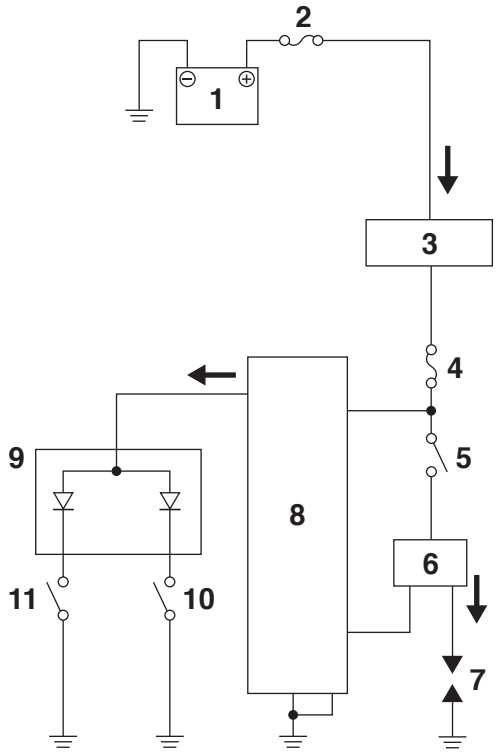


3. Main switch
4. Main fuse
9. Backup fuse
12. Ignition fuse
18. Battery
19. Engine ground
27. Relay unit
33. Handlebar switch (right)
35. Start/engine stop switch
36. Neutral switch
37. Sidestand switch
40. Joint connector
41. Joint coupler
43. Cylinder identification sensor
47. Crankshaft position sensor
51. Lean angle sensor
53. ECU (Engine Control Unit)
54. Ignition coil #1
55. Ignition coil #2
56. Ignition coil #3
57. Ignition coil #4
58. Spark plug

EAS30491
ENGINE STOPPING DUE TO SIDESTAND OPERATION

When the engine is running and the transmission is in gear, the engine will stop if the sidestand is moved down. This is because the electric current from the ECU does not flow to the ignition coils or fuel injectors when the neutral switch or sidestand switch is open. However, the engine continues to run under the following conditions:

- The transmission is in gear (the neutral switch is open) and the sidestand is up (the sidestand switch circuit is closed).
- The transmission is in neutral (the neutral switch is closed) and the sidestand is down (the sidestand switch circuit is open).



1. Battery
2. Main fuse
3. Main switch
4. Ignition fuse
5. Start/engine stop switch
6. Ignition coil
7. Spark plug
8. ECU (Engine Control Unit)
9. Relay unit (diode)
10. Sidestand switch
11. Neutral switch

EAS30492
TROUBLESHOOTING

The ignition system fails to operate (no spark or intermittent spark).

TIP

• Before troubleshooting, remove the following part(s):
1. Rider seat/Air scoop/Air scoop stay/Side cover
2. Fuel tank cover
3. Fuel tank
4. Air filter case

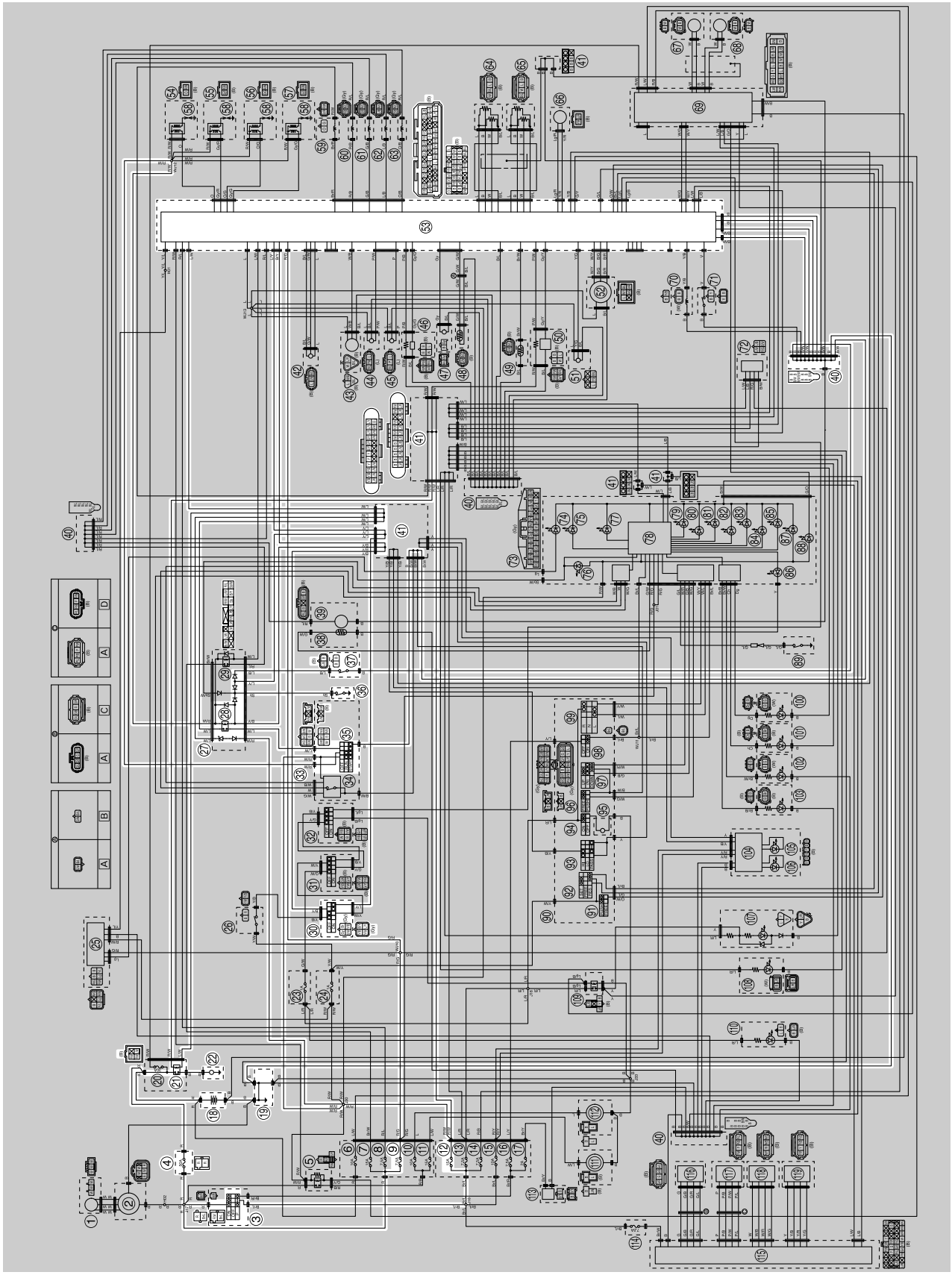
1. Check the fuses. (Main, ignition and backup) Refer to “CHECKING THE FUSES” on page 8-208.	NG→	Replace the fuse(s).
OK↓		
2. Check the battery. Refer to “CHECKING AND CHARGING THE BATTERY” on page 8-209.	NG→	• Clean the battery terminals. • Recharge or replace the battery.
OK↓		
3. Check the spark plugs. Refer to “CHECKING THE SPARK PLUGS” on page 3-4.	NG→	Re-gap or replace the spark plug(s).
OK↓		
4. Check the ignition spark gap. Refer to “CHECKING THE SPARK PLUGS” on page 3-4.	OK→	Ignition system is OK.
NG↓		
5. Check the ignition coils. Refer to “CHECKING THE IGNITION COILS” on page 8-214.	NG→	Replace the ignition coil(s).
OK↓		
6. Check the crankshaft position sensor. Refer to “CHECKING THE CRANKSHAFT POSITION SENSOR” on page 8-215.	NG→	Replace the crankshaft position sensor.
OK↓		
7. Check the cylinder identification sensor. Refer to “CHECKING THE CYLINDER IDENTIFICATION SENSOR” on page 8-220.	NG→	Replace the cylinder identification sensor.
OK↓		
8. Check the main switch. Refer to “CHECKING THE SWITCHES” on page 8-205.	NG→	Replace the main switch.
OK↓		

9. Check the start/engine stop switch.
   Refer to “CHECKING THE SWITCHES” on page 8-205.
   NG→ Replace the right handlebar switch.
   OK↓
10. Check the neutral switch.
    Refer to “CHECKING THE SWITCHES” on page 8-205.
    NG→ Replace the neutral switch.
    OK↓
11. Check the sidestand switch.
    Refer to “CHECKING THE SWITCHES” on page 8-205.
    NG→ Replace the sidestand switch.
    OK↓
12. Check the relay unit (diode).
    Refer to “CHECKING THE RELAY UNIT (DIODE)” on page 8-213.
    NG→ Replace the relay unit.
    OK↓
13. Check the lean angle sensor.
    Refer to “CHECKING THE LEAN ANGLE SENSOR” on page 8-215.
    NG→ Replace the lean angle sensor.
    OK↓
14. Check the entire ignition system’s wiring.
    Refer to “CIRCUIT DIAGRAM” on page 8-1.
    NG→ Properly connect or repair the ignition system’s wiring.
    OK↓

Replace the ECU.
Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.

EAS20073
ELECTRIC STARTING SYSTEM

EAS30493
CIRCUIT DIAGRAM



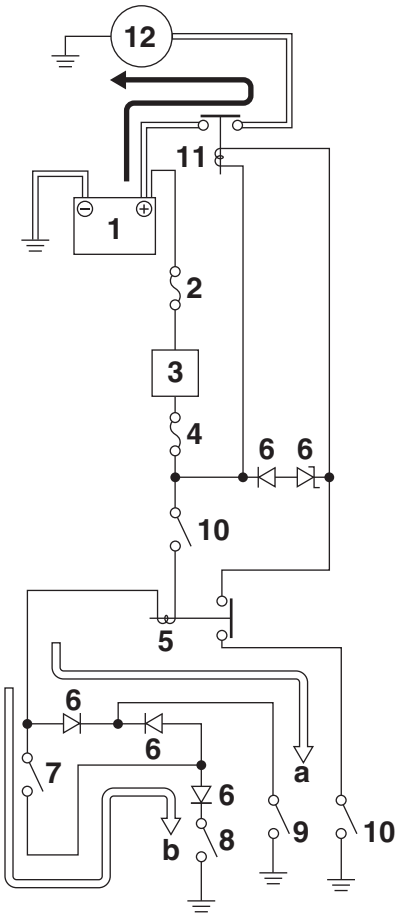
3. Main switch
4. Main fuse
9. Backup fuse
12. Ignition fuse
18. Battery
19. Engine ground
21. Starter relay
22. Starter motor
27. Relay unit
28. Starting circuit cut-off relay
30. Clutch switch
33. Handlebar switch (right)
35. Start/engine stop switch
36. Neutral switch
37. Sidestand switch
40. Joint connector
41. Joint coupler
53. ECU (Engine Control Unit)

EAS30494
STARTING CIRCUIT CUT-OFF SYSTEM OPERATION

If the main switch is turned to "ON" and the "(≋)" side of the start/engine stop switch is pushed, the starter motor can only operate if at least one of the following conditions is met:

- The transmission is in neutral (the neutral switch is closed).
- The clutch lever is pulled to the handlebar (the clutch switch is closed) and the sidestand is up (the sidestand switch is closed).

The starting circuit cut-off relay prevents the starter motor from operating when neither of these conditions has been met. In this instance, the starting circuit cut-off relay is open so current cannot reach the starter motor. When at least one of the above conditions has been met, the starting circuit cut-off relay is closed and the engine can be started by pressing the "(≋)" side of the start/engine stop switch.



a. WHEN THE TRANSMISSION IS IN NEUTRAL
b. WHEN THE SIDESTAND IS UP AND THE CLUTCH LEVER IS PULLED TO THE HANDLEBAR

1. Battery
2. Main fuse
3. Main switch
4. Ignition fuse
5. Starting circuit cut-off relay
6. Relay unit (diode)
7. Clutch switch
8. Sidestand switch
9. Neutral switch
10. Start/engine stop switch
11. Starter relay
12. Starter motor

EAS30495
TROUBLESHOOTING

The starter motor fails to turn.

TIP

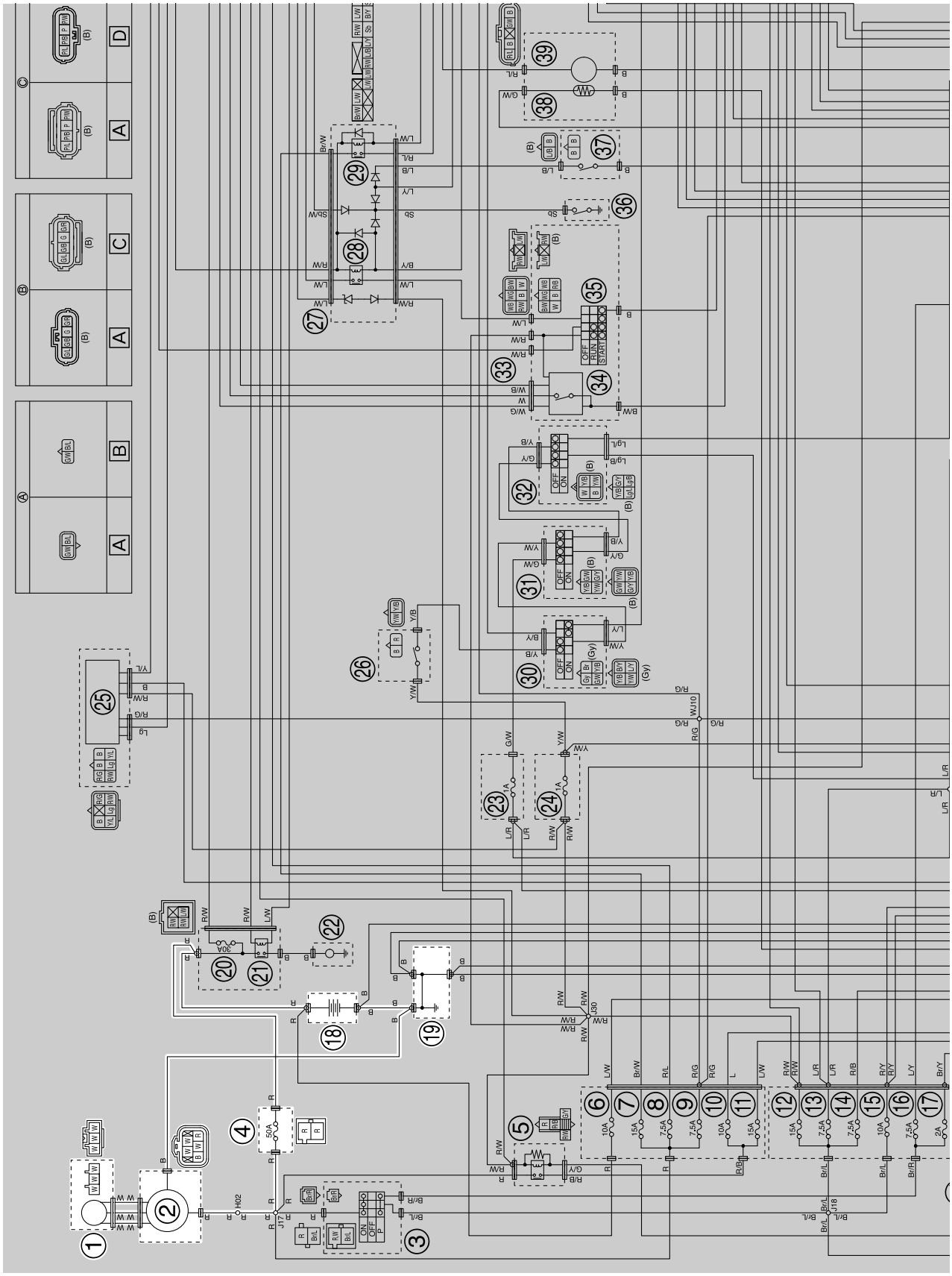
• Before troubleshooting, remove the following part(s):
1. Rider seat/Air scoop/Air scoop stay/Side cover
2. Fuel tank cover
3. Fuel tank
4. Air filter case
5. Canister
6. Throttle bodies

1. Check the fuses. (Main, ignition and backup) Refer to "CHECKING THE FUSES" on page 8-208.	NG→	Replace the fuse(s).
OK↓		
2. Check the battery. Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-209.	NG→	• Clean the battery terminals. • Recharge or replace the battery.
OK↓		
3. Check the starter motor operation. Refer to "CHECKING THE STARTER MOTOR OPERATION" on page 8-216.	OK→	Starter motor is OK. Perform the electric starting system troubleshooting, starting with step 5.
NG↓		
4. Check the starter motor. Refer to "CHECKING THE STARTER MOTOR" on page 5-42.	NG→	Repair or replace the starter motor.
OK↓		
5. Check the relay unit (starting circuit cut-off relay). Refer to "CHECKING THE RELAYS" on page 8-212.	NG→	Replace the relay unit.
OK↓		
6. Check the relay unit (diode). Refer to "CHECKING THE RELAY UNIT (DIODE)" on page 8-213.	NG→	Replace the relay unit.
OK↓		
7. Check the starter relay. Refer to "CHECKING THE RELAYS" on page 8-212.	NG→	Replace the starter relay.
OK↓		
8. Check the main switch. Refer to "CHECKING THE SWITCHES" on page 8-205.	NG→	Replace the main switch.
OK↓		

9. Check the neutral switch. Refer to “CHECKING THE SWITCHES” on page 8-205.	NG→	Replace the neutral switch.
OK↓		
10.Check the sidestand switch. Refer to “CHECKING THE SWITCHES” on page 8-205.	NG→	Replace the sidestand switch.
OK↓		
11.Check the clutch switch. Refer to “CHECKING THE SWITCHES” on page 8-205.	NG→	Replace the clutch switch.
OK↓		
12.Check the start/engine stop switch. Refer to “CHECKING THE SWITCHES” on page 8-205.	NG→	Replace the right handlebar switch.
OK↓		
13.Check the entire starting system’s wiring. Refer to “CIRCUIT DIAGRAM” on page 8-7.	NG→	Properly connect or repair the starting system’s wiring.
OK↓		
Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.		

EAS20074
CHARGING SYSTEM

EAS30496
CIRCUIT DIAGRAM



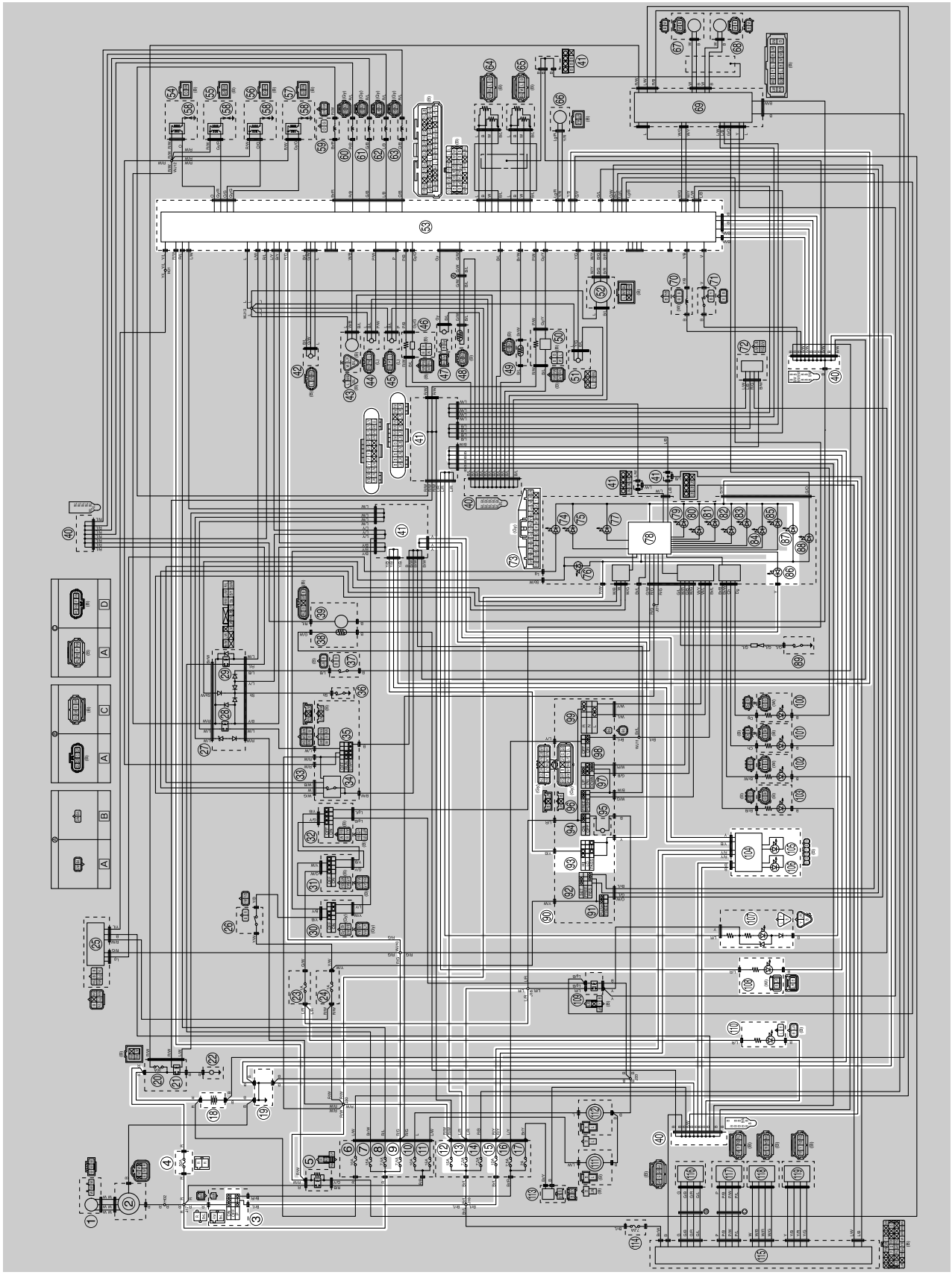
1. AC magneto
2. Rectifier/regulator
4. Main fuse
18. Battery
19. Engine ground

EAS30497
TROUBLESHOOTING
The battery is not being charged.
TIP
• Before troubleshooting, remove the following part(s):
1. Rider seat

1. Check the fuse. (Main) Refer to "CHECKING THE FUSES" on page 8-208.	NG→	Replace the fuse.
OK↓		
2. Check the battery. Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-209.	NG→	• Clean the battery terminals. • Recharge or replace the battery.
OK↓		
3. Check the stator coil. Refer to "CHECKING THE STATOR COIL" on page 8-216.	NG→	Replace the stator coil assembly.
OK↓		
4. Check the rectifier/regulator. Refer to "CHECKING THE RECTIFIER/REGULATOR" on page 8-216.	NG→	Replace the rectifier/regulator.
OK↓		
5. Check the entire charging system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-13.	NG→	Properly connect or repair the charging system's wiring.
OK↓		
The charging system circuit is OK.		

EAS20075
LIGHTING SYSTEM

EAS30498
CIRCUIT DIAGRAM



3. Main switch
4. Main fuse
9. Backup fuse
12. Ignition fuse
13. Signaling system fuse
15. Headlight fuse
18. Battery
19. Engine ground
40. Joint connector
41. Joint coupler
53. ECU (Engine Control Unit)
73. Meter assembly
78. Multi-function meter
86. High beam indicator light
87. Meter light
90. Handlebar switch (left)
93. Dimmer/pass switch
104. Headlight control unit
105. Headlight (high beam)
106. Headlight (low beam)
107. Tail/brake light
108. License plate light
110. Auxiliary light

EAS30499
TROUBLESHOOTING

Any of the following fail to light: headlight, auxiliary light, high beam indicator light, tail/brake light, license plate light or meter light.

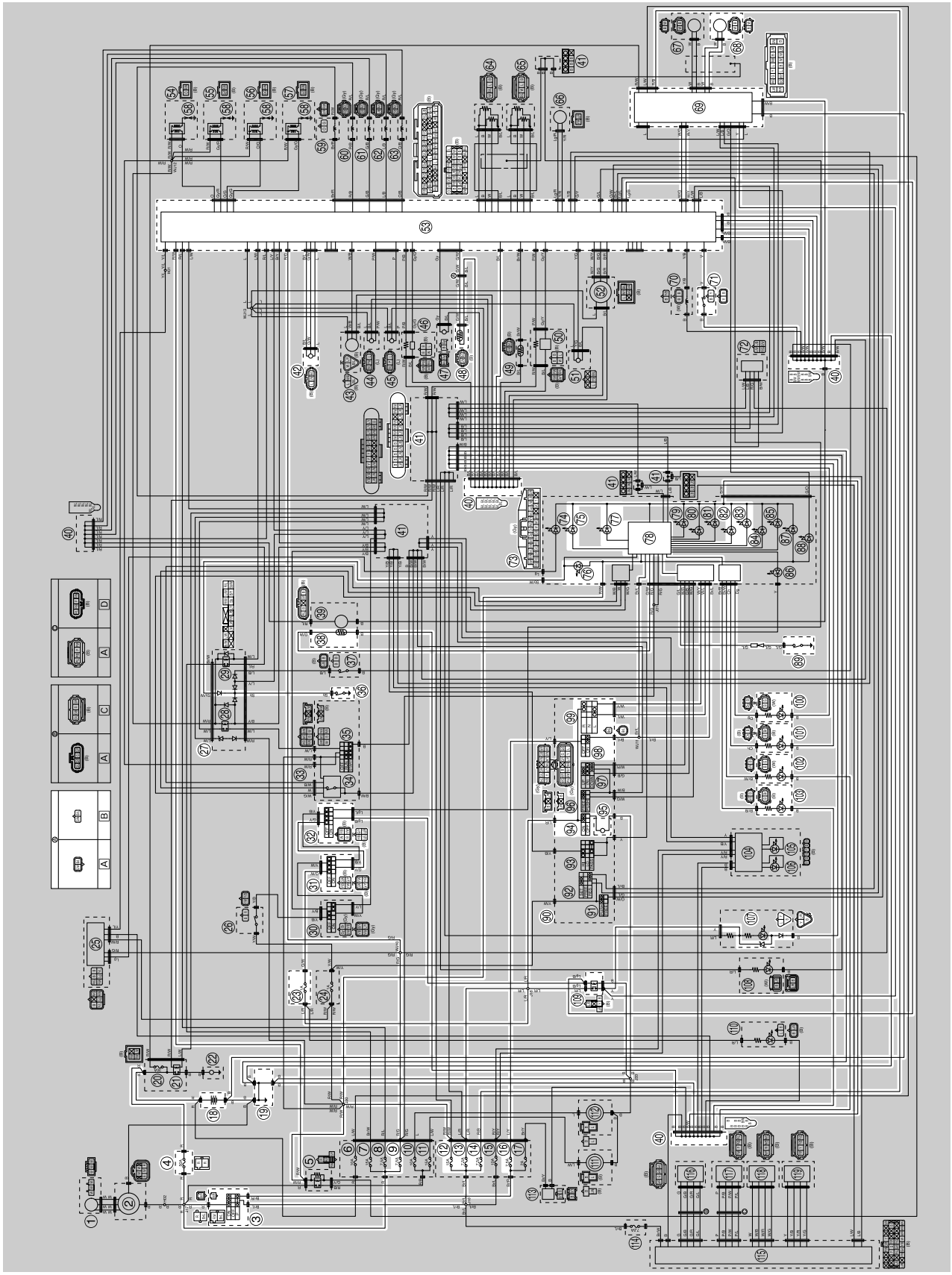
TIP

• Before troubleshooting, remove the following part(s):
1. Rider seat/Air scoop/Air scoop stay/Side cover
2. Rear side cover/Rear cowling
3. Front cover/Windshield/Meter assembly cover
4. Headlight assembly

1. Check the fuses. (Main, headlight, backup, ignition and signaling system) Refer to "CHECKING THE FUSES" on page 8-208.	NG→	Replace the fuse(s).
OK↓		
2. Check the battery. Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-209.	NG→	• Clean the battery terminals. • Recharge or replace the battery.
OK↓		
3. Check the main switch. Refer to "CHECKING THE SWITCHES" on page 8-205.	NG→	Replace the main switch.
OK↓		
4. Check the dimmer/pass switch. Refer to "CHECKING THE SWITCHES" on page 8-205.	NG→	The dimmer/pass switch is faulty. Replace the left handlebar switch.
OK↓		
5. Check the entire lighting system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-17.	NG→	Properly connect or repair the lighting system's wiring.
OK↓		
Replace the ECU, meter assembly, headlight assembly, tail/brake light, license plate light or auxiliary light. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.		

EAS20076
SIGNALING SYSTEM

EAS30500
CIRCUIT DIAGRAM



3. Main switch
4. Main fuse
9. Backup fuse
12. Ignition fuse
13. Signaling system fuse
14. ABS ECU fuse
16. Hazard lighting fuse
18. Battery
19. Engine ground
23. Brake light fuse
27. Relay unit
31. Front brake light switch
32. Rear brake light switch
36. Neutral switch
38. Fuel sender
40. Joint connector
41. Joint coupler
42. Gear position sensor
48. Coolant temperature sensor
53. ECU (Engine Control Unit)
68. Rear wheel sensor
69. ABS ECU (Electronic Control Unit)
71. Shift switch
73. Meter assembly
75. Oil pressure and coolant temperature warning light
76. Neutral indicator light
77. Shift timing indicator light
78. Multi-function meter
82. Turn signal indicator light (left)
83. Turn signal indicator light (right)
89. Oil pressure switch
90. Handlebar switch (left)
94. Horn switch
95. Horn
98. Hazard switch
99. Turn signal switch
100. Rear turn signal light (right)
101. Rear turn signal light (left)
102. Front turn signal light (right)
103. Front turn signal light (left)
107. Tail/brake light
109. Brake light relay

A. Wire harness
B. Sub-wire harness (coolant temperature sensor)

EAS30501
TROUBLESHOOTING

- Any of the following fail to light: turn signal light, brake light or an indicator light.
- The horn fails to sound.
- The fuel meter fails to come on.
- The speedometer fails to operate.

TIP

- Before troubleshooting, remove the following part(s):

1. Front cover/Windshield/Meter assembly cover
2. Rider seat/Air scoop/Air scoop stay/Side cover
3. Fuel tank cover
4. Fuel tank
5. Air filter case
6. Canister
7. Throttle bodies
8. Drive sprocket cover

1. Check the fuses. (Main, ignition, signaling system, backup, ABS ECU, brake light and hazard lighting) Refer to “CHECKING THE FUSES” on page 8-208.	NG→	Replace the fuse(s).
OK↓		
2. Check the battery. Refer to “CHECKING AND CHARGING THE BATTERY” on page 8-209.	NG→	• Clean the battery terminals. • Recharge or replace the battery.
OK↓		
3. Check the main switch. Refer to “CHECKING THE SWITCHES” on page 8-205.	NG→	Replace the main switch.
OK↓		
4. Check the entire signaling system’s wiring. Refer to “CIRCUIT DIAGRAM” on page 8-21.	NG→	Properly connect or repair the signaling system’s wiring.
OK↓		
Check the condition of each of the signaling system circuits. Refer to “Checking the signaling system”.		

Checking the signaling system

The horn fails to sound.

1. Check the horn switch. Refer to “CHECKING THE SWITCHES” on page 8-205.	NG→	Replace the left handlebar switch.
OK↓		

2. Check the horn. Refer to "CHECKING THE HORN" on page 8-217.	NG→	Replace the horn.
OK↓		
3. Check the entire signaling system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-21.	NG→	Properly connect or repair the signaling system's wiring.
OK↓		
This circuit is OK.		

The tail/brake light fails to come on.

1. Check the front brake light switch. Refer to "CHECKING THE SWITCHES" on page 8-205.	NG→	Replace the front brake light switch.
OK↓		
2. Check the rear brake light switch. Refer to "CHECKING THE SWITCHES" on page 8-205.	NG→	Replace the rear brake light switch.
OK↓		
3. Check the brake light relay. Refer to "CHECKING THE RELAYS" on page 8-212.	NG→	Replace the brake light relay.
OK↓		
4. Check the entire signaling system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-21.	NG→	Properly connect or repair the signaling system's wiring.
OK↓		
Replace the tail/brake light.		

The turn signal light, turn signal indicator light or both fail to blink.

1. Check the turn signal switch. Refer to "CHECKING THE SWITCHES" on page 8-205.	NG→	Replace the left handlebar switch.
OK↓		
2. Check the hazard switch. Refer to "CHECKING THE SWITCHES" on page 8-205.	NG→	Replace the left handlebar switch.
OK↓		
3. Check the entire signaling system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-21.	NG→	Properly connect or repair the signaling system's wiring.
OK↓		
Replace the meter assembly or turn signal light.		

The neutral indicator light fails to come on.

1. Check the neutral switch. Refer to "CHECKING THE SWITCHES" on page 8-205.
   NG→ Replace the neutral switch.
   OK↓
2. Check the relay unit (diode). Refer to "CHECKING THE RELAY UNIT (DIODE)" on page 8-213.
   NG→ Replace the relay unit.
   OK↓
3. Check the entire signaling system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-21.
   NG→ Properly connect or repair the signaling system's wiring.
   OK↓

Replace the meter assembly.

The oil pressure and coolant temperature warning light fails to come on when the main switch is set to "ON".

1. Check the entire signaling system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-21.
   NG→ Properly connect or replace the wiring harness.
   OK↓
2. Disconnect the oil pressure switch lead from the oil pressure switch, and then check whether the oil pressure and coolant temperature warning light comes on when the lead is connected to the engine ground.
   NG→ Replace the meter assembly.
   OK↓

Replace the oil pressure switch.

The oil pressure and coolant temperature warning light remains on after the engine is started.

1. Check the entire signaling system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-21.
   NG→ Properly connect or replace the wiring harness.
   OK↓
2. Measure the engine oil pressure. Refer to "MEASURING THE ENGINE OIL PRESSURE" on page 3-27.
   NG→ Check the engine oil leakage, oil viscosity, oil seal, oil filter, or oil pump.
   OK↓

Replace the oil pressure switch.

The fuel meter, fuel level warning light, or both fail to come on.

1. Check the fuel sender.
   Refer to "CHECKING THE FUEL SENDER" on page 8-217.
   NG→ Replace the fuel pump assembly.
   OK↓
2. Check the entire signaling system's wiring.
   Refer to "CIRCUIT DIAGRAM" on page 8-21.
   NG→ Properly connect or repair the signaling system's wiring.
   OK↓

Replace the ECU or meter assembly.
Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.

The oil pressure and coolant temperature warning light fails to come on.

1. Check the coolant temperature sensor.
   Refer to "CHECKING THE COOLANT TEMPERATURE SENSOR" on page 8-218.
   NG→ Replace the coolant temperature sensor.
   OK↓
2. Check the entire signaling system's wiring.
   Refer to "CIRCUIT DIAGRAM" on page 8-21.
   NG→ Properly connect or replace the wiring harness.
   OK↓

Replace the ECU or meter assembly.
Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.

QSS (Quick Shift System) does not operate.

1. Check that the engine trouble light does not come on.
   NG→ Repair the faulty parts.
   OK↓
2. Check that the QSS is working under normal QSS operating conditions.
   NG→ Check the QSS operating conditions explained in the owner's manual and operate the QSS accordingly.
   OK↓
3. Make sure that the QSS is effective. (Check whether the "QS" icon is displayed at the top of the meter.)
   NG→ Activate the QSS. (Set the QSS to a setting other than "OFF".)
   OK↓
4. Check that the shift switch coupler is connected.
   NG→ Connect the shift switch coupler.
   OK↓

5. Check the shift switch.
   Refer to "DIAGNOSTIC CODE: SENSOR OPERATION TABLE" on page 9-16 and "CHECKING THE SWITCHES" on page 8-205.

NG→ Replace the shift switch.

OK↓

6. Check the neutral switch.
   Refer to "DIAGNOSTIC CODE: SENSOR OPERATION TABLE" on page 9-16 and "CHECKING THE SWITCHES" on page 8-205.

NG→ Replace the neutral switch.

OK↓

7. Check the entire signaling system's wiring.
   Refer to "CIRCUIT DIAGRAM" on page 8-21.

NG→ Properly connect or repair the signaling system's wiring.

OK↓

Replace the ECU.
Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.

The speedometer fails to operate.

1. Check the rear wheel sensor.
   Refer to "MAINTENANCE OF THE REAR WHEEL SENSOR AND SENSOR ROTOR" on page 4-37.

NG→ Replace the rear wheel sensor.

OK↓

2. Check the entire wheel sensor wiring.
   Refer to TIP.

NG→ Properly connect or repair the wheel sensor wiring.

OK↓

Replace the hydraulic unit assembly, ECU, meter assembly.
Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.

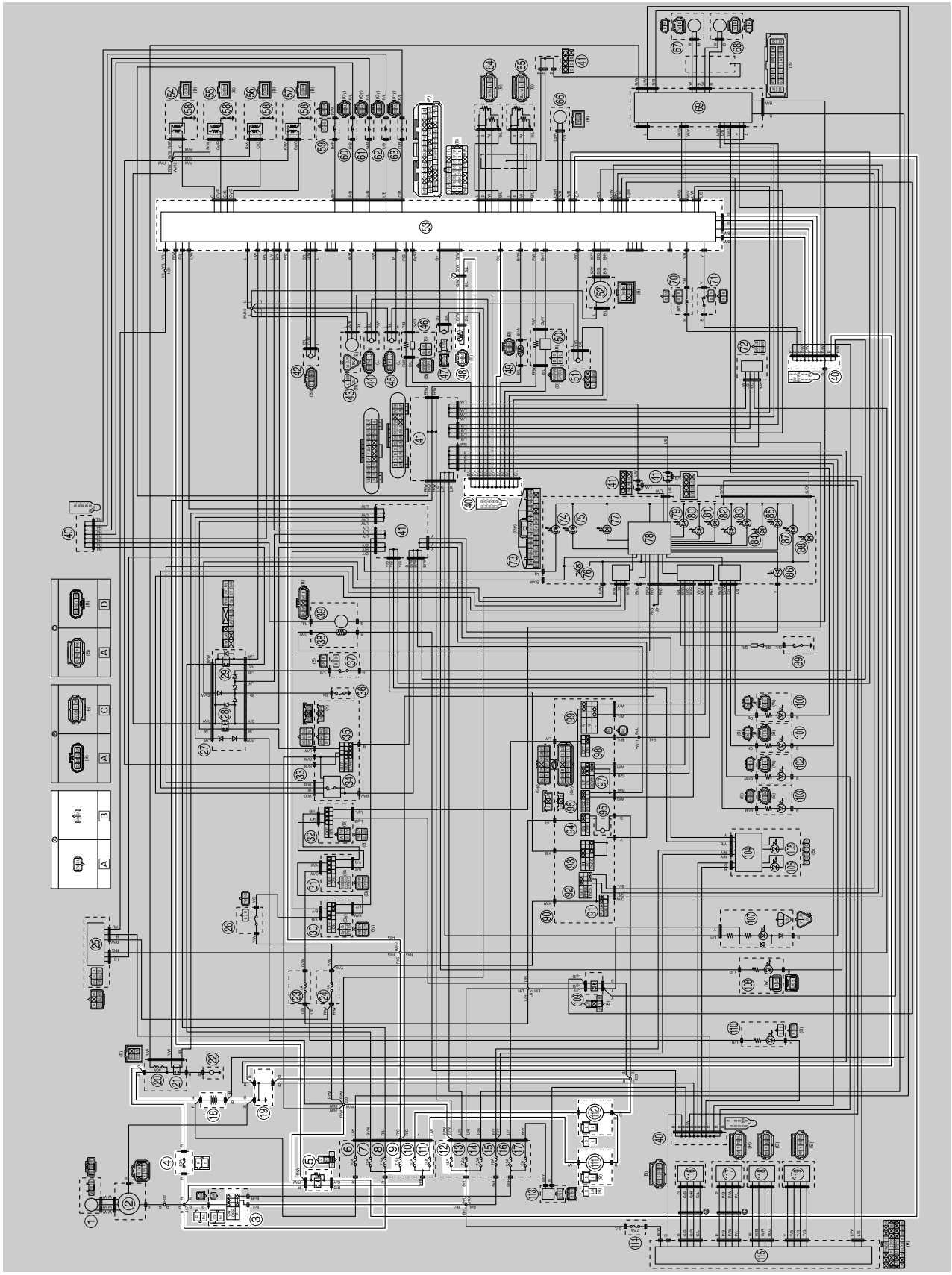
TIP

Repair or replace if there is an open or short circuit.

- Between rear wheel sensor coupler and ABS ECU coupler.
  (white–white)
  (black–black)
- Between ABS ECU coupler and ECU coupler.
  (white/green–white/green)
  (white/yellow–white/yellow)
- Between ABS ECU coupler and joint coupler.
  (blue/white–blue/white)
  (blue/black–blue/black)
- Between joint coupler and ECU coupler.
  (blue/white–blue/white)
  (blue/black–blue/black)
- Between joint coupler and meter assembly coupler.
  (blue/white–blue/white)
  (blue/black–blue/black)

EAS20077
COOLING SYSTEM

EAS30502
CIRCUIT DIAGRAM



3. Main switch
4. Main fuse
5. Radiator fan motor relay
9. Backup fuse
10. Sub radiator fan motor fuse
11. Radiator fan motor fuse
12. Ignition fuse
18. Battery
19. Engine ground
40. Joint connector
48. Coolant temperature sensor
53. ECU (Engine Control Unit)
111. Radiator fan motor (left)
112. Sub radiator fan motor (right)

A. Wire harness
B. Sub-wire harness (coolant temperature sensor)

EAS30503
TROUBLESHOOTING

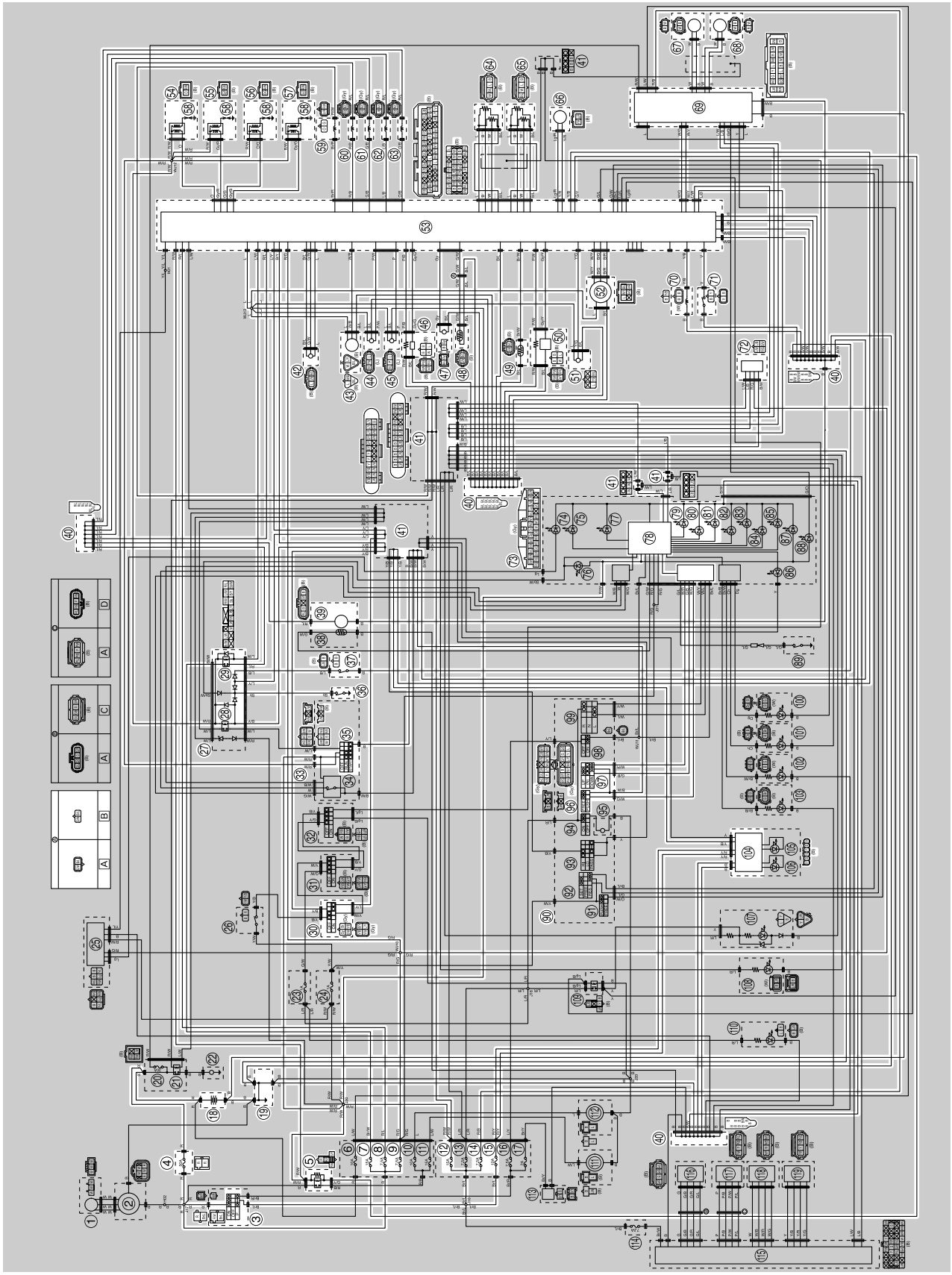
TIP

• Before troubleshooting, remove the following part(s):
1. Rider seat/Air scoop/Air scoop stay/Side cover
2. Fuel tank cover
3. Fuel tank
4. Air filter case
5. Canister
6. Throttle bodies

1. Check the fuses. (Main, ignition, backup, radiator fan motor and sub radiator fan motor) Refer to "CHECKING THE FUSES" on page 8-208.	NG→	Replace the fuse(s).
OK↓		
2. Check the battery. Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-209.	NG→	• Clean the battery terminals. • Recharge or replace the battery.
OK↓		
3. Check the main switch. Refer to "CHECKING THE SWITCHES" on page 8-205.	NG→	Replace the main switch.
OK↓		
4. Check the radiator fan motor. Refer to "CHECKING THE RADIATOR FAN MOTORS" on page 8-218.	NG→	Replace the radiator fan motor.
OK↓		
5. Check the radiator fan motor relay. Refer to "CHECKING THE RELAYS" on page 8-212.	NG→	Replace the radiator fan motor relay.
OK↓		
6. Check the coolant temperature sensor. Refer to "CHECKING THE COOLANT TEMPERATURE SENSOR" on page 8-218.	NG→	Replace the coolant temperature sensor.
OK↓		
7. Check the entire cooling system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-29.	NG→	Properly connect or repair the cooling system's wiring.
OK↓		
Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.		

EAS20078
FUEL INJECTION SYSTEM

EAS30504
CIRCUIT DIAGRAM



3. Main switch
4. Main fuse
5. Radiator fan motor relay
7. Fuel injection system fuse
8. Electronic throttle valve fuse
9. Backup fuse
12. Ignition fuse
14. ABS ECU fuse
15. Headlight fuse
18. Battery
19. Engine ground
27. Relay unit
28. Starting circuit cut-off relay
29. Fuel pump relay
30. Clutch switch
33. Handlebar switch (right)
35. Start/engine stop switch
36. Neutral switch
37. Sidestand switch
39. Fuel pump
40. Joint connector
41. Joint coupler
42. Gear position sensor
43. Cylinder identification sensor
44. Intake air pressure sensor
45. Atmospheric pressure sensor
46. O_2 sensor 1 (left side)
47. Crankshaft position sensor
48. Coolant temperature sensor
49. Intake air temperature sensor
50. O_2 sensor 2 (right side)
51. Lean angle sensor
52. EXUP servo motor
53. ECU (Engine Control Unit)
54. Ignition coil #1
55. Ignition coil #2
56. Ignition coil #3
57. Ignition coil #4
58. Spark plug
59. Air induction system solenoid
60. Injector #1
61. Injector #2
62. Injector #3
63. Injector #4
64. Accelerator position sensor
65. Throttle position sensor
66. Throttle servo motor
67. Front wheel sensor
68. Rear wheel sensor
69. ABS ECU (Electronic Control Unit)
70. Steering damper solenoid
71. Shift switch
72. Yamaha diagnostic tool coupler
73. Meter assembly
78. Multi-function meter
79. Traction control system indicator light
80. Steering damper and suspension warning light
81. Engine trouble warning light
90. Handlebar switch (left)
96. Mode switch
97. Select switch
104. Headlight control unit

A. Wire harness
B. Sub-wire harness (coolant temperature sensor)

EAS30505

ECU SELF-DIAGNOSTIC FUNCTION

The ECU is equipped with a self-diagnostic function in order to ensure that the fuel injection system is operating normally. If this function detects a malfunction in the system, it immediately operates the engine under substitute characteristics and illuminates the engine trouble warning light to alert the rider that a malfunction has occurred in the system. Once a malfunction has been detected, a fault code number is stored in the memory of the ECU.

Checking the engine trouble warning light

The engine trouble warning light comes on for around 2 seconds after the main switch has been set to "ON". If the warning light does not come on, the warning light (LED) may be defective.

ECU detects an abnormal signal from a sensor

If the ECU detects an abnormal signal from a sensor while the vehicle is being driven, the ECU illuminates the engine trouble warning light and provides the engine with alternate operating instructions that are appropriate for the type of malfunction.

When an abnormal signal is received from a sensor, the ECU processes the specified values that are programmed for each sensor in order to provide the engine with alternate operating instructions that enable the engine to continue operating or stop operating, depending on the conditions.

EAS30506

TROUBLESHOOTING METHOD

The engine operation is not normal and the engine trouble warning light comes on.

1. Check:
   - Fault code number

▼▼

a. Check the fault code numbers that have a condition of "Detected" using the Yamaha diagnostic tool.
b. Identify the faulty system with the fault code number.
c. Identify the probable cause of the malfunction.

▲▲

2. Check and repair the probable cause of the malfunction.

Fault code No.	No fault code No.
Check and repair. Refer to "TROUBLESHOOTING DETAILS (FAULT CODE)" on page 8-37. Monitor the operation of the sensors and actuators in the diagnostic mode. Refer to "TROUBLESHOOTING DETAILS (FAULT CODE)" on page 8-37 and "SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)" on page 9-5.	Check and repair.

3. Perform the reinstatement action for the fuel injection system.
   Refer to "Confirmation of service completion" in the appropriate table in "TROUBLESHOOTING DETAILS (FAULT CODE)" on page 8-37.

TIP

- If another fault code number is displayed, repeat steps (1) to (3) until no fault code number is displayed.
- Turning the main switch to "OFF" will not erase the malfunction history.

The engine operation is not normal, but the engine trouble warning light does not come on.

1. Check the operation of the following sensors and actuators in the diagnostic mode. Refer to "DIAGNOSTIC CODE: SENSOR OPERATION TABLE" on page 9-16 and "DIAGNOSTIC CODE: ACTUATOR OPERATION TABLE" on page 9-20.

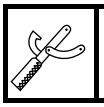
01: Throttle position sensor signal 1 (throttle angle)
13: Throttle position sensor signal 2 (throttle angle)
14: Accelerator position sensor signal 1 (throttle angle)
15: Accelerator position sensor signal 2 (throttle angle)
30: Cylinder-#1 ignition coil
31: Cylinder-#2 ignition coil
32: Cylinder-#3 ignition coil
33: Cylinder-#4 ignition coil
36: Injector #1
37: Injector #2
38: Injector #3
39: Injector #4
48: Air induction system solenoid

If a malfunction is detected in the sensors or actuators, repair or replace all faulty parts.
If no malfunction is detected in the sensors and actuators, check and repair the inner parts of the engine.

EAS30951
YAMAHA DIAGNOSTIC TOOL
This model uses the Yamaha diagnostic tool to identify malfunctions.
For information about using the Yamaha diagnostic tool, refer to the operation manual that is included with the tool.

