



YAMAHA

YZF-R6

'99

5EB1-AE1

SERVICE MANUAL

EB000000

**YZF-R6
SERVICE MANUAL**

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NOTICE

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.

NOTE:

Designs and specifications are subject to change without notice.

IMPORTANT MANUAL INFORMATION

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



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



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

CAUTION:

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

NOTE:

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

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.

- ① The manual is divided into chapters. An abbreviation and symbol in the upper right corner of each page indicate the current chapter. Refer to "SYMBOLS".
- ② Each chapter is divided into sections. The current section title is shown at the top of each page, except in Chapter 3 ("PERIODIC CHECKS AND ADJUSTMENTS"), where the sub-section title(-s) appears.
- ③ Sub-section titles appear in smaller print than the section title.
- ④ To help identify parts and clarify procedure steps, there are exploded diagrams at the start of each removal and disassembly section.
- ⑤ Numbers are given in the order of the jobs in the exploded diagram. A circled number indicates a disassembly step.
- ⑥ Symbols indicate parts to be lubricated or replaced. Refer to "SYMBOLS".
- ⑦ A job instruction chart accompanies the exploded diagram, providing the order of jobs, names of parts, notes in jobs, etc.
- ⑧ Jobs requiring more information (such as special tools and technical data) are described sequentially.

CLUTCH

ENG

CLUTCH

ENG

REMOVING THE CLUTCH ←

1. Remove:
 - clutch cover (1)

NOTE:
Loosen each bolt 1/4 of a turn at time, in stages and in a crisscross pattern. After all of the bolts are fully loosened, remove them.

2. Straighten the lock washer tab.
3. Loosen
 - clutch boss nut (1)

NOTE:
While holding the clutch boss (2) with the clutch holding tool (3), loosen the clutch boss nut.

Clutch holding tool
90890-04086

4. Remove:
 - clutch boss nut (1)
 - lock washer (2)
 - clutch boss assembly (3)

NOTE:
There is a built-in damper between the clutch boss and the friction plate. It is not necessary to remove the wire circlip (4) and disassemble the built-in damper unless there is serious clutch chattering.

CHECKING THE FRICTION PLATES
The following procedure applies to all of the friction plates.

1. Check:
 - Friction plate
Damage/wear → Replace the friction plates as a set.
2. Measure:
 - Friction plate thickness
Out of specification → Replace the friction plates as a set.

























NOTE:
Measure the friction plate at four places.

Friction plate thickness
2.9 – 3.1 mm
◀Limits: 2.8 mm

Order	Job/Part	Qty	Remarks
Removing the clutch cover			
	Bottom cowling and right side cowling		Remove the parts in the order listed. Refer to "COWLINGS" in chapter 3.
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" in chapter 3.
1	Clutch cable	1	
2	Clutch cover	1	
3	Clutch cover gasket	1	
4	Dowel pin	2	
For installation, reverse the removal procedure.			

4-39

4-43

① GEN INFO 	② SPEC 	
③ CHK ADJ 	④ ENG 	
⑤ COOL 	⑥ CARB 	
⑦ CHAS 	⑧ ELEC 	
⑨ TRBL SHTG ? 	⑩ 	
⑪ 	⑫ 	
⑬ 	⑭ 	
⑮ 	⑯ 	⑰ 
⑱ 	⑲ 	⑳ 
㉑ 	㉒ 	㉓ 
㉔ 	㉕ New	

EB004000

SYMBOLS

The following symbols are not relevant to every vehicle.

Symbols ① to ⑨ indicate the subject of each chapter.

- ① General information
- ② Specifications
- ③ Periodic checks and adjustments
- ④ Engine
- ⑤ Cooling system
- ⑥ Carburetor(-s)
- ⑦ Chassis
- ⑧ Electrical system
- ⑨ Troubleshooting

Symbols ⑩ to ⑰ indicate the following.

- ⑩ Serviceable with engine mounted
- ⑪ Filling fluid
- ⑫ Lubricant
- ⑬ Special tool
- ⑭ Tightening torque
- ⑮ Wear limit, clearance
- ⑯ Engine speed
- ⑰ Electrical data









Symbols ⑱ to ㉓ in the exploded diagrams indicate the types of lubricants and lubrication points.

- ⑱ Engine oil
- ⑲ Gear oil
- ⑳ Molybdenum disulfide oil
- ㉑ Wheel bearing grease
- ㉒ Lithium soap base grease
- ㉓ Molybdenum disulfide grease

Symbols ㉔ to ㉕ in the exploded diagrams indicate the following.

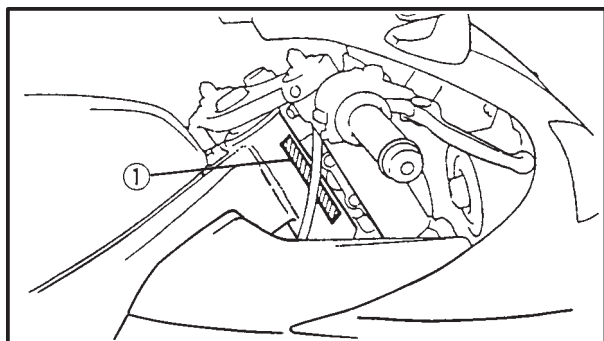
- ㉔ Apply locking agent (LOCTITE®)
- ㉕ Replace the part

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CHAPTER 1. GENERAL INFORMATION

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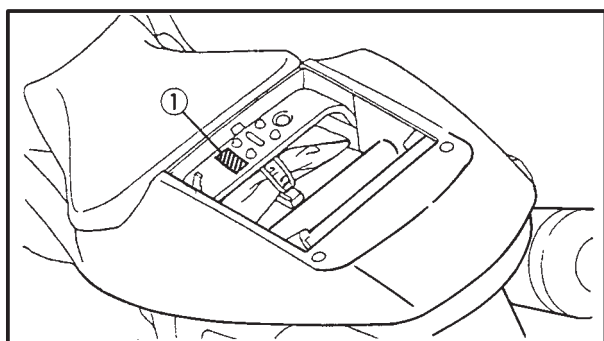
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GENERAL INFORMATION MOTORCYCLE IDENTIFICATION

EB100010

VEHICLE IDENTIFICATION NUMBER

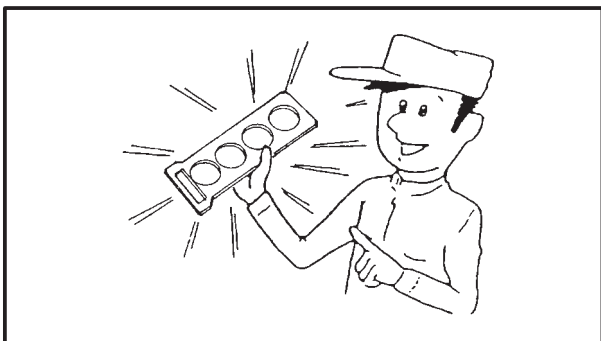
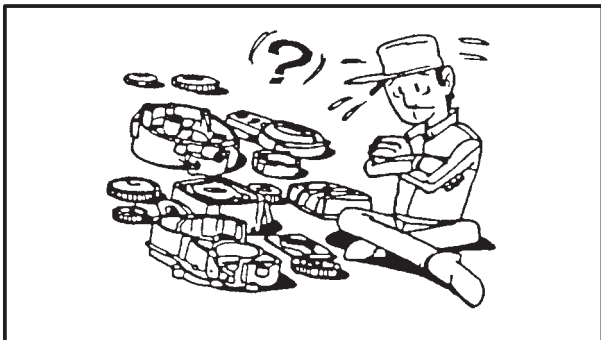
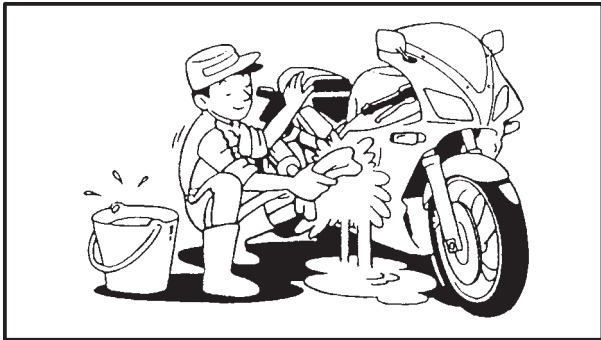
The vehicle identification number ① is stamped into the right side of the steering head pipe.



EB100020

MODEL CODE

The model code label ① is affixed to the frame. This information will be needed to order spare parts.



EB102000

IMPORTANT INFORMATION

PREPARATION FOR REMOVAL AND DIS-ASSEMBLY

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".
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.

EB102010

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.

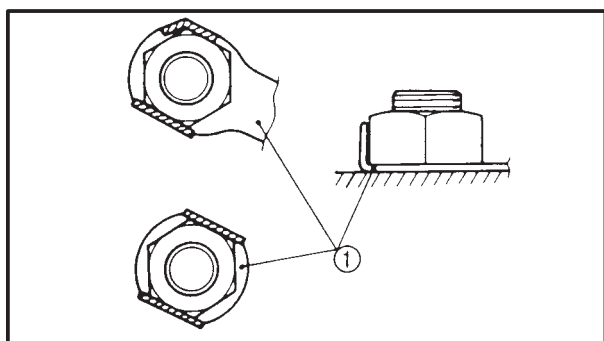
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GASKETS, OIL SEALS AND O-RINGS

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.

USING A DYNAMOMETER

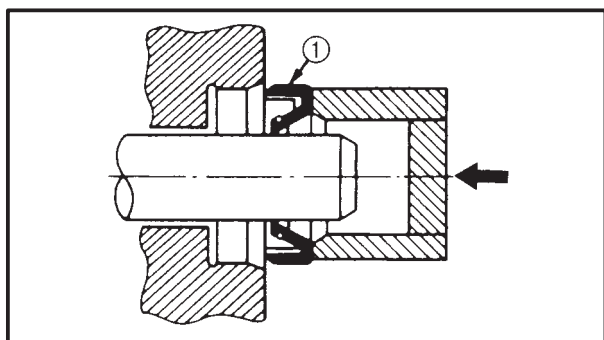
The YZF-R6 has a carbon muffler that may change color when exposed to high temperatures. Therefore, when using a dynamometer always use a fan to cool the muffler.



EB102030

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 washer tabs and the cotter pin ends along a flat of the bolt or nut.



EB102040

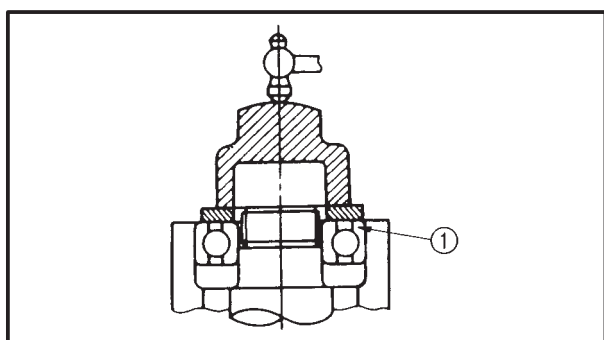
BEARINGS AND OIL SEALS

1. Install bearings and oil seals so that the manufacturer's marks or numbers are visible. When installing oil seals, lubricate the oil seal lips with a light coat of lithium soap base grease. Oil bearings liberally when installing, if appropriate.

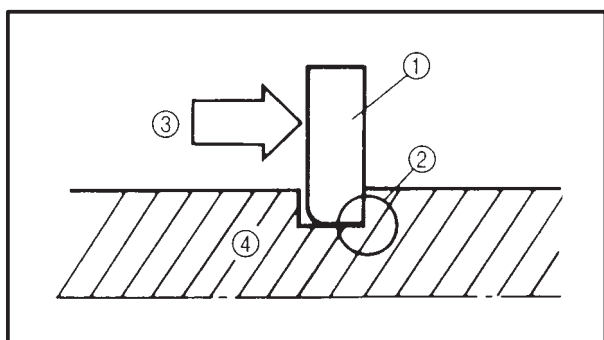
① Oil seal

CAUTION:

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



① Bearing



EB102050

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 that the sharp-edged corner ② is positioned opposite the thrust ③ that the circlip receives.

④ Shaft



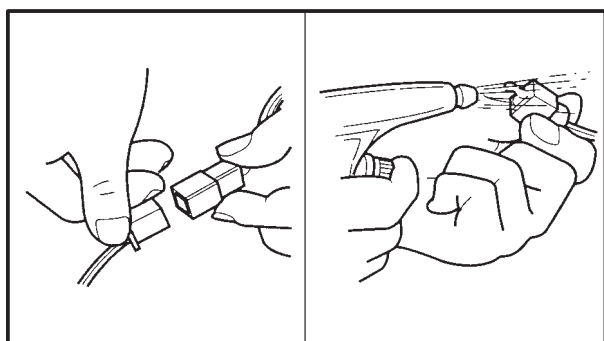
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CHECKING THE CONNECTIONS

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

1. Disconnect:

- lead
- coupler
- connector

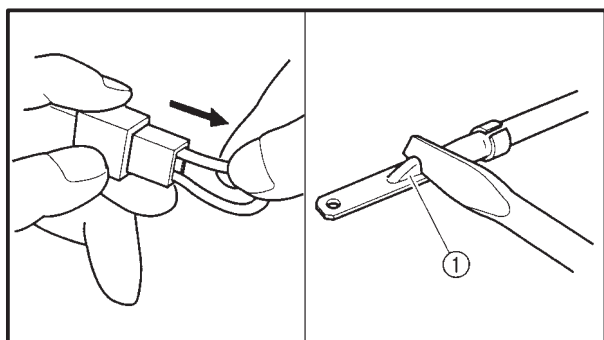


2. Check:

- lead
- coupler
- connector

Moisture → Dry with an air blower.

Rust/stains → Connect and disconnect several times.



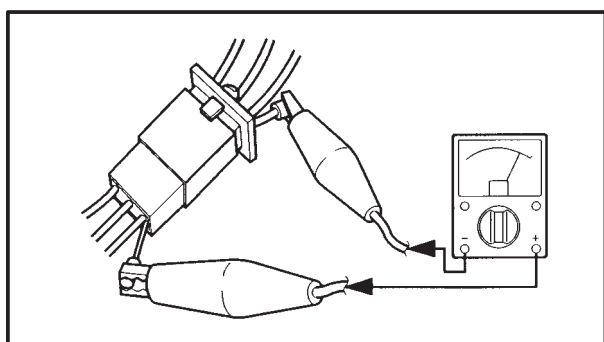
3. Check:

- all connections

Loose connection → Connect properly.

NOTE:

If the pin ① on the terminal is flattened, bend it up.



4. Connect:

- lead
- coupler
- connector

NOTE:

Make sure that all connections are tight.

5. Check:

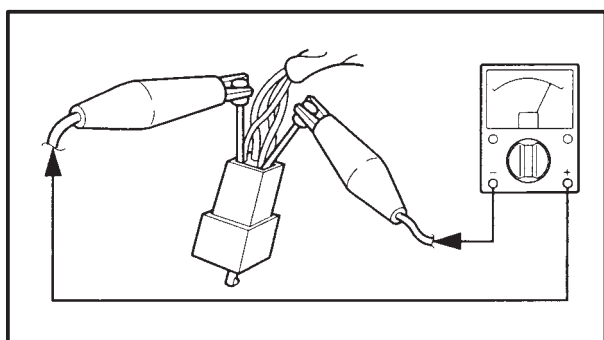
- continuity
(with the pocket tester)



Pocket tester
90890-03112

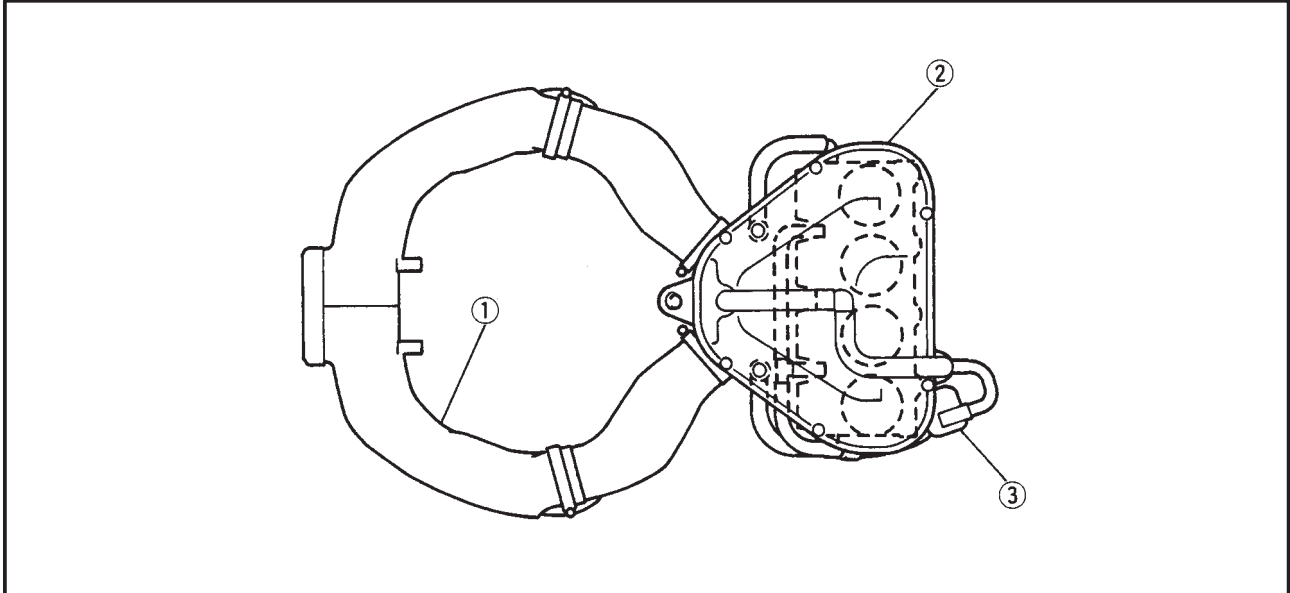
NOTE:

- 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.



FEATURES
AIR INTAKE SYSTEM

System diagram



This system is designed to improve the power while riding a motorcycle at a high speed by increasing the air intake efficiency by means of pressurizing the air filter case ② where the air is taken in via the air duct ① from the air intake port located under the headlight.

The system also delivers air pressure from the air filter case to the carburetor side.

The air pressure is operated to the fuel level in the carburetor to supply the appropriate fuel to increase the power.

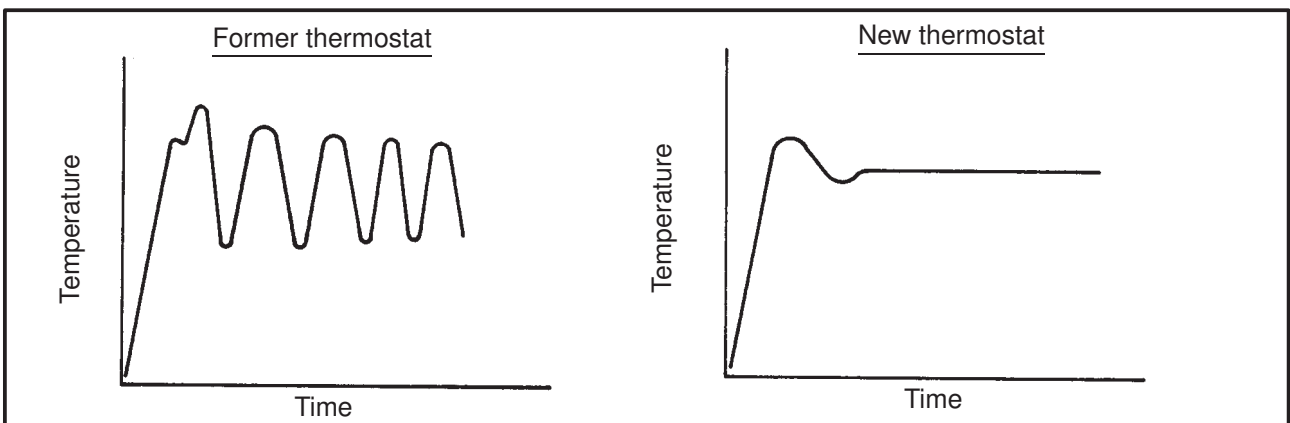
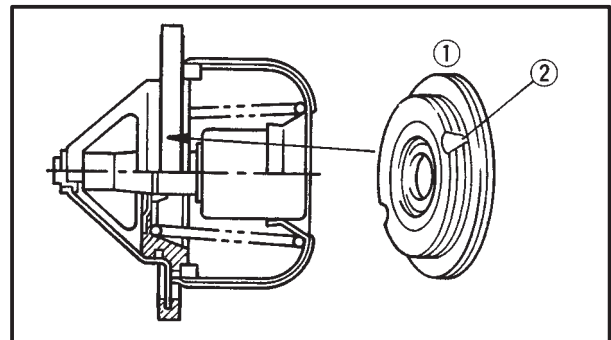
The air chamber ③ is also installed between the air filter case and carburetor for delivery of stabilized air pressure to the carburetor.

THERMOSTAT

Coolant flow is controlled by the thermostat of which flow control valve ① is newly developed for avoiding quick temperature change.

(Refer to the graphs)

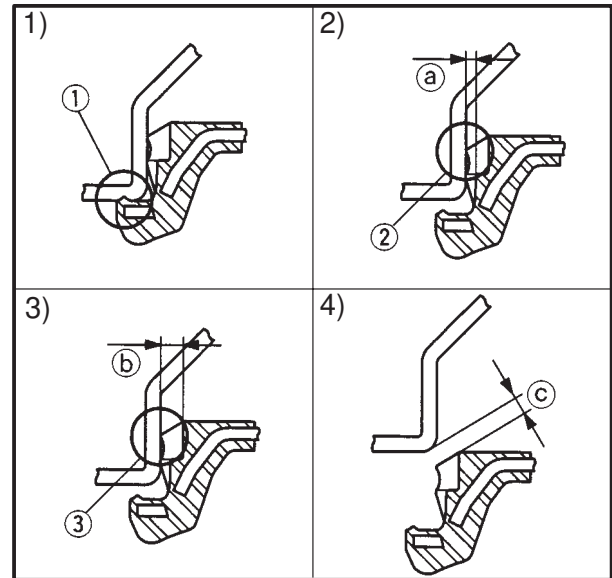
② Notch groove





Flow control operation

- 1) When valve is closed
The lip ① seals the coolant.
- 2) When valve is set as low-lift
The 2nd lip ② seals the coolant.
To reduce the water temperature change, the coolant starts flowing through the notch depending on its area at (a) section.
- 3) When the valve is set as middle-lift
The 3rd lip ③ seals the coolant.
The coolant flows through the notch depending on its area at (b) section.
This flow rate is larger than the case of 2).
- 4) When the valve is set as high-lift
In the same way as the regular thermostat control, the coolant flows through clearance (c) between the valve and flange.



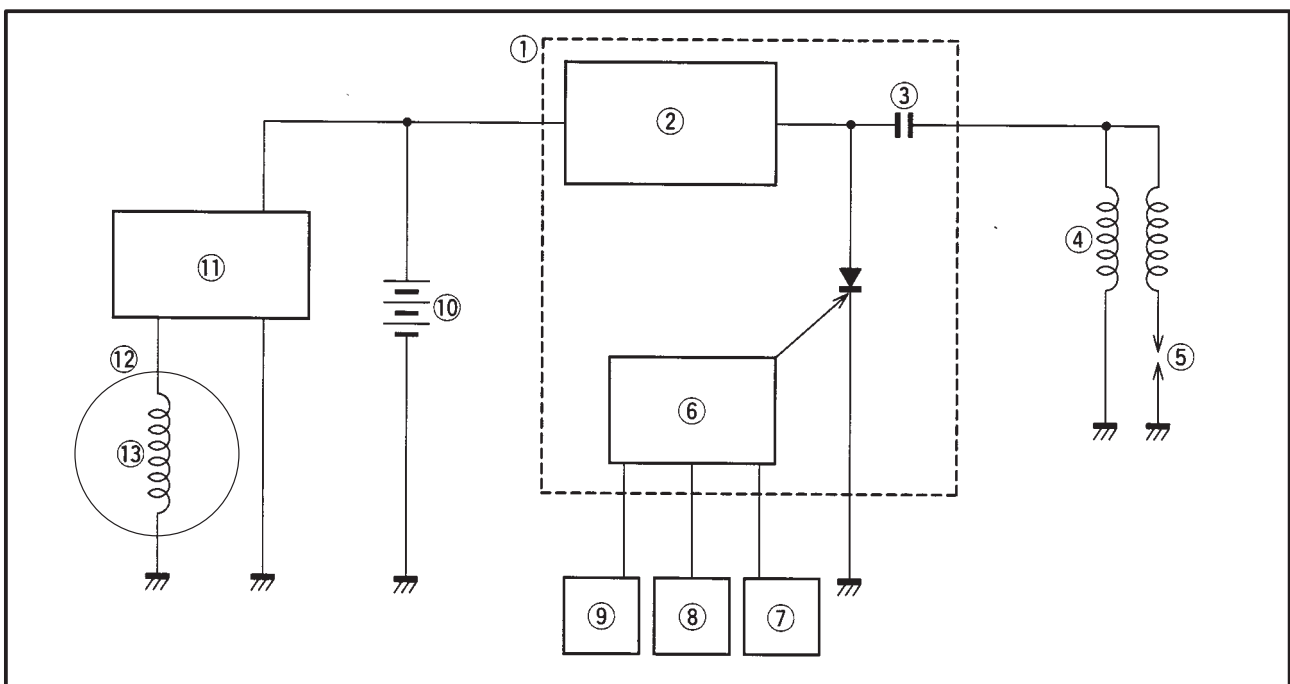
IGNITION SYSTEM

1. DC CDI

1) Features

- * Battery is used as the power source.
- * Stabilized spark performance is provided in the range from a low speed to high speed since the battery is used as the power source.
- * Compact AC magneto design is possible since the source coil is unnecessary.
- * Compact ignition coil design is possible since the condenser stores electricity.
- Plug top ignition coil is equipped in which the plug cap and ignition coil are integrated.
- * Stator coil can supply power even if the battery is running out.

2) Circuit diagram



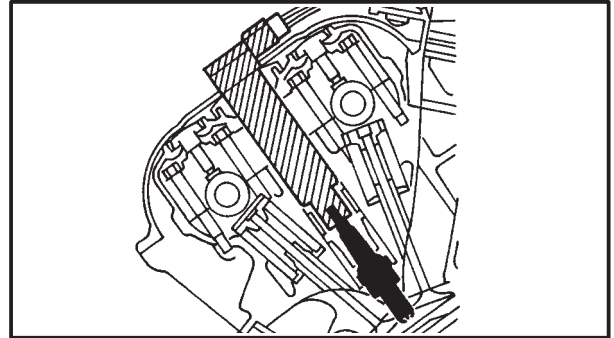
- | | | | |
|---------------------|------------------------------|-----------------------|---------------|
| ① CDI unit | ⑤ Spark plug | ⑨ Speed sensor | ⑬ Stator coil |
| ② Voltage converter | ⑥ Ignition timing controller | ⑩ Battery | |
| ③ Condenser | ⑦ Pickup coil | ⑪ Rectifier/regulator | |
| ④ Ignition coil | ⑧ T. P. S. | ⑫ AC magneto | |



2. Ignition coil

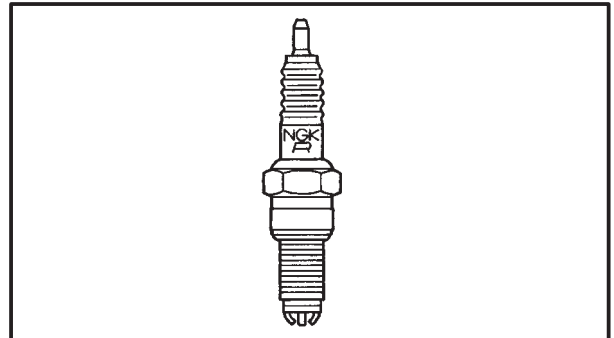
Compact and right weight design is provided since the plug top ignition coil is equipped in which the plug cap ignition coil are integrated.

High tension cord was cut an end to use and ignition energy loss has become lower.



3. Spark plug

The 2-pole spark plug is applied to improve the ignition quality and combustion efficiency.



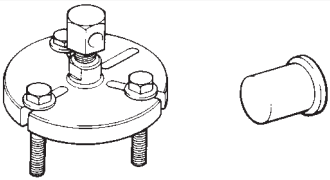
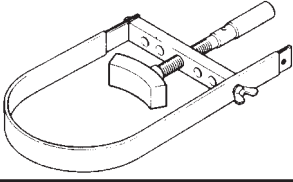
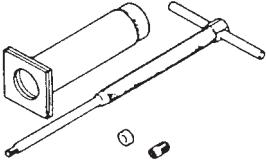
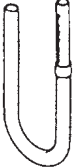
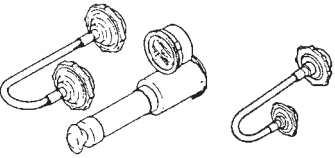
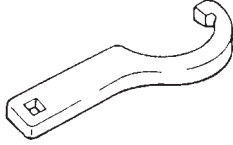
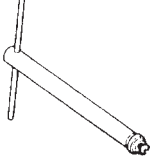
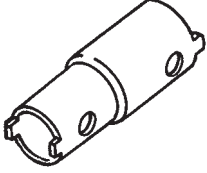


EB104000

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.

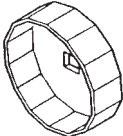
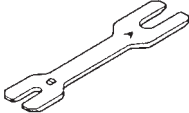
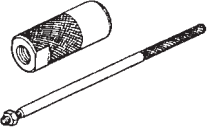
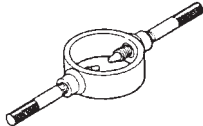
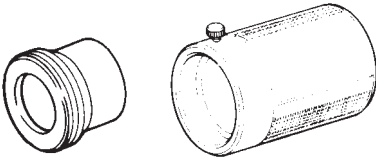
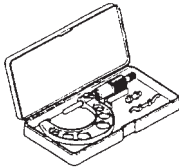
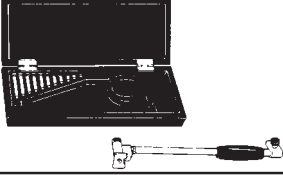
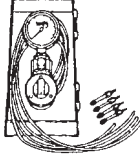
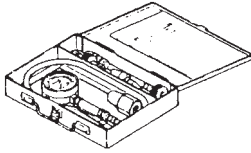
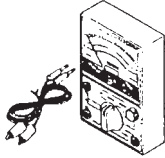
When placing an order, refer to the list provided below to avoid any mistakes.

Tool No.	Tool name/Function	Illustration
Flywheel puller 90890-01362 Adapter 90890-04089	Flywheel puller Adapter This tool is used to remove the generator rotor.	
90890-01701	Sheave holder This tool is used to hold the generator rotor when removing or installing the generator rotor bolt or pickup coil rotor bolt.	
90890-01304	Piston pin puller This tool is used to remove the piston pins.	
90890-01312	Fuel level gauge This tool is used to measure the fuel level in the float chamber.	
Radiator cap tester 90890-01325 Adapter 90890-01352	Radiator cap tester Adapter These tools are used to check the cooling system.	
90890-01403	Steering nut wrench This tool is used to loosen or tighten the steering stem ring nuts.	
90890-01425	Damper rod holder This tool is used to hold the damper rod assembly when loosening or tightening the damper rod assembly bolt.	
90890-01471	Pivot shaft wrench This tool is used to loosen or tighten the pivot adjust bolt and engine mount adjust bolt.	

SPECIAL TOOLS

**GEN
INFO**



Tool No.	Tool name/Function	Illustration
90890-01426	Oil filter wrench This tool is needed to loosen or tighten the oil filter cartridge.	
90890-01434	Rod holder This tool is used to support the damper adjusting rod.	
Rod puller 90890-01437 Rod puller attachment 90890-01436	Rod puller Rod puller attachment These tools are used to pull up the front fork damper rod.	
90890-01441	Fork spring compressor This tool is used to disassemble or assemble the front fork legs.	
Fork seal driver 90890-01376 Fork seal driver attachment 90890-01374	Fork seal driver weight Fork seal driver attachment This tool is used to install the front fork's oil seal and dust seal.	
90890-03008	Micrometer This tool is used to measure the piston skirt diameter.	
90890-03017	Cylinder bore gauge (50~100mm) This gauge is used to measure cylinder bore.	
Vacuum gauge 90890-03094 Valve gauge attachment 90890-03060	Vacuum gauge Vacuum gauge attachment This gauge is used to synchronize the carburetors.	
Compression gauge 90890-03081 Adapter 90890-04136	Compression gauge Adapter These tools are used to measure engine compression.	
90890-03112	Pocket tester This tool is used to check the electrical system.	

SPECIAL TOOLS

**GEN
INFO**

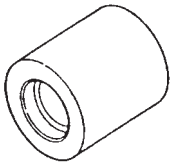
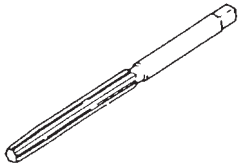
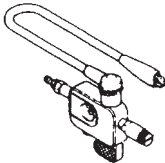
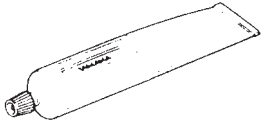


Tool No.	Tool name/Function	Illustration
90793-80009	Engine tachometer This tool is used to check engine speed.	
90890-03141	Timing light This tool is used to check the ignition timing.	
Oil pressure gauge 90890-03153 Adapter 90890-03139	Oil pressure gauge Adapter These tools are used to measure engine oil pressure.	
90890-04044	Piston ring compressor This tool is used to compress piston rings when installing the cylinder.	
90890-03158	Carburetor angle driver This tool is used to turn the pilot screw when adjusting the engine idling speed.	
Valve spring compressor 90890-04019 Attachment 90890-04108	Valve spring compressor Attachment These tools are used to remove or install the valve assemblies.	
Middle driven shaft bearing driver 90890-04058 Mechanical seal installer 90890-04078	Middle driven shaft bearing driver Mechanical seal installer These tools are used to install the water pump seal.	
90890-04086	Clutch holding tool This tool is used to hold the clutch boss when removing or installing the clutch boss nut.	
90890-04111	Valve guide remover This tool is used to remove or install the valve guides.	

SPECIAL TOOLS

**GEN
INFO**



Tool No.	Tool name/Function	Illustration
90890-04112	<p>Valve guide installer</p> <p>This tool is used to install the valve guides.</p>	
90890-04113	<p>Valve guide reamer</p> <p>This tool is used to rebores the new valve guides.</p>	
90890-06754	<p>Ignition checker</p> <p>This tool is used to check the ignition system components.</p>	
90890-85505	<p>Yamaha bond No. 1215</p> <p>This bond is used to seal two mating surfaces (e.g., crankcase mating surfaces).</p>	



CHAPTER 2. SPECIFICATIONS

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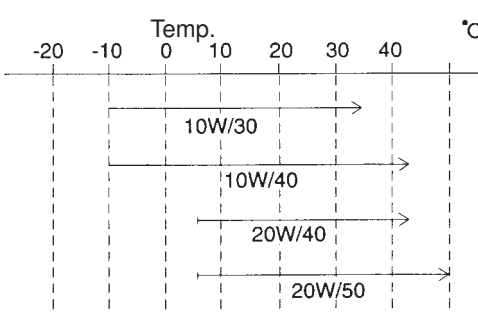
SPECIFICATIONS

GENERAL SPECIFICATIONS

Item	Standard	Limit
Dimensions		
Overall length	2025 mm (except for NOR, SWE, FIN, AUS NZL)	...
	2075 mm (for NOR, SWE, FIN, AUS, NZL)	...
Overall width	690 mm	...
Overall height	1105 mm	...
Seat height	820 mm	...
Wheelbase	1380 mm	...
Minimum ground clearance	135 mm	...
Minimum turning radius	3400 mm	...
Weight		
Wet (with oil and a full fuel tank)	188 kg	...
Dry (without oil and fuel)	169 kg	...
Maximum load (total of cargo, rider, passenger, and accessories)	375 kg	...



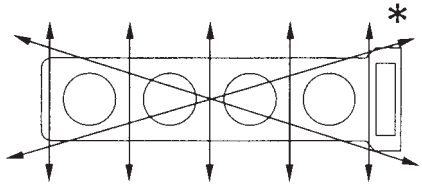
ENGINE SPECIFICATIONS

Item	Standard	Limit
Engine Engine type Displacement Cylinder arrangement Bore × stroke Compression ratio Engine idling speed Vacuum pressure at engine idling speed Standard compression pressure (at sea level)	Liquid-cooled, 4-stroke, DOHC 600 cm ³ Forward-inclined parallel 4-cylinder 65.5 × 44.5 mm 12.4 : 1 1,250 ~ 1,350 r/min 24.0 kPa (0.24 kg/cm ²) 1550 kPa (15.5 kgf/cm ²) at 400 r/min
Fuel Recommended fuel Fuel tank capacity Total (including reserve) Reserve only	Regular gasoline 17 L 3.5 L
Engine oil Lubrication system Recommended oil  Quantity Total amount Without oil filter cartridge replacement With oil filter cartridge replacement Oil pressure (hot) Relief valve opening pressure	Wet sump SAE20W40SE or SAE10W30SE 3.5 L 2.5 L 2.7 L 80 kPa at 1300 r/min (0.80 kgf/cm ² at 1300 r/min) 450 ~ 550 kPa (4.5 ~ 5.5 kgf/cm ²)

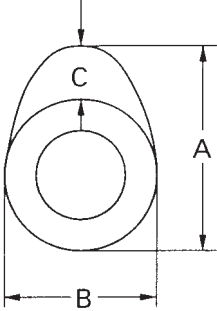
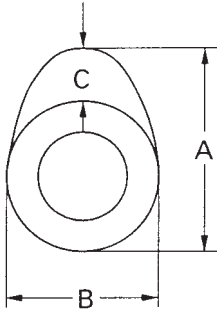
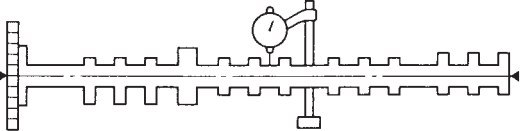
ENGINE SPECIFICATIONS

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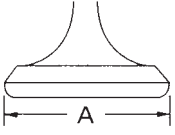
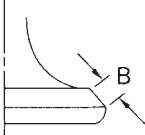
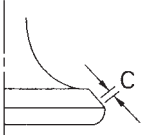
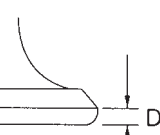
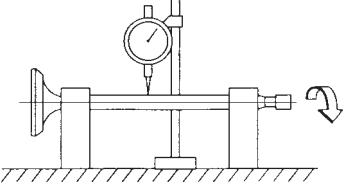


Item	Standard	Limit
Oil filter Oil filter type Bypass valve opening pressure	Cartridge (paper) 80 ~ 120 kPa (0.8 ~ 1.2 kgf/cm ²)
Oil pump Oil pump type Inner-rotor-to-outer-rotor-tip clearance Outer-rotor-to-oil-pump-housing clearance	Trochoidal 0.03 ~ 0.09 mm 0.03 ~ 0.08 mm	... 0.15 mm 0.15 mm
Cooling system Radiator capacity Radiator cap opening pressure Radiator core Width Height Depth Coolant reservoir Capacity Water pump Water pump type Reduction ratio	2.15 L 110 ~ 140 kPa (1.10 ~ 1.40 kgf/cm ²) 320 mm 258 mm 24 mm 0.44 L Single-suction centrifugal pump 86/44 × 31/31 (1.955)
Starting system type	Electric starter	
Spark plugs Model (manufacturer) × quantity Spark plug gap	CR10EK/NGK × 4 0.6 ~ 0.7 mm
Cylinder head Max. warpage 	...	0.05 mm



Item	Standard	Limit
<p>Camshafts</p> <p>Drive system</p> <p>Camshaft cap inside diameter</p> <p>Camshaft journal diameter</p> <p>Camshaft-journal-to-camshaftcap clearance</p> <p>Intake camshaft lobe dimensions</p>  <p>Measurement A</p> <p>Measurement B</p> <p>Measurement C</p> <p>Exhaust camshaft lobe dimensions</p>  <p>Measurement A</p> <p>Measurement B</p> <p>Measurement C</p> <p>Max. camshaft runout</p> 	<p>Chain drive (right)</p> <p>23.000 ~ 23.021 mm</p> <p>22.967 ~ 22.980 mm</p> <p>0.020 ~ 0.054 mm</p> <p>33.05 ~ 33.15 mm</p> <p>25.14 ~ 25.24 mm</p> <p>7.81 ~ 8.01 mm</p> <p>32.55 ~ 32.65 mm</p> <p>25.07 ~ 25.17 mm</p> <p>7.38 ~ 7.58 mm</p> <p>•••</p>	<p>•••</p> <p>•••</p> <p>•••</p> <p>0.08 mm</p> <p>33.0 mm</p> <p>25.09 mm</p> <p>•••</p> <p>32.50 mm</p> <p>25.02 mm</p> <p>•••</p> <p>0.06 mm</p>

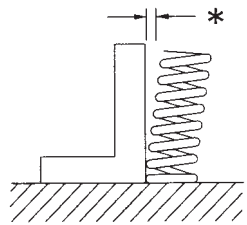



Item	Standard	Limit
Timing chain		
Model/number of links	RH2015/120	•••
Tensioning system	Automatic	•••
Valves, valve seats, valve guides		
Valve clearance (cold)		
Intake	0.11 ~ 0.20 mm	•••
Exhaust	0.21 ~ 0.30 mm	•••
Valve dimensions		
   		
Head Diameter		
Valve head diameter A	24.9 ~ 25.1 mm	•••
Intake	21.9 ~ 22.1 mm	•••
Exhaust		
Valve face width B		
Intake	1.14 ~ 1.98 mm	•••
Exhaust	1.14 ~ 1.98 mm	•••
Valve seat width C		
Intake	0.9 ~ 1.1 mm	1.6 mm
Exhaust	0.9 ~ 1.1 mm	1.6 mm
Valve margin thickness D		
Intake	0.6 ~ 0.8 mm	0.5 mm
Exhaust	0.6 ~ 0.8 mm	0.5 mm
Valve stem diameter		
Intake	3.975 ~ 3.990 mm	3.950 mm
Exhaust	3.960 ~ 3.975 mm	3.935 mm
Valve guide inside diameter		
Intake	4.000 ~ 4.012 mm	4.042 mm
Exhaust	4.000 ~ 4.012 mm	4.042 mm
Valve-stem-to-valve-guide clearance		
Intake	0.010 ~ 0.037 mm	0.08 mm
Exhaust	0.025 ~ 0.052 mm	0.1 mm
Valve stem runout	•••	0.04 mm
		
Valve seat width		
Intake	0.9 ~ 1.1 mm	1.6 mm
Exhaust	0.9 ~ 1.1 mm	1.6 mm

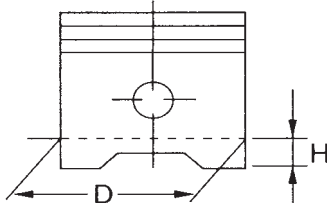
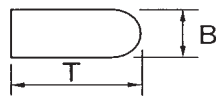
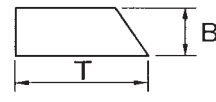

ENGINE SPECIFICATIONS

SPEC

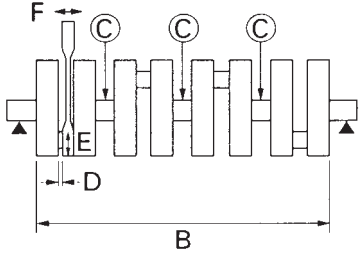


Item	Standard	Limit
Valve springs		
Free length		
Intake (inner)	37.0 mm	35 mm
(outer)	38.4 mm	36.5 mm
Exhaust	41.7 mm	39.5 mm
Installed length (valve closed)		
Intake (inner)	30.0 mm	...
(outer)	32.5 mm	...
Exhaust	36.1 mm	...
Compressed spring force (installed)		
Intake (inner)	69 ~ 79 N (7.0 ~ 8.0 kgf)	...
(outer)	114 ~ 132 N (11.6 ~ 13.4 kgf)	...
Exhaust	160 ~ 184 N (16.3 ~ 18.7 kgf)	...
Spring tilt		
		
Intake (inner)	...	2.5°/1.6 mm
(outer)	...	2.5°/1.7 mm
Exhaust	...	2.5°/1.8 mm
Winding direction (top view)		
Intake	Clockwise	...
Exhaust	Clockwise	...
		