Yamaha diagnostic tool USB
90890-03250
Yamaha diagnostic tool (A/I)
90890-03252

TIP
A generic scan tool can also be used to identify malfunctions.



OBD/ GST Leadwire kit
90890-03249

Features of the Yamaha diagnostic tool
You can use the Yamaha diagnostic tool to identify malfunctions quicker than with conventional methods.
By connecting the adapter interface, which is connected to the USB port of a computer, to a vehicle's ECU using the communication cable, you can display information that is necessary for identifying malfunctions and for maintenance to display on the computer. The displayed information includes the sensor output data and information recorded in the ECU.
Functions of the Yamaha diagnostic tool

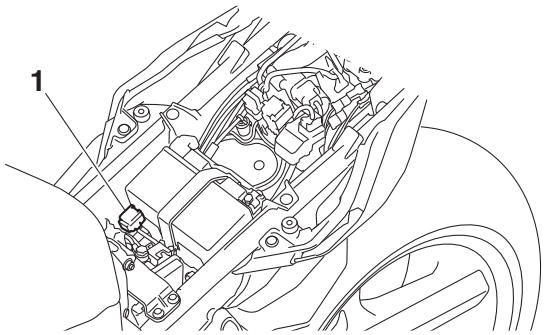
Diagnosis of malfunction:	Fault codes recorded on the ECU are read, and the contents are displayed. The freeze frame data (FFD) is the operation data when a malfunction was detected. This data can be used to identify when the malfunction occurred and check the engine conditions and running conditions when it occurred.
Diagnosis of function:	Check the operation of the output value of each sensor and actuator.
Dynamic inspection:	Check the electric component condition automatically.
Active test:	Manually adjust injection duration and/or switch some actuators for troubleshooting.

Maintenance record:	Store the inspection history into the Yamaha diagnostic tool application.
Recall search:	Search the recall campaign information.
Monitoring:	Displays a graph of sensor output values for actual operating conditions.
Logging:	Records and saves the sensor output value in actual driving conditions.
CO adjustment:	Adjust the concentration of CO admissions during idling.
Reprogram ECU:	If necessary, the ECU is rewritten using ECU rewrite data provided by Yamaha. Ignition timing adjustment, etc. cannot be changed from the vehicle's original state.
Writing VIN/frame number:	Write the VIN/frame number in the ECU.
View logs:	Displays the logging data.

However, the Yamaha diagnostic tool cannot be used to freely change the basic vehicle functions, such as adjusting the ignition timing.

Connecting the Yamaha diagnostic tool

Remove the protective cap "1", and then connect the Yamaha diagnostic tool to the coupler.



EAS31791

TROUBLESHOOTING DETAILS (FAULT CODE)

This section describes the measures per fault code number displayed on the Yamaha diagnostic tool. Check and service the items or components that are the probable cause of the malfunction following the order given.

After the check and service of the malfunctioning part have been completed, delete the fault codes displayed on the Yamaha diagnostic tool according to the reinstatement method.

Fault code No.:

Fault code number displayed on the Yamaha diagnostic tool when the engine failed to work normally.

Diagnostic code No.:

Diagnostic code number to be used when the diagnostic mode is operated. Refer to "SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)" on page 9-5.

Parts connected to the ECU

The following parts are connected to the ECU.

When checking for a power short circuit, the couplers must be disconnected from all of the following parts beforehand.

- Crankshaft position sensor
- Fuel injector #1
- Fuel injector #2
- Fuel injector #3
- Fuel injector #4
- Intake air temperature sensor
- O_2 sensor 1
- O_2 sensor 2
- Lean angle sensor
- ABS ECU (Electronic Control Unit)

- Ignition coil #1
- Ignition coil #2
- Ignition coil #3
- Ignition coil #4
- Throttle position sensor
- Accelerator position sensor
- Intake air pressure sensor
- Atmospheric pressure sensor
- Coolant temperature sensor
- Gear position sensor
- Shift switch
- Air induction system solenoid
- Throttle servo motor
- Relay unit
- Brake light relay
- Radiator fan motor relay
- Meter assembly
- Immobilizer unit
- Steering damper solenoid
- EXUP servo motor
- Cylinder identification sensor

Fault code No. P0030

TIP

- If fault code numbers “P0030” and “P0112” are both indicated, take the actions specified for fault code number “P0112” first.
- If fault code numbers “P0030” and “P0113” are both indicated, take the actions specified for fault code number “P0113” first.
- If fault code numbers “P0030” and “P0122” are both indicated, take the actions specified for fault code number “P0122” first.
- If fault code numbers “P0030” and “P0123” are both indicated, take the actions specified for fault code number “P0123” first.
- If fault code numbers “P0030” and “P0222” are both indicated, take the actions specified for fault code number “P0222” first.
- If fault code numbers “P0030” and “P0223” are both indicated, take the actions specified for fault code number “P0223” first.
- If fault code numbers “P0030” and “P2135” are both indicated, take the actions specified for fault code number “P2135” first.

Fault code No.	**P0030**		
Item	**O_2 sensor 1 heater: defective heater controller detected.**		
Fail-safe system	Able to start engine		
	Able to drive vehicle		
Diagnostic code No.	—		
Tool display	—		
Procedure	—		
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**

Fault code No.		P0030	
Item		O_2 sensor 1 heater: defective heater controller detected.	
1	Connection of O_2 sensor 1 coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Start the engine, and then check the condition of the fault code. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 2. **TIP** For this check, also set the start/engine stop switch to "ON".
2	Connection of wire harness ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Start the engine, and then check the condition of the fault code. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 3. **TIP** For this check, also set the start/engine stop switch to "ON".
3	Wire harness continuity.	Open or short circuit → Properly connect or replace the wire harness. Between O_2 sensor 1 coupler and ECU coupler. pink/black–pink/black Between O_2 sensor 1 coupler and joint coupler. red/white–red/white Between main switch and ignition fuse. brown/blue–brown/blue Between ignition fuse and joint coupler. red/white–red/white	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Start the engine, and then check the condition of the fault code. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 4. **TIP** For this check, also set the start/engine stop switch to "ON".

Fault code No.		P0030	
Item		O_2 sensor 1 heater: defective heater controller detected.	
4	Defective O_2 sensor 1 heater.	Replace the O_2 sensor 1.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Start the engine, and then check the condition of the fault code. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 5. **TIP** For this check, also set the start/engine stop switch to "ON".
5	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.
6	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0050

TIP

- If fault code numbers “P0050” and “P0112” are both indicated, take the actions specified for fault code number “P0112” first.
- If fault code numbers “P0050” and “P0113” are both indicated, take the actions specified for fault code number “P0113” first.
- If fault code numbers “P0050” and “P0122” are both indicated, take the actions specified for fault code number “P0122” first.
- If fault code numbers “P0050” and “P0123” are both indicated, take the actions specified for fault code number “P0123” first.
- If fault code numbers “P0050” and “P0222” are both indicated, take the actions specified for fault code number “P0222” first.
- If fault code numbers “P0050” and “P0223” are both indicated, take the actions specified for fault code number “P0223” first.
- If fault code numbers “P0050” and “P2135” are both indicated, take the actions specified for fault code number “P2135” first.

Fault code No.	**P0050**
Item	**O_2 sensor 2 heater: defective heater controller detected.**
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	—
Tool display	—
Procedure	—

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of O_2 sensor 2 coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Start the engine, and then check the condition of the fault code. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 2. **TIP** For this check, also set the start/engine stop switch to “ON”.

Fault code No.		P0050	
Item		O_2 sensor 2 heater: defective heater controller detected.	
2	Connection of wire harness ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Start the engine, and then check the condition of the fault code. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 3. **TIP** For this check, also set the start/engine stop switch to "ON".
3	Wire harness continuity.	Open or short circuit → Properly connect or replace the wire harness. Between O_2 sensor 2 coupler and ECU coupler. pink/white–pink/white Between O_2 sensor 2 coupler and joint coupler. red/white–red/white Between main switch and ignition fuse. brown/blue–brown/blue Between ignition fuse and joint coupler. red/white–red/white	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Start the engine, and then check the condition of the fault code. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 4. **TIP** For this check, also set the start/engine stop switch to "ON".
4	Defective O_2 sensor 2 heater.	Replace the O_2 sensor 2.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Start the engine, and then check the condition of the fault code. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 5. **TIP** For this check, also set the start/engine stop switch to "ON".
5	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.

Fault code No.		**P0050**	
Item		**O_2 sensor 2 heater: defective heater controller detected.**	
6	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0069

Fault code No.		**P0069**		
Item		**Intake air pressure sensor or atmospheric pressure sensor: when the main switch is turned to “ON”, the intake air pressure sensor voltage and atmospheric pressure sensor voltage differ greatly.**		
Fail-safe system		Able to start engine		
		Able to drive vehicle		
Diagnostic code No.		03, 02		
03	**Tool display**	Displays the intake air pressure.		
	Procedure	Operate the throttle while pushing the “(≋)” side of the start/engine stop switch. (If the display value changes, the performance is OK.)		
02	**Tool display**	Displays the atmospheric pressure.		
	Procedure	Compare the actually measured atmospheric pressure with the tool display value.		
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**	
1	Defective intake air pressure sensor.	Execute the diagnostic mode. (Code No. 03) When engine is stopped: Atmospheric pressure at the current altitude and weather conditions is indicated. 0 m above sea level: Approx. 101 kPa (757.6 mmHg, 29.8 inHg) 3000 m (9800 ft) above sea level: Approx. 70 kPa (525.0 mmHg, 20.7 inHg) Displayed value is incorrect → Replace the intake air pressure sensor.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 4 and finish the service. Condition is “Detected” → Go to item 2.	
2	Defective atmospheric pressure sensor.	Execute the diagnostic mode. (Code No. 02) When engine is stopped: Atmospheric pressure at the current altitude and weather conditions is indicated. 0 m above sea level: Approx. 101 kPa (757.6 mmHg, 29.8 inHg) 3000 m (9800 ft) above sea level: Approx. 70 kPa (525.0 mmHg, 20.7 inHg) Displayed value is incorrect → Replace the atmospheric pressure sensor.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 4 and finish the service. Condition is “Detected” → Go to item 3.	

Fault code No.		P0069	
Item		Intake air pressure sensor or atmospheric pressure sensor: when the main switch is turned to "ON", the intake air pressure sensor voltage and atmospheric pressure sensor voltage differ greatly.	
3	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.
4	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

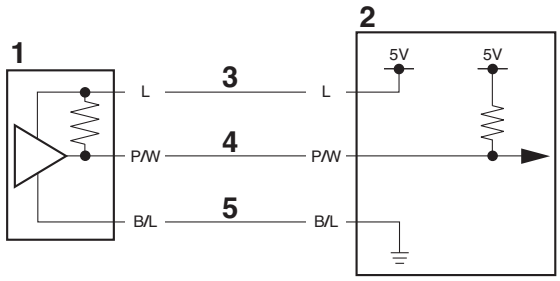
Fault code No. P0107, P0108

Fault code No.	P0107, P0108
Item	[P0107] Intake air pressure sensor: ground short circuit detected. [P0108] Intake air pressure sensor: open or power short circuit detected.
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	03
Tool display	Displays the intake air pressure.
Procedure	Operate the throttle while pushing the "≋" side of the start/engine stop switch. (If the display value changes, the performance is OK.)

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of intake air pressure sensor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 4.

Fault code No.	P0107, P0108
Item	[P0107] Intake air pressure sensor: ground short circuit detected. [P0108] Intake air pressure sensor: open or power short circuit detected.

3-1



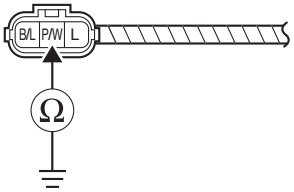
1. Intake air pressure sensor
2. ECU
3. Sensor input lead
4. Sensor output lead
5. Sensor ground lead

3-2

Disconnect the ECU coupler from the ECU.
Disconnect the intake air pressure sensor coupler from the intake air pressure sensor.

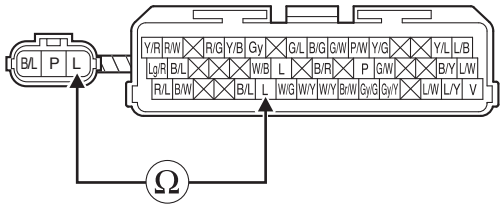
3-3

[For P0107] Ground short circuit
Between intake air pressure sensor coupler and ground: pink/white–ground
If there is continuity, replace the wire harness.

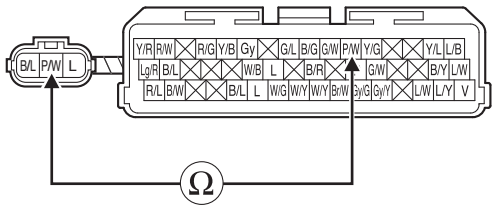
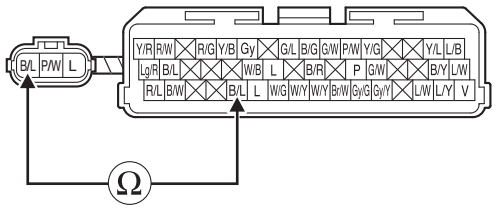
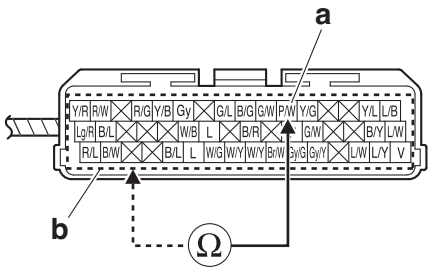


3-4

[For P0108] Open circuit
Between intake air pressure sensor coupler and ECU coupler: blue–blue
If there is no continuity, replace the wire harness.



Fault code No.	P0107, P0108
Item	[P0107] Intake air pressure sensor: ground short circuit detected. [P0108] Intake air pressure sensor: open or power short circuit detected.

3-5	[For P0108] Open circuit Between intake air pressure sensor coupler and ECU coupler: pink/white–pink/white If there is no continuity, replace the wire harness. 
3-6	[For P0108] Open circuit Between intake air pressure sensor coupler and ECU coupler: black/blue–black/blue If there is no continuity, replace the wire harness. 
3-7	Disconnect the couplers from the parts that are connected to the ECU. Refer to “Parts connected to the ECU” on page 8-37.
3-8	[For P0107/P0108] Short circuit Between intake air pressure sensor output terminal (pink/white) “a” of ECU coupler and any other ECU coupler terminal “b”. If there is continuity, replace the wire harness. 

Fault code No.		P0107, P0108	
Item		[P0107] Intake air pressure sensor: ground short circuit detected. [P0108] Intake air pressure sensor: open or power short circuit detected.	
4	Installed condition of intake air pressure sensor.	Check for looseness or pinching. Improperly installed sensor → Reinstall or replace the sensor.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.
5	Defective intake air pressure sensor.	Execute the diagnostic mode. (Code No. 03) When engine is stopped: Atmospheric pressure at the current altitude and weather conditions is indicated. At sea level: Approx. 101 kPa (757.6 mmHg, 29.8 inHg) 1000 m (3300 ft) above sea level: Approx. 90 kPa (675.1 mmHg, 26.6 inHg) 2000 m (6700 ft) above sea level: Approx. 80 kPa (600.0 mmHg, 23.6 inHg) 3000 m (9800 ft) above sea level: Approx. 70 kPa (525.0 mmHg, 20.7 inHg) When engine is cranking: Make sure that the indication value changes. The value does not change when engine is cranking → Check the intake air pressure sensor. Replace if defective. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Crank the engine, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0112, P0113

TIP

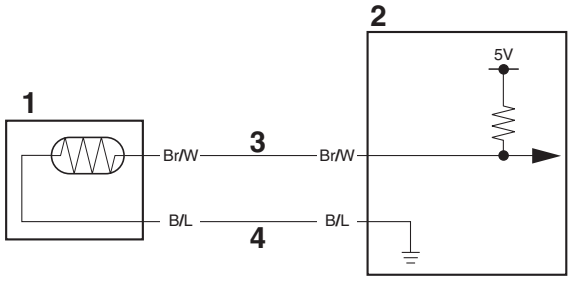
Perform this procedure when the engine is cold.

Fault code No.	**P0112, P0113**
Item	**[P0112] Intake air temperature sensor: ground short circuit detected.** **[P0113] Intake air temperature sensor: open or power short circuit detected.**
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	05
Tool display	Displays the air temperature.
Procedure	Compare the actually measured air temperature with the tool display value.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of intake air temperature sensor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 4.

Fault code No.	P0112, P0113
Item	**[P0112] Intake air temperature sensor: ground short circuit detected.** **[P0113] Intake air temperature sensor: open or power short circuit detected.**

3-1



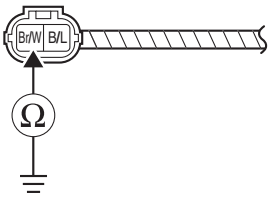
1. Intake air temperature sensor
2. ECU
3. Sensor output lead
4. Sensor ground lead

3-2

Disconnect the ECU coupler from the ECU.
Disconnect the intake air temperature sensor coupler from the intake air temperature sensor.

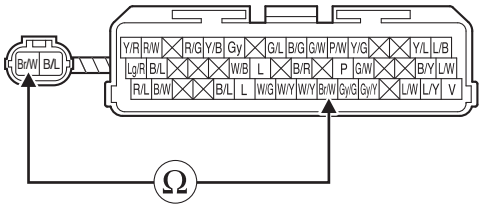
3-3

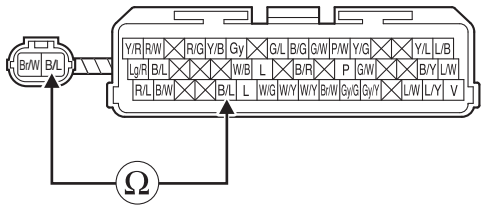
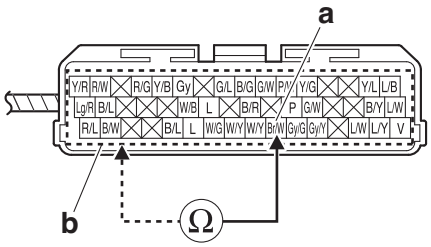
[For P0112] Ground short circuit
Between intake air temperature sensor coupler and ground: brown/white–ground
If there is continuity, replace the wire harness.



3-4

[For P0113] Open circuit
Between intake air temperature sensor coupler and ECU coupler: brown/white–brown/white
If there is no continuity, replace the wire harness.



Fault code No.		P0112, P0113	
Item		**[P0112] Intake air temperature sensor: ground short circuit detected.** **[P0113] Intake air temperature sensor: open or power short circuit detected.**	
3-5	[For P0113] Open circuit Between intake air temperature sensor coupler and ECU coupler: black/blue–black/blue If there is no continuity, replace the wire harness.  		
3-6	Disconnect the couplers from the parts that are connected to the ECU. Refer to “Parts connected to the ECU” on page 8-37.		
3-7	[For P0112/P0113] Short circuit Between intake air temperature sensor output terminal (brown/white) “a” of ECU coupler and any other ECU coupler terminal “b”. If there is continuity, replace the wire harness.  		
4	Installed condition of intake air temperature sensor.	Check for looseness or pinching. Improperly installed sensor → Reinstall or replace the sensor.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.
5	Defective intake air temperature sensor.	Execute the diagnostic mode. (Code No. 05) When engine is cold: Displayed temperature is close to the ambient temperature. The displayed temperature is not close to the ambient temperature → Check the intake air temperature sensor. Replace if defective. Refer to “CHECKING THE INTAKE AIR TEMPERATURE SENSOR” on page 8-220.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.

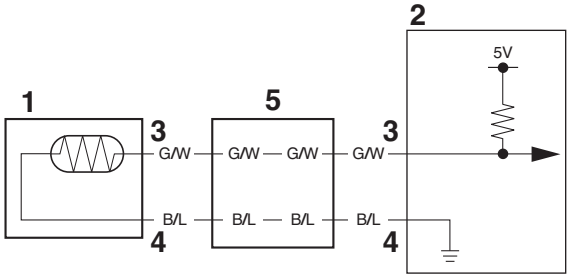
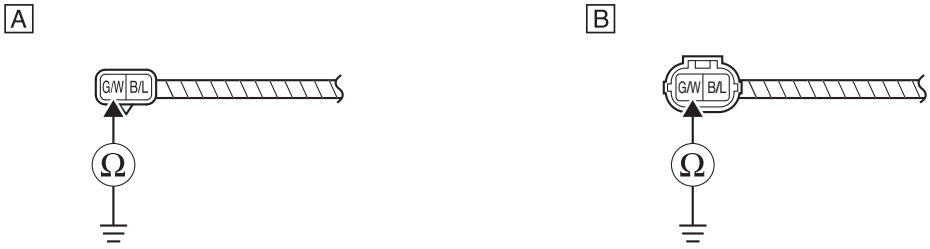
Fault code No.		P0112, P0113	
Item		[P0112] Intake air temperature sensor: ground short circuit detected. [P0113] Intake air temperature sensor: open or power short circuit detected.	
6	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0117, P0118

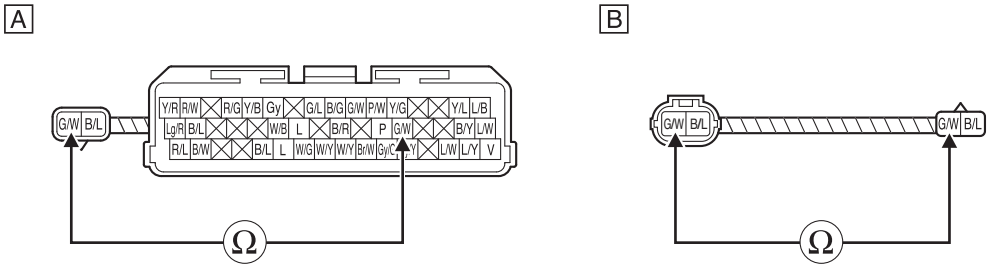
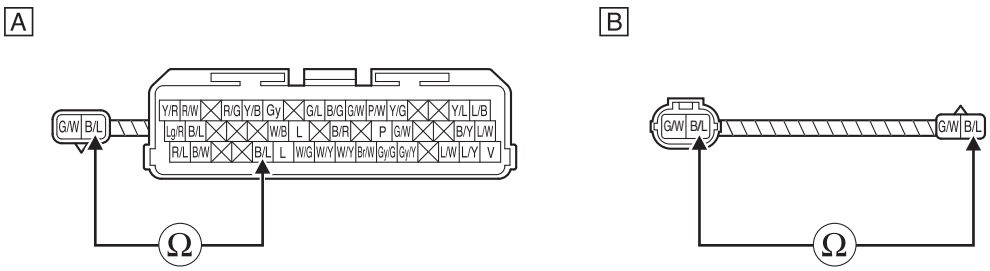
TIP

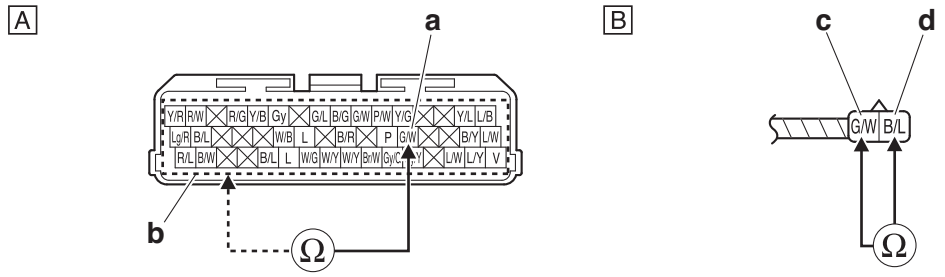
Perform this procedure when the engine is cold.

Fault code No.		P0117, P0118	
Item		[P0117] Coolant temperature sensor: ground short circuit detected. [P0118] Coolant temperature sensor: open or power short circuit detected.	
Fail-safe system		Able to start engine	
		Able to drive vehicle	
Diagnostic code No.		06	
Tool display		When engine is cold: Displays temperature closer to air temperature. When engine is hot: Displays current coolant temperature.	
Procedure		Compare the actually measured coolant temperature with the tool display value.	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Connection of coolant temperature sensor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 3.

Fault code No.		P0117, P0118	
Item		[P0117] Coolant temperature sensor: ground short circuit detected. [P0118] Coolant temperature sensor: open or power short circuit detected.	
3	Wire harness and/or sub-wire harness continuity.	Open or short circuit → Replace the wire harness and/or sub-wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 4.
3-1	 1. Coolant temperature sensor 2. ECU 3. Sensor output lead 4. Sensor ground lead 5. Sub-wire harness		
3-2	Disconnect the ECU coupler from the ECU. Disconnect the coolant temperature sensor coupler from the coolant temperature sensor.		
3-3	[For P0117] Ground short circuit Between wire harness coupler (ECU side) and ground: green/white–ground Between sub-wire harness coupler (coolant temperature sensor side) and ground: green/white–ground If there is continuity, replace the wire harness and/or sub-wire harness.  A. Wire harness coupler (ECU side) B. Sub-wire harness coupler (coolant temperature sensor side)		

Fault code No.	P0117, P0118
Item	**[P0117] Coolant temperature sensor: ground short circuit detected.** **[P0118] Coolant temperature sensor: open or power short circuit detected.**

3-4	[For P0118] Open circuit Between wire harness coupler (ECU side) and ECU coupler: green/white–green/white Between sub-wire harness coupler (coolant temperature sensor side) and coolant temperature sensor coupler: green/white–green/white If there is no continuity, replace the wire harness and/or sub-wire harness.  A. Wire harness coupler (ECU side) B. Sub-wire harness coupler (coolant temperature sensor side)
3-5	[For P0118] Open circuit Between wire harness coupler (ECU side) and ECU coupler: black/blue–black/blue Between sub-wire harness coupler (coolant temperature sensor side) and coolant temperature sensor coupler: black/blue–black/blue If there is no continuity, replace the wire harness and/or sub-wire harness.  A. Wire harness coupler (ECU side) B. Sub-wire harness coupler (coolant temperature sensor side)
3-6	Disconnect the couplers from the parts that are connected to the ECU. Refer to “Parts connected to the ECU” on page 8-37.

Fault code No.	P0117, P0118		
Item	**[P0117] Coolant temperature sensor: ground short circuit detected. [P0118] Coolant temperature sensor: open or power short circuit detected.**		
3-7	[For P0117/P0118] Short circuit Between wire harness (ECU side) output terminal (green/white) “a” of ECU coupler and any other ECU coupler terminal “b”. Between sub-wire harness (coolant temperature sensor side) output terminal (green/white) “c” and output terminal (black/blue) “d”. If there is continuity, replace the wire harness and/or sub-wire harness.  A. Wire harness coupler (ECU side) B. Sub-wire harness coupler (coolant temperature sensor side)		
4	Installed condition of coolant temperature sensor.	Check for looseness or pinching. Improperly installed sensor → Reinstall or replace the sensor.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.
5	Defective coolant temperature sensor.	Execute the diagnostic mode. (Code No. 06) When engine is cold: Displayed temperature is close to the ambient temperature. The displayed temperature is not close to the ambient temperature → Check the coolant temperature sensor. Replace if defective. Refer to “CHECKING THE COOLANT TEMPERATURE SENSOR” on page 8-218.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0122, P0123, P0222, P0223, P2135

TIP

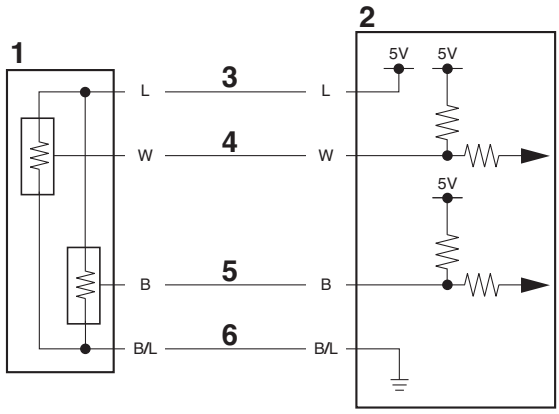
If a fault code other than No. “P2135” (“P0122, P0123, P0222, P0223”) is detected, perform trouble-shooting first.

Fault code No.		**P0122, P0123, P0222, P0223, P2135**
Item		**[P0122] Throttle position sensor: ground short circuit detected.** **[P0123] Throttle position sensor: open or power short circuit detected.** **[P0222] Throttle position sensor: ground short circuit detected.** **[P0223] Throttle position sensor: open or power short circuit detected.** **[P2135] Throttle position sensor: output voltage deviation error.**
Fail-safe system		Able/Unable to start engine
		Able/Unable to drive vehicle
Diagnostic code No.		01, 13
01	**Tool display**	Throttle position sensor signal 1 • 13–21 (fully closed position) • 97–106 (fully open position)
	Procedure	• Check with throttle valves fully closed. • Check with throttle valves fully open.
13	**Tool display**	Throttle position sensor signal 2 • 10–24 (fully closed position) • 94–109 (fully open position)
	Procedure	• Check with throttle valves fully closed. • Check with throttle valves fully open.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of throttle position sensor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 4.

Fault code No.	P0122, P0123, P0222, P0223, P2135
Item	[P0122] Throttle position sensor: ground short circuit detected. [P0123] Throttle position sensor: open or power short circuit detected. [P0222] Throttle position sensor: ground short circuit detected. [P0223] Throttle position sensor: open or power short circuit detected. [P2135] Throttle position sensor: output voltage deviation error.

3-1



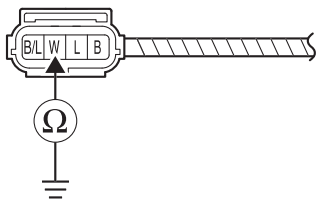
1. Throttle position sensor
2. ECU
3. Sensor input lead
4. Sensor output lead 1
5. Sensor output lead 2
6. Sensor ground lead

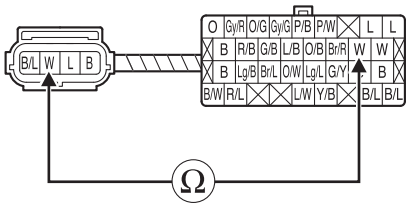
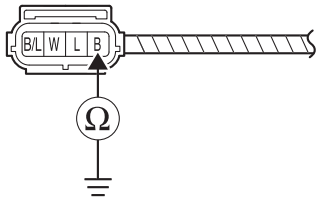
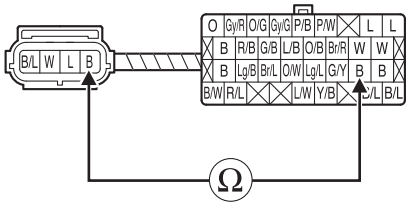
3-2

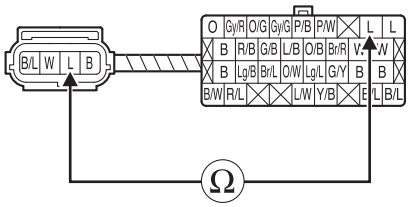
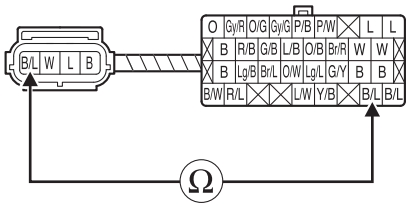
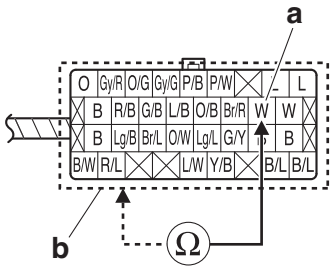
Disconnect the ECU coupler from the ECU.
Disconnect the throttle position sensor coupler from the throttle position sensor.

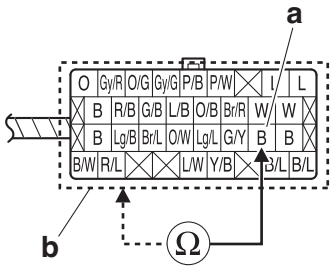
3-3

[For P0122] Ground short circuit
Between throttle position sensor coupler and ground: white–ground
If there is continuity, replace the wire harness.



Fault code No.	P0122, P0123, P0222, P0223, P2135
Item	**[P0122] Throttle position sensor: ground short circuit detected.** **[P0123] Throttle position sensor: open or power short circuit detected.** **[P0222] Throttle position sensor: ground short circuit detected.** **[P0223] Throttle position sensor: open or power short circuit detected.** **[P2135] Throttle position sensor: output voltage deviation error.**
3-4	[For P0123] Open circuit Between throttle position sensor coupler and ECU coupler: white–white If there is no continuity, replace the wire harness. 
3-5	[For P0222] Ground short circuit Between throttle position sensor coupler and ground: black–ground If there is continuity, replace the wire harness. 
3-6	[For P0223] Open circuit Between throttle position sensor coupler and ECU coupler: black–black If there is no continuity, replace the wire harness. 

Fault code No.	P0122, P0123, P0222, P0223, P2135
Item	**[P0122] Throttle position sensor: ground short circuit detected.** **[P0123] Throttle position sensor: open or power short circuit detected.** **[P0222] Throttle position sensor: ground short circuit detected.** **[P0223] Throttle position sensor: open or power short circuit detected.** **[P2135] Throttle position sensor: output voltage deviation error.**
3-7	[For P0123/P0223] Open circuit Between throttle position sensor coupler and ECU coupler: blue–blue If there is no continuity, replace the wire harness. 
3-8	[For P0123/P0223] Open circuit Between throttle position sensor coupler and ECU coupler: black/blue–black/blue If there is no continuity, replace the wire harness. 
3-9	Disconnect the couplers from the parts that are connected to the ECU. Refer to “Parts connected to the ECU” on page 8-37.
3-10	[For P0122/P0123] Short circuit Between throttle position sensor output terminal (white) “a” of ECU coupler and any other ECU coupler terminal “b”. If there is continuity, replace the wire harness. 

Fault code No.	P0122, P0123, P0222, P0223, P2135		
Item	**[P0122] Throttle position sensor: ground short circuit detected.** **[P0123] Throttle position sensor: open or power short circuit detected.** **[P0222] Throttle position sensor: ground short circuit detected.** **[P0223] Throttle position sensor: open or power short circuit detected.** **[P2135] Throttle position sensor: output voltage deviation error.**		
3-11	[For P0222/P0223] Short circuit Between throttle position sensor output terminal (black) “a” of ECU coupler and any other ECU coupler terminal “b”. If there is continuity, replace the wire harness. 		
4	Installed condition of throttle position sensor.	Check for looseness or pinching. Improperly installed sensor → Reinstall or adjust the sensor. Refer to “ADJUSTING THE THROTTLE POSITION SENSOR” on page 7-12.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.
5	Defective throttle position sensor.	Check throttle position sensor signal 1. Execute the diagnostic mode. (Code No. 01) When the throttle valves are fully closed: A value of 13–21 is indicated. When throttle valves are fully open: A value of 97–106 is indicated. Check throttle position sensor signal 2. Execute the diagnostic mode. (Code No. 13) When the throttle valves are fully closed: A value of 10–24 is indicated. When the throttle valves are fully open: A value of 94–109 is indicated. An indicated value is out of the specified range → Replace the throttle position sensor.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.

Fault code No.		**P0122, P0123, P0222, P0223, P2135**	
Item		**[P0122] Throttle position sensor: ground short circuit detected. [P0123] Throttle position sensor: open or power short circuit detected. [P0222] Throttle position sensor: ground short circuit detected. [P0223] Throttle position sensor: open or power short circuit detected. [P2135] Throttle position sensor: output voltage deviation error.**	
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0132

Fault code No.		**P0132**	
Item		**O_2 sensor 1: short circuit detected (power short circuit).**	
Fail-safe system		Able to start engine	
		Able to drive vehicle	
Diagnostic code No.		—	
Tool display		—	
Procedure		—	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Installed condition of O_2 sensor 1.	Check for looseness or pinching. Improperly installed sensor → Reinstall or replace the sensor.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 2.
2	Connection of O_2 sensor 1 coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 3.
3	Connection of wire harness ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 4.

Fault code No.		P0132	
Item		**O_2 sensor 1: short circuit detected (power short circuit).**	
4	Wire harness continuity.	Open or short circuit → Properly connect or replace the wire harness. Between O_2 sensor 1 coupler and joint connector. black/blue–black/blue Between joint connector and ECU coupler. black/blue–black/blue Between O_2 sensor 1 coupler and ECU coupler. gray/green–gray/green	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 5.
5	Defective O_2 sensor 1.	Check the O_2 sensor 1. Defective → Replace the O_2 sensor 1. Refer to "ENGINE REMOVAL" on page 5-3.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0152

Fault code No.		P0152	
Item		**O_2 sensor 2: short circuit detected (power short circuit).**	
Fail-safe system		Able to start engine	
		Able to drive vehicle	
Diagnostic code No.		—	
Tool display		—	
Procedure		—	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Installed condition of O_2 sensor 2.	Check for looseness or pinching. Improperly installed sensor → Reinstall or replace the sensor.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 2.

Fault code No.		P0152	
Item		O_2 sensor 2: short circuit detected (power short circuit).	
2	Connection of O_2 sensor 2 coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 3.
3	Connection of wire harness ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 4.
4	Wire harness continuity.	Open or short circuit → Properly connect or replace the wire harness. Between O_2 sensor 2 coupler and joint connector. black/blue–black/blue Between joint connector and ECU coupler. black/blue–black/blue Between O_2 sensor 2 coupler and ECU coupler. gray/yellow–gray/yellow	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 5.
5	Defective O_2 sensor 2.	Check the O_2 sensor 2. Defective → Replace the O_2 sensor 2. Refer to "ENGINE REMOVAL" on page 5-3.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0201

Fault code No.	**P0201**
Item	**Fuel injector #1: malfunction in fuel injector #1.**
Fail-safe system	Able to start engine (depending on the number of faulty cylinders)
	Able to drive vehicle (depending on the number of faulty cylinders)
Diagnostic code No.	36
Actuation	Actuates fuel injector #1 five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen comes on each time the fuel injector is actuated.
Procedure	Disconnect the fuel pump coupler. Check that fuel injector #1 is actuated five times by listening for the operating sound.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of fuel injector #1 coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 36) Operating sound → Go to item 6. No operating sound → Go to item 2.
2	Defective fuel injector #1.	Measure the fuel injector resistance. Replace if out of specification. Refer to “CHECKING THE FUEL INJECTORS” on page 8-221.	Execute the diagnostic mode. (Code No. 36) Operating sound → Go to item 6. No operating sound → Go to item 3.
3	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 36) Operating sound → Go to item 6. No operating sound → Go to item 4.
4	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between fuel injector coupler and ECU coupler. red/black–red/black Between fuel injector coupler and relay unit coupler. red/blue–red/blue	Execute the diagnostic mode. (Code No. 36) Operating sound → Go to item 6. No operating sound → Go to item 5.
5	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	
6	Delete the fault code and check that the engine trouble warning light goes off.	Start the engine and let it idle for approximately 5 seconds. Confirm that the fault code has a condition of “Recovered” using the malfunction mode of the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0202

Fault code No.	**P0202**
Item	**Fuel injector #2: malfunction in fuel injector #2.**
Fail-safe system	Able to start engine (depending on the number of faulty cylinders)
	Able to drive vehicle (depending on the number of faulty cylinders)
Diagnostic code No.	37
Actuation	Actuates fuel injector #2 five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen comes on each time the fuel injector is actuated.
Procedure	Disconnect the fuel pump coupler. Check that fuel injector #2 is actuated five times by listening for the operating sound.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of fuel injector #2 coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 37) Operating sound → Go to item 6. No operating sound → Go to item 2.
2	Defective fuel injector #2.	Measure the fuel injector resistance. Replace if out of specification. Refer to “CHECKING THE FUEL INJECTORS” on page 8-221.	Execute the diagnostic mode. (Code No. 37) Operating sound → Go to item 6. No operating sound → Go to item 3.
3	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 37) Operating sound → Go to item 6. No operating sound → Go to item 4.
4	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between fuel injector coupler and ECU coupler. green/black–green/black Between fuel injector coupler and relay unit coupler. red/blue–red/blue	Execute the diagnostic mode. (Code No. 37) Operating sound → Go to item 6. No operating sound → Go to item 5.
5	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	
6	Delete the fault code and check that the engine trouble warning light goes off.	Start the engine and let it idle for approximately 5 seconds. Confirm that the fault code has a condition of “Recovered” using the malfunction mode of the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0203

Fault code No.	**P0203**
Item	**Fuel injector #3: malfunction in fuel injector #3.**
Fail-safe system	Able to start engine (depending on the number of faulty cylinders)
	Able to drive vehicle (depending on the number of faulty cylinders)
Diagnostic code No.	38
Actuation	Actuates fuel injector #3 five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen comes on each time the fuel injector is actuated.
Procedure	Disconnect the fuel pump coupler. Check that fuel injector #3 is actuated five times by listening for the operating sound.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of fuel injector #3 coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 38) Operating sound → Go to item 6. No operating sound → Go to item 2.
2	Defective fuel injector #3.	Measure the fuel injector resistance. Replace if out of specification. Refer to “CHECKING THE FUEL INJECTORS” on page 8-221.	Execute the diagnostic mode. (Code No. 38) Operating sound → Go to item 6. No operating sound → Go to item 3.
3	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 38) Operating sound → Go to item 6. No operating sound → Go to item 4.
4	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between fuel injector coupler and ECU coupler. blue/black–blue/black Between fuel injector coupler and relay unit coupler. red/blue–red/blue	Execute the diagnostic mode. (Code No. 38) Operating sound → Go to item 6. No operating sound → Go to item 5.
5	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	
6	Delete the fault code and check that the engine trouble warning light goes off.	Start the engine and let it idle for approximately 5 seconds. Confirm that the fault code has a condition of “Recovered” using the malfunction mode of the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0204

Fault code No.	**P0204**
Item	**Fuel injector #4: malfunction in fuel injector #4.**
Fail-safe system	Able to start engine (depending on the number of faulty cylinders)
	Able to drive vehicle (depending on the number of faulty cylinders)
Diagnostic code No.	39
Actuation	Actuates fuel injector #4 five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen comes on each time the fuel injector is actuated.
Procedure	Disconnect the fuel pump coupler. Check that fuel injector #4 is actuated five times by listening for the operating sound.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of fuel injector #4 coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 39) Operating sound → Go to item 6. No operating sound → Go to item 2.
2	Defective fuel injector #4.	Measure the fuel injector resistance. Replace if out of specification. Refer to “CHECKING THE FUEL INJECTORS” on page 8-221.	Execute the diagnostic mode. (Code No. 39) Operating sound → Go to item 6. No operating sound → Go to item 3.
3	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 39) Operating sound → Go to item 6. No operating sound → Go to item 4.
4	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between fuel injector coupler and ECU coupler. orange/black–orange/black Between fuel injector coupler and relay unit coupler. red/blue–red/blue	Execute the diagnostic mode. (Code No. 39) Operating sound → Go to item 6. No operating sound → Go to item 5.
5	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	
6	Delete the fault code and check that the engine trouble warning light goes off.	Start the engine and let it idle for approximately 5 seconds. Confirm that the fault code has a condition of “Recovered” using the malfunction mode of the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0335

Fault code No.	**P0335**
Item	**Crankshaft position sensor: no normal signals are received from the crankshaft position sensor.**
Fail-safe system	Unable to start engine
	Unable to drive vehicle
Diagnostic code No.	—
Tool display	—
Procedure	—

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of crankshaft position sensor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Crank the engine, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Crank the engine, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between crankshaft position sensor coupler and ECU coupler. gray–gray Between crankshaft position sensor coupler and joint connector. black/blue–black/blue Between joint connector and ECU coupler. black/blue–black/blue	Crank the engine, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 4.
4	Installed condition of crankshaft position sensor. Check for looseness or pinching. Check the gap (0.5 mm (0.02 in)) between the crankshaft position sensor and the generator rotor.	Improperly installed sensor → Reinstall or replace the sensor. Refer to “GENERATOR” on page 5-34.	Crank the engine, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.

Fault code No.		P0335	
Item		Crankshaft position sensor: no normal signals are received from the crankshaft position sensor.	
5	Defective crankshaft position sensor.	Check the crankshaft position sensor. Refer to “CHECKING THE CRANKSHAFT POSITION SENSOR” on page 8-215. Replace if defective.	Crank the engine, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0340

Fault code No.		P0340	
Item		Cylinder identification sensor: no normal signals are received from the cylinder identification sensor.	
Fail-safe system		Unable to start engine	
		Able to drive vehicle	
Diagnostic code No.		—	
Tool display		—	
Procedure		—	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Connection of cylinder identification sensor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Crank the engine, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 2.
2	Connection of wire harness ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Crank the engine, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 3.

Fault code No.		P0340	
Item		Cylinder identification sensor: no normal signals are received from the cylinder identification sensor.	
3	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between cylinder identification sensor coupler and ECU coupler. white/black–white/black blue–blue Between cylinder identification sensor coupler and joint connector. black/blue–black/blue Between joint connector and ECU coupler. black/blue–black/blue	Crank the engine, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 4.
4	Installed condition of cylinder identification sensor. Check for looseness or pinching.	Improperly installed sensor → Reinstall or replace the sensor.	Crank the engine, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.
5	Defective cylinder identification sensor.	Replace the cylinder identification sensor.	Crank the engine, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0351

Fault code No.	**P0351**
Item	**Cylinder-#1 ignition coil: open or short circuit detected in the primary lead of the cylinder-#1 ignition coil.**
Fail-safe system	Able to start engine (depending on the number of faulty cylinders)
	Able to drive vehicle (depending on the number of faulty cylinders)
Diagnostic code No.	30
Actuation	Actuates the cylinder-#1 ignition coil five times at one-second intervals. The "check" indicator on the Yamaha diagnostic tool screen comes on each time the ignition coil is actuated.
Procedure	Check that a spark is generated five times. • Connect an ignition checker.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of cylinder-#1 ignition coil coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between cylinder-#1 ignition coil coupler and ECU coupler. orange–orange Between cylinder-#1 ignition coil coupler and right handlebar switch coupler. red/white–red/white	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 4.
4	Installed condition of cylinder-#1 ignition coil.	Check for looseness or pinching. Improperly installed ignition coil → Reinstall or replace the ignition coil.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 5.

Fault code No.		P0351	
Item		**Cylinder-#1 ignition coil: open or short circuit detected in the primary lead of the cylinder-#1 ignition coil.**	
5	Defective cylinder-#1 ignition coil.	Measure the primary coil resistance of the cylinder-#1 ignition coil. Replace if out of specification. Refer to "CHECKING THE IGNITION COILS" on page 8-214.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 6.
6	Malfunction in ECU.	Execute the diagnostic mode. (Code No. 30) No spark → Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0352

Fault code No.		P0352	
Item		**Cylinder-#2 ignition coil: open or short circuit detected in the primary lead of the cylinder-#2 ignition coil.**	
Fail-safe system		Able to start engine (depending on the number of faulty cylinders)	
		Able to drive vehicle (depending on the number of faulty cylinders)	
Diagnostic code No.		31	
Actuation		Actuates the cylinder-#2 ignition coil five times at one-second intervals. The "check" indicator on the Yamaha diagnostic tool screen comes on each time the ignition coil is actuated.	
Procedure		Check that a spark is generated five times. • Connect an ignition checker.	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Connection of cylinder-#2 ignition coil coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 2.

Fault code No.		P0352	
Item		Cylinder-#2 ignition coil: open or short circuit detected in the primary lead of the cylinder-#2 ignition coil.	
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between cylinder-#2 ignition coil coupler and ECU coupler. gray/red–gray/red Between cylinder-#2 ignition coil coupler and right handlebar switch coupler. red/white–red/white	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 4.
4	Installed condition of cylinder-#2 ignition coil.	Check for looseness or pinching. Improperly installed ignition coil → Reinstall or replace the ignition coil.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.
5	Defective cylinder-#2 ignition coil.	Measure the primary coil resistance of the cylinder-#2 ignition coil. Replace if out of specification. Refer to “CHECKING THE IGNITION COILS” on page 8-214.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.
6	Malfunction in ECU.	Execute the diagnostic mode. (Code No. 31) No spark → Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0353

Fault code No.	**P0353**
Item	**Cylinder-#3 ignition coil: open or short circuit detected in the primary lead of the cylinder-#3 ignition coil.**
Fail-safe system	Able to start engine (depending on the number of faulty cylinders)
	Able to drive vehicle (depending on the number of faulty cylinders)
Diagnostic code No.	32
Actuation	Actuates the cylinder-#3 ignition coil five times at one-second intervals. The "check" indicator on the Yamaha diagnostic tool screen comes on each time the ignition coil is actuated.
Procedure	Check that a spark is generated five times. • Connect an ignition checker.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of cylinder-#3 ignition coil coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between cylinder-#3 ignition coil coupler and ECU coupler. orange/green–orange/green Between cylinder-#3 ignition coil coupler and right handlebar switch coupler. red/white–red/white	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 4.
4	Installed condition of cylinder-#3 ignition coil.	Check for looseness or pinching. Improperly installed ignition coil → Reinstall or replace the ignition coil.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 5.

Fault code No.		P0353	
Item		**Cylinder-#3 ignition coil: open or short circuit detected in the primary lead of the cylinder-#3 ignition coil.**	
5	Defective cylinder-#3 ignition coil.	Measure the primary coil resistance of the cylinder-#3 ignition coil. Replace if out of specification. Refer to "CHECKING THE IGNITION COILS" on page 8-214.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 6.
6	Malfunction in ECU.	Execute the diagnostic mode. (Code No. 32) No spark → Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0354

Fault code No.		P0354	
Item		**Cylinder-#4 ignition coil: open or short circuit detected in the primary lead of the cylinder-#4 ignition coil.**	
Fail-safe system		Able to start engine (depending on the number of faulty cylinders)	
		Able to drive vehicle (depending on the number of faulty cylinders)	
Diagnostic code No.		33	
Actuation		Actuates the cylinder-#4 ignition coil five times at one-second intervals. The "check" indicator on the Yamaha diagnostic tool screen comes on each time the ignition coil is actuated.	
Procedure		Check that a spark is generated five times. • Connect an ignition checker.	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Connection of cylinder-#4 ignition coil coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 2.

Fault code No.		P0354	
Item		Cylinder-#4 ignition coil: open or short circuit detected in the primary lead of the cylinder-#4 ignition coil.	
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between cylinder-#4 ignition coil coupler and ECU coupler. gray/green–gray/green Between cylinder-#4 ignition coil coupler and right handlebar switch coupler. red/white–red/white	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 4.
4	Installed condition of cylinder-#4 ignition coil.	Check for looseness or pinching. Improperly installed ignition coil → Reinstall or replace the ignition coil.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.
5	Defective cylinder-#4 ignition coil.	Measure the primary coil resistance of the cylinder-#4 ignition coil. Replace if out of specification. Refer to “CHECKING THE IGNITION COILS” on page 8-214.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.
6	Malfunction in ECU.	Execute the diagnostic mode. (Code No. 33) No spark → Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0476

TIP

If fault code numbers “P048D/P048E” and “P0476” are both indicated, take the actions specified for fault code number “P048D/P048E” first.

Fault code No.	**P0476**
Item	**EXUP servo motor: stuck EXUP servo motor is detected.**
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	53
Actuation	After the EXUP is fully closed, it stops at the opening base position (intermediate position). This operation takes approximately 3 seconds during which the “check” indicator is displayed on the Yamaha diagnostic tool.
Procedure	Check the operating sound.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of EXUP servo motor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Conditions is “Recovered” → Go to item 7 and finish the service. Conditions is “Detected” → Go to item 2.
2	Connection of wire harness ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Conditions is “Recovered” → Go to item 7 and finish the service. Conditions is “Detected” → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between EXUP servo motor coupler and ECU coupler. black/green–black/green black/red–black/red	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Conditions is “Recovered” → Go to item 7 and finish the service. Conditions is “Detected” → Go to item 4.
4	Defective EXUP servo motor.	Disconnect the cables and execute the diagnostic code. (Code No. 53) Check the operating sound of the motor. Replace if defective.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Conditions is “Recovered” → Go to item 7 and finish the service. Conditions is “Detected” → Go to item 5.