Cylinders		
Cylinder arrangement	Forward-inclined, parallel 4-cylinder	...
Bore × stroke	65.5 × 45.5 mm	...
Compression ratio	12.4 : 1	...
Bore	65.50 ~ 65.51 mm	...
Max. taper	...	0.05 mm
Max. out-of-round	...	0.05 mm



Item	Standard	Limit
<p>Pistons Piston-to-cylinder clearance Diameter D</p>	<p>0.025 ~ 0.050 mm 65.460 ~ 65.475 mm</p>	<p>0.07 mm ...</p>
 <p>Height H</p>	<p>4 mm</p>	<p>...</p>
<p>Piston pin bore (in the piston) Diameter</p>	<p>16.002 ~ 16.013 mm</p>	<p>...</p>
<p>Offset</p>	<p>0.35 ~ 0.65 mm</p>	<p>...</p>
<p>Offset direction</p>	<p>Intake side</p>	<p>...</p>
<p>Piston pins Outside diameter</p>	<p>0.5 mm 15.991 ~ 16.000 mm</p>	<p>...</p>
<p>Piston-pin-to-piston-pin-bore clearance</p>	<p>0.002 ~ 0.022 mm</p>	<p>0.072 mm</p>
<p>Piston rings Top ring</p> 	<p>Barrel 0.80 × 2.45 mm</p>	<p>... ...</p>
<p>Ring type Dimensions (B × T) End gap (installed) Ring side clearance</p>	<p>0.15 ~ 0.25 mm 0.030 ~ 0.065 mm</p>	<p>0.50 mm 0.115 mm</p>
<p>2nd ring</p> 	<p>Taper 0.8 × 2.5 mm</p>	<p>... ...</p>
<p>Ring type Dimensions (B × T) End gap (installed) Ring side clearance</p>	<p>0.40 ~ 0.50 mm 0.020 ~ 0.055 mm</p>	<p>0.85 mm 0.115 mm</p>
<p>Oil ring</p> 		
<p>Dimensions (B × T) End gap (installed)</p>	<p>1.5 × 2.3 mm 0.10 ~ 0.35 mm</p>	<p>... ...</p>



Item	Standard	Limit
Connecting rods Crankshaft-pin-to-big-end-bearing clearance Bearing color code	0.028 ~ 0.052 mm 1 = Blue 2 = Black 3 = Brown 4 = Green
Crankshaft  Width B Max. runout C Big end side clearance D Crankshaft-journal-to-crankshaft-journal-bearing clearance Bearing color code	268.8 ~ 270.0 mm 0.160 ~ 0.262 mm 0.034 ~ 0.058 mm 0 = White 1 = Blue 2 = Black 3 = Brown 4 = Green 0.03 mm
Clutch Clutch type Clutch release method Clutch release method operation Operation Clutch cable free play (at the end of the clutch lever) Friction plates Thickness Plate quantity Clutch plates Thickness Plate quantity Max. warpage Clutch plate Thickness Plate quantity Max. warpage Clutch springs Free length Spring quantity	Wet, multiple disc Rack and pinion (pull rod type) Cable operation Left hand operation 10 ~ 15 mm 2.9 ~ 3.1 mm 8 1.9 ~ 2.1 mm 7 ... 2.2 ~ 2.4 mm 1 ... 55 mm 6 2.8 mm 0.1 mm ... 0.1 mm 54 mm ...

ENGINE SPECIFICATIONS

SPEC


Item	Standard	Limit
Transmission		
Transmission type	Constant mesh, 6-speed	•••
Primary reduction system	Spur gear	•••
Primary reduction ratio	86/44 (1.9545)	•••
Secondary reduction system	Chain drive	•••
Secondary reduction ratio	48/16 (3.000)	•••
Operation	Left-foot operation	•••
Gear ratios		
1st gear	37/13 (2.846)	•••
2nd gear	37/19 (1.947)	•••
3rd gear	28/18 (1.555)	•••
4th gear	32/24 (1.333)	•••
5th gear	25/21 (1.190)	•••
6th gear	26/24 (1.083)	•••
Max. main axle runout	•••	0.02 mm
Max. drive axle runout	•••	0.02 mm
Shifting mechanism		
Shift mechanism type	Cam drum	•••
Max. shift fork guide bar bending	•••	0.05 mm
installed shift rod length	242 mm	•••
Air filter type		
	Dry element	•••
Fuel pump		
Pump type	Electrical	•••
Model (manufacturer)	5EB (MITSUBISHI)	•••
Output pressure	15 ~ 20 kPa (0.15 ~ 0.2 kgf/cm ²)	•••
Carburetors		
Model (manufacturer) × quantity	CVRD37 (MIKUNI) × 4	•••
Throttle cable free play (at the flange of the throttle grip)	6 ~ 8 mm	•••
ID mark	5EB00, 5EB200 (G), 5EB300 (F)	•••
Main jet	Carburetors 1 and 4: #152 Carburetors 2 and 3: #148	•••
Main air jet	#110	•••
Jet needle	N7RA	•••
Needle jet	2.6	•••
Pilot air jet	#110	•••
Pilot outlet	0.9	•••
Pilot jet	#38	•••
Bypass 1	0.8	•••
Bypass 2	0.8	•••
Bypass 3	0.8	•••
Pilot screw turns out	2	•••
Valve seat size	1.2	•••

ENGINE SPECIFICATIONS

SPEC



Item	Standard	Limit
Starter jet 1	#50	•••
Starter jet 2	0.6	•••
Butterfly valve size	#110	•••
Fuel level (below the line on the float chamber)	17.5 ~ 18.5 mm	•••

CHASSIS SPECIFICATIONS

SPEC



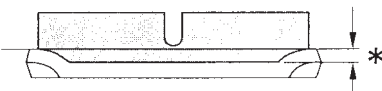
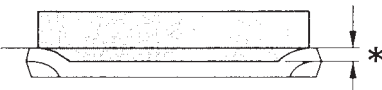
CHASSIS SPECIFICATIONS

Item	Standard	Limit
Frame		
Frame type	Diamond	•••
Caster angle	24°	•••
Trail	81 mm	•••
Front wheel		
Wheel type	Cast wheel	•••
Rim		
Size	17 × MT3.50	•••
Material	Aluminum	•••
Wheel travel	130 mm	•••
Wheel runout		
Max. radial wheel runout	•••	1 mm
Max. lateral wheel runout	•••	0.5 mm
Rear wheel		
Wheel type	Cast wheel	•••
Rim		
Size	17 × MT5.50	•••
Material	Aluminum	•••
Wheel travel	120 mm	•••
Wheel runout		
Max. radial wheel runout	•••	1 mm
Max. lateral wheel runout	•••	0.5 mm
Front tire		
Tire type	Tubeless	•••
Size	120/60ZR17 (55W)	•••
Model (manufacturer)	BRIDGESTON BT56F-E DUNLOP D207F-J	•••
Tire pressure (cold)		
0 ~ 90 kg	250 kPa (2.5 kg/cm ² , 2.5 bar)	•••
90 ~ 197 kg	250 kPa (2.5 kg/cm ² , 2.5 bar)	•••
High-speed riding	250 kPa (2.5 kg/cm ² , 2.5 bar)	•••
Min. tire tread depth	•••	1.6 mm

CHASSIS SPECIFICATIONS

SPEC



Item	Standard	Limit
Rear tire		
Tire type	Tubeless	•••
Size	180/55 ZR17 (73 W)	•••
Model (manufacturer)	BRIDGESTON BT56R-E DUNLOP D207-N	•••
Tire pressure (cold)		
0 ~ 90 kg	250 kPa (2.5 kg/cm ² , 2.5 bar)	•••
90 ~ 197 kg	290 kPa (2.9 kg/cm ² , 2.9 bar)	•••
High-speed riding	250 kPa (2.5 kg/cm ² , 2.5 bar)	•••
Min. tire tread depth		1.6 mm
Front brakes		
Brake type	Dual-disc brake	•••
Operation	Right-hand operation	•••
Recommended fluid	DOT 4	•••
Brake discs		
Diameter × thickness	298 × 5 mm	•••
Min. thickness	•••	4.5 mm
Max. deflection	•••	0.1 mm
Brake pad lining thickness	5.5 mm	0.5 mm
		
Master cylinder inside diameter	14 mm	•••
Caliper cylinder inside diameter	30.2 mm and 27 mm	•••
Rear brake		
Brake type	Single-disc brake	•••
Operation	Right-foot operation	•••
Brake pedal position (from the top of the brake pedal to the bottom of the rider footrest bracket bolt center.)	4.3 ~ 9.3 mm	•••
Recommended fluid	DOT 4	•••
Brake discs		
Diameter × thickness	220 × 5 mm	•••
Min. thickness	•••	4.5 mm
Max. deflection	•••	0.1 mm
Brake pad lining thickness	5 mm	0.8 mm
		
Master cylinder inside diameter	12.7 mm	•••
Caliper cylinder inside diameter	27.0 mm and 22.2 mm	•••

CHASSIS SPECIFICATION

SPEC



Item	Standard	Limit
Front suspension		
Suspension type	Telescopic fork	•••
Front fork type	Coil spring/oil damper	•••
Front fork travel	130 mm	•••
Spring		
Free length	251.8 mm	246 mm
Spacer length	125 mm	•••
Installed length	247.8 mm	•••
Spring rate (K1)	7.5 N/mm (0.75 kgf/mm)	
Spring stroke (K1)	0 ~ 130 mm	•••
Optional spring available	No	•••
Fork oil		
Recommended oil	Suspension oil "01" or equivalent	•••
Quantity (each front fork leg)	476 cm ³	•••
Level (from the top of the innertube, with the inner tube fully compressed, and without the fork spring)	107 mm	•••
Damper adjusting rod locknut distance	25 mm	•••
Spring preload adjusting positions		
Minimum	8	•••
Standard	5	•••
Maximum	1	•••
Rebound damping adjusting positions		
Minimum*	11	•••
Standard*	6	•••
Maximum*	1	•••
Compression damping adjusting positions		
Minimum*	12	•••
Standard*	6	•••
Maximum*	1	•••
*from the fully turned-in position		

CHASSIS SPECIFICATIONS

SPEC



Item	Standard	Limit
Steering		
Steering bearing type	Angular ball bearings	•••
Rear suspension		
Suspension type	Swingarm (link suspension)	•••
Rear shock absorber assembly type	Coil spring/gas-oil damper	•••
Rear shock absorber assembly travel	60 mm	•••
Spring		
Free length		
Installed length	169.5 mm	•••
Spring rate (K1)	159 mm	•••
Spring stroke (K1)	95.1 N/mm (9.51 kgf/mm)	•••
Optional spring available	0 × 60 mm	•••
Standard spring preload gas/air pressure	No 1,200 kPa (12 kgf/cm ²)	•••
Spring preload adjusting positions		
Minimum	1	•••
Standard	4	•••
Maximum	9	•••
Rebound damping adjusting positions		
Minimum*	25	•••
Standard*	9	•••
Maximum*	1	•••
Compression damping adjusting positions		
Minimum*	13	•••
Standard*	7	•••
Maximum*	1	•••
*from the fully turned-in position		
Swingarm		
Free play (at the end of the swingarm)		
Radial	•••	1 mm
Axial	•••	1 mm
Drive chain		
Model (manufacturer)	532ZLV KAI (DID)	•••
Link quantity	116	•••
Drive chain slack	40 × 50 mm	•••
Maximum ten-link section	149 mm	•••



ELECTRICAL SPECIFICATIONS

Item	Standard	Limit
System voltage	12 V	...
Ignition system		
Ignition system type	C.D.I.	...
Ignition timing	10° BTDC at 1700 r/min	...
Advanced timing	55° BTDC at 5250 r/min	...
Advancer type	Throttle position sensor and electrical	...
Pickup coil resistance/color	248 ~ 372 Ω/Gy-B	...
Transistorized coil ignition unit model (manufacturer)	F8T354 (MITSUBISHI)	...
Ignition coils		
Model (manufacturer)	F6T549 (MITSUBISHI)	...
Minimum ignition spark gap	6 mm	...
Primary coil resistance	0.238 ~ 0.322 Ω	...
Secondary coil resistance	8.16 ~ 11.04 kΩ	...
Throttle position sensor standard resistance	4 ~ 6 kΩ	...
Charging system		
System type	AC magneto	...
Model (manufacturer)	F4T366 (MITSUBISHI)	...
Nominal output	14 V/320W at 5,000 r/min	...
Stator coil resistance	0.27 ~ 0.33 Ω at 20°C	...
Voltage regulator		
Regulator type	Semiconductor, short circuit type	...
Model (manufacturer)	SH650A-12 (SHINDENGEN)	...
No-load regulated voltage	14.1 ~ 14.9 V	...
Rectifier		
Model	SH650A-12	...
Rectifier capacity	18 A	...
Withstand voltage	200 V	...
Battery		
Battery type	GT12B-4	...
Battery voltage/capacity	12 V/10 AH	...
Headlight type	Halogen bulb	
Indicator light type × quantity	LED × 5	
Bulbs (voltage/wattage × quantity)		
Headlight	12 V 60 W/55 W × 2	...
Auxiliary light	12 V 5 W × 2	...
Tail/brake light	12 V 5 W/21 W × 2	...
Turn signal light	12 V 21 W × 4	...

ELECTRICAL SPECIFICATIONS

SPEC



Item	Standard	Limit
License plate light Meter light	12 V 5 W × 2 12 V 1.4 W × 2
Electric starting system System type Starter motor Model (manufacturer) Power output Brushes Overall length Spring force Commutator resistance Commutator diameter Mica undercut	Constant mesh SM-14 (MITSUBA) 0.6 kW 10 mm 7.16 ~ 9.52 N (730 ~ 970 gf) 0.012 ~ 0.022 Ω 28 mm 0.7 mm 3.5 mm 27 mm ...
Starter relay Model (manufacturer) Amperage Coil resistance	MS5F-631 (JIDECO) 180 A 4.18 ~ 4.62 Ω
Horn Horn type Model (manufacturer) × quantity Max. amperage	Plain YF-12 (NIKKO) × 1 3 A
Flasher relay Relay type Model (manufacturer) Self-cancelling device built-in Turn signal blinking frequency Wattage	Full-transistor FE246BH (DENSO) No 75 ~ 95 cycles/min. 21 W × 2 + 3.4 W
Oil level switch model (manufacturer)	4XV (DENSO)	...
Fuel sender Model (manufacturer) Resistance	1UF (NIPPON SEIKI) 0.7 ~ 1.1 kΩ GW-B
Sidestand relay Model Coil resistance	G8R-30Y-K 162 ~ 198 Ω
Fuel pump maximum amperage	1 A	...
Fuel pump relay model (manufacturer) Resistance	G8R-30Y-K (OMRON) 162 ~ 198 Ω	...
Radiator fan model (manufacturer)	4XV (TOYO RADIATOR)	...
Thermo switch model (manufacturer)	5EB (NIPPON THERMOSTAT)	...
Headlight relay (manufacturer) Resistance	ACA12115 (MATSUSHITA) 72 ~ 88 Ω	...

ELECTRICAL SPECIFICATIONS

SPEC



Item	Standard	Limit
Temperature sender		
Model (manufacturer)	11H (NIPPON SEIKI)	...
Resistance	50.6 ~ 64.2 Ω at 80°C 16.1 ~ 17.3 Ω at 120°C	...
Fuses (amperage × quantity)		
Main fuse	30 A × 1	...
Headlight fuse	20 A × 1	...
Signaling system fuse	20 A × 1	...
Ignition fuse	15 A × 1	...
Radiator fan fuse	7.5 A × 1	...
Backup fuse (odometer)	7.5 A × 1	...

CONVERSION TABLE/TIGHTENING TORQUES

SPEC



EB201000

EB202001

CONVERSION TABLE

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

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

Ex.

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

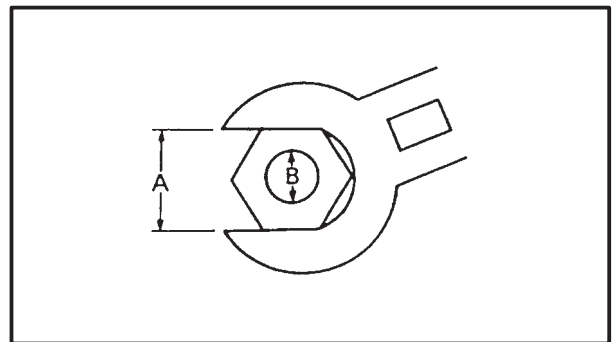
CONVERSION TABLE

METRIC TO IMPERIAL			
	Metric unit	Multiplier	Imperial unit
Tightening torque	m•kg	7.233	ft•lb
	m•kg	86.794	in•lb
	cm•kg	0.0723	ft•lb
	cm•kg	0.8679	in•lb
Weight	kg	2.205	lb
	g	0.03527	oz
Speed	km/hr	0.6214	mph
Distance	km	0.6214	mi
	m	3.281	ft
	m	1.094	yd
	cm	0.3937	in
	mm	0.03937	in
Volume/ Capacity	cc (cm ³)	0.03527	oz (IMP liq.)
	cc (cm ³)	0.06102	cu•in
	lt (liter)	0.8799	qt (IMP liq.)
	lt (liter)	0.2199	gal (IMP liq.)
Misc.	kg/mm	55.997	lb/in
	kg/cm ²	14.2234	psi (lb/in ²)
	Centigrade (°C)	9/5 + 32	Fahrenheit (°F)

TIGHTENING TORQUES

GENERAL TIGHTENING TORQUES

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: Width across flats

B: Thread diameter

A (nut)	B (bolt)	General tightening torques		
		Nm	m•kg	ft•lb
10 mm	6 mm	6	0.6	4.3
12 mm	8 mm	15	1.5	11
14 mm	10 mm	30	3.0	22
18 mm	12 mm	55	5.5	40
19 mm	14 mm	85	8.5	61
22 mm	16 mm	130	13.0	94

TIGHTENING TORQUES

SPEC



ENGINE TIGHTENING TORQUES

Item	Fastener	Thread size	Q'ty	Tightening torque		Remarks
				Nm	n•kgf	
Spark plugs	—	M10	4	13	1.3	
Cylinder head	Bolt	M10	10	51	5.1	
Cylinder head	Bolt	M6	2	10	1.0	
Camshaft caps	Bolt	M6	20	10	1.0	
Cylinder head cover	Bolt	M6	6	10	1.0	
Oil passage check bolt	Bolt	M8	1	20	2.0	
Cylinder head (exhaust pipe)	Stud bolt	M8	8	15	1.5	
Connecting rod caps	Nut	M7	See NOTE			
Generator rotor	Bolt	M12	1	65	6.5	
Pickup rotor	Bolt	M8	1	35	3.5	
Cap bolt (timing chain tensioner)	Bolt	M6	1	10	1.0	
Timing chain tensioner bolt	Bolt	M6	2	12	1.2	
Camshaft sprocket	Bolt	M7	4	24	2.4	
Oil pump	Bolt	M6	3	12	1.2	
Oil cooler	Bolt	M20	1	63	6.3	
Engine oil drain bolt	—	M14	1	43	4.3	
Oil pump assembly driven sprocket cover	Bolt	M6	2	10	1.0	
Oil pipe	Bolt	M6	2	15	1.5	
Oil filter bolt	Bolt	M20	1	80	8.0	
Oil filter cartridge	—	M20	1	17	1.7	
Exhaust pipes	Nut	M8	8	20	2.0	
Muffler clamp	Bolt	M8	1	20	2.0	
Exhaust pipe emission check bolts	Bolt	M6	4	10	1.0	
Exhaust pipe bracket	Bolt	M8	1	20	2.0	
Crankcase	Bolt	M6	2	14	1.4	
Crankcase	Bolt	M6	12	12	1.2	
Crankcase	Bolt	M8	12	24	2.4	
Generator rotor cover	Bolt	M6	9	12	1.2	
Drive sprocket cover	Bolt	M6	5	10	1.0	

NOTE:

After tightening to 15 Nm (1.5m•kg), tighten another 90°

TIGHTENING TORQUES

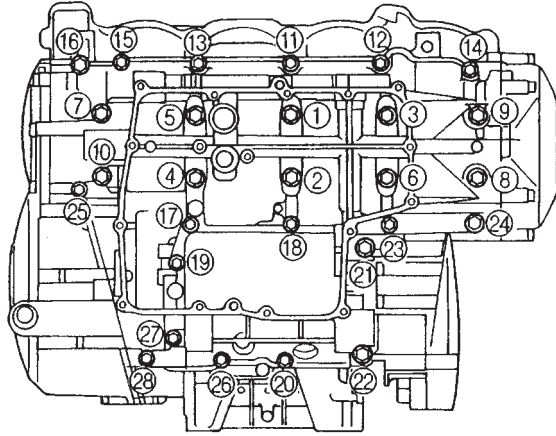
SPEC



Item	Fastener	Thread size	Q'ty	Tightening torque		Remarks
				Nm	m•kgf	
Clutch cover	Bolt	M6	10	12	1.2	
Pickup coil rotor cover	Bolt	M6	5	12	1.2	
Shift shaft cover	Bolt	M6	6	12	1.2	
Breather plate 2	–	M6	3	12	1.2	
Starter clutch	Bolt	M8	3	32	3.2	
Clutch boss	Nut	M20	1	70	7.0	Use a lock washer.
Clutch springs	Bolt	M6	6	8	0.8	
Drive sprocket	Nut	M18	1	70	7.0	Use a lock washer.
Main axle bearing housing	Screw	M6	3	12	1.2	
Shift bar stopper	Bolt	M6	2	10	1.0	
Shift shaft spring stopper	Bolt	M8	1	22	2.2	
Shift rod locknut	Nut	M6	1	7	0.7	
		M8	1	10	1.0	
Oil level switch	Bolt	M6	2	10	1.0	
Shift arm	Bolt	M6	1	10	1.0	
Stator coil	Bolt	M6	3	10	1.0	
Ignitor unit	Bolt	M6	1	10	1.0	
Neutral switch	Screw	M6	2	4.0	0.4	
Pickup coil	Bolt	M5	2	10	1.0	
Thermo unit	–	PT1/8	1	15	1.5	
Thermo switch	–	M18 × 1.5	1	28	2.8	



Crankcase tightening sequence:




TIGHTENING TORQUES

SPEC



CHASSIS TIGHTENING TORQUES

Item	Thread size	Tightening torque		Remarks
		Nm	m•kgf	
Upper bracket pinch bolts	M8	25	2.5	See NOTE.
Steering stem nut	M28	115	11.5	
Handlebar pinch bolts	M8	33	3.3	
Lower ring nut	M30	9	0.9	
Lower bracket pinch bolts	M8	23	2.3	
Brake fluid reservoir cap stopper	M4	12	1.2	
Front brake hose union bolts	M10	30	3.0	
Front brake master cylinder	M6	13	1.3	
Engine mounting				
Front mounting bolts	M12	55	5.5	
	M12	55	5.5	
Rear mounting bolts	M10	45	4.5	
Pinch bolts	M8	24	2.4	
	M6	13	1.3	
Button head bolt	M10	39	3.9	
Exhaust pipe bracket	M8	20	2.0	
Pivot shaft nut	M18	95	9.5	
Connecting arms	M10	40	4.0	
Relay arm and connecting arms	M10	40	4.0	
Relay arm	M10	40	4.0	
Rear shock absorber and relay arm	M10	40	4.0	
Fuel cock	M6	7	0.7	
Fuel sender and fuel tank	M6	7	0.7	
Coolant reservoir and radiator	M6	5	0.5	
Rider footrest bracket	M8	28	2.8	
Passenger footrest bracket	M8	28	2.8	
Rear master cylinder	M8	23	2.3	
Rear brake hose union bolts	M10	30	3.0	
Sidestand	M10	60	6.0	
Front wheel axle	M18	72	7.2	
Rear wheel axle nut	M24	150	15.0	
Front brake caliper and front fork	M10	40	4.0	
Rear brake caliper and bracket	M10	27	2.7	
Brake disc and wheel	M6	18	1.8	
Rear wheel sprocket and rear wheel drive hub	M10	69	6.9	
Brake caliper and bleed screw	M8	6	0.6	
Pinch bolt (front wheel axle)	M8	23	2.3	

NOTE:

1. First, tighten the ring nut to approximately 17 Nm (1.7 m•kg) with a torque wrench, then loosen the ring nut completely.
2. Retighten the ring nut to specification.

LUBRICATION POINTS AND LUBRICANT TYPES

SPEC



EB202000

LUBRICATION POINTS AND LUBRICANT TYPES ENGINE LUBRICATION POINTS AND LUBRICANT TYPES

Lubrication point	Lubricant
Oil seal lips	
O-rings	
Bearings	
Crankshaft pins	
Piston surfaces	
Piston pins	
Connecting rod bolts and nuts	
Crankshaft journals	
Camshaft lobes	
Camshaft journals	
Valve stems (intake and exhaust)	
Valve stem ends (intake and exhaust)	
Water pump impeller shaft	
Oil pump rotors (inner and outer)	
Oil pump housing	
Oil strainer	
Starter clutch idle gear inner surface	
Starter clutch assembly	
Primary driven gear	
Transmission gears (wheel and pinion)	
Main axle and drive axle	
Shift drum	
Shift forks and shift fork guide bars	
Shift shaft	
Shift shaft boss	
Engine mounting bolts (rear)	
Cylinder head cover mating surface	Yamaha bond No.1215
Crankcase mating surface	Yamaha bond No.1215
Clutch cover (crankcase mating surface)	Yamaha bond No.1215
Generator rotor cover (crankcase mating surface)	Yamaha bond No.1215
Cylinder head cover	Yamaha bond No.1215

LUBRICATION POINTS AND LUBRICANT TYPES



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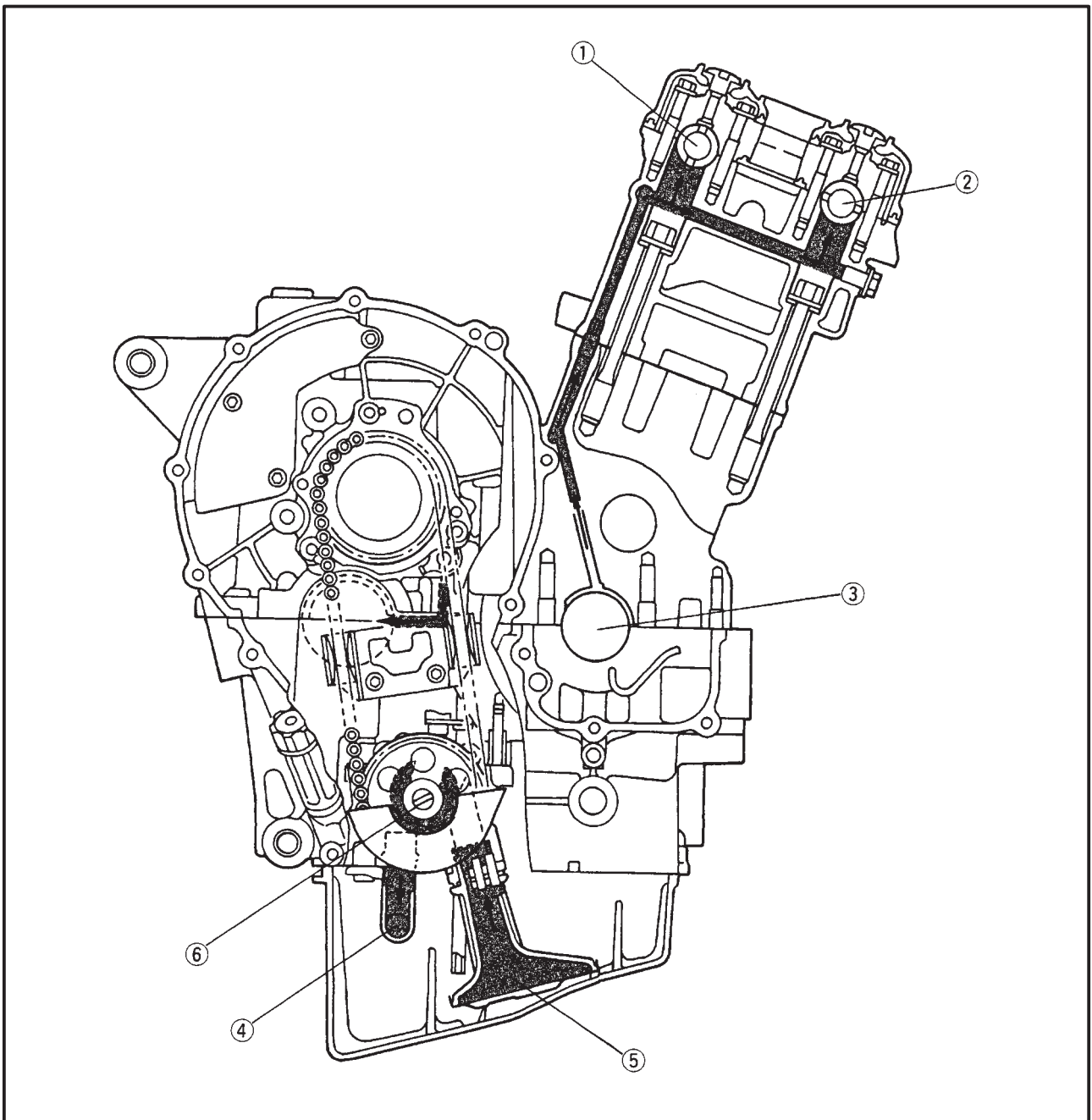
CHASSIS LUBRICATION POINTS AND LUBRICANT TYPES

Lubrication	Lubricant
Steering bearings and bearing races (upper and lower)	
Front wheel oil seal (right and left)	
Rear wheel oil seal	
Rear wheel drive hub oil seal	
Rear wheel drive hub mating surface	
Rear brake pedal	
Sidestand pivoting point and metal-to-metal moving parts	
Throttle grip inner surface	
Brake lever pivoting point and metal-to-metal moving parts	
Clutch lever pivoting point and metal-to-metal moving parts	
Rear shock absorber assembly oil seal	
Rear shock absorber assembly bearing	
Rear shock absorber assembly spacer	
Pivot shaft	
Connecting arm bearing (left and right)	
Spacer (relay arm and connecting arm)	
Oil seal (relay arm and connecting arm)	



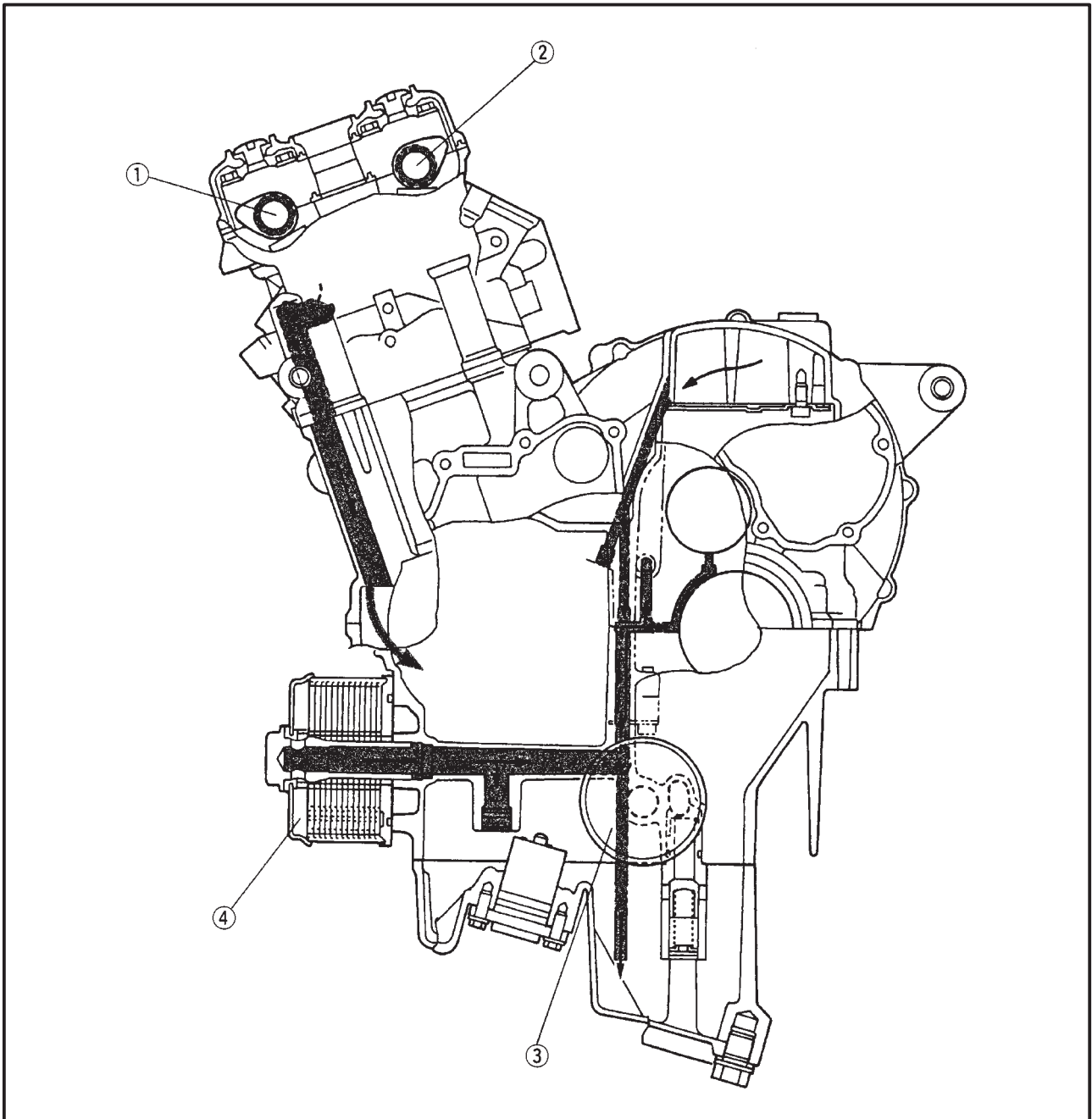
OIL FLOW DIAGRAMS

- ① Intake camshaft
- ② Exhaust camshaft
- ③ Crankshaft
- ④ Oil pipe
- ⑤ Oil strainer
- ⑥ Oil pump



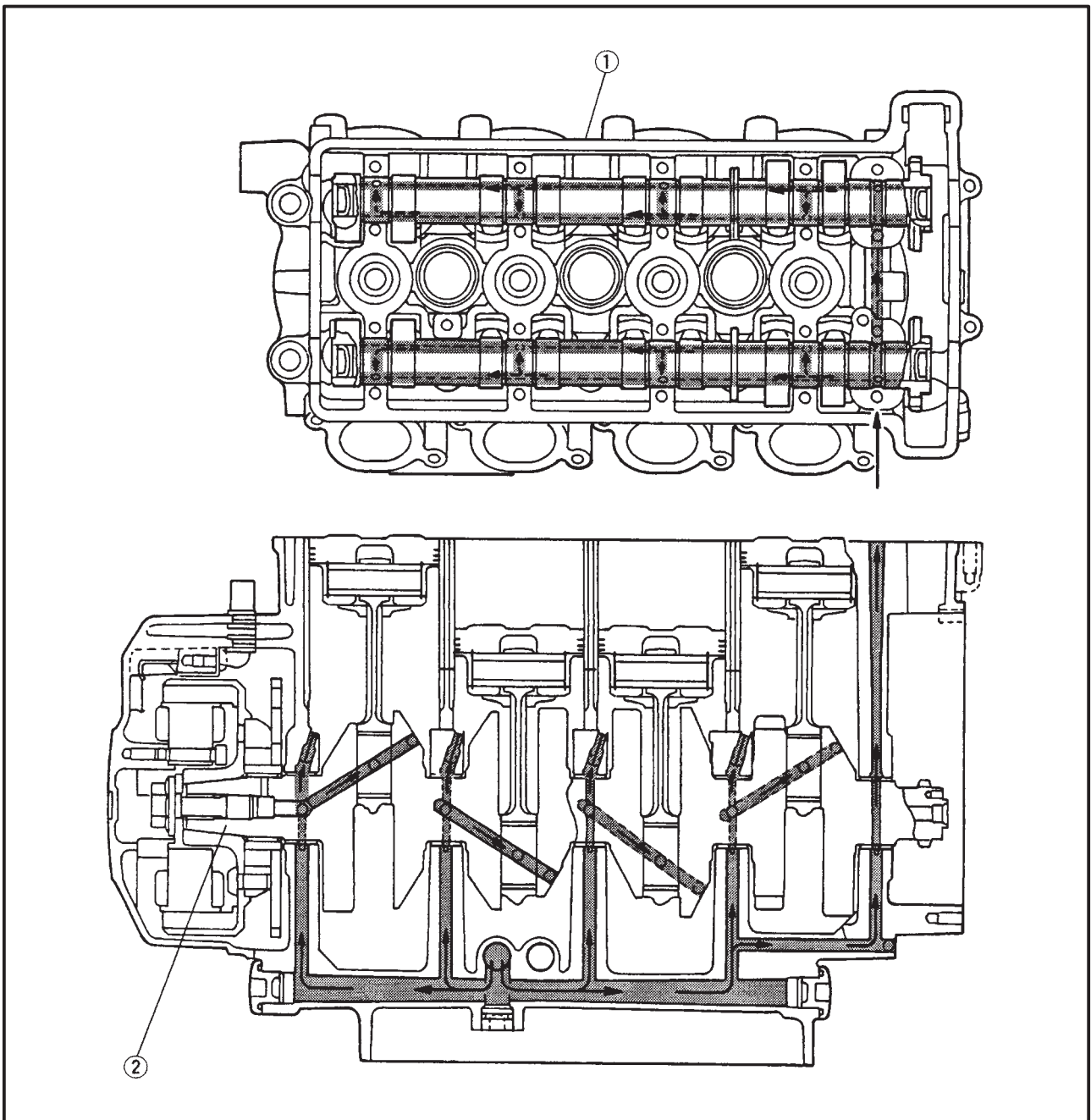


- ① Exhaust camshaft
- ② Intake camshaft
- ③ Oil filter
- ④ Oil cooler



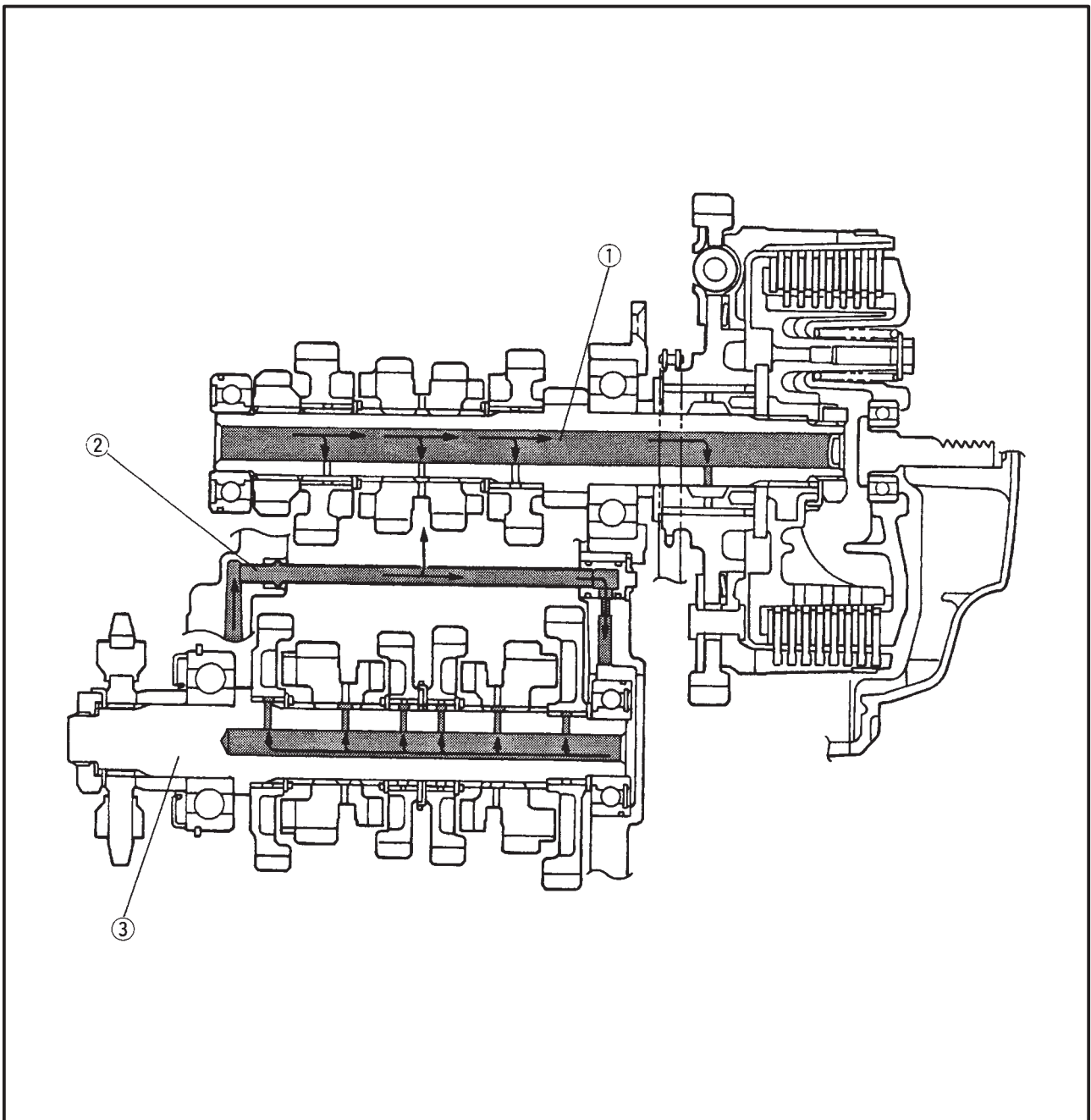


- ① Cylinder head
- ② Crankshaft





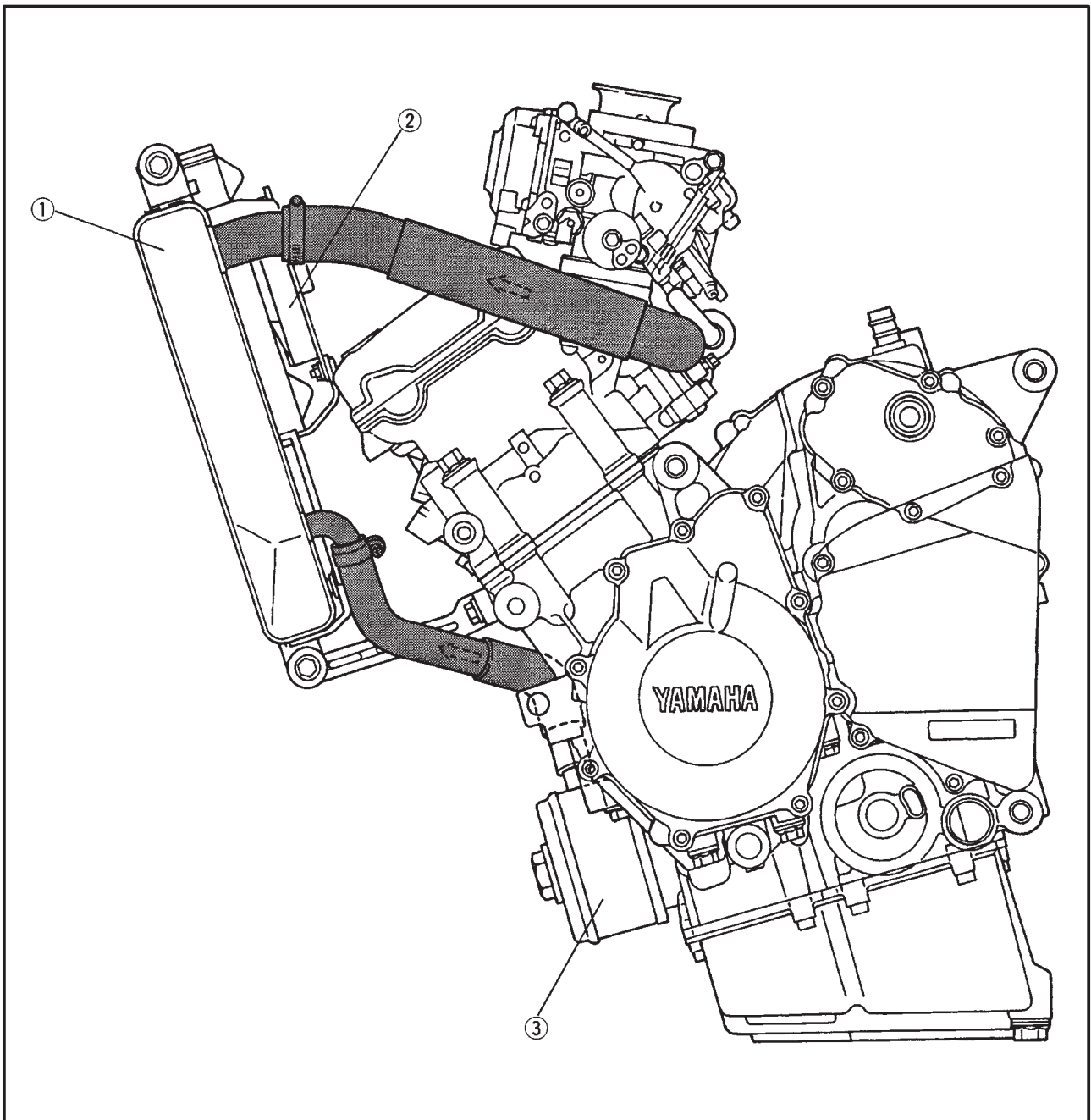
- ① Main axle
- ② Oil delivery pipe
- ③ driveaxle





COOLANT FLOW DIAGRAMS

- ① Radiator
- ② Radiator fan
- ③ Oil cooler

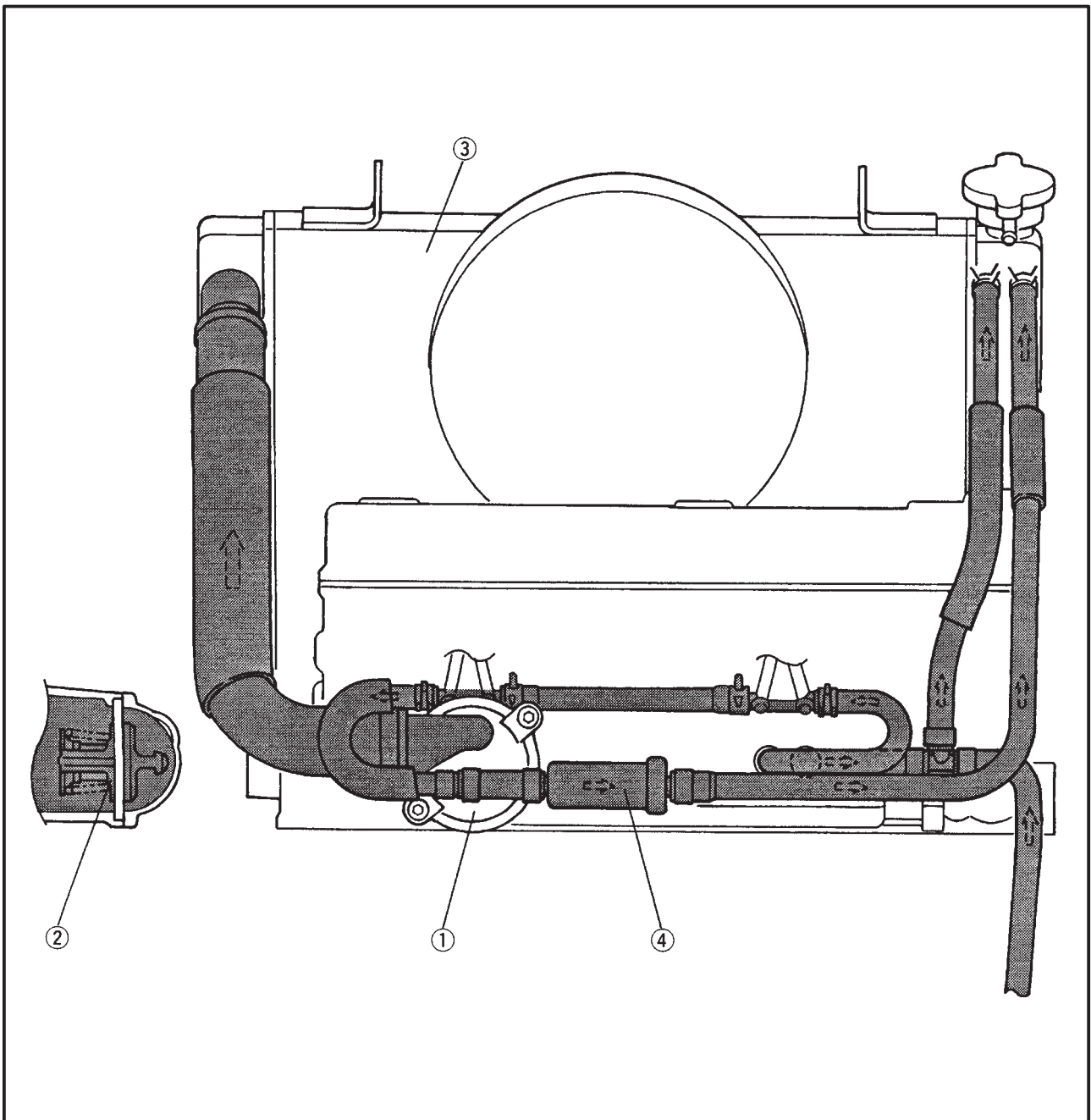


COOLANT FLOW DIAGRAMS

SPEC



- ① Thermostat housing
- ② Thermostat
- ③ Radiator
- ④ Therm

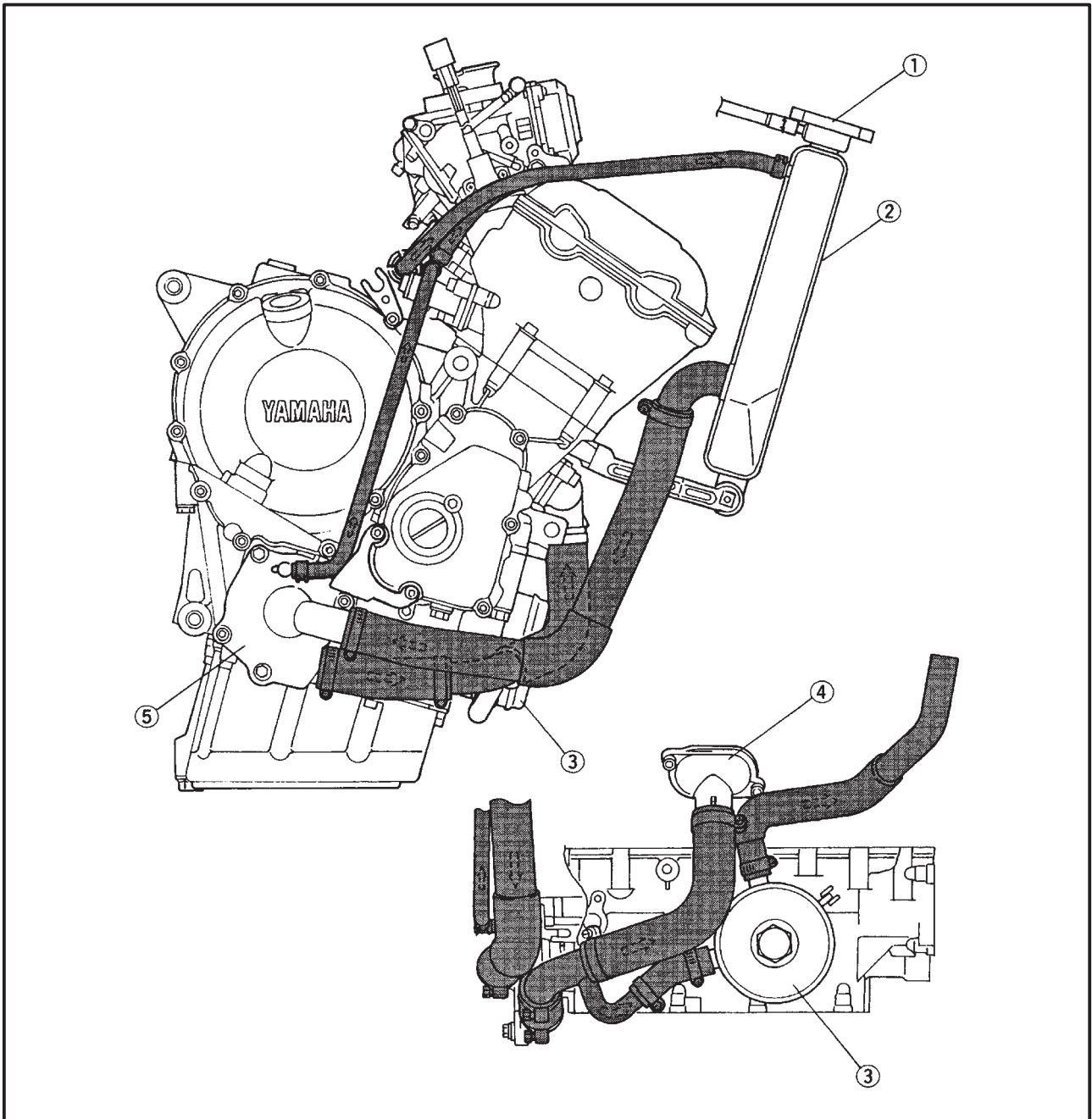


COOLANT FLOW DIAGRAMS

SPEC



- ① Radiator cap
- ② Radiator
- ③ Oil cooler
- ④ Water jacket joint
- ⑤ Water pump

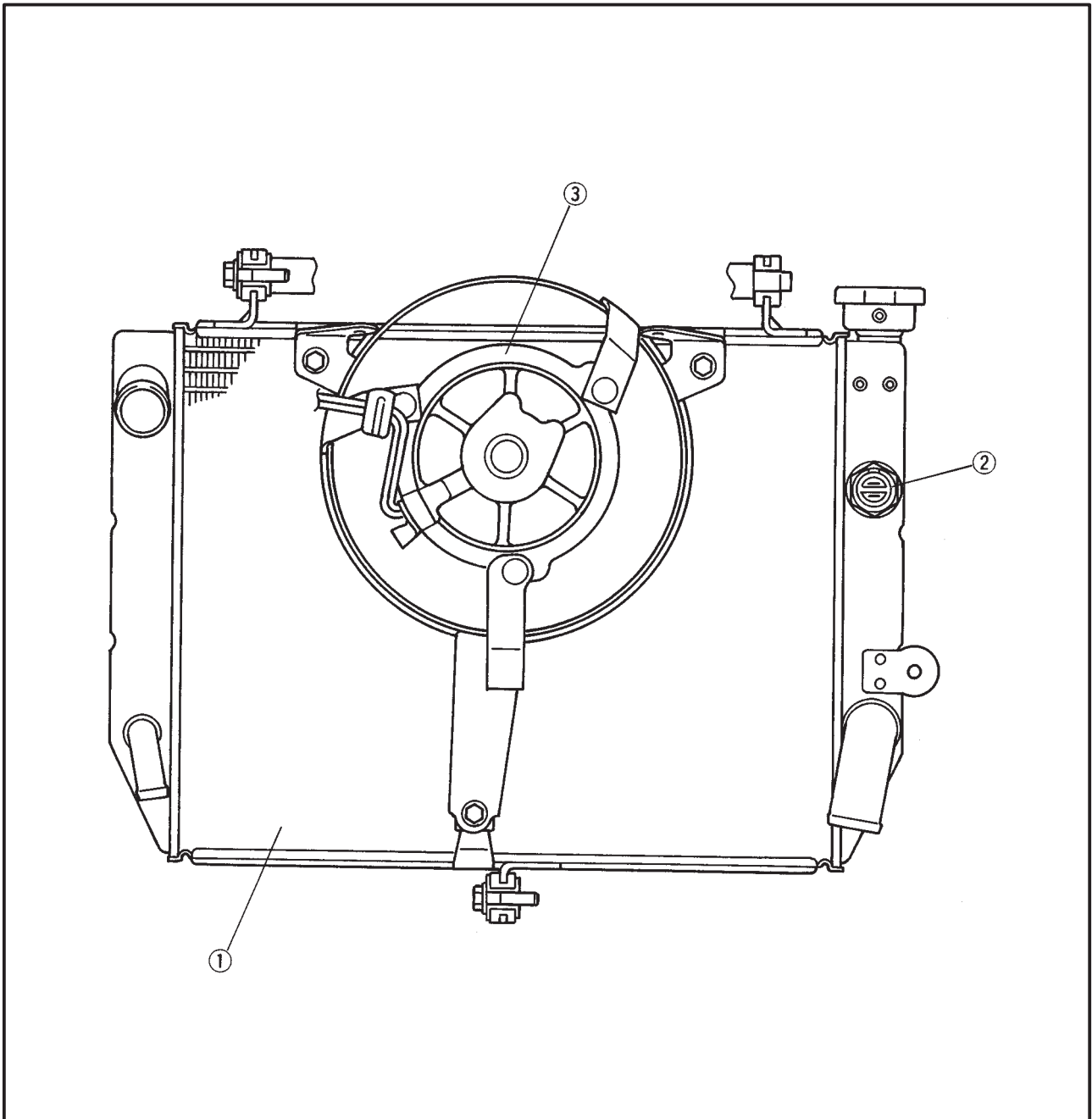


COOLANT FLOW DIAGRAMS

SPEC



- ① Radiator
- ② Radiator fan switch
- ③ Radiator fan



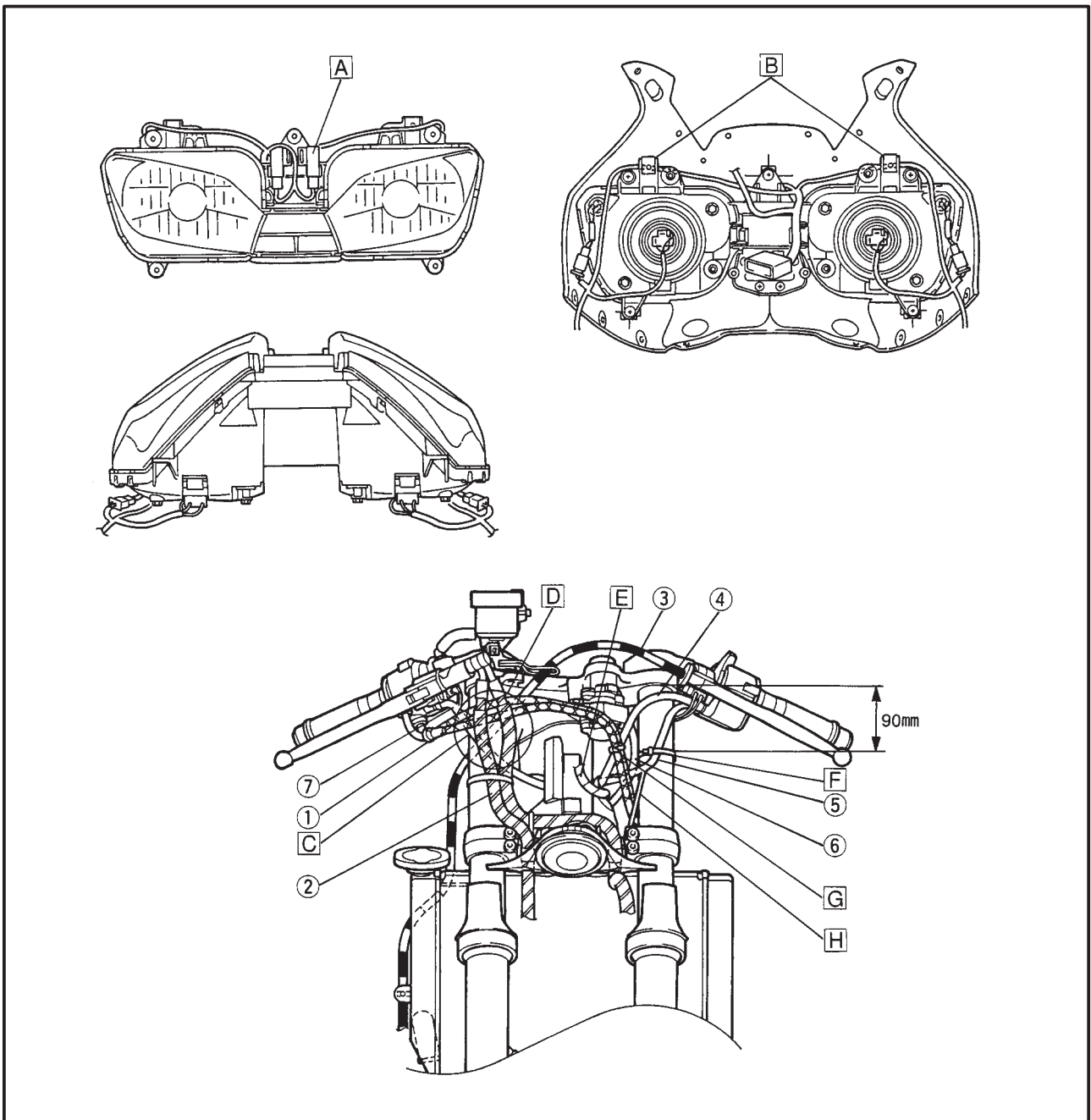


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CABLE ROUTING

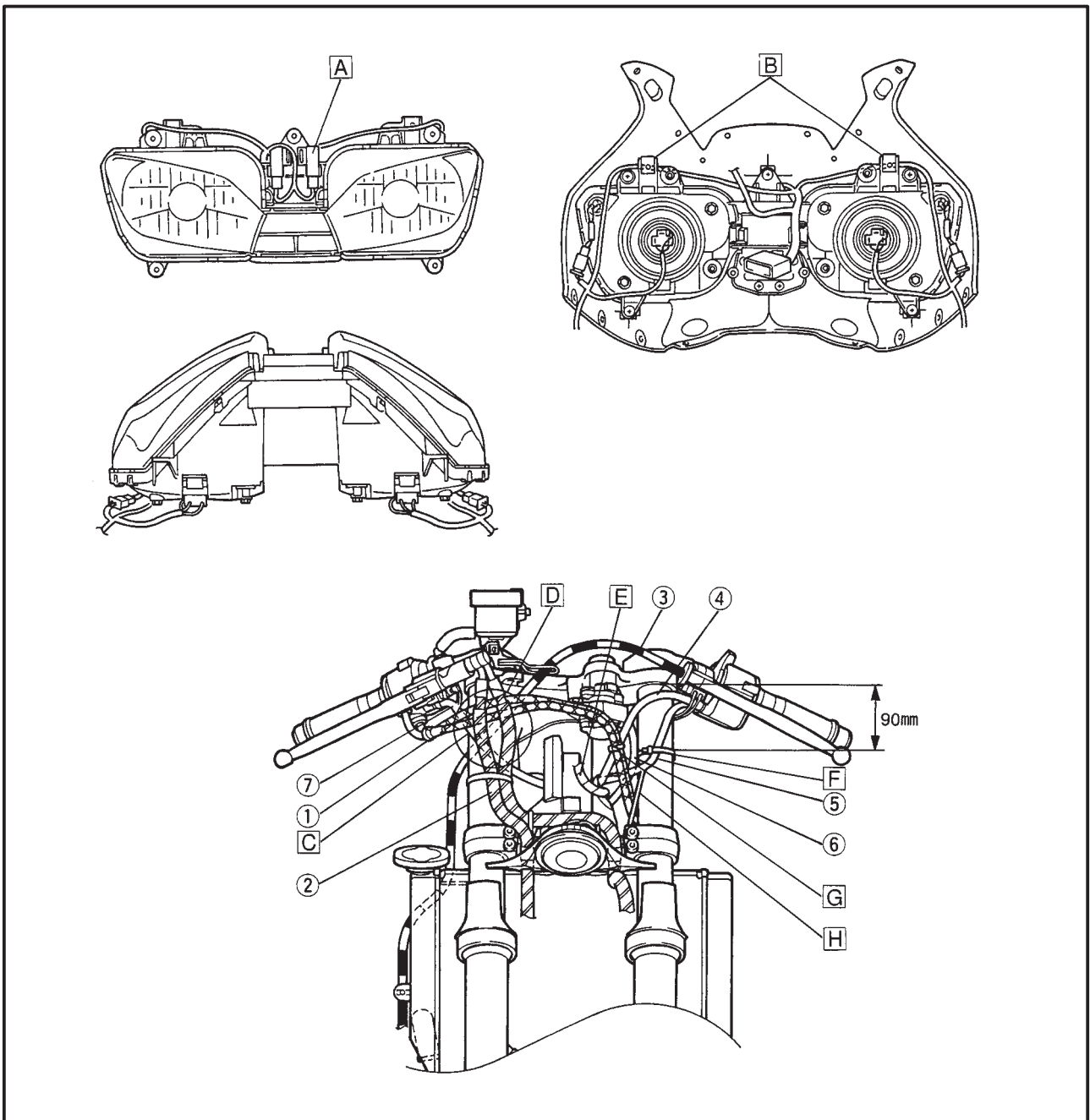
- ① Throttle cables
- ② Front brake hose
- ③ Clutch cable
- ④ Starter cable
- ⑤ Left handlebar switch lead
- ⑥ Main switch lead
- ⑦ Right handlebar switch lead

- A Install the headlight relays onto the headlight housing bridge.
- B Route the headlight lead through the plastic guide.
- C Route the right handlebar switch lead in front of the front fork inner tube.
- D Route the throttle cables between the brake hose and right handlebar switch lead.
- E Route the wire harness through under the left handlebar switch lead and starter cable.
- F Fasten the left handlebar switch lead to the front fork with a plastic locking tie and cut the end of locking tie.





- G Fasten the throttle cables and starter cable with a band. Locate the end of band to forward.
- H Route the horn lead outside the throttle cables and fasten it to the under bracket with a plastic locking tie. Cut the end of locking tie. And then, route the horn lead under the brake hose and clamp it to the under cover.



CABLE ROUTING

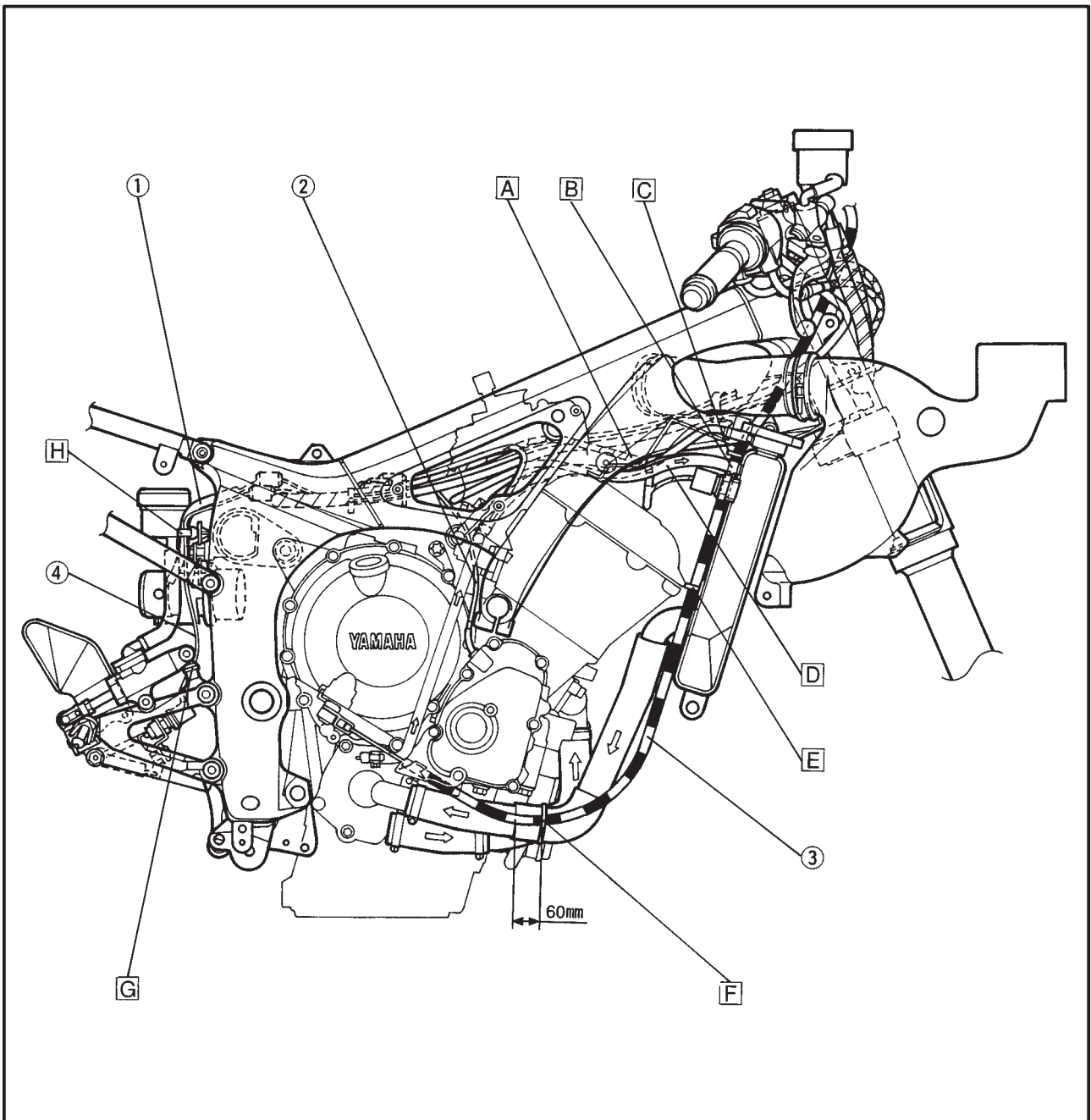
SPEC



- ① Fuel pump lead
- ② Pickup coil lead
- ③ Clutch cable
- ④ Rear brake switch lead

- A Route the ignition coil lead over the heat protector plate.
- B Position the face of steel clip up ward.
- C Route the clutch cable through the guide on the frame.
- D Route the coolant hose under the heat protector plate.

- E Route the clutch cable through the guide on the radiator.
- F Fasten the clutch cable to the coolant hose protector with a plastic band.
- G Fasten the rear brake switch lead to the footrest bracket with a plastic locking tie and cut the end of locking tie.
- H Fasten the fuel pump lead and rear brake switch lead with a plastic band on the fuel pump bracket.

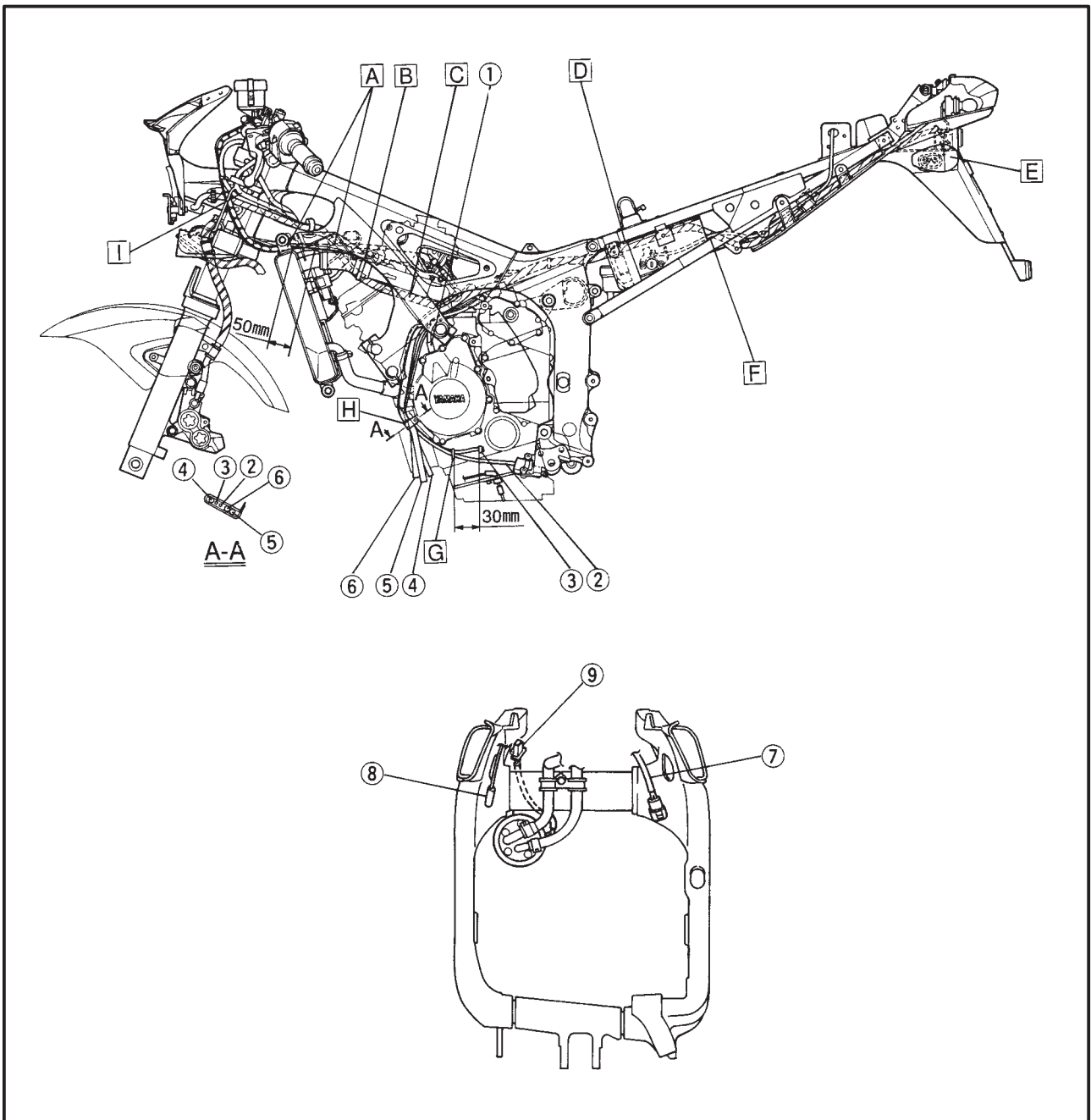


CABLE ROUTING

SPEC



- ① AC magneto lead
- ② Sidestand switch lead
- ③ Oil lever switch lead
- ④ Reservoir tank breather hose
- ⑤ Fuel tank breather hose
- ⑥ Fuel tank drain hose
- ⑦ Speed sensor lead
- ⑧ Neutral switch lead
- ⑨ Fuel pump lead
- A Route the throttle cable through inside of the radiator bracket and outside of the wireharness.
- B Fasten the wireharness, radiator hose and fan motor lead with a plastic band.
- C Do not touch the wireharness with the throttle cable pulley.
Route the wireharness under the radiator hose.
- D Route the wireharness through the slit of rear fender.
- E Route the rear turn signal light leads (left and right) through the hole of rear fender.
- F Route the seat lock cable outside of the wireharness.
- G Fasten the sidestand switch lead and oil level sensor lead with a band.
- H Route the fuel tank drain hose, fuel tank breather hose, reservoir tank breather hose, oil level switch lead and sidestand switch lead through the guide on the frame.
- I Route the starter cable between the main switch lead and left randlebar switch lead.



CABLE ROUTING

SPEC

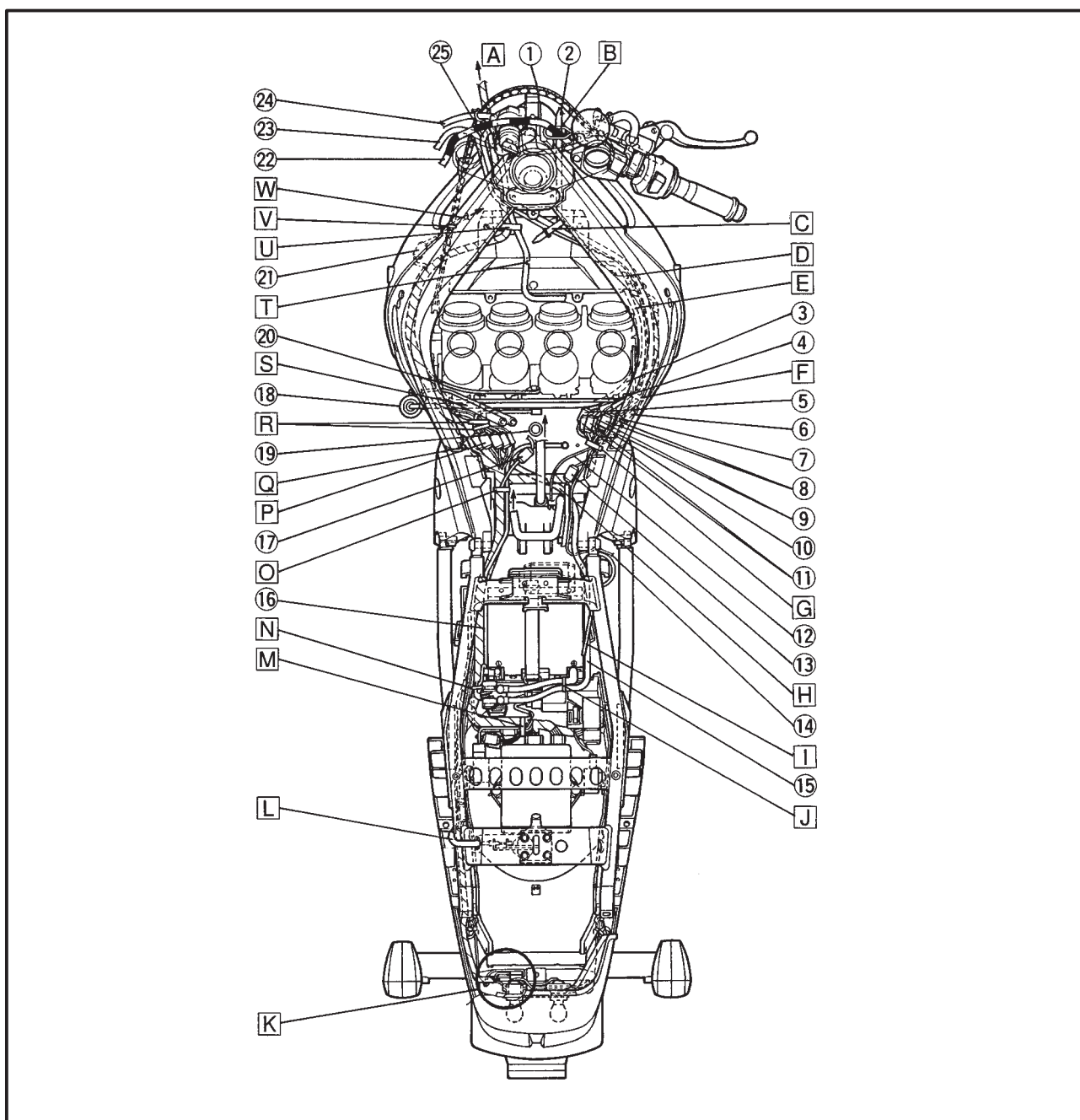


- ① Throttle cable
- ② Handlebar switch lead (right)
- ③ Coolant reservoir breather hose
- ④ Carburetor idle adjusting cable
- ⑤ Pickup coil connector
- ⑥ Neutral switch connector
- ⑦ Rear brake switch connector
- ⑧ Handlebar switch (right) connectors
- ⑨ Main switch connectors
- ⑩ Throttle position sensor connector
- ⑪ Handlebar switch (left) connectors
- ⑫ Neutral switch lead
- ⑬ Fuel pump connector
- ⑭ Rear brake switch lead
- ⑮ Starter motor lead

- ⑯ Battery negative (-) cable
- ⑰ Fuel sender connector
- ⑱ Coolant reservoir tank cap
- ⑲ Crankcase breather hose
- ⑳ Therm unit lead
- ㉑ Fan motor lead connector
- ㉒ Clutch cable
- ㉓ Handlebar switch lead (left)
- ㉔ Stator cable
- ㉕ Main switch lead

A To headlight lead

B Route the clutch cable through the guide.

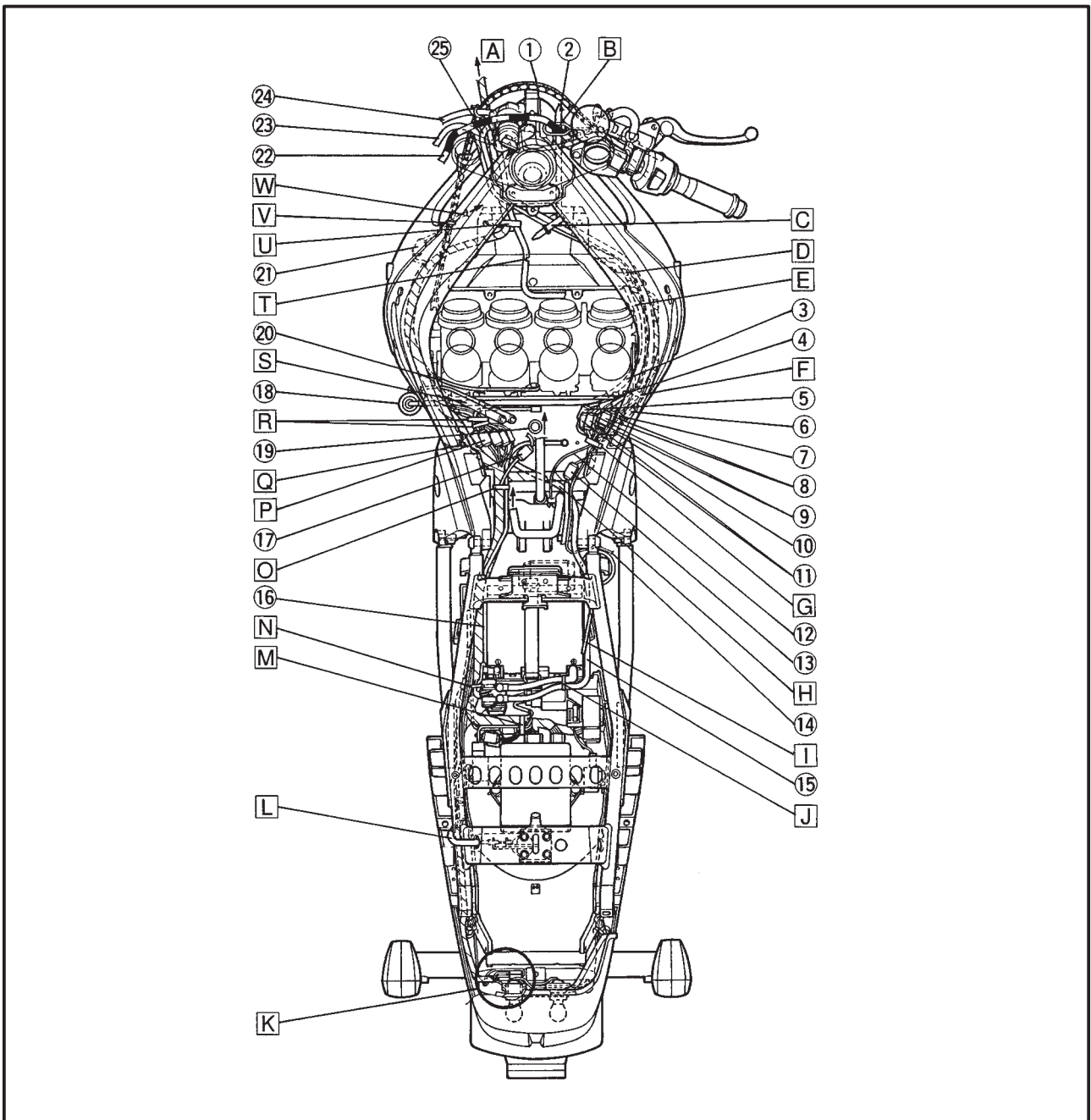


CABLE ROUTING

SPEC



- C** Fasten the handlebar switch leads (left and right) and main switch lead with a band.
- D** Route the ignition coil lead and handlebar switch leads (left and right) over the heat protection plate.
- E** Route the reservoir tank hose, carburetor heater hoses under the heat protector plate.
- F** Fasten the neutral switch lead, right handlebar switch lead, main switch lead, TPS lead, left handlebar switch lead, pickup coil lead and throttle stop screw cable with a band.
- G** Insert the projection of the band to the hole of the frame and fasten the wireharness, neutral switch lead, handlebar switch leads (left and right), main switch lead, throttle position sensor lead, rear brake switch lead and pickup coil lead with them.
- H** Route the starter motor lead under the wireharness.
- I** Fasten the starter motor to the rear fender with a band.
- J** Fasten the battery positive (+) cable and starter motor cable with a plastic band.
- K** Position the rear turn signal light connectors (left and right) and taillight connector between the rear fender and taillight bracket.
- L** Install the seat lock cable to the frame bracket with protector side.
- M** Fasten the wireharness, oil level sensor lead, ground lead and alarm leads (3 lines) with a band.
- N** Fasten the starter relay lead and battery negative (-) lead to the wireharness with a plastic band.
- O** Fasten the battery negative (-) lead and wireharness with a plastic band.