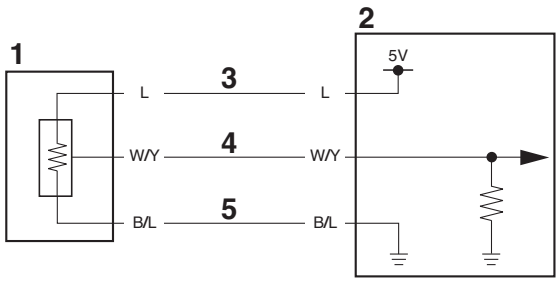
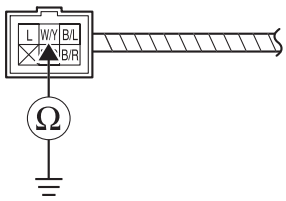
Fault code No.		P0476	
Item		EXUP servo motor: stuck EXUP servo motor is detected.	
5	Defective EXUP valve, pulley, and cables.	Turn the EXUP valve manually with the cables disconnected. Replace if defective.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Conditions is "Recovered" → Go to item 7 and finish the service. Conditions is "Detected" → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P048D, P048E

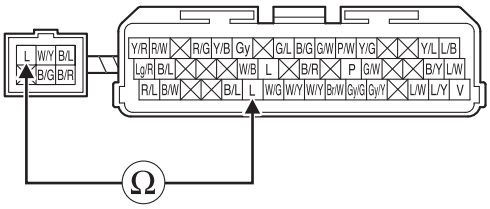
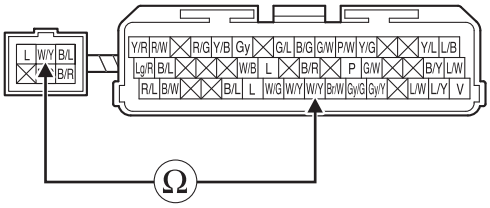
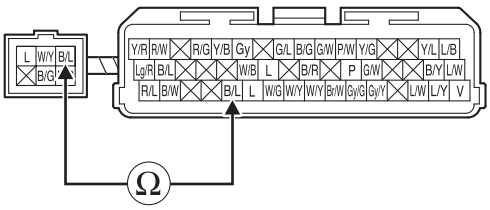
TIP

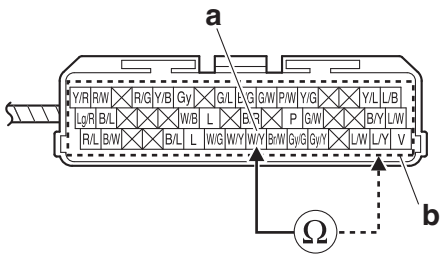
If fault code numbers "P048D/P048E" and "P0476" are both indicated, take the actions specified for fault code number "P048D/P048E" first.

Fault code No.		P048D, P048E	
Item		[P048D] EXUP servo motor: open or ground short circuit detected. [P048E] EXUP servo motor: power short circuit detected.	
Fail-safe system		Able to start engine	
		Able to drive vehicle	
Diagnostic code No.		53	
Actuation		After the EXUP is fully closed, it stops at the opening base position (intermediate position). This operation takes approximately 3 seconds during which the "check" indicator is displayed on the Yamaha diagnostic tool.	
Procedure		Check the operating sound.	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Connection of EXUP servo motor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 2.

Fault code No.		P048D, P048E	
Item		[P048D] EXUP servo motor: open or ground short circuit detected. [P048E] EXUP servo motor: power short circuit detected.	
2	Connection of wire harness ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 4.
3-1	 1. EXUP servo motor 2. ECU 3. Sensor input lead 4. Sensor output lead 5. Sensor ground lead		
3-2	Disconnect the ECU coupler from the ECU. Disconnect the EXUP servo motor coupler from the EXUP servo motor.		
3-3	[For P048D] Ground short circuit Between EXUP servo motor coupler and ground: white/yellow–ground If there is continuity, replace the wire harness. 		

Fault code No.	P048D, P048E
Item	[P048D] EXUP servo motor: open or ground short circuit detected. [P048E] EXUP servo motor: power short circuit detected.

3-4	[For P048D] Open circuit Between EXUP servo motor coupler and ECU coupler: blue–blue If there is no continuity, replace the wire harness. 
3-5	[For P048D] Open circuit Between EXUP servo motor coupler and ECU coupler: white/yellow–white/yellow If there is no continuity, replace the wire harness. 
3-6	[For P048E] Open circuit Between EXUP servo motor coupler and ECU coupler: black/blue–black/blue If there is no continuity, replace the wire harness. 
3-7	Disconnect the couplers from the parts that are connected to the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.

Fault code No.	P048D, P048E		
Item	[P048D] EXUP servo motor: open or ground short circuit detected. [P048E] EXUP servo motor: power short circuit detected.		
3-8	[For P048D/P048E] Short circuit Between EXUP servo motor output terminal (white/yellow) “a” of ECU coupler and any other ECU coupler terminal “b”. If there is continuity, replace the wire harness. 		
4	Defective EXUP servo motor.	Execute the diagnostic mode. (Code No. 53) Check the operating sound of the motor. Replace if defective.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 5.
5	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
6	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0500, P1500

TIP

In case “P0500” is detected, or both “P0500” and “P1500” are detected, proceed from item A-1.

Fault code No.	**P0500, P1500**	
Item	**A**	**Rear wheel sensor: no normal signals are received from the rear wheel sensor.**
	B	**Neutral switch: open or short circuit is detected.**
	C	**Clutch switch: open or short circuit is detected.**
Fail-safe system	Able to start engine	
	Able to drive vehicle	
Diagnostic code No.	07	
Tool display	Rear wheel speed pulse 0–999	
Procedure	Check that the number increases when the rear wheel is rotated. The number is cumulative and does not reset each time the wheel is stopped.	

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
A-1	Locate the malfunction.	(Fault code No. P0500 or P0500 and P1500 detected.) Execute the diagnostic mode. (Code No. 07) Rotate the rear wheel by hand and check that the indicated value increases.	Value does not increase → Go to item A-2.
		(Fault code No. P1500 detected.) Execute the diagnostic mode. (Code No. 21) When the transmission is in neutral: “ON” When the transmission is in gear with the clutch lever released: “OFF”	Incorrect indication → Go to item B-2 for the neutral switch.
		When the transmission is in gear with the clutch lever squeezed and the sidestand retracted: “ON”	Incorrect indication → Go to item C-2 for the clutch switch.
A-2	Connection of rear wheel sensor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 07) Rotate the rear wheel by hand and check that the indicated value increases. Value increases → Go to item A-8. Value does not increase → Go to item A-3.

Fault code No.		P0500, P1500		
Item		A	Rear wheel sensor: no normal signals are received from the rear wheel sensor.	
		B	Neutral switch: open or short circuit is detected.	
		C	Clutch switch: open or short circuit is detected.	
A-3	Connection of ABS ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).		Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 07) Rotate the rear wheel by hand and check that the indicated value increases. Value increases → Go to item A-8. Value does not increase → Go to item A-4.
A-4	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).		Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 07) Rotate the rear wheel by hand and check that the indicated value increases. Value increases → Go to item A-8. Value does not increase → Go to item A-5.
A-5	Rear wheel sensor lead continuity, or defective rear wheel sensor.		Open or short circuit, or defective sensor → Replace the rear wheel sensor. Between rear wheel sensor coupler and ABS ECU coupler. black–black white–white Between ABS ECU coupler and ECU coupler. white/yellow–white/yellow	Execute the diagnostic mode. (Code No. 07) Rotate the rear wheel by hand and check that the indicated value increases. Value increases → Go to item A-8. Value does not increase → Go to item A-6.
A-6	Malfunction in ECU.		Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Execute the diagnostic mode. (Code No. 07) Rotate the rear wheel by hand and check that the indicated value increases. Value increases → Go to item A-8. Value does not increase → Go to item A-7.
A-7	Malfunction in ABS ECU.		Replace the ABS ECU.	Go to item A-8.
A-8	Delete the fault code and check that the engine trouble warning light goes off.		Turn the main switch to “ON”, and then rotate the rear wheel by hand. Start the engine, and input the vehicle speed signals by operating the vehicle at 20 to 30 km/h (12 to 19 mph). Confirm that the fault code has a condition of “Recovered” using the malfunction mode of the Yamaha diagnostic tool, and then delete the fault code. Delete this fault code even if it has a condition of “Detected”.	

Fault code No.	**P0500, P1500**	
Item	**A**	**Rear wheel sensor: no normal signals are received from the rear wheel sensor.**
	B	**Neutral switch: open or short circuit is detected.**
	C	**Clutch switch: open or short circuit is detected.**
Fail-safe system	Able to start engine	
	Able to drive vehicle	
Diagnostic code No.	21	
Tool display	Neutral switch • "ON" (when the transmission is in neutral) • "OFF" (when the transmission is in gear with the clutch lever released)	
Procedure	Operate the transmission and clutch lever.	

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
B-1	Locate the malfunction.	(Fault code No. P0500 or P0500 and P1500 detected.) Execute the diagnostic mode. (Code No. 07) Rotate the rear wheel by hand and check that the indicated value increases.	Value does not increase → Go to item A-2 for the rear wheel sensor.
		(Fault code No. P1500 detected.) Execute the diagnostic mode. (Code No. 21) When the transmission is in neutral: "ON" When the transmission is in gear with the clutch lever released: "OFF"	Incorrect indication → Go to item B-2.
		When the transmission is in gear with the clutch lever squeezed and the sidestand is retracted: "ON"	Incorrect indication → Go to item C-2 for the clutch switch.
B-2	Connection of neutral switch coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 21) When the transmission is in neutral: "ON" When the transmission is in gear with the clutch lever released: "OFF" Correct indication → Go to item B-9. Incorrect indication → Go to item B-3.

Fault code No.		P0500, P1500		
Item		A	Rear wheel sensor: no normal signals are received from the rear wheel sensor.	
		B	Neutral switch: open or short circuit is detected.	
		C	Clutch switch: open or short circuit is detected.	
B-3	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).		Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 21) When the transmission is in neutral: "ON" When the transmission is in gear with the clutch lever released: "OFF" Correct indication → Go to item B-9. Incorrect indication → Go to item B-4.
B-4	Wire harness continuity.		Open or short circuit → Replace the wire harness. Between relay unit coupler and ECU coupler. black/yellow–black/yellow Between relay unit coupler and neutral switch coupler. sky blue–sky blue	Execute the diagnostic mode. (Code No. 21) When the transmission is in neutral: "ON" When the transmission is in gear with the clutch lever released: "OFF" Correct indication → Go to item B-9. Incorrect indication → Go to item B-5.
B-5	Defective relay unit.		Check the relay unit. Replace if defective. Refer to "CHECKING THE RELAY UNIT (DIODE)" on page 8-213.	Execute the diagnostic mode. (Code No. 21) When the transmission is in neutral: "ON" When the transmission is in gear with the clutch lever released: "OFF" Correct indication → Go to item B-9. Incorrect indication → Go to item B-6.
B-6	Defective neutral switch.		Check the neutral switch. Replace if defective. Refer to "CHECKING THE SWITCHES" on page 8-205.	Execute the diagnostic mode. (Code No. 21) When the transmission is in neutral: "ON" When the transmission is in gear with the clutch lever released: "OFF" Correct indication → Go to item B-9. Incorrect indication → Go to item B-7.
B-7	Faulty shift drum (neutral detection area).		Malfunction → Replace the shift drum. Refer to "TRANSMISSION" on page 5-86.	Execute the diagnostic mode. (Code No. 21) When the transmission is in neutral: "ON" When the transmission is in gear with the clutch lever released: "OFF" Correct indication → Go to item B-9. Incorrect indication → Go to item B-8.

Fault code No.		P0500, P1500		
Item		A	Rear wheel sensor: no normal signals are received from the rear wheel sensor.	
		B	Neutral switch: open or short circuit is detected.	
		C	Clutch switch: open or short circuit is detected.	
B-8	Malfunction in ECU.		Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
B-9	Delete the fault code and check that the engine trouble warning light goes off.		Turn the main switch to “ON”, and then rotate the rear wheel by hand. Start the engine, and input the vehicle speed signals by operating the vehicle at 20 to 30 km/h (12 to 19 mph). Confirm that the fault code has a condition of “Recovered” using the malfunction mode of the Yamaha diagnostic tool, and then delete the fault code. Delete this fault code even if it has a condition of “Detected”.	

Fault code No.		P0500, P1500		
Item		A	Rear wheel sensor: no normal signals are received from the rear wheel sensor.	
		B	Neutral switch: open or short circuit is detected.	
		C	Clutch switch: open or short circuit is detected.	
Fail-safe system		Able to start engine		
		Able to drive vehicle		
Diagnostic code No.		21		
Tool display		Clutch switch • “ON” (when the clutch lever is squeezed with the transmission in gear and when the sidestand is retracted) • “OFF” (when the clutch lever is squeezed with the transmission in gear and when the sidestand is extended)		
Procedure		Operate the transmission, clutch lever, and sidestand.		
Item	**Probable cause of malfunction and check**		**Maintenance job**	**Confirmation of service completion**

Fault code No.		P0500, P1500		
Item		A	Rear wheel sensor: no normal signals are received from the rear wheel sensor.	
		B	Neutral switch: open or short circuit is detected.	
		C	Clutch switch: open or short circuit is detected.	
C-1	Locate the malfunction.		(Fault code No. P0500 or P0500 and P1500 detected.) Execute the diagnostic mode. (Code No. 07) Rotate the rear wheel by hand and check that the indicated value increases.	Value does not increase → Go to item A-2 for the rear wheel sensor.
			(Fault code No. P1500 detected.) Execute the diagnostic mode. (Code No. 21) When the transmission is in neutral: “ON” When the transmission is in gear with the clutch lever released: “OFF”	Incorrect indication → Go to item B-2 for the neutral switch.
			When the transmission is in gear with the clutch lever squeezed and the sidestand retracted: “ON”	Incorrect indication → Go to item C-2.
C-2	Clutch lever adjustment.		Refer to “ADJUSTING THE CLUTCH LEVER FREE PLAY” on page 3-13.	Execute the diagnostic mode. (Code No. 21) When the clutch lever is released with the transmission in gear and when the sidestand is retracted: “OFF” When the clutch lever is squeezed with the transmission in gear and when the sidestand is retracted: “ON” Correct indication→ Go to item C-8. Incorrect indication → Go to item C-3.
C-3	Connection of clutch switch coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).		Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 21) When the clutch lever is released with the transmission in gear and when the sidestand is retracted: “OFF” When the clutch lever is squeezed with the transmission in gear and when the sidestand is retracted: “ON” Correct indication→ Go to item C-8. Incorrect indication → Go to item C-4.

Fault code No.		P0500, P1500		
Item		A	Rear wheel sensor: no normal signals are received from the rear wheel sensor.	
		B	Neutral switch: open or short circuit is detected.	
		C	Clutch switch: open or short circuit is detected.	
C-4	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).		Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 21) When the clutch lever is released with the transmission in gear and when the sidestand is retracted: “OFF” When the clutch lever is squeezed with the transmission in gear and when the sidestand is retracted: “ON” Correct indication→ Go to item C-8. Incorrect indication → Go to item C-5.
C-5	Wire harness continuity.		Open or short circuit → Replace the wire harness. Between ECU coupler and joint coupler. black/yellow–black/yellow blue/yellow–blue/yellow Between joint coupler and relay unit coupler. black/yellow–black/yellow blue/yellow–blue/yellow Between clutch switch coupler and joint coupler. black/yellow–black/yellow blue/yellow–blue/yellow	Execute the diagnostic mode. (Code No. 21) When the clutch lever is released with the transmission in gear and when the sidestand is retracted: “OFF” When the clutch lever is squeezed with the transmission in gear and when the sidestand is retracted: “ON” Correct indication→ Go to item C-8. Incorrect indication → Go to item C-6.
C-6	Defective clutch switch.		Check the clutch switch. Replace if defective. Refer to “CHECKING THE SWITCHES” on page 8-205.	Execute the diagnostic mode. (Code No. 21) When the clutch lever is released with the transmission in gear and when the sidestand is retracted: “OFF” When the clutch lever is squeezed with the transmission in gear and when the sidestand is retracted: “ON” Correct indication→ Go to item C-8. Incorrect indication → Go to item C-7.
C-7	Malfunction in ECU.		Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.

Fault code No.		P0500, P1500	
Item		A	Rear wheel sensor: no normal signals are received from the rear wheel sensor.
		B	Neutral switch: open or short circuit is detected.
		C	Clutch switch: open or short circuit is detected.
C-8	Delete the fault code and check that the engine trouble warning light goes off.	Turn the main switch to “ON”, and then rotate the rear wheel by hand. Start the engine, and input the vehicle speed signals by operating the vehicle at 20 to 30 km/h (12 to 19 mph). Confirm that the fault code has a condition of “Recovered” using the malfunction mode of the Yamaha diagnostic tool, and then delete the fault code. Delete this fault code even if it has a condition of “Detected”.	

Fault code No. P0560

Fault code No.		P0560	
Item		Charging voltage is abnormal.	
Fail-safe system		Able to start engine	
		Able to drive vehicle	
Diagnostic code No.		—	
Tool display		—	
Procedure		—	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Malfunction in charging system.	Check the charging system. Refer to “CHARGING SYSTEM” on page 8-13. Defective rectifier/regulator or AC magneto → Replace. Defective connection in the charging system circuit → Properly connect or replace the wire harness.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 2 and finish the service. Condition is “Detected” → Repeat item 1.
2	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0601, P0606

Fault code No.	**P0601, P0606**
Item	**Internal malfunction in ECU. (When this malfunction is detected in the ECU, the fault code number might not appear on the tool display.)**
Fail-safe system	Able/Unable to start engine
	Able/Unable to drive vehicle
Diagnostic code No.	—
Tool display	—
Procedure	—

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Turn the main switch to “ON”. Check that the engine trouble warning light does not come on.

Fault code No. P062F

Fault code No.	**P062F**
Item	**EEPROM fault code number: an error is detected while reading or writing on EEPROM.**
Fail-safe system	Able/Unable to start engine
	Able/Unable to drive vehicle
Diagnostic code No.	60
Tool display	00 • No malfunctions detected (If the self-diagnosis fault code P062F is indicated, the ECU is defective.) 01–04 (CO adjustment value) • (If more than one cylinder is defective, the display alternates every two seconds to show all the detected cylinder numbers. When all cylinder numbers are shown, the display repeats the same process.) 11 (Data error for ISC (idle speed control) learning values) 12 (O_2 feedback learning value) 13 (OBD memory value)
Procedure	—

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Locate the malfunction	Execute the diagnostic mode. (Code No. 60) 00: Go to item 7. 01: Go to item 2. 02: Go to item 3. 03: Go to item 4. 04: Go to item 5. 11–13: Go to item 6.	

Fault code No.		P062F	
Item		EEPROM fault code number: an error is detected while reading or writing on EEPROM.	
2	"01" is indicated in diagnostic mode (code No. 60). EEPROM data error for adjustment of CO concentration of cylinder #1.	Change the CO concentration of cylinder #1, and rewrite in EEPROM. Refer to "ADJUSTING THE EXHAUST GAS VOLUME" on page 3-12. After this adjustment is made, turn the main switch to "OFF".	Set the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Repeat item 1. If the same number is indicated, go to item 7.
3	"02" is indicated in diagnostic mode (code No. 60). EEPROM data error for adjustment of CO concentration of cylinder #2.	Change the CO concentration of cylinder #2, and rewrite in EEPROM. Refer to "ADJUSTING THE EXHAUST GAS VOLUME" on page 3-12. After this adjustment is made, turn the main switch to "OFF".	Set the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Repeat item 1. If the same number is indicated, go to item 7.
4	"03" is indicated in diagnostic mode (code No. 60). EEPROM data error for adjustment of CO concentration of cylinder #3.	Change the CO concentration of cylinder #3, and rewrite in EEPROM. Refer to "ADJUSTING THE EXHAUST GAS VOLUME" on page 3-12. After this adjustment is made, turn the main switch to "OFF".	Set the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Repeat item 1. If the same number is indicated, go to item 7.
5	"04" is indicated in diagnostic mode (code No. 60). EEPROM data error for adjustment of CO concentration of cylinder #4.	Change the CO concentration of cylinder #4, and rewrite in EEPROM. Refer to "ADJUSTING THE EXHAUST GAS VOLUME" on page 3-12. After this adjustment is made, turn the main switch to "OFF".	Set the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Repeat item 1. If the same number is indicated, go to item 7.
6	"11" is indicated in diagnostic mode (code No. 60). EEPROM data error for ISC (idle speed control) learning values. "12" is indicated in the diagnostic mode. (Code No. 60) EEPROM data error for O_2 feedback learning values. "13" is indicated in the diagnostic mode. (Code No. 60) EEPROM data error for OBD memory values.	Turn the main switch to "OFF".	Set the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Repeat item 1. If the same number is indicated, go to item 7.

Fault code No.		P062F	
Item		EEPROM fault code number: an error is detected while reading or writing on EEPROM.	
7	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
8	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0638

Fault code No.		P0638	
Item		YCC-T drive system: malfunction detected.	
Fail-safe system		Able/Unable to start engine	
		Able/Unable to drive vehicle	
Diagnostic code No.		—	
Tool display		—	
Procedure		—	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Connection of throttle servo motor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 8 and finish the service. Condition is “Detected” → Go to item 2.
2	Connection of wire harness ECU coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 8 and finish the service. Condition is “Detected” → Go to item 3.
3	Check the electronic throttle valve fuse.	Abnormality → Replace the electronic throttle valve fuse.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 8 and finish the service. Condition is “Detected” → Go to item 4.

Fault code No.		P0638	
Item		YCC-T drive system: malfunction detected.	
4	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between throttle servo motor coupler and ECU coupler. yellow/red–yellow/red light green/red–light green/red Between ECU coupler and fuse box (electronic throttle valve fuse). red/blue–red/blue	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 5.
5	Defective throttle servo motor.	Check the throttle servo motor. Replace the throttle bodies if defective. Refer to "CHECKING THE THROTTLE SERVO MOTOR" on page 8-219.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 6.
6	Defective throttle bodies.	Check the throttle bodies. Replace if defective. Refer to "CHECKING THE THROTTLE SERVO MOTOR" on page 8-219.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 7.
7	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.
8	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0657

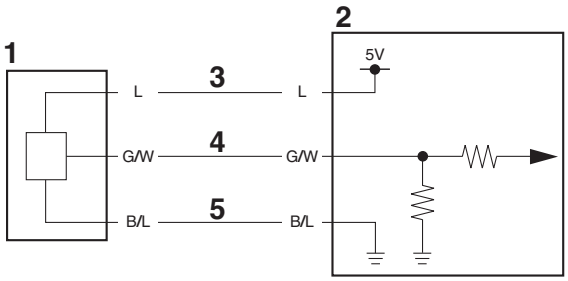
Fault code No.		**P0657**
Item		**Fuel system voltage: incorrect voltage supplied to the fuel injector and fuel pump.**
Fail-safe system		Able to start engine
		Able to drive vehicle
Diagnostic code No.		09, 50
09	**Tool display**	Fuel system voltage (battery voltage) Approximately 12.0
	Procedure	Set the start/engine stop switch to "◯", and then compare the actually measured battery voltage with the tool display value. (If the actually measured battery voltage is low, recharge the battery.)
50	**Actuation**	Actuates the relay unit five times at one-second intervals. The "check" indicator on the Yamaha diagnostic tool screen come on each time the relay is actuated.
	Procedure	Check that the relay unit is actuated five times by listening for the operating sound.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of relay unit coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between fuse box (fuel injection system fuse) and relay unit coupler. brown/white–brown/white Between fuse box (ignition fuse) and handlebar switch (right) coupler. red/white–red/white Between handlebar switch (right) coupler and relay unit coupler. red/white–red/white Between relay unit coupler and ECU coupler. red/blue–red/blue blue/white–blue/white	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 4.

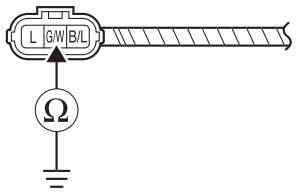
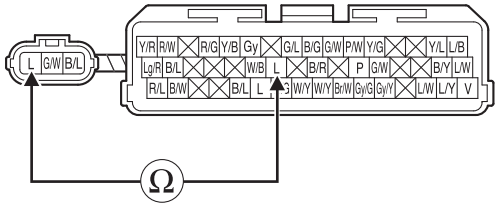
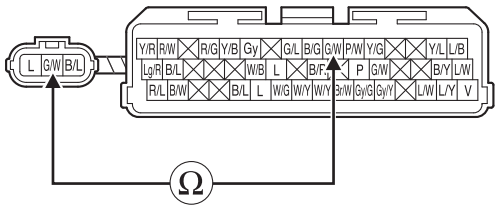
Fault code No.		P0657	
Item		Fuel system voltage: incorrect voltage supplied to the fuel injector and fuel pump.	
4	Defective relay unit.	Execute the diagnostic mode. (Code No. 50) No operating sound → Replace the relay unit.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.
5	Defective relay unit.	Execute the diagnostic mode. (Code No. 09) Fuel system voltage is below 3 V → Replace the relay unit.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

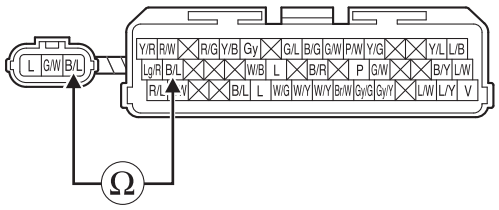
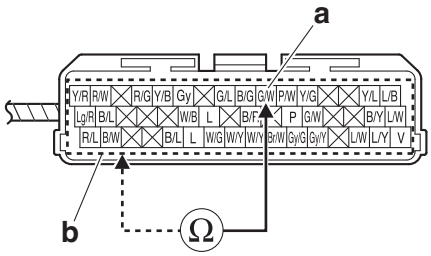
Fault code No. P0916, P0917

Fault code No.		P0916, P0917	
Item		[P0916] Gear position sensor: open or ground short circuit detected. [P0917] Gear position sensor: power short circuit detected.	
Fail-safe system		Able to start engine	
		Able to drive vehicle However, the vehicle cannot start off again after stopping without changing gears.	
Diagnostic code No.		—	
Tool display		—	
Procedure		—	
Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion

Fault code No.		P0916, P0917	
Item		[P0916] Gear position sensor: open or ground short circuit detected. [P0917] Gear position sensor: power short circuit detected.	
1	Connection of gear position sensor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 4.
3-1	 1. Gear position sensor 2. ECU 3. Sensor input lead 4. Sensor output lead 5. Sensor ground lead		
3-2	Disconnect the ECU coupler from the ECU. Disconnect the gear position sensor coupler from the gear position sensor.		

Fault code No.	P0916, P0917
Item	**[P0916] Gear position sensor: open or ground short circuit detected.** **[P0917] Gear position sensor: power short circuit detected.**

3-3	[For P0916] Ground short circuit Between gear position sensor coupler and ground: green/white–ground If there is continuity, replace the wire harness. 
3-4	[For P0916] Open circuit Between gear position sensor coupler and ECU coupler: blue–blue If there is no continuity, replace the wire harness. 
3-5	[For P0916] Open circuit Between gear position sensor coupler and ECU coupler: green/white–green/white If there is no continuity, replace the wire harness. 

Fault code No.	P0916, P0917		
Item	**[P0916] Gear position sensor: open or ground short circuit detected.** **[P0917] Gear position sensor: power short circuit detected.**		
3-6	[For P0917] Open circuit Between gear position sensor coupler and ECU coupler: black/blue–black/blue If there is no continuity, replace the wire harness.  		
3-7	Disconnect the couplers from the parts that are connected to the ECU. Refer to “Parts connected to the ECU” on page 8-37.		
3-8	[For P0916/P0917] Short circuit Between gear position sensor output terminal (green/white) “a” of ECU coupler and any other ECU coupler terminal “b”. If there is continuity, replace the wire harness.  		
4	Installed condition of gear position sensor. Check for looseness or pinching.	Improperly installed sensor → Reinstall or adjust the sensor. Refer to “INSTALLING THE GEAR POSITION SENSOR” on page 5-68.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.
5	Display of each gear position on the meter.	Make sure that the position of each gear is correctly displayed on the meter. If incorrect → Replace the gear position sensor.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.

Fault code No.		P0916, P0917	
Item		[P0916] Gear position sensor: open or ground short circuit detected. [P0917] Gear position sensor: power short circuit detected.	
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P1400

Fault code No.		P1400	
Item		Air induction system solenoid: open or short circuit detected.	
Fail-safe system		Able to start engine	
		Able to drive vehicle	
Diagnostic code No.		48	
48	Actuation	Actuates the air induction system solenoid five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the air induction system solenoid is actuated.	
	Procedure	Check that the air induction system solenoid is actuated five times by listening for the operating sound.	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Connection of air induction system solenoid coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Start the engine and check the status of the fault code. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 2. **TIP** Check that the start/engine stop switch is turned to “ON” then.

Fault code No.		P1400	
Item		Air induction system solenoid: open or short circuit detected.	
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Start the engine and check the status of the fault code. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 3. **TIP** Check that the start/engine stop switch is turned to "ON" then.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between air induction system solenoid coupler and ECU coupler. brown/red–brown/red Between air induction system solenoid coupler and joint coupler. red/white–red/white Between joint connector and fuse box (ignition fuse). red/white–red/white	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Start the engine and check the status of the fault code. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 4. **TIP** Check that the start/engine stop switch is turned to "ON" then.
4	Defective air induction system solenoid.	Refer to "CHECKING THE AIR INDUCTION SYSTEM SOLENOID" on page 8-219.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Start the engine and check the status of the fault code. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 5. **TIP** Check that the start/engine stop switch is turned to "ON" then.
5	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.

Fault code No.		P1400	
Item		Air induction system solenoid: open or short circuit detected.	
6	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P1601

Fault code No.	P1601
Item	Sidestand switch: open or short circuit of the blue/yellow lead of the ECU is detected.
Fail-safe system	Unable to start engine
	Unable to drive vehicle
Diagnostic code No.	20
Tool display	Sidestand switch • “ON” (sidestand retracted) • “OFF” (sidestand extended)
Procedure	Extend and retract the sidestand (with the transmission in gear).

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of sidestand switch coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then extend and retract the sidestand. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then extend and retract the sidestand. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 3.
3	Connection of relay unit coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then extend and retract the sidestand. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 4.

Fault code No.		P1601	
Item		Sidestand switch: open or short circuit of the blue/yellow lead of the ECU is detected.	
4	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between relay unit coupler and ECU coupler. blue/yellow–blue/yellow Between relay unit coupler and sidestand switch coupler. blue/black–blue/black	Turn the main switch to "ON", and then extend and retract the sidestand. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 5.
5	Defective sidestand switch.	Execute the diagnostic mode. (Code No. 20) Shift the transmission into gear. Sidestand retracted: "ON" Sidestand extended: "OFF" Replace if defective.	Turn the main switch to "ON", and then extend and retract the sidestand. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P1602

Fault code No.		P1602	
Item		Malfunction in ECU internal circuit (malfunction of ECU power cut-off function).	
Fail-safe system		Able/Unable to start engine	
		Able/Unable to drive vehicle	
Diagnostic code No.		—	
Tool display		—	
Procedure		—	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Installed condition of battery leads. Check the installed condition of the battery and battery leads (loose bolts).	Improperly installed battery or battery leads → Reinstall or replace the battery leads.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 2.

Fault code No.		P1602	
Item		Malfunction in ECU internal circuit (malfunction of ECU power cut-off function).	
2	Connection of starter relay coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 3.
3	Check the fuel backup fuse.	Blown fuse → Replace the fuse.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 4.
4	Wire harness continuity between battery and ECU coupler.	Open or short circuit → Replace the wire harness. Between battery and fuse box 1. red–red Between fuse box 1 (backup fuse) and ECU coupler. red/green–red/green	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.
5	Wire harness continuity between main switch and ECU coupler.	Open or short circuit → Replace the wire harness. Between main switch coupler and fuse box 2 (ignition fuse). brown/blue–brown/blue Between fuse box 2 (ignition fuse) and ECU coupler. red/white–red/white	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.
6	Malfunction in ECU.	Replace the ECU.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

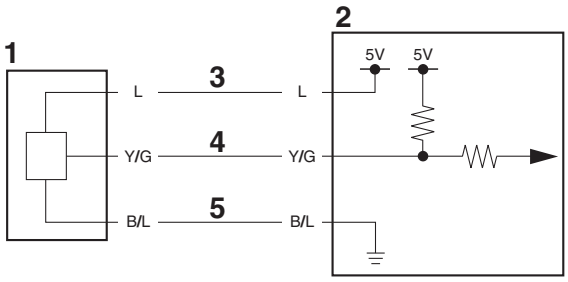
Fault code No. P1604, P1605

Fault code No.	**P1604, P1605**
Item	**[P1604] Lean angle sensor: ground short circuit detected.** **[P1605] Lean angle sensor: open or power short circuit.**
Fail-safe system	Unable to start engine
	Unable to drive vehicle
Diagnostic code No.	08
Tool display	Lean angle sensor output voltage • 0.4–1.4 (upright) • 3.7–4.4 (overturned)
Procedure	Remove the lean angle sensor and incline it more than 65 degrees.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of lean angle sensor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, then to “OFF”, and then back to “ON”. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, then to “OFF”, and then back to “ON”. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness.	Turn the main switch to “ON”, then to “OFF”, and then back to “ON”. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 4.

Fault code No.	P1604, P1605
Item	[P1604] Lean angle sensor: ground short circuit detected. [P1605] Lean angle sensor: open or power short circuit.

3-1



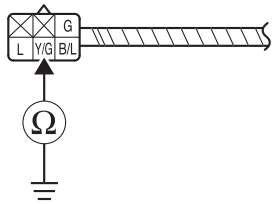
1. Lean angle sensor
2. ECU
3. Sensor input lead
4. Sensor output lead
5. Sensor ground lead

3-2

Disconnect the ECU coupler from the ECU.
Disconnect the lean angle sensor coupler from the lean angle sensor.

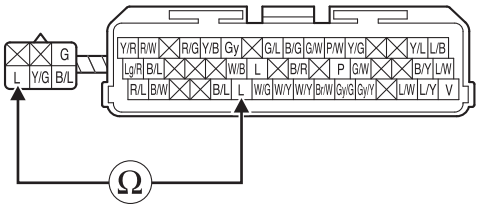
3-3

[For P1604] Ground short circuit
Between lean angle sensor coupler and ground: yellow/green–ground
If there is continuity, replace the wire harness.

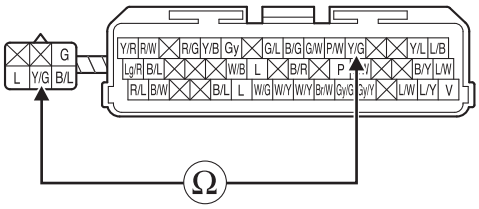
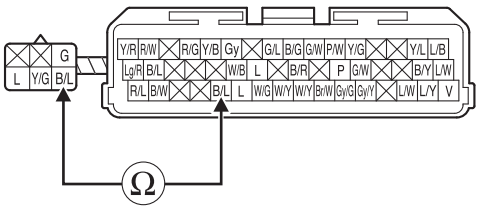
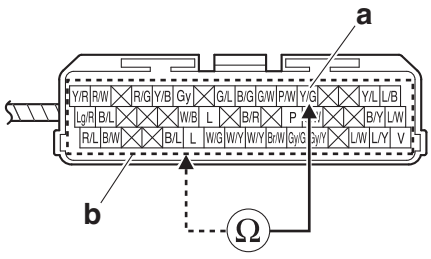


3-4

[For P1605] Open circuit
Between lean angle sensor coupler and ECU coupler: blue–blue
If there is no continuity, replace the wire harness.



Fault code No.	P1604, P1605
Item	[P1604] Lean angle sensor: ground short circuit detected. [P1605] Lean angle sensor: open or power short circuit.

3-5	[For P1605] Open circuit Between lean angle sensor coupler and ECU coupler: yellow/green–yellow/green If there is no continuity, replace the wire harness. 
3-6	[For P1605] Open circuit Between lean angle sensor coupler and ECU coupler: black/blue–black/blue If there is no continuity, replace the wire harness. 
3-7	Disconnect the couplers from the parts that are connected to the ECU. Refer to “Parts connected to the ECU” on page 8-37.
3-8	[For P1604/P1605] Short circuit Between lean angle sensor output terminal (yellow/green) “a” of ECU coupler and any other ECU coupler terminal “b”. If there is continuity, replace the wire harness. 

Fault code No.		P1604, P1605	
Item		[P1604] Lean angle sensor: ground short circuit detected. [P1605] Lean angle sensor: open or power short circuit.	
4	Defective lean angle sensor.	Refer to “CHECKING THE LEAN ANGLE SENSOR” on page 8-215.	Turn the main switch to “ON”, then to “OFF”, and then back to “ON”. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 5.
5	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
6	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P2122, P2123, P2127, P2128, P2138

TIP

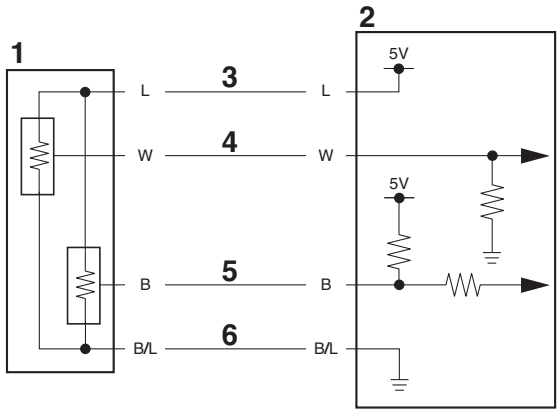
If a fault code other than No. “P2138” (“P2122, P2123, P2127, P2128”) is detected, perform trouble-shooting first.

Fault code No.		P2122, P2123, P2127, P2128, P2138	
Item		[P2122] Accelerator position sensor: open or ground short circuit detected. [P2123] Accelerator position sensor: power short circuit detected. [P2127] Accelerator position sensor: ground short circuit detected. [P2128] Accelerator position sensor: open or power short circuit detected. [P2138] Accelerator position sensor: output voltage deviation error.	
Fail-safe system		Able/Unable to start engine	
		Able/Unable to drive vehicle	
Diagnostic code No.		14, 15	
14	Tool display	Accelerator position sensor signal 1 • 13–21 (fully closed position) • 97–106 (fully open position)	
	Procedure	• Check with throttle grip in fully closed position. • Check with throttle grip in fully open position.	
15	Tool display	Accelerator position sensor signal 2 • 10–24 (fully closed position) • 94–109 (fully open position)	
	Procedure	• Check with throttle grip in fully closed position. • Check with throttle grip in fully open position.	
Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion

Fault code No.		P2122, P2123, P2127, P2128, P2138	
Item		[P2122] Accelerator position sensor: open or ground short circuit detected. [P2123] Accelerator position sensor: power short circuit detected. [P2127] Accelerator position sensor: ground short circuit detected. [P2128] Accelerator position sensor: open or power short circuit detected. [P2138] Accelerator position sensor: output voltage deviation error.	
1	Connection of accelerator position sensor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 4.

Fault code No.	P2122, P2123, P2127, P2128, P2138
Item	**[P2122] Accelerator position sensor: open or ground short circuit detected.** **[P2123] Accelerator position sensor: power short circuit detected.** **[P2127] Accelerator position sensor: ground short circuit detected.** **[P2128] Accelerator position sensor: open or power short circuit detected.** **[P2138] Accelerator position sensor: output voltage deviation error.**

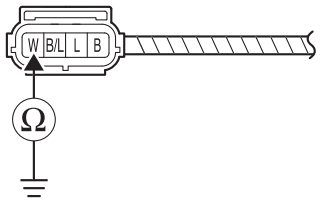
3-1

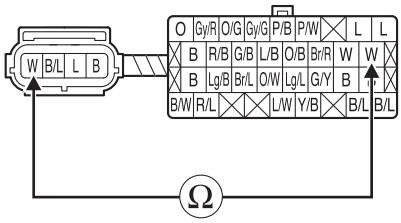
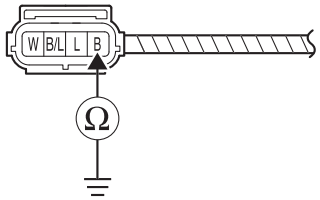
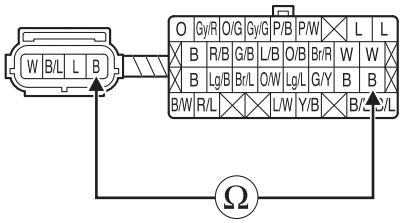


1. Accelerator position sensor
2. ECU
3. Sensor input lead
4. Sensor output lead 1
5. Sensor output lead 2
6. Sensor ground lead

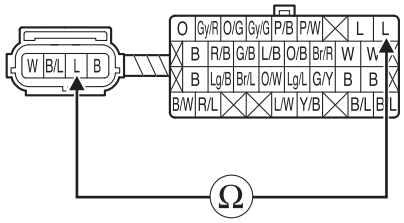
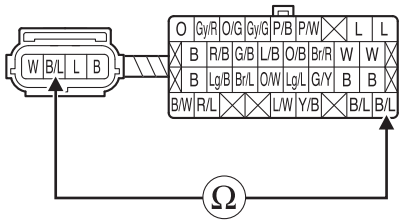
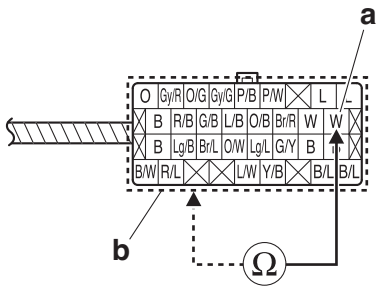
3-2 Disconnect the ECU coupler from the ECU.
Disconnect the accelerator position sensor coupler from the accelerator position sensor.

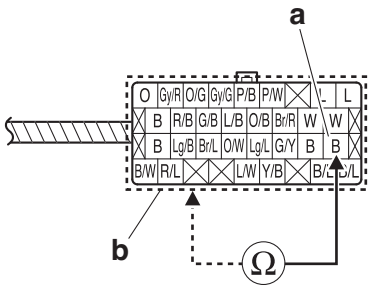
3-3 [For P2122] Ground short circuit
Between accelerator position sensor coupler and ground: white–ground
If there is continuity, replace the wire harness.



Fault code No.	P2122, P2123, P2127, P2128, P2138
Item	**[P2122] Accelerator position sensor: open or ground short circuit detected.** **[P2123] Accelerator position sensor: power short circuit detected.** **[P2127] Accelerator position sensor: ground short circuit detected.** **[P2128] Accelerator position sensor: open or power short circuit detected.** **[P2138] Accelerator position sensor: output voltage deviation error.**
3-4	[For P2122] Open circuit Between accelerator position sensor coupler and ECU coupler: white–white If there is no continuity, replace the wire harness. 
3-5	[For P2127] Ground short circuit Between accelerator position sensor coupler and ground: black–ground If there is continuity, replace the wire harness. 
3-6	[For P2128] Open circuit Between accelerator position sensor coupler and ECU coupler: black–black If there is no continuity, replace the wire harness. 

Fault code No.	P2122, P2123, P2127, P2128, P2138
Item	**[P2122] Accelerator position sensor: open or ground short circuit detected.** **[P2123] Accelerator position sensor: power short circuit detected.** **[P2127] Accelerator position sensor: ground short circuit detected.** **[P2128] Accelerator position sensor: open or power short circuit detected.** **[P2138] Accelerator position sensor: output voltage deviation error.**

3-7	[For P2122/P2128] Open circuit Between accelerator position sensor coupler and ECU coupler: blue–blue If there is no continuity, replace the wire harness. 
3-8	[For P2122/P2128] Open circuit Between accelerator position sensor coupler and ECU coupler: black/blue–black/blue If there is no continuity, replace the wire harness. 
3-9	Disconnect the couplers from the parts that are connected to the ECU. Refer to “Parts connected to the ECU” on page 8-37.
3-10	[For P2122/P2123] Short circuit Between accelerator position sensor output terminal (white) “a” of ECU coupler and any other ECU coupler terminal “b”. If there is continuity, replace the wire harness. 

Fault code No.	P2122, P2123, P2127, P2128, P2138		
Item	**[P2122] Accelerator position sensor: open or ground short circuit detected.** **[P2123] Accelerator position sensor: power short circuit detected.** **[P2127] Accelerator position sensor: ground short circuit detected.** **[P2128] Accelerator position sensor: open or power short circuit detected.** **[P2138] Accelerator position sensor: output voltage deviation error.**		
3-11	[For P2127/P2128] Short circuit Between accelerator position sensor output terminal (black) “a” of ECU coupler and any other ECU coupler terminal “b”. If there is continuity, replace the wire harness. 		
4	Installed condition of accelerator position sensor.	Check for looseness or pinching. Improperly installed sensor → Reinstall or adjust the sensor. Refer to “ADJUSTING THE ACCELERATOR POSITION SENSOR” on page 7-13.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.
5	Defective accelerator position sensor.	Check accelerator position sensor signal 1. Execute the diagnostic mode. (Code No. 14) When the throttle grip is fully closed: A value of 13–21 is indicated. When throttle grip is are fully open: A value of 97–106 is indicated. Check accelerator position sensor signal 2. Execute the diagnostic mode. (Code No. 15) When the throttle grip is fully closed: A value of 10–24 is indicated. When the throttle grip is fully open: A value of 94–109 is indicated. An indicated value is out of the specified range → Replace the accelerator position sensor.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.

Fault code No.		**P2122, P2123, P2127, P2128, P2138**	
Item		**[P2122] Accelerator position sensor: open or ground short circuit detected. [P2123] Accelerator position sensor: power short circuit detected. [P2127] Accelerator position sensor: ground short circuit detected. [P2128] Accelerator position sensor: open or power short circuit detected. [P2138] Accelerator position sensor: output voltage deviation error.**	
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P2158

Fault code No.		**P2158**	
Item		**Front wheel sensor: no normal signals are received from the front wheel sensor.**	
Fail-safe system		Able to start engine	
		Able to drive vehicle	
Diagnostic code No.		16	
Tool display		Front wheel speed pulse 0–999	
Procedure		Check that the number increases when the front wheel is rotated. The number is cumulative and does not reset each time the wheel is stopped.	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Locate the malfunction.	If the ABS warning light is on, refer to “BASIC INSTRUCTIONS FOR TROUBLESHOOTING” on page 8-160. If the ABS warning light is off, perform the following procedure. Execute the diagnostic mode. (Code No. 16) Rotate the front wheel by hand and check that the indicated value increases. Value increases → Go to item 9 and finish the service. Value does not increase → Go to item 2.	
2	Connection of front wheel sensor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 16) Rotate the front wheel by hand and check that the indicated value increases. Value increases → Go to item 9 and finish the service. Value does not increase → Go to item 3.

Fault code No.		P2158	
Item		Front wheel sensor: no normal signals are received from the front wheel sensor.	
3	Connection of ABS ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 16) Rotate the front wheel by hand and check that the indicated value increases. Value increases → Go to item 9 and finish the service. Value does not increase → Go to item 4.
4	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Execute the diagnostic mode. (Code No. 16) Rotate the front wheel by hand and check that the indicated value increases. Value increases → Go to item 9 and finish the service. Value does not increase → Go to item 5.
5	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between front wheel sensor coupler and ABS ECU coupler. black–black white–white Between ABS ECU coupler and ECU coupler. white/green–white/green	Execute the diagnostic mode. (Code No. 16) Rotate the front wheel by hand and check that the indicated value increases. Value increases → Go to item 9 and finish the service. Value does not increase → Go to item 6.
6	Defective front wheel sensor.	Improperly installed sensor → Reinstall or replace the sensor.	Execute the diagnostic mode. (Code No. 16) Rotate the front wheel by hand and check that the indicated value increases. Value increases → Go to item 9 and finish the service. Value does not increase → Go to item 7.
7	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Execute the diagnostic mode. (Code No. 16) Rotate the front wheel by hand and check that the indicated value increases. Value increases → Go to item 9 and finish the service. Value does not increase → Go to item 8.
8	Malfunction in ABS ECU.	Replace the ABS ECU.	Go to item 9.

Fault code No.		P2158	
Item		Front wheel sensor: no normal signals are received from the front wheel sensor.	
9	Delete the fault code and check that the engine trouble warning light goes off.	Turn the main switch to “ON”, and then rotate the front wheel by hand. Start the engine, and input the vehicle speed signals by operating the vehicle at 20 to 30 km/h (12 to 19 mph). Confirm that the fault code has a condition of “Recovered” using the malfunction mode of the Yamaha diagnostic tool, and then delete the fault code. Delete this fault code even if it has a condition of “Detected”.	

Fault code No. P2195

TIP

If fault code numbers “P2195” and “P0030” are both indicated, take the actions specified for fault code number “P0030” first.

Fault code No.		P2195	
Item		O_2 sensor 1: open circuit detected.	
Fail-safe system		Able to start engine	
		Able to drive vehicle	
Diagnostic code No.		—	
Tool display		—	
Procedure		—	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Installed condition of O_2 sensor 1.	Check for looseness or pinching. Improperly installed sensor → Reinstall or replace the sensor.	Start the engine and let it idle for approximately 10 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 8 and finish the service. Condition is “Detected” → Go to item 2. Also, delete this fault code, which has a condition of “Detected”.

Fault code No.		P2195	
Item		O_2 sensor 1: open circuit detected.	
2	Connection of O_2 sensor 1 coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 10 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 3. Also, delete this fault code, which has a condition of "Detected".
3	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 10 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 4. Also, delete this fault code, which has a condition of "Detected".
4	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between O_2 sensor 1 coupler and ECU coupler. gray/green–gray/green pink/black–pink/black Between O_2 sensor 1 coupler and joint connector. black/blue–black/blue Between O_2 sensor 1 coupler and joint coupler. red/white–red/white Between joint connector and ECU coupler. black/blue–black/blue Between joint coupler and ignition fuse. red/white–red/white	Start the engine and let it idle for approximately 10 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 5. Also, delete this fault code, which has a condition of "Detected".
5	Check fuel pressure.	Refer to "CHECKING THE FUEL PRESSURE" on page 7-11.	Start the engine and let it idle for approximately 10 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 6. Also, delete this fault code, which has a condition of "Detected".

Fault code No.		P2195	
Item		O_2 sensor 1: open circuit detected.	
6	Defective O_2 sensor 1.	Check the O_2 sensor 1. Replace if defective. Refer to "ENGINE REMOVAL" on page 5-3.	Start the engine and let it idle for approximately 10 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 7. Also, delete this fault code, which has a condition of "Detected".
7	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.
8	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P2197

TIP

If fault code numbers "P2197" and "P0050" are both indicated, take the actions specified for fault code number "P0050" first.