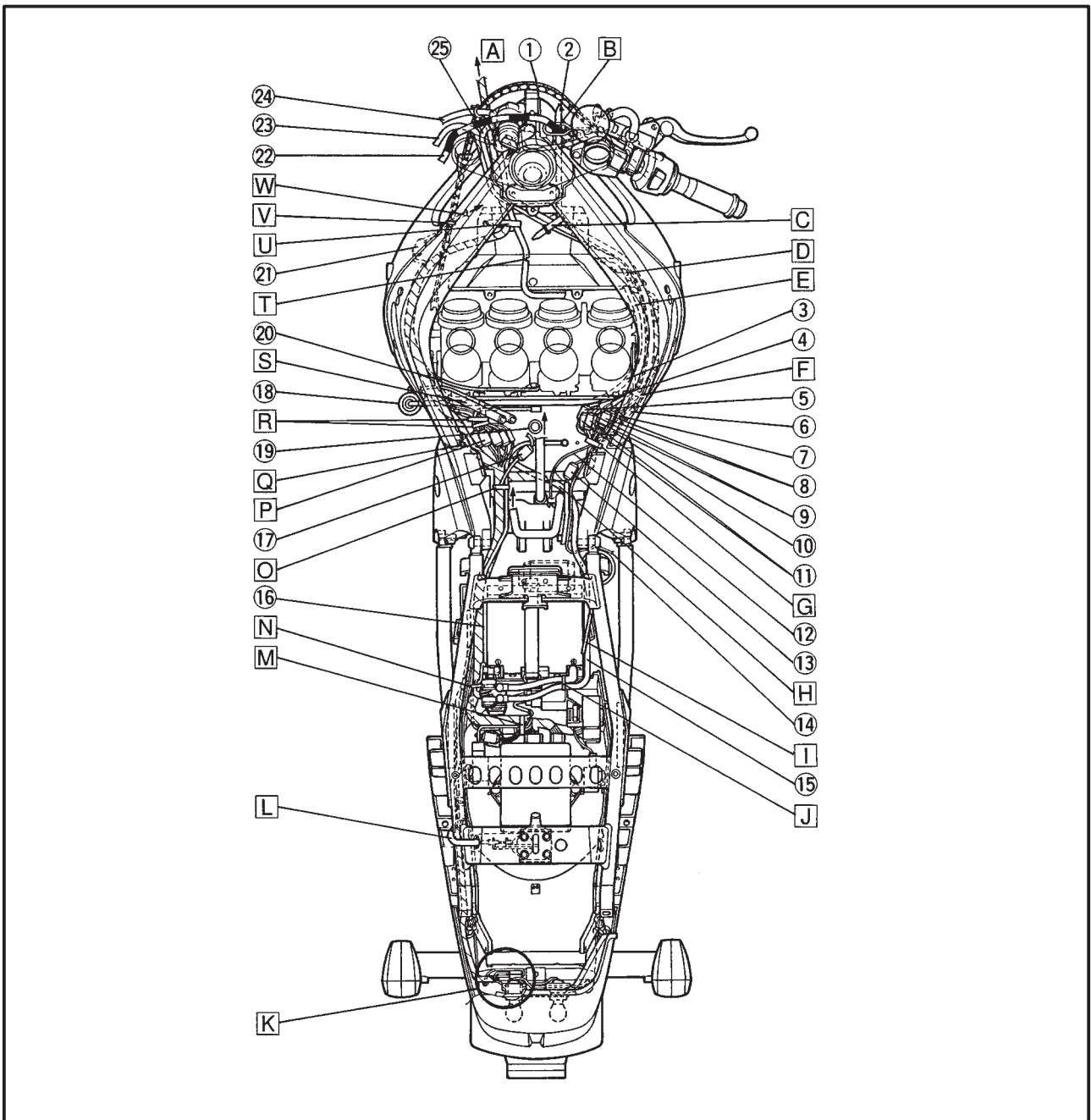


CABLE ROUTING

SPEC



- P** Insert the projection of the band (wireharness) into the hole of the frame.
- Q** 1: Speed sensor connector
2: AC magneto connector
3: Sidestand switch connector
4: Oil level switch connector
5: Meter ground lead
- R** Fasten the leads (above 1 – 5) and starter motor lead with a steel band on the engine.
- S** Route the fuel tank breather hose and fuel tank drain hose over the wireharness.
- T** Route the starter cable with slot of the heat protection plate.
- U** Route the starter cable and wireharness through the guide of the heat protection plate.
- V** Route the fan motor lead under the throttle cable and then, fasten the fan motor lead and throttle cable with a band.
- W** To radiator fan motor





CHAPTER 3. PERIODIC CHECKS AND ADJUSTMENTS

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EB300000

PERIODIC CHECKS AND ADJUSTMENTS

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.

EB301000

PERIODIC MAINTENANCE AND LUBRICATION INTERVALS

No.	ITEM	CHECKS AND MAINTENANCE JOBS	INITIAL (1,000 km)	EVERY	
				6,000 km or 6 months (whichever comes first)	12,000 km or 12 months (whichever comes first)
1	* Fuel line	<ul style="list-style-type: none"> • Check fuel hoses for cracks or damage. • Replace if necessary. 		√	√
2	* Fuel filter	<ul style="list-style-type: none"> • Check condition. • Replace if necessary. 			√
3	Spark plugs	<ul style="list-style-type: none"> • Check condition. • Clean, regap or replace if necessary. 	√	√	√
4	* Valves	<ul style="list-style-type: none"> • Check valve clearance. • Adjust if necessary. 	Every 42,000 km or 42 months (whichever comes first)		
5	Air filter element	<ul style="list-style-type: none"> • Clean or replace if necessary. 		√	√
6	Clutch	<ul style="list-style-type: none"> • Check operation. • Adjust or replace cable. 	√	√	√
7	* Front brake	<ul style="list-style-type: none"> • Check operation, fluid level and vehicle for fluid leakage. (See NOTE on page 3-2.) • Correct accordingly. • Replace brake pads if necessary. 	√	√	√
8	* Rear brake	<ul style="list-style-type: none"> • Check operation, fluid level and vehicle for fluid leakage. (See NOTE on page 3-2.) • Correct accordingly. • Replace brake pads if necessary. 	√	√	√
9	* Wheels	<ul style="list-style-type: none"> • Check balance, runout and for damage. • Rebalance or replace if necessary. 		√	√
10	* Tires	<ul style="list-style-type: none"> • Check tread depth and for damage. • Replace if necessary. • Check air pressure. • Correct if necessary. 		√	√
11	* Wheel bearings	<ul style="list-style-type: none"> • Check bearing for looseness or damage. • Replace if necessary. 		√	√
12	* Swingarm	<ul style="list-style-type: none"> • Check swingarm pivoting point for play. • Correct if necessary. • Lubricate with lithium soap base grease every 24,000 km or 24 months (whichever comes first). 		√	√
13	Drive chain	<ul style="list-style-type: none"> • Check chain slack. • Adjust if necessary. Make sure that the rear wheel is properly aligned. • Clean and lubricate. 	Every 1,000 km and after washing the motorcycle or riding in rain		
14	* Steering bearings	<ul style="list-style-type: none"> • Check bearing play and steering for roughness. • Correct accordingly. • Lubricate with lithium soap base grease every 24,000 km or 24 months (whichever comes first). 		√	√

PERIODIC MAINTENANCE / LUBRICATION INTERVALS



No.	ITEM	CHECKS AND MAINTENANCE JOBS	INITIAL (1,000 km)	EVERY	
				6,000 km or 6 months (whichever comes first)	12,000 km or 12 months (whichever comes first)
15	*	Chassis fasteners		√	√
16		Sidestand		√	√
17	*	Sidestand switch	√	√	√
18	*	Front fork		√	√
19	*	Rear shock absorber assembly		√	√
20	*	Rear suspension relay arm and connecting arm pivoting points		√	√
21	*	Carburetors	√	√	√
22		Engine oil	√	√	√
23		Engine oil filter cartridge	√		√
24	*	Cooling system		√	√

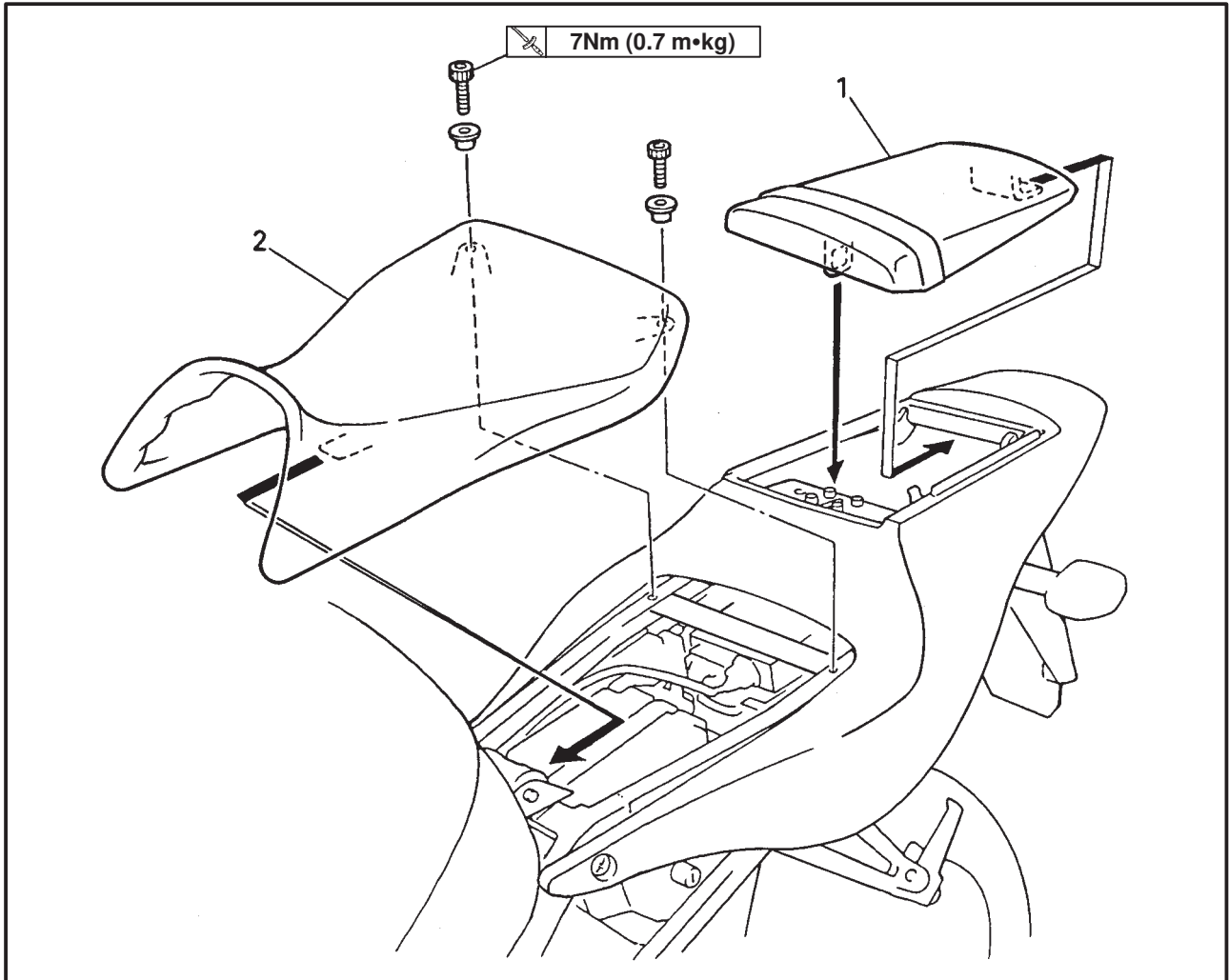
* Since these items require special tools, data and technical skills, they should be serviced by a Yamaha dealer.

NOTE:

- The air filter element needs more frequent service if you are riding in unusually wet or dusty areas.
- Hydraulic brake system.
 - Replace the brake fluid after disassembling the master cylinder or caliper cylinder.
 - Check the brake fluid level and add fluid as required.
 - Replace the master cylinder and caliper cylinder oil seals every two years.
 - Replace the brake hoses every four years, or if cracked or damaged.

EB302000

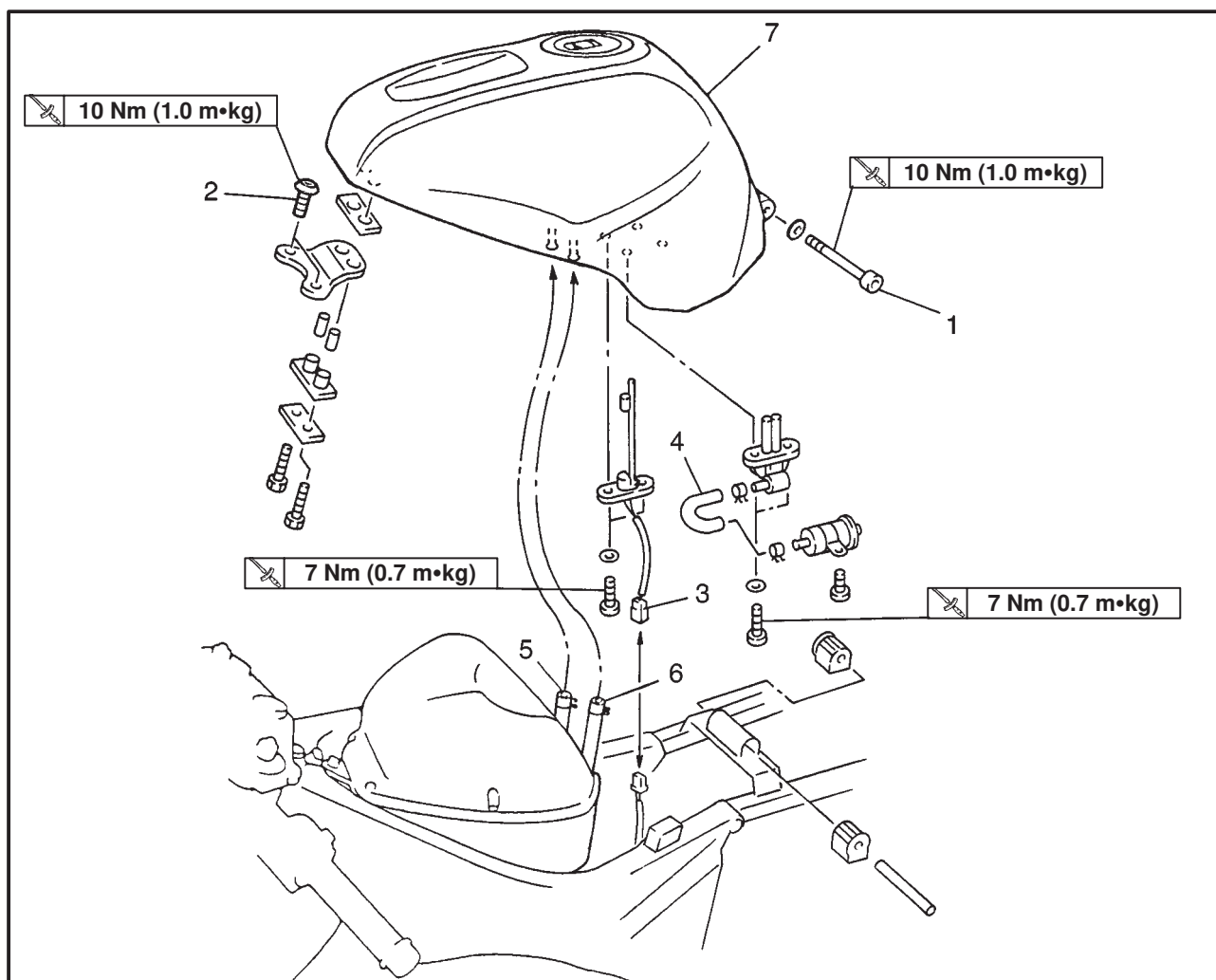
RIDER AND PASSENGER SEATS



Order	Job/Part	Q'ty	Remarks
	Removing the rider and passenger seats		Remove the parts in the order listed.
1	Passenger seat	1	
2	Rider seat	1	
			For installation, reverse the removal procedure.



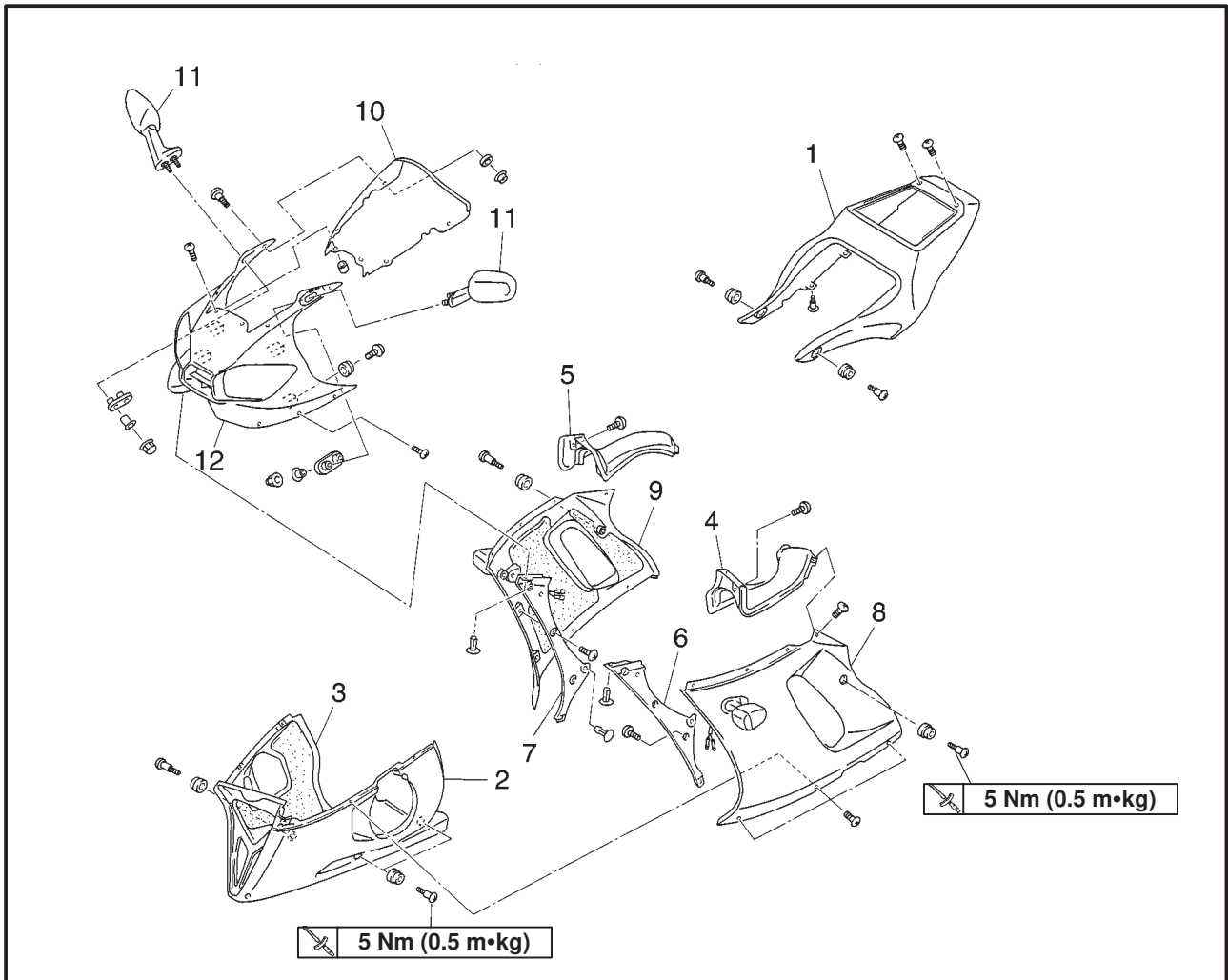
FUEL TANK



Order	Job/Part	Q'ty	Remarks
	Removing the fuel tank		
	Rider seat		Remove the parts in the order listed Refer to "SEATS".
1	Bolt	1	
2	Bolts	2	
3	Fuel sender coupler	1	Disconnect.
4	Fuel hose	1	NOTE: _____ Before disconnecting the fuel hose, set the fuel cock "OFF".
5	Fuel tank overflow hose	1	
6	Fuel tank breather hose	1	
7	Fuel tank	1	
			For installation reverse the removal procedure.

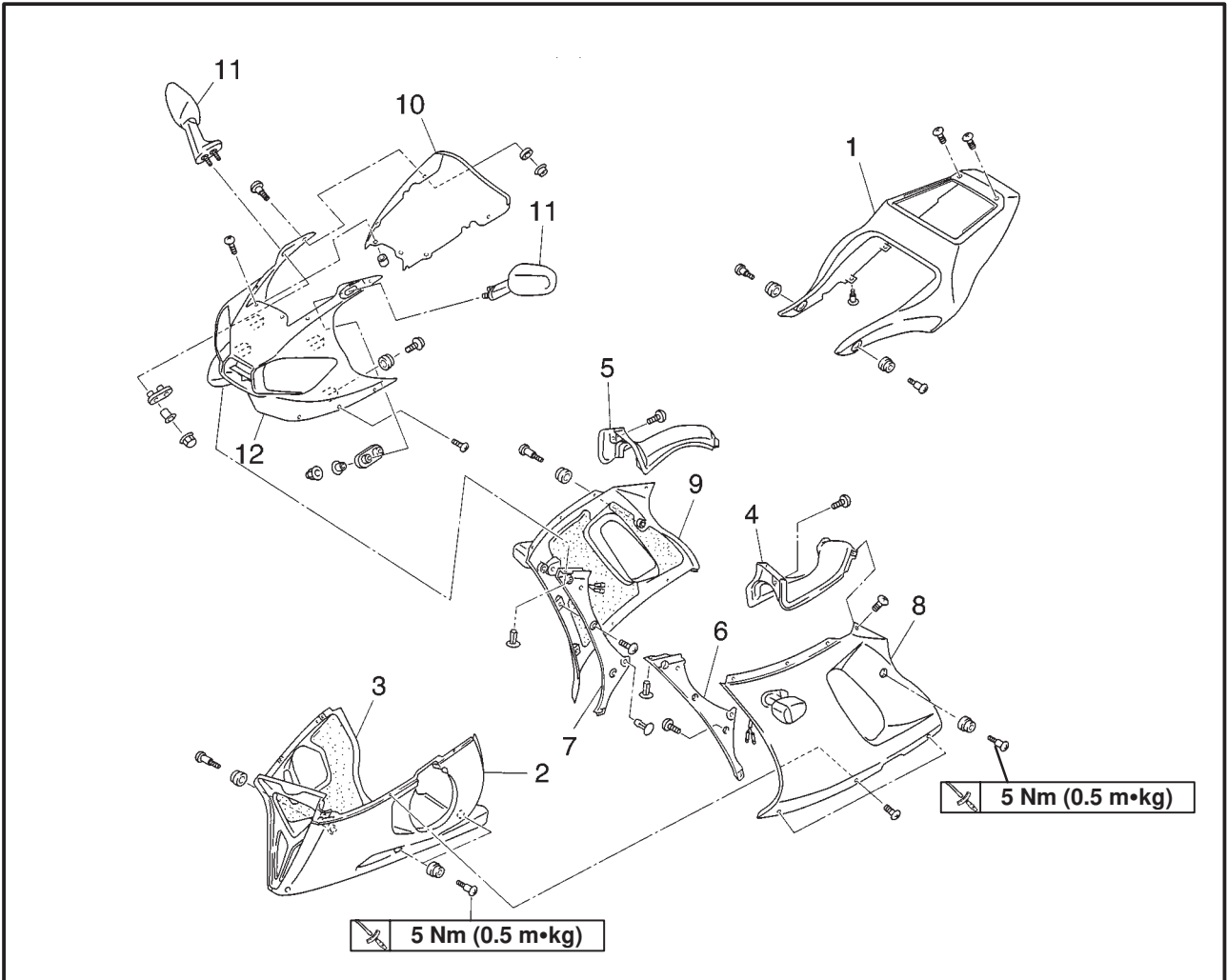


COWLINGS

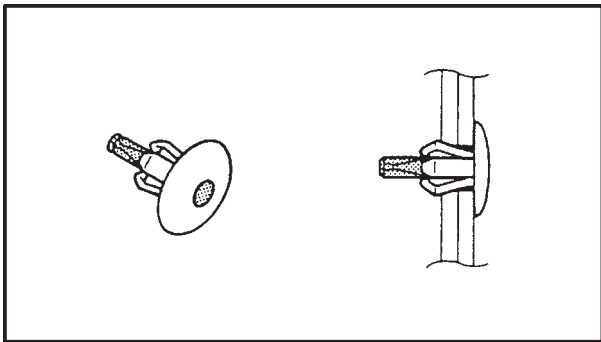


Order	Job/Part	Q'ty	Remarks
	Removing the cowlings		
	Rider and passenger seats		Remove the parts in the order listed Refer to "SEATS".
1	Rear cowling	1	
2	Bottom cowling (left)	1	
3	Bottom cowling (right)	1	
4	Front cowling inner panel (left)	1	
5	Front cowling inner panel (right)	1	
6	Side cowling inner panel (left)	1	
7	Side cowling inner panel (right)	1	

COWLINGS



Order	Job/Part	Q'ty	Remarks
8	Left side cowling	1	For installation, reverse the removal procedure.
9	Right side cowling	1	
10	Windshield	1	
11	Rear view mirror	2	
12	Front cowling	1	

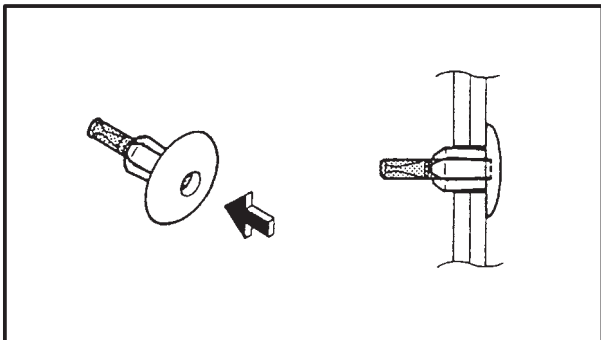


REMOVAL

1. Remove:
 - rear cowling
 - side cowlings

NOTE: _____

To remove the quick fastener, turn its center to 90° with a screwdriver, then pull the fastener out.

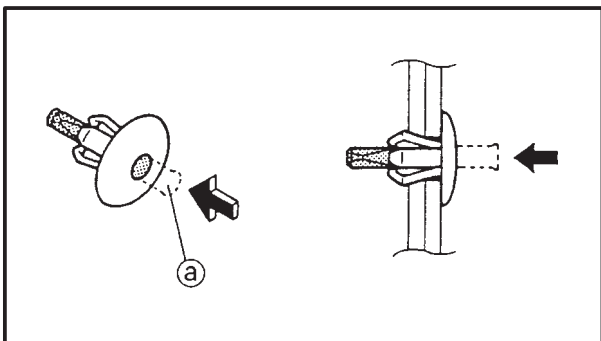
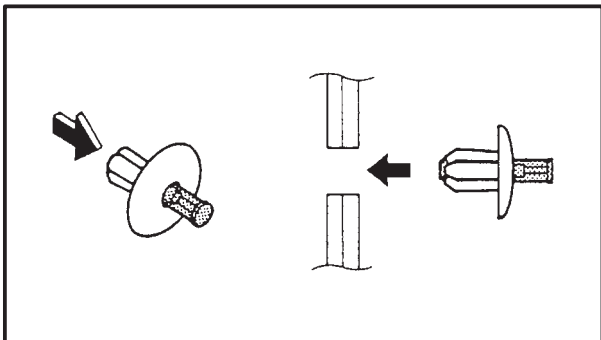


INSTALLATION

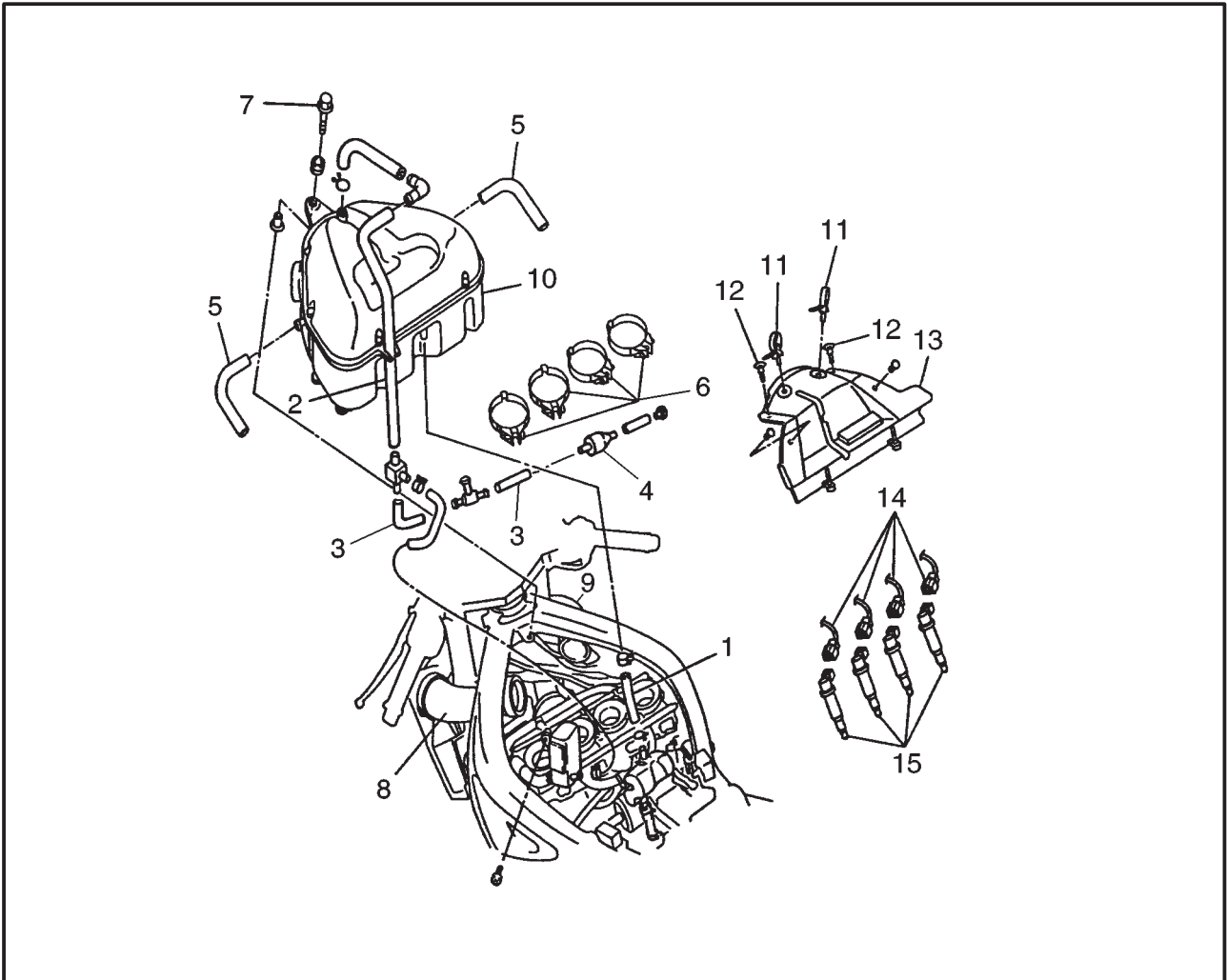
1. Install:
 - side cowlings
 - rear cowling

NOTE: _____

To install the quick fastener, push its pin so that it protrudes from the fastener head, then insert the fastener into the cowling and push the pin (a) in with a screwdriver. Make sure that the pin is flush with the fastener's head.

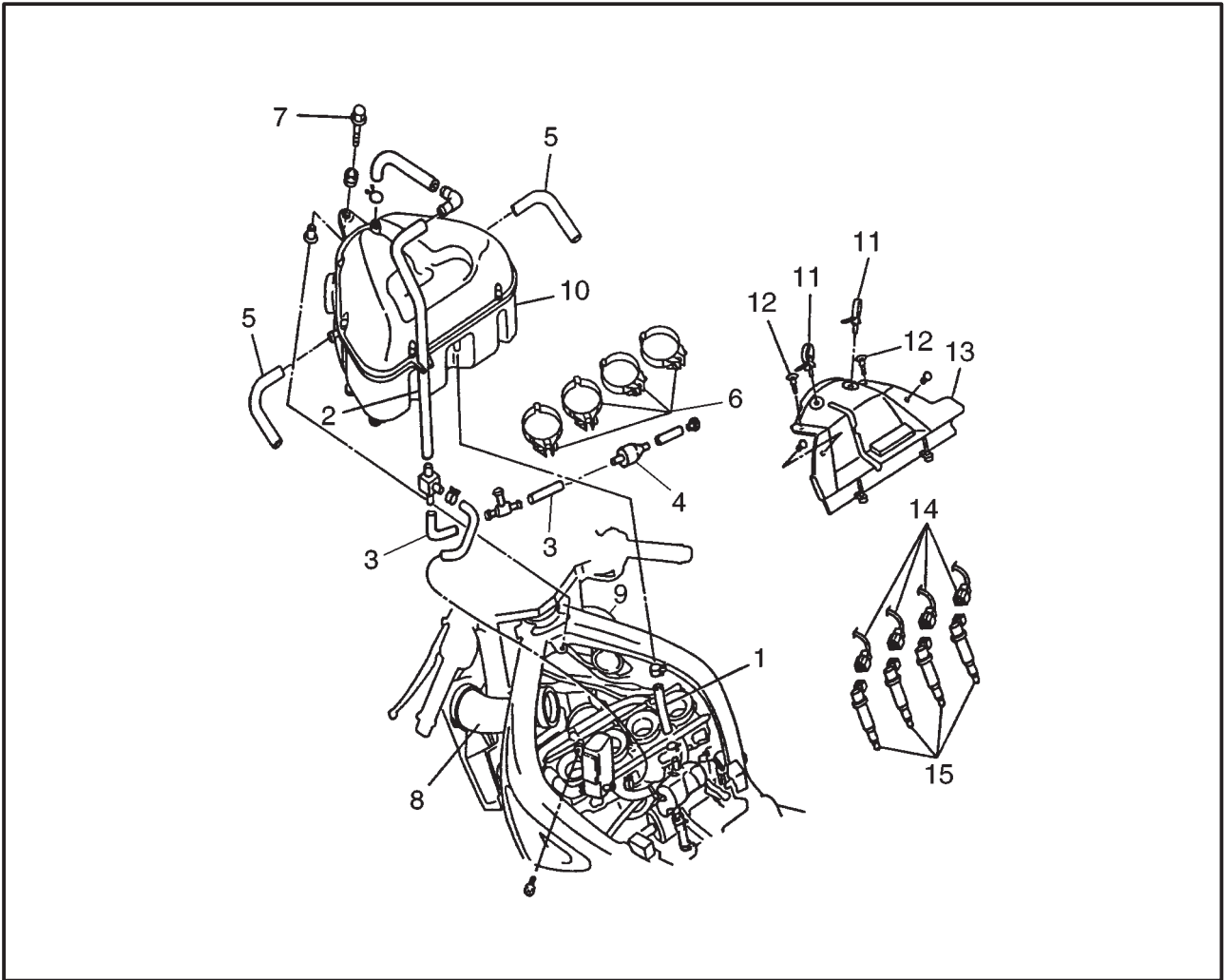


AIR FILTER CASE AND IGNITION COILS



Order	Job/Part	Q'ty	Remarks
	Removing the air filter case and ignition coils		Remove the parts in the order listed.
	Rider seat and fuel tank		Refer to "SEATS" and "FUEL TANK".
	Front cowling inner panel (left)		Refer to "COWLINGS".
	Front cowling inner panel (right)		
1	Crankcase breather hose	1	
2	Air vent hose	1	
3	Hoses	2	
4	Drain cup	1	
5	Air filter case balance hose	2	
6	Clamp screw	4	Loosen.
7	Bolt	1	
8	Surge tank joint (left)	1	
9	Surge tank joint (right)	1	
10	Air filter case	1	
11	Clamp	2	
12	Quick fastener	2	

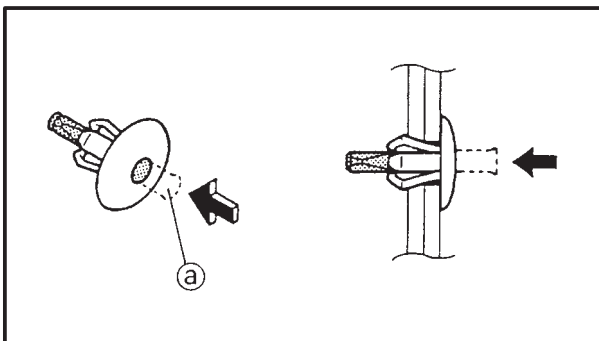
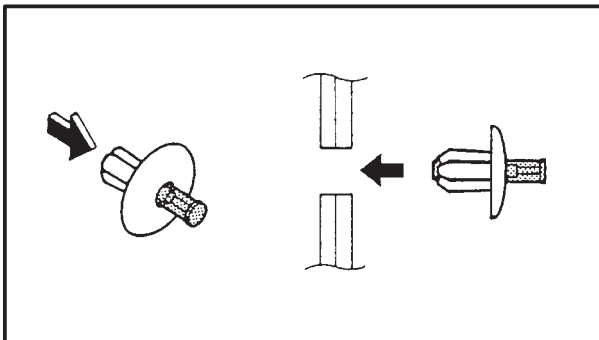
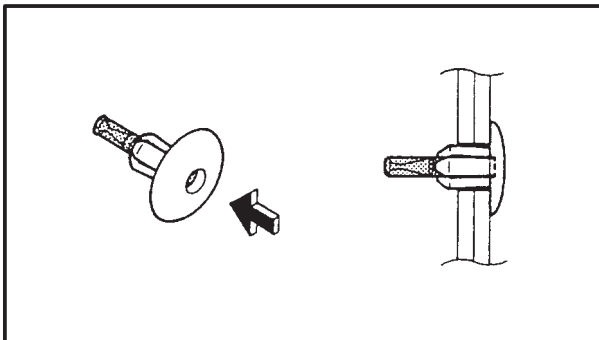
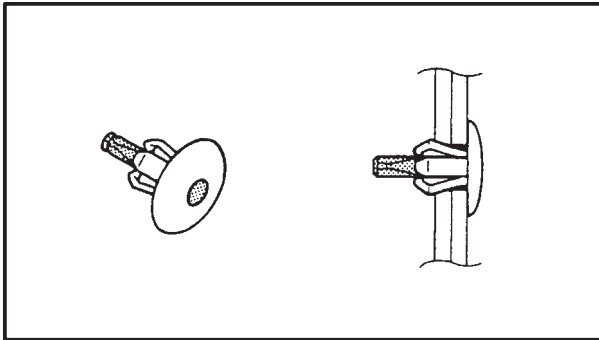
AIR FILTER CASE AND IGNITION COILS



Order	Job/Part	Q'ty	Remarks
13	Heat protector plate	1	For installation, reverse the removal procedure.
14	Ignition coil coupler	4	
15	Ignition coil	4	

AIR FILTER CASE AND IGNITION COIL PLATE

CHK
ADJ



REMOVAL

1. Remove:
 - heat protector plate

NOTE:

To remove the quick fastener, push its center in with a screwdriver, then pull the fastener out.

INSTALLATION

1. Install:
 - heat protector plate

NOTE:

To install the quick fastener, push its pin so that it protrudes from the fastener head, then insert the fastener into the rubber baffle and push the pin (a) in with a screwdriver. Make sure that the pin is flush with the fastener's head.

EB303001

ENGINE

ADJUSTING THE VALVE CLEARANCE

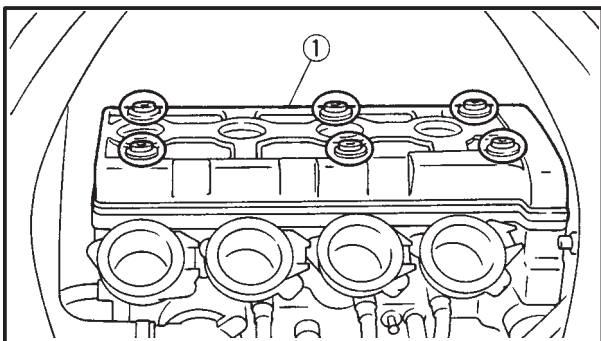
The following procedure applies to all of the valves.

NOTE: _____

- 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.

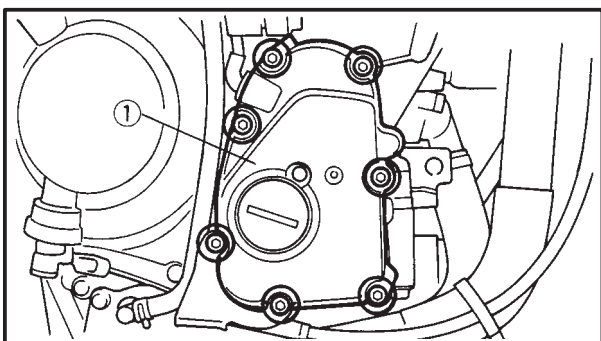
1. Remove:

- rider seat
- fuel tank
Refer to “SEATS” and “FUEL TANK”.
- air filter case
- heat protector plate
Refer to “AIR FILTER CASE AND IGNITION COILS”.
- bottom cowlings
- side cowlings
Refer to “COWLINGS”.
- carburetor assembly
Refer to “CARBURETORS” in chapter 6.
- radiator assembly
Refer to “RADIATOR” in chapter 5.



2. Remove:

- ignition coils
- spark plugs
- cylinder head cover ①
- cylinder head cover gasket



3. Remove:

- pickup coil rotor cover ①

ADJUSTING THE VALVE CLEARANCE

CHK
ADJ



- c. Round off the original valve pad number according to the following table.

Last digit	Rounded value
0 or 2	0
5	5
8	10

EXAMPLE:

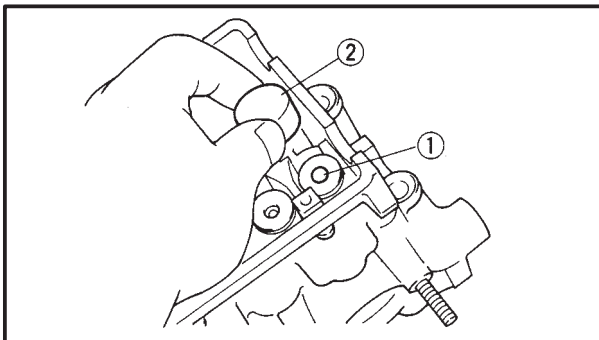
Original valve pad number = 148 (thickness = 1.48 mm)

Rounded value = 150

- d. Locate the rounded number of the original valve pad and the measured valve clearance in the valve pad selection table. The point where the column and row intersect is the new valve pad number.

NOTE:

The new valve pad number is only an approximation. The valve clearance must be measured again and the above steps should be repeated if the measurement is still incorrect.



- e. Install the new valve pad (1) and the valve lifter (2).

NOTE:

- Lubricate the valve pad with molybdenum disulfide grease.
- Lubricate the valve lifter with molybdenum disulfide oil.
- The valve lifter must turn smoothly when rotated by hand.
- Install the valve lifter and the valve pad in the correct place.

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



Camshaft cap bolt
10 Nm (1.0 m•kg)

NOTE:

- Refer to "CAMSHAFTS" in chapter 4.
- Lubricate the camshaft lobes and camshaft journals.
- First, install the exhaust camshaft.
- Align the camshaft marks with the camshaft cap marks.
- Turn the crankshaft counterclockwise several full turns to seat the parts.

ADJUSTING THE VALVE CLEARANCE/ SYNCHRONIZING THE CARBURETORS



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



7. Install:
 - all removed parts

NOTE: _____

For installation, reverse the removal procedure. Note the following points.

8. Install:
 - timing chain guide (exhaust side)
 - timing chain tensioner
 - pickup coil rotor cover
 - cylinder head cover
 - spark plugs
 - ignition coilsRefer to "CAMSHAFTS" in chapter 4.

EB303010

SYNCHRONIZING THE CARBURETORS

NOTE: _____

Prior to synchronizing the carburetors, the valve clearance and the engine idling speed should be properly adjusted and the ignition timing should be checked.

1. Stand the motorcycle on a level surface.

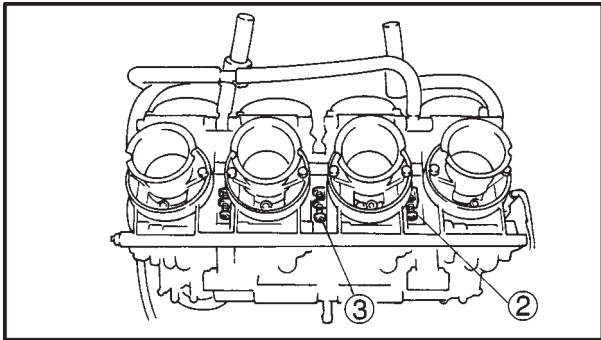
NOTE: _____

Place the motorcycle on a suitable stand.

2. Remove:
 - rider seat
 - fuel tankRefer to "SEATS" and "FUEL TANK".

SYNCHRONIZING THE CARBURETORS/ ADJUSTING THE ENGINE IDLING SPEED

CHK
ADJ



NOTE:

After each step, rev the engine two or three times, each time for less than a second, and check the synchronization again.