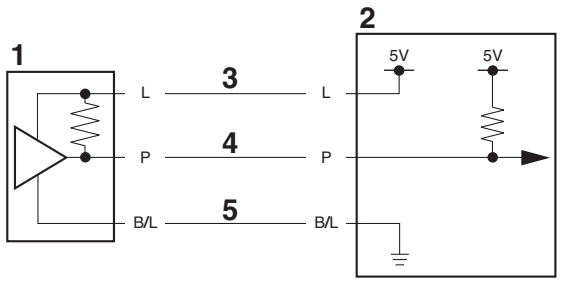
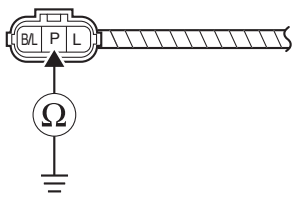
Fault code No.		P2197	
Item		O_2 sensor 2: open circuit detected.	
Fail-safe system		Able to start engine	
		Able to drive vehicle	
Diagnostic code No.		—	
Tool display		—	
Procedure		—	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Installed condition of O_2 sensor 2.	Check for looseness or pinching. Improperly installed sensor → Reinstall or replace the sensor.	Start the engine and let it idle for approximately 10 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 2. Also, delete this fault code, which has a condition of "Detected".

Fault code No.		P2197	
Item		O_2 sensor 2: open circuit detected.	
2	Connection of O_2 sensor 2 coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 10 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 3. Also, delete this fault code, which has a condition of "Detected".
3	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Start the engine and let it idle for approximately 10 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 4. Also, delete this fault code, which has a condition of "Detected".
4	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between O_2 sensor 2 coupler and ECU coupler. gray/yellow–gray/yellow pink/white–pink/white Between O_2 sensor 2 coupler and joint connector. black/blue–black/blue Between O_2 sensor 2 coupler and joint coupler. red/white–red/white Between joint connector and ECU coupler. black/blue–black/blue Between joint coupler and ignition fuse. red/white–red/white	Start the engine and let it idle for approximately 10 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 5. Also, delete this fault code, which has a condition of "Detected".
5	Check fuel pressure.	Refer to "CHECKING THE FUEL PRESSURE" on page 7-11.	Start the engine and let it idle for approximately 10 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 6. Also, delete this fault code, which has a condition of "Detected".

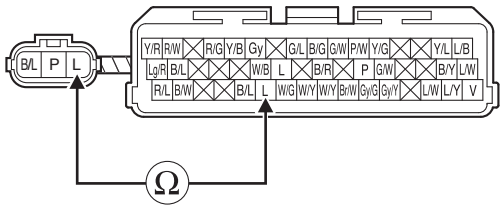
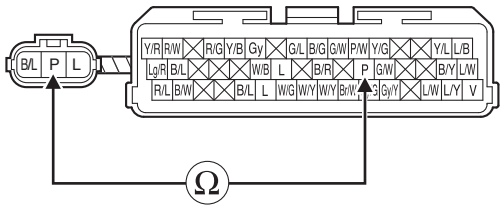
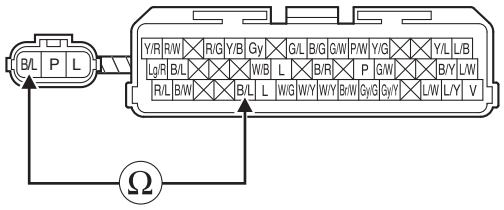
Fault code No.		P2197	
Item		O_2 sensor 2: open circuit detected.	
6	Defective O_2 sensor 2.	Check the O_2 sensor 2. Replace if defective. Refer to "ENGINE REMOVAL" on page 5-3.	Start the engine and let it idle for approximately 10 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 8 and finish the service. Condition is "Detected" → Go to item 7. Also, delete this fault code, which has a condition of "Detected".
7	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.
8	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

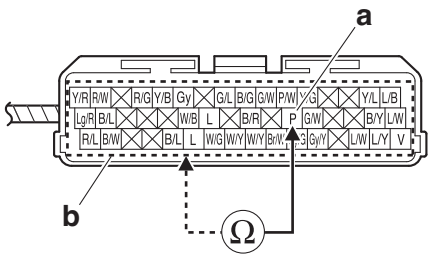
Fault code No. P2228, P2229

Fault code No.		P2228, P2229	
Item		[P2228] Atmospheric pressure sensor: ground short circuit detected. [P2229] Atmospheric pressure sensor: open or power short circuit detected.	
Fail-safe system		Able to start engine	
		Able to drive vehicle	
Diagnostic code No.		02	
Tool display		Displays the atmospheric pressure.	
Procedure		Compare the actually measured atmospheric pressure with the tool display value.	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Connection of atmospheric pressure sensor coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 2.

Fault code No.		P2228, P2229	
Item		[P2228] Atmospheric pressure sensor: ground short circuit detected. [P2229] Atmospheric pressure sensor: open or power short circuit detected.	
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 7 and finish the service. Condition is "Detected" → Go to item 4.
3-1	 1. Atmospheric pressure sensor 2. ECU 3. Sensor input lead 4. Sensor output lead 5. Sensor ground lead		
3-2	Disconnect the ECU coupler from the ECU. Disconnect the atmospheric pressure sensor coupler from the atmospheric pressure sensor.		
3-3	[For P2228] Ground short circuit Between atmospheric pressure sensor coupler and ground: pink–ground If there is continuity, replace the wire harness. 		

Fault code No.	P2228, P2229
Item	**[P2228] Atmospheric pressure sensor: ground short circuit detected.** **[P2229] Atmospheric pressure sensor: open or power short circuit detected.**

3-4	[For P2229] Open circuit Between atmospheric pressure sensor coupler and ECU coupler: blue–blue If there is no continuity, replace the wire harness. 
3-5	[For P2229] Open circuit Between atmospheric pressure sensor coupler and ECU coupler: pink–pink If there is no continuity, replace the wire harness. 
3-6	[For P2229] Open circuit Between atmospheric pressure sensor coupler and ECU coupler: black/blue–black/blue If there is no continuity, replace the wire harness. 
3-7	Disconnect the couplers from the parts that are connected to the ECU. Refer to “Parts connected to the ECU” on page 8-37.

Fault code No.		P2228, P2229	
Item		**[P2228] Atmospheric pressure sensor: ground short circuit detected.** **[P2229] Atmospheric pressure sensor: open or power short circuit detected.**	
3-8	[For P2228/P2229] Short circuit Between atmospheric pressure sensor output terminal (pink) “a” of ECU coupler and any other ECU coupler terminal “b”. If there is continuity, replace the wire harness.  		
4	Installed condition of atmospheric pressure sensor.	Check for looseness or pinching. Improperly installed sensor → Reinstall or replace the sensor.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 5.
5	Defective atmospheric pressure sensor.	Execute the diagnostic mode. (Code No. 02) When engine is stopped: Atmospheric pressure at the current altitude and weather conditions is indicated. At sea level: Approx. 101 kPa (757.6 mmHg, 29.8 inHg) 1000 m (3300 ft) above sea level: Approx. 90 kPa (675.1 mmHg, 26.6 inHg) 2000 m (6700 ft) above sea level: Approx. 80 kPa (600.0 mmHg, 23.6 inHg) 3000 m (9800 ft) above sea level: Approx. 70 kPa (525.0 mmHg, 20.7 inHg) Displayed value is incorrect → Replace the atmospheric pressure sensor.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 7 and finish the service. Condition is “Detected” → Go to item 6.
6	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.
7	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. U0155 or "Err"

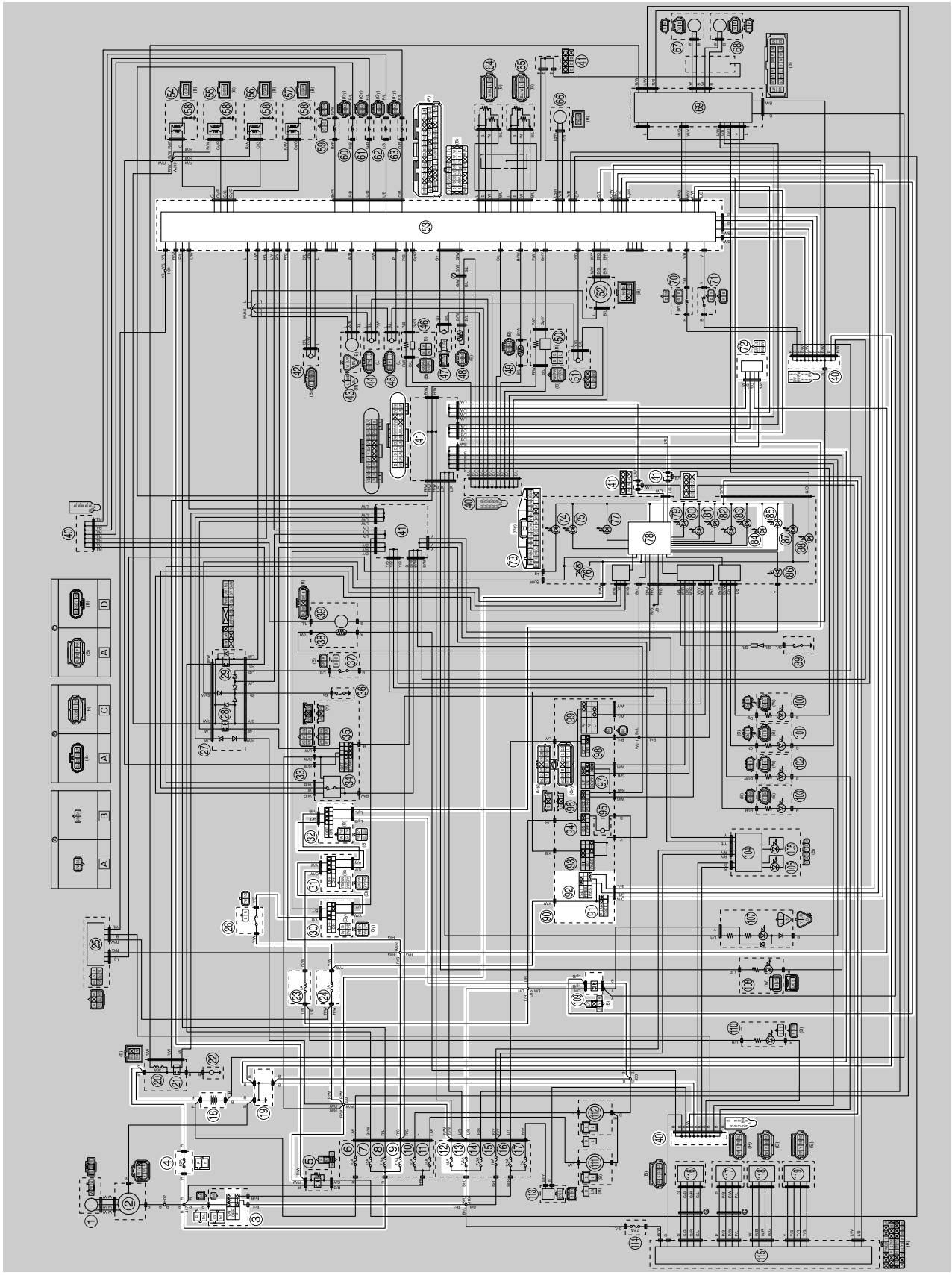
TIP

"Err" is displayed on the clock display of the multi-function meter, but the engine trouble warning light does not come on.

Fault code No.	**U0155 or "Err"**		
Item	**Multi-function meter: signals cannot be transmitted between the ECU and the multi-function meter.**		
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Connection of meter assembly coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 2.
2	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between meter assembly coupler and joint coupler. blue/black–blue/black blue/white–blue/white Between joint coupler and ECU coupler. blue/white–blue/white blue/black–blue/black	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 4.
4	Defective meter assembly.	Replace the meter assembly.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item 6 and finish the service. Condition is "Detected" → Go to item 5.
5	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	Service is finished.
6	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

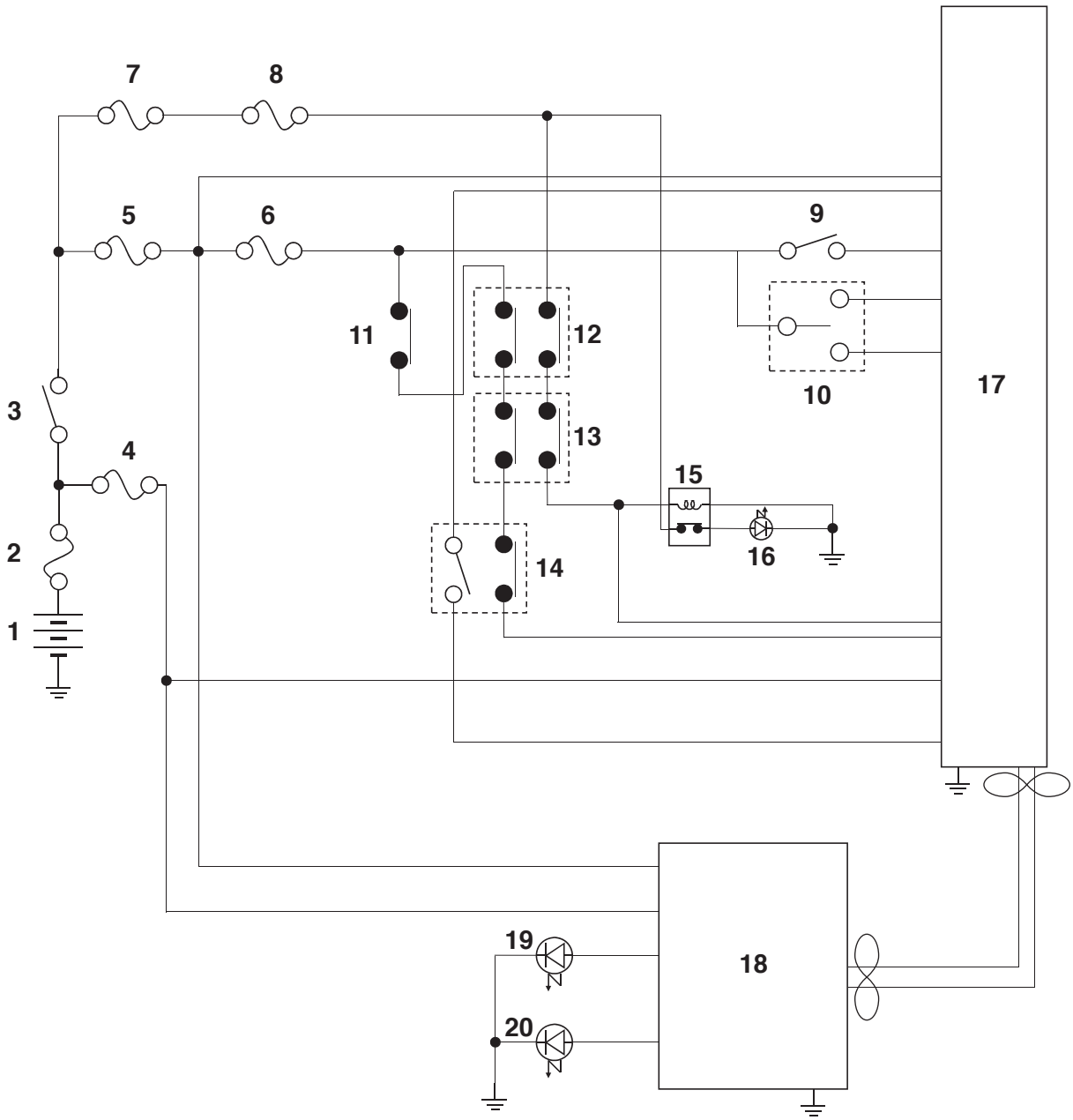
EAS20087
CRUISE CONTROL SYSTEM

EAS30544
CIRCUIT DIAGRAM



3. Main switch
4. Main fuse
9. Backup fuse
12. Ignition fuse
13. Signaling system fuse
18. Battery
19. Engine ground
23. Brake light fuse
24. Cruise control fuse
26. Grip cancel switch
30. Clutch switch
31. Front brake light switch
32. Rear brake light switch
40. Joint connector
41. Joint coupler
53. ECU (Engine Control Unit)
72. Yamaha diagnostic tool coupler
73. Meter assembly
78. Multi-function meter
84. Cruise control system indicator light
85. Cruise control setting indicator light
90. Handlebar switch (left)
91. Cruise control power switch
92. Cruise control setting switch
109. Brake light relay

EAS30666
CRUISE CONTROL CIRCUIT OPERATION



1. Battery
2. Main fuse
3. Main switch
4. Backup fuse
5. Ignition fuse
6. Cruise control fuse
7. Signaling system fuse
8. Brake light fuse
9. Cruise control power switch
10. Cruise control setting switch
11. Grip cancel switch
12. Front brake light switch
13. Rear brake light switch
14. Clutch switch
15. Brake light relay
16. Tail/brake light
17. ECU (Engine Control Unit)
18. Multi-function meter
19. Cruise control system indicator light
20. Cruise control setting indicator light

EAS30667
BASIC INSTRUCTIONS FOR TROUBLESHOOTING

EWA17420
WARNING

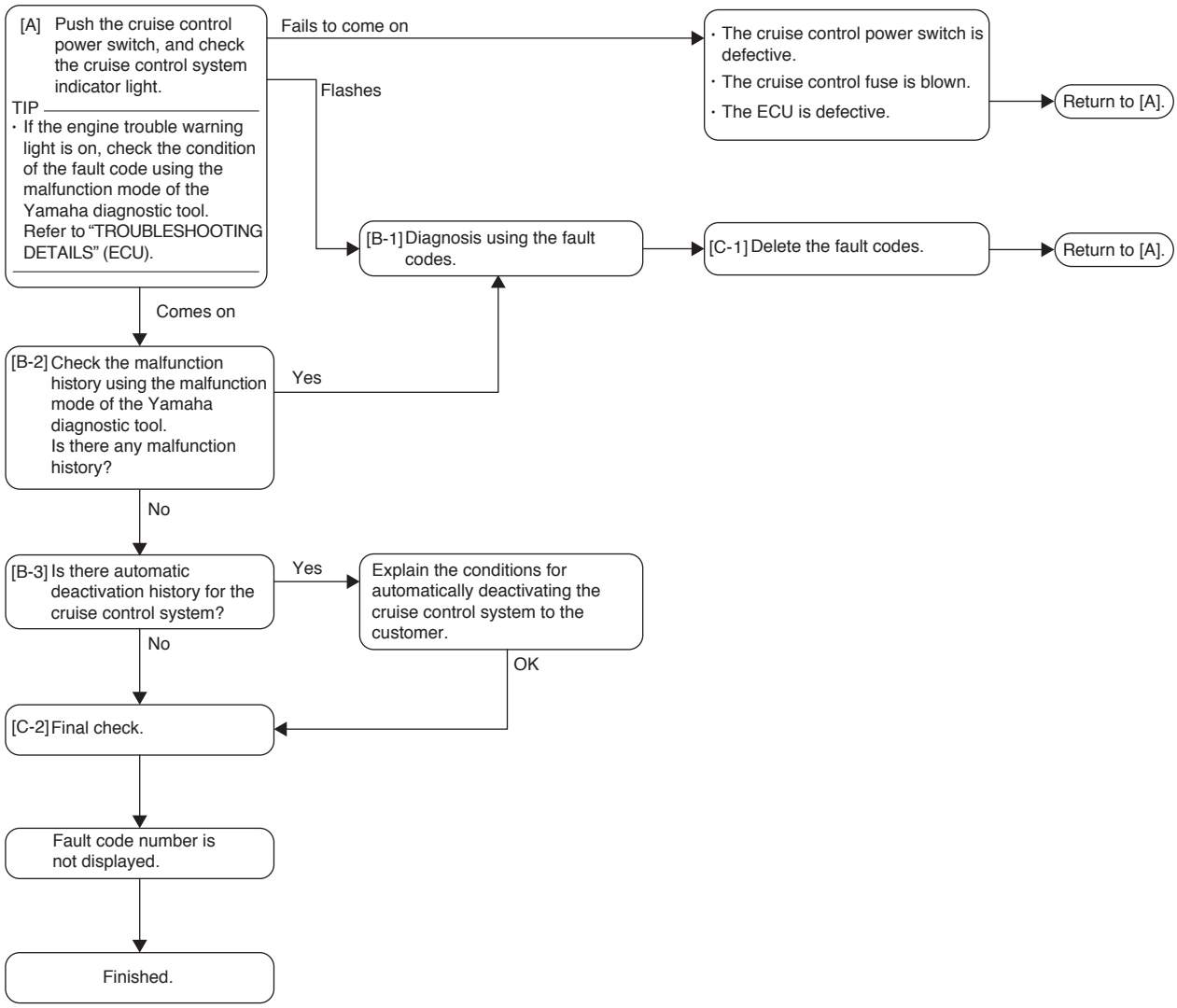
- **Perform the troubleshooting [A]→[B]→[C] in order. Be sure to follow the order since a wrong diagnosis could result if the steps are followed in a different order or omitted.**
- **Use sufficiently charged regular batteries only.**

[A] Malfunction check using the cruise control system indicator light.
[B] Use the Yamaha diagnostic tool to determine the cause of the malfunction for the stored fault code from the condition and place where the malfunction occurred.

TIP
For information about using the Yamaha diagnostic tool, refer to “YAMAHA DIAGNOSTIC TOOL” on page 8-36.

[C] Servicing the cruise control system.
Execute the final check after disassembly and assembly.

EAS30668
BASIC PROCESS FOR TROUBLESHOOTING



EWA17441

⚠ WARNING

When maintenance or checks have been performed on components related to the cruise control system, be sure to perform a final check before delivering the vehicle to the customer.

Refer to "[C-2] FINAL CHECK" on page 8-138.

EAS30669

[A] CHECKING THE CRUISE CONTROL SYSTEM INDICATOR LIGHT

Turn the main switch to "ON", and then push the cruise control power switch.

1. The cruise control system indicator light does not come on.
   - Check the cruise control power switch for continuity. Refer to "CHECKING THE SWITCHES" on page 8-205. If there is no continuity, replace the left handlebar switch.
   - Check the fuse for continuity. Refer to "CHECKING THE FUSES" on page 8-208. If the cruise control fuse is blown, replace the fuse.
   - Check for continuity between the orange/white terminal of the left handlebar switch coupler and orange/white terminal of the ECU (engine control unit) coupler. If there is no continuity, the wire harness is defective. Replace the wire harness.
2. The cruise control system indicator light flashes. [B-1]
3. The cruise control system indicator light come on. [B-2]

EAS30670

[B-1] DIAGNOSIS USING THE FAULT CODES

1. Information for the fault codes from the cruise control system is contained in the following table. Refer to this table for troubleshooting.

Fault code table

Fault code No.	Symptom	Check point
P056C	No normal signals from the switch are received by the ECU.	• Wire harness (ECU coupler and front or rear brake light switch coupler) • Main, signaling system and brake light fuses • Connection of the brake light relay coupler • Connection of the main switch coupler • Front brake light switch • Rear brake light switch
P0564	No normal signals from the switch are received by the ECU.	• Wire harness (ECU coupler and left handlebar switch coupler) • Main, ignition and cruise control fuses • Connection of the main switch coupler • Cruise control setting switch

Fault code No. P056C

Fault code No.	**P056C**	
Item	**A**	**Front brake light switch: open or short circuit is detected.**
	B	**Rear brake light switch: open or short circuit is detected.**
Fail-safe system	Able to start engine	
	Able to drive vehicle	
Diagnostic code No.	82, 83	
Tool display	"ON" (when the brakes are applied) "OFF" (when the brakes are not applied)	
Procedure	Operate the brake lever.	

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion

Fault code No.		P056C	
Item		A	Front brake light switch: open or short circuit is detected.
		B	Rear brake light switch: open or short circuit is detected.
A-1	Locate the malfunction.	Execute the diagnostic mode. (Code 82, 83) When the front brake is applied: "ON" When the front brake is not applied: "OFF" When the rear brake is applied: "ON" When the rear brake is not applied: "OFF"	Malfunction → Go to item A-2. Malfunction → Go to item B-2 for the rear brake light switch.
A-2	Connection of front brake light switch coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON". Operate the brake lever, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item A-10 and finish the service. Condition is "Detected" → Go to item A-3.
A-3	Connection of brake light relay coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON". Operate the brake lever, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item A-10 and finish the service. Condition is "Detected" → Go to item A-4.
A-4	Connection of main switch coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON". Operate the brake lever, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item A-10 and finish the service. Condition is "Detected" → Go to item A-5.
A-5	Connection of wire harness ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON". Operate the brake lever, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item A-10 and finish the service. Condition is "Detected" → Go to item A-6.

Fault code No.		P056C	
Item		A	Front brake light switch: open or short circuit is detected.
		B	Rear brake light switch: open or short circuit is detected.
A-6	Check the fuse (main fuse, signaling system fuse, brake light fuse).	Abnormality → Replace the fuse (main fuse, signaling system fuse, brake light fuse).	Turn the main switch to "ON". Operate the brake lever, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item A-10 and finish the service. Condition is "Detected" → Go to item A-7.
A-7	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between battery and main switch coupler. red–red Between main switch coupler and front brake light switch coupler. brown/blue–green/white Between front brake light switch coupler and brake light relay coupler. green/yellow–light green/black Between brake light relay coupler and ECU coupler. light green/black–light green/black Between brake light relay coupler and battery. black–black	Turn the main switch to "ON". Operate the brake lever, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item A-10 and finish the service. Condition is "Detected" → Go to item A-8.
A-8	Defective front brake light switch.	Replace the front brake light switch.	Turn the main switch to "ON". Operate the brake lever, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Go to item A-10 and finish the service. Condition is "Detected" → Go to item A-9.
A-9	Malfunction in ECU.	Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.	
A-10	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of "Recovered" using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No.	**P056C**	
Item	**A**	**Front brake light switch: open or short circuit is detected.**
	B	**Rear brake light switch: open or short circuit is detected.**
Fail-safe system	Able to start engine	
	Able to drive vehicle	
Diagnostic code No.	82, 83	
Tool display	“ON” (when the brakes are applied) “OFF” (when the brakes are not applied)	
Procedure	Operate the brake pedal.	

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
B-1	Locate the malfunction.	Execute the diagnostic mode. (Code 82, 83) When the front brake is applied: “ON” When the front brake is not applied: “OFF” When the rear brake is applied: “ON” When the rear brake is not applied: “OFF”	Malfunction → Go to item A-2 for the front brake light switch. Malfunction → Go to item B-2.
B-2	Connection of rear brake light switch coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”. Operate the brake pedal, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-10 and finish the service. Condition is “Detected” → Go to item B-3.
B-3	Connection of brake light relay coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”. Operate the brake pedal, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-10 and finish the service. Condition is “Detected” → Go to item B-4.
B-4	Connection of main switch coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”. Operate the brake pedal, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-10 and finish the service. Condition is “Detected” → Go to item B-5.

Fault code No.		P056C	
Item		A	Front brake light switch: open or short circuit is detected.
		B	Rear brake light switch: open or short circuit is detected.
B-5	Connection of wire harness ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”. Operate the brake pedal, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-10 and finish the service. Condition is “Detected” → Go to item B-6.
B-6	Check the fuse (main fuse, signaling system fuse, brake light fuse).	Abnormality → Replace the fuse (main fuse, signaling system fuse, brake light fuse).	Turn the main switch to “ON”. Operate the brake pedal, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-10 and finish the service. Condition is “Detected” → Go to item B-7.
B-7	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between battery and main switch coupler. red–red Between main switch coupler and rear brake switch. brown/blue–green/yellow Between rear brake light switch coupler and brake light relay coupler. light green/black–light green/black Between brake light relay coupler and ECU coupler. light green/black–light green/black Between brake light relay coupler and battery. black–black	Turn the main switch to “ON”. Operate the brake pedal, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-10 and finish the service. Condition is “Detected” → Go to item B-8.
B-8	Defective rear brake light switch.	Replace the rear brake light switch.	Turn the main switch to “ON”. Operate the brake pedal, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-10 and finish the service. Condition is “Detected” → Go to item B-9.
B-9	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	

Fault code No.		P056C	
Item		A	Front brake light switch: open or short circuit is detected.
		B	Rear brake light switch: open or short circuit is detected.
B-10	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

Fault code No. P0564

Fault code No.		P0564	
Item		A	Cruise control setting switch “RES+”: open or short circuit is detected.
		B	Cruise control setting switch “SET–”: open or short circuit is detected.
Fail-safe system		Able to start engine	
		Able to drive vehicle	
Diagnostic code No.		80, 81	
Tool display		“ON” (when the switch is pushed) “OFF” (when the switch is released)	
Procedure		Push and release the “RES+” side of the cruise control setting switch.	

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
A-1	Locate the malfunction.	Execute the diagnostic mode. (Code 80) When the cruise control setting switch “RES+” is pushed: “ON” When the cruise control setting switch is released: “OFF” Execute the diagnostic mode. (Code 81) When the cruise control setting switch “SET–” is pushed: “ON” When the cruise control setting switch is released: “OFF”	Malfunction → Go to item A-2. Malfunction → Go to item B-2 for the cruise control setting switch “SET–”.
A-2	Connection of left handlebar switch coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”. Push and release the “RES+” side of the cruise control setting switch, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item A-9 and finish the service. Condition is “Detected” → Go to item A-3.

Fault code No.		P0564		
Item		A	Cruise control setting switch “RES+”: open or short circuit is detected.	
		B	Cruise control setting switch “SET–”: open or short circuit is detected.	
A-3	Connection of main switch coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”. Push and release the “RES+” side of the cruise control setting switch, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item A-9 and finish the service. Condition is “Detected” → Go to item A-4.	
A-4	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”. Push and release the “RES+” side of the cruise control setting switch, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item A-9 and finish the service. Condition is “Detected” → Go to item A-5.	
A-5	Check the fuse (main fuse, ignition fuse, cruise control fuse).	Abnormality → Replace the fuse (main fuse, ignition fuse, cruise control fuse).	Turn the main switch to “ON”. Push and release the “RES+” side of the cruise control setting switch, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item A-9 and finish the service. Condition is “Detected” → Go to item A-6.	
A-6	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between battery and main switch coupler. red–red Between main switch coupler and left handlebar switch coupler. red/white–yellow/white Between left handlebar switch coupler and ECU coupler. brown/blue–brown/blue	Turn the main switch to “ON”. Push and release the “RES+” side of the cruise control setting switch, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item A-9 and finish the service. Condition is “Detected” → Go to item A-7.	

Fault code No.		P0564		
Item		A	Cruise control setting switch “RES+”: open or short circuit is detected.	
		B	Cruise control setting switch “SET–”: open or short circuit is detected.	
A-7	Defective cruise control setting switch.	Replace the left handlebar switch.	Turn the main switch to “ON”. Push the “RES+” side and “SET–” side of the cruise control setting switch, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item A-9 and finish the service. Condition is “Detected” → Go to item A-8.	
A-8	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.		
A-9	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.		

Fault code No.		P0564		
Item		A	Cruise control setting switch “RES+”: open or short circuit is detected.	
		B	Cruise control setting switch “SET–”: open or short circuit is detected.	
Fail-safe system		Able to start engine		
		Able to drive vehicle		
Diagnostic code No.		80, 81		
Tool display		“ON” (when the switch is pushed) “OFF” (when the switch is released)		
Procedure		Push the “SET–” side of the cruise control setting switch.		
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**	

Fault code No.		P0564		
Item		A	Cruise control setting switch “RES+”: open or short circuit is detected.	
		B	Cruise control setting switch “SET–”: open or short circuit is detected.	
B-1	Locate the malfunction.	Execute the diagnostic mode. (Code 80) When the cruise control setting switch “RES+” is pushed: “ON” When the cruise control setting switch is released: “OFF” Execute the diagnostic mode. (Code 81) When the cruise control setting switch “SET–” is pushed: “ON” When the cruise control setting switch is released: “OFF”	Malfunction → Go to item A-2 for the cruise control setting switch “RES+”. Malfunction → Go to item B-2.
B-2	Connection of left handlebar switch coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”. Push and release the “SET–” side of the cruise control setting switch, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-9 and finish the service. Condition is “Detected” → Go to item B-3.
B-3	Connection of main switch coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”. Push and release the “SET–” side of the cruise control setting switch, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-9 and finish the service. Condition is “Detected” → Go to item B-4.
B-4	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”. Push and release the “SET–” side of the cruise control setting switch, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-9 and finish the service. Condition is “Detected” → Go to item B-5.

Fault code No.		P0564		
Item		A	Cruise control setting switch “RES+”: open or short circuit is detected.	
		B	Cruise control setting switch “SET–”: open or short circuit is detected.	
B-5	Check the fuse (main fuse, ignition fuse, cruise control fuse).	Abnormality → Replace the fuse (main fuse, ignition fuse, cruise control fuse).	Turn the main switch to “ON”. Push and release the “SET–” side of the cruise control setting switch, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-9 and finish the service. Condition is “Detected” → Go to item B-6.	
B-6	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between battery and main switch coupler. red–red Between main switch coupler and left handlebar switch coupler. red/white–yellow/white Between left handlebar switch coupler and ECU coupler. green/blue–green/blue	Turn the main switch to “ON”. Push and release the “SET–” side of the cruise control setting switch, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-9 and finish the service. Condition is “Detected” → Go to item B-7.	
B-7	Defective cruise control setting switch.	Replace the left handlebar switch.	Turn the main switch to “ON”. Push the “RES+” side and “SET–” side of the cruise control setting switch, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item B-9 and finish the service. Condition is “Detected” → Go to item B-8.	
B-8	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.		
B-9	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.		

EAS30671
[B-2] DIAGNOSIS USING THE MALFUNCTION HISTORY CODES
Check the malfunction history using the malfunction mode of the Yamaha diagnostic tool.
- Malfunction history is displayed on the Yamaha diagnostic tool. [B-1]
- Malfunction history is not displayed on the Yamaha diagnostic tool. [B-3]

EAS31924
[B-3] MALFUNCTION HISTORY IS NOT DISPLAYED
Use the Yamaha diagnostic tool to check whether automatic deactivation history for the cruise control system exists.
1. There is automatic deactivation history for the cruise control system.
   - Explain the conditions for automatically deactivating the cruise control system to the customer.
   - For information about the conditions for automatically deactivating the cruise control system.
     Refer to “OUTLINE OF THE CRUISE CONTROL SYSTEM” on page 1-6.

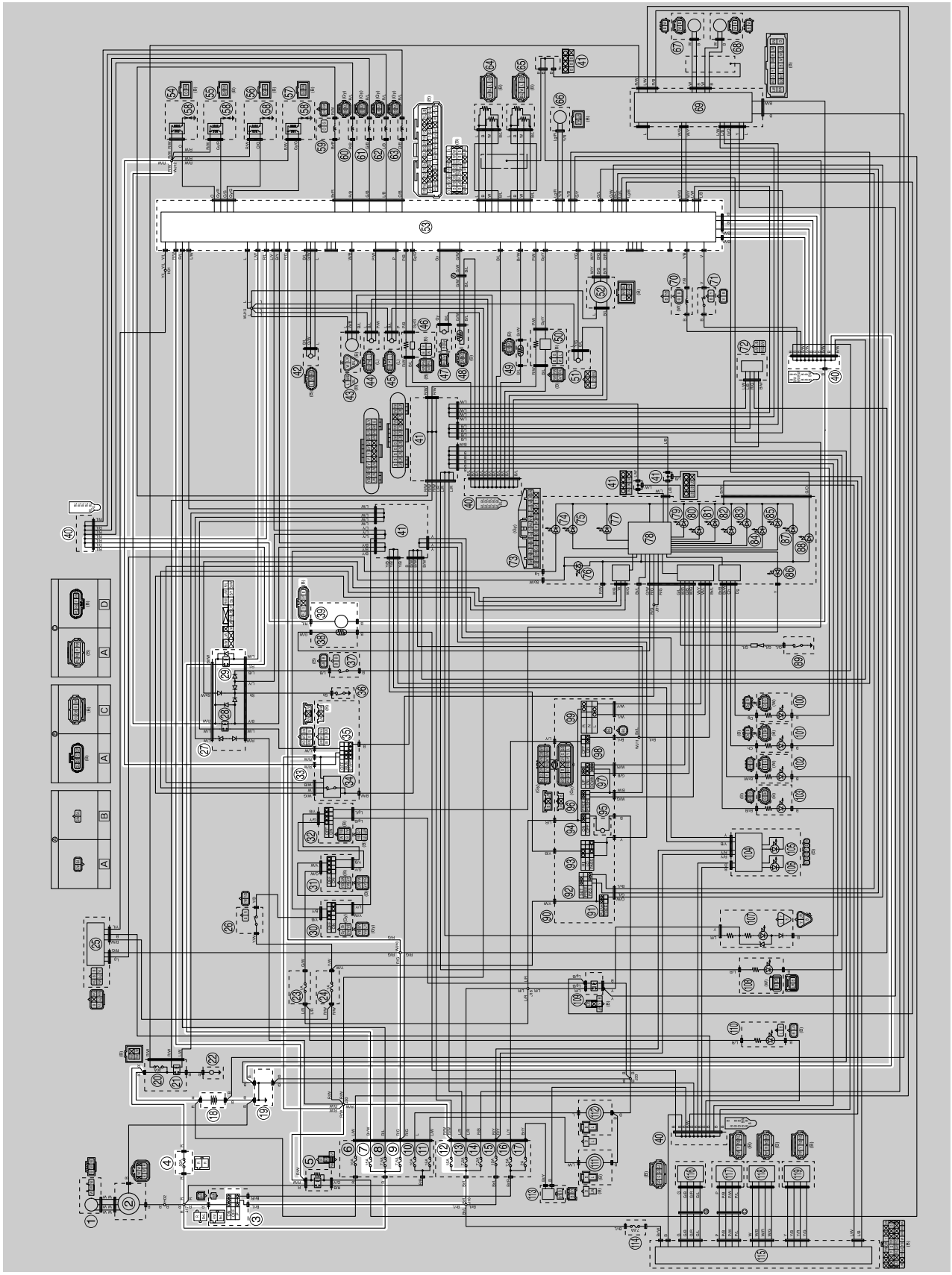
TIP
If you do not have a Yamaha diagnostic tool, the automatic deactivation history cannot be checked. Therefore, explain the automatic deactivation function of the cruise control system to the customer and explain that this is not a malfunction.

EAS30674
[C-1] DELETING THE FAULT CODES
1. Delete the fault code using the malfunction of the Yamaha diagnostic tool, and check that the engine trouble warning light goes off.

EAS30675
[C-2] FINAL CHECK
1. Check the brake lever and brake pedal operation.
2. Check the rear brake light switches.
   Refer to “ADJUSTING THE REAR BRAKE LIGHT SWITCH” on page 3-32.
3. Execute the diagnostic mode (code Nos. 82 and 83) to check the operation of the front brake light switch, rear brake light switch, and grip cancel switch.
   Refer to “SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)” on page 9-5.
4. Execute the diagnostic mode (code Nos. 80 and 81) to check the operation of the cruise control setting switch.
   Refer to “SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)” on page 9-5.
5. Delete the fault codes.
   Refer to “SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)” on page 9-5.
6. Check the operation of the cruise control system.
   Test ride the vehicle and confirm that the cruise control system is operating normally.

EAS20081
FUEL PUMP SYSTEM

EAS30513
CIRCUIT DIAGRAM



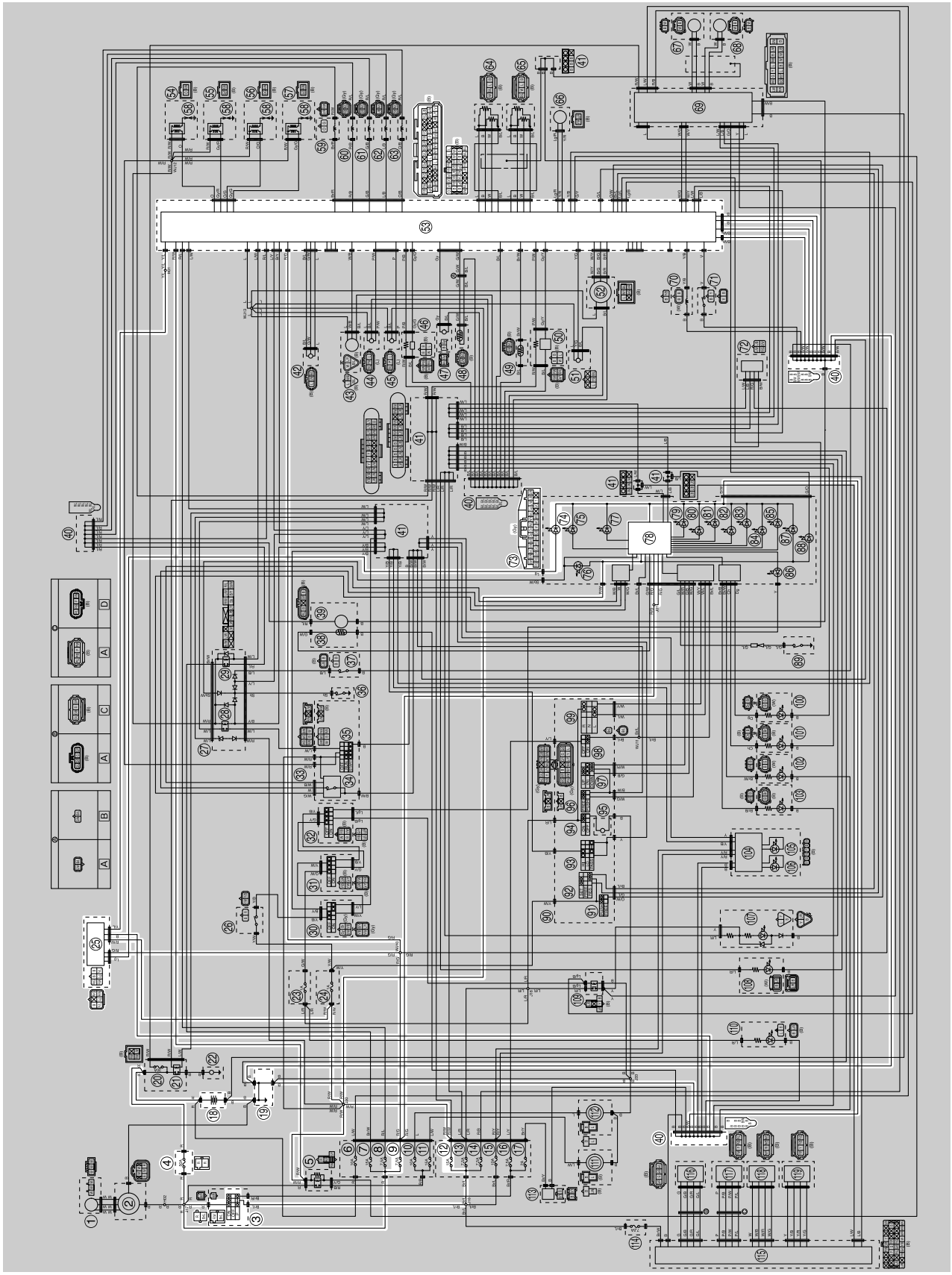
3. Main switch
4. Main fuse
7. Fuel injection system fuse
9. Backup fuse
12. Ignition fuse
18. Battery
19. Engine ground
27. Relay unit
29. Fuel pump relay
33. Handlebar switch (right)
35. Start/engine stop switch
39. Fuel pump
40. Joint connector
53. ECU (Engine Control Unit)

EAS30514
TROUBLESHOOTING
If the fuel pump fails to operate.
TIP
• Before troubleshooting, remove the following part(s):
1. Rider seat/Air scoop/Air scoop stay/Side cover
2. Fuel tank cover
3. Fuel tank

1. Check the fuses. (Main, ignition, backup and fuel injection system) Refer to "CHECKING THE FUSES" on page 8-208.	NG→	Replace the fuse(s).
OK↓		
2. Check the battery. Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-209.	NG→	• Clean the battery terminals. • Recharge or replace the battery.
OK↓		
3. Check the main switch. Refer to "CHECKING THE SWITCHES" on page 8-205.	NG→	Replace the main switch.
OK↓		
4. Check the start/engine stop switch. Refer to "CHECKING THE SWITCHES" on page 8-205.	NG→	Replace the right handlebar switch.
OK↓		
5. Check the relay unit (fuel pump relay). Refer to "CHECKING THE RELAYS" on page 8-212.	NG→	Replace the relay unit.
OK↓		
6. Check the fuel pump. Refer to "CHECKING THE FUEL PUMP OPERATION" on page 7-3.	NG→	Replace the fuel pump.
OK↓		
7. Check the entire fuel pump system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-139.	NG→	Properly connect or repair the fuel pump system's wiring.
OK↓		
Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.		

EAS20084
IMMOBILIZER SYSTEM

EAS30519
CIRCUIT DIAGRAM



3. Main switch
4. Main fuse
9. Backup fuse
12. Ignition fuse
18. Battery
19. Engine ground
25. Immobilizer unit
40. Joint connector
53. ECU (Engine Control Unit)
73. Meter assembly
74. Immobilizer system indicator light
78. Multi-function meter

EAS30520
GENERAL INFORMATION
This vehicle is equipped with an immobilizer system to help prevent theft by re-registering codes in the standard keys. This system consists of the following:
- A code re-registering key (with a red bow)
- Two standard keys (with a black bow) that can be re-registered with new codes
- A transponder (installed in the red key bow)
- An immobilizer unit
- The ECU
- An immobilizer system indicator light

The key with the red bow is used to register codes in each standard key. Do not use the key with the red bow for driving. It should only be used for re-registering new codes in the standard keys. The immobilizer system cannot be operated with a new key until the key registered with a code. If you lose the code re-registering key, the ECU and main switch (equipped with the immobilizer unit) need to be replaced.
Therefore, always use a standard key for driving. (See NOTICE.)

TIP
Each standard key is registered during production, therefore re-registering at purchase is not necessary.

ECA14971
NOTICE
- **DO NOT LOSE THE CODE RE-REGISTERING KEY! If the code re-registering key is lost, registering new codes in the standard keys is impossible. The standard keys can still be used to start the vehicle. However, if code re-registering is required (e.g., if a new standard key is made or all keys are lost) the entire immobilizer system must be replaced. Therefore, it is highly recommended to use either standard key for driving, and to keep the code re-registering key in a safe place.**
- **Do not submerse the keys in water.**
- **Do not expose the keys to excessively high temperatures.**
- **Do not place the keys close to magnets (this includes, but is not limited to, products such as speakers, etc.).**
- **Do not place heavy items on the keys.**
- **Do not grind the keys or alter their shape.**
- **Do not disassemble the key bows.**
- **Do not put two keys of any immobilizer system on the same key ring.**
- **Keep the standard keys as well as other immobilizer system keys away from the code re-registering key.**
- **Keep other immobilizer system keys away from the main switch as they may cause signal interference.**

EAS30521
PARTS REPLACEMENT AND KEY CODE REGISTRATION REQUIREMENTS
In the course of use, you may encounter the following cases where replacement of parts and registration of code re-registering/standard keys are required.

TIP
Each standard key is registered during production, therefore re-registering at purchase is not necessary.

	Parts to be replaced					Key registration requirement
	Main switch/ immobilizer unit		Standard key	ECU	Accessory lock* and key	
	Main switch	Immobilizer unit				
Standard key is lost			√			New standard key
All keys have been lost (including code re-registering key)	√		√	√	√	Code re-registering key and standard keys
ECU is defective				√		Code re-registering key and standard keys
Immobilizer unit is defective		√				Code re-registering key and standard keys
Main switch is defective	√		√	√	√	Code re-registering key and standard keys
Accessory lock* is defective					√	Not required

* Accessory locks mean the seat lock and fuel tank cap.

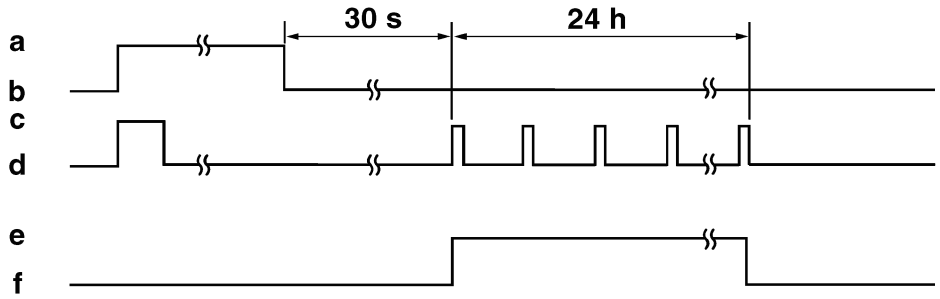
Code re-registering key registration:
When the immobilizer unit or ECU is replaced, the code re-registering key must be registered to the unit.
To register a code re-registering key:
1. Turn the main switch to “ON” with the code re-registering key.

TIP
Check that the immobilizer system indicator light comes on for one second, then goes off. When the immobilizer system indicator light goes off, the code re-registering key has been registered.

2. Check that the engine can be started.
3. Register the standard key, following the instructions in the section below.

Standby mode:
To enable the immobilizer system, turn the ignition key to “OFF”. 30 seconds later, the indicator light will start flashing continuously in the standby flashing mode pattern for up to 24 hours. After that time, the indicator light will stop flashing, but the immobilizer system is still enabled.

Standby mode



a. Main switch “ON”
b. Main switch “OFF”
c. LED on
d. LED off
e. Standby mode on
f. Standby mode off

Standard key registration:
Standard key registration is required when a standard key is lost and needs to be replaced, or when the code re-registering key is re-registered after the immobilizer unit or ECU are replaced.

TIP
Do not start the engine with a standard key that has not been registered. If the main switch is turned "ON" with a standard key that has not been registered, the immobilizer system indicator light flashes to indicate fault code "52". (Refer to "SELF-DIAGNOSIS FAULT CODE INDICATION" on page 8-150).

1. Check that the immobilizer system indicator light signals the standby mode.
2. Using the code re-registering key, turn the main switch to "ON", then "OFF", and then remove the key within 5 seconds.
3. Insert the first standard key to be registered into the main switch, then turn the key to "ON" within 5 seconds to activate the key registration mode.

TIP
The existing standard key code is erased from the memory when the key registration mode is activated. When the key registration mode is activated, the immobilizer system indicator light flashes rapidly.

4. While the indicator light is flashing, turn the main switch to "OFF", remove the key, and within 5 seconds, insert the second standard key to be registered into the main switch.

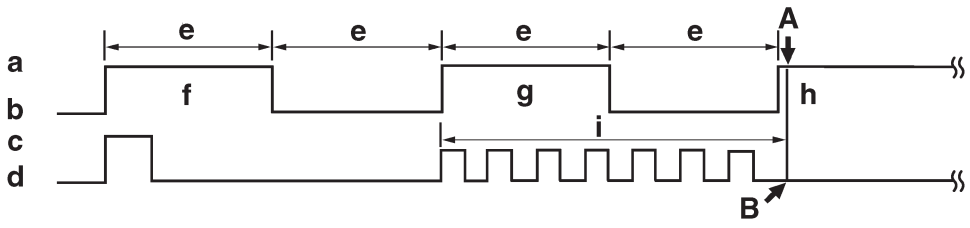
TIP
If he immobilizer system indicator light stops flashing 5 seconds after the first standard key is registered, the registration mode is deactivated. If this occurs, the second standard key cannot be registered, and steps 2 to 4 need to be repeated to register both standard keys.

5. Turn the main switch to "ON".

TIP
When the indicator light goes off, the registration is complete.

6. Check that the engine can be started with the two registered standard keys.

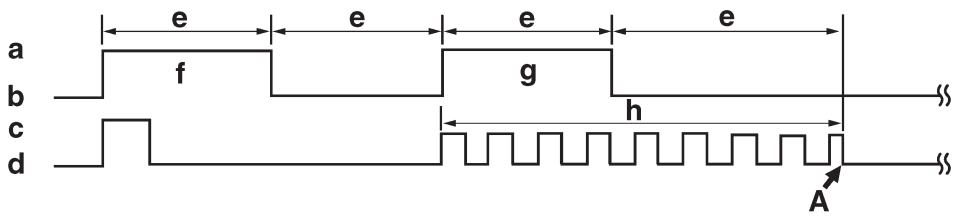
Standard key registration



a. Main switch "ON"
b. Main switch "OFF"
c. LED on
d. LED off
e. Less than 5.0 s
f. Code re-registering key
g. First standard key
h. Second standard key
i. Registration mode
A. Registration of the second standard key is complete.
B. Immobilizer system indicator light stops flashing when the registration of the second standard key is complete.

Voiding the standard key code:
If a standard key has been lost, it is possible to disable its use by re-registering the remaining standard key. Standard key registration erases the stored standard key code from the memory, thus disabling the lost standard key. To re-register, refer to "Standard key registration".

Standard key code voiding method



a. Main switch “ON”
b. Main switch “OFF”
c. LED on
d. LED off
e. Less than 5.0 s
f. Code re-registering key
g. Remaining standard key
h. Registration mode

A. If the immobilizer system indicator light stops flashing 5 seconds after the first standard key is registered, the second standard key cannot be registered.

EAS30522
TROUBLESHOOTING

When the main switch is turned to “ON”, the immobilizer system indicator light does not come on nor flashes.

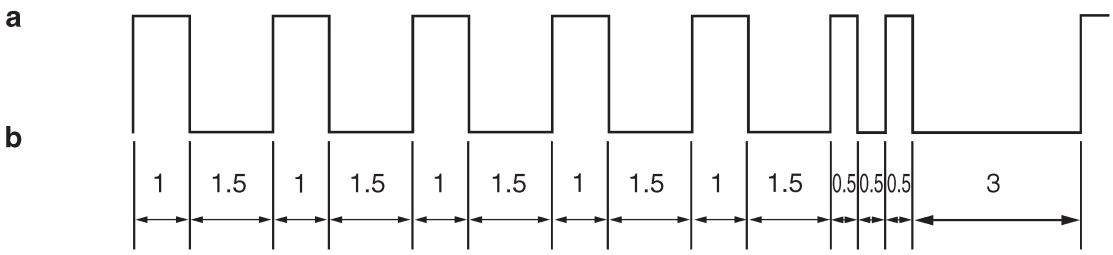
1. Check the fuses. (Main, ignition, and backup) Refer to “CHECKING THE FUSES” on page 8-208.	NG→	Replace the fuse(s).
OK↓		
2. Check the battery. Refer to “CHECKING AND CHARGING THE BATTERY” on page 8-209.	NG→	• Clean the battery terminals. • Recharge or replace the battery.
OK↓		
3. Check the main switch. Refer to “CHECKING THE SWITCHES” on page 8-205.	NG→	Replace the main switch/immobilizer unit.
OK↓		
4. Check the entire immobilizer system wiring. Refer to “CIRCUIT DIAGRAM” on page 8-143.	NG→	Properly connect or repair the immobilizer system wiring.
OK↓		
• Check the condition of the each immobilizer system circuits. • Refer to “SELF-DIAGNOSIS FAULT CODE INDICATION” on page 8-150.		

EAS30523
SELF-DIAGNOSIS FAULT CODE INDICATION
When a system failure occurs, the immobilizer system indicator light blinks. The pattern of blinking shows the fault code.

Fault code	Part	Symptom	Cause	Action
51	IMMOBILIZER UNIT	Code cannot be transmitted between the key and the immobilizer unit.	1. Radio wave interference caused by objects around the keys and antennas. 2. Immobilizer unit malfunction. 3. Key malfunction.	1. Keep magnets, metal objects, and other immobilizer system keys away from the keys and antennas. 2. Replace the main switch/immobilizer unit. 3. Replace the key.
52	IMMOBILIZER UNIT	Codes between the key and immobilizer unit do not match.	1. Signal received from other transponder (failed to recognize code after ten consecutive attempts). 2. Signal received from unregistered standard key.	1. Place the immobilizer unit at least 50 mm away from the transponder of other vehicles. 2. Register the standard key.
53	IMMOBILIZER UNIT	Codes cannot be transmitted between the ECU and the immobilizer unit.	Noise interference or disconnected lead/cable. 1. Interference due to radio wave noise. 2. Disconnected communication harness. 3. Immobilizer unit malfunction. 4. ECU malfunction.	1. Check the wire harness and connector. 2. Replace the main switch/immobilizer unit. 3. Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.
54	IMMOBILIZER UNIT	Codes transmitted between the ECU and the immobilizer unit do not match.	Noise interference or disconnected lead/cable. 1. Interference due to radio wave noise. 2. Disconnected communication harness. 3. Immobilizer unit malfunction. 4. ECU failure. (The ECU or immobilizer unit was replaced with a used unit from another vehicle.)	1. Register the code re-registering key. 2. Check the wire harness and connector. 3. Replace the main switch/immobilizer unit. 4. Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.
55	IMMOBILIZER UNIT	Key code registration malfunction.	Same standard key was attempted to be registered two consecutive times.	Register another standard key.

Fault code	Part	Symptom	Cause	Action
56	ECU	Unidentified code is received.	Noise interference or disconnected lead/cable.	1. Check the wire harness and connector. 2. Replace the main switch/immobilizer unit. 3. Replace the ECU. Refer to "REPLACING THE ECU (Engine Control Unit)" on page 8-208.

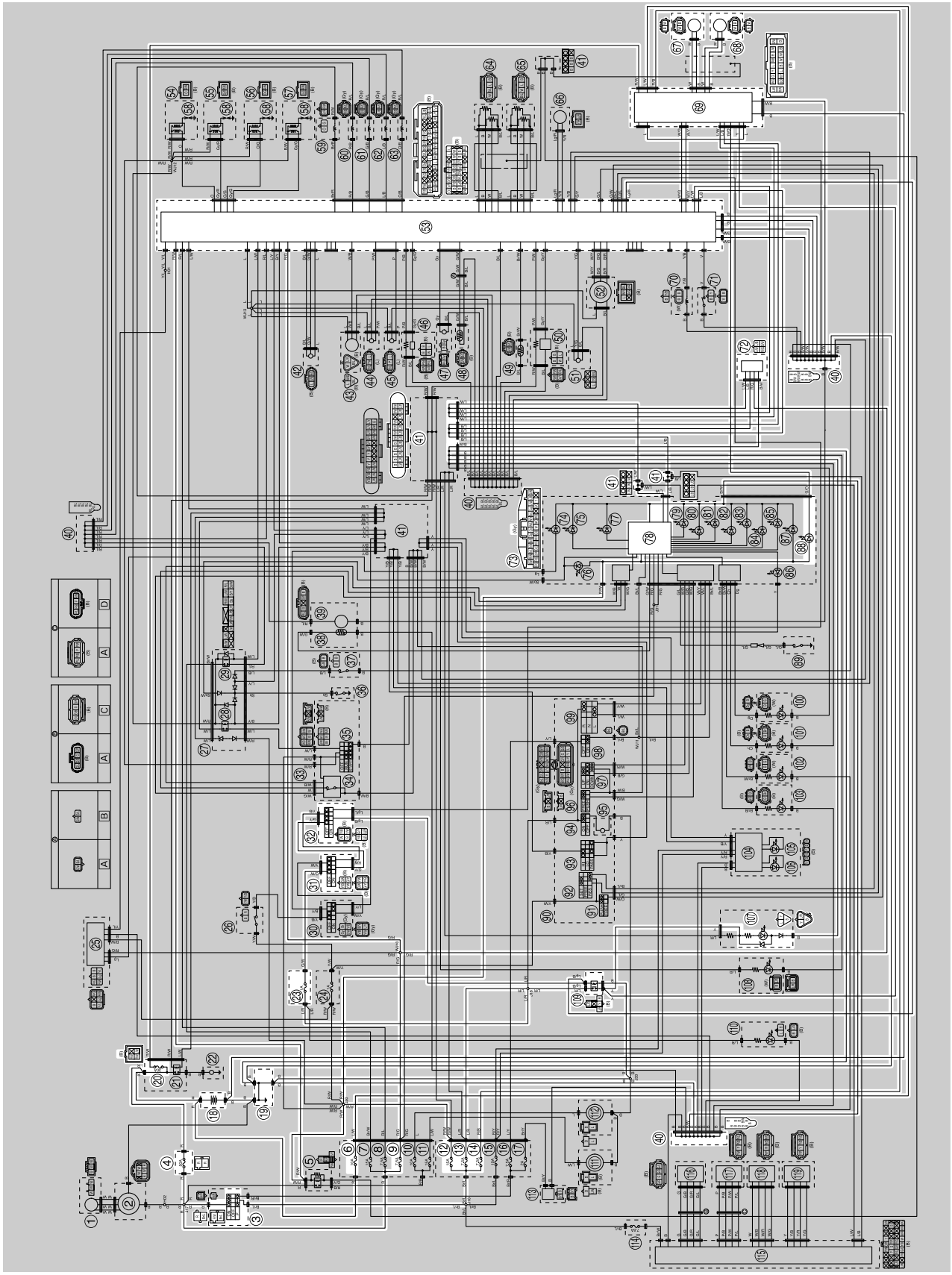
Immobilizer system indicator light fault code indication
Digit of 10: Cycles of 1 sec. ON and 1.5 sec. OFF.
Digit of 1: Cycles of 0.5 sec. ON and 0.5 sec. OFF.
Example: Fault code 52



a. Light on
b. Light off

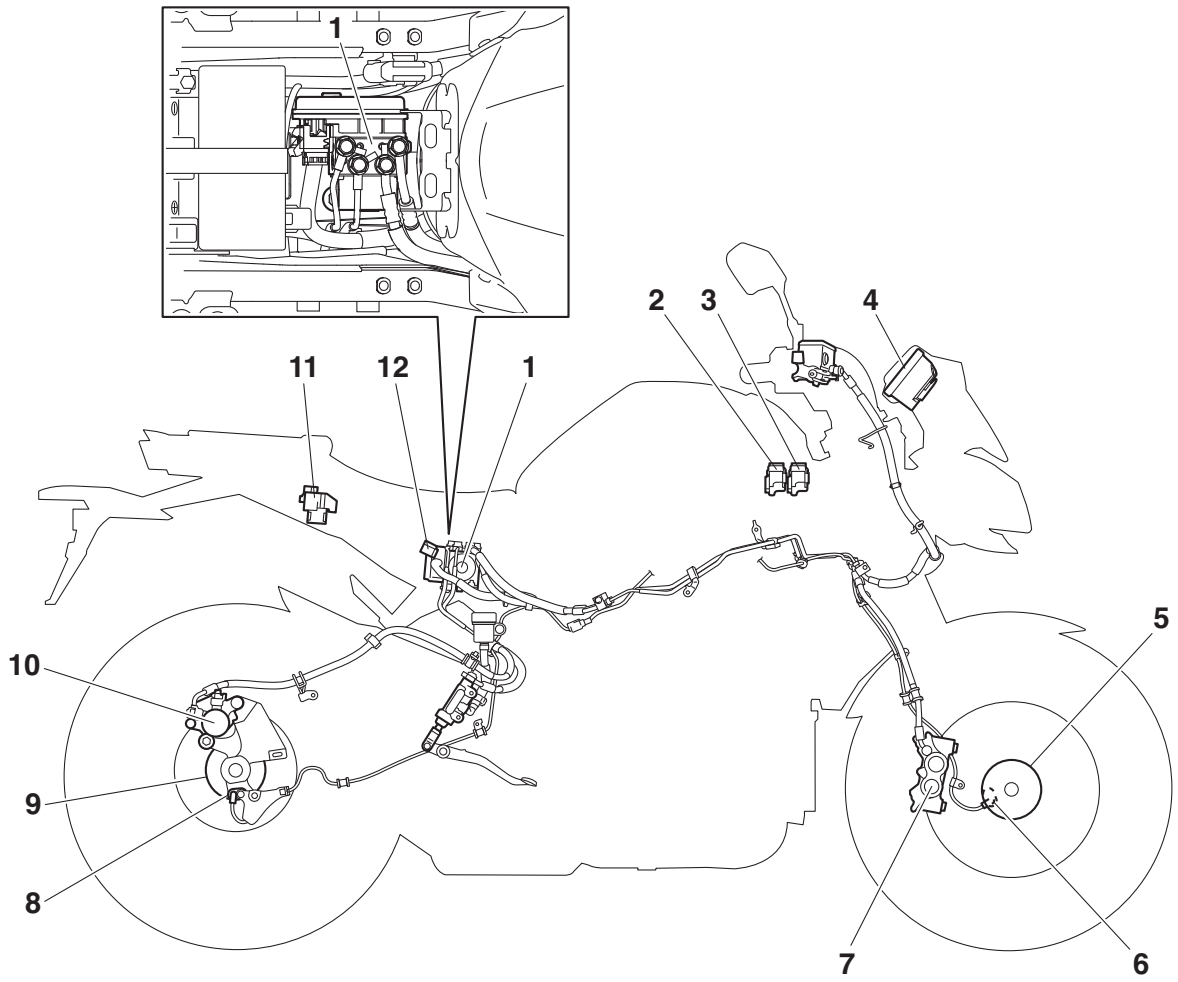
EAS20085
ABS (Anti-lock Brake System)

EAS30843
CIRCUIT DIAGRAM



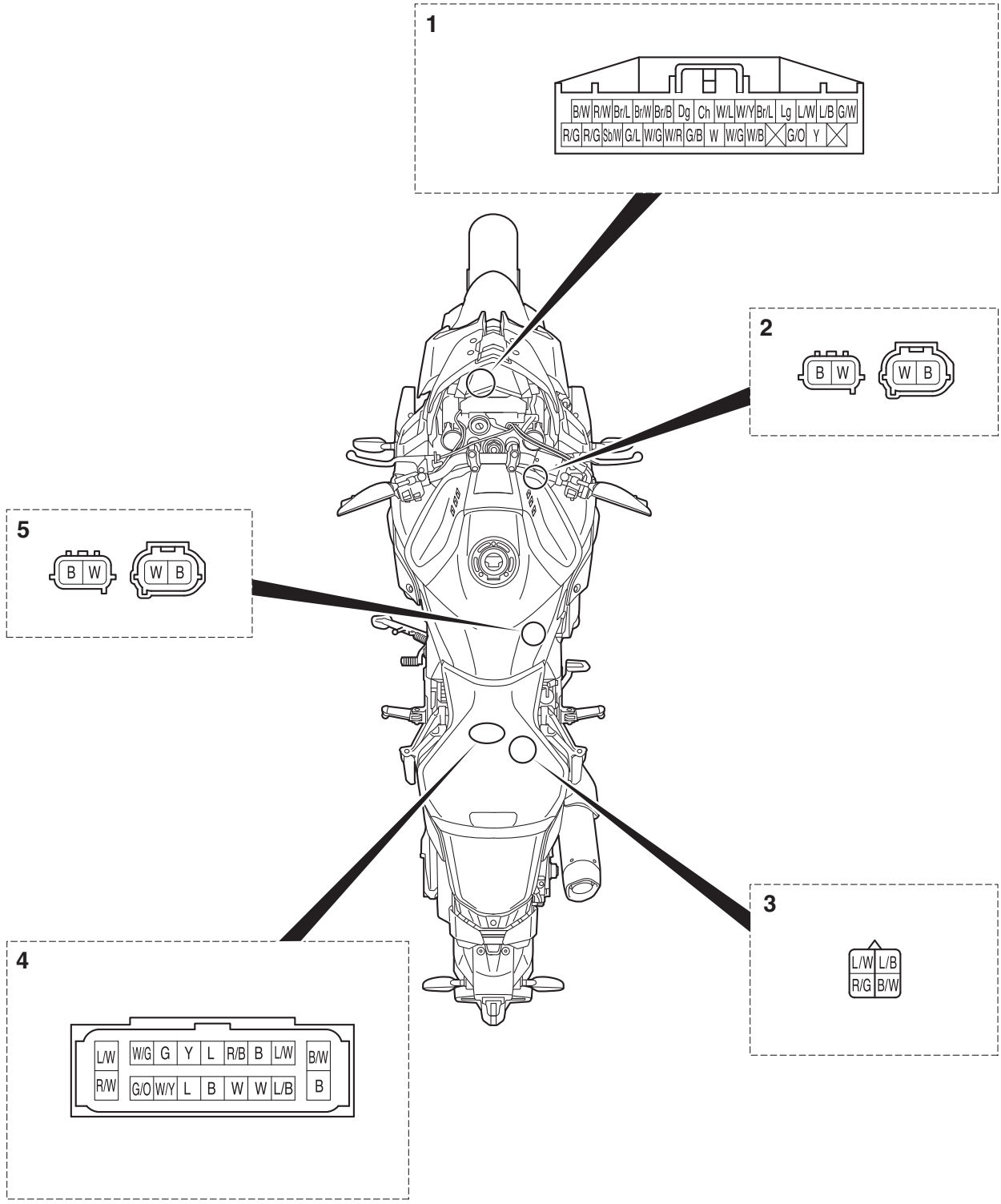
3. Main switch
4. Main fuse
6. ABS solenoid fuse
9. Backup fuse
12. Ignition fuse
13. Signaling system fuse
14. ABS ECU fuse
18. Battery
19. Engine ground
20. ABS motor fuse
23. Brake light fuse
31. Front brake light switch
32. Rear brake light switch
40. Joint connector
41. Joint coupler
53. ECU (Engine Control Unit)
67. Front wheel sensor
68. Rear wheel sensor
69. ABS ECU (Electronic Control Unit)
72. Yamaha diagnostic tool coupler
73. Meter assembly
78. Multi-function meter
88. ABS warning light
107. Tail/brake light
109. Brake light relay

EAS30525
ABS COMPONENTS CHART



1. Hydraulic unit assembly
2. ABS solenoid fuse
3. ABS ECU fuse
4. ABS warning light
5. Front wheel sensor rotor
6. Front wheel sensor
7. Front brake caliper
8. Rear wheel sensor
9. Rear wheel sensor rotor
10. Rear brake caliper
11. ABS motor fuse
12. Yamaha diagnostic tool coupler

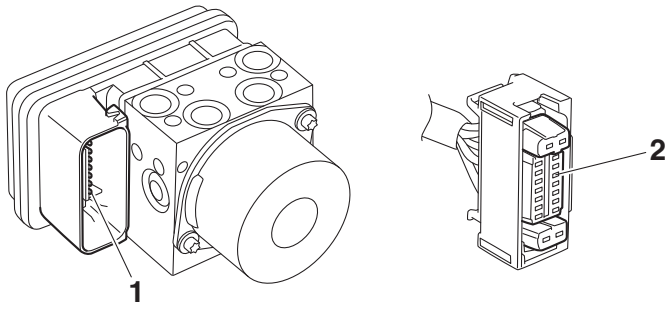
EAS30844
ABS COUPLER LOCATION CHART



1. Meter assembly coupler
2. Front wheel sensor coupler
3. Yamaha diagnostic tool coupler
4. ABS ECU coupler
5. Rear wheel sensor coupler

EAS30845
MAINTENANCE OF THE ABS ECU
Checking the ABS ECU
1. Check:
   - Terminals “1” of the ABS ECU
     Cracks/damages → Replace the hydraulic unit assembly, brake hoses, and brake pipes that are connected to the assembly as a set.
   - Terminals “2” of the ABS ECU coupler
     Connection defective, contaminated, come-off → Correct or clean.

TIP
If the ABS ECU coupler is clogged with mud or dirt, clean with compressed air.



EAS30528
ABS TROUBLESHOOTING OUTLINE
This section describes the troubleshooting for the ABS in detail. Read this service manual carefully and make sure you fully understand the information provided before repairing any malfunctions or performing service.
The ABS ECU (Electronic Control Unit) has a self-diagnosis function. When failures occur in the system, the ABS warning light on the meter assembly indicates a malfunction.
The following troubleshooting describes the problem identification and service method using the Yamaha diagnostic tool. For information about using the Yamaha diagnostic tool, refer to “[B-2] DIAGNOSIS USING THE FAULT CODES” on page 8-163. For troubleshooting items other than the following items, follow the normal service method.

EWA16710
⚠ WARNING
When maintenance or checks have been performed on components related to the ABS, be sure to perform a final check before delivering the vehicle to the customer.

TIP
To final check, refer to “[C-1] FINAL CHECK” on page 8-178.

ABS operation when the ABS warning light comes on
1. The ABS warning light remains on → ABS operates as a normal brake system.
   - A malfunction was detected using the ABS self-diagnosis function.
   - The ABS self-diagnosis has not been completed.
     The ABS self-diagnosis starts when the main switch is turned to “ON” and finishes when the vehicle has traveled at a speed of approximately 5 km/h (3 mi/h).
2. The ABS warning light comes on after the engine starts, and then goes off when the vehicle starts moving (traveling at a speed of approximately 5 km/h (3 mi/h)) → ABS operation is normal.
3. The ABS warning light flashes → ABS operation is normal.
   - Refer to “BASIC INSTRUCTIONS FOR TROUBLESHOOTING” on page 8-160.

Self-diagnosis and servicing
The ABS ECU has a self-diagnosis function. By utilizing this function, quick problem identification and service are possible. Previous malfunctions can be checked since the ABS ECU also stores the malfunction history.

The fault codes recorded in the ABS ECU can be checked using the Yamaha diagnostic tool. When the service is finished, check the normal operation of the vehicle, and then delete the fault code(s). For information about deleting the fault codes, refer to "[B-3] DELETING THE FAULT CODES" on page 8-178. By deleting the fault codes stored in the ABS ECU memory, it is possible to pursue the cause correctly if another malfunction occurs.

TIP

The ABS performs a self-diagnosis test for a few seconds each time the vehicle first starts off after the main switch was turned to "ON". During this test, a "clicking" noise can be heard from under the seat, and if the brake lever or brake pedal are even slightly applied, a vibration can be felt at the lever and pedal, but these do not indicate a malfunction.

Self-diagnosis using the ABS ECU
The ABS ECU performs a static check of the entire system when the main switch is turned to "ON". It also checks for malfunctions while the vehicle is ridden. Since all malfunctions are recorded after they are detected, it is possible to check the recorded malfunction data by utilizing the Yamaha diagnostic tool when the ABS ECU has entered the self-diagnosis mode.

Special precautions for handling and servicing a vehicle equipped with ABS

ECA17620

NOTICE

Care should be taken not to damage components by subjecting them to shocks or pulling on them with too much force since the ABS components are precisely adjusted.

- The ABS ECU and hydraulic unit are united assemblies and cannot be disassembled.
- The malfunction history is stored in the memory of the ABS ECU. Delete the fault codes when the service is finished. (This is because the past fault codes will be displayed again if another malfunction occurs.)

EAS30529

BASIC INSTRUCTIONS FOR TROUBLESHOOTING

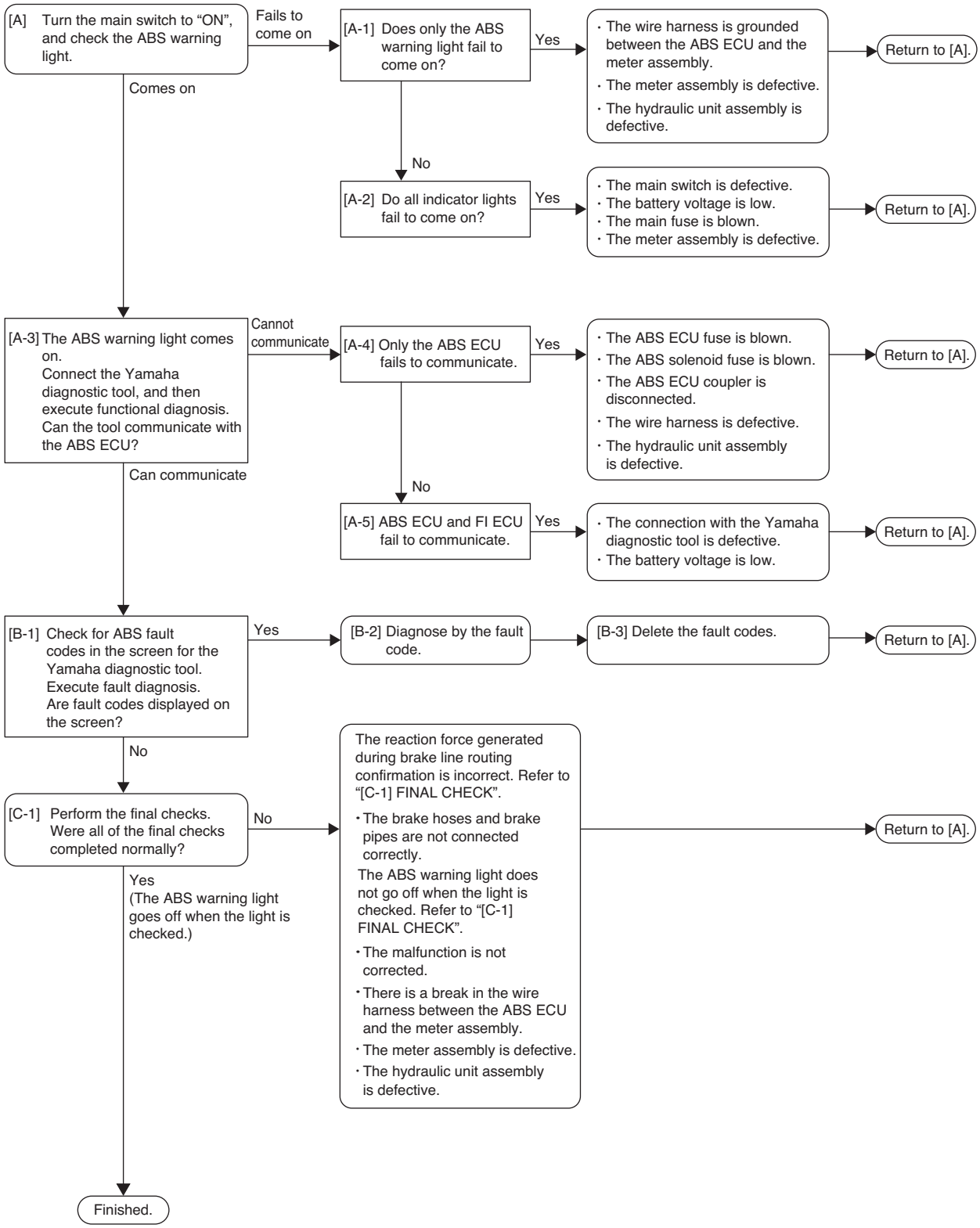
EWA17420

⚠ WARNING

- **Perform the troubleshooting [A]→[B]→[C] in order. Be sure to follow the order since a wrong diagnosis could result if the steps are followed in a different order or omitted.**
- **Use sufficiently charged regular batteries only.**

[A] Malfunction check using the ABS warning light
[B] Use the Yamaha diagnostic tool and determine the location of the malfunction and the cause from the recorded fault code.
Determine the cause of the malfunction from the condition and place where the malfunction occurred.
[C] Servicing the ABS
Execute the final check after disassembly and assembly.

EAS30530
BASIC PROCESS FOR TROUBLESHOOTING



EWA16710

WARNING

When maintenance or checks have been performed on components related to the ABS, be sure to perform a final check before delivering the vehicle to the customer.

TIP

To final check, refer to "[C-1] FINAL CHECK" on page 8-178.

EAS30531

[A] CHECKING THE ABS WARNING LIGHT

Turn the main switch to "ON". (Do not start the engine.)

1. The ABS warning light does not come on.
   - Only the ABS warning light fails to come on. [A-1]
   - The ABS warning light and all other indicator lights fail to come on. [A-2]
2. The ABS warning light comes on. [A-3]

EAS30532

[A-1] ONLY THE ABS WARNING LIGHT FAILS TO COME ON

1. Check for a short circuit to the ground between the green/orange terminal of the ABS ECU coupler and green/orange terminal of the meter assembly.
   - If there is short circuit to the ground, the wire harness is defective. Replace the wire harness.
2. Disconnect the ABS ECU coupler and check that the ABS warning light comes on when the main switch is turned to "ON".
   - If the ABS warning light does not come on, the meter assembly circuit (including the ABS warning light [LED]) is defective. Replace the meter assembly.
   - If the ABS warning light comes on, the ABS ECU is defective. Replace the hydraulic unit assembly.

EAS30533

[A-2] THE ABS WARNING LIGHT AND OTHER INDICATOR LIGHTS FAIL TO COME ON

1. Main switch
   - Check the main switch for continuity.
     Refer to "CHECKING THE SWITCHES" on page 8-205.
   - If there is no continuity, replace the main switch.
2. Battery
   - Check the condition of the battery.
     Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-209.
   - If the battery is defective, clean the battery terminals and recharge it, or replace the battery.
3. Main fuse
   - Check the fuse for continuity.
     Refer to "CHECKING THE FUSES" on page 8-208.
   - If the main fuse is blown, replace the fuse.
4. Circuit
   - Check the meter assembly circuit.
     Refer to "CIRCUIT DIAGRAM" on page 8-153.
   - If the meter assembly circuit is open, replace the wire harness.

EAS31162

[A-3] THE ABS WARNING LIGHT COMES ON

Connect the Yamaha diagnostic tool to the Yamaha diagnostic tool coupler and execute functional diagnosis. (For information about how to execute functional diagnosis, refer to the operation manual that is included with the tool.)

Check that communication with the ABS ECU is possible.

- Only the ABS ECU fails to communicate. [A-4]
- ABS ECU and FI ECU fail to communicate. [A-5]
- Communication is possible with the ABS ECU. [B-1] (The ABS is displayed on the select unit screen.)

EAS31163
[A-4] ONLY THE ABS ECU FAILS TO COMMUNICATE

1. ABS ECU fuse
   - Check the ABS ECU fuse for continuity.
     Refer to "CHECKING THE FUSES" on page 8-208.
   - If the ABS ECU fuse is blown, replace the fuse.
2. ABS ECU coupler
   - Check that the ABS ECU coupler is connected properly.
     For information about connecting the ABS ECU coupler properly, refer to "INSTALLING THE HYDRAULIC UNIT ASSEMBLY" on page 4-68.
3. Wire harness
   - Open circuit between the main switch and the ABS ECU, or between the ABS ECU and the ground.
     Check for continuity between brown/blue terminal of the main switch coupler and red/black terminal of the ABS ECU coupler.
     Check for continuity between black terminal of the ABS ECU coupler and the ground.
     If there is no continuity, the wire harness is defective. Replace the wire harness.
   - Open circuit in the wire harness between the ABS ECU coupler and the Yamaha diagnostic tool coupler.
     Check for continuity between blue/white terminal of the ABS ECU coupler and blue/white terminal of the Yamaha diagnostic tool coupler. (CANH)
     Check for continuity between blue/black terminal of the ABS ECU coupler and blue/black terminal of the Yamaha diagnostic tool coupler. (CANL)
4. ABS ECU malfunction
   Replace the hydraulic unit assembly.

EAS31164
[A-5] ABS ECU AND FI ECU FAIL TO COMMUNICATE

1. Yamaha diagnostic tool
   Check that the Yamaha diagnostic tool is properly connected.
2. Wire harness
   - Open circuit in the wire harness between the ABS ECU coupler and the Yamaha diagnostic tool coupler.
     Check for continuity between blue/white terminal of the ABS ECU coupler and blue/white terminal of the Yamaha diagnostic tool coupler. (CANH)
     Check for continuity between blue/black terminal of the ABS ECU coupler and blue/black terminal of the Yamaha diagnostic tool coupler. (CANL)

EAS31165
[B-1] MALFUNCTION ARE CURRENTLY DETECTED

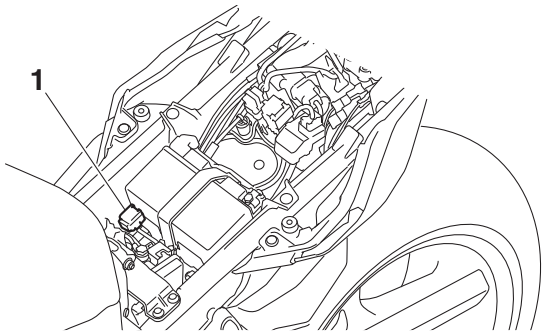
When the Yamaha diagnostic tool is connected to the Yamaha diagnostic tool coupler, the fault codes will be displayed on the computer screen.
- A fault code is displayed. [B-2]
- A fault code is not displayed. [C-1]

EAS31166
[B-2] DIAGNOSIS USING THE FAULT CODES

This model uses the Yamaha diagnostic tool to identify malfunctions.
For information about using the Yamaha diagnostic tool, refer to the operation manual that is included with the tool.

Yamaha diagnostic tool USB
90890-03250
Yamaha diagnostic tool (A/I)
90890-03252

Connecting the Yamaha diagnostic tool
Removing the rider seat. Refer to “GENERAL CHASSIS (1)” on page 4-1.
Removing the protective cap “1”, and then connect the Yamaha diagnostic tool to the coupler.



Details about the displayed fault codes are shown in the following chart. Refer to this chart and check the vehicle.
Once all the work is complete, delete the fault codes. [B-3]

TIP
Check the inspection points after terminating the connection with the Yamaha diagnostic tool and turning the main switch off.

Fault code table

TIP
Record all of the fault codes displayed and inspect the check points.

Fault code No.	Item	Symptom	Check point
11	Front wheel sensor (intermittent pulses or no pulses)	Front wheel sensor signal is not received properly. (Pulses are not received or are received intermittently while the vehicle is traveling.)	• Foreign material adhered around the front wheel sensor • Incorrect installation of the front wheel • Defective sensor rotor or incorrect installation of the rotor • Defective front wheel sensor or incorrect installation of the sensor
12	Rear wheel sensor (intermittent pulses or no pulses)	Rear wheel sensor signal is not received properly. (Pulses are not received or are received intermittently while the vehicle is traveling.)	• Foreign material adhered around the rear wheel sensor • Incorrect installation of the rear wheel • Defective sensor rotor or incorrect installation of the rotor • Defective rear wheel sensor or incorrect installation of the sensor
13* 26*	Front wheel sensor (abnormal pulse period)	Front wheel sensor signal is not received properly. (The pulse period is abnormal while the vehicle is traveling.)	• Foreign material adhered around the front wheel sensor • Incorrect installation of the front wheel • Defective sensor rotor or incorrect installation of the rotor • Defective front wheel sensor or incorrect installation of the sensor

Fault code No.	Item	Symptom	Check point
14* 27*	Rear wheel sensor (abnormal pulse period)	Rear wheel sensor signal is not received properly. (The pulse period is abnormal while the vehicle is traveling.)	• Foreign material adhered around the rear wheel sensor • Incorrect installation of the rear wheel • Defective sensor rotor or incorrect installation of the rotor • Defective rear wheel sensor or incorrect installation of the sensor
15	Front wheel sensor (open or short circuit)	Open or short circuit is detected in the front wheel sensor.	• Defective coupler between the front wheel sensor and the hydraulic unit assembly • Open or short circuit in the wire harness between the front wheel sensor and the hydraulic unit assembly • Defective front wheel sensor or hydraulic unit assembly
16	Rear wheel sensor (open or short circuit)	Open or short circuit is detected in the rear wheel sensor.	• Defective coupler between the rear wheel sensor and the hydraulic unit assembly • Open or short circuit in the wire harness between the rear wheel sensor and the hydraulic unit assembly • Defective rear wheel sensor or hydraulic unit assembly
21	Hydraulic unit assembly (defective solenoid drive circuit)	Solenoid drive circuit in the hydraulic unit assembly is open or short-circuited.	• Defective hydraulic unit assembly
31	Hydraulic unit assembly (defective ABS solenoid power circuit)	Power is not supplied to the solenoid circuit in the hydraulic unit assembly.	• Blown ABS solenoid fuse • Defective coupler between the battery and the hydraulic unit assembly • Open or short circuit in the wire harness between the battery and the hydraulic unit assembly • Defective hydraulic unit assembly
33	Hydraulic unit assembly (abnormal ABS motor power supply)	Power is not supplied to the motor circuit in the hydraulic unit assembly.	• Blown ABS motor fuse • Defective coupler between the battery and the hydraulic unit assembly • Open or short circuit in the wire harness between the battery and the hydraulic unit assembly • Defective hydraulic unit assembly
34	Hydraulic unit assembly (short circuit in ABS motor power supply circuit)	Short circuit is detected in the motor power supply circuit in the hydraulic unit assembly.	• Defective hydraulic unit assembly

Fault code No.	Item	Symptom	Check point
41	Front wheel ABS (intermittent wheel speed pulses or incorrect depressurization)	• Pulses from the front wheel sensor are received intermittently while the vehicle is traveling. • Front wheel will not recover from the locking tendency even though the signal is transmitted from the ABS ECU to reduce the hydraulic pressure.	• Incorrect installation of the front wheel sensor • Incorrect rotation of the front wheel • Front brake dragging • Defective hydraulic unit assembly
42	Rear wheel ABS (intermittent wheel speed pulses or incorrect depressurization)	• Pulses from the rear wheel sensor are received intermittently while the vehicle is traveling. • Rear wheel will not recover from the locking tendency even though the signal is transmitted from the ABS ECU to reduce the hydraulic pressure.	• Incorrect installation of the rear wheel sensor • Incorrect rotation of the rear wheel • Rear brake dragging • Defective hydraulic unit assembly
43* 45*	Front wheel sensor (missing pulses)	Front wheel sensor signal is not received properly. (Missing pulses are detected in the signal while the vehicle is traveling.)	• Foreign material adhered around the front wheel sensor • Incorrect installation of the front wheel • Defective sensor rotor or incorrect installation of the rotor • Defective front wheel sensor or incorrect installation of the sensor
44* 46*	Rear wheel sensor (missing pulses)	Rear wheel sensor signal is not received properly. (Missing pulses are detected in the signal while the vehicle is traveling.)	• Foreign material adhered around the rear wheel sensor • Incorrect installation of the rear wheel • Defective sensor rotor or incorrect installation of the rotor • Defective rear wheel sensor or incorrect installation of the sensor
51	Vehicle system power supply (voltage of ABS ECU power supply is high)	Power voltage supplied to the ABS ECU in the hydraulic unit assembly is too high.	• Defective battery • Disconnected battery terminal • Defective charging system
53	Vehicle system power supply (voltage of ABS ECU power supply is low)	Power voltage supplied to the ABS ECU in the hydraulic unit assembly is too low.	• Defective battery • Defective coupler between the battery and the hydraulic unit assembly • Open or short circuit in the wire harness between the battery and the hydraulic unit assembly • Defective charging system
55	Hydraulic unit assembly (defective ABS ECU)	Abnormal data is detected in the hydraulic unit assembly.	• Defective hydraulic unit assembly
56	Hydraulic unit assembly (internal circuit abnormal)	Abnormality detected in of hydraulic unit assembly.	• Defective hydraulic unit assembly

Fault code No.	Item	Symptom	Check point
57	Vehicle CAN communication line or power source of vehicle system	Short-circuit in CAN communication line or the voltage that supplies the hydraulic unit assembly is too low.	• Short-circuit in CAN communication line • Defective battery • Defective coupler between battery and hydraulic unit assembly • Wire harness between battery and hydraulic unit is interrupted or has short-circuited • Defective charging system
62	Power supply voltage failure in pressure sensor	Abnormality detected in pressure sensor power supply circuit of hydraulic unit assembly.	• Defective hydraulic unit assembly
68	Hydraulic unit assembly (Defective front pressure sensor)	Abnormality detected in pressure sensor circuit at front caliper side of hydraulic unit assembly.	• Defective front brake line • Defective hydraulic unit assembly

*The fault code number varies according to the vehicle conditions.

Fault code No. 11

Fault code No.	**11**
Item	**Front wheel sensor (intermittent pulses or no pulses)**
Symptom	**Front wheel sensor signal is not received properly. (Pulses are not received or are received intermittently while the vehicle is traveling.)**

Order	Item/components and probable cause	Check or maintenance job
1	Foreign material adhered around the front wheel sensor	Check the surface of the sensor rotor and wheel sensor for foreign material, such as metal particles. Clean the sensor rotor and wheel sensor if necessary.
2	Incorrect installation of the front wheel	Check the components for looseness, distortion, and bends. Refer to “CHECKING THE FRONT WHEEL” on page 4-24.
3	Defective sensor rotor or incorrect installation of the rotor	Check the surface of the sensor rotor for damage. Replace the sensor rotor if there is visible damage. Refer to “MAINTENANCE OF THE FRONT WHEEL SENSOR AND SENSOR ROTOR” on page 4-26.
4	Defective front wheel sensor or incorrect installation of the sensor	Check the wheel sensor for damage and the installed condition of the sensor. Repair or replace the wheel sensor if necessary. Refer to “MAINTENANCE OF THE FRONT WHEEL SENSOR AND SENSOR ROTOR” on page 4-26.

TIP

If the rear wheel continues to turn for more than 20 seconds after the front wheel has stopped, this will be recorded.

Fault code No. 12

Fault code No.	**12**	
Item	**Rear wheel sensor (intermittent pulses or no pulses)**	
Symptom	**Rear wheel sensor signal is not received properly. (Pulses are not received or are received intermittently while the vehicle is traveling.)**	
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Foreign material adhered around the rear wheel sensor	Check the surface of the sensor rotor and wheel sensor for foreign material, such as metal particles. Clean the sensor rotor and wheel sensor if necessary.
2	Incorrect installation of the rear wheel	Check the components for looseness, distortion, and bends. Refer to “CHECKING THE REAR WHEEL” on page 4-35.
3	Defective sensor rotor or incorrect installation of the rotor	Check the surface of the sensor rotor for damage. Replace the sensor rotor if there is visible damage. Refer to “MAINTENANCE OF THE REAR WHEEL SENSOR AND SENSOR ROTOR” on page 4-37.
4	Defective rear wheel sensor or incorrect installation of the sensor	Check the wheel sensor for damage and the installed condition of the sensor. Repair or replace the wheel sensor if necessary. Refer to “MAINTENANCE OF THE REAR WHEEL SENSOR AND SENSOR ROTOR” on page 4-37.

Fault code No. 13, 26

Fault code No.	**13** **26**	
Item	**Front wheel sensor (abnormal pulse period)**	
Symptom	**Front wheel sensor signal is not received properly. (The pulse period is abnormal while the vehicle is traveling.)**	
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Foreign material adhered around the front wheel sensor	Check the surface of the sensor rotor and wheel sensor for foreign material, such as metal particles. Clean the sensor rotor and wheel sensor if necessary.
2	Incorrect installation of the front wheel	Check the components for looseness, distortion, and bends. Refer to “CHECKING THE FRONT WHEEL” on page 4-24.
3	Defective sensor rotor or incorrect installation of the rotor	Check the surface of the sensor rotor for damage. Replace the sensor rotor if there is visible damage. Refer to “MAINTENANCE OF THE FRONT WHEEL SENSOR AND SENSOR ROTOR” on page 4-26.
4	Defective front wheel sensor or incorrect installation of the sensor	Check the wheel sensor for damage and the installed condition of the sensor. Repair or replace the wheel sensor if necessary. Refer to “MAINTENANCE OF THE FRONT WHEEL SENSOR AND SENSOR ROTOR” on page 4-26.

TIP
- If the front brake ABS operates continuously for 20 seconds or more, fault code No. 26 will be recorded. If the front brake ABS operates continuously for 36 seconds or more, fault code No. 13 will be recorded.
- Vehicle possibly ridden on uneven roads.

Fault code No. 14, 27

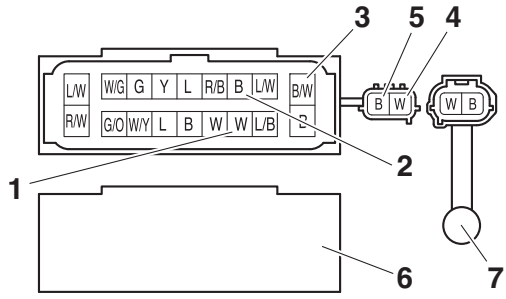
Fault code No.	**14 27**	
Item	**Rear wheel sensor (abnormal pulse period)**	
Symptom	**Rear wheel sensor signal is not received properly. (The pulse period is abnormal while the vehicle is traveling.)**	
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Foreign material adhered around the rear wheel sensor	Check the surface of the sensor rotor and wheel sensor for foreign material, such as metal particles. Clean the sensor rotor and wheel sensor if necessary.
2	Incorrect installation of the rear wheel	Check the components for looseness, distortion, and bends. Refer to “CHECKING THE REAR WHEEL” on page 4-35.
3	Defective sensor rotor or incorrect installation of the rotor	Check the surface of the sensor rotor for damage. Replace the sensor rotor if there is visible damage. Refer to “MAINTENANCE OF THE REAR WHEEL SENSOR AND SENSOR ROTOR” on page 4-37.
4	Defective rear wheel sensor or incorrect installation of the sensor	Check the wheel sensor for damage and the installed condition of the sensor. Repair or replace the wheel sensor if necessary. Refer to “MAINTENANCE OF THE REAR WHEEL SENSOR AND SENSOR ROTOR” on page 4-37.

TIP
- If the rear brake ABS operates continuously for 20 seconds or more, fault code No. 27 will be recorded. If the rear brake ABS operates continuously for 36 seconds or more, fault code No. 14 will be recorded.
- Vehicle possibly ridden on uneven roads.

Fault code No. 15

Fault code No.	**15**	
Item	**Front wheel sensor (open or short circuit)**	
Symptom	**Open or short circuit is detected in the front wheel sensor.**	
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Defective coupler between the front wheel sensor and the hydraulic unit assembly	• Check the coupler for any pins that may be pulled out. • Check the locking condition of the coupler. • If there is a malfunction, repair it and connect the coupler securely. **TIP** Turn the main switch to “OFF” before disconnecting or connecting a coupler.

Fault code No.	15
Item	Front wheel sensor (open or short circuit)
Symptom	Open or short circuit is detected in the front wheel sensor.

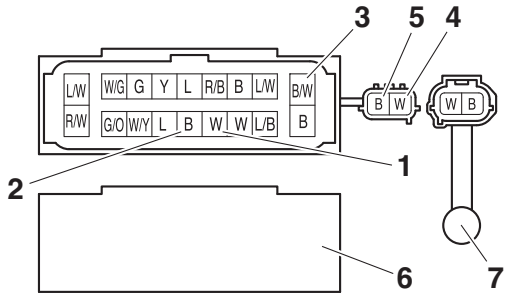
Order	Item/components and probable cause	Check or maintenance job
2	Open or short circuit in the wire harness between the front wheel sensor and the hydraulic unit assembly	• Check for continuity between the white terminal “1” and the white terminal “4” and between the black terminal “2” and the black terminal “5”. • If there is no continuity, the wire harness is defective. Replace the wire harness. • Check that there is no short circuit between the white terminal “1” and the black terminal “2” and between the white terminal “4” and the black terminal “5”. • If there is short circuit, the wire harness is defective. Replace the wire harness. • Check that there is no short circuit between the black/white terminal “3” and the white terminal “4” and between the black/white terminal “3” and the black terminal “5”. • If there is short circuit, the wire harness is defective. Replace the wire harness.  6. ABS ECU 7. Wheel sensor
3	Defective front wheel sensor or hydraulic unit assembly	If the above items were performed and no malfunctions were found, the wheel sensor or hydraulic unit assembly is defective. Replace the wheel sensor or hydraulic unit assembly. Refer to “FRONT WHEEL” on page 4-22 and “ABS (Anti-lock Brake System)” on page 4-64.

Fault code No. 16

Fault code No.	16
Item	Rear wheel sensor (open or short circuit)
Symptom	Open or short circuit is detected in the rear wheel sensor.

Order	Item/components and probable cause	Check or maintenance job
1	Defective coupler between the rear wheel sensor and the hydraulic unit assembly	• Check the coupler for any pins that may be pulled out. • Check the locking condition of the coupler. • If there is a malfunction, repair it and connect the coupler securely. **TIP** Turn the main switch to “OFF” before disconnecting or connecting a coupler.

Fault code No.	16
Item	Rear wheel sensor (open or short circuit)
Symptom	Open or short circuit is detected in the rear wheel sensor.

Order	Item/components and probable cause	Check or maintenance job
2	Open or short circuit in the wire harness between the rear wheel sensor and the hydraulic unit assembly	• Check for continuity between the white terminal “1” and the white terminal “4” and between the black terminal “2” and the black terminal “5”. • If there is no continuity, the wire harness is defective. Replace the wire harness. • Check that there is no short circuit between the white terminal “1” and the black terminal “2” and between the white terminal “4” and the black terminal “5”. • If there is short circuit, the wire harness is defective. Replace the wire harness. • Check that there is no short circuit between the black/white terminal “3” and the white terminal “4” and between the black/white terminal “3” and the black terminal “5”. • If there is short circuit, the wire harness is defective. Replace the wire harness.  6. ABS ECU 7. Wheel sensor
3	Defective rear wheel sensor or hydraulic unit assembly	If the above items were performed and no malfunctions were found, the wheel sensor or hydraulic unit assembly is defective. Replace the wheel sensor or hydraulic unit assembly. Refer to “REAR WHEEL” on page 4-31 and “ABS (Anti-lock Brake System)” on page 4-64.

Fault code No. 21

Fault code No.	21
Item	Hydraulic unit assembly (defective solenoid drive circuit)
Symptom	Solenoid drive circuit in the hydraulic unit assembly is open or short-circuited.

Order	Item/components and probable cause	Check or maintenance job
1	Defective hydraulic unit assembly	Replace the hydraulic unit assembly. Refer to “ABS (Anti-lock Brake System)” on page 4-64.

Fault code No. 31

Fault code No.	31	
Item	**Hydraulic unit assembly (defective ABS solenoid power circuit)**	
Symptom	**Power is not supplied to the solenoid circuit in the hydraulic unit assembly.**	
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Blown ABS solenoid fuse	Check the ABS solenoid fuse. If the ABS solenoid fuse is blown, replace the fuse and check the wire harness. Refer to “CHECKING THE FUSES” on page 8-208.
2	Defective coupler between the battery and the hydraulic unit assembly	• Check the locking condition of the coupler. • If there is a malfunction, repair it and connect the coupler securely. **TIP** Turn the main switch to “OFF” before disconnecting or connecting a coupler.
3	Open or short circuit in the wire harness between the battery and the hydraulic unit assembly	• Replace if there is an open or short circuit. • Between ABS ECU coupler and ABS solenoid fuse. (blue/white–blue/white)
4	Defective hydraulic unit assembly	If the above items were performed and no malfunctions were found, replace the hydraulic unit assembly. Refer to “ABS (Anti-lock Brake System)” on page 4-64.

Fault code No. 33

Fault code No.	33	
Item	**Hydraulic unit assembly (abnormal ABS motor power supply)**	
Symptom	**Power is not supplied to the motor circuit in the hydraulic unit assembly.**	
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Blown ABS motor fuse	Check the ABS motor fuse. If the ABS motor fuse is blown, replace the fuse and check the wire harness. Refer to “CHECKING THE FUSES” on page 8-208.
2	Defective coupler between the battery and the hydraulic unit assembly	• Check the coupler for any pins that may be pulled out. • Check the locking condition of the coupler. • If there is a malfunction, repair it and connect the coupler securely. **TIP** Turn the main switch to “OFF” before disconnecting or connecting a coupler.
3	Open or short circuit in the wire harness between the battery and the hydraulic unit assembly	• Replace if there is an open or short circuit. • Between ABS ECU coupler and starter relay coupler (ABS motor fuse). (red/white–red/white) • Between ABS ECU coupler and ground. (black–black)
4	Defective hydraulic unit assembly	If the above items were performed and no malfunctions were found, replace the hydraulic unit assembly. Refer to “ABS (Anti-lock Brake System)” on page 4-64.

Fault code No. 34

Fault code No.	**34**	
Item	**Hydraulic unit assembly (short circuit in ABS motor power supply circuit)**	
Symptom	**Short circuit is detected in the motor power supply circuit in the hydraulic unit assembly.**	
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Defective hydraulic unit assembly	Replace the hydraulic unit assembly. Refer to “ABS (Anti-lock Brake System)” on page 4-64.