- b. Synchronize carburetor #4 to carburetor #3 by turning the synchronizing screw (2) in either direction until both gauges read the same.
- c. Synchronize carburetor #2 to carburetor #3 by turning the synchronizing screw (3) in either direction until both gauges read the same.



**Vacuum pressure at engine
idling speed**
24.0 kPa (0.24 kg/cm²)

NOTE:

The difference in vacuum pressure between two carburetors should not exceed 1.33 kPa (10 mm Hg).

8. Measure:

- engine idling speed
Out of specification → Adjust.

9. Stop the engine and remove the measuring equipment.

10. Adjust:

- throttle cable free play
Refer to “ADJUSTING THE THROTTLE CABLE FREE PLAY”.



**Throttle cable free play
(at the flange of the throttle grip)**
6 × 8 mm

EB303020

ADJUSTING THE ENGINE IDLING SPEED

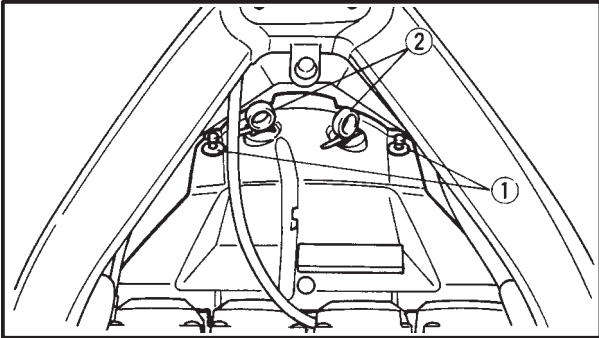
NOTE:

Prior to adjusting the engine idling speed, the carburetor 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.

ADJUSTING THE ENGINE IDLING SPEED

CHK
ADJ



2. Remove:

- air filter case
- quick fasteners ①
- band ②

Refer to "AIR FILTER CASE AND IGNITION COILS".

3. Install:

- engine tachometer
(onto the ignition coil of cylinder #1)



Engine tachometer
90793-80009

4. Install:

- air filter case
Refer to "AIR FILTER CASE AND IGNITION COILS".

5. Measure:

- engine idling speed
Out of specification → Adjust.



Engine idling speed
1,250 × 1,350 r/min

6. Adjust:

- engine idling speed



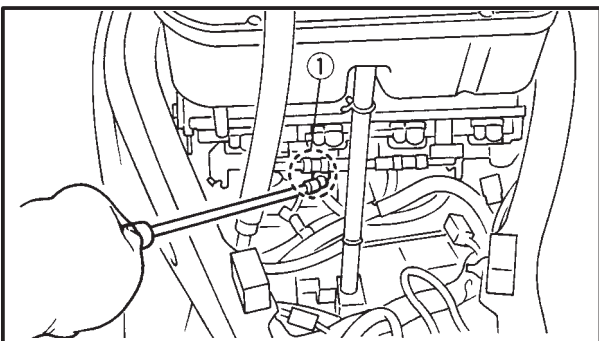
- Turn the pilot screw ① in until it is lightly seated.
- Turn the pilot screw out the specified number of turns.



Carburetor angle driver
90890-03158



Pilot screw setting
2 turns out



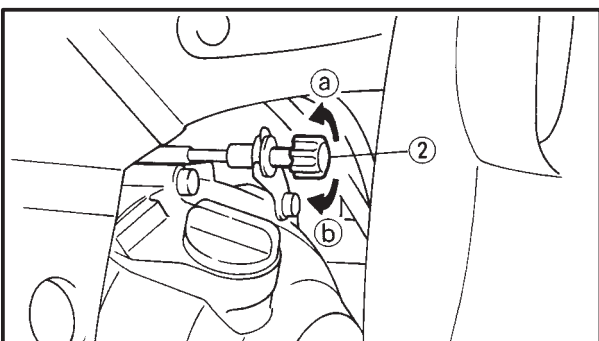
- Turn the throttle stop screw ② in direction (a) or (b) until the specified engine idling speed is obtained.

Direction (a)

Engine idling speed is decreased.

Direction (b)

Engine idling speed is increased.



ADJUSTING THE ENGINE IDLING SPEED/ ADJUSTING THE THROTTLE CABLE FREE PLAY

CHK
ADJ



7. Adjust:

- throttle cable free play

Refer to “ADJUSTING THE THROTTLE CABLE FREE PLAY”.



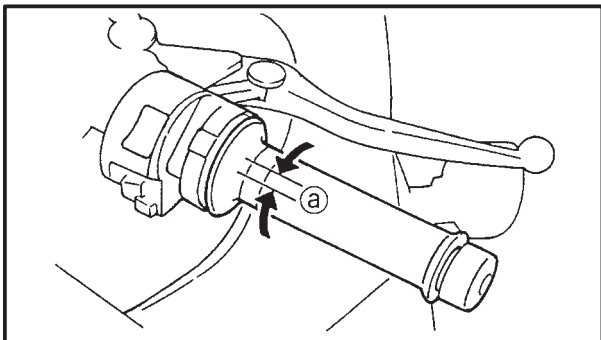
**Throttle cable free play
(at the flange of the throttle grip)**
6 × 8 mm

EB303031

ADJUSTING THE THROTTLE CABLE FREE PLAY

NOTE:

Prior to adjusting the throttle cable free play, the engine idling speed and carburetor synchronization should be adjusted properly.



1. Measure:

- throttle cable free play (a)

Out of specification → Adjust.



**Throttle cable free play
(at the flange of the throttle grip)**
6 × 8 mm

2. Remove:

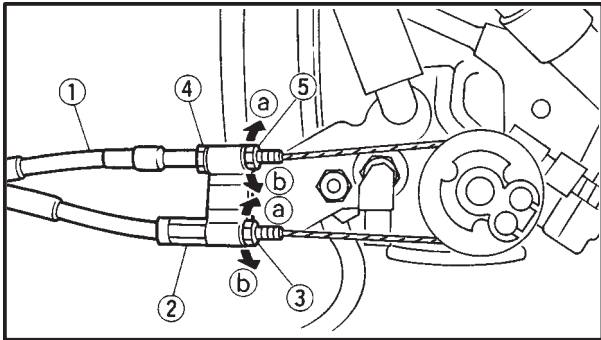
- rider seat
- fuel tank

Refer to “SEATS” and “FUEL TANK”.

- air filter case
- heat protector plate

Refer to “AIR FILTER CASE AND IGNITION COILS”.

ADJUSTING THE THROTTLE CABLE FREE PLAY



3. Adjust:
- throttle cable free play



NOTE: _____

When the throttle is opened, the accelerator cable ① is pulled.

Carburetor side

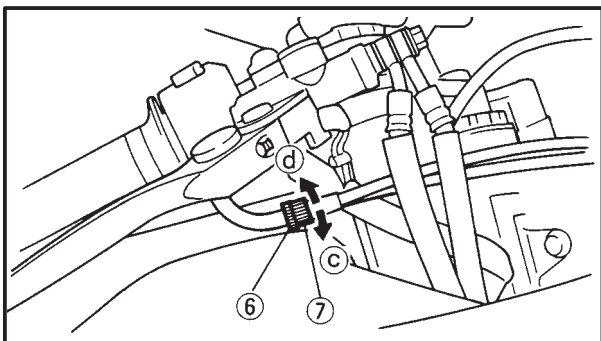
- Loosen the locknut ② on the decelerator cable.
- Turn the adjusting nut ③ in direction ① or ② to take up any slack on the decelerator cable.
- Loosen the locknut ④ on the accelerator cable.
- Turn the adjusting nut ⑤ in direction ① or ② until the specified throttle cable free play is obtained.

Direction ①	Throttle cable free play is increased.
Direction ②	Throttle cable free play is decreased.

- Tighten the locknuts.

NOTE: _____

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



Handlebar side

- Loosen the locknut ⑥.
- Turn the adjusting nut ⑦ in direction ③ or ④ until the specified throttle cable free play is obtained.

Direction ③	Throttle cable free play is increased.
Direction ④	Throttle cable free play is decreased.

- Tighten the locknut.

⚠ WARNING _____

After adjusting the throttle cable free play, start the engine and turn the handlebars to the right and to the left to ensure that this does not cause the engine idling speed to change.





EB303040

CHECKING THE SPARK PLUGS

The following procedure applies to all of the spark plugs.

1. Remove:
 - rider seat
 - fuel tank
Refer to “SEATS” and “FUEL TANK”.
 - air filter case
 - heat protector plate
Refer to “AIR FILTER CASE AND IGNITION COILS”.
2. Disconnect:
 - Ignition coils
3. Remove:
 - spark plug

NOTE:

- a. Remove the coupler.
- b. Turn the coil counterclockwise. (5 to 6 turns would be adequate.)
- c. Pull out the coil upward.
Never pry the coupler with a screw driver.
- d. Press the coil in the plug hole by hand as far as it will go.
- e. Turn the coil clockwise and screw it in, 5 to 6 turns would be adequate.
- f. Reinstall the coupler.
Do not strike on the coil with a hammer or the like.

CAUTION:

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.

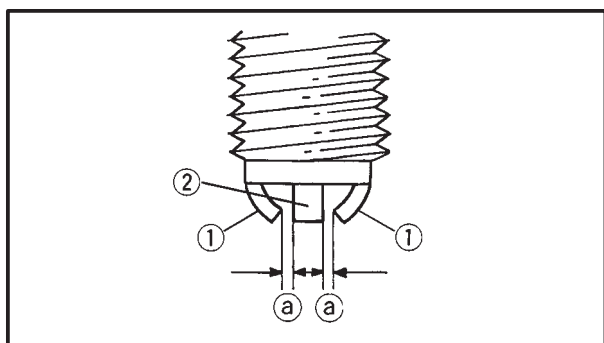
4. Check:
 - spark plug type
Incorrect → Change.



**Spark plugs
type (manufacturer)
CR10EK (NGK)**

CHECKING THE SPARK PLUGS/ CHECKING THE IGNITION TIMING

CHK
ADJ




5. Check:
 - electrodes ①
Damage/wear → Replace the spark plug.
 - insulator ②
Abnormal color → Replace the spark plug.
Normal color is medium-to-light tan.
6. Clean:
 - spark plug
(with a spark plug cleaner or wire brush)
7. Measure:
 - spark plug gap ③
(with a wire gauge)
Out of specification → Regap.



Spark plug gap
0.6 × 0.7 mm

8. Install:
 - spark plug

 **13 Nm (1.3 m•kg)**

NOTE: _____

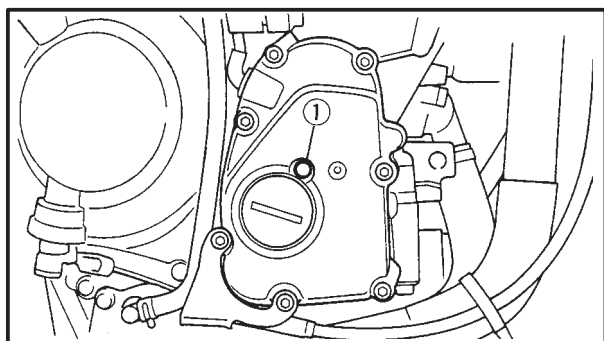
Before installing the spark plug, clean the spark plug and gasket surface.

EB303050

CHECKING THE IGNITION TIMING

NOTE: _____

Prior to checking the ignition timing, check the wiring connections of the entire ignition system. Make sure that all connections are tight and free of corrosion.



1. Remove:
 - bottom cowlings
Refer to “COWLINGS”.
 - rider seat
 - fuel tank
Refer to “SEATS” and “FUEL TANK”.
 - air filter case
Refer to “AIR FILTER CASE AND IGNITION COILS”.
 - timing mark accessing screw ①

MEASURING THE COMPRESSION PRESSURE/ CHECKING THE ENGINE OIL LEVEL



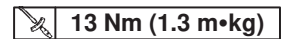
- c. If the compression pressure is above the maximum specification, check the cylinder head, valve surfaces, and piston crown for carbon deposits.
Carbon deposits → Eliminate.
- d. If the compression pressure is below the minimum specification, squirt a few drops of oil into the cylinder and measure again.

Refer to the following table.

Compression pressure (with oil applied into the cylinder)	
Reading	Diagnosis
Higher than without oil	Piston wear or damage → Repair.
Same as without oil	Piston ring(-s), valve(-s), cylinder head gasket or piston possibly defective → Repair.



7. Install:
 - spark plug



EB303070

CHECKING THE ENGINE OIL LEVEL

1. Stand the motorcycle on a level surface.

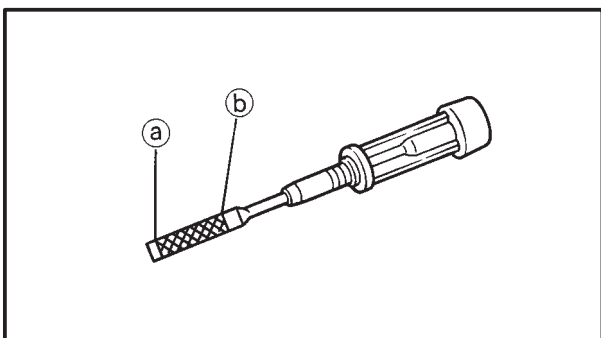
NOTE: _____

- Place the motorcycle on a suitable stand.
- Make sure that the motorcycle is upright.

2. Start the engine, let it idle for several minutes, and then stop it.

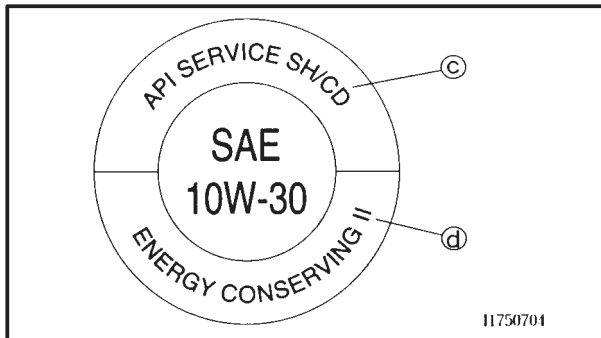
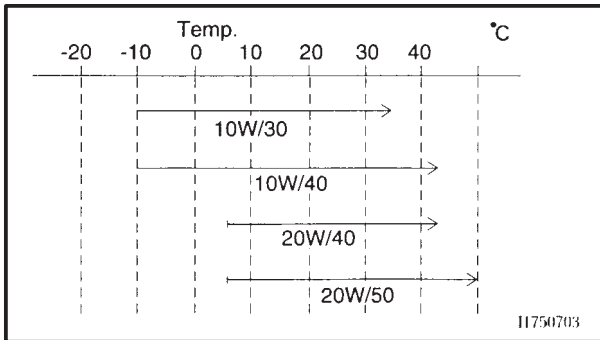
3. Check:

- 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.



CHECKING THE ENGINE OIL LEVEL/ CHANGING THE ENGINE OIL

CHK
ADJ



Recommended oil

Refer to the chart for the engine oil grade which is best suited for certain atmospheric temperatures.

API standard

SE or higher grade

(Non-Friction modified)

ACEA standard G4 or G5

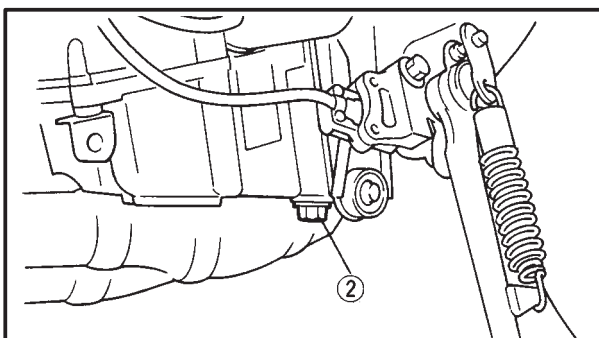
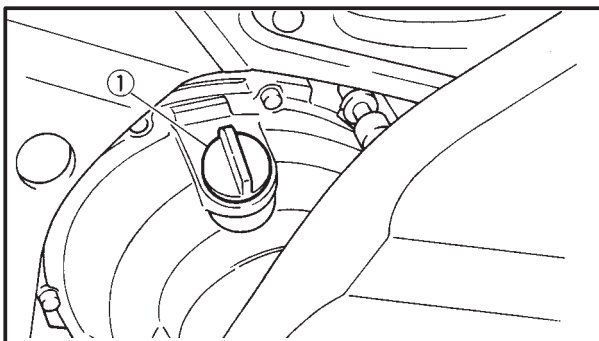
CAUTION:

- 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 **C** or higher and do not use oils labeled “ENERGY CONSERVING II” **d** or higher.
- Do not allow foreign materials to enter the crankcase.

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

NOTE:

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



EB303081

CHANGING THE ENGINE OIL

1. Remove:
 - bottom cowling
Refer to “COWLINGS”.
2. Start the engine, warm it up for several minutes, and then turn it off.
3. Place a container under the engine oil drain bolt.
4. Remove:
 - engine oil filler cap **1**
 - engine oil drain bolt **2**
(along with the washer)
5. Drain:
 - engine oil
(completely from the crankcase)

CHANGING THE ENGINE OIL/ MEASURING THE ENGINE OIL PRESSURE

CHK
ADJ



13. Check:
 - engine oil level
Refer to “CHECKING THE ENGINE OIL LEVEL”.
14. Install:
 - bottom cowling
Refer to “COWLINGS”.

EB303090

MEASURING THE ENGINE OIL PRESSURE

1. Check:
 - engine oil level
Below the minimum level mark → Add the recommended engine oil to the proper level.
2. Start the engine, warm it up for several minutes, and then turn it off.

CAUTION:

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 gallery bolt ①

⚠ WARNING

The engine, muffler and engine oil are extremely hot.

4. Install:
 - oil pressure gauge ①
 - adapter ②

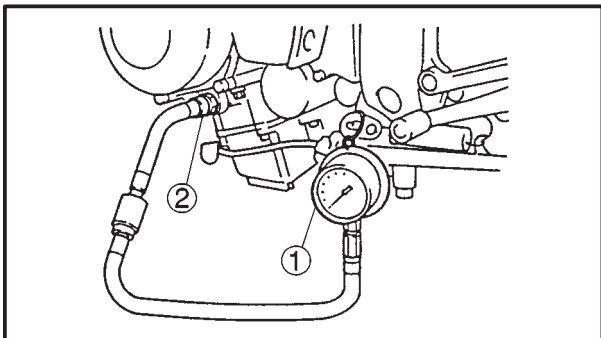
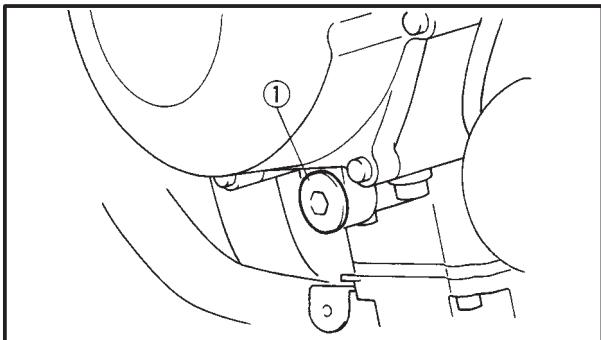


Oil pressure gauge
90890-03153
Adapter
90890-03139

5. Measure:
 - engine oil pressure
(at the following conditions)



Engine oil pressure
240 kpa (2.4 kg/cm²)
Engine speed
Approx. 6000 r/min
Engine oil temperature
96°C



MEASURING THE ENGINE OIL PRESSURE/ ADJUSTING THE CLUTCH CABLE FREE PLAY

CHK
ADJ



NOTE:

Regarding the oil pressure as its own data may fluctuate depending on the oil temperature and viscosity, the oil pressure may fluctuate when measuring. The following data should be used only as a reference when measuring the engine oil pressure.

Out of specification → Adjust.

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

6. Tighten the oil gallery bolt

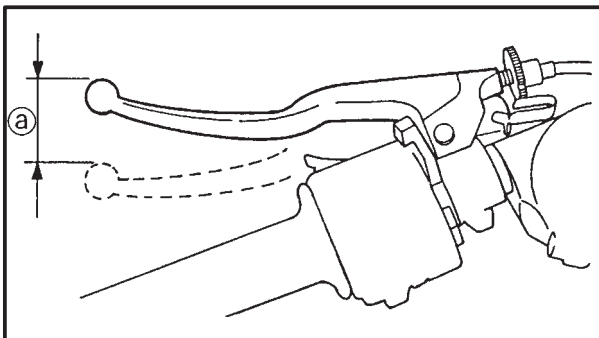
20 Nm (2.0 m•kg)

EB303100

ADJUSTING THE CLUTCH CABLE FREE PLAY

1. Measure:

- clutch cable free play (a)
- Out of specification → Adjust.



Clutch cable free play (at the end of the clutch lever)
10 × 15 mm

2. Adjust:

- clutch cable free play

Handlebar side

a. Turn the adjusting bolt (1) in direction (a) or (b) until the specified clutch cable free play is obtained.

Direction (a)	Clutch cable free play is increased.
Direction (b)	Clutch cable free play is decreased.

NOTE:

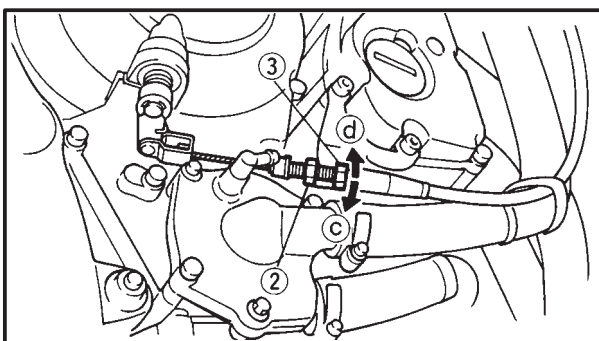
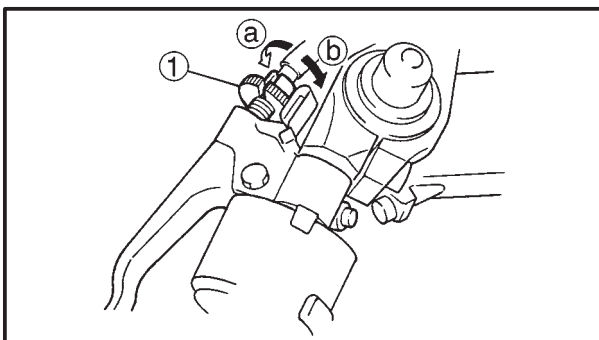
If the specified clutch cable free play cannot be obtained on the handlebar side of the cable, use the adjusting nut on the engine side.

Engine side

a. Loosen the locknut (2).
b. Turn the adjusting nut (3) in direction (c) or (d) until the specified clutch cable free play is obtained.

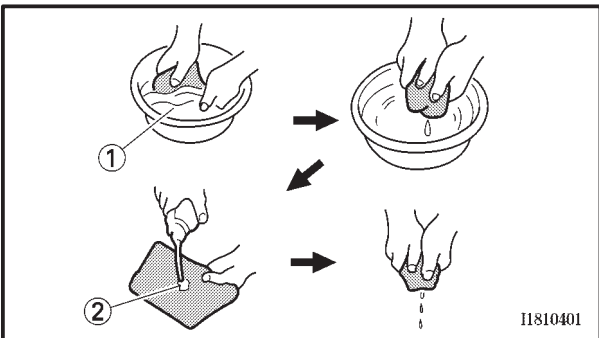
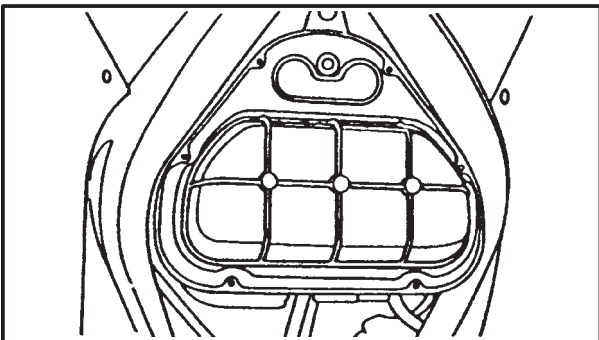
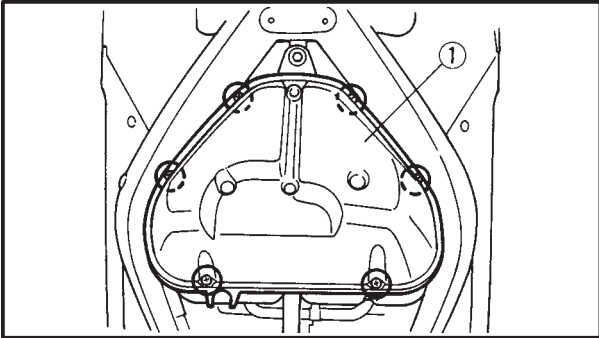
Direction (c)	Clutch cable free play is increased.
Direction (d)	Clutch cable free play is decreased.

c. Tighten the locknut.



CLEANING THE AIR FILTER ELEMENT/ ADJUSTING THE CLUTCH CABLE FREE PLAY

CHK
ADJ



EB303130

CLEANING THE AIR FILTER ELEMENT

1. Remove:
 - fuel tank
Refer to "FUEL TANK".
 - air filter case cover ①
 - air filter element
2. Clean:
 - air filter element
Use solvent to clean the air filter element. After cleaning the air filter element, remove the solvent from the air filter element.
3. Apply the engine oil to the entire surface of the filter and remove the excess oil. The air filter should be wet but not dripping.
4. Check:
 - air filter element
Damage → Replace.
5. Install:
 - air filter element
 - air filter case cover

CAUTION:

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 the carburetor tuning, leading to poor engine performance and possible overheating.

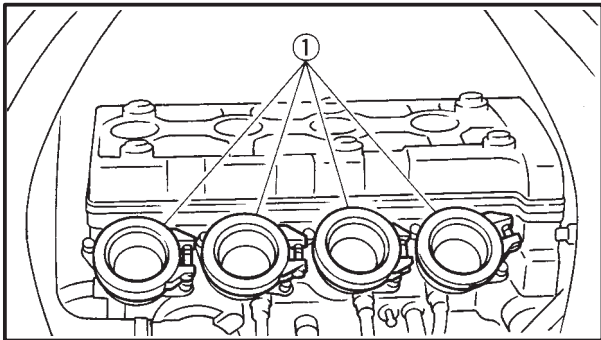
NOTE:

When installing the air filter element into the air filter case cover, make sure that their sealing surfaces are aligned to prevent any air leaks.

6. Install:
 - fuel tank
Refer to "FUEL TANK".

CHECKING THE CARBURETOR JOINTS/ CHECKING THE FUEL HOSES AND FUEL FILTER/

CHK
ADJ



EB303171

CHECKING THE CARBURETOR JOINTS

The following procedure applies to all of the carburetor joints and intake manifolds.

1. Remove:
 - carburetor assembly
Refer to "CARBURETORS" in chapter 6.
2. Check:
 - carburetor joint ①
Cracks/damage → Replace.
Refer to "CARBURETORS" in chapter 6.
3. Install:
 - carburetor assembly
Refer to "CARBURETORS" in chapter 6.

EB303181

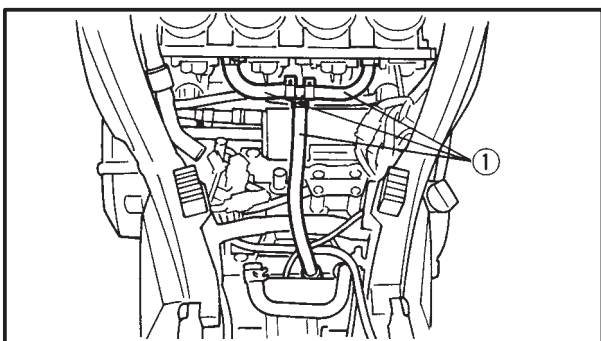
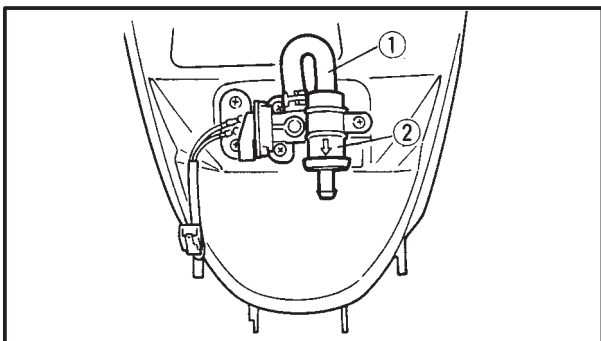
CHECKING THE FUEL HOSES AND FUEL FILTER

The following procedure applies to all of the fuel hoses.

1. Remove:
 - fuel tank
Refer to "FUEL TANK".
2. Check:
 - fuel hose ①
Cracks/damage → Replace.
 - fuel filter ②
Contaminants/damage → Replace.

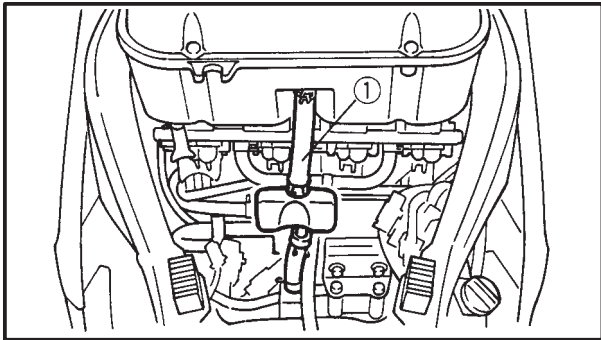
NOTE:

- Drain and flush the fuel tank if abrasive damage to any components of the fuel line is evident.
- The arrow mark on the fuel filter must point towards the fuel pump as shown.



CHECKING THE EXHAUST SYSTEM/ CLEANING THE AIR INTAKE SYSTEM

CHK
ADJ



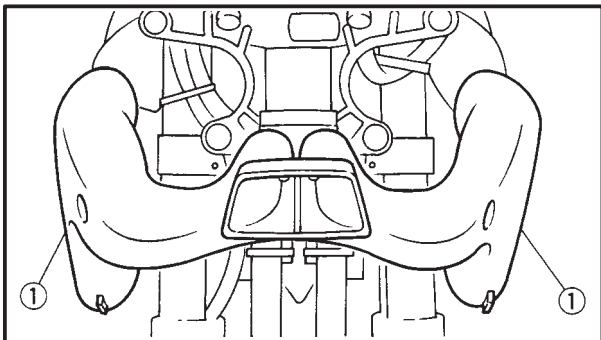
EB303190

CHECKING THE CRANKCASE BREATHER HOSE

1. Remove:
 - fuel tank
Refer to “FUEL TANK”.
2. Check:
 - crankcase breather hose ①
Cranks/damage → Replace.
Loose connection → Connect properly.

CAUTION:

Make sure that the crankcase breather hose is routed correctly.



EAS00092

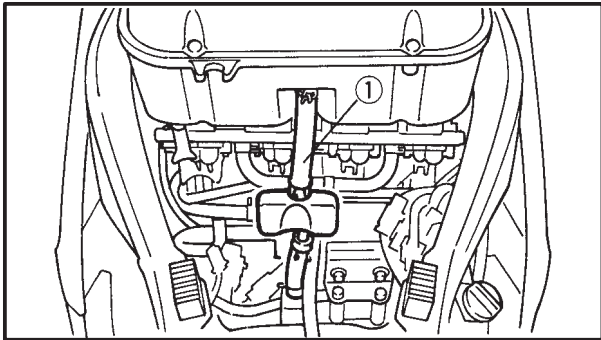
CLEANING THE AIR INTAKE SYSTEM

The following procedure applies to both air intake system.

1. Remove:
 - side cowling inner covers
 - side cowlings
 - front cowling inner covers
 - front cowling
 - fuel tank
2. Loosen:
 - clamps
(on the inside of the front cowling)
3. Remove:
 - air intake system air ducts ①
4. Clean:
 - air intake system air ducts
 - a. Thoroughly flush out the air intake system air ducts with clean water.
 - b. Hold the air intake system air ducts upside down to allow the water to drain out.
 - c. Repeat the flushing steps until the excess water is clear and free of debris.
 - d. Place the air intake system air ducts in an upright position to allow any remaining water to drain out of the lower drain tube.
 - e. Keep the air intake system air ducts upright to allow it to dry sufficiently.
5. Install:
 - air intake system air ducts
 - fuel tank
 - front cowling
 - front cowling inner covers
 - side cowlings
 - side cowlings inner covers

CHECKING THE CRANKCASE BREATHER HOSE/ CHECKING THE EXHAUST SYSTEM

CHK
ADJ



2. Check:

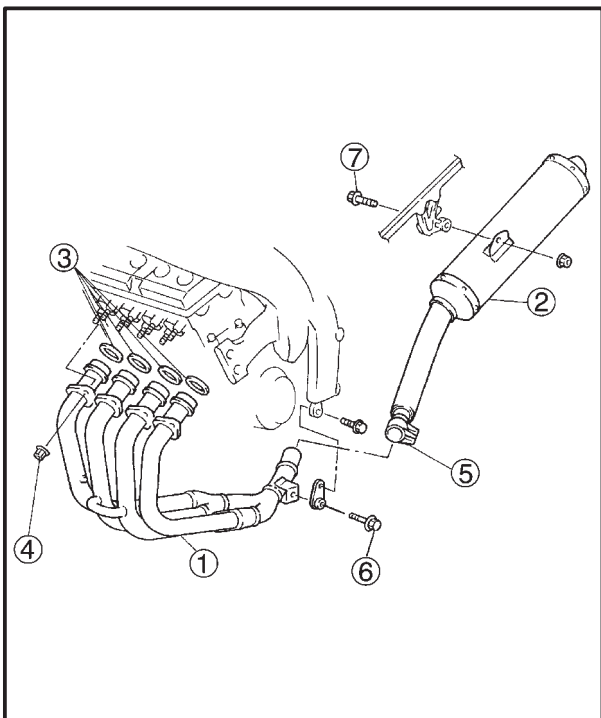
- crankcase breather hose ①
Cracks/damage → Replace.
Loose connection → Connect properly.

CAUTION:

Make sure that the crankcase breather hose is routed correctly.

3. Install:

- fuel tank
Refer to "FUEL TANK".



EB303200

CHECKING THE EXHAUST SYSTEM

The following procedure applies to all of the exhaust pipes and gaskets.

1. Remove:

- radiator assembly
Refer to "RADIATOR" in chapter 5.

2. Check:

- exhaust pipe ①
Cracks/damage → Replace.
- muffler ②
Cracks/damage → Replace.
- gasket ③
Exhaust gas leaks → Replace.

3. Measure:

- tightening torque



Exhaust pipe nut ④

20 Nm (2.0 m•kg)

Muffler clamp bolt ⑤

20 Nm (2.0 m•kg)

Exhaust pipe bolt ⑥

20 Nm (2.0 m•kg)

Muffler bolt ⑦

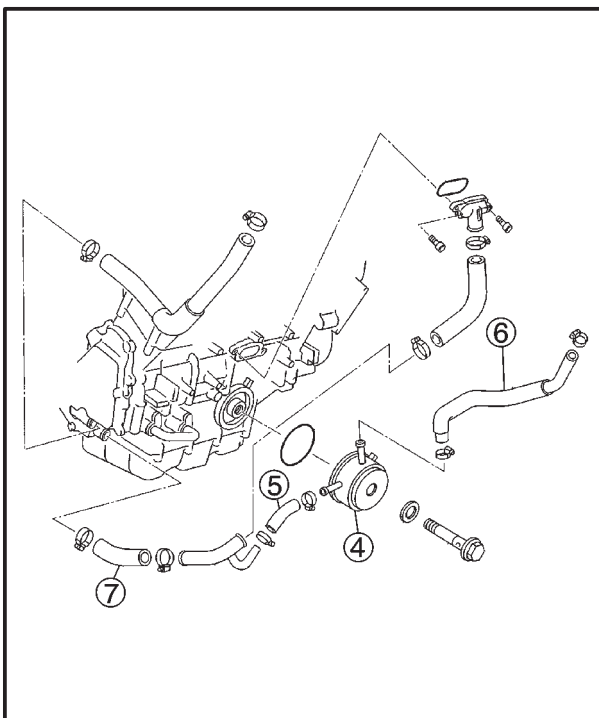
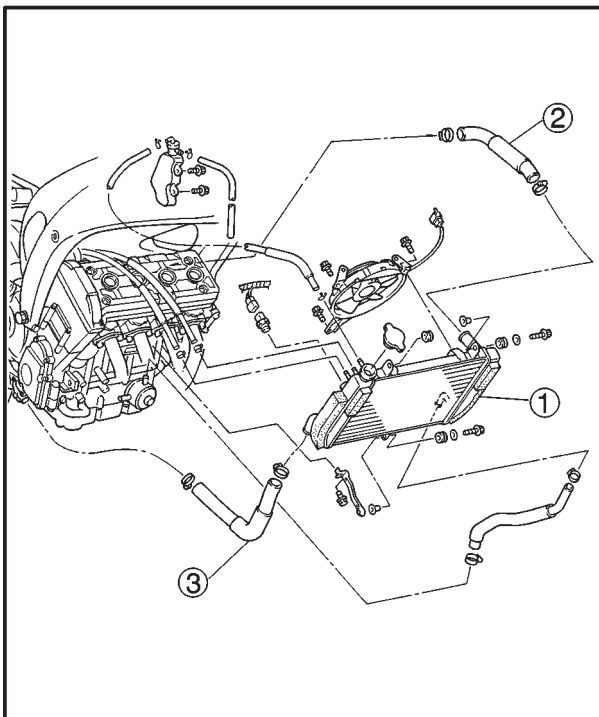
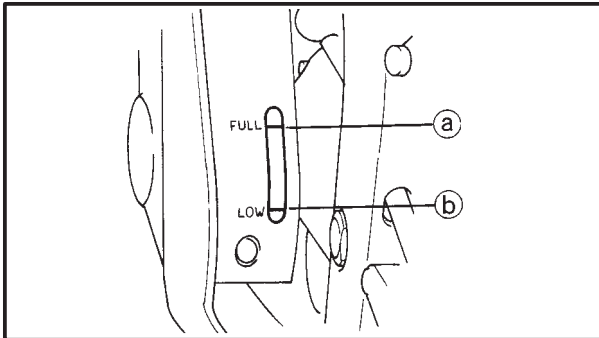
38 Nm (3.8 m•kg)

4. Install:

- radiator assembly
Refer to "RADIATOR" in chapter 5.

CHECKING THE COOLANT LEVEL/ CHECKING THE COOLING SYSTEM

CHK
ADJ



EB303220

CHECKING THE COOLANT LEVEL

1. Stand the motorcycle on a level surface.

NOTE:

- Place the motorcycle on a suitable stand.
- Make sure that the motorcycle is upright.

2. Check:

- coolant level

The coolant level should be between the maximum level mark (a) and minimum level marks (b).

Below the minimum level mark → Add the recommended coolant to the proper level.

CAUTION:

- Adding water instead of coolant lowers the antifreeze content of the coolant. If water is used instead of coolant, check and correct the antifreeze concentration of the coolant.
- Use only distilled water. Soft water may be used if distilled water is not available.

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

4. Check:

- coolant level

NOTE:

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

EB303230

CHECKING THE COOLING SYSTEM

1. Remove:

- bottom cowlings

- side cowlings

Refer to "COWLINGS".

2. Check:

- radiator ①

- radiator inlet hose ②

- radiator outlet hose ③

- oil cooler ④

- oil cooler inlet hose ⑤

- oil cooler outlet hose ⑥

- water pump outlet hose ⑦

Cracks/damage → Replace.

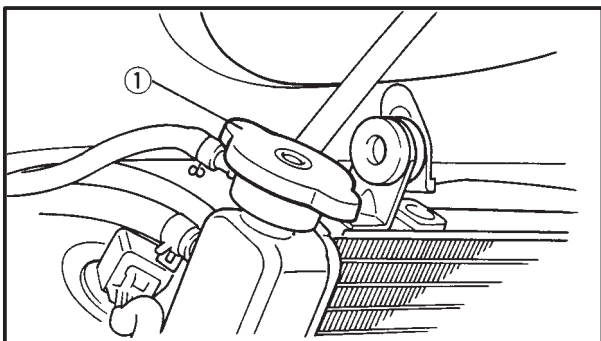
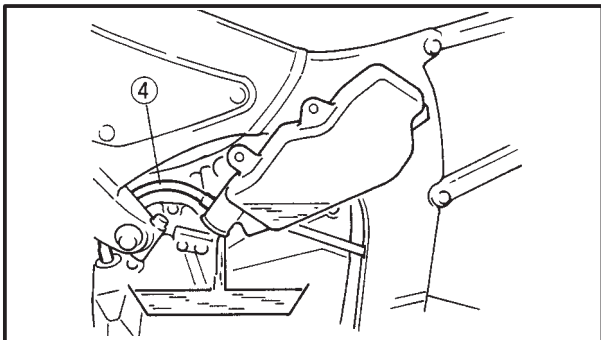
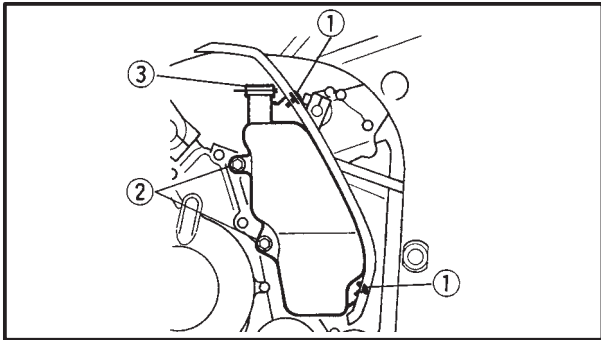
Refer to "COOLING SYSTEM" in chapter 5.

3. Install:

- side cowlings

- bottom cowlings

Refer to "Cowlings".



EB303240

CHANGING THE COOLANT

1. Remove:
 - bottom cowling
 - left side cowling
Refer to "COWLINGS".
 - reservoir hose clamps ①
2. Remove:
 - coolant reservoir bolts ②
 - coolant reservoir cap ③

NOTE:

When draining the coolant from the coolant reservoir, be sure to tilt the reservoir so that coolant cannot flow through the coolant reservoir breather hose ④.

3. Drain:
 - coolant
(from the coolant reservoir)
4. Install:
 - coolant reservoir bolts
 - reservoir cover

5. Remove:
 - radiator cap ①

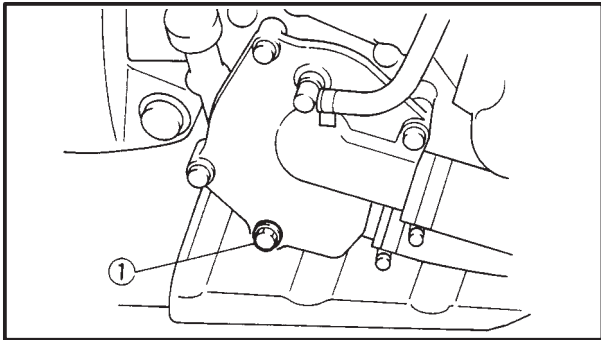
⚠ WARNING

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 injury. When the engine has cooled, open the radiator cap as follows:

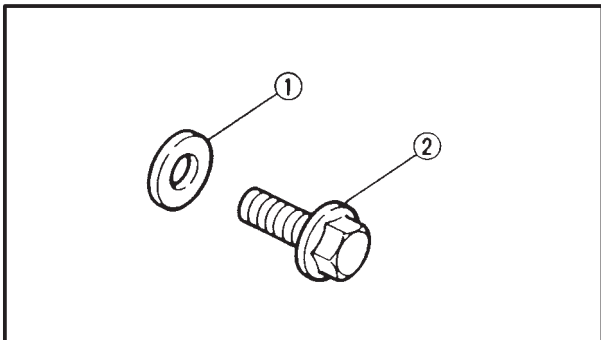
Place a thick rag or a towel over the radiator cap and slowly turn the radiator cap counterclockwise toward the detent to allow any residual pressure to escape. When the hissing sound has stopped, turn the radiator cap counterclockwise while pressing down on it and then remove it.