Fault code No. 41

Fault code No.	**41**	
Item	**Front wheel ABS (intermittent wheel speed pulses or incorrect depressurization)**	
Symptom	**• Pulses from the front wheel sensor are received intermittently while the vehicle is traveling. • Front wheel will not recover from the locking tendency even though the signal is transmitted from the ABS ECU to reduce the hydraulic pressure.**	
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Incorrect installation of the front wheel sensor	Check the components for looseness, distortion, and bends. Refer to “CHECKING THE FRONT WHEEL” on page 4-24.
2	Incorrect rotation of the front wheel	Check that there is no brake disc drag on the front wheel and make sure that it rotates smoothly. Refer to “CHECKING THE FRONT WHEEL” on page 4-24 and “CHECKING THE FRONT BRAKE DISCS” on page 4-45.
3	Front brake dragging	Check that the brake fluid pressure is correctly transmitted to the brake caliper when the brake lever is operated and that the pressure decreases when the lever is released. Refer to “CHECKING THE FRONT BRAKE DISCS” on page 4-45.
4	Defective hydraulic unit assembly	If the above items were performed and no malfunctions were found, replace the hydraulic unit assembly. Refer to “ABS (Anti-lock Brake System)” on page 4-64.

Fault code No. 42

Fault code No.	**42**	
Item	**Rear wheel ABS (intermittent wheel speed pulses or incorrect depressurization)**	
Symptom	**• Pulses from the rear wheel sensor are received intermittently while the vehicle is traveling. • Rear wheel will not recover from the locking tendency even though the signal is transmitted from the ABS ECU to reduce the hydraulic pressure.**	
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Incorrect installation of the rear wheel sensor	Check the components for looseness, distortion, and bends. Refer to “CHECKING THE REAR WHEEL” on page 4-35.
2	Incorrect rotation of the rear wheel	Check that there is no brake disc drag on the wheel and make sure that it rotates smoothly. Refer to “CHECKING THE REAR WHEEL” on page 4-35 and “CHECKING THE REAR BRAKE DISC” on page 4-58.
3	Rear brake dragging	Check that the brake fluid pressure is correctly transmitted to the brake caliper when the brake pedal is operated and that the pressure decreases when the pedal is released. Refer to “CHECKING THE REAR BRAKE DISC” on page 4-58.
4	Defective hydraulic unit assembly	If the above items were performed and no malfunctions were found, replace the hydraulic unit assembly. Refer to “ABS (Anti-lock Brake System)” on page 4-64.

Fault code No. 43, 45

Fault code No.	**43 45**	
Item	**Front wheel sensor (missing pulses)**	
Symptom	**Front wheel sensor signal is not received properly. (Missing pulses are detected in the signal while the vehicle is traveling.)**	
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Foreign material adhered around the front wheel sensor	Check the surface of the sensor rotor and wheel sensor for foreign material, such as metal particles. Clean the sensor rotor and wheel sensor if necessary.
2	Incorrect installation of the front wheel	Check the components for looseness, distortion, and bends. Refer to “CHECKING THE FRONT WHEEL” on page 4-24.
3	Defective sensor rotor or incorrect installation of the rotor	Check the surface of the sensor rotor for damage. Replace the sensor rotor if there is visible damage. Refer to “MAINTENANCE OF THE FRONT WHEEL SENSOR AND SENSOR ROTOR” on page 4-26.
4	Defective front wheel sensor or incorrect installation of the sensor	Check the wheel sensor for damage and the installed condition of the sensor. Repair or replace the wheel sensor if necessary. Refer to “MAINTENANCE OF THE FRONT WHEEL SENSOR AND SENSOR ROTOR” on page 4-26.

TIP
After the fault code No. 45 is recorded, fault code No. 43 will be recorded if a certain speed and time are exceeded.

Fault code No. 44, 46

Fault code No.	**44 46**	
Item	**Rear wheel sensor (missing pulses)**	
Symptom	**Rear wheel sensor signal is not received properly. (Missing pulses are detected in the signal while the vehicle is traveling.)**	
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Foreign material adhered around the rear wheel sensor	Check the surface of the sensor rotor and wheel sensor for foreign material, such as metal particles. Clean the sensor rotor and wheel sensor if necessary.
2	Incorrect installation of the rear wheel	Check the components for looseness, distortion, and bends. Refer to “CHECKING THE REAR WHEEL” on page 4-35.
3	Defective sensor rotor or incorrect installation of the rotor	Check the surface of the sensor rotor for damage. Replace the sensor rotor if there is visible damage. Refer to “MAINTENANCE OF THE REAR WHEEL SENSOR AND SENSOR ROTOR” on page 4-37.
4	Defective rear wheel sensor or incorrect installation of the sensor	Check the wheel sensor for damage and the installed condition of the sensor. Repair or replace the wheel sensor if necessary. Refer to “MAINTENANCE OF THE REAR WHEEL SENSOR AND SENSOR ROTOR” on page 4-37.

TIP
After the fault code No. 46 is recorded, fault code No. 44 will be recorded if a certain speed and time are exceeded.

Fault code No. 51

Fault code No.	**51**	
Item	**Vehicle system power supply (voltage of ABS ECU power supply is high)**	
Symptom	**Power voltage supplied to the ABS ECU in the hydraulic unit assembly is too high.**	
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Defective battery	Recharge or replace the battery. Refer to “CHECKING AND CHARGING THE BATTERY” on page 8-209.
2	Disconnected battery terminal	Check the connection. Replace or reconnect the terminal if necessary.
3	Defective charging system	Check the charging system. Refer to “CHARGING SYSTEM” on page 8-13.

Fault code No. 53

Fault code No.	53
Item	Vehicle system power supply (voltage of ABS ECU power supply is low)
Symptom	Power voltage supplied to the ABS ECU in the hydraulic unit assembly is too low.

Order	Item/components and probable cause	Check or maintenance job
1	Defective battery	Recharge or replace the battery. Refer to “CHECKING AND CHARGING THE BATTERY” on page 8-209.
2	Defective coupler between the battery and the hydraulic unit assembly	• Check the coupler for any pins that may be pulled out. • Check the locking condition of the coupler. • If there is a malfunction, repair it and connect the coupler securely. **TIP** Turn the main switch to “OFF” before disconnecting or connecting a coupler.
3	Open or short circuit in the wire harness between the battery and the hydraulic unit assembly	• Replace if there is an open or short circuit. • Between ABS ECU coupler and ABS ECU fuse. (red/black–red/black)
4	Defective charging system	Check the charging system. Refer to “CHARGING SYSTEM” on page 8-13.

Fault code No. 55

Fault code No.	55
Item	Hydraulic unit assembly (defective ABS ECU)
Symptom	Abnormal data is detected in the hydraulic unit assembly.

Order	Item/components and probable cause	Check or maintenance job
1	Defective hydraulic unit assembly	Replace the hydraulic unit assembly. Refer to “ABS (Anti-lock Brake System)” on page 4-64.

Fault code No. 56

Fault code No.	56
Item	Hydraulic unit assembly (abnormal internal circuit)
Symptom	Abnormality detected in internal circuit of hydraulic unit assembly.

Order	Item/components and probable cause	Check or maintenance job
1	Defective hydraulic unit assembly	Replace the hydraulic unit assembly. Refer to “ABS (Anti-lock Brake System)” on page 4-64.

Fault code No. 57

Fault code No.		**57**
Item		**Vehicle CAN communication line or power source of vehicle system**
Symptom		**Short-circuit in CAN communication line or the voltage that supplies the hydraulic unit assembly is too low.**
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Short-circuit in CAN communication line	Replace if there is an open or short circuit. • Between ABS ECU coupler and joint coupler. (blue/white–blue/white) (blue/black–black/blue) • Between joint coupler and ECU coupler. (blue/white–blue/white) (blue/black–black/blue)
2	Defective battery	Recharge or replace the battery. Refer to “CHECKING AND CHARGING THE BATTERY” on page 8-209.
3	Defective coupler between the battery and the hydraulic unit assembly	• Check the coupler for any pins that may be pulled out. • Check the locking condition of the coupler. • If there is a malfunction, repair it and connect the coupler securely. **TIP** Turn the main switch to “OFF” before disconnecting or connecting a coupler.
4	Open or short circuit in the wire harness between the battery and the hydraulic unit assembly	Replace if there is an open or short circuit. • Between ABS ECU coupler and starter relay coupler (ABS motor fuse). (red/white–red/white) • Between ABS ECU coupler and ABS solenoid fuse. (blue/white–blue/white)
5	Defective charging system	Check the charging system. Refer to “CHARGING SYSTEM” on page 8-13.

Fault code No. 62

Fault code No.		**62**
Item		**Power supply voltage failure in pressure sensor**
Symptom		**Abnormality detected in pressure sensor power source circuit of hydraulic unit assembly.**
Order	**Item/components and probable cause**	**Check or maintenance job**
1	Defective hydraulic unit assembly	Replace the hydraulic unit assembly. Refer to “ABS (Anti-lock Brake System)” on page 4-64.

Fault code No. 68

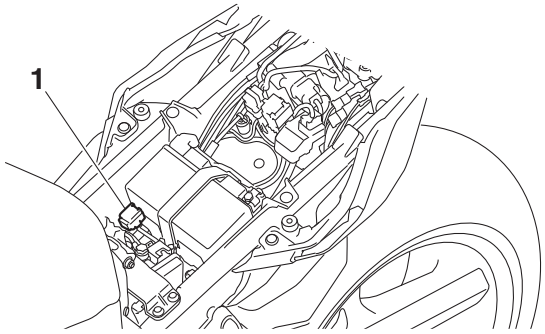
Fault code No.	68
Item	Defective hydraulic unit assembly (defective front pressure sensor)
Symptom	Abnormality detected in pressure sensor circuit at front caliper side of hydraulic unit assembly.

Order	Item/components and probable cause	Check or maintenance job
1	Defective front brake line	Check the front brake line and if there is bending or blocking, replace the front brake line.
2	Defective hydraulic unit assembly	Replace the hydraulic unit assembly. Refer to “ABS (Anti-lock Brake System)” on page 4-64.

EAS31167
[B-3] DELETING THE FAULT CODES
To delete the fault codes, use the Yamaha diagnostic tool. For information about deleting the fault codes, refer to the operation manual of the Yamaha diagnostic tool.
Check that all the displayed fault codes are deleted.

Yamaha diagnostic tool USB
90890-03250
Yamaha diagnostic tool (A/I)
90890-03252

Connecting the Yamaha diagnostic tool
Remove the protective cap “1”, and then connect the Yamaha diagnostic tool to the coupler.

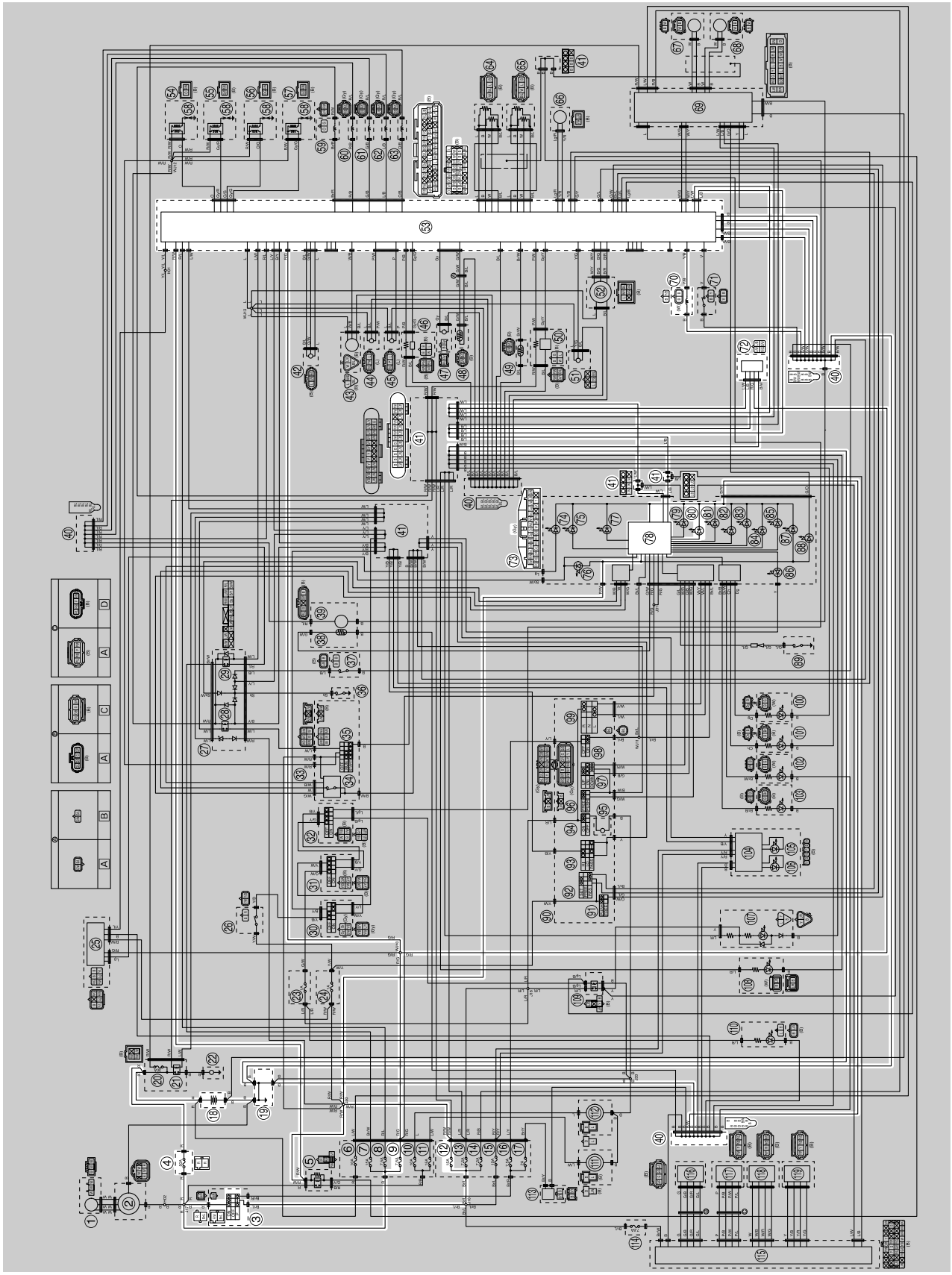


EAS31168
[C-1] FINAL CHECK
Check all the following items to complete the inspection.
If the process is not completed properly, start again from the beginning.
Checking procedures
1. Check the brake fluid level in the brake master cylinder reservoir and brake fluid reservoir.
   Refer to “CHECKING THE BRAKE FLUID LEVEL” on page 3-14.
2. Check the wheel sensors for proper installation.
   Refer to “INSTALLING THE FRONT WHEEL (DISC BRAKE)” on page 4-28 and “INSTALLING THE REAR WHEEL (DISC BRAKE)” on page 4-37.
3. Perform brake line routing confirmation.
   Refer to “HYDRAULIC UNIT OPERATION TEST” on page 4-69.
   If it does not have reaction-force properly, the brake hose is not properly routed or connected.
4. Delete the fault codes.
   Refer to “[B-3] DELETING THE FAULT CODES” on page 8-178.
5. Checking the ABS warning light.
   Refer to “CHECKING THE ABS WARNING LIGHT” on page 4-72.

If the ABS warning light does not turn off, the possible causes are following:
- The problem is not solved.
- Open circuit between the ABS ECU and the meter assembly.
  Check for continuity between green/orange terminal of the ABS ECU coupler and green/orange terminal of the meter assembly coupler.
- Malfunction in the meter assembly circuit.
- Malfunction in the ABS warning light circuit in the hydraulic unit assembly.

EAS20259
STEERING DAMPER SYSTEM

EAS32036
CIRCUIT DIAGRAM



3. Main switch
4. Main fuse
9. Backup fuse
12. Ignition fuse
18. Battery
19. Engine ground
40. Joint connector
41. Joint coupler
53. ECU (Engine Control Unit)
70. Steering damper solenoid
72. Yamaha diagnostic tool coupler
73. Meter assembly
78. Multi-function meter
80. Steering damper and suspension warning light

EAS32037

SELF-DIAGNOSTIC FUNCTION

The this vehicle is equipped with a self-diagnostic function in order to ensure that the steering damper system is operating normally. If this function detects a malfunction in the system, illuminates the steering damper and suspension warning light to alert the rider that a malfunction has occurred in the system. Once a malfunction has been detected, a fault code number is stored in the memory of the ECU.

Checking the steering damper and suspension warning light

The steering damper and suspension warning light comes on for around 2 seconds after the main switch has been set to “ON”. If the warning light does not come on, the warning light (LED) may be defective.

ECU detects an abnormal signal from the steering damper

If the ECU detects an abnormal signal from the steering damper, the ECU illuminates the steering damper and suspension warning light.

EAS32038

TROUBLESHOOTING METHOD

The steering damper and suspension warning light comes on.

1. Check:
   • Fault code number

▼▼

a. Check the fault code number that have a condition of “Detected” using the Yamaha diagnostic tool.
b. Identify the faulty system with the fault code number.
c. Identify the probable cause of the malfunction.

▲▲

2. Check and repair the probable cause of the malfunction.
   Refer to “TROUBLESHOOTING DETAILS (STEERING DAMPER) (FAULT CODE)” on page 8-183 and “SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)” on page 9-5.
3. Perform the reinstatement action for the fuel injection system.
   Refer to “Confirmation of service completion” in the appropriate table in “TROUBLESHOOTING DETAILS (STEERING DAMPER) (FAULT CODE)” on page 8-183.

TIP

Turning the main switch to “OFF” will not erase the malfunction history.

EAS30958

BASIC INSTRUCTIONS FOR DIAGNOSTIC FUNCTION

Use the Yamaha diagnostic tool and determine the location of the malfunction and the cause from the recorded fault code. Refer to “YAMAHA DIAGNOSTIC TOOL” on page 8-36.

EAS32039

TROUBLESHOOTING DETAILS (STEERING DAMPER) (FAULT CODE)

This section describes the measures for the fault code number displayed on the Yamaha diagnostic tool. Check and service the items or components that are the probable cause of the malfunction following the order given.

After the check and service of the malfunctioning part have been completed, delete the fault codes displayed on the Yamaha diagnostic tool according to the reinstatement method.

Fault code No.:

Fault code number displayed on the Yamaha diagnostic tool when the engine failed to work normally.

Diagnostic code No.:

Diagnostic code number to be used when the diagnostic mode is operated. Refer to “SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)” on page 9-5.

Fault code No. C1000

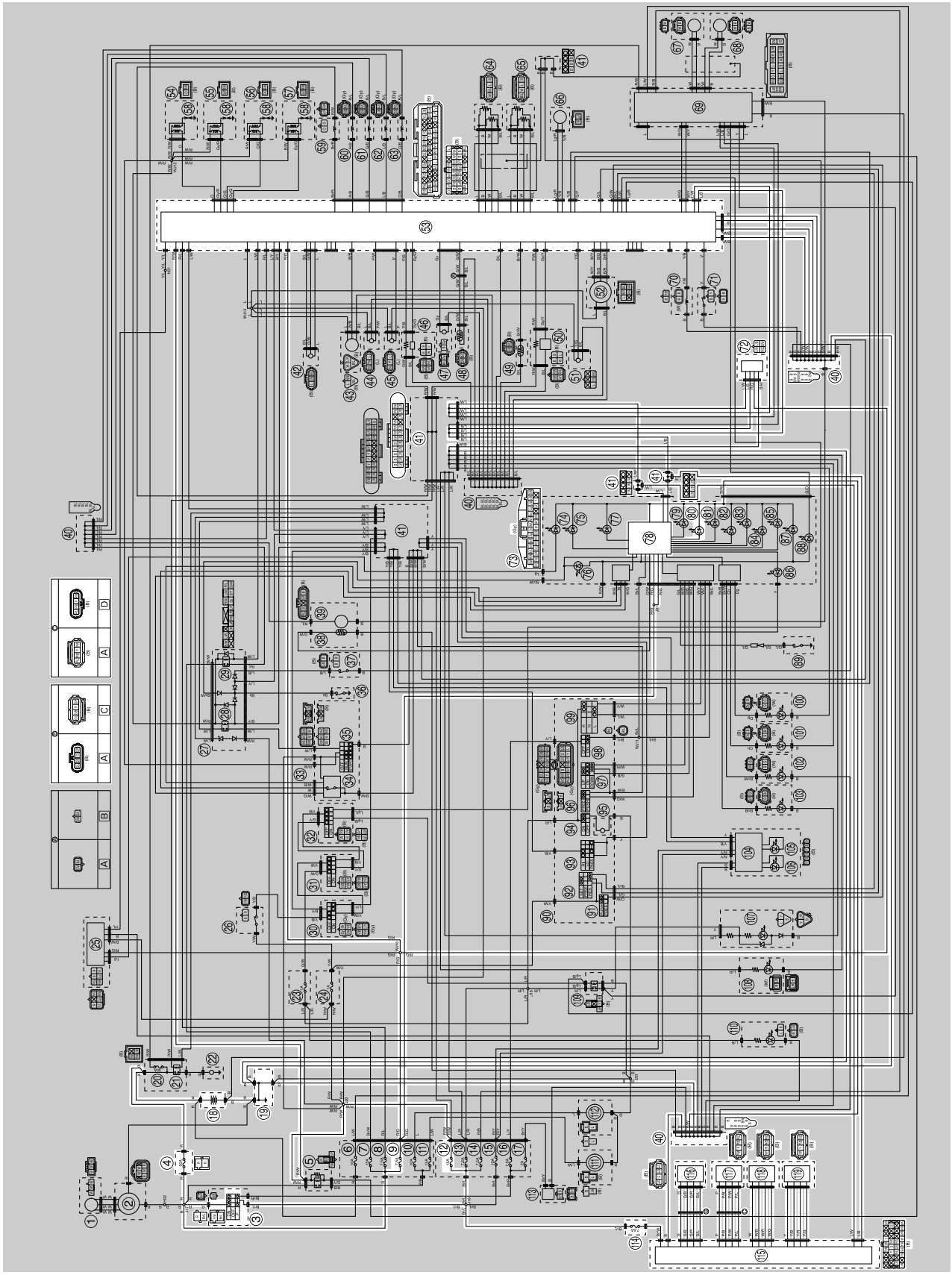
Fault code No.	**C1000**
Item	**Steering damper solenoid: open or short circuit detected.**
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	47
Actuation	When the start/engine stop switch is “ON”, the steering damper solenoid is on. When the start/engine stop switch is “OFF”, the steering damper solenoid is off.
Procedure	Check the operation of the damper.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of steering damper solenoid coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 2.
2	Connection of wire harness ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 3.
3	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between steering damper solenoid coupler and ECU coupler. yellow/black–yellow/black Between steering damper solenoid coupler and ground. black–black	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 4.
4	Defective steering damper solenoid.	Check the steering damper solenoid. Replace if defective. Refer to “CHECKING THE STEERING DAMPER SOLENOID” on page 8-221.	Turn the main switch to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Go to item 6 and finish the service. Condition is “Detected” → Go to item 5.
5	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	

Fault code No.		C1000	
Item		**Steering damper solenoid: open or short circuit detected.**	
6	Delete the fault code and check that the engine trouble warning light goes off.	Confirm that the fault code has a condition of “Recovered” using the Yamaha diagnostic tool, and then delete the fault code.	

EAS20168
ELECTRONICALLY ADJUSTABLE SUSPENSION SYSTEM

EAS31009
CIRCUIT DIAGRAM

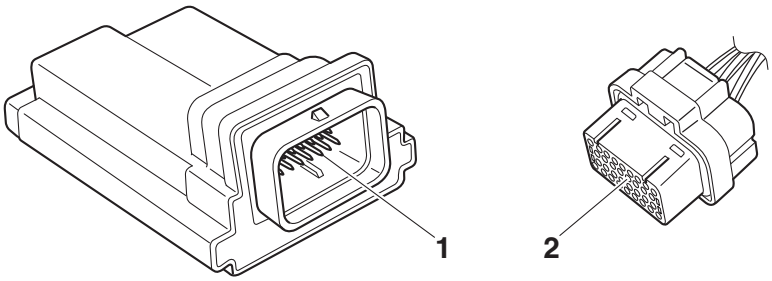


3. Main switch
4. Main fuse
9. Backup fuse
12. Ignition fuse
18. Battery
19. Engine ground
40. Joint connector
41. Joint coupler
53. ECU (Engine Control Unit)
72. Yamaha diagnostic tool coupler
73. Meter assembly
78. Multi-function meter
80. Steering damper and suspension warning light
114. SCU fuse
115. SCU (Suspension Control Unit)
116. Front fork stepping motor (left)
117. Front fork stepping motor (right)
118. Rear shock absorber assembly stepping motor (compression damping)
119. Rear shock absorber assembly stepping motor (rebound damping)

A. Wire harness
C. Sub-wire harness (front fork stepping motor (left))
D. Sub-wire harness (front fork stepping motor (right))

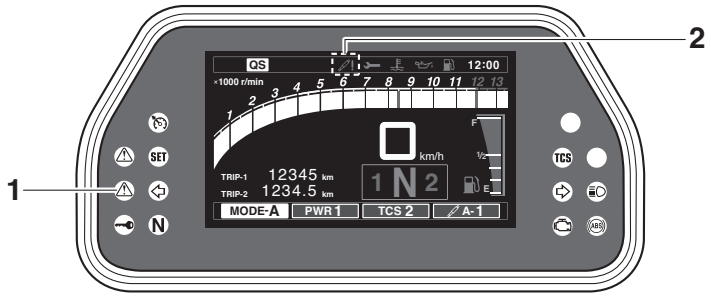
EAS31010
MAINTENANCE OF THE SCU (Suspension Control Unit)
Checking the SCU (Suspension Control Unit)
1. Check:
   - Terminals “1” of the SCU
     Cracks/damages → Replace the SCU.
   - Terminals “2” of the SCU couplers
     Connection defective, contaminated, come-off → Replace or clean.

TIP
If the SCU couplers are clogged with mud or dirt, clean with compressed air.



EAS31011
SCU (Suspension Control Unit) SELF-DIAGNOSTIC FUNCTION
The SCU (suspension control unit) is equipped with a self-diagnostic function in order to ensure that the electronically adjustable suspension system is operating normally. If this function detects a malfunction in the electronically adjustable suspension system, it immediately operates the system under substitute characteristics and lights the steering damper and suspension warning light to alert the rider that a malfunction has occurred in the system. Once a malfunction has been detected, a fault code is stored in the memory of the SCU (suspension control unit).
Checking the steering damper and suspension warning light
The steering damper and suspension warning light come on for 2.0 seconds after the main switch has been turned to “ON”. If the steering damper and suspension warning light does not come on under this condition, the lights (LED) may be defective.
SCU detects an abnormal signal from a sensor
If the SCU detects an abnormal signal from a sensor while the vehicle is being driven, the SCU illuminates the steering damper and suspension warning light and provides the electronically adjustable suspension system with alternate operating instructions that are appropriate for the type of malfunction. When an abnormal signal is received from a sensor, the SCU processes the specified values that are programmed for each sensor in order to provide the electronically adjustable suspension system with alternate operating instructions that enable the system to continue operating or stop operating, depending on the conditions.

EAS31012
TROUBLESHOOTING METHOD (SCU)
TIP
If there is a malfunction in the electronically adjustable suspension system, the steering damper and suspension warning light “1” will come on, and a SCU trouble warning icon “2” will be displayed.



The steering damper and suspension warning light comes on.

1. Check:
   • Fault code number

▼▼

a. Check the fault code numbers that have a condition of “Detected” using the Yamaha diagnostic tool.
b. Identify the faulty system with the fault code number.
c. Identify the probable cause of the malfunction.

▲▲

2. Check and repair the probable cause of the malfunction.
   Refer to “TROUBLESHOOTING DETAILS (SCU)” on page 8-190 and “SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (SCU)” on page 9-22.
3. Perform the reinstatement action for the electronically adjustable suspension system.
   Refer to “Confirmation of service completion” in the appropriate table in “TROUBLESHOOTING DETAILS (SCU)” on page 8-190.
4. Check the fault code numbers using the Yamaha diagnostic tool.

TIP

• If another fault code number is displayed, repeat steps (1) to (4) until no fault code number is displayed.
• Turning the main switch to “OFF” will not erase the malfunction history.

EAS31013

BASIC INSTRUCTIONS FOR DIAGNOSTIC FUNCTION

Use the Yamaha diagnostic tool and determine the location of the malfunction and the cause from the recorded fault code. Refer to “YAMAHA DIAGNOSTIC TOOL” on page 8-36.

EAS31014

TROUBLESHOOTING DETAILS (SCU)

This section describes the measures per fault code number displayed on the Yamaha diagnostic tool. Check and service the items or components that are the probable cause of the malfunction following the order given.
After the check and service of the malfunctioning part has been completed, delete the fault codes displayed on the Yamaha diagnostic tool according to the reinstatement method.
Fault code No.:
Fault code number displayed on the Yamaha diagnostic tool when the electronically adjustable suspension system failed to work normally.
Diagnostic code No.:
Diagnostic code number to be used when the diagnostic mode is operated. Refer to “SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (SCU)” on page 9-22.

Fault code No. C0044

Fault code No.	**C0044**
Item	**Abnormal ABS**
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	—
Tool display	—
Procedure	—

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Abnormal ABS	Check the items of fault codes No. 62 for the ABS. Refer to "[B-2] DIAGNOSIS USING THE FAULT CODES" on page 8-163.	Turn the main switch to "OFF" and back to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Service is finished. Condition is "Detected" → Refer to the item corresponding to the fault code.

Fault code No. U0100

Fault code No.	**U0100**
Item	**Abnormal CAN communication (between ECU and SCU)**
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	—
Tool display	—
Procedure	—

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "OFF" and back to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Service is finished. Condition is "Detected" → Go to item 2.

Fault code No.		U0100	
Item		Abnormal CAN communication (between ECU and SCU)	
2	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between SCU coupler and joint coupler. blue/white–blue/white blue/black–blue/black Between the joint coupler and ECU coupler. blue/white–blue/white blue/black–blue/black	Turn the main switch to “OFF” and back to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Service is finished. Condition is “Detected” → Go to item 3.
3	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	

Fault code No. U0121

Fault code No.		U0121	
Item		Abnormal CAN communication (between ABS ECU and SCU)	
Fail-safe system		Able to start engine	
		Able to drive vehicle	
Diagnostic code No.		—	
Tool display		—	
Procedure		—	
Item	**Probable cause of malfunction and check**	**Maintenance job**	**Confirmation of service completion**
1	Connection of ABS ECU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to “OFF” and back to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Service is finished. Condition is “Detected” → Go to item 2.
2	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between SCU coupler and joint coupler. blue/white–blue/white blue/black–blue/black Between the joint coupler and ABS ECU coupler. blue/white–blue/white blue/black–blue/black	Turn the main switch to “OFF” and back to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Service is finished. Condition is “Detected” → Go to item 3.
3	Malfunction in ABS ECU.	Replace the hydraulic unit assembly.	

Fault code No. P0500

Fault code No.	**P0500**
Item	**Abnormal rear wheel sensor**
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	—
Tool display	—
Procedure	—

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Abnormal rear wheel sensor	Check the item of fault code No. P0500, P1500 for the ECU. Refer to “SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)” on page 9-5.	Turn the main switch to “OFF” and back to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Service is finished. Condition is “Detected” → Refer to the item corresponding to the fault code.

Fault code No. C1002

Fault code No.	**C1002**
Item	**Abnormal SCU EEPROM**
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	—
Tool display	—
Procedure	—

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Confirmation after correction of abnormality	Turn the main switch to “OFF” and back to “ON”.	Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Service is finished. Condition is “Detected” → Go to item 2.
2	Malfunction in SCU.	Replace the SCU.	Turn the main switch to “OFF” and back to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Service is finished.

Fault code No. P0560

Fault code No.	**P0560**
Item	**Abnormal SCU power supply voltage**
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	09
Tool display	Displays the SCU power supply voltage. Approximately 12.0 V
Procedure	Check the displayed SCU power supply voltage.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Malfunction in charging system.	Check the charging system. Refer to "CHARGING SYSTEM" on page 8-13. Defective rectifier/regulator or AC magneto → Replace. Defective connection in the charging system circuit → Properly connect or replace the wire harness.	Start the engine and let it idle for approximately 5 seconds. Check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Service is finished. Condition is "Detected" → Carry out the check for item 1 again.

Fault code No. C1007

Fault code No.	**C1007**
Item	**Abnormality inside SCU**
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	—
Tool display	—
Procedure	—

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Malfunction in SCU.	Replace the SCU.	Turn the main switch to "OFF" and back to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Service is finished.

Fault code No. U0155

Fault code No.	**U0155 (or "Err" is displayed)**
Item	**Abnormal CAN communication (between meter assembly and SCU)**
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	—
Tool display	—
Procedure	—

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Connection of meter assembly coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Service is finished. Condition is "Detected" → Go to item 2.
2	Wire harness continuity.	Open or short circuit → Replace the wire harness. Between SCU coupler and joint coupler. blue/white–blue/white blue/black–blue/black Between the joint coupler and meter assembly coupler. blue/white–blue/white blue/black–blue/black	Turn the main switch to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Service is finished. Condition is "Detected" → Go to item 3.
3	Malfunction in meter assembly.	Replace the meter assembly.	

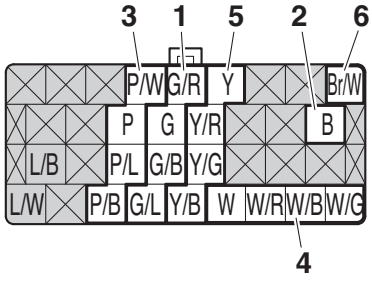
Fault code No. C1003

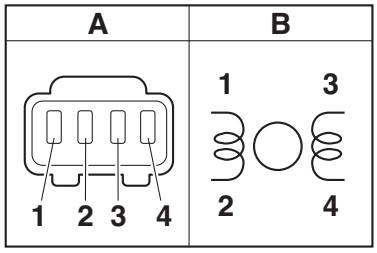
Fault code No.	**C1003**
Item	**Stepping motor: open or short circuit detected.**
Fail-safe system	Able to start engine
	Able to drive vehicle
Diagnostic code No.	—
Tool display	—
Procedure	—

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion

Fault code No.		C1003	
Item		Stepping motor: open or short circuit detected.	
1	Connection of stepping motor coupler. Check the locking condition of the coupler. • Left front fork stepping motor • Right front fork stepping motor • Rear shock absorber assembly stepping motor (× 2) Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "OFF" and back to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Service is finished. Condition is "Detected" → Go to item 2.
2	Connection of SCU coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "OFF" and back to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Service is finished. Condition is "Detected" → Go to item 3.
3	Connection of front fork stepping motor sub-lead coupler. Check the locking condition of the coupler. Disconnect the coupler and check the pins (bent or broken terminals and locking condition of the pins).	Improperly connected → Connect the coupler securely or replace the wire harness.	Turn the main switch to "OFF" and back to "ON", and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is "Recovered" → Service is finished. Condition is "Detected" → Go to item 4.

Fault code No.		C1003	
Item		Stepping motor: open or short circuit detected.	
4	Wire harness continuity.	Open circuit → Replace the wire harness. • Between SCU coupler and left front fork stepping motor. green–green green/black–green/black green/red–green/red green/blue–green/blue • Between SCU coupler and right front fork stepping motor. pink–pink pink/black–pink/black pink/white–pink/white pink/blue–pink/blue • Between SCU coupler and rear shock absorber assembly stepping motor (compression damping). white–white white/black–white/black white/red–white/red white/green–white/green • Between SCU coupler and rear shock absorber assembly stepping motor (rebound damping). yellow–yellow yellow/black–yellow/black yellow/red–yellow/red yellow/green–yellow/green Short-circuit → Replace the wire harness. • Between left front fork stepping motor “1” and power ground “2”. green–black green/black–black green/red–black green/blue–black • Between right front fork stepping motor “3” and power ground “2”. pink–black pink/black–black pink/white–black pink/blue–black	Turn the main switch to “OFF” and back to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Service is finished. Condition is “Detected” → Go to item 5.

Fault code No.		C1003	
Item		Stepping motor: open or short circuit detected.	
4	Wire harness continuity.	• Between rear shock absorber assembly stepping motor (compression damping) “4” and power ground “2”. white–black white/black–black white/red–black white/green–black • Between rear shock absorber assembly stepping motor (rebound damping) “5” and power ground “2”. yellow–black yellow/black–black yellow/red–black yellow/green–black • Between left front fork stepping motor “1” and power battery “6”. green–brown/white green/black–brown/white green/red–brown/white green/blue–brown/white • Between right front fork stepping motor “3” and power battery “6”. pink–brown/white pink/black–brown/white pink/white–brown/white pink/blue–brown/white • Between rear shock absorber assembly stepping motor (compression damping) “4” and power battery “6”. white–brown/white white/black–brown/white white/red–brown/white white/green–brown/white • Between rear shock absorber assembly stepping motor (rebound damping) “5” and power battery “6”. yellow–brown/white yellow/black–brown/white yellow/red–brown/white yellow/green–brown/white 	Turn the main switch to “OFF” and back to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Service is finished. Condition is “Detected” → Go to item 5.

Fault code No.		C1003	
Item		Stepping motor: open or short circuit detected.	
5	Malfunction in stepping motor.	Stepping motor confirmation steps: a. Connect the digital circuit tester (Ω) to the stepping motor. • Positive tester probe “1” • Negative tester probe “2”  A. Stepping motor coupler B. Connection wiring diagram b. Measure the resistance of the stepping motor between “1” and “2”. Specified resistance: 14.8–18.2 Ω (When the motor is cold at 20 °C (68 °F)) Out of specification → Go to step (e). c. Connect the digital circuit tester (Ω) to the stepping motor. • Positive tester probe “3” • Negative tester probe “4” d. Measure the resistance of the stepping motor between “3” and “4”. Specified resistance: 14.8–18.2 Ω (When the motor is cold at 20 °C (68 °F)) Out of specification → Go to step (e). e. Stepping motor is defective → Replace. Refer to “FRONT FORK” on page 4-78, “REAR SHOCK ABSORBER ASSEMBLY” on page 4-92.	Turn the main switch to “OFF” and back to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Service is finished. Condition is “Detected” → Go to item 6.
6	Malfunction in SCU.	Replace the SCU.	Turn the main switch to “OFF” and back to “ON”, and then check the condition of the fault code using the malfunction mode of the Yamaha diagnostic tool. Condition is “Recovered” → Service is finished. Condition is “Detected” → Refer to the item corresponding to the fault code.

Fault code No. —

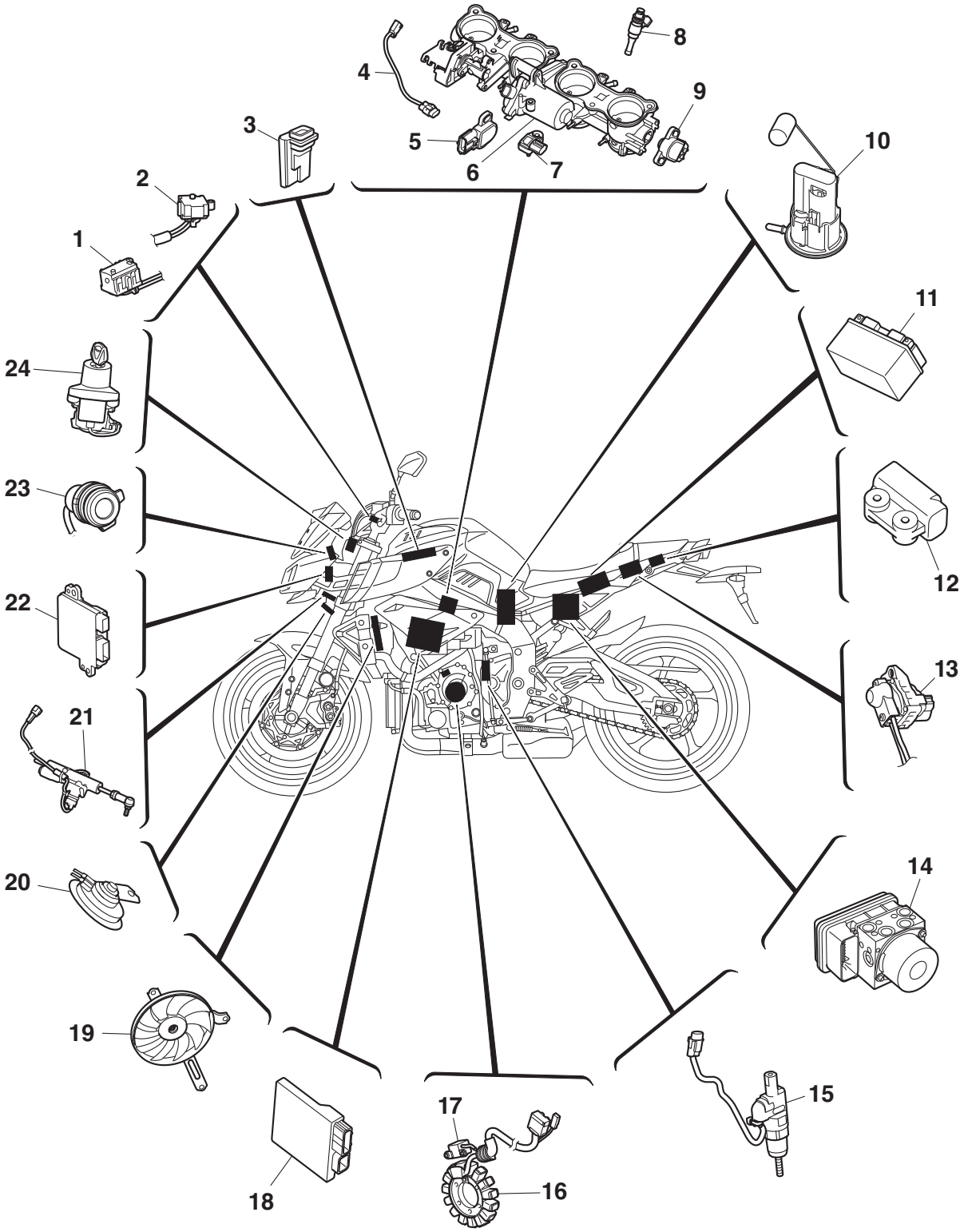
Fault code No.	**ERS icon comes on**
Item	**Zero point adjustment of damping force adjustment system was not performed.**
Fail-safe system	Unable to start engine
	Able/Unable to drive vehicle
Diagnostic code No.	—
Tool display	—
Procedure	—

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	Zero point adjustment of damping force adjustment system was not performed.	Turn the main switch to “OFF” and back to “ON” with the vehicle stopped.	Check the ERS icon. The ERS icon does not come on → Service is finished

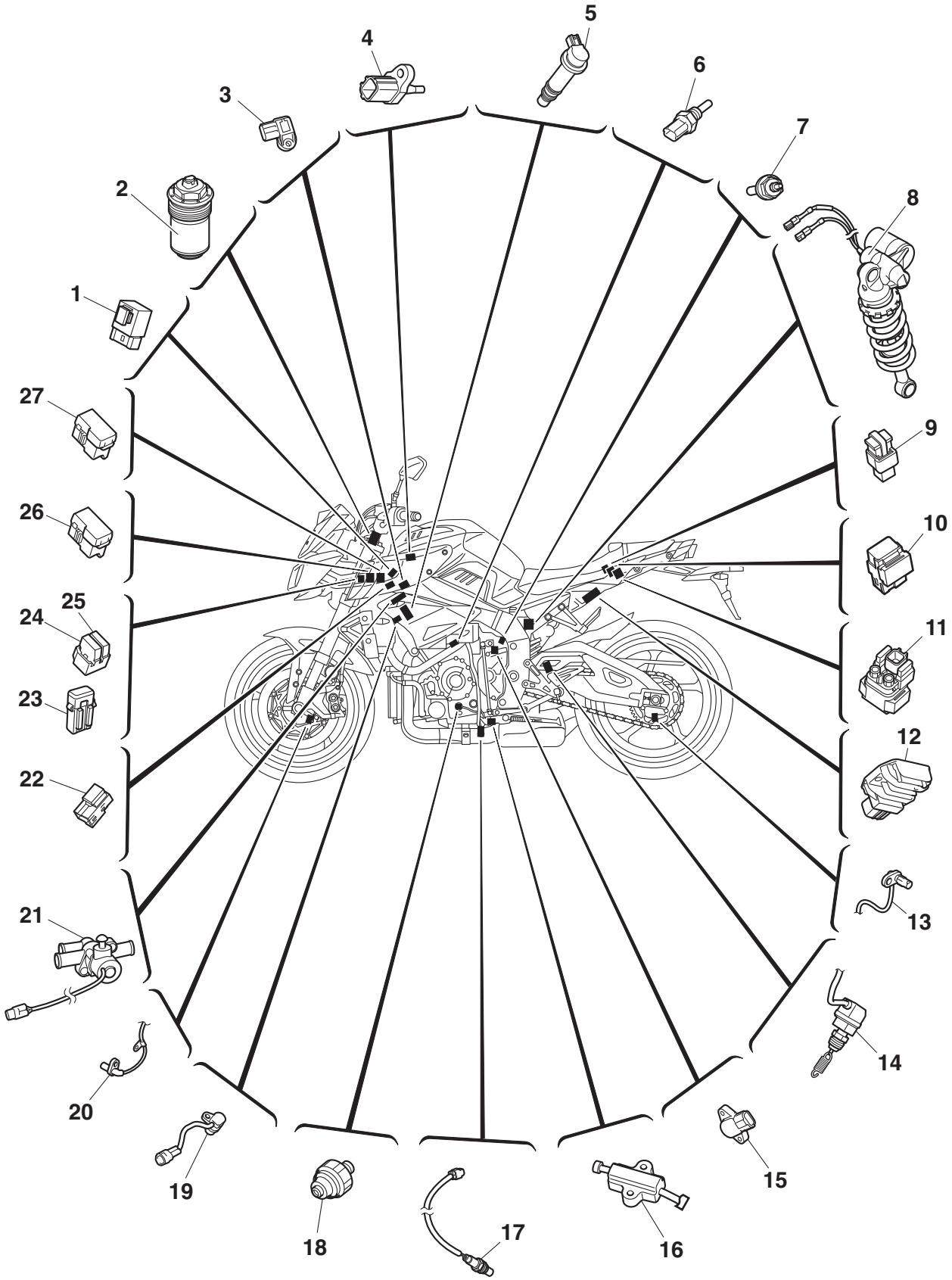
TIP

If any other fault codes of the SCU and ECU are displayed, repair the faults first.

EAS20089
ELECTRICAL COMPONENTS



1. Clutch switch
2. Front brake light switch
3. SCU (Suspension Control Unit)
4. Grip cancel switch
5. Accelerator position sensor
6. Throttle servo motor
7. Intake air pressure sensor
8. Injector
9. Throttle position sensor
10. Fuel pump
11. Battery
12. Lean angle sensor
13. EXUP servo motor
14. Hydraulic unit assembly
15. Shift switch
16. Stator coil
17. Crankshaft position sensor
18. ECU (Engine Control Unit)
19. Radiator fan motor
20. Horn
21. Steering damper solenoid
22. Headlight control unit
23. Auxiliary DC jack
24. Main switch/immobilizer unit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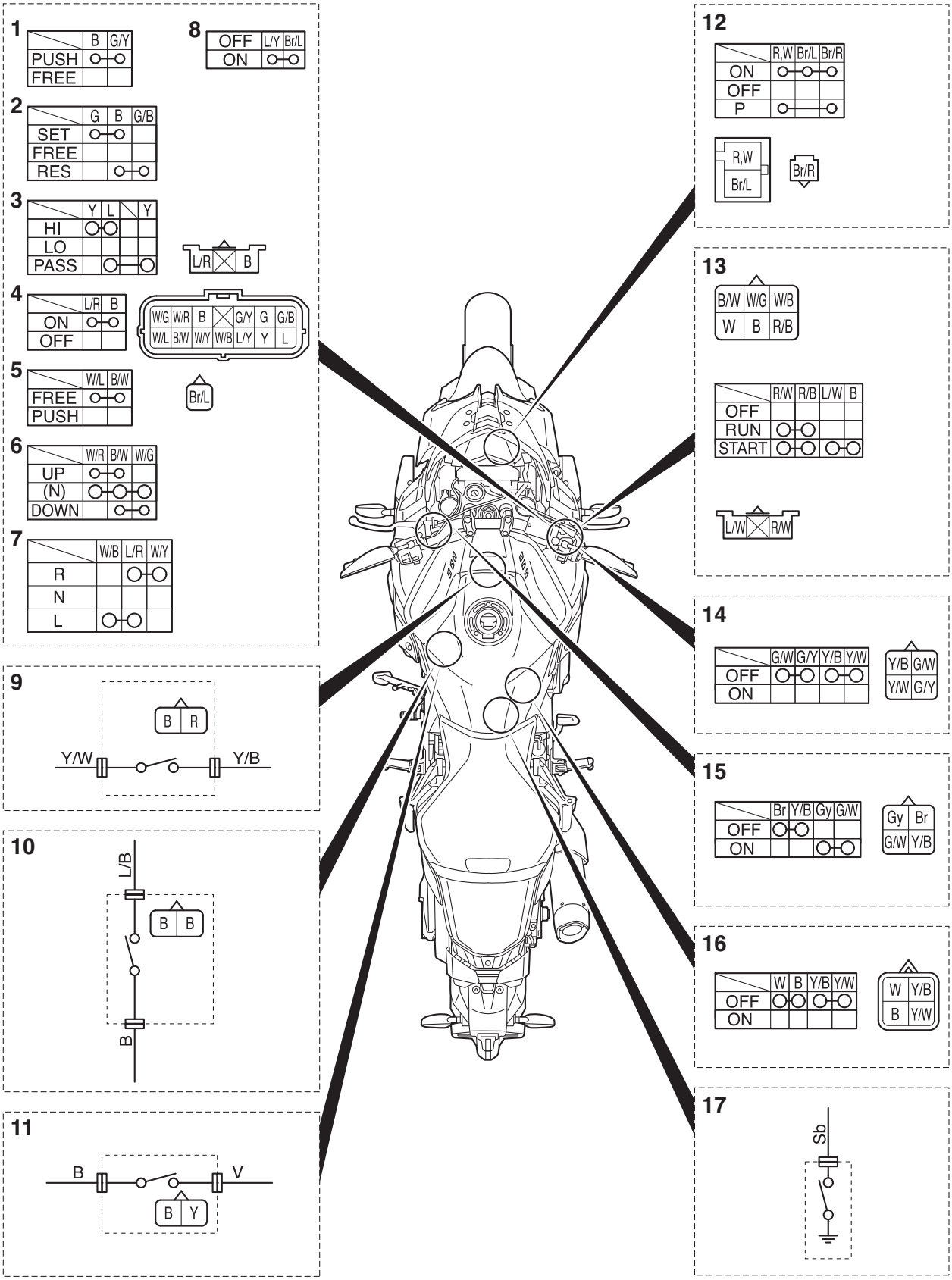
1. Relay unit
2. Front fork stepping motor
3. Atmospheric pressure sensor
4. Intake air temperature sensor
5. Ignition coil
6. Coolant temperature sensor
7. Neutral switch
8. Rear shock absorber assembly stepping motor
9. Main fuse
10. Brake light relay
11. Starter relay
12. Rectifier/regulator
13. Rear wheel sensor
14. Rear brake light switch
15. Gear position sensor
16. Sidestand switch
17. O_2 sensor
18. Oil pressure switch
19. Cylinder identification sensor
20. Front wheel sensor
21. Air induction system solenoid
22. Radiator fan motor relay
23. Fuse box (SCU fuse)
24. Fuse box (Brake light fuse)
25. Fuse box (Cruise control fuse)
26. Fuse box 2
27. Fuse box 1

EAS30549
CHECKING THE SWITCHES



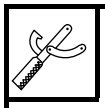
1. Cruise control power switch
2. Cruise control setting switch
3. Dimmer/pass switch
4. Horn switch
5. Mode switch
6. Select switch
7. Turn signal switch
8. Hazard switch
9. Grip cancel switch
10. Sidestand switch
11. Shift switch
12. Main switch
13. Start/engine stop switch
14. Front brake light switch
15. Clutch switch
16. Rear brake light switch
17. Neutral switch

Check each switch for continuity with the digital circuit tester. If the continuity reading is incorrect, check the wiring connections and if necessary, replace the switch.