CHANGING THE COOLANT


CHK
ADJ

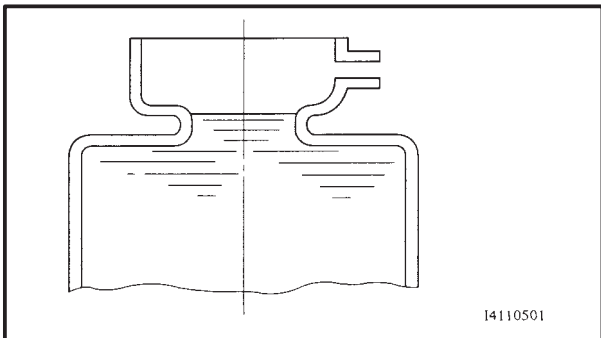


6. Remove:
 - coolant drain bolt ① (along with the copper washer)
7. Drain:
 - coolant
8. Check:
 - copper washer ①
 - coolant drain bolt ②Damage → Replace



9. Install:
 - coolant drain bolt

 7 Nm (0.7 m•kg)



10. 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)

Quantity
Total amount
2.15 L

Coolant reservoir capacity
0.44 L

Handling notes for coolant

Coolant is potentially harmful and should be handled with special care.

WARNING

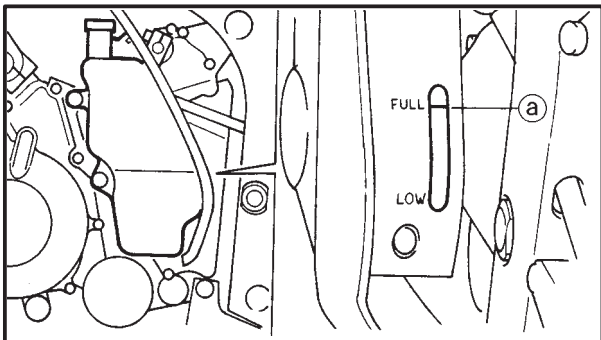
- If coolant splashes in your eyes, thoroughly wash them with water and consult a doctor.
- If coolant splashes on your clothes, quickly wash it away with water and then with soap and water.
- If coolant is swallowed, induce vomiting and get immediate medical attention.



CAUTION:

- Adding water instead of coolant lowers the antifreeze content 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, soft water may be used if distilled water is not available.
- If coolant comes into contact with painted surfaces, immediately wash them with water.
- Do not mix different types of antifreeze.

11. Install:
 - radiator cap



12. Fill:
 - coolant reservoir (with the recommended coolant to the maximum level mark (a))
13. Install:
 - coolant reservoir cap
14. Start the engine, warm it up for several minutes, and then turn it off.

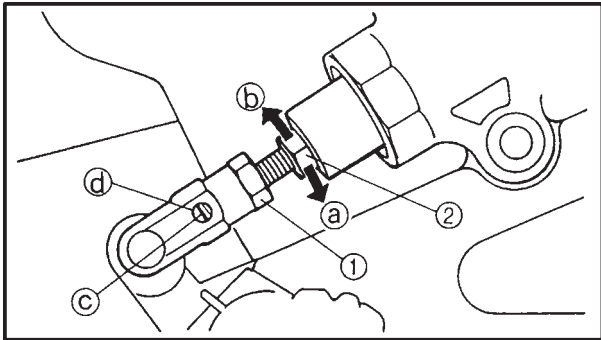
15. Check:
 - coolant level
Refer to "CHECKING THE COOLANT LEVEL".

NOTE:

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

16. Install:
 - left side cowling
 - bottom cowling
Refer to "COWLINGS".

ADJUSTING THE REAR BRAKE



2. Adjust:
- brake pedal position




- Loosen the locknut (1).
- 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.

⚠ WARNING

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

- Tighten the locknut (1) to specification.

	Locknut 16 Nm (1.6 m•kg)
---	------------------------------------

⚠ 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 and could result in loss of control and possibly an accident.

Therefore, check and, if necessary, bleed the brake system.

CAUTION:

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



3. Adjust:
- rear brake light switch
- Refer to “ADJUSTING THE REAR BRAKE LIGHT SWITCH”.

CHECKING THE BRAKE FLUID LEVEL

CHK
ADJ



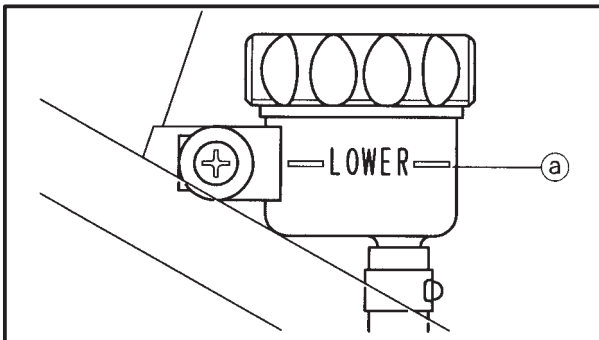
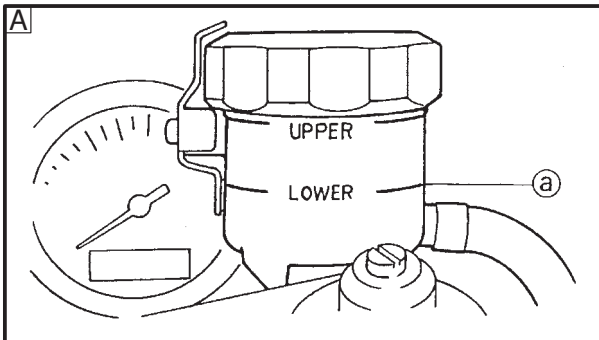
EB304020

CHECKING THE BRAKE FLUID LEVEL

1. Stand the motorcycle on a level surface.

NOTE:

- Place the motorcycle on a suitable stand.
- Make sure that the motorcycle is upright.



2. Check:

- brake fluid level

Below the minimum level mark (a) → Add the recommended brake fluid to the proper level.



**Recommended brake fluid
DOT 4**

A Front brake

B Rear brake

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.

CAUTION:

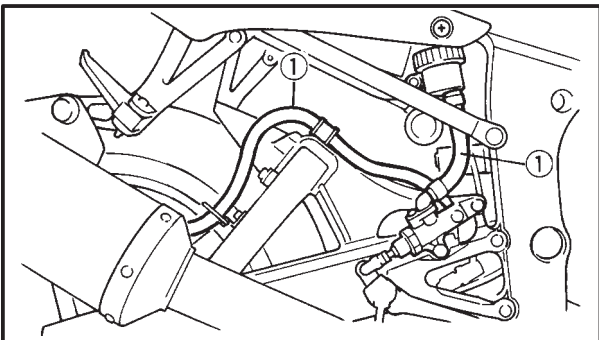
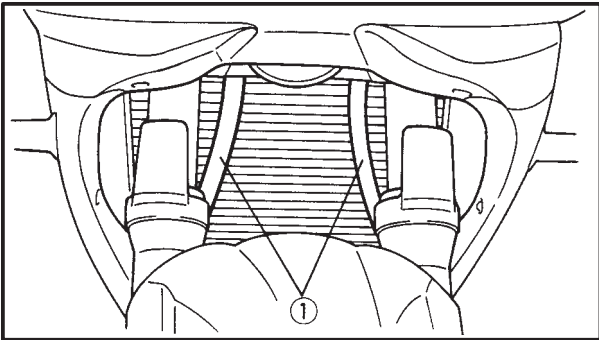
Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilled brake fluid immediately.

NOTE:

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

CHECKING THE BRAKE HOSES/ BLEEDING THE HYDRAULIC BRAKE SYSTEM

CHK
ADJ



EB304062

CHECKING THE BRAKE HOSES

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

1. Check:
 - brake hose ①
Cracks/damage/wear → Replace.
2. Check:
 - brake hose clamp
Loose → Tighten the clamp bolt.
3. Hold the motorcycle upright and apply the brake several times.
4. Check:
 - brake hose
Brake fluid leakage → Replace the damaged hose.
Refer to "FRONT AND REAR BRAKES" in chapter 7.

EB304072

BLEEDING THE HYDRAULIC BRAKE SYSTEM

⚠ WARNING

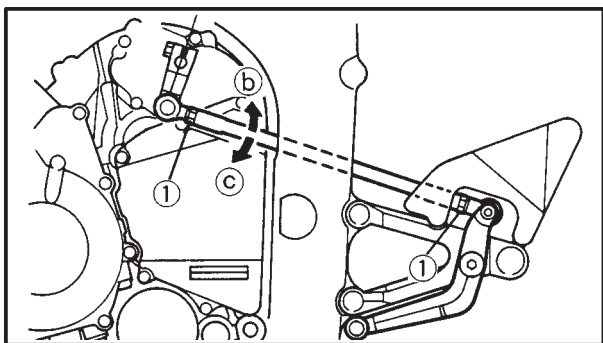
Bleed the hydraulic brake system whenever:

- the brake system was disassembled,
- a brake hose was loosened, disconnected or replaced,
- the brake fluid level is very low,
- brake operation is faulty.

NOTE:

- Be careful not to spill any brake fluid or allow the brake fluid reservoir to overflow.
- When bleeding the hydraulic brake system, make sure that there is always enough brake fluid before applying the brake. Ignoring this precaution could allow air to enter the hydraulic brake system, 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.

ADJUSTING THE SHIFT PEDAL / ADJUSTING THE DRIVE CHAIN SLACK



EB304081

ADJUSTING THE SHIFT PEDAL

NOTE: _____

The shift pedal position is determined by the installed.

1. Measure:
 - incorrect → Adjust.

The top of shift pedal should be aligned with the lower part of the bracket. (from the horizontal view)

2. Adjust:
 - installed shift rod length



- a. Loosen both locknuts ①.
- b. Turn the shift rod ② in direction ⑥ or ⑦ to obtain the correct shift pedal position.

Direction ⑥	Installed shift rod length increases.
Direction ⑦	Installed shift rod length decreases.

- c. Tighten both locknuts.
- d. Make sure that the installed shift rod length is within specification.



EB304092

ADJUSTING THE DRIVE CHAIN SLACK

NOTE: _____

The drive chain slack must be checked at the tightest point on the chain.

CAUTION: _____

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. Stand the motorcycle on a level surface.

⚠ WARNING _____

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

NOTE: _____

Place the motorcycle on a suitable stand so that the rear wheel is elevated.



EB304100

LUBRICATING THE DRIVE CHAIN

The drive chain consists of many interacting parts. If the drive chain is not maintained properly, it will wear out rapidly. Therefore, the drive chain should be serviced, especially when the motorcycle is used in dusty areas. This motorcycle 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 kerosine 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
Engine oil or chain lubricant
suitable for O-ring chains

EB304130

CHECKING AND ADJUSTING THE STEERING HEAD

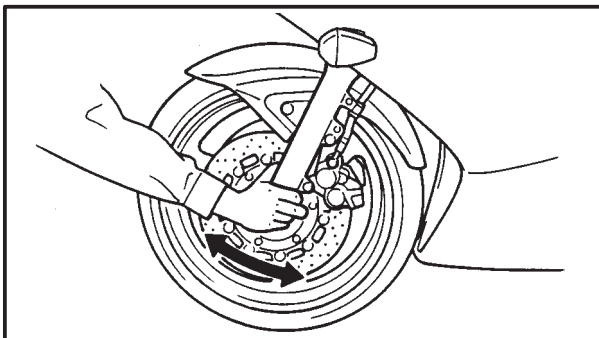
1. Stand the motorcycle on a level surface.

⚠ WARNING

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

NOTE:

Place the motorcycle on a suitable 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.

Looseness/binding → Adjust the steering head.

CHECKING AND ADJUSTING THE STEERING HEAD

CHK
ADJ



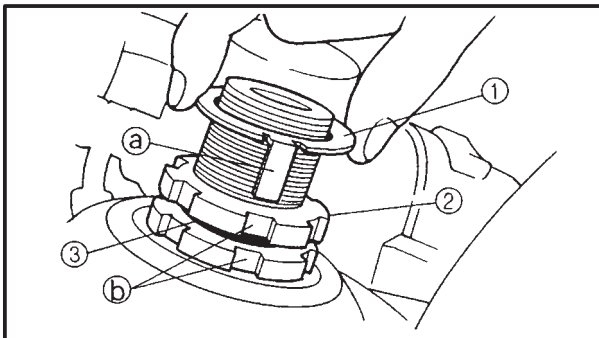
- c. Loosen the lower ring nut completely, then tighten it to specification.

⚠ WARNING

Do not overtighten the lower ring nut.



Lower ring nut (final tightening torque)
9 Nm (0.9 m•kg)



- 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” in chapter 7.

- e. Install the washer ③.
f. Install the upper ring nut ②.
g. Finger tighten the upper ring nut ②, 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 ①.

NOTE:

Make sure that the lock washer tabs (a) sit correctly in the ring nut slots (b).

8. Install:

- steering stem nut

115 Nm (11.5 m•kg)

- upper bracket bolt

13 Nm (1.3 m•kg)

- handlebar pinch bolt

13 Nm (1.3 m•kg)

- upper bracket pinch bolt

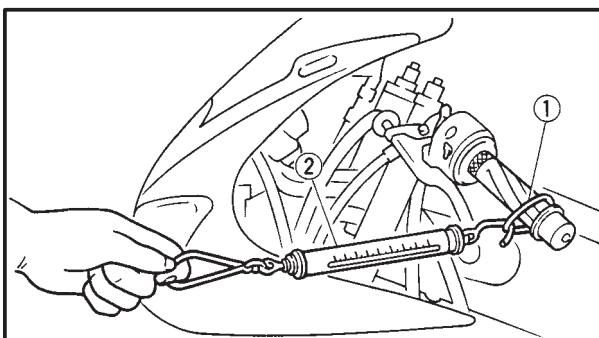
23 Nm (2.3 m•kg)

9. Measure:

- steering head tension
(with the motorcycle still on the stand)

NOTE:

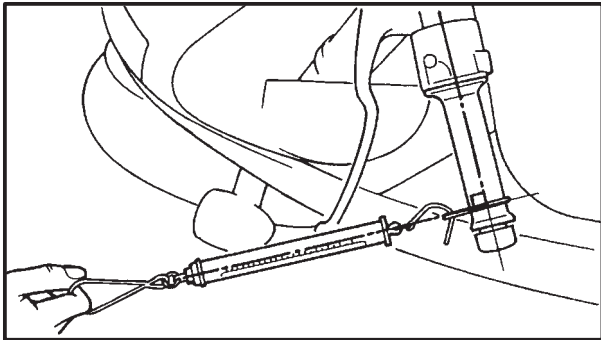
Make sure that all of the cables and wires are properly routed.



- a. Point the front wheel straight ahead.
b. Install a plastic locking tie ① loosely around the end of the handlebar as shown.
c. Hook a spring gauge ② onto the plastic locking tie.

CHECKING AND ADJUSTING THE STEERING HEAD/ CHECKING THE FRONT FORK

CHK
ADJ

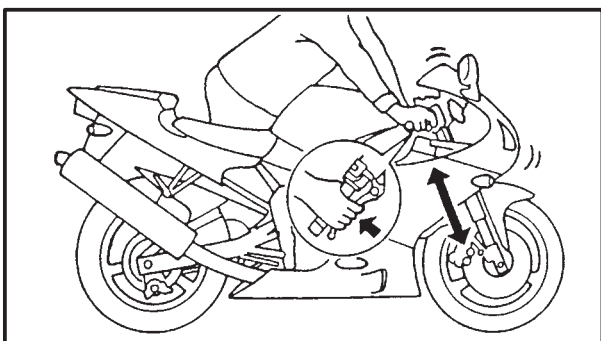
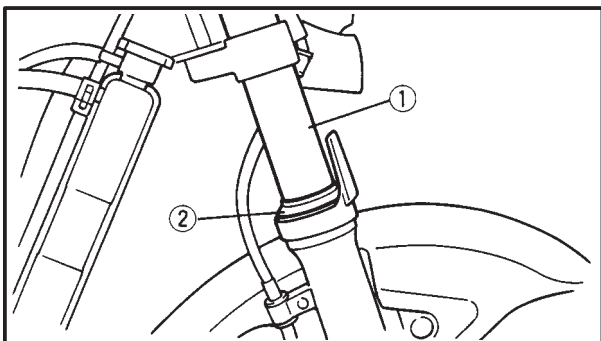


- d. Hold the spring gauge at a 90° angle from the handlebar, pull the spring gauge, and record the measurement when the handlebar starts to turn.



Steering head tension
200 × 500 g

- e. Repeat the above procedure on the opposite handlebar.
- f. If the steering head tension is out of specification (both handlebars should be within specification), remove the upper bracket and loosen or tighten the upper ring nut.
- g. Reinstall the upper bracket and measure the steering head tension again as described above.
- h. Repeat the above procedure until the steering head tension is within specification.
- i. Grasp the bottom of the front fork legs and gently rock the front fork.
Looseness or binding → Adjust the steering head.



EB304141

CHECKING THE FRONT FORK

1. Stand the motorcycle on a level surface.

⚠ WARNING

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

2. Check:
- inner tube ①
Damage/scratches → Replace.
 - oil seal ②
Oil leakage → Replace.
3. Hold the motorcycle upright and apply the front brake.
4. Check:
- front fork operation
Push down hard on the handlebars several times and check if the front fork rebounds smoothly.
Rough movement → Repair.
Refer to "FRONT FORK" in chapter 7.

ADJUSTING THE FRONT FORK LEGS



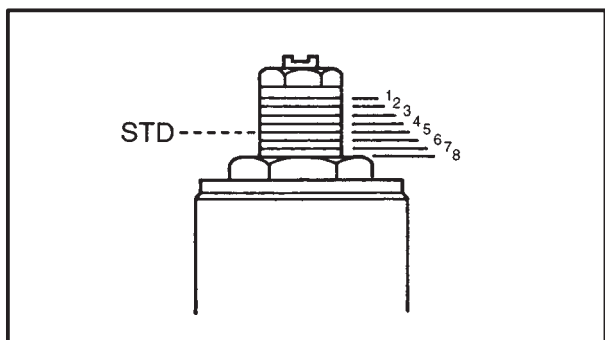
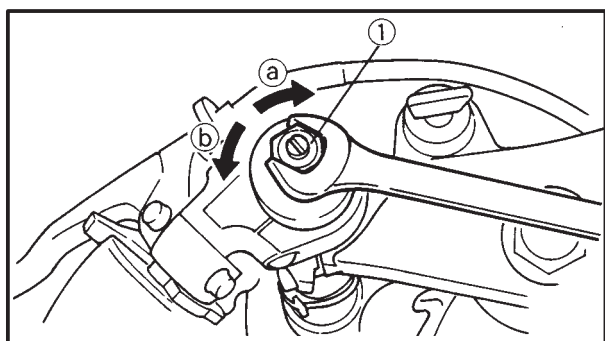
EB304153

ADJUSTING THE FRONT FORK LEGS

The following procedure applies to both of the front fork legs.

⚠ WARNING

- Always adjust both front fork legs evenly. Uneven adjustment can result in poor handling and loss of stability.
- Securely support the motorcycle so that there is no danger of it falling over.



Spring preload

CAUTION:

- Grooves are provided to indicate the adjustment position.
- Never go beyond the maximum or minimum adjustment positions.

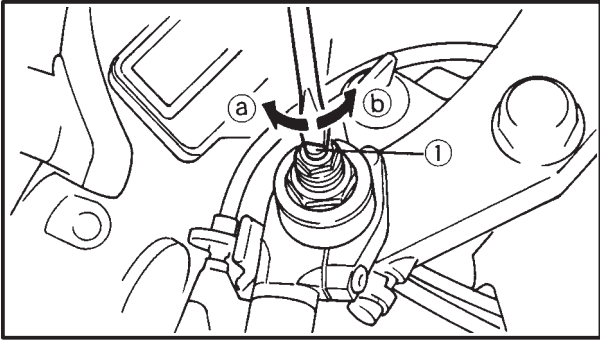
1. Adjust:
 - spring preload

a. Turn the adjusting bolt ① in direction (a) or (b).

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

HARD				STD	SOFT			
1	2	3	4	5	6	7	8	

ADJUSTING THE FRONT FORK LEGS



Rebound damping

CAUTION:

Never go beyond the maximum or minimum adjustment positions.

1. Adjust:
 - rebound damping



- a. Turn the adjusting screw ① in direction ① or ②.

Direction ①	Rebound damping is increased (suspension is harder).
Direction ②	Rebound damping is decreased (suspension is softer).

Adjusting positions
 Minimum: 12 clicks out*
 Standard: 6 clicks out*
 Maximum: 1 clicks out*
 * from the fully turned-in position



Compression damping

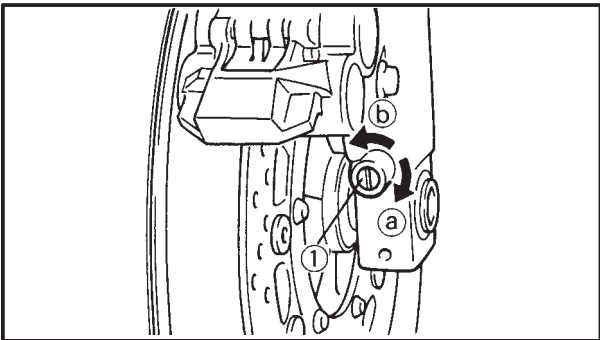
CAUTION:

Never go beyond the maximum or minimum adjustment positions.

1. Adjust:
 - compression damping



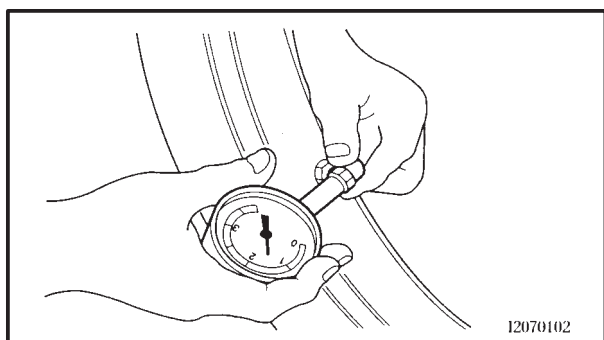
- a. Turn the adjusting screw ① in direction ① or ②.



Direction ①	Compression damping is increased (suspension is harder).
Direction ②	Compression damping is decreased (suspension is softer).

Adjusting positions
 Minimum: 11 clicks out*
 Standard: 6 clicks out*
 Maximum: 1 clicks out*
 * from the fully turned-in position





EB304170

CHECKING THE TIRES

The following procedure applies to both of the tires.

1. Measure:
 - tire pressure
 - Out of specification → Regulate.

⚠ 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 motorcycle could cause tire damage, an accident or an injury.

NEVER OVERLOAD THE MOTORCYCLE.

Basic weight (with oil and a full fuel tank)	188 kg	
Maximum load*	187 kg	
Cold tire pressure	Front	Rear
Up to 90 kg load*	250 kPa (2.5 kgf/cm ² , 2.5 bar)	250 kPa (2.5 kgf/cm ² , 2.5 bar)
90 kg × max- imum load*	250 kPa (2.5 kgf/cm ² , 2.5 bar)	290 kPa (2.9 kgf/cm ² , 2.9 bar)
High-speed riding	250 kPa (2.5 kgf/cm ² , 2.5 bar)	250 kPa (2.5 kgf/cm ² , 2.5 bar)

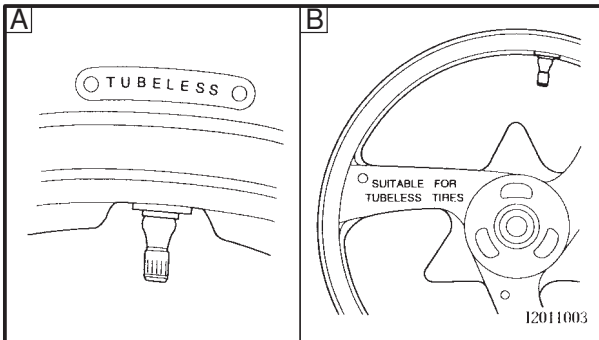
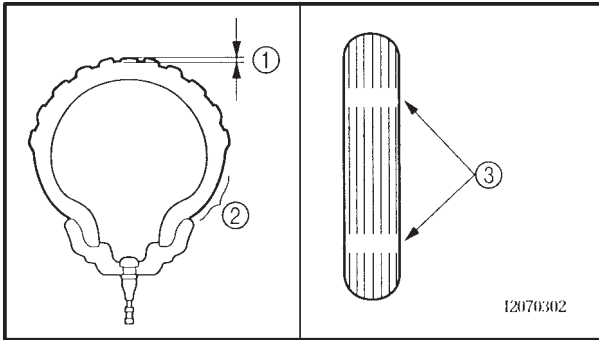
* total of cargo, rider, passenger and accessories

⚠ WARNING

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

CHECKING THE TIRES

CHK
ADJ



2. Check:

- tire surfaces
- Damage/wear → Replace the tire.



**Minimum tire tread depth
1.6 mm**

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

⚠ WARNING

- Do not use a tubeless tire on a wheel designed only for tube tires to avoid tire failure and personal injury from sudden deflation.
- When using a tube tire, be sure to install the correct tube.
- Always replace a new tube tire and a new tube as a set.
- To avoid pinching the tube, make sure that the wheel rim band and tube are centered in the wheel groove.
- Patching a punctured tube is not recommended. If it is absolutely necessary to do so, use great care and replace the tube as soon as possible with a good quality replacement.

A Tire B Wheel

Tube wheel	Tube tire only
Tubeless wheel	Tube or tubeless tire

- 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 motorcycle.

Front tire

Manufacturer	Size	Model
BRIDGESTONE	120/60 ZR17 (55W)	BT56F•E
DUNLOP	120/60 ZR17 (55W)	D207F•J

Rear tire

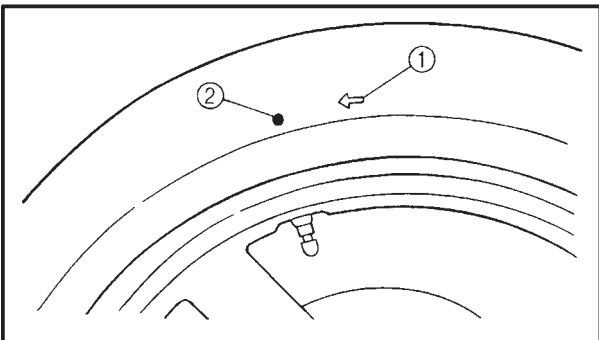
Manufacturer	Size	Model
BRIDGESTONE	180/55 ZR17 (73W)	BT56R•E
DUNLOP	180/55 ZR17 (73W)	D207•N

⚠ WARNING

After mounting a new tire, ride conservatively for a while to become accustomed to the “feel” of the new tire and to allow the tire to seat itself properly in the rim. Failure to do so could lead to an accident with possible injury to the rider or damage to the motorcycle.

NOTE:

- 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.



EB304180

CHECKING THE WHEELS

The following procedure applies to both of the wheels.

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

⚠ WARNING

Never attempt to make any repairs to the wheel.

NOTE:

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



EB304200


CHECKING AND LUBRICATING THE CABLES

The following procedure applies to all of the cable sheaths and cables.

WARNING

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

1. Check:
 - cable sheath
Damage → Replace.
2. Check:
 - cable operation
Rough movement → Lubricate.

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

NOTE:

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

EB304210

LUBRICATING THE LEVERS AND PEDALS

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

	Recommended lubricant Lithium soap base grease
---	--

EB304220

LUBRICATING THE SIDESTAND

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

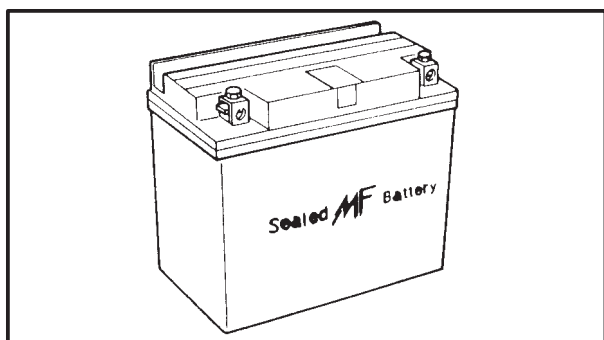
	Recommended lubricant Lithium soap base grease
---	--

EB304240

LUBRICATING THE REAR SUSPENSION

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

	Recommended lubricant Lithium soap base grease
---	--



EB305020

ELECTRICAL SYSTEM CHECKING AND CHARGING THE BATTERY

⚠ 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

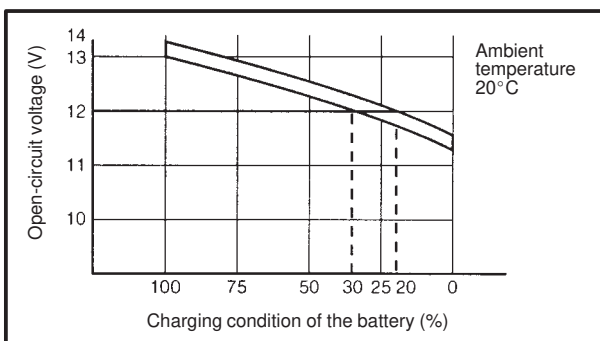
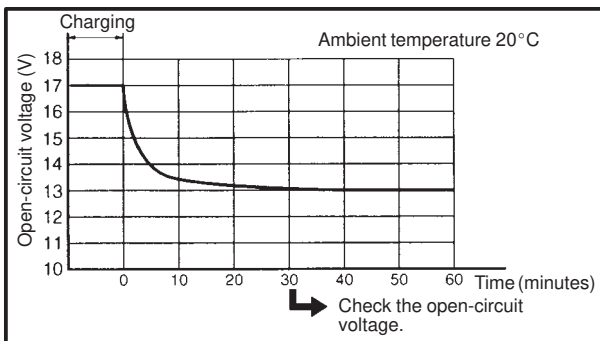
- Drink large quantities of water or milk followed with milk of magnesia, beaten egg or vegetable oil. Get immediate medical attention.

CAUTION:

- This is a sealed 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 an MF battery are different from those of conventional batteries. The MF battery should be charged as explained in the charging method illustrations. If the battery is overcharged, the electrolyte level will drop considerably. Therefore, take special care when charging the battery.

CHECKING AND CHARGING THE BATTERY

CHK
ADJ



5. Charge:

- battery (refer to the appropriate charging method illustration)

⚠ WARNING

Do not quick charge a battery.

CAUTION:

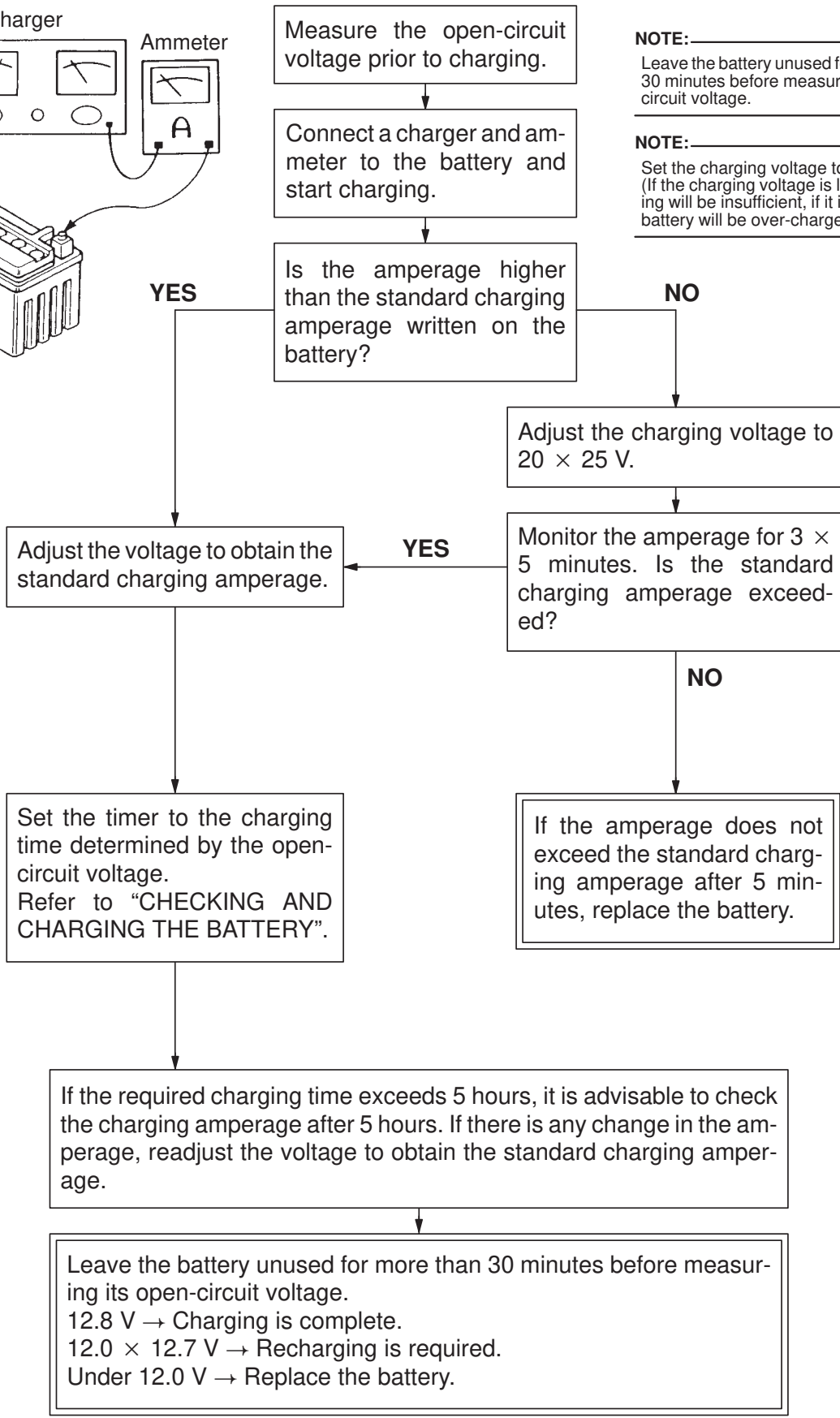
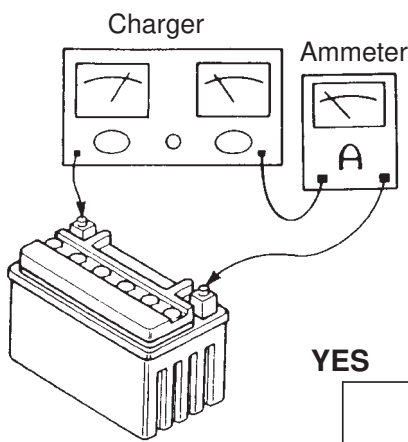
- Never remove the MF battery sealing caps.
- Do not use a high-rate battery charger since it forces a high-amperage current into the battery quickly and can cause battery overheating and battery plate damage.
- If it is impossible to regulate the charging current on the battery charger, be careful not to overcharge the battery.
- When charging a battery, be sure to remove it from the motorcycle. (If charging has to be done with the battery mounted on the motorcycle, disconnect the negative 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 that 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 an MF battery stabilizes about 30 minutes after charging has been completed. Therefore, wait 30 minutes after charging is completed before measuring the open-circuit voltage.

CHECKING AND CHARGING THE BATTERY

CHK
ADJ



Charging method using a variable-voltage charger



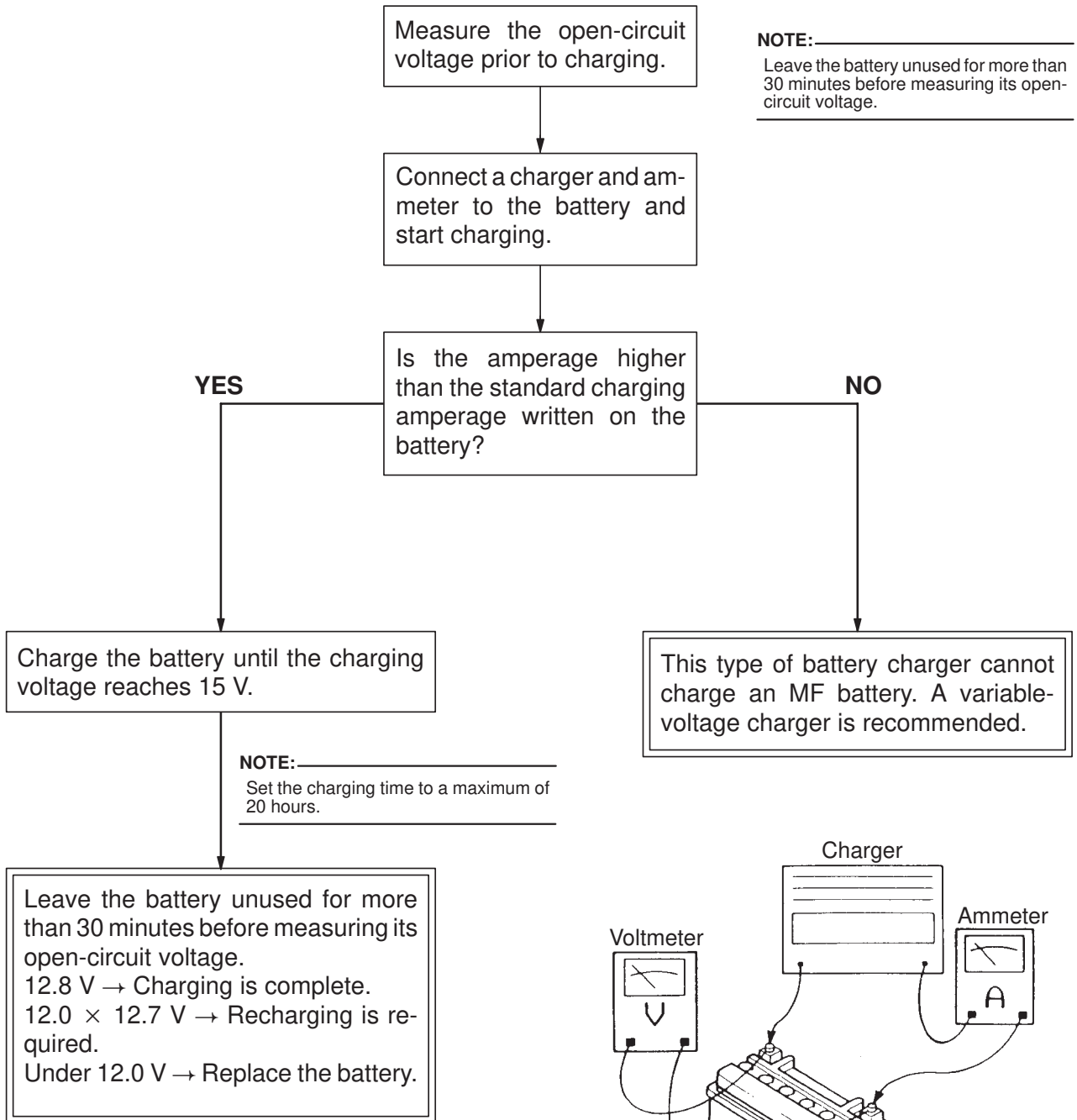
NOTE:
Leave the battery unused for more than 30 minutes before measuring its open-circuit voltage.

NOTE:
Set the charging voltage to 16×17 V. (If the charging voltage is lower, charging will be insufficient, if it is higher, the battery will be over-charged.)

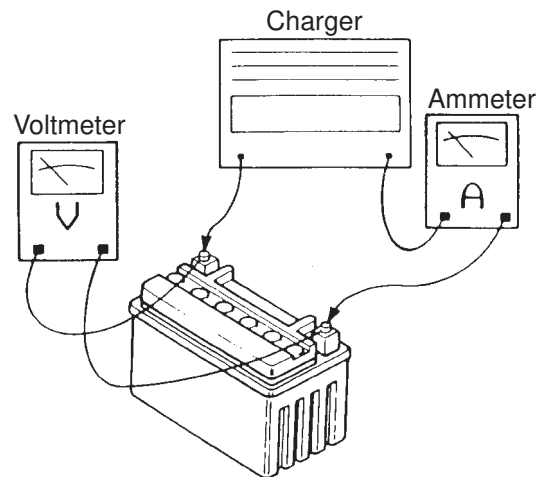
CHECKING AND CHARGING THE BATTERY



Charging method using a constant-voltage charger

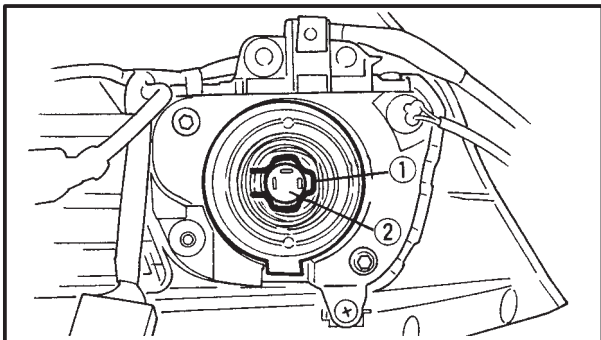
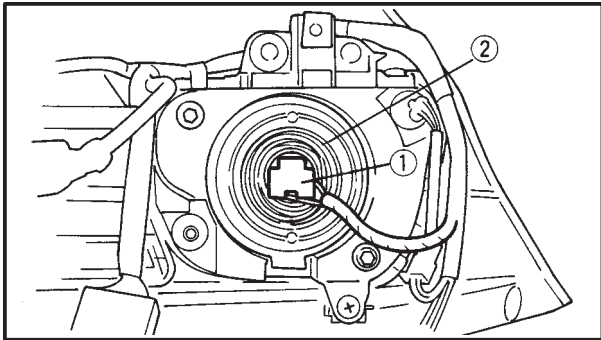


CAUTION: Constant amperage chargers are not suitable for charging MF batteries.



REPLACING THE HEADLIGHT BULBS

CHK
ADJ



EB305051

REPLACING THE HEADLIGHT BULBS

The following procedure applies to both of the headlight bulbs.

1. Disconnect:
 - headlight coupler ①
 - headlight bulb holder cover ②

2. Detach:
 - headlight bulb holder ①
3. Remove:
 - headlight bulb ②

⚠ WARNING

Since the headlight bulb gets extremely hot, keep flammable products and your hands away from the bulb until it has cooled down.

4. Install:
 - headlight bulb **New**
Secure the new headlight bulb with the headlight bulb holder.

CAUTION:

Avoid touching the glass part of the headlight bulb to keep it free from oil, otherwise the transparency of the glass, the life of the bulb and the luminous flux will be adversely affected. If the headlight bulb gets soiled, thoroughly clean it with a cloth moistened with alcohol or lacquer thinner.