ECA14371

NOTICE

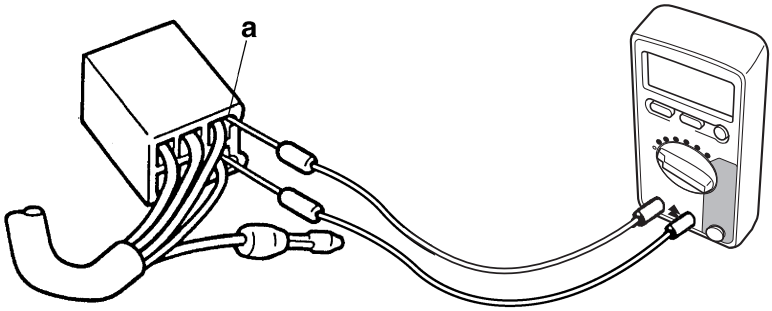
Never insert the tester probes into the coupler terminal slots. Always insert the probes from the opposite end "a" of the coupler, taking care not to loosen or damage the leads.



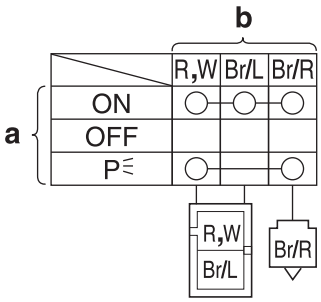
Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

TIP

- Before checking for continuity, set the digital circuit tester to the "Ω" range.
- When checking for continuity, switch back and forth between the switch positions a few times.



The switches and their terminal connections are illustrated as in the following example of the main switch.
The switch positions "a" are shown in the far left column and the switch lead colors "b" are shown in the top row.
The continuity (i. e., a closed circuit) between switch terminals at a given switch position is indicated by "○——○".
There is continuity between red-white, brown/blue and brown/red when the switch is set to "ON".
There is continuity between red-white and brown/red when the switch is set to "P≦".



EAS30551
CHECKING THE FUSES
The following procedure applies to all of the fuses.
ECA13680
NOTICE
To avoid a short circuit, always set the main switch to "OFF" when checking or replacing a fuse.

1. Remove:
   • Rider seat
   • Air scoop (left)
   Refer to "GENERAL CHASSIS (1)" on page 4-1.
2. Check:
   • Fuse

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a. Connect the digital circuit tester to the fuse and check the continuity.

TIP
Set the digital circuit tester selector to " Ω ".

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

b. If the digital circuit tester indicates "O.L", replace the fuse.

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3. Replace:
   • Blown fuse

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a. Set the main switch to "OFF".
b. Install a new fuse of the correct amperage rating.
c. Set on the switches to verify if the electrical circuit is operational.
d. If the fuse immediately blows again, check the electrical circuit.

Fuses	Amperage rating	Q'ty
Main	50.0 A	1
Headlight	10.0 A	1
Signaling system	7.5 A	1
Ignition	15.0 A	1
Radiator fan motor	15.0 A	1
Sub radiator fan motor	10.0 A	1
Hazard	7.5 A	1
Fuel injection system	15.0 A	1
ABS motor	30.0 A	1
ABS ECU	7.5 A	1
ABS solenoid	10.0 A	1
Auxiliary	2.0 A	1
Backup	7.5 A	1
Electronic throttle valve	7.5 A	1
Brake light fuse	1.0 A	1
Cruise control fuse	1.0 A	1
SCU fuse	7.5 A	1
Spare	30.0 A	1
Spare	15.0 A	1
Spare	10.0 A	1
Spare	7.5 A	1
Spare	2.0 A	1
Spare	1.0 A	1

EWA13310
⚠ WARNING
Never use a fuse with an amperage rating other than that specified. Improvising or using a fuse with the wrong amperage rating may cause extensive damage to the electrical system, cause the lighting and ignition systems to malfunction and could possibly cause a fire.

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4. Install:
   • Air scoop (left)
   • Rider seat
   Refer to "GENERAL CHASSIS (1)" on page 4-1.

EAS31006
REPLACING THE ECU (Engine Control Unit)
1. Turn the main switch to "OFF".
2. Replace the ECU (Engine Control Unit).
3. Clean the throttle bodies and reset the ISC (Idle Speed Control) learning value.
   Refer to "CHECKING AND CLEANING THE THROTTLE BODIES" on page 7-8.
4. Check:
   • Engine idling speed
   Start the engine, warm it up, and then measure the engine idling speed.

	Engine idling speed 1200–1400 r/min

EAS30552
CHECKING AND CHARGING THE BATTERY

EWA13290
⚠ WARNING

Batteries generate explosive hydrogen gas and contain electrolyte which is made of poisonous and highly caustic sulfuric acid. Therefore, always follow these preventive measures:
- **Wear protective eye gear when handling or working near batteries.**
- **Charge batteries in a well-ventilated area.**
- **Keep batteries away from fire, sparks or open flames (e.g., welding equipment, lighted cigarettes).**
- **DO NOT SMOKE when charging or handling batteries.**
- **KEEP BATTERIES AND ELECTROLYTE OUT OF REACH OF CHILDREN.**
- **Avoid bodily contact with electrolyte as it can cause severe burns or permanent eye injury.**

FIRST AID IN CASE OF BODILY CONTACT:
EXTERNAL
- **Skin — Wash with water.**
- **Eyes — Flush with water for 15 minutes and get immediate medical attention.**

INTERNAL
- **Drink large quantities of water or milk followed with milk of magnesia, beaten egg or vegetable oil. Get immediate medical attention.**

ECA13661
NOTICE
- **This is a VRLA (Valve Regulated Lead Acid) battery. Never remove the sealing caps because the balance between cells will not be maintained and battery performance will deteriorate.**
- **Charging time, charging amperage and charging voltage for a VRLA (Valve Regulated Lead Acid) battery are different from those of conventional batteries. The VRLA (Valve Regulated Lead Acid) battery should be charged according to the appropriate charging method. If the battery is overcharged, the electrolyte level will drop considerably. Therefore, take special care when charging the battery.**

ECA22960
NOTICE

Use only the specified genuine YAMAHA battery. Using a different battery may cause the IMU to fail and the engine to stall.

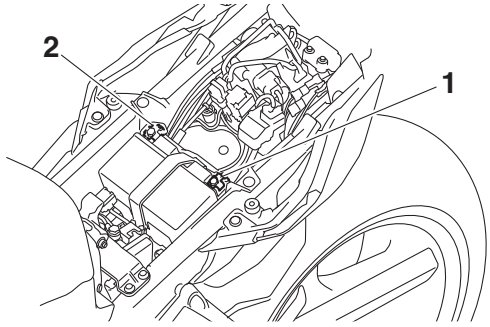
TIP

Since VRLA (Valve Regulated Lead Acid) batteries are sealed, it is not possible to check the charge state of the battery by measuring the specific gravity of the electrolyte. Therefore, the charge of the battery has to be checked by measuring the voltage at the battery terminals.

1. Remove:
   - Rider seat/Battery band
     Refer to "GENERAL CHASSIS (1)" on page 4-1.
2. Disconnect:
   - Battery leads
     (from the battery terminals)

ECA13640
NOTICE

First, disconnect the negative battery lead "1", and then positive battery lead "2".



3. Remove:
   - Battery
     Refer to "GENERAL CHASSIS (1)" on page 4-1.
4. Check:
   - Battery charge

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a. Connect a digital circuit tester to the battery terminals.

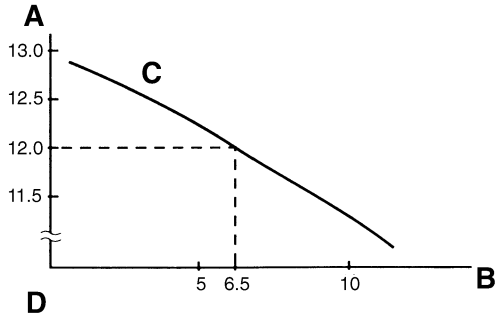
• Positive tester probe positive battery terminal • Negative tester probe negative battery terminal

TIP
- The charge state of a VRLA (Valve Regulated Lead Acid) battery can be checked by measuring its open-circuit voltage (i.e., the voltage when the positive battery terminal is discon-

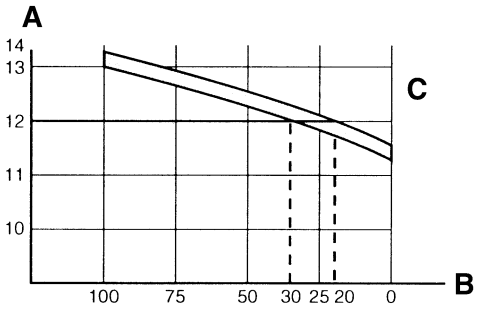
nected).
• No charging is necessary when the open-circuit voltage equals or exceeds 12.8 V.

b. Check the charge of the battery, as shown in the charts and the following example.

Example
Open-circuit voltage = 12.0 V
Charging time = 6.5 hours
Charge of the battery = 20–30 %



A. Open-circuit voltage (V)
B. Charging time (hours)
C. Relationship between the open-circuit voltage and the charging time at 20 °C (68 °F)
D. These values vary with the temperature, the condition of the battery plates, and the electrolyte level.



A. Open-circuit voltage (V)
B. Charging condition of the battery (%)
C. Ambient temperature 20 °C (68 °F)

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5. Charge:
• Battery
(refer to the appropriate charging method)

EWA13300

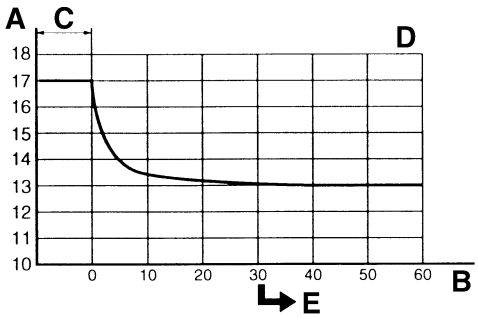
⚠ WARNING

Do not quick charge a battery.

ECA13671

NOTICE

• Do not use a high-rate battery charger since it forces a high-amperage current into the battery quickly and can cause battery overheating and battery plate damage.
• If it is impossible to regulate the charging current on the battery charger, be careful not to overcharge the battery.
• When charging a battery, be sure to remove it from the vehicle. (If charging has to be done with the battery mounted on the vehicle, disconnect the negative battery lead from the battery terminal.)
• To reduce the chance of sparks, do not plug in the battery charger until the battery charger leads are connected to the battery.
• Before removing the battery charger lead clips from the battery terminals, be sure to turn off the battery charger.
• Make sure the battery charger lead clips are in full contact with the battery terminal and that they are not shorted. A corroded battery charger lead clip may generate heat in the contact area and a weak clip spring may cause sparks.
• If the battery becomes hot to the touch at any time during the charging process, disconnect the battery charger and let the battery cool before reconnecting it. Hot batteries can explode!
• As shown in the following illustration, the open-circuit voltage of a VRLA (Valve Regulated Lead Acid) battery stabilizes about 30 minutes after charging has been completed. Therefore, wait 30 minutes after charging is completed before measuring the open-circuit voltage.



A. Open-circuit voltage (V)
B. Time (minutes)
C. Charging
D. Ambient temperature 20 °C (68 °F)
E. Check the open-circuit voltage.

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Charging method using a variable-current (voltage) charger

a. Measure the open-circuit voltage prior to

charging.

TIP

Voltage should be measured 30 minutes after the engine is stopped.

b. Connect a charger and ammeter to the battery and start charging.

TIP

Set the charging voltage to 16–17 V. If the setting is lower, charging will be insufficient. If too high, the battery will be over-charged.

c. Make sure that the current is higher than the standard charging current written on the battery.

TIP

If the current is lower than the standard charging current written on the battery, set the charging voltage adjust dial at 20–24 V and monitor the amperage for 3–5 minutes to check the battery.

- Standard charging current is reached
  Battery is good.
- Standard charging current is not reached
  Replace the battery.

d. Adjust the voltage so that the current is at the standard charging level.
e. Set the time according to the charging time suitable for the open-circuit voltage.
f. If charging requires more than 5 hours, it is advisable to check the charging current after a lapse of 5 hours. If there is any change in the amperage, readjust the voltage to obtain the standard charging current.
g. Measure the battery open-circuit voltage after leaving the battery unused for more than 30 minutes.

12.8 V or more --- Charging is complete.
12.7 V or less --- Recharging is required.
Under 12.0 V --- Replace the battery.

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Charging method using a constant voltage charger

a. Measure the open-circuit voltage prior to charging.

TIP

Voltage should be measured 30 minutes after the engine is stopped.

b. Connect a charger and ammeter to the battery and start charging.
c. Make sure that the current is higher than the standard charging current written on the battery.

TIP

If the current is lower than the standard charging current written on the battery, this type of battery charger cannot charge the VRLA (Valve Regulated Lead Acid) battery. A variable voltage charger is recommended.

d. Charge the battery until the battery's charging voltage is 15 V.

TIP

Set the charging time at 20 hours (maximum).

e. Measure the battery open-circuit voltage after leaving the battery unused for more than 30 minutes.

12.8 V or more --- Charging is complete.
12.7 V or less --- Recharging is required.
Under 12.0 V --- Replace the battery.

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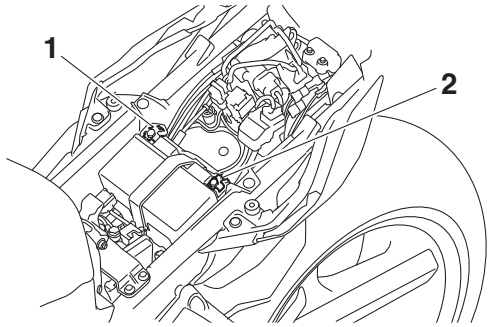
6. Install:
   • Battery
   Refer to "GENERAL CHASSIS (1)" on page 4-1.
7. Connect:
   • Battery leads
   (to the battery terminals)

ECA13630

NOTICE

First, connect the positive battery lead "1", and then the negative battery lead "2".



8. Check:
   • Battery terminals
   Dirt → Clean with a wire brush.
   Loose connection → Connect properly.
9. Lubricate:
   • Battery terminals

	Recommended lubricant **Dielectric grease**

10. Install:
    • Battery band/Rider seat

Refer to “GENERAL CHASSIS (1)” on page 4-1.

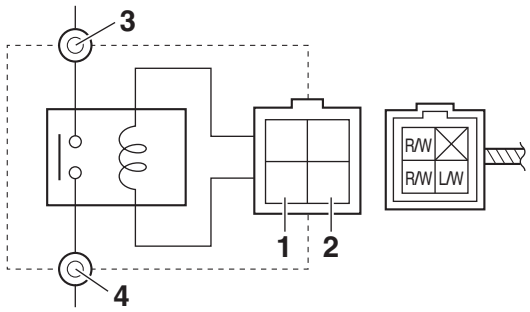
EAS30553
CHECKING THE RELAYS

Check each switch for continuity with the digital circuit tester. If the continuity reading is incorrect, replace the relay.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

1. Disconnect the relay from the wire harness.
2. Connect the digital circuit tester (Ω) and battery (12 V) to the relay terminal as shown.
   Check the relay operation.
   Out of specification → Replace.

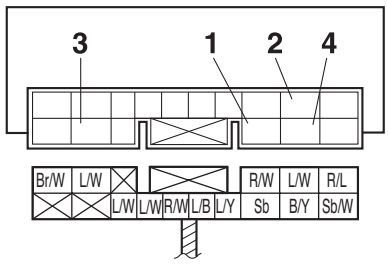
Starter relay



1. Positive battery terminal
2. Negative battery terminal
3. Positive tester probe
4. Negative tester probe

Relay operation
Continuity
(between “3” and “4”)

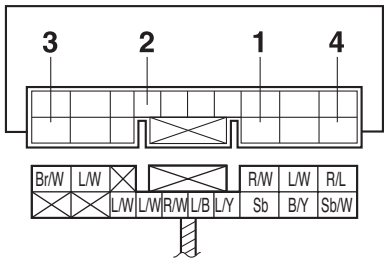
Relay unit (starting circuit cut-off relay)



1. Positive battery terminal
2. Negative battery terminal
3. Positive tester probe
4. Negative tester probe

Result
Continuity
(between “3” and “4”)

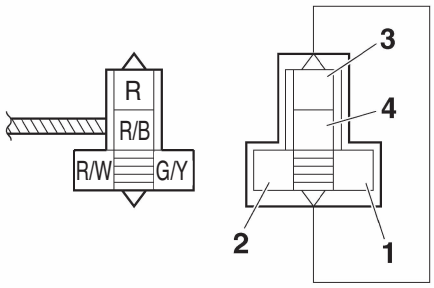
Relay unit (fuel pump relay)



1. Positive battery terminal
2. Negative battery terminal
3. Positive tester probe
4. Negative tester probe

Result
Continuity
(between “3” and “4”)

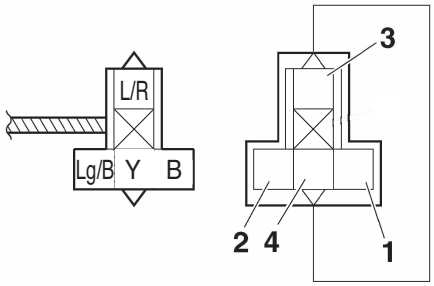
Radiator fan motor relay



1. Positive battery terminal
2. Negative battery terminal
3. Positive tester probe
4. Negative tester probe

Result
Continuity
(between "3" and "4")

Brake light relay



1. Positive battery terminal
2. Negative battery terminal
3. Positive tester probe
4. Negative tester probe

Result
Continuity
(between "3" and "4")

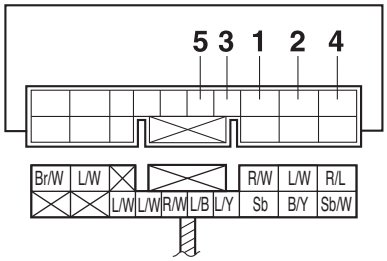
EAS30795
CHECKING THE RELAY UNIT (DIODE)

1. Check:
   - Relay unit (diode)
     Out of specification → Replace.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

TIP
The digital circuit tester readings are shown in the following table.

Continuity
Positive tester probe
sky blue "1"
Negative tester probe
black/yellow "2"
No continuity
Positive tester probe
black/yellow "2"
Negative tester probe
sky blue "1"
Continuity
Positive tester probe
sky blue "1"
Negative tester probe
blue/yellow "3"
No continuity
Positive tester probe
blue/yellow "3"
Negative tester probe
sky blue "1"
Continuity
Positive tester probe
sky blue "1"
Negative tester probe
sky blue/white "4"
No continuity
Positive tester probe
sky blue/white "4"
Negative tester probe
sky blue "1"
Continuity
Positive tester probe
blue/black "5"
Negative tester probe
blue/yellow "3"
No continuity
Positive tester probe
blue/yellow "3"
Negative tester probe
blue/black "5"



a. Disconnect the relay unit coupler from the wire harness.

b. Connect the digital circuit tester (Ω) to the relay unit terminal as shown.
c. Check the relay unit (diode) for continuity.
d. Check the relay unit (diode) for no continuity.

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EAS30558
CHECKING THE IGNITION COILS

The following procedure applies to all of the ignition coils.

1. Check:
   • Primary coil resistance
   Out of specification → Replace.

Primary coil resistance
1.19–1.61 Ω

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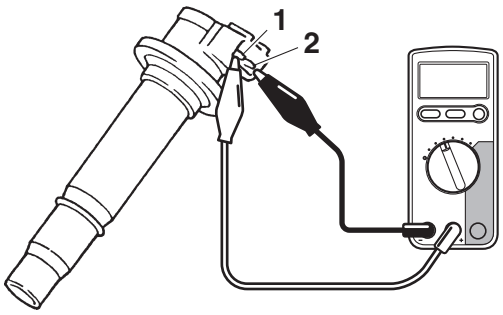
a. Disconnect the ignition coil coupler from the ignition coil.
b. Connect the digital circuit tester (Ω) to the ignition coil as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

• Positive tester probe
Ignition coil terminal "1"
• Negative tester probe
Ignition coil terminal "2"



c. Measure the primary coil resistance.

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2. Check:
   • Secondary coil resistance
   Out of specification → Replace.

Secondary coil resistance
8.50–11.50 kΩ

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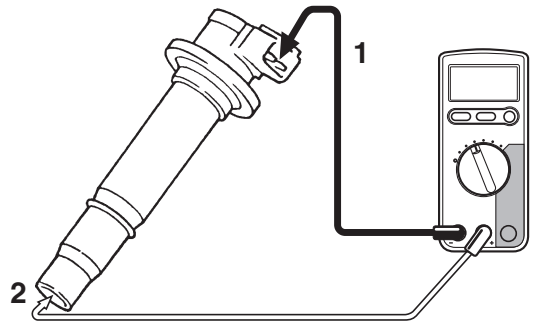
a. Connect the digital circuit tester (Ω) to the ignition coil as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

• Negative tester probe
Ignition coil terminal "1"
• Positive tester probe
Spark plug terminal "2"



b. Measure the secondary coil resistance.

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EAS30556
CHECKING THE IGNITION SPARK GAP

1. Check:
   • Ignition spark gap
   Out of specification → Perform the ignition system troubleshooting, starting with step 5. Refer to "TROUBLESHOOTING" on page 8-4.

Minimum ignition spark gap
6.0 mm (0.24 in)

TIP
If the ignition spark gap is within specification, the ignition system circuit is operating normally.

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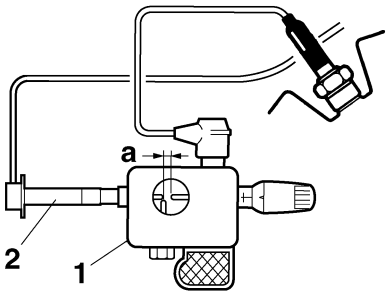
a. Remove the ignition coil from the spark plug.
b. Connect the ignition checker "1" as shown.

Ignition checker
90890-06754
Oppama pet–4000 spark checker
YM-34487



2. Ignition coil

c. Turn the main switch to "ON".
d. Measure the ignition spark gap "a".
e. Crank the engine by pushing the "⏲" side of the start/engine stop switch and gradually increase the spark gap until a misfire occurs.

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EAS30560

CHECKING THE CRANKSHAFT POSITION SENSOR

1. Disconnect:
   • Crankshaft position sensor coupler (from the wire harness)
2. Check:
   • Crankshaft position sensor resistance
   Out of specification → Replace the crankshaft position sensor.

Crankshaft position sensor resistance
189–231 Ω

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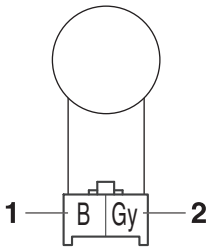
a. Connect the digital circuit tester (Ω) to the crankshaft position sensor coupler as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

• Positive tester probe
  black "1"
• Negative tester probe
  gray "2"



b. Measure the crankshaft position sensor resistance.

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EAS30561

CHECKING THE LEAN ANGLE SENSOR

1. Remove:
   • Lean angle sensor
   (from the fuel tank bracket)
2. Check:
   • Lean angle sensor output voltage
   Out of specification → Replace.

Lean angle sensor output voltage
Operating angle
65 °
Output voltage up to operating angle
0.4–1.4 V
Output voltage over operating angle
3.7–4.4 V

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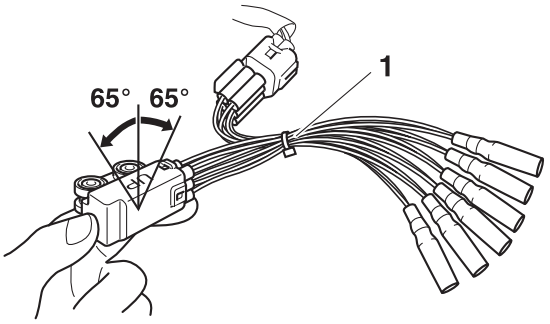
a. Connect the test harness– lean angle sensor (6P) "1" to the lean angle sensor and wire harness as shown.
b. Connect the digital circuit tester (DC) to the test harness– lean angle sensor (6P).

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927
Test harness– lean angle sensor (6P)
90890-03209
Test harness– lean angle sensor (6P)
YU-03209

• Positive tester probe
  yellow/green (wire harness color)
• Negative tester probe
  black/blue (wire harness color)



c. Set the main switch to "ON".
d. Turn the lean angle sensor to 65°.
e. Measure the lean angle sensor output voltage.

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EAS30562
CHECKING THE STARTER MOTOR OPERATION

1. Check:
   • Starter motor operation
   Does not operate → Perform the electric starting system troubleshooting, starting with step 4.
   Refer to "TROUBLESHOOTING" on page 8-10.

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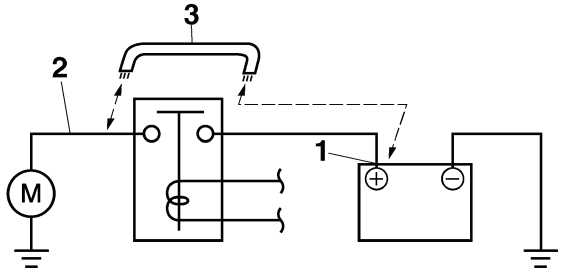
a. Connect the positive battery terminal "1" and starter motor lead "2" with a jumper lead "3".

EWA13810
⚠ WARNING

- **A wire that is used as a jumper lead must have at least the same capacity of the battery lead, otherwise the jumper lead may burn.**
- **This check is likely to produce sparks, therefore, make sure no flammable gas or fluid is in the vicinity.**



b. Check the starter motor operation.

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EAS30566
CHECKING THE STATOR COIL

1. Disconnect:
   • Stator coil coupler
   (from the wire harness)
2. Check:
   • Stator coil resistance
   Out of specification → Replace the stator coil.

Stator coil resistance
0.112–0.168 Ω

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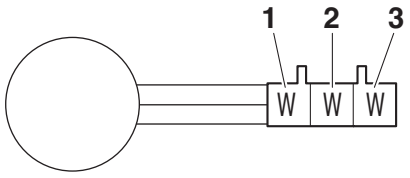
a. Connect the digital circuit tester to the stator coil coupler as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

- Positive tester probe
  white "1"
- Negative tester probe
  white "2"

- Positive tester probe
  white "1"
- Negative tester probe
  white "3"

- Positive tester probe
  white "2"
- Negative tester probe
  white "3"



b. Measure the stator coil resistance.

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EAS30680
CHECKING THE RECTIFIER/REGULATOR

1. Check:
   • Rectifier/regulator input voltage
   Out of specification → Correct the stator coil condition.
   Refer to "CHECKING THE STATOR COIL"

on page 8-216.

Rectifier/regulator input voltage above 14 V at 5000 r/min

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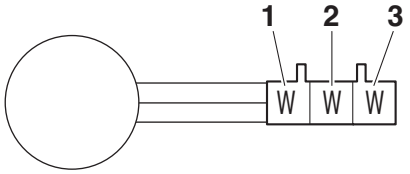
a. Connect the digital circuit tester (AC) to the rectifier/regulator coupler as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

- Positive tester probe
  white "1"
- Negative tester probe
  white "2"

- Positive tester probe
  white "1"
- Negative tester probe
  white "3"

- Positive tester probe
  white "2"
- Negative tester probe
  white "3"



b. Start the engine and let it run at approximately 5000 r/min.
c. Measure the rectifier/regulator input voltage.

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2. Check:
   - Rectifier/regulator output voltage
     Out of specification → Replace the rectifier/regulator.

Regulated voltage (DC)
14.3–14.7 V

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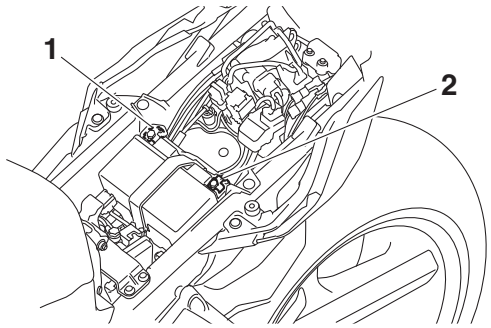
a. Connect the digital circuit tester (DC) to the battery as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

- Positive tester probe
  positive battery terminal "1"
- Negative tester probe
  negative battery terminal "2"



b. Start the engine and let it run at approximately 5000 r/min.
c. Measure the charging voltage.

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EAS30569
CHECKING THE HORN

1. Check:
   - Horn sound
     Faulty sound → Replace.

EAS30573
CHECKING THE FUEL SENDER

1. Disconnect:
   - Fuel pump coupler
     (from the fuel pump)
2. Remove:
   - Fuel tank
3. Remove:
   - Fuel pump
     (from the fuel tank)
4. Check:
   - Fuel sender resistance
     Out of specification → Replace the fuel pump assembly.

Sender unit resistance (full)
9.0–11.0 Ω
Sender unit resistance (empty)
213.0–219.0 Ω

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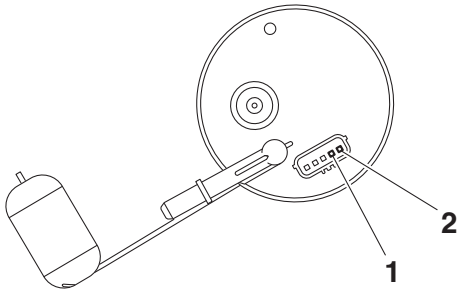
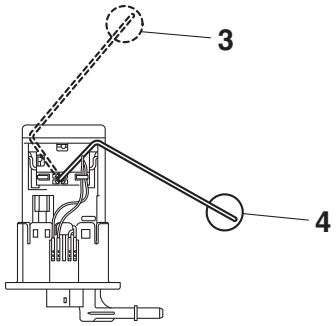
a. Connect the digital circuit tester (Ω) to the fuel sender terminals as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

- Positive tester probe → Fuel sender terminal "1"
- Negative tester probe → Fuel sender terminal "2"



b. Move the fuel sender float to maximum "3" and minimum "4" level position.



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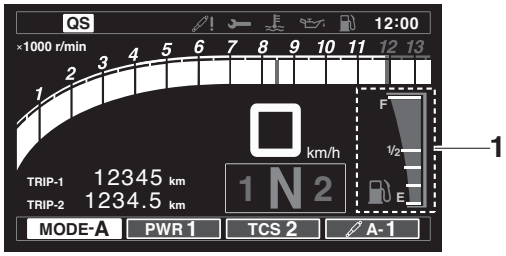
EAS30938

CHECKING THE FUEL METER/FUEL LEVEL WARNING LIGHT

This model is equipped with a self-diagnosis device for the fuel level detection circuit.

1. Check:
   - Fuel meter/fuel level warning light "1"
     (Turn the main switch to "ON".)
     Warning light comes on for a few seconds, then goes off → Warning light is OK.
     Warning light does not come on → Replace the meter assembly.
     Warning light flashes eight times, then goes off for 3 seconds in a repeated cycle (malfunction detected in fuel sender) → Replace the fuel pump assembly.



EAS30577

CHECKING THE RADIATOR FAN MOTORS

1. Check:
   - Radiator fan motor
     Faulty/rough movement → Replace.

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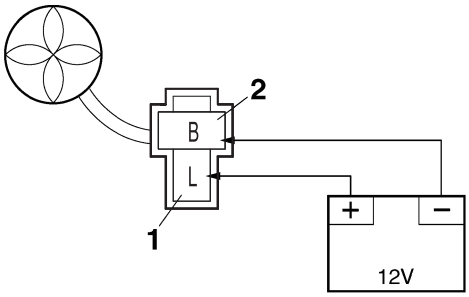
a. Disconnect the radiator fan motor coupler from the wire harness.
b. Connect the battery (DC 12 V) as shown.

- Positive tester probe
  blue "1"
- Negative tester probe
  black "2"



c. Measure the radiator fan motor movement.

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EAS30578

CHECKING THE COOLANT TEMPERATURE SENSOR

1. Remove:
   - Coolant temperature sensor
     Refer to "CYLINDER HEAD" on page 5-23.

EWA14130

⚠ WARNING

- **Handle the coolant temperature sensor with special care.**
- **Never subject the coolant temperature sensor to strong shocks. If the coolant temperature sensor is dropped, replace it.**

2. Check:
   - Coolant temperature sensor resistance
     Out of specification → Replace.

Coolant temperature sensor resistance
2512–2777 Ω at 20 °C (2512–2777 Ω at 68 °F)
Coolant temperature sensor resistance
210–220 Ω at 100 °C (210–220 Ω at 212 °F)

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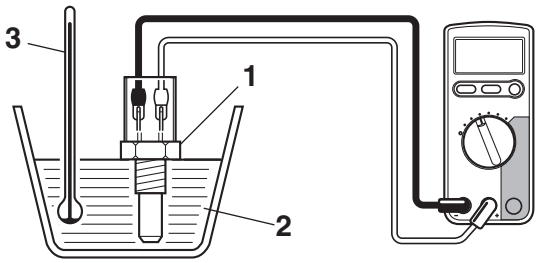
a. Connect the digital circuit tester (Ω) to the coolant temperature sensor as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

b. Immerse the coolant temperature sensor "1" in a container filled with coolant "2".

TIP
Make sure the coolant temperature sensor terminals do not get wet.

c. Place a thermometer "3" in the coolant.



d. Heat the coolant or let it cool down to the specified temperatures.
e. Measure the coolant temperature sensor resistance.

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3. Install:
• Coolant temperature sensor

Coolant temperature sensor
15 N·m (1.5 kgf·m, 11 lb·ft)

EAS30592
CHECKING THE THROTTLE SERVO MOTOR

1. Remove:
• Air filter case
Refer to "GENERAL CHASSIS (3)" on page 4-20.
2. Check:
• Throttle valve operation
Throttle valves do not fully close → Replace the throttle bodies.

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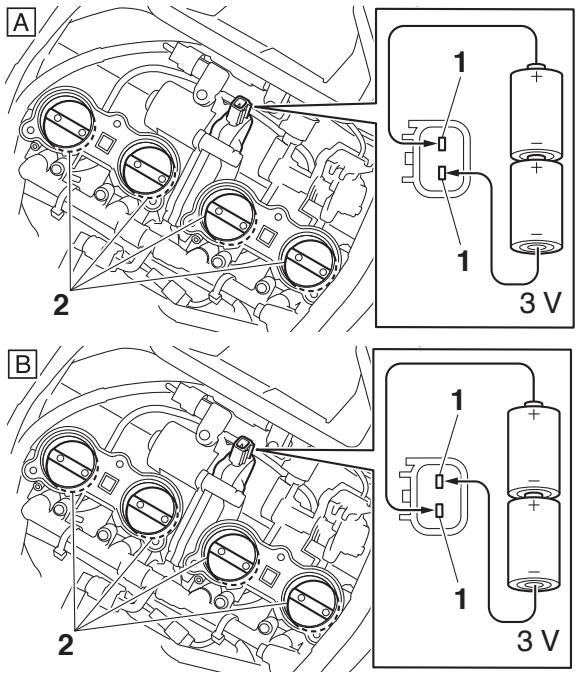
a. Connect two C-size batteries to the throttle servo motor terminals "1" as shown.

ECA17660
NOTICE
Do not use a 12 V battery to operate the throttle servo motor.

TIP
Do not use old batteries to operate the throttle servo motor.



A. Check that the throttle valves "2" open.
B. Check that the throttle valves "2" fully close.

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EAS30587
CHECKING THE AIR INDUCTION SYSTEM SOLENOID

1. Check:
• Air induction system solenoid resistance
Out of specification → Replace.

Solenoid resistance
18–22 Ω

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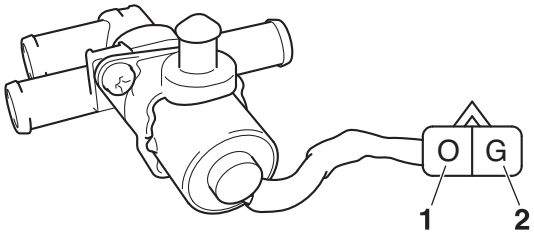
a. Remove the air induction system solenoid coupler from the air induction system solenoid.
b. Connect the digital circuit tester (Ω) to the air induction system solenoid terminal as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

- Positive tester probe
  orange "1"
- Negative tester probe
  green "2"



c. Measure the air induction system solenoid resistance.

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EAS30589

CHECKING THE CYLINDER IDENTIFICATION SENSOR

1. Remove:
   - Fuel tank
     Refer to "FUEL TANK" on page 7-1.
   - Air filter case
     Refer to "GENERAL CHASSIS (3)" on page 4-20.
   - Air filter case duct
     Air cut-off valve
     Refer to "AIR INDUCTION SYSTEM" on page 7-15.
2. Check:
   - Cylinder identification sensor output voltage
     Out of specification → Replace.

Cylinder identification sensor output voltage (ON)
4.8 V
Cylinder identification sensor output voltage (OFF)
0.8 V

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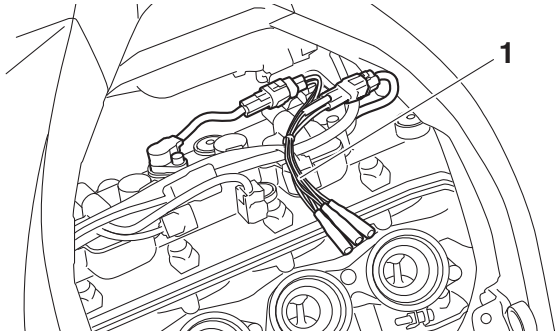
a. Connect the test harness– speed sensor (3P) "1" to the rear speed sensor coupler and wire harness as shown.
b. Connect the digital circuit tester (DC) to the test harness– speed sensor (3P).

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927
Test harness– speed sensor (3P)
90890-03208
Test harness– speed sensor (3P)
YU-03208

- Positive tester probe
  white/black (wire harness color)
- Negative tester probe
  black/blue (wire harness color)



c. Turn the main switch to "ON".
d. Rotate the crankshaft.
e. Measure the voltage. With each full rotation of the crankshaft, the voltage reading should cycle from 0.8 V to 4.8 V to 0.8 V to 4.8 V.

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EAS30594

CHECKING THE INTAKE AIR TEMPERATURE SENSOR

1. Remove:
   - Intake air temperature sensor

EWA14110

⚠ WARNING

- **Handle the intake air temperature sensor with special care.**
- **Never subject the intake air temperature sensor to strong shocks. If the intake air temperature sensor is dropped, replace it.**

2. Check:
   - Intake air temperature sensor resistance
     Out of specification → Replace.

Intake air temperature sensor resistance
5400–6600 Ω at 0 °C (5400–6600 Ω at 32 °F)
Intake air temperature sensor resistance
290–389 Ω at 80 °C (290–389 Ω at 176 °F)

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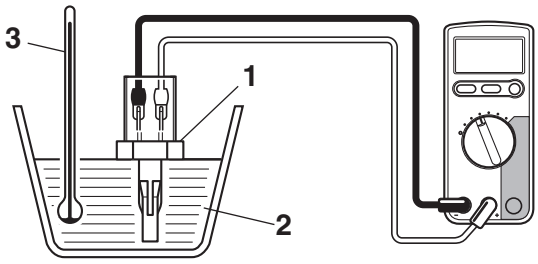
a. Connect the digital circuit tester (Ω) to the intake air temperature sensor terminal as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

b. Immerse the intake air temperature sensor "1" in a container filled with water "2".

TIP
Make sure that the intake air temperature sensor terminals do not get wet.

c. Place a thermometer "3" in the water.



d. Slowly heat the water, then let it cool down to the specified temperature.
e. Measure the intake air temperature sensor resistance.

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3. Install:
   • Intake air temperature sensor

EAS30598
CHECKING THE STEERING DAMPER SOLENOID

1. Remove:
   • Air scoop (right)
   Refer to "GENERAL CHASSIS (1)" on page 4-1.
2. Check:
   • Steering damper solenoid resistance
   Out of specification → Replace the steering damper assembly.

Steering damper solenoid resistance
49.82–56.18 Ω

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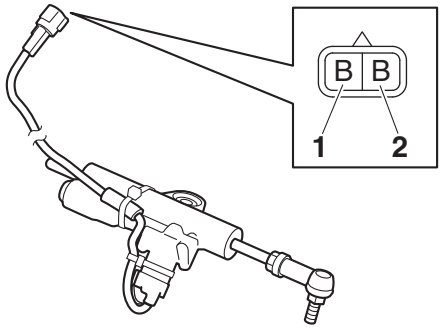
a. Disconnect the steering damper lead coupler from wire harness.
b. Connect the digital circuit tester (Ω) to the steering damper lead coupler.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

• Positive tester probe
black "1"
• Negative tester probe
black "2"



c. Measure the steering damper solenoid resistance.

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EAS30681
CHECKING THE FUEL INJECTORS

The following procedure applies to all of the fuel injectors.

1. Remove:
   • Fuel injector
   Refer to "THROTTLE BODIES" on page 7-5.
2. Check:
   • Fuel injector resistance
   Out of specification → Replace the fuel injector.

Resistance
12.0 Ω

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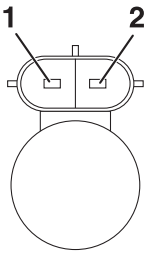
a. Disconnect the fuel injector coupler from the fuel injector.

b. Connect the digital circuit tester (Ω) to the fuel injector coupler as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

- Positive tester probe
  Injector terminal "1"
- Negative tester probe
  Injector terminal "2"



c. Measure the fuel injector resistance.

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EAS31673

CHECKING THE WHEEL SWITCH

1. Check:
   - Wheel switch "1" output voltage
     Out of specification → Replace the right handlebar switch.

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a. Connect the digital circuit tester (DC) to the right handlebar switch coupler as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

- Positive tester probe
  white/green "2"
- Negative tester probe
  black/white "3"

b. Turn the main switch to "ON".
c. When turning the wheel switch in direction "a" and "b", check that the output voltage is within the specified values.

Output voltage reading cycle
More than 5 V to less than 0.5 V then back to more than 5 V to less than 0.5 V

d. Connect the digital circuit tester (DC) to the right handlebar switch coupler as shown.

Digital circuit tester (CD732)
90890-03243
Model 88 Multimeter with tachometer
YU-A1927

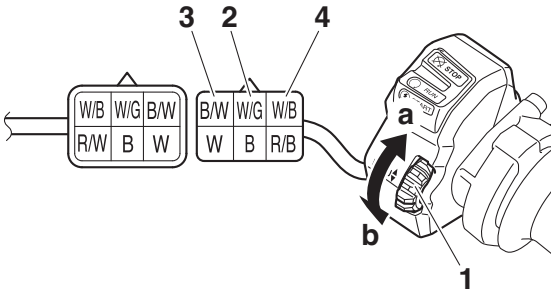
- Positive tester probe
  white/black "4"
- Negative tester probe
  black/white "3"

e. When turning the wheel switch in direction "a", check that the output voltage is within the specified values.

Output voltage
More than 5 V

f. When turning the wheel switch in direction "b", check that the output voltage is within the specified values.

Output voltage
Less than 0.5 V



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TROUBLESHOOTING

EAS20090
TROUBLESHOOTING

EAS30599
GENERAL INFORMATION

TIP

The following guide for troubleshooting does not cover all the possible causes of trouble. It should be helpful, however, as a guide to basic troubleshooting. Refer to the relative procedure in this manual for checks, adjustments, and replacement of parts.

EAS30600
STARTING FAILURES

Engine

1. Cylinder(s) and cylinder head(s)
   - Loose spark plug
   - Loose cylinder head or cylinder
   - Damaged cylinder head gasket
   - Worn or damaged cylinder
   - Incorrect valve clearance
   - Improperly sealed valve
   - Incorrect valve-to-valve-seat contact
   - Incorrect valve timing
   - Faulty valve spring
   - Seized valve
2. Piston(s) and piston ring(s)
   - Improperly installed piston ring
   - Damaged, worn or fatigued piston ring
   - Seized piston ring
   - Seized or damaged piston
3. Air filter
   - Improperly installed air filter
   - Clogged air filter element
4. Crankcase and crankshaft
   - Improperly assembled crankcase
   - Seized crankshaft

Fuel system

1. Fuel tank
   - Empty fuel tank
   - Clogged fuel tank cap breather hose
   - Deteriorated or contaminated fuel
   - Clogged or damaged fuel hose
2. Fuel pump
   - Faulty fuel pump
   - Faulty relay unit (fuel pump relay)
3. Throttle body (-ies)
   - Deteriorated or contaminated fuel
   - Sucked-in air

Electrical system

1. Battery
   - Discharged battery
   - Faulty battery
2. Fuse(s)
   - Blown, damaged or incorrect fuse
   - Improperly installed fuse
3. Spark plug(s)
   - Incorrect spark plug gap
   - Incorrect spark plug heat range
   - Fouled spark plug
   - Worn or damaged electrode
   - Worn or damaged insulator
4. Ignition coil(s)
   - Cracked or broken ignition coil body
   - Broken or shorted primary or secondary coils
5. Ignition system
   - Faulty ECU
   - Faulty crankshaft position sensor
   - Broken generator rotor woodruff key
6. Switches and wiring
   - Faulty main switch
   - Faulty start/engine stop switch
   - Broken or shorted wiring
   - Faulty neutral switch
   - Faulty sidestand switch
   - Faulty clutch switch
   - Improperly grounded circuit
   - Loose connections
7. Starting system
   - Faulty starter motor
   - Faulty starter relay
   - Faulty relay unit (starting circuit cut-off relay)
   - Faulty starter clutch

EAS30601
INCORRECT ENGINE IDLING SPEED

Engine

1. Cylinder(s) and cylinder head(s)
   - Incorrect valve clearance
   - Damaged valve train components
2. Air filter
   - Clogged air filter element

Fuel system

1. Throttle body (-ies)
   - Damaged or loose throttle body joint
   - Improperly synchronized throttle bodies
   - Improper throttle grip free play
   - Flooded throttle body
   - Faulty air induction system

Electrical system

1. Battery
   - Discharged battery
   - Faulty battery
2. Spark plug(s)
   - Incorrect spark plug gap
   - Incorrect spark plug heat range
   - Fouled spark plug

- Worn or damaged electrode
- Worn or damaged insulator

3. Ignition coil(s)
   - Broken or shorted primary or secondary coils
   - Cracked or broken ignition coil
4. Ignition system
   - Faulty ECU
   - Faulty crankshaft position sensor
   - Broken generator rotor woodruff key

EAS30602
POOR MEDIUM-AND-HIGH-SPEED PERFORMANCE

Refer to “STARTING FAILURES” on page 9-1.

Engine

1. Air filter
   - Clogged air filter element

Fuel system

1. Throttle body (-ies)
   - Faulty throttle body
   - Faulty YCC-T
2. Fuel pump
   - Faulty fuel pump

EAS30603
FAULTY GEAR SHIFTING

Shifting is difficult

Refer to “Clutch drags”.

EAS30604
SHIFT PEDAL DOES NOT MOVE

Shift shaft

- Improperly adjusted shift rod
- Bent shift shaft

Shift drum and shift forks

- Foreign object in a shift drum groove
- Seized shift fork
- Bent shift fork guide bar

Transmission

- Seized transmission gear
- Foreign object between transmission gears
- Improperly assembled transmission

EAS30605
JUMPS OUT OF GEAR

Shift shaft

- Incorrect shift pedal position
- Improperly returned stopper lever

Shift forks

- Worn shift fork

Shift drum

- Incorrect axial play
- Worn shift drum groove

Transmission

- Worn gear dog

EAS30849
FAULTY CLUTCH

Clutch slips

1. Clutch
   - Improperly assembled clutch
   - Improperly adjusted clutch cable
   - Loose or fatigued clutch spring
   - Worn friction plate
   - Worn clutch plate
2. Engine oil
   - Incorrect oil level
   - Incorrect oil viscosity (low)
   - Deteriorated oil

Clutch drags

1. Clutch
   - Unevenly tensioned clutch springs
   - Warped pressure plate
   - Bent clutch plate
   - Swollen friction plate
   - Bent clutch pull rod
   - Broken clutch boss
   - Burnt primary driven gear bushing
   - Match marks not aligned
2. Engine oil
   - Incorrect oil level
   - Incorrect oil viscosity (high)
   - Deteriorated oil

EAS30607
OVERHEATING

Engine

1. Clogged coolant passages
   - Cylinder head(s) and piston(s)
   - Heavy carbon buildup
2. Engine oil
   - Incorrect oil level
   - Incorrect oil viscosity
   - Inferior oil quality

Cooling system

1. Coolant
   - Low coolant level
2. Radiator
   - Damaged or leaking radiator
   - Faulty radiator cap
   - Bent or damaged radiator fin
3. Water pump
   - Damaged or faulty water pump
4. Thermostat
   - Thermostat stays closed
5. Oil cooler
   - Clogged or damaged oil cooler
6. Hose(s) and pipe(s)
   - Damaged hose
   - Improperly connected hose

- Damaged pipe
- Improperly connected pipe

Fuel system

1. Throttle body (-ies)
   - Damaged or loose throttle body joint
2. Air filter
   - Clogged air filter element

Chassis

1. Brake(s)
   - Dragging brake

Electrical system

1. Spark plug(s)
   - Incorrect spark plug gap
   - Incorrect spark plug heat range
2. Ignition system
   - Faulty ECU

EAS30608

OVERCOOLING

Cooling system

1. Thermostat
   - Thermostat stays open

EAS30609

POOR BRAKING PERFORMANCE

- Worn brake pad
- Worn brake disc
- Air in hydraulic brake system
- Leaking brake fluid
- Faulty brake caliper kit
- Faulty brake caliper seal
- Loose union bolt
- Damaged brake hose
- Oil or grease on the brake disc
- Oil or grease on the brake pad
- Incorrect brake fluid level

EAS30610

FAULTY FRONT FORK LEGS

Leaking oil

- Bent, damaged or rusty inner tube
- Cracked or damaged outer tube
- Improperly installed oil seal
- Damaged oil seal lip
- Incorrect oil level (high)
- Loose damper rod assembly
- Cracked or damaged cap bolt O-ring

Malfunction

- Bent or damaged inner tube
- Bent or damaged outer tube
- Damaged fork spring
- Worn or damaged outer tube bushing
- Bent or damaged damper rod
- Incorrect oil viscosity
- Incorrect oil level
- Faulty front fork stepping motor

EAS30611

UNSTABLE HANDLING

Handlebar

- Bent or improperly installed handlebar

Steering head components

- Improperly installed upper bracket
- Improperly installed lower bracket (improperly tightened ring nut)
- Bent steering stem
- Damaged ball bearing or bearing race

Front fork leg(s)

- Uneven oil levels (both front fork legs)
- Unevenly tensioned fork spring (both front fork legs)
- Broken fork spring
- Bent or damaged inner tube
- Bent or damaged outer tube

Swingarm

- Worn bearing or bushing
- Bent or damaged swingarm

Rear shock absorber assembly

- Faulty rear shock absorber spring
- Leaking oil or gas
- Faulty rear suspension stepping motor

Tire(s)

- Uneven tire pressures (front and rear)
- Incorrect tire pressure
- Uneven tire wear

Wheel(s)

- Incorrect wheel balance
- Deformed cast wheel
- Damaged wheel bearing
- Bent or loose wheel axle
- Excessive wheel runout

Frame

- Bent frame
- Damaged steering head pipe
- Improperly installed bearing race

EAS30612

FAULTY LIGHTING OR SIGNALING SYSTEM

Headlight does not come on

- Too many electrical accessories
- Hard charging
- Incorrect connection
- Improperly grounded circuit
- Poor contacts (main or light switch)
- Faulty headlight assembly

Tail/brake light does not come on

- Faulty brake light switch
- Too many electrical accessories
- Incorrect connection

• Faulty tail/brake light assembly

Turn signal does not come on

• Faulty turn signal switch
• Faulty meter assembly
• Faulty turn signal light
• Incorrect connection
• Damaged or faulty wire harness
• Improperly grounded circuit
• Faulty battery
• Blown, damaged or incorrect fuse

Turn signal blinks slowly

• Faulty meter assembly
• Faulty main switch
• Faulty turn signal switch

Turn signal remains lit

• Faulty meter assembly

Turn signal blinks quickly

• Faulty meter assembly

Horn does not sound

• Damaged or faulty horn
• Faulty main switch
• Faulty horn switch
• Faulty battery
• Blown, damaged or incorrect fuse
• Faulty wire harness

EAS30848

TROUBLESHOOTING AT THE ABS WARNING LIGHT

Refer to “BASIC PROCESS FOR TROUBLE-SHOOTING” on page 8-161.