5. Attach:
 - headlight bulb holder
6. Install:
 - headlight bulb holder cover
7. Connect:
 - headlight coupler

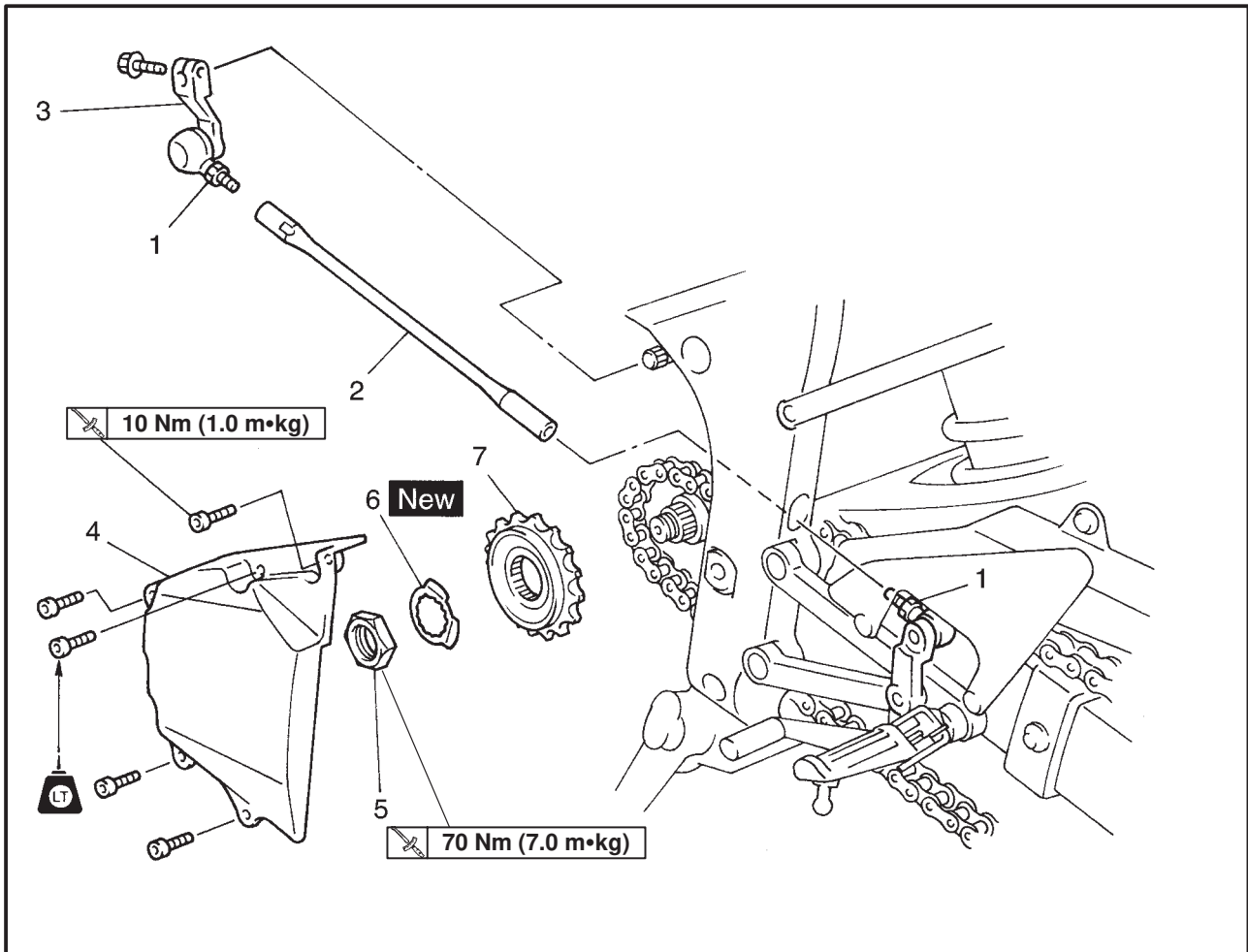


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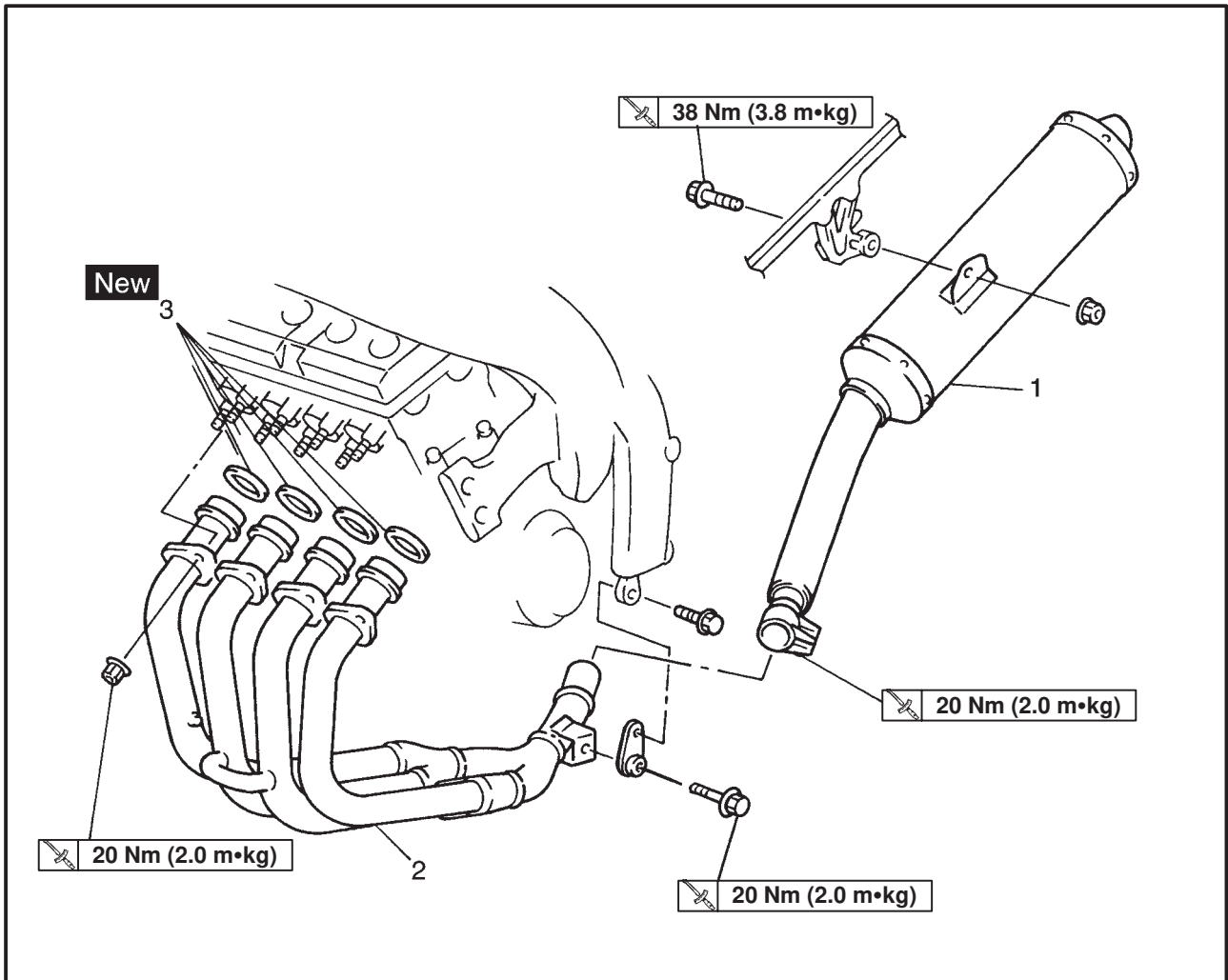
OVERHAULING THE ENGINE

ENGINE
DRIVE SPROCKET

Order	Job/Part	Q'ty	Remarks
	Removing the drive sprocket		
	Reserve tank		Remove the parts in the order listed. Refer to "CHANGING THE COOLANT"
1	Locknut	2	
2	Shift rod	1	
3	Shift arm	1	
4	Drive sprocket cover	1	
5	Nut	1	
6	Lock washer	1	
7	Drive sprocket	1	
			For installation reverse the remove procedure.



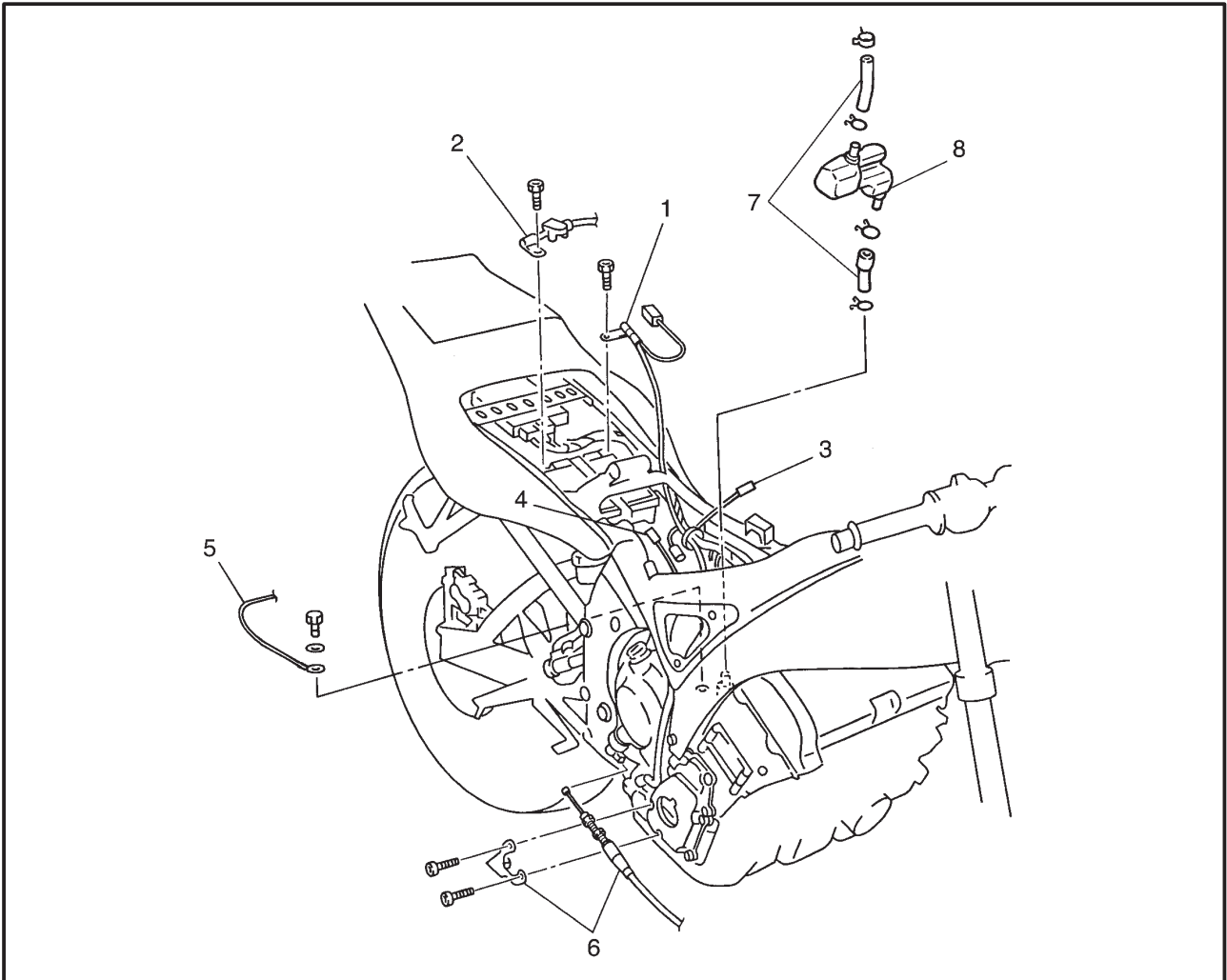
EXHAUST ASSEMBLY



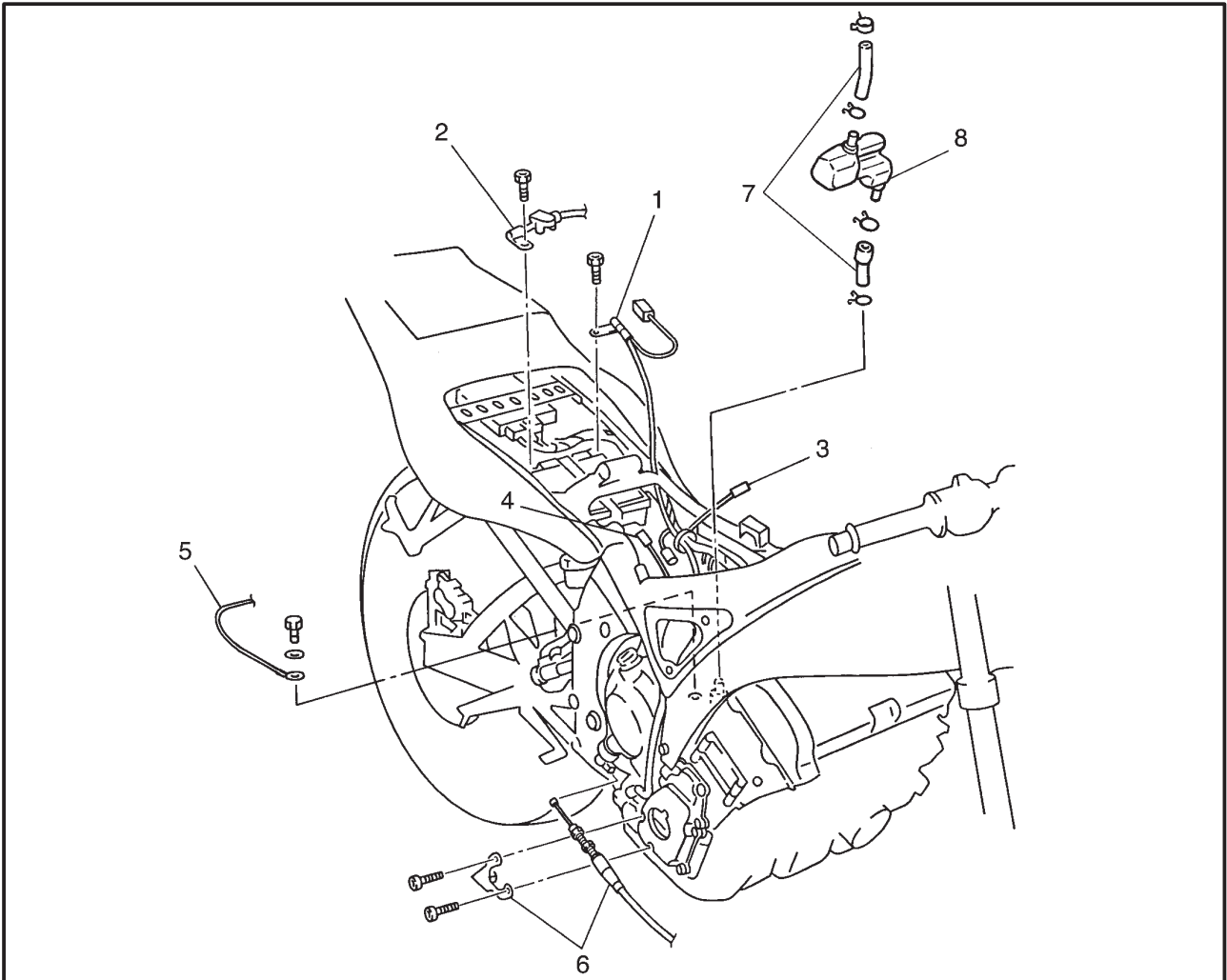
Order	Job/Part	Q'ty	Remarks
	Removing the exhaust assembly		
	Bottom cowl and side cowlings		Remove the parts in the order listed.
	Coolant		Refer to "COWLINGS" in chapter 3
			Drain.
			Refer to "CHANGING THE COOLANT" in
			chapter 3.
			Refer to "RADIATOR" in chapter 5.
1	Radiator assembly	1	
2	Muffler	1	
3	Exhaust pipe assembly	1	
3	Exhaust pipe gasket	4	
			For installation reverse the removal procedure.



LEADS AND HOSES



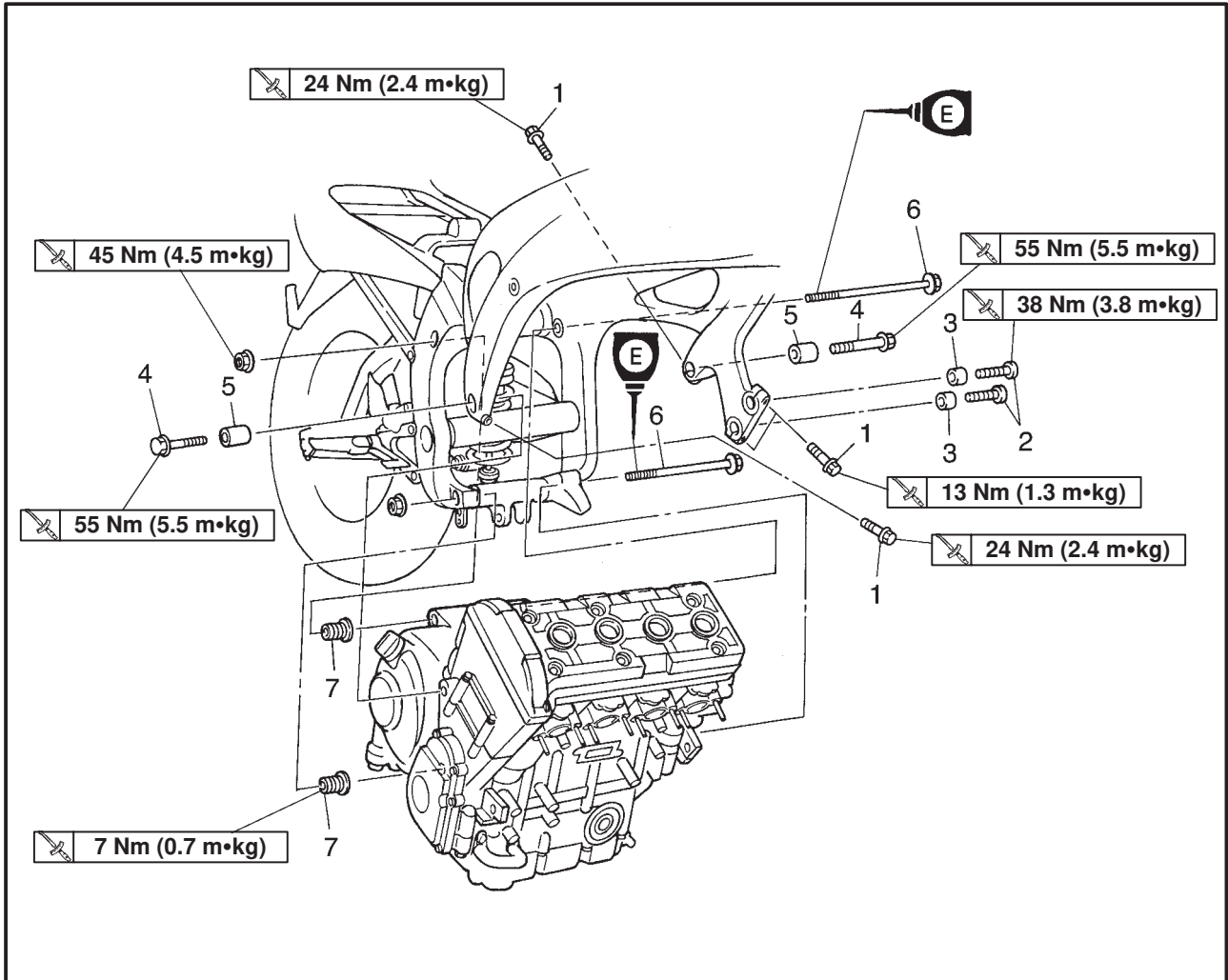
Order	Job/Part	Q'ty	Remarks
	Disconnecting the leads and hoses		
	Fuel tank		Disconnect the parts in the order listed. Refer to "FUEL TANK" in chapter 3.
	Air filter case		Refer to "AIR FILTER CASE AND IGNITION COILS" in chapter 3.
	Carburetor assembly and joints		Refer to "CARBURETORS" in chapter 6.
	Engine oil and oil filter cartridge		Drain. Refer to "CHANGING THE ENGINE OIL" in chapter 3.
	Oil cooler		Refer to "OIL COOLER" in chapter 5.



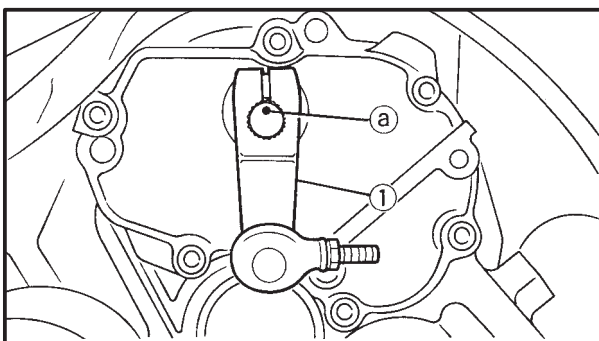
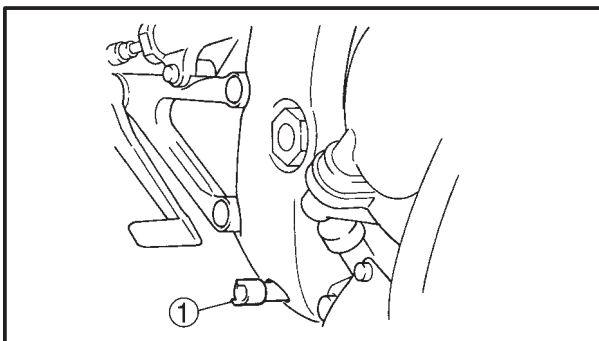
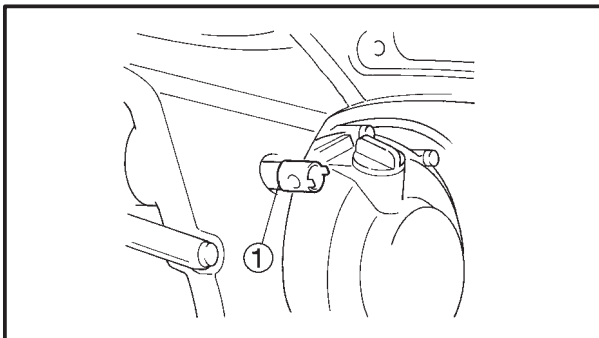
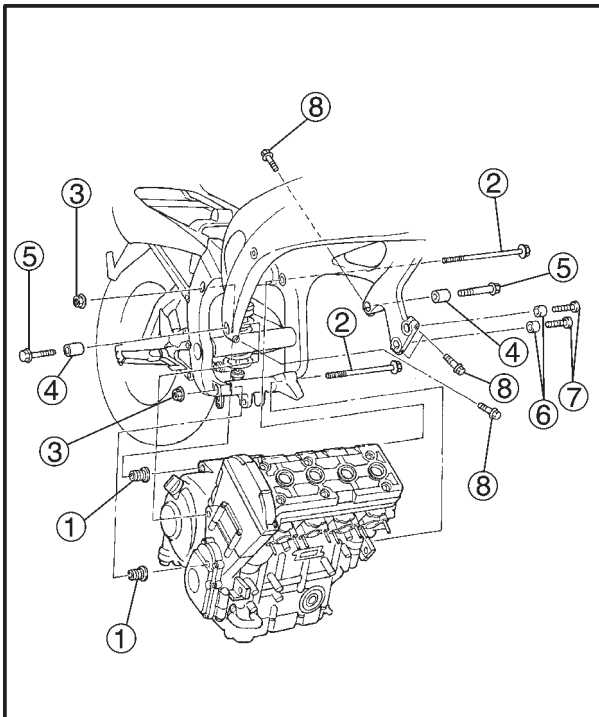
Order	Job/Part	Q'ty	Remarks
1	Battery negative lead	1	<p>CAUTION: _____</p> <p>First, disconnect the negative lead, then the positive lead.</p> <p>_____</p> <p>For connecting reverse the disconnecting procedure.</p>
2	Battery positive lead	1	
3	Stator coil assembly coupler	1	
4	Pickup coil coupler	1	
5	Engine earth	1	
6	Clutch wire and holder	1	
7	Crankcase breather hose	1	
8	Separator	1	



ENGINE



Order	Job/Part	Q'ty	Remarks
	Removing the engine		Remove The Parts In The Order Listed. NOTE: _____ Place a suitable stand under the frame and engine.
1	Pinch bolts	4	Refer to "INSTALLING THE ENGINE".
2	Button head bolts	2	
3	Collars	2	
4	Front mounting bolts	2	
5	Collars	2	
6	Rear mounting bolts	2	
7	Engine mounting adjust bolts	2	
			NOTE: _____ Use the point shaft wrench to loosen the engine mounting adjust bolt.
			For Installation, Reverse The Removal Procedure.



EAS00192

INSTALLING THE ENGINE

1. Install:

- engine mounting adjust bolts ①
- rear mounting bolts ②
- self-locking nuts ③
- collars ④
- front mounting bolts ⑤
- collars ⑥
- button head bolts ⑦
- pinch bolts ⑧

NOTE:

- Lubricate the rear mounting bolt threads with lithium soap base grease.
- Do not fully tighten the nuts and bolts.

2. Tighten:

- self-locking nut

	47 Nm (4.7m•kg)
--	-----------------
- front mounting bolts

	55 Nm (5.5 m•kg)
--	------------------
- button head bolt

	39 Nm (3.9 m•kg)
--	------------------
- pinch bolt

M8	24 Nm (2.4 m•kg)
----	------------------
- engine adjusting bolts

M6	13 Nm (1.3 m•kg)
----	------------------

NOTE:

Use the pivot shaft wrench ① to tighten the engine mounting adjust bolt to finger tightness.



Pivot shaft wrench
90890-01471

3. Install:

- drive sprocket

	70Nm (7.0 m•kg)
--	-----------------

4. Install:

- drive sprocket cover

	10 Nm (1.0 m•kg)
--	------------------

NOTE:

Refer to "CABLE ROUTING" in chapter 2.

5. Install:

- shift arm ①

	10 Nm (1.0 m•kg)
--	------------------

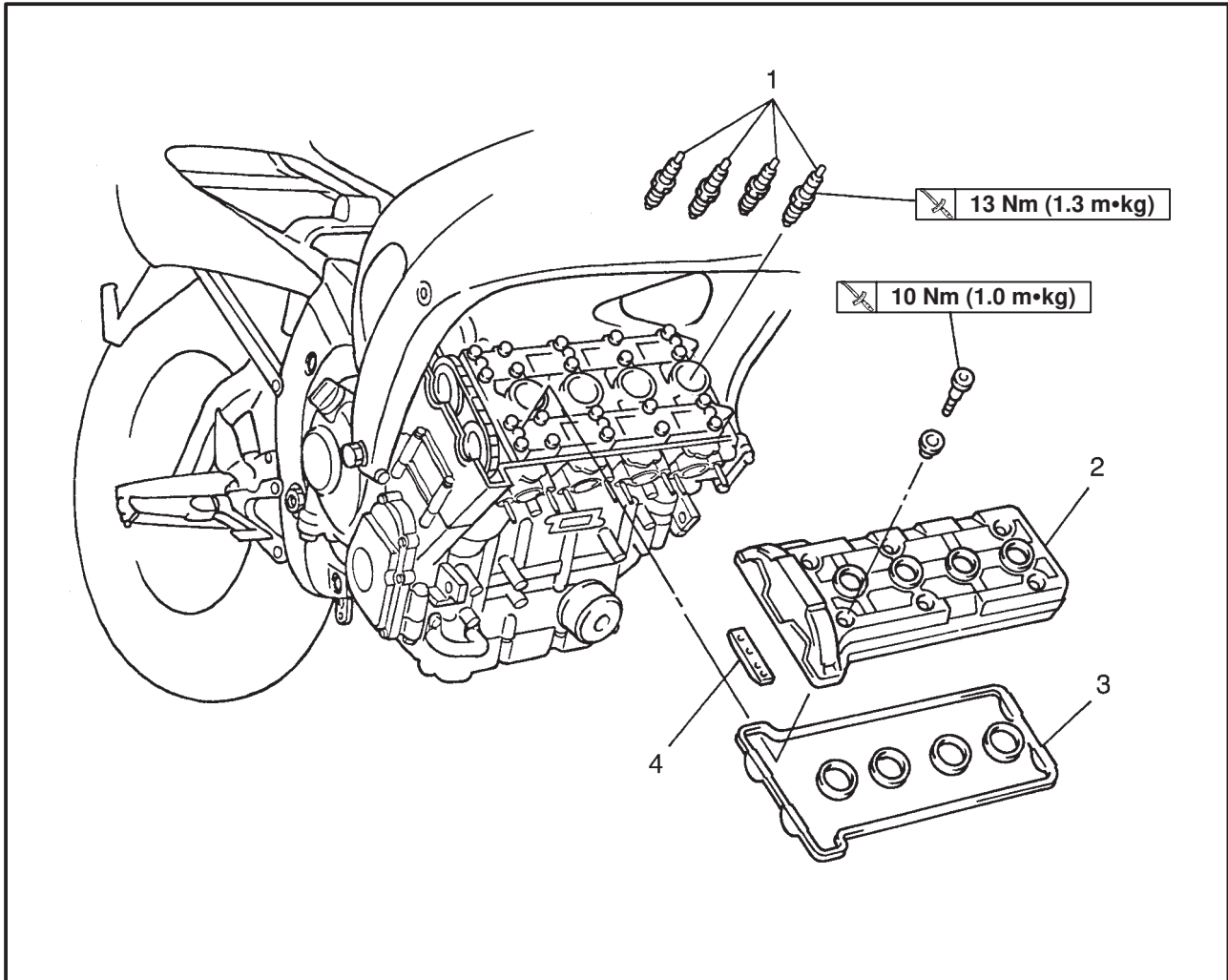
NOTE:

Align the punch mark (a) in the shift shaft with the slot in the shift arm.



EAS00194

CAMSHAFTS CYLINDER HEAD COVER

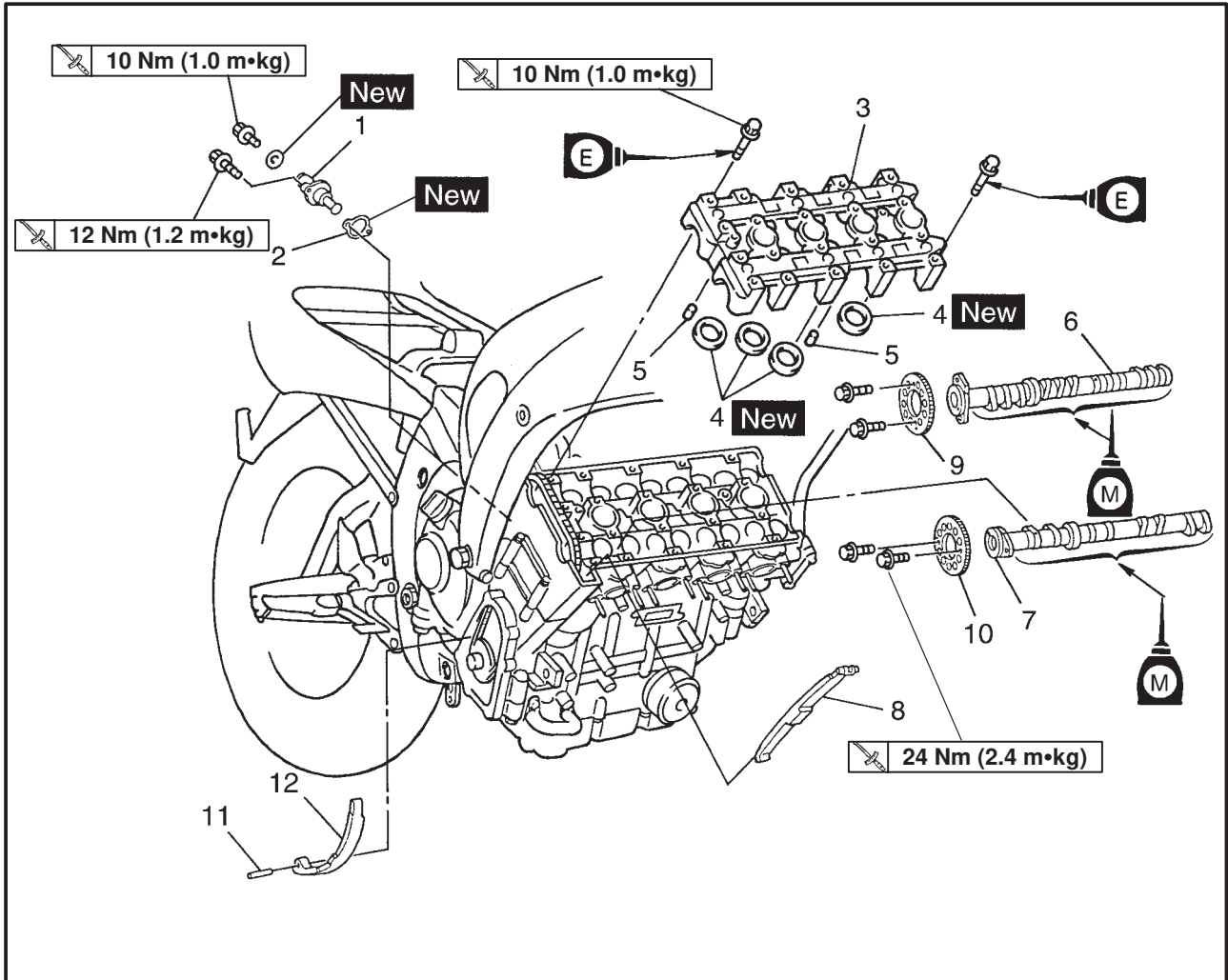


Order	Job/Part	Q'ty	Remarks
	Removing the cylinder head cover		Remove the parts in the order listed.
	Carburetor assembly		Refer to "CARBURETORS" in chapter 6.
	Radiator assembly		Refer to "RADIATOR" in chapter 5.
1	Spark plugs	4	
2	Cylinder head cover	1	
3	Cylinder head cover gasket	1	
4	Timing chain guide (top side)	1	
			For installation reverse the removal procedure.

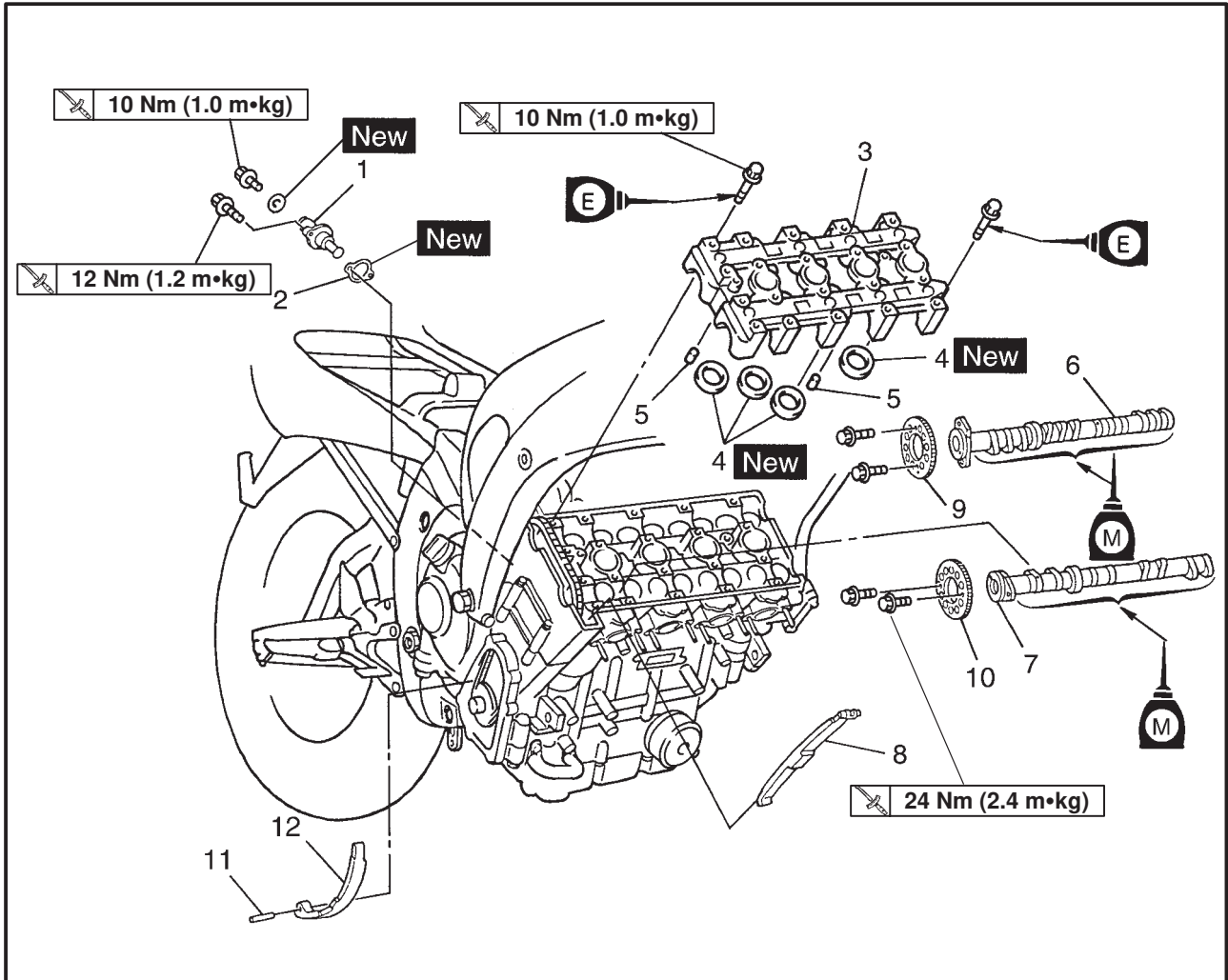


EAS00196

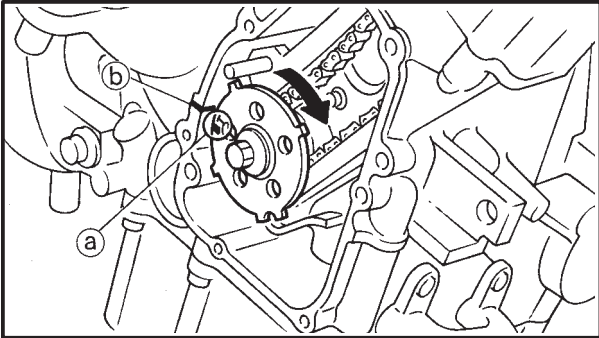
CAMSHAFTS



Order	Job/Part	Q'ty	Remarks
	Removing the camshafts		
	Pickup coil rotor cover		Remove the parts in the order listed. Refer to "PICKUP COIL AND PICK UP COIL COVER".
1	Timing chain tensioner	1	Refer to "REMOVING/INSTALLING THE CAMSHAFTS". NOTE: During removal, the dowel pins may still be connected to the camshaft cap.
2	Timing chain tensioner gasket	1	
3	Camshaft cap	1	
4	Camshaft cap gasket	4	
5	Dowel pin	2	
6	Intake camshaft	1	Refer to "REMOVING/INSTALLING THE CAMSHAFT".
7	Exhaust camshaft	1	
8	Timing chain guide (exhaust side)	1	



Order	Job/Part	Q'ty	Remarks
9	Intake camshaft sproket	1	Refer to "INSTALLING THE CAMSHAFTS".
10	Exhaust camshaft sproket	1	
11	Pin	1	
12	Timing chain guide (intake side)	1	
			For installation reverse the removal procedure.



EAS00198

REMOVING THE CAMSHAFTS

1. Align:
 - TDC mark on the pickup coil rotor (with the crankcase mating surface)



- a. Turn the crankshaft clockwise.
- b. When piston #1 is at TDC on the compression stroke, align the mark (a) on the pickup coil rotor with the crankcase mating surface (b).

NOTE: _____

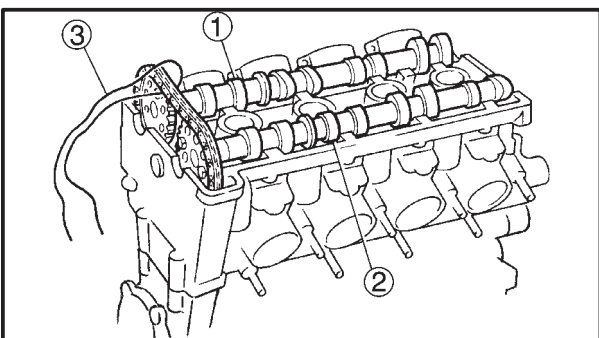
TDC on the compression stroke can be found when the camshaft lobes are turned away from each other.



2. Remove:
 - timing chain tensioner
3. Remove:
 - camshaft cap
 - dowel pins

CAUTION: _____

To prevent damage to the cylinder head, camshafts or camshaft cap, loosen the camshaft cap bolts in stages and in a crisscross pattern, working from the outside in.

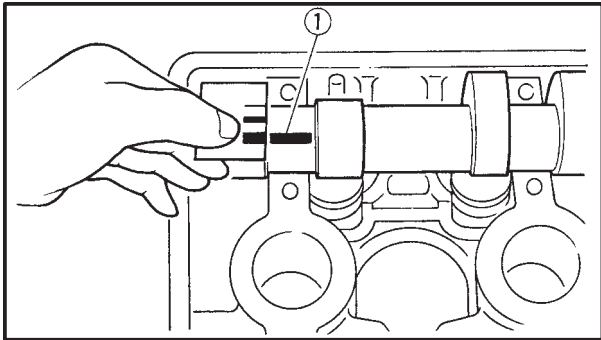


4. Remove:
 - intake camshaft (1)
 - exhaust camshaft (2)

NOTE: _____

To prevent the timing chain from falling into the crankcase, fasten it with a wire (3).

5. Remove:
 - timing chain guide (exhaust side)



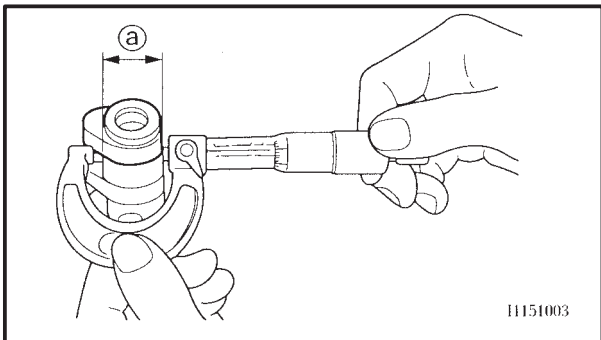
NOTE:

- 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
10 Nm (1.0 m•kg)

- d. Remove the camshaft caps and then measure the width of the Plastigauge® ①.



5. Measure:

- camshaft journal diameter ①
- Out of specification → Replace the camshaft.
Within specification → Replace the cylinder head and the camshaft caps as a set.



Camshaft journal diameter
22.967 × 22.980 mm

EAS00208

CHECKING THE CAMSHAFT SPROCKETS, AND TIMING CHAIN GUIDES

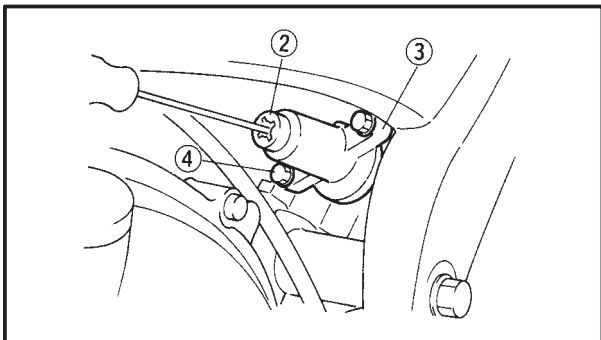
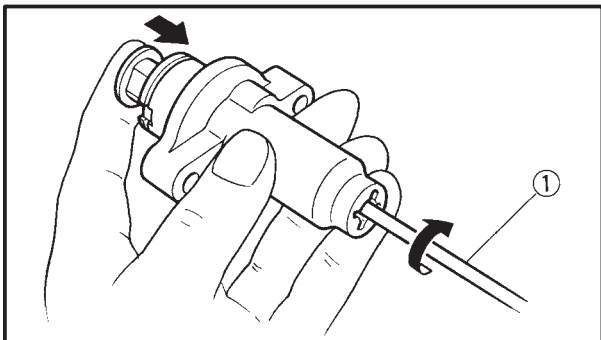
The following procedure applies to all of the camshaft sprockets and timing chain guides.



NOTE:

Make sure that the camshaft sprocket timing marks ㉔ are aligned with the cylinder head edge ㉕
 Out of alignment → Reinstall.

e. Remove the wire from the timing chain.