EAS20162

SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (ECU)

EAS31794

SELF-DIAGNOSTIC FUNCTION TABLE (FOR FUEL INJECTION SYSTEM)

TIP

For details of the fault code, refer to “TROUBLESHOOTING METHOD” on page 8-35.

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
P0030	O_2 sensor 1 heater (defective heater controller detected)	• Open or short circuit in wire harness. • Disconnected coupler. • Defective O_2 sensor 1 heater controller (Malfunction in ECU). • Broken or disconnected lead in O_2 sensor 1 heater.	(When the O_2 sensor 1 does not operate because the exhaust temperature is low) Increased exhaust emissions. Fuel learning cannot be carried out.	Display only (If the O_2 sensor 1 does not operate, O_2 feedback is not carried out.) Cruise control system cannot be operated.
P0050	O_2 sensor 2 heater (defective heater controller detected)	• Open or short circuit in wire harness. • Disconnected coupler. • Defective O_2 sensor 2 heater controller (Malfunction in ECU). • Broken or disconnected lead in O_2 sensor 2 heater.	(When the O_2 sensor 2 does not operate because the exhaust temperature is low) Increased exhaust emissions. Fuel learning cannot be carried out.	Display only (If the O_2 sensor 2 does not operate, O_2 feedback is not carried out.) Cruise control system cannot be operated.
P0069	Intake air pressure sensor or atmospheric pressure sensor (When the main switch is turned to “ON”, the intake air pressure sensor voltage and atmospheric pressure sensor voltage differ greatly.)	• Malfunction in ECU. • Intake air pressure sensor hose is disconnected, clogged, kinked, or pinched. • Defective intake air pressure sensor or atmospheric pressure sensor.	Engine is difficult to start. Engine idling speed is unstable. Increased exhaust emissions. Loss of engine power.	Intake air pressure is fixed to 101.3 [kPa]. Intake air pressure difference is fixed to 0 [kPa]. Atmospheric pressure is fixed to 101.3 [kPa]. α–N is fixed. Fuel is not cut off due to the intake air pressure difference. Atmospheric pressure sensor output correction value is fixed to 0. O_2 feedback is not carried out. ISC feedback is not carried out. ISC learning is not carried out. Cruise control system cannot be operated.

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
P0107 P0108	[P0107] Intake air pressure sensor (ground short circuit detected) [P0108] Intake air pressure sensor (open or power short circuit detected)	[P0107] Low voltage of the intake air pressure sensor circuit (0.5 V or less) [P0108] High voltage of the intake air pressure sensor circuit (4.8 V or more) • Defective coupler between intake air pressure sensor and ECU. • Open or short circuit in wire harness between intake air pressure sensor and ECU. • Defective intake air pressure sensor. • Malfunction in ECU.	Engine idling speed is unstable. Engine response is poor. Loss of engine power. Increased exhaust emissions.	Intake air pressure difference is fixed to 0 [kPa]. α–N is fixed. Fuel is not cut off due to the intake air pressure difference. Intake air pressure is fixed to 101.3 [kPa]. O_2 feedback is not carried out. ISC feedback is not carried out. ISC learning is not carried out. Cruise control system cannot be operated.
P0112 P0113	[P0112] Intake air temperature sensor (ground short circuit detected) [P0113] Intake air temperature sensor (open or power short circuit detected)	[P0112] Low voltage of the intake air temperature sensor circuit (0.1 V or less) [P0113] High voltage of the intake air temperature sensor circuit (4.8 V or more) • Defective coupler between intake air temperature sensor and ECU. • Open or short circuit in wire harness between intake air temperature sensor and ECU. • Improperly installed intake air temperature sensor. • Defective intake air temperature sensor. • Malfunction in ECU.	Engine is difficult to start. Increased exhaust emissions. Engine idling speed is unstable.	The intake air temperature is fixed to 20 [°C]. O_2 feedback is not carried out. ISC feedback is not carried out. ISC learning is not carried out. Cruise control system cannot be operated.

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
P0117 P0118	[P0117] Coolant temperature sensor (ground short circuit detected) [P0118] Coolant temperature sensor (open or power short circuit detected)	[P0117] Low voltage of the coolant temperature sensor circuit (0.1 V or less) [P0118] High voltage of the coolant temperature sensor circuit (4.9 V or more) • Defective coupler between coolant temperature sensor and ECU. • Open or short circuit in wire harness between coolant temperature sensor and ECU. • Improperly installed coolant temperature sensor. • Defective coolant temperature sensor. • Malfunction in ECU.	Engine is difficult to start. Increased exhaust emissions. Engine idling speed is unstable.	The radiator fan motor relay is on only when the vehicle is traveling at low speeds. O_2 feedback is not carried out. ISC feedback is not carried out. ISC learning is not carried out. The coolant temperature is fixed to 60 [°C]. Cruise control system cannot be operated.
P0122 P0123 P0222 P0223 P2135	[P0122] Throttle position sensor (ground short circuit detected) [P0123] Throttle position sensor (open or power short circuit detected) [P0222] Throttle position sensor (ground short circuit detected) [P0223] Throttle position sensor (open or power short circuit detected) [P2135] Throttle position sensor (output voltage deviation error)	[P0122, P0222] Low voltage of the throttle position sensor circuit (0.25 V or less) [P0123, P0223] High voltage of the throttle position sensor circuit (4.75 V or more) [P2135] Difference in output voltage 1 and output voltage 2 of the throttle position sensor • Defective coupler between throttle position sensor and ECU. • Open or short circuit in wire harness between throttle position sensor and ECU. • Improperly installed throttle position sensor. • Defective throttle position sensor. • Malfunction in ECU.	Engine idling speed is high. Engine idling speed is unstable. Engine response is poor. Loss of engine power. Deceleration is poor. Increased exhaust emissions. Vehicle cannot be driven.	Change in the throttle opening is 0 (transient control is not carried out). D–j is fixed. Throttle opening is fixed to 125 [°]. O_2 feedback is not carried out. Fuel is not cut off due to the throttle opening. Output is restricted. Air induction system solenoid is turned on all the time (air induction system air cut off). ISC feedback is not carried out. ISC learning is not carried out. Cruise control system cannot be operated.

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
P0132	O_2 sensor 1 (short circuit detected (power short circuit)) No normal signals are received from the O_2 sensor 1.	[P0132] High voltage of the O_2 sensor 1 circuit (4.8 V or more) • Improperly installed O_2 sensor 1. • Defective coupler between O_2 sensor 1 and ECU. • Open or short circuit in wire harness between O_2 sensor 1 and ECU. • Incorrect fuel pressure. • Defective O_2 sensor 1. • Malfunction in ECU.	Increased exhaust emissions.	O_2 feedback is not carried out. O_2 feedback learning is not carried out. Air induction system solenoid is turned on all the time (air induction system air cut off). Cruise control system cannot be operated.
P0152	O_2 sensor 2 (short circuit detected (power short circuit))	[P0152] High voltage of the O_2 sensor 2 circuit (4.8 V or more) • Improperly installed O_2 sensor 2. • Defective coupler between O_2 sensor 2 and ECU. • Open or short circuit in wire harness between O_2 sensor 2 and ECU. • Incorrect fuel pressure. • Defective O_2 sensor 2. • Malfunction in ECU.	Increased exhaust emissions.	O_2 feedback is not carried out. O_2 feedback learning is not carried out. Air induction system solenoid is turned on all the time (air induction system air cut off). Cruise control system cannot be operated.
P0201 P0202 P0203 P0204	[P0201] Fuel injector #1 (malfunction in fuel injector #1) [P0202] Fuel injector #2 (malfunction in fuel injector #2) [P0203] Fuel injector #3 (malfunction in fuel injector #3) [P0204] Fuel injector #4 (malfunction in fuel injector #4)	• Defective coupler between injector and ECU. • Open or short circuit in wire harness between injector and ECU. • Defective injector. • Malfunction in ECU. • Improperly installed injector.	Loss of engine power. Engine is difficult to start. Engine cannot be started. Engine stops. Engine idling speed is unstable. Increased exhaust emissions.	O_2 feedback is not carried out. Air induction system solenoid is turned on all the time (air induction system air cut off). ISC feedback is not carried out. ISC learning is not carried out. Injection to the applicable cylinder group (cylinders #1 and #4 or cylinders #2 and #3) is cut off. Cruise control system cannot be operated.

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
P0335	Crankshaft position sensor (no normal signals are received from the crankshaft position sensor)	• Defective coupler between crankshaft position sensor and ECU. • Open or short circuit in wire harness between crankshaft position sensor and ECU. • Improperly installed crankshaft position sensor. • Malfunction in generator rotor. • Defective crankshaft position sensor. • Malfunction in ECU.	Engine cannot be started.	Does not operate. ISC feedback is not carried out. ISC learning is not carried out.
P0340	Cylinder identification sensor (no normal signals are received from the cylinder identification sensor)	• Defective coupler between cylinder identification sensor and ECU. • Open or short circuit in wire harness between cylinder identification sensor and ECU. • Improperly installed cylinder identification sensor. • Defective pickup rotor. • Defective cylinder identification sensor. • Malfunction in ECU.	Engine cannot be started.	The vehicle is operated using only the cylinder identification information stored during operation. Cruise control system cannot be operated.
P0351 P0352 P0353 P0354	[P0351] Cylinder-#1 ignition coil (open or short circuit detected in the primary lead of the cylinder-#1 ignition coil.) [P0352] Cylinder-#2 ignition coil (open or short circuit detected in the primary lead of the cylinder-#2 ignition coil.) [P0353] Cylinder-#3 ignition coil (open or short circuit detected in the primary lead of the cylinder-#3 ignition coil.) [P0354] Cylinder-#4 ignition coil (open or short circuit detected in the primary lead of the cylinder-#4 ignition coil.)	• Defective coupler between ignition coil and ECU. • Open or short circuit in wire harness between ignition coil and ECU. • Improperly installed ignition coil. • Defective ignition coil. • Malfunction in ECU.	Engine stops. Loss of engine power. Engine is difficult to start. Engine cannot be started. Engine idling speed is unstable. Increased exhaust emissions.	Injection to the applicable cylinder group is cut off. Air induction system solenoid is turned on all the time (air induction system air cut off). O_2 feedback is not carried out. ISC feedback is not carried out. ISC learning is not carried out. Cruise control system cannot be operated.

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
P0476	EXUP servo motor (Stuck)	• Defective coupler between EXUP servo motor and ECU. • Open or short circuit in wire harness between EXUP servo motor and ECU. • Improperly installed EXUP servo motor and cables. • Defective EXUP servo motor. • Stuck EXUP servo motor (mechanism or motor). • Malfunction in ECU.	Loss of engine power.	Learning values for fully closed EXUP are fixed. Learning values for fully open EXUP are fixed. O_2 feedback is not carried out.
P048D P048E	EXUP position sensor [P048D] EXUP position sensor (open or ground short circuit detected) [P048E] EXUP position sensor (power short circuit detected)	• Defective coupler between EXUP position sensor and ECU. • Open or short circuit in wire harness between EXUP position sensor and ECU. • Defective EXUP position sensor. • Malfunction in ECU.	Loss of engine power.	Learning values for fully closed EXUP are fixed. Learning values for fully open EXUP are fixed. O_2 feedback is not carried out.
P0500 P1500	[P0500, P1500] Rear wheel sensor (no normal signals are received from the rear wheel sensor) [P1500] Neutral switch (open or short circuit is detected) [P1500] Clutch switch (open or short circuit is detected)	• Open or short circuit in wire harness between rear wheel sensor and ABS unit. • Open or short circuit in wire harness between ABS unit and ECU. • Open or short circuit in wire harness between neutral switch and ECU. • Open or short circuit in wire harness between clutch switch and ECU. • Defective rear wheel sensor. • Defective neutral switch. • Defective clutch switch. • Improper adjustment of clutch lever. • Malfunction in ECU.	Vehicle speed is not displayed on the meter. Engine stalls when the vehicle is decelerating to a stop. Engine idling speed is high. Indication of the neutral indicator light is incorrect. Engine cannot be restarted when the transmission is in gear even with the clutch lever squeezed. Engine idling speed is unstable. Increased exhaust emissions. Traction control does not work.	Vehicle speed displayed on the meter = 0 [km/h] O_2 feedback is not carried out. Fuel cut-off control when the rear wheel sensor or neutral switch malfunctions is carried out. ISC feedback is not carried out. ISC learning is not carried out. Traction control does not work. Cruise control system cannot be operated.

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
P0560	Rectifier/regulator: malfunction detected. Charging voltage is abnormal.	• Battery overcharging (defective rectifier/regulator). • Battery overcharging (broken or disconnected lead in rectifier/regulator wire harness). • Battery over-discharging (broken or disconnected lead in charging system). • Battery over-discharging (defective rectifier/regulator).	Engine is difficult to start. Increased exhaust emissions. Battery performance has deteriorated or battery is defective.	O_2 feedback is not carried out. Cruise control system cannot be operated.
P0564	Cruise control setting switch “RES+” (open or short circuit detected) Cruise control setting switch “SET–” (open or short circuit detected)	• Open or short circuit in wire harness. • Defective cruise control setting switch. • Malfunction in ECU.	Cruise control system cannot be operated.	Cruise control system cannot be operated.
P056C	Front brake light switch (open or short circuit detected) Rear brake light switch (open or short circuit detected)	• Open or short circuit in wire harness. • Defective cruise control setting switch. • Malfunction in ECU.	Cruise control system cannot be operated.	Cruise control system cannot be operated.
P0601	Faulty ECU memory. (When this malfunction is detected in the ECU, the fault code number might not appear on the tool display.)	• Malfunction in ECU.	Engine cannot be started.	Engine cannot be started.
P0606	Internal malfunction in ECU (When this malfunction is detected in the ECU, the fault code number might not appear on the tool display.)	• Malfunction in ECU.	Engine cannot be started. Engine response is poor. Loss of engine power.	Engine cannot be started. Ignition and injection are not carried out. Judgment for other fault codes is not carried out. Load control is not carried out. (The relay unit, radiator fan motor relay, and other relays are all turned off.) The CO adjustment mode and diagnostic mode cannot be activated. Output is restricted. Cruise control system cannot be operated.

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
P062F	EEPROM fault code number (an error is detected while reading or writing on EEPROM)	• CO adjustment value is not properly written. • ISC learning value is not properly written. • OBD memory value is not properly written. • Malfunction in ECU.	Increased exhaust emissions. Engine cannot be started or is difficult to start. Engine idling speed is unstable. OBD memory value is not correct.	CO adjustment value for the faulty cylinder = 0 (default value) ISC learning values = Default values OBD memory value is initialized. Initialization of O_2 feedback learning value. Cruise control system cannot be operated.
P0638	YCC-T drive system: malfunction detected.	• Defective coupler between throttle servo motor and ECU. • Open or short circuit in wire harness between throttle servo motor and ECU. • Defective throttle servo motor. • Throttle servo motor is stuck (mechanism or motor). • Malfunction in ECU. • Blown electric throttle valve fuse.	Engine response is poor. Loss of engine power. Engine idling speed is unstable.	O_2 feedback is not carried out. YCC-T evacuation is activated. Output is restricted. ISC feedback is not carried out. ISC learning is not carried out. Cruise control system cannot be operated.
P0657	Fuel system voltage (incorrect voltage supplied to the fuel injector, fuel pump and relay unit)	• Open or short circuit in wire harness between relay unit and ECU. • Open circuit in wire harness between battery and ECU. • Defective relay unit. • Malfunction in ECU.	Engine is difficult to start. Increased exhaust emissions.	Monitor voltage = 12 [V] O_2 feedback is not carried out. Cruise control system cannot be operated.
P0916 P0917	[P0916] Gear position sensor (no signals are received from the gear position sensor that an open or ground short circuit was detected.) [P0917] Gear position sensor (no signals are received from the gear position sensor that a power short circuit was detected.)	• Defective coupler between gear position sensor and ECU. • Open or power short circuit in wire harness between gear position sensor and ECU. • Improperly installed gear position sensor. • Defective gear position sensor. • Malfunction in ECU.	Improper display for position. Defective engine response.	O_2 feedback is not carried out. Maintains the gear position value at the previous value. Cruise control system cannot be operated.

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
P1400	Air induction system solenoid (open or short circuit detected)	• Open or short circuit in wire harness. • Disconnected coupler. • Defective air induction system solenoid. • Defective air induction system solenoid controller. (malfunction in ECU)	Increased exhaust emissions.	Electric current in air induction system solenoid is prohibited (air induction system air in). O_2 feedback is not carried out. Cruise control system cannot be operated.
P1601	Sidestand switch (open or short circuit of the blue/yellow lead of the ECU is detected)	• Defective coupler between relay unit and ECU. • Open or short circuit in wire harness between relay unit and ECU. • Defective coupler between sidestand switch and relay unit. • Open or short circuit in wire harness between sidestand switch and relay unit. • Defective sidestand switch. • Malfunction in ECU.	Engine cannot be started.	Engine is forcefully stopped (the injector output is stopped).
P1602	Malfunction in ECU internal circuit (malfunction of ECU power cut-off function)	• Open or short circuit in wire harness between ECU and battery. • Open or short circuit in wire harness between ECU and main switch. • Blown backup fuse. • Malfunction in ECU.	Engine idling speed is unstable. Engine idling speed is high. Increased exhaust emissions. Engine is difficult to start.	O_2 feedback learning is not carried out. O_2 feedback learning value is not written. Cruise control system cannot be operated.
P1604 P1605	[P1604] Lean angle sensor (ground short circuit detected) [P1605] Lean angle sensor (open or power short circuit detected)	[P1604] Low voltage of the lean angle sensor circuit (0.2 V or less) [P1605] High voltage of the lean angle sensor circuit (4.8 V or more) • Open or short circuit in wire harness between lean angle sensor and ECU. • Defective lean angle sensor. • Malfunction in ECU.	Engine cannot be started.	Engine cannot be started.

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
P2122 P2123 P2127 P2128 P2138	[P2122] Accelerator position sensor (open or ground short circuit detected) [P2123] Accelerator position sensor (power short circuit detected) [P2127] Accelerator position sensor (ground short circuit detected) [P2128] Accelerator position sensor (open or power short circuit detected) [P2138] Accelerator position sensor (output voltage deviation error)	[P2122, P2127] Low voltage of the accelerator position sensor circuit (0.25 V or less) [P2123, P2128] High voltage of the accelerator position sensor circuit (4.75 V or more) [P2138] Difference in output voltage 1 and output voltage 2 of the accelerator position sensor. • Defective coupler between accelerator position sensor and ECU. • Open or short circuit in wire harness between accelerator position sensor and ECU. • Improperly installed accelerator position sensor. • Defective accelerator position sensor. • Malfunction in ECU.	Engine response is poor. Loss of engine power. Engine idling speed is unstable.	No change in accelerator opening. (transient control is not carried out). Accelerator opening is fixed to 0[°]. O_2 feedback is not carried out. YCC-T evacuation is activated. Fuel cut is prohibited by accelerator opening. Output is restricted. ISC feedback is not carried out. ISC learning is not carried out. Cruise control system cannot be operated.
P2158	Front wheel sensor (no normal signals are received from the front wheel sensor)	• Open or short circuit in wire harness between front wheel sensor and ECU. • Defective front wheel sensor. • Malfunction in ECU.	Traction control does not work. Traction control system indicator on the meter comes on. Traction control system switch is disabled. (Traction control system indicator on the meter goes OFF)	Traction control does not work. Cruise control system cannot be operated.
P2195	O_2 sensor 1 (no signals are received from the O_2 sensor 1.)	• Signal voltage is 0.25–0.53 V. • Improperly installed O_2 sensor 1. • Defective coupler between O_2 sensor 1 and ECU. • Open or short circuit in wire harness between O_2 sensor 1 and ECU. • Defective O_2 sensor 1. • Malfunction in ECU.	Increased exhaust emissions.	O_2 feedback is not carried out. O_2 feedback learning is not carried out. Air induction system solenoid is turned on all the time (air induction system air cut off). Cruise control system cannot be operated.

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
P2197	O_2 sensor 2 (no signals are received from the O_2 sensor 2.)	• Signal voltage is 0.25–0.53 V. • Improperly installed O_2 sensor 2. • Defective coupler between O_2 sensor 2 and ECU. • Open or short circuit in wire harness between O_2 sensor 2 and ECU. • Defective O_2 sensor 2. • Malfunction in ECU.	Increased exhaust emissions.	O_2 feedback is not carried out. O_2 feedback learning is not carried out. Air induction system solenoid is turned on all the time (air induction system air cut off). Cruise control system cannot be operated.
P2228 P2229	[P2228] Atmospheric pressure sensor (ground short circuit detected) [P2229] Atmospheric pressure sensor (open or power short circuit detected)	[P2228] Low voltage of the atmospheric pressure sensor circuit (0.5 V or less) [P2229] High voltage of the atmospheric pressure sensor circuit (4.8 V or more) • Defective coupler between atmospheric pressure sensor and ECU. • Open or short circuit in wire harness between atmospheric pressure sensor and ECU. • Improperly installed atmospheric pressure sensor. • Defective atmospheric pressure sensor. • Malfunction in ECU.	Engine is difficult to start. Increased exhaust emissions. Insufficient power at high altitudes. Engine idling speed is unstable.	α–N is fixed. Intake air pressure difference is fixed to 0 [kPa]. Atmospheric pressure is fixed to 101.3 [kPa]. Atmospheric pressure sensor output correction value is fixed to 0. Fuel is not cut off due to the intake air pressure difference. O_2 feedback is not carried out. ISC feedback is not carried out. ISC learning is not carried out. Cruise control system cannot be operated.

EAS32040

SELF-DIAGNOSTIC FUNCTION TABLE (FOR STEERING DAMPER SYSTEM)

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
C1000	Steering damper solenoid: open or short circuit detected.	• Defective coupler between steering damper solenoid and ECU. • Open or short circuit in wire harness between steering damper solenoid and ECU. • Defective steering damper solenoid. • Malfunction in ECU.	Steering damper does not work.	Solenoid fixed at OFF.

EAS31795
SELF-DIAGNOSTIC FUNCTION TABLE (FOR IMMOBILIZER SYSTEM)

TIP
For details of the fault code, refer to “SELF-DIAGNOSIS FAULT CODE INDICATION” on page 8-150.

Fault code No.	Item
51	Immobilizer unit: Code cannot be transmitted between the key and the immobilizer unit.
52	Immobilizer unit: Codes between the key and immobilizer unit do not match.
53	Immobilizer unit: Codes cannot be transmitted between the ECU and the immobilizer unit.
54	Immobilizer unit: Codes transmitted between the ECU and the immobilizer unit do not match.
55	Immobilizer unit: Key code registration malfunction.
56	ECU: Unidentified code is received.

EAS31119
COMMUNICATION ERROR WITH THE METER

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
U0155 (Yamaha diagnostic tool) Err (multi-function meter display)	CAN communication error (with the meter)	Communication between the ECU and the meter is not possible • Defective meter coupler and ECU coupler • Open or short circuit in the wire harness between the meter and the ECU • Defective meter • Defective ECU	Defective meter display. Traction control does not work.	Grip warmer output: OFF is fixed. MAP changeover: State is fixed. Traction control does not work. Meter switch input: OFF is fixed. Cruise control system cannot be operated.

EAS31057
DIAGNOSTIC CODE: SENSOR OPERATION TABLE

Diagnostic code No.	Item	Meter display	Procedure
01	Throttle position sensor signal 1		
	• Fully closed position	13–21	Check with throttle valves fully closed.
	• Fully open position	97–106	Check with throttle valves fully open.
02	Atmospheric pressure	Displays the atmospheric pressure.	Compare the actually measured atmospheric pressure with the meter display value.
03	Intake air pressure	Displays the intake air pressure.	Operate the throttle while pushing the “(≋)” side of the start/engine stop switch. (If the display value changes, the performance is OK.)
05	Air temperature	Displays the air temperature.	Compare the actually measured air temperature with the meter display value.

Diagnostic code No.	Item	Meter display	Procedure
06	Coolant temperature	When engine is cold: Displays temperature closer to air temperature. When engine is hot: Displays current coolant temperature.	Compare the actually measured coolant temperature with the meter display value.
07	Rear wheel vehicle speed pulses	Rear wheel speed pulse 0–999	Check that the number increases when the rear wheel is rotated. The number is cumulative and does not reset each time the wheel is stopped.
08	Lean angle sensor • Upright • Overturned	Lean angle sensor output voltage 0.4–1.4 3.7–4.4	Remove the lean angle sensor and incline it more than 65 degrees.
09	Fuel system voltage (battery voltage)	Fuel system voltage Approximately 12.0	Set the start/engine stop switch to "○", and then compare the actually measured battery voltage with the tool display value. (If the actually measured battery voltage is low, recharge the battery.)
13	Throttle position sensor signal 2 • Fully closed position • Fully open position	 10–24 94–109	 Check with throttle valves fully closed. Check with throttle valves fully open.
14	Accelerator position sensor signal 1 • Fully closed position • Fully open position	 13–21 97–106	 Check with throttle grip fully closed position. Check with throttle grip fully open position.
15	Accelerator position sensor signal 2 • Fully closed position • Fully open position	 10–24 94–109	 Check with throttle grip fully closed position. Check with throttle grip fully open position.
16	Front wheel vehicle speed pulses	Front wheel speed pulse 0–999	Check that the number increases when the front wheel is rotated. The number is cumulative and does not reset each time the wheel is stopped.
20	Sidestand switch • Sidestand retracted • Sidestand extended	 ON OFF	Extend and retract the sidestand (with the transmission in gear).

Diagnostic code No.	Item	Meter display	Procedure
21	Neutral switch and clutch switch • Transmission is in neutral • Transmission is in gear or the clutch lever released • Clutch lever is squeezed with the transmission in gear and when the sidestand is retracted • Clutch lever is squeezed with the transmission in gear and when the sidestand is extended	 ON OFF ON OFF	Operate the transmission, clutch lever, and sidestand.
60	EEPROM fault code display • No history • History exists	 00 • No malfunctions detected (If the self-diagnosis fault code 44 is indicated, the ECU is defective.) 01–04 (CO adjustment value) • (If more than one cylinder is defective, the display alternates every two seconds to show all the detected cylinder numbers. When all cylinder numbers are shown, the display repeats the same process.) 11 (Data error for ISC (Idle Speed Control) learning values) 12 (O_2 feedback learning value) 13 (OBD memory value)	—
67	ISC (Idle Speed Control) learning condition display ISC (Idle Speed Control) learning data erasure	00 ISC (Idle Speed Control) learning data has been erased. 01 It is not necessary to erase the ISC (Idle Speed Control) learning data. 02 It is necessary to erase the ISC (Idle Speed Control) learning data.	To erase the ISC (Idle Speed Control) learning data, set the start/engine stop switch from "⊠" to "○" 3 times in 5 seconds.
70	Control number	0–254 [-]	—
80	Cruise control setting switch "RES+" • Switch is pushed • Switch is released	 ON OFF	Push and release the "RES+" side of the cruise control setting switch.

Diagnostic code No.	Item	Meter display	Procedure
81	Cruise control setting switch "SET–"		Push and release the "SET–" side of the cruise control setting switch.
	• Switch is pushed	ON	
	• Switch is released	OFF	
82	Cruise control cancel circuit		Operate the clutch lever, brake lever, brake pedal, and throttle grip.
	• Clutch lever is squeezed	ON	
	• Clutch lever is released	OFF	
	• Brake lever is squeezed	ON	
	• Brake lever is released	OFF	
	• Brake pedal is depressed	ON	
	• Brake pedal is released	OFF	
	• Throttle grip is turned past the closed position in the deceleration direction	ON	
	• Throttle grip is released	OFF	
83	Front brake light switch and rear brake light switch		Operate the brake lever and brake pedal.
	• Brake lever is squeezed	ON	
	• Brake lever is released	OFF	
	• Brake pedal is depressed	ON	
	• Brake pedal is released	OFF	
86*	Shift switch		Check the switch condition by operating the shift pedal.
	• Shift pedal up position	ON	
	• Other position than the shift pedal up position	OFF	
87	O_2 feedback learning data erasure	00 O_2 feedback learning data has been erased. 01 O_2 feedback learning data has not been erased.	To erase the O_2 feedback learning data, set the start/engine stop switch from "⊠" to "○" 3 times in 5 seconds.

* Diagnostic code No. 86 is the diagnostic code number for the optional shift switch.

EAS31058
DIAGNOSTIC CODE: ACTUATOR OPERATION TABLE

Diagnostic code No.	Item	Actuation	Procedure
30	Cylinder-#1 ignition coil	Actuates the cylinder-#1 ignition coil five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the ignition coil is actuated.	Check that a spark is generated five times. • Connect an ignition checker.
31	Cylinder-#2 ignition coil	Actuates the cylinder-#2 ignition coil five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the ignition coil is actuated.	Check that a spark is generated five times. • Connect an ignition checker.
32	Cylinder-#3 ignition coil	Actuates the cylinder-#3 ignition coil five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the ignition coil is actuated.	Check that a spark is generated five times. • Connect an ignition checker.
33	Cylinder-#4 ignition coil	Actuates the cylinder-#4 ignition coil five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the ignition coil is actuated.	Check that a spark is generated five times. • Connect an ignition checker.
36	Injector #1	Actuates the injector #1 five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the fuel injector is actuated.	Check that injector #1 is actuated five times by listening for the operating sound.
37	Injector #2	Actuates the injector #2 five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the fuel injector is actuated.	Check that injector #2 is actuated five times by listening for the operating sound.
38	Injector #3	Actuates the injector #3 five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the fuel injector is actuated.	Check that injector #3 is actuated five times by listening for the operating sound.
39	Injector #4	Actuates the injector #4 five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the fuel injector is actuated.	Check that injector #4 is actuated five times by listening for the operating sound.

Diagnostic code No.	Item	Actuation	Procedure
47	Steering damper solenoid	When the start/engine stop switch is “ON”, the steering damper solenoid is on. When the start/engine stop switch is “OFF”, the steering damper solenoid is off. The “check” indicator on the Yamaha diagnostic tool screen come on each time the steering damper solenoid is actuated.	Check the operating of the steering damper.
48	Air induction system solenoid	Actuates the air induction system solenoid five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the air induction system solenoid is actuated.	Check that the air induction system solenoid is actuated five times by listening for the operating sound.
50	Relay unit	Actuates the relay unit five times at one-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the relay is actuated.	Check that the relay unit is actuated five times by listening for the operating sound.
51	Radiator fan motor relay	Actuates the radiator fan motor relay five times at five-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the relay is actuated.	Check that the radiator fan motor relay is actuated five times by listening for the operating sound.
52	Headlight	Actuates the headlight five times at five-second intervals. The “check” indicator on the Yamaha diagnostic tool screen come on each time the headlight is actuated.	Check that the headlight comes on five times.
53	EXUP servo motor	After the EXUP is fully closed, it stops at the opening base position (intermediate position). This operation takes approximately 3 seconds during which the “check” indicator is displayed on the Yamaha diagnostic tool.	Check the operating sound.

EAS20231
SELF-DIAGNOSTIC FUNCTION AND DIAGNOSTIC CODE TABLE (SCU)

EAS32359
SELF-DIAGNOSTIC FUNCTION TABLE

TIP
For details of the fault code, refer to “TROUBLESHOOTING METHOD (SCU)” on page 8-189.

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
C0044	Abnormal ABS	• Defective hydraulic unit assembly	• ERS adjustments cannot be performed. • The damping preset value is fixed at the prescribed position (automatic setting modes).	—
C1002	Abnormal SCU EEPROM	• SCU abnormal data writing error. • Malfunction in SCU.	• ERS adjustments cannot be performed.	—
C1003	Stepping motor: open or short circuit detected.	• Defective connection of stepping motor and SCU couplers. • Defective connection of sub-wire harness coupler. • Short circuit in wire harness or wire harness continuity. • Defective stepping motor. • Malfunction in SCU.	• ERS adjustments cannot be performed. • The damping preset value is fixed on the defective side (front fork or RCU) at the current value (automatic setting modes).	—
C1007	Abnormality inside SCU	• Malfunction in SCU.	• ERS adjustments cannot be performed.	—
P0500	Abnormal rear wheel sensor	• Defective connection of wire harness, ECU, and ABS ECU couplers. • Rear wheel sensor lead continuity, or defective rear wheel sensor. • Wire harness continuity. • Malfunction in ECU. • Malfunction in ABS ECU.	• ERS adjustments cannot be performed. • The damping preset value is fixed at the prescribed position (automatic setting modes).	—
P0560	Abnormal SCU power supply voltage	• Battery overcharging. • Defective rectifier/regulator. • Open circuit in rectifier/regulator lead.	• ERS adjustments cannot be performed.	—

Fault code No.	Item	Probable cause of malfunction	Vehicle symptom	Fail-safe system operation
U0100	Abnormal CAN communication (between ECU and SCU)	• Defective connection of wire harness, ECU, and SCU couplers. • Wire harness continuity. • Malfunction in SCU. • Malfunction in ECU.	• ERS adjustments cannot be performed. • The damping preset value is fixed at the prescribed position (automatic setting modes).	—
U0121	Abnormal CAN communication (between ABS ECU and SCU)	• Defective connection of wire harness, ABS ECU, and SCU couplers. • Wire harness continuity. • Malfunction in SCU. • Malfunction in ABS ECU.	• ERS adjustments cannot be performed. • The damping preset value is fixed at the prescribed position (automatic setting modes).	—
U0155 (or "Err" is displayed)	Abnormal CAN communication (between meter assembly and SCU)	• Defective connection of wire harness, meter assembly, and SCU couplers. • Wire harness continuity. • Malfunction in SCU. • Malfunction in meter assembly.	• ERS adjustments cannot be performed. • The damping preset value is fixed at the prescribed position (automatic setting modes). • The "Err" and ERS icons are displayed on the meter display.	—
ERS icon comes on	Zero point adjustment of damping force adjustment system was not performed.	—	—	—

EAS32360
DIAGNOSTIC CODE TABLE

Diagnostic code No.	Item	Tool display	Procedure
09	Monitor voltage	Displays the monitor voltage. Approximately 12.0	Compare the actually measured battery voltage with the tool display value. (If the actually measured battery voltage is low, recharge the battery.)

EAS20164
EVENT CODE TABLE

TIP
The event code numbers listed below cannot be displayed on the meter. To display the event code numbers, use the Yamaha diagnostic tool.

No.	Item	Symptom	Possible causes	Note
192	Intake air pressure sensor	Brief abnormality detected in the intake air pressure sensor	Same as for fault code number P0107 and P0108	Perform the inspection items listed for fault code number P0107 and P0108.
193	Throttle position sensor	Brief abnormality detected in the throttle position sensor	Same as for fault code number P0122, P0123, P0222 and P0223	Perform the inspection items listed for fault code number P0122, P0123, P0222 and P0223.
194	EXUP servo motor circuit	Brief abnormality detected in EXUP servo motor circuit	Same as for fault code number P0476, P048D and P048E	Perform the inspection items listed for fault code number P0476, P048D and P048E.
195	Sidestand switch	Brief abnormality detected in the ECU (blue/yellow) input line	Same as for fault code number P1601	Perform the inspection items listed for fault code number P1601.
196	Coolant temperature sensor	Brief abnormality detected a in the coolant temperature sensor	Same as for fault code number P0117 and P0118	Perform the inspection items listed for fault code number P0117 and P0118.
197	Intake air temperature sensor	Brief abnormality detected in the intake air temperature sensor	Same as for fault code number P0112 and P0113	Perform the inspection items listed for fault code number P0112 and P0113.
198	Atmospheric pressure sensor	Brief abnormality detected in atmospheric pressure sensor	Same as for fault code number P2228 and P2229	Perform the inspection items listed for fault code number P2228 and P2229.
203	Lean angle sensor	Brief abnormality detected in the lean angle sensor	Same as for fault code number P1604 and P1605	Perform the checks and maintenance jobs for fault code number P1604 and P1605.
207	Accelerator position sensor	Brief abnormality detected in the accelerator position sensor	Same as for fault code number P2122, P2123, P2127 and P2128	Perform the inspection items listed for fault code number P2122, P2123, P2127 and P2128.
220	Gear position sensor	Brief abnormality detected in the gear position sensor	Same as for fault code number P0916 and P0917	Perform the inspection items listed for fault code number P0916 and P0917.
240	O_2 sensor (Stuck at the upper limit for adjustment)	During O_2 feedback, the adjustment is maintained at the upper limit	• Open or short circuit in the wire harness between the sensor and ECU • Drop in fuel pressure • Clogged fuel injector • Fault in sensor • Malfunction in ECU • Malfunction in the fuel injection system	• If a fault code is occurring, respond to that first. * Rarely, Code 240 occurs even when the system is functioning properly.

No.	Item	Symptom	Possible causes	Note
241	O_2 sensor (Stuck at the lower limit for adjustment)	During O_2 feedback, the adjustment is maintained at the lower limit	• Open or short circuit in the wire harness between the sensor and ECU • Drop in fuel pressure • Clogged fuel injector • Fault in sensor • Malfunction in ECU • Malfunction in the fuel injection system	• If a fault code is occurring, respond to that first. * Rarely, Code 241 occurs even when the system is functioning properly.
242	ISC (Stuck at the upper limit for adjustment)	During idling, the adjustment is maintained at the upper limit	Idling engine speed is slow • Clogged throttle body • Poorly adjusted throttle cable • Poorly adjusted clutch cable • Malfunction in the fuel injection system • Dirty or worn spark plug • Malfunction in the battery • Malfunction in ECU	• Implement diagnosis mode D67, and check the ISC maintenance request. • If a fault code is occurring, respond to that first. * Rarely, Code 242 occurs even when the system is functioning properly.
243	ISC (Stuck at the lower limit for adjustment)	During idling, the adjustment is maintained at the lower limit	Idling engine speed is fast • Poorly adjusted throttle cable • Poorly adjusted clutch cable • Malfunction in the fuel injection system • Dirty or worn spark plug • Malfunction in the battery • Malfunction in ECU	• If a fault code is occurring, respond to that first. * Rarely, Code 243 occurs even when the system is functioning properly.
244	Poor starting/inability to start	Poor starting/inability to start detected	• No gasoline • Malfunction in the fuel injection system • Dirty or worn spark plug • Malfunction in the battery • Malfunction in ECU	• If a fault code is occurring, respond to that first. * Rarely, Code 244 occurs even when the system is functioning properly.
245	Engine stop	Engine stop detected	• No gasoline • Poorly adjusted throttle cable • Poorly adjusted clutch cable • Malfunction in the fuel injection system • Dirty or worn spark plug • Malfunction in the battery • Malfunction in ECU	• If a fault code is occurring, respond to that first. * Rarely, Code 245 occurs even when the system is functioning properly.

No.	Item	Symptom	Possible causes	Note
246	Cruise control	Automatic turning off of the cruise control system detected	The cruise control system will automatically turn off under the following conditions: • Unable to maintain the set cruising speed when traveling up a steep slope • Wheel slip detected • Engine stalls • Sidestand is extended • Start/engine stop switch is set to the "⊠" position	The automatic turning off of the cruise control system does not indicate a malfunction in the system.

EAS32023

TROUBLESHOOTING DETAILS (EVENT CODE)

Event code No. 30

Event code No.	**30**
Item	**Latch up detected.**
Fail-safe system	Unable to start engine
	Unable to drive vehicle
Diagnostic code No.	08
Tool display	Lean angle sensor output voltage • 0.4–1.4 (upright) • 3.7–4.4 (overturned)
Procedure	Remove the lean angle sensor and incline it more than 65 degrees.

Item	Probable cause of malfunction and check	Maintenance job	Confirmation of service completion
1	The vehicle has overturned.	Raise the vehicle upright.	Turn the main switch to "ON", then to "OFF", and then back to "ON". Engine trouble warning light does not come on → Service is finished. Engine trouble warning light comes on → Go to item 2.
2	Installed condition of lean angle sensor.	Check the installed direction and condition of the sensor.	Turn the main switch to "ON", then to "OFF", and then back to "ON". Engine trouble warning light does not come on → Service is finished. Engine trouble warning light comes on → Go to item 3.
3	Defective lean angle sensor.	Execute the diagnostic mode. (Code No. 08) Replace if defective. Refer to "CHECKING THE LEAN ANGLE SENSOR" on page 8-215.	Turn the main switch to "ON", then to "OFF", and then back to "ON". Engine trouble warning light does not come on → Service is finished. Engine trouble warning light comes on → Go to item 4.

Event code No.		30	
Item		**Latch up detected.**	
4	Malfunction in ECU.	Replace the ECU. Refer to “REPLACING THE ECU (Engine Control Unit)” on page 8-208.	Service is finished.

EAS20091

WIRING DIAGRAM

MTN1000D/MTN1000DH 2017

1. AC magneto
2. Rectifier/regulator
3. Main switch
4. Main fuse
5. Radiator fan motor relay
6. ABS solenoid fuse
7. Fuel injection system fuse
8. Electronic throttle valve fuse
9. Backup fuse
10. Sub radiator fan motor fuse
11. Radiator fan motor fuse
12. Ignition fuse
13. Signaling system fuse
14. ABS ECU fuse
15. Headlight fuse
16. Hazard lighting fuse
17. Auxiliary fuse
18. Battery
19. Engine ground
20. ABS motor fuse
21. Starter relay
22. Starter motor
23. Brake light fuse
24. Cruise control fuse
25. Immobilizer unit
26. Grip cancel switch
27. Relay unit
28. Starting circuit cut-off relay
29. Fuel pump relay
30. Clutch switch
31. Front brake light switch
32. Rear brake light switch
33. Handlebar switch (right)
34. Wheel switch
35. Start/engine stop switch
36. Neutral switch
37. Sidestand switch
38. Fuel sender
39. Fuel pump
40. Joint connector
41. Joint coupler
42. Gear position sensor
43. Cylinder identification sensor
44. Intake air pressure sensor
45. Atmospheric pressure sensor
46. O_2 sensor 1 (left side)
47. Crankshaft position sensor
48. Coolant temperature sensor
49. Intake air temperature sensor
50. O_2 sensor 2 (right side)
51. Lean angle sensor
52. EXUP servo motor
53. ECU (Engine Control Unit)
54. Ignition coil #1
55. Ignition coil #2
56. Ignition coil #3
57. Ignition coil #4
58. Spark plug
59. Air induction system solenoid
60. Injector #1
61. Injector #2
62. Injector #3
63. Injector #4
64. Accelerator position sensor
65. Throttle position sensor
66. Throttle servo motor
67. Front wheel sensor
68. Rear wheel sensor
69. ABS ECU (Electronic Control Unit)
70. Steering damper solenoid
71. Shift switch
72. Yamaha diagnostic tool coupler
73. Meter assembly
74. Immobilizer system indicator light
75. Oil pressure and coolant temperature warning light
76. Neutral indicator light
77. Shift timing indicator light
78. Multi-function meter
79. Traction control system indicator light
80. Steering damper and suspension warning light
81. Engine trouble warning light
82. Turn signal indicator light (left)
83. Turn signal indicator light (right)
84. Cruise control system indicator light
85. Cruise control setting indicator light
86. High beam indicator light
87. Meter light
88. ABS warning light
89. Oil pressure switch
90. Handlebar switch (left)
91. Cruise control power switch
92. Cruise control setting switch
93. Dimmer/pass switch
94. Horn switch
95. Horn
96. Mode switch
97. Select switch
98. Hazard switch
99. Turn signal switch
100. Rear turn signal light (right)
101. Rear turn signal light (left)
102. Front turn signal light (right)
103. Front turn signal light (left)
104. Headlight control unit
105. Headlight (high beam)
106. Headlight (low beam)
107. Tail/brake light
108. License plate light
109. Brake light relay
110. Auxiliary light
111. Radiator fan motor (left)
112. Sub radiator fan motor (right)
113. Auxiliary DC jack
114. SCU fuse
115. SCU (Suspension Control Unit)
116. Front fork stepping motor (left)
117. Front fork stepping motor (right)
118. Rear shock absorber assembly stepping motor (compression damping)
119. Rear shock absorber assembly stepping motor (rebound damping)

A. Wire harness
B. Sub-wire harness (coolant temperature sensor)
C. Sub-wire harness (front fork stepping motor (left))
D. Sub-wire harness (front fork stepping motor (right))

EAS30613

COLOR CODE

B	Black
Br	Brown
Ch	Chocolate
Dg	Dark green
G	Green
Gy	Gray
L	Blue
Lg	Light green
O	Orange
P	Pink
R	Red
Sb	Sky blue
V	Violet
W	White
Y	Yellow
B/G	Black/Green
B/L	Black/Blue
B/R	Black/Red
B/W	Black/White
B/Y	Black/Yellow
Br/B	Brown/Black
Br/L	Brown/Blue
Br/R	Brown/Red
Br/W	Brown/White
Br/Y	Brown/Yellow
G/B	Green/Black
G/L	Green/Blue
G/O	Green/Orange
G/R	Green/Red
G/W	Green/White
G/Y	Green/Yellow
Gy/G	Gray/Green
Gy/R	Gray/Red
Gy/Y	Gray/Yellow
L/B	Blue/Black
L/R	Blue/Red
L/W	Blue/White
L/Y	Blue/Yellow
Lg/B	Light green/Black
Lg/L	Light green/Blue
Lg/R	Light green/Red
O/B	Orange/Black
O/G	Orange/Green
O/W	Orange/White
P/B	Pink/Black
P/L	Pink/Blue
P/W	Pink/White
R/B	Red/Black
R/G	Red/Green
R/L	Red/Blue
R/W	Red/White
R/Y	Red/Yellow
Sb/W	Sky blue/White
W/B	White/Black
W/G	White/Green
W/L	White/Blue
W/R	White/Red
W/Y	White/Yellow
Y/B	Yellow/Black
Y/G	Yellow/Green
Y/L	Yellow/Blue
Y/R	Yellow/Red
Y/W	Yellow/White

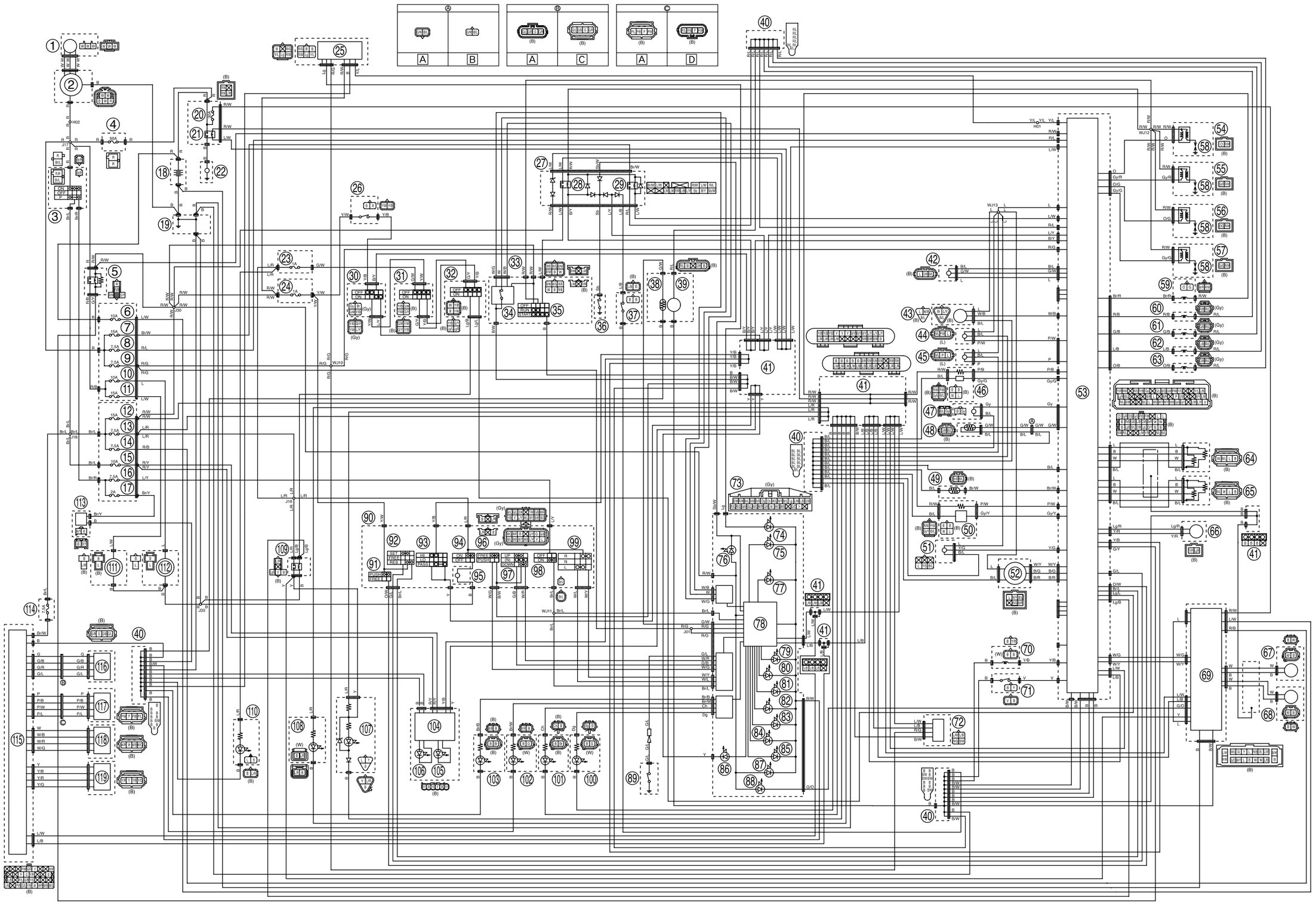
MTN1000D/MTN1000DH 2017
WIRING DIAGRAM

MTN1000D/MTN1000DH 2017
SCHÉMA DE CÂBLAGE

MTN1000D/MTN1000DH 2017
SCHALTPLAN

MTN1000D/MTN1000DH 2017
SCHEMA ELETTRICO

MTN1000D/MTN1000DH 2017
DIAGRAMA ELÉCTRICO



MTN1000D/MTN1000DH 2017
WIRING DIAGRAM

MTN1000D/MTN1000DH 2017
SCHÉMA DE CÂBLAGE

MTN1000D/MTN1000DH 2017
SCHALTPLAN

MTN1000D/MTN1000DH 2017
SCHEMA ELETTRICO

MTN1000D/MTN1000DH 2017
DIAGRAMA ELÉCTRICO