4. Install:

- timing chain tensioner



- Lightly press the timing chain tensioner rod into the timing chain tensioner housing by hand.
- While pressing the timing chain tensioner rod, wind it clockwise with a thin screwdriver ① until it stops.
- With the screwdriver still inserted into the timing chain tensioner, install the timing chain tensioner ②, gasket, and float chamber air vent hose holder ③ onto the cylinder block. Then, tighten the timing chain tensioner bolts ④ to the specified torque.

⚠ WARNING

Always use a new gasket.

NOTE:

The “UP” mark on the timing chain tensioner should face up.



Timing chain tensioner bolt
12 Nm (1.2 m•kg)

- Remove the screwdriver, make sure that the timing chain tensioner rod releases, and tighten the cap bolt to the specified torque.

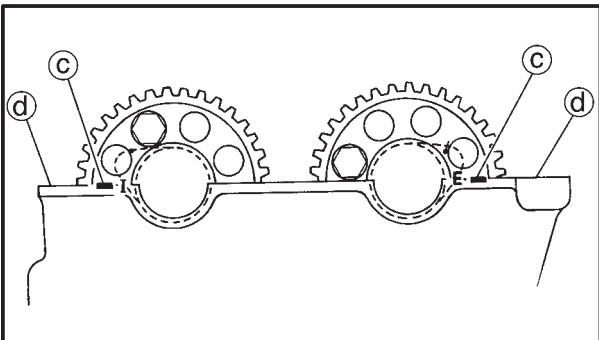
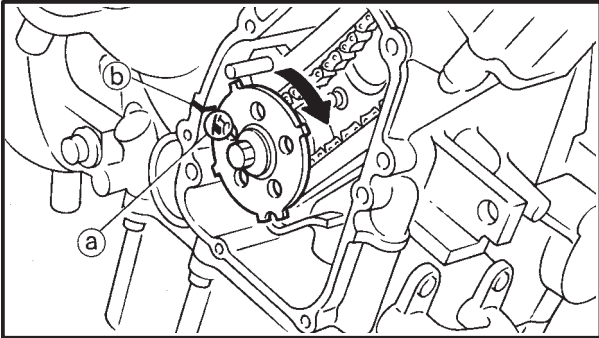


Cap bolt
10 Nm (1.0 m•kg)



5. Turn:

- crankshaft (several turns counterclockwise)



6. Check:

- TDC mark (a)

Make sure that the TDC mark is aligned with the crankcase mating surface (b).

- camshaft sprocket timing mark (c)

Make sure that the camshaft sprocket timing mark is aligned with the cylinder head edge (d)

Out of alignment → Adjust.

Refer to the installation steps above.

7. Measure:

- valve clearance

Out of specification → Adjust.

Refer to “ADJUSTING THE VALVE CLEARANCE” in chapter 3.

8. Install:

- cylinder head cover gasket
- cylinder head cover

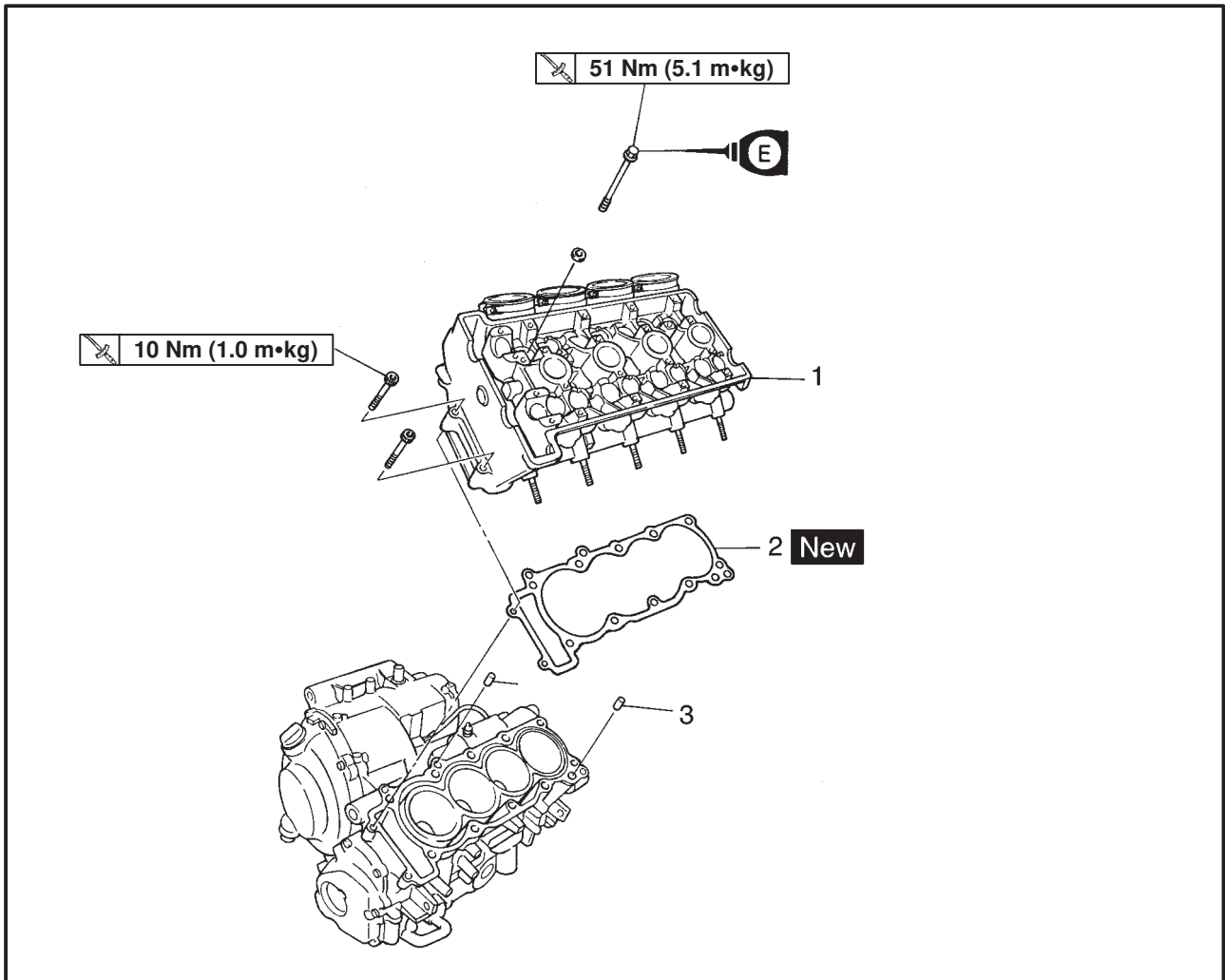
NOTE:

- Apply bond TB1541 onto the mating surfaces of the cylinder head cover and cylinder head cover gasket.
- Apply bond 1215B onto the mating surfaces of the cylinder head cover gasket and cylinder head.
- Tighten the cylinder head cover bolts in stages and in a crisscross pattern.

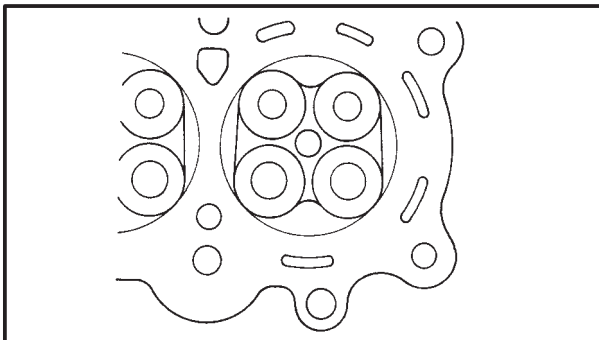
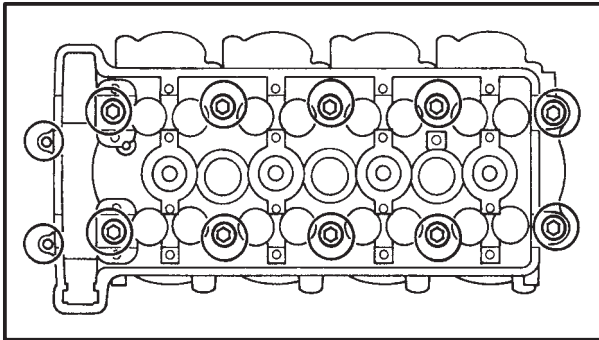


EAS00220

CYLINDER HEAD



Order	Job/Part	Q'ty	Remarks
	Removing the cylinder head		
	Intake and exhaust camshafts		Remove the parts in the order listed. Refer to "CAMSHAFTS".
	Water hose		Disconnect
	Temp senser lead		Disconnect
	Front mounting bolt		Refer to "ENGINE".
1	Cylinder head	1	Refer to "REMOVING/INSTALLING THE CYLINDER HEAD".
2	Cylinder head gasket	1	
3	Dowel pin	2	
			For installation reverse the removal procedure.



EAS00223

REMOVING THE CYLINDER HEAD

- Remove:
 - cylinder head bolts
 - cylinder head

NOTE:

Loosen each bolt and nut 1/2 of a turn at a time, in stages and in a crisscross pattern. After all of the bolts and nuts are fully loosened, remove them.

EAS00229

CHECKING THE CYLINDER HEAD

- Eliminate:
 - combustion chamber carbon deposits (with a rounded scraper)

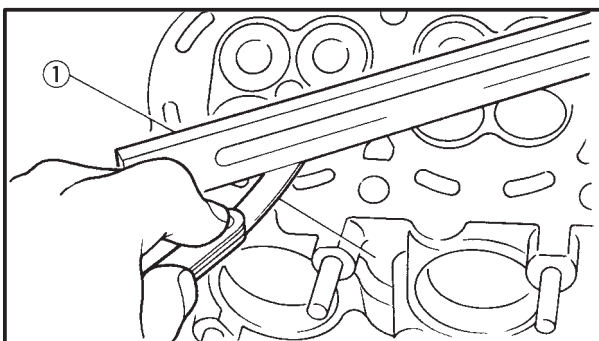
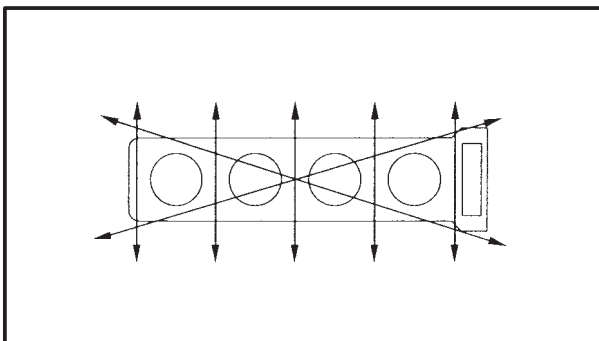
NOTE:

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

- spark plug bore threads
- valve seats

- Check:

- cylinder head
Damage/scratches → Replace.
- cylinder head water jacket
Mineral deposits/rust → Eliminate.



- Measure:

- cylinder head warpage
Out of specification → Resurface the cylinder head.



Max. cylinder head warpage
0.05 mm

- Place a straightedge ① and a thickness gauge ② across the cylinder head.
- Measure the warpage.
- If the limit is exceeded, resurface the cylinder head as follows.

CYLINDER HEAD

ENG



- d. Place a 400 × 600 grit wet sandpaper on the surface plate and resurface the cylinder head using a figure-eight sanding pattern.

NOTE: _____

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



EAS00223

INSTALLING THE CYLINDER HEAD

1. Install:

- cylinder head gasket
- cylinder head
- cylinder headbolt

(M10)		51 Nm (5.1 m•kg)
(M6)		10 Nm (1.0 m•kg)

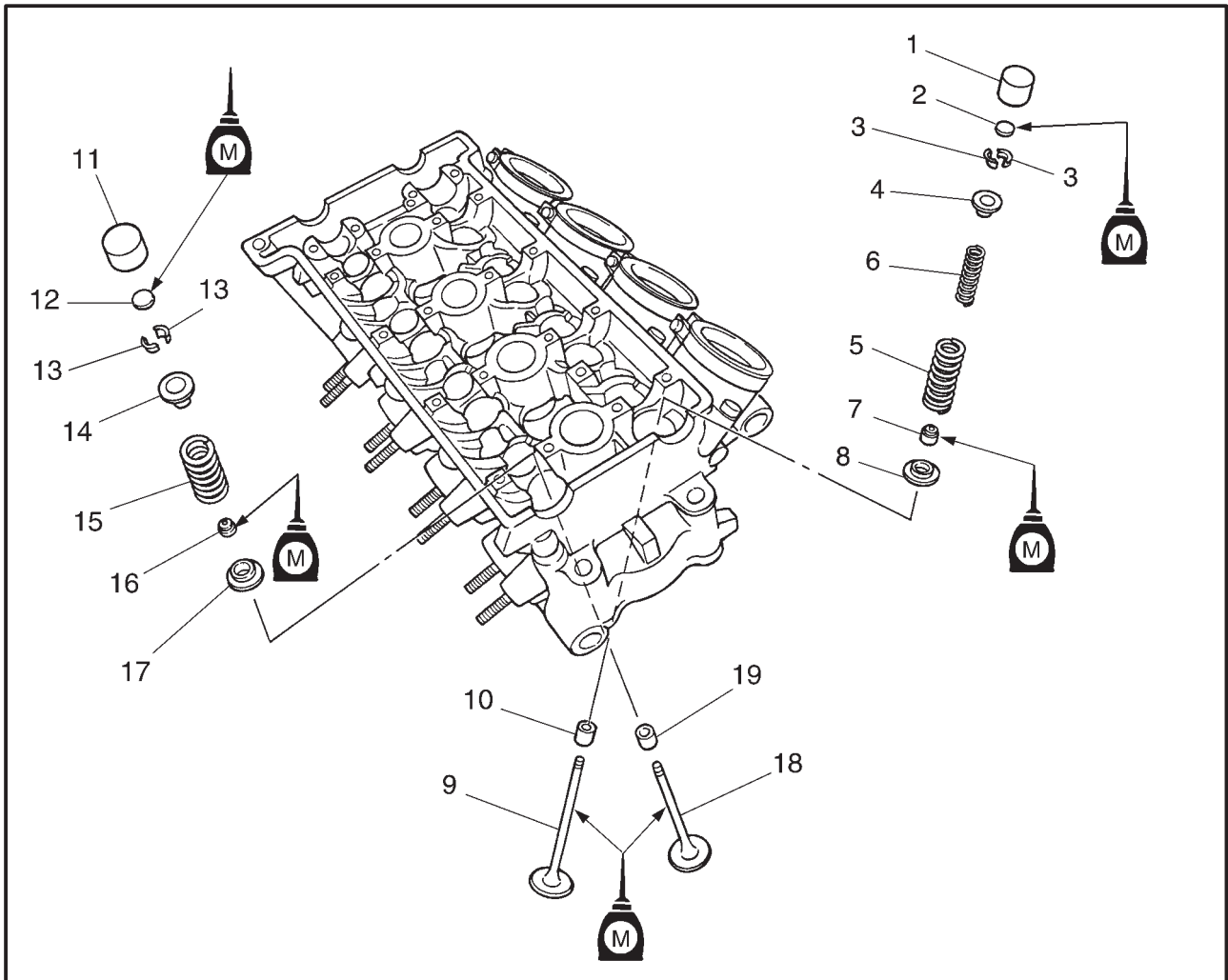
NOTE: _____

- Lubricate the cylinder head nuts with engine oil.
- Tighten the cylinder head nuts and bolts in two stages and in a crisscross pattern.



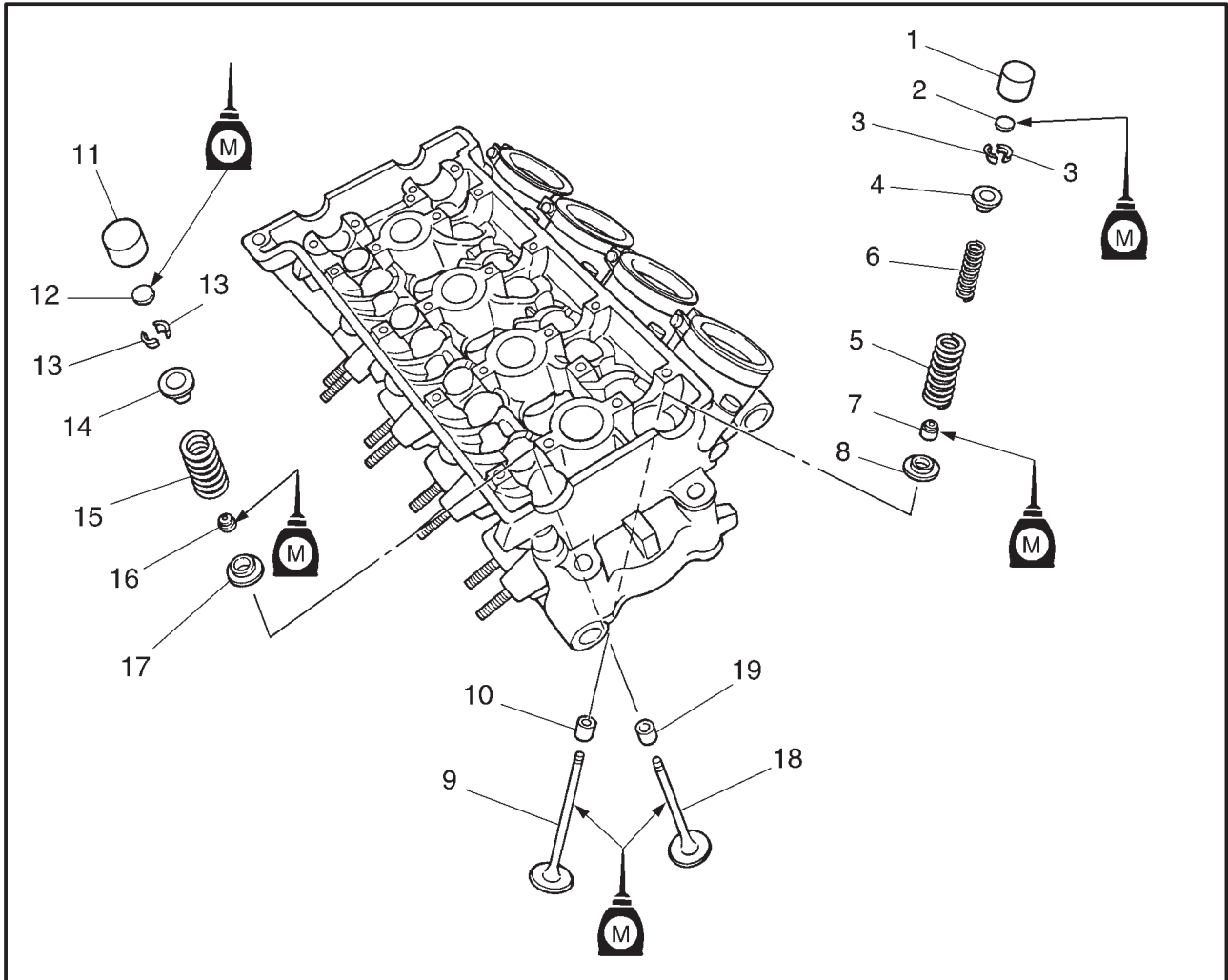
EAS00236

VALVES AND VALVE SPRINGS

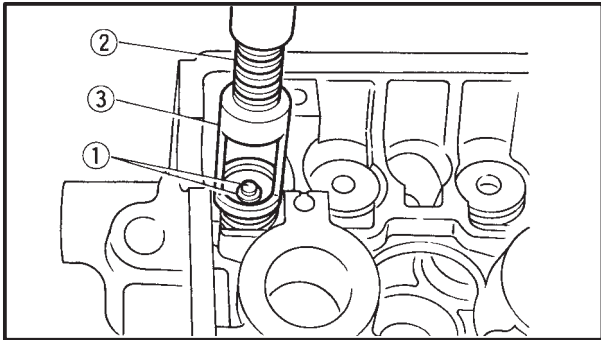


Order	Job/Part	Q'ty	Remarks
	Removing the valves and valve springs		Remove the parts in the order listed.
	Cylinder head		Refer to "CYLINDER HEAD".
1	Intake valve lifter	8	Refer to "REMOVING/INSTALLING THE VALVES".
2	Intake valve pad	8	
3	Intake valve cotter	16	
4	Intake valve upper spring seat	8	
5	Intake valve spring outer	8	
6	Intake valve spring inner	8	
7	Intake valve oil seal	8	
8	Intake valve lower spring seat	8	
9	Intake valve	8	
10	Intake valve guide	8	

VALVES AND VALVE SPRINGS



Order	Job/Part	Q'ty	Remarks
11	Exhaust valve lifter	8	Refer to "REMOVING/INSTALLING THE VALVES".
12	Exhaust valve pad	8	
13	Exhaust valve cotter	16	
14	Exhaust valve upper spring seat	8	
15	Exhaust valve spring	8	
16	Exhaust valve oil seal	8	
17	Exhaust valve lower spring seat	8	
18	Exhaust valve	8	
19	Exhaust valve guide	8	For installation, reverse the removal procedure.



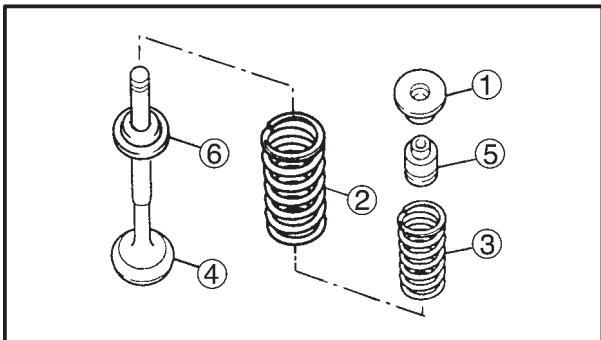
3. Remove:
- valve cotteners ①

NOTE:

Remove the valve cotteners by compressing the valve spring with the valve spring compressor ② and attachment ③.



Valve spring compressor
90890-04019
Attachment
90890-04114



4. Remove:
- upper spring seat ①
 - valve spring outer ②
 - valve spring inner (intake only) ③
 - valve ④
 - oil seal ⑤
 - lower spring seat ⑥

NOTE:

Identify the position of each part very carefully so that it can be reinstalled in its original place.

EAS00239

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

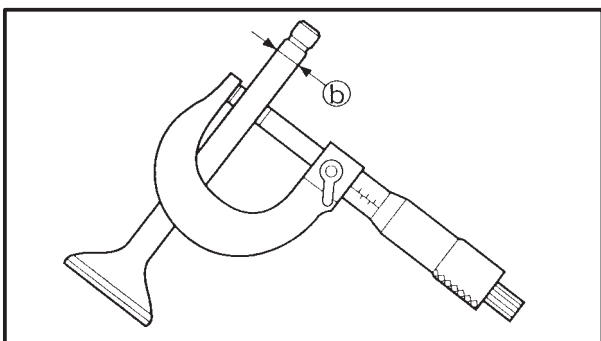
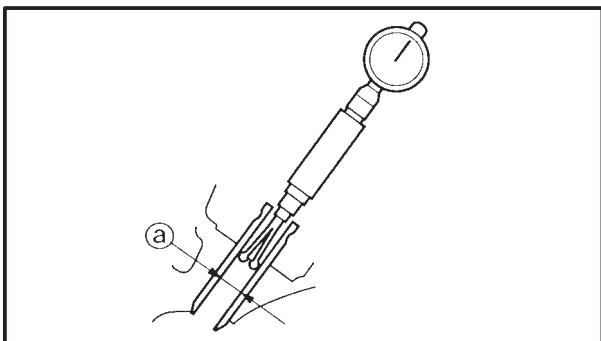
$$\text{Valve-stem-to-valve-guide clearance} = \text{Valve guide inside diameter } \textcircled{a} - \text{Valve stem diameter } \textcircled{b}$$

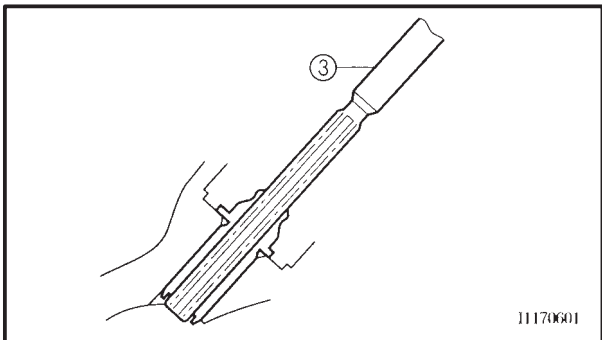
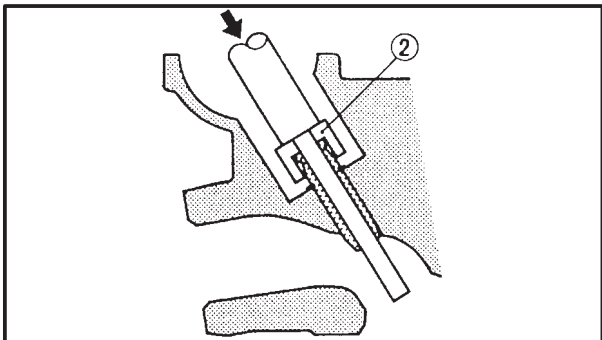
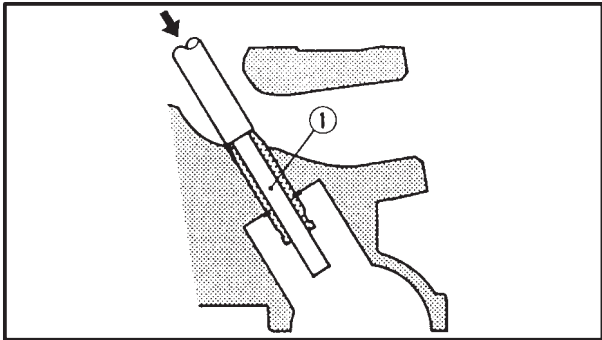
Out of specification → Replace the valve guide.



Valve-stem-to-valve-guide clearance

Intake
0.010 × 0.037 mm
<Limit> : 0.08 mm
Exhaust
0.025 × 0.052 mm
<Limit> : 0.1 mm





2. Replace:
- valve guide

NOTE: _____


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



- Remove the valve guide with a valve guide remover ①.
- Install the new valve guide with the valve guide installer ② and valve guide remover ①.
- After installing the valve guide, bore the valve guide with a valve guide reamer ③ to obtain the proper valve-stem-to-valve-guide clearance.

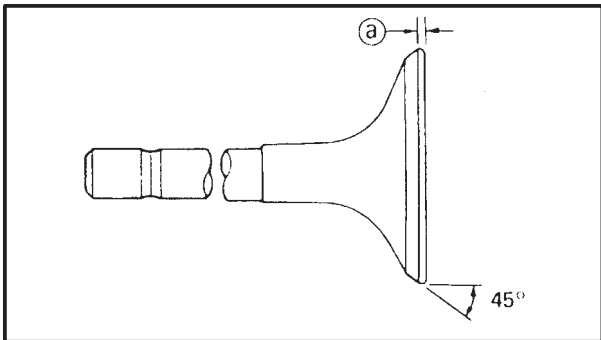
NOTE: _____

After replacing the valve guide, reface the valve seat .

	<p>Valve guide remover Intake (4.0 mm), Exhaust (4.0 mm) 90890-04111</p> <p>Valve guide installer Intake (4.0 mm), Exhaust (4.0 mm) 90890-04112</p> <p>Valve guide reamer Intake and Exhaust 90890-04113</p>
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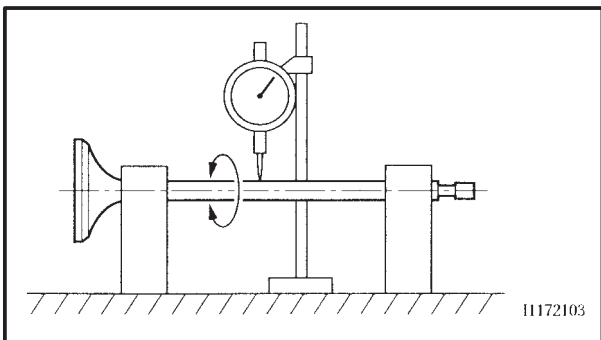
- Eliminate:
 - carbon deposits
(from the valve face and valve seat)
- Check:
 - valve face
Pitting/wear → Grind the valve face.
 - valve stem end
Mushroom shape or diameter larger than the body of the valve stem → Replace the valve.



5. Measure:
- valve margin thickness (a)
- Out of specification → Replace the valve.



Valve margin thickness
0.6 mm × 0.8 mm
<LIMIT>: 0.5mm



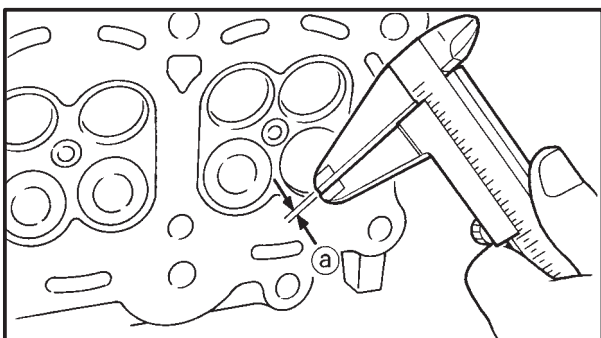
6. Measure:
- valve stem runout
- Out of specification → Replace the valve.

NOTE:

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



Valve stem runout
0.04 mm



EAS00240

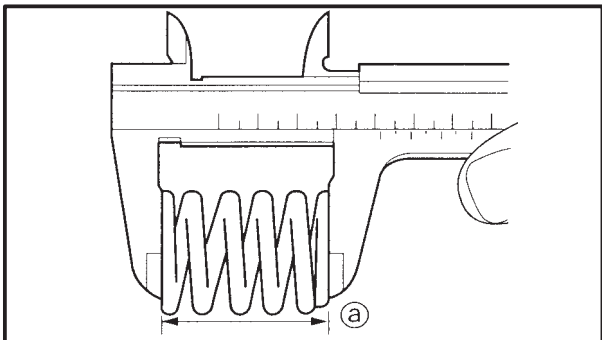
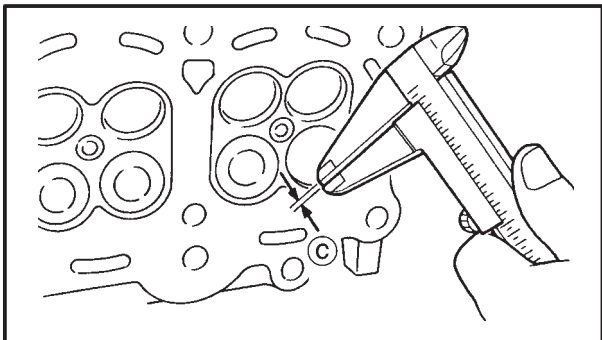
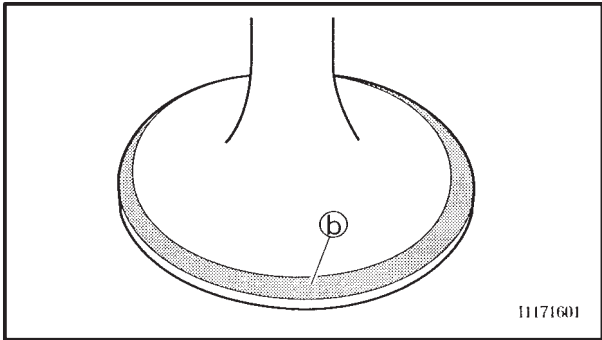
CHECKING THE VALVE SEATS

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 width (a)
Out of specification → Replace the cylinder head.



Valve seat width
Intake: 0.9 × 1.1 mm
<Limit>: 1.6 mm



- 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 Mechanic's blueing dye (Dykem) (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 width (c) again. If the valve seat width is out of specification, reface and lap the valve seat.




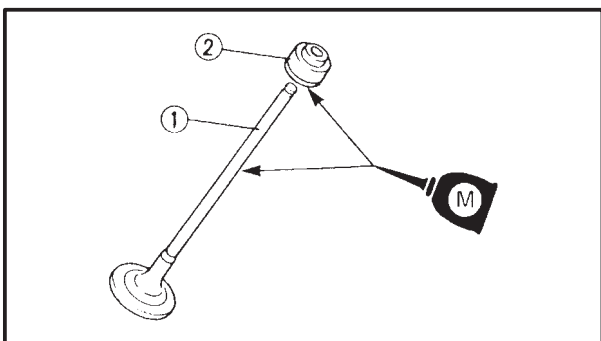
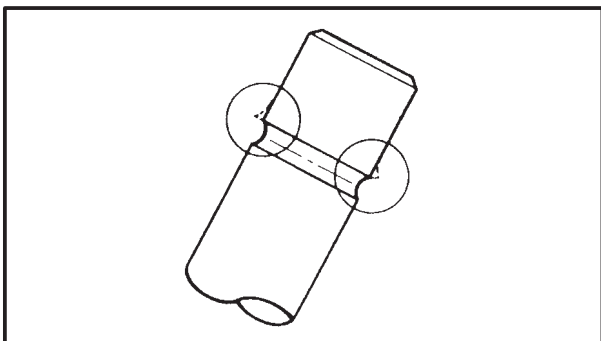
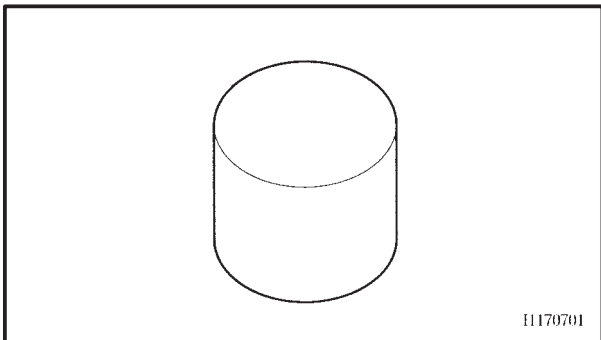
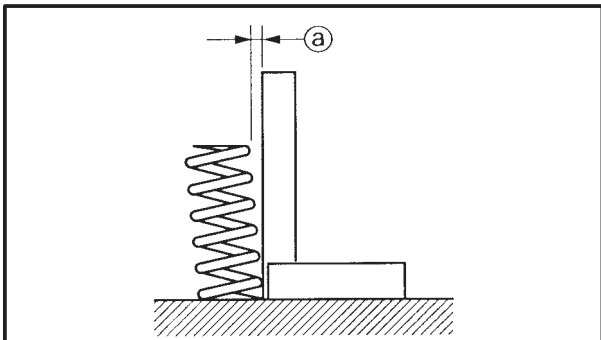
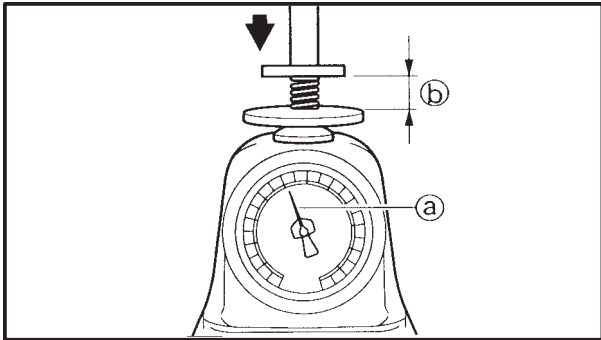
EAS00241

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.

	Valve spring free length
	Intake valve spring (inner)
	37.0 mm
	<Limit>: 35mm
	Intake valve spring (outer)
	38.4 mm
<Limit>: 36.5mm	
Exhaust valve spring	
41.7 mm	
<Limit>: 39.5mm	



2. Measure:

- compressed spring force (a)
Out of specification → Replace the valve spring.

(b) Installed length



Compressed spring force (installed)

Intake valve spring inner

7.0 × 8.0 kg at 30.0 mm

Intake valve spring outer

11.6 × 13.4 kg at 32.5 mm

Exhaust valve spring

16.3 × 18.7 kg at 36.1 mm

3. Measure:

- valve spring tilt (a)
Out of specification → Replace the valve spring.



Max. Spring tilt

Intake valve spring inner

1.6 mm

Intake valve spring outer

1.7 mm

Exhaust valve spring

1.8 mm

EAS00242

CHECKING THE VALVE LIFTERS

The following procedure applies to all of the valve lifters.

1. Check:

- valve lifter
Damage/scratches → Replace the valve lifters and cylinder head.

EAS00247

INSTALLING THE VALVES

The following procedure applies to all of the valves and related components.

1. Deburr:

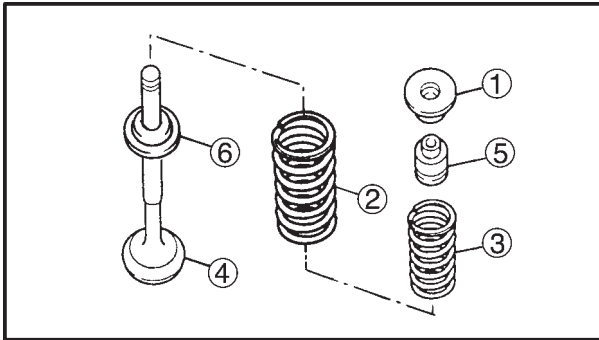
- valve stem end
(with an oil stone)

2. Lubricate:

- valve stem (1)
- oil seal (2)
(with the recommended lubricant)



Recommended lubricant
Molybdenum disulfide oil

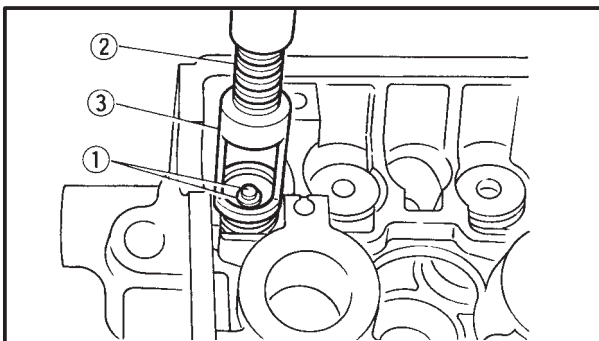
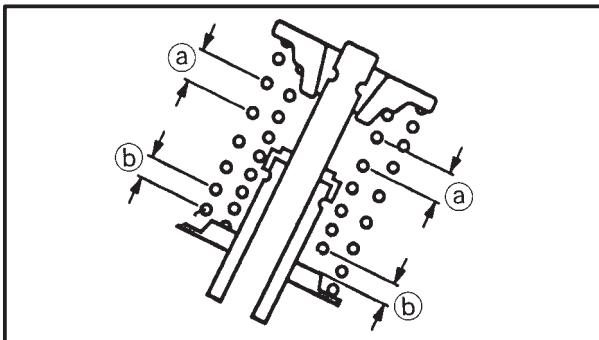


3. Install:
- lower spring seat ⑥
 - oil seal ⑤ **New**
 - valve ④
 - valve spring inner (intake only) ③
 - valve spring outer ②
 - upper spring seat ①
(into the cylinder head)

NOTE:

- Make sure that each valve is installed in its original place. Refer to the following embossed marks.
- Install the valve spring with the larger pitch (a) facing up.

ⓑ Smaller pitch



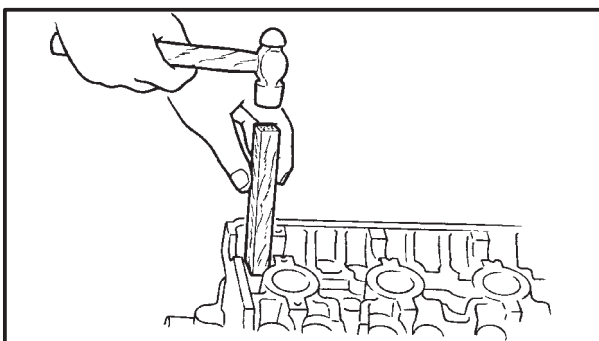
4. Install:
- valve cotters ①

NOTE:

Install the valve cotters by compressing the valve spring with the valve spring compressor ② and attachment ③.



Valve spring compressor
90890-04019
Attachment
90890-04114



5. To secure the valve cotters ① onto the valve stem, lightly tap the valve tip with a soft-face hammer.

CAUTION:

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



6. Lubricate:

- valve pad
(with the recommended lubricant)



Recommended lubricant
Molybdenum disulfide oil

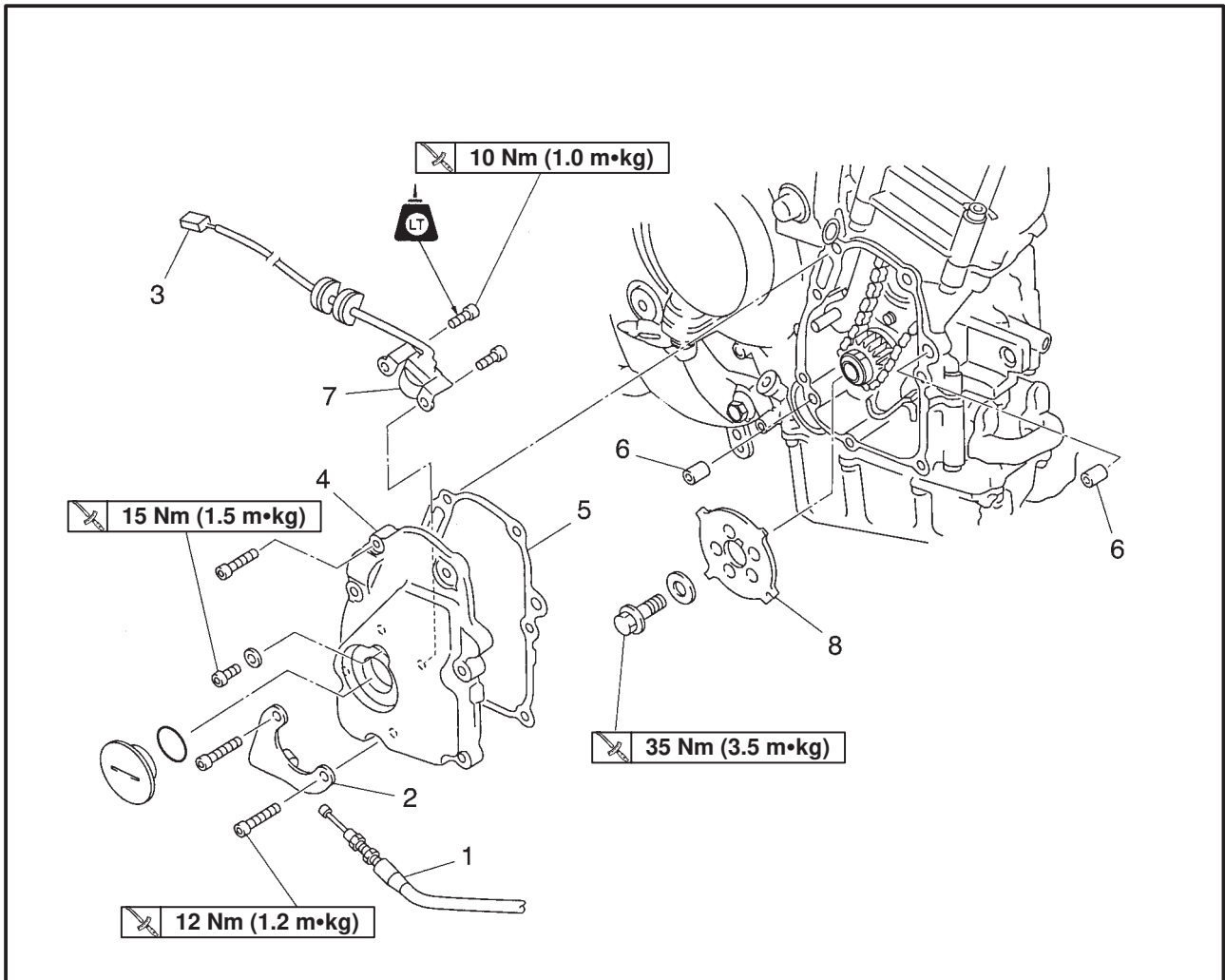
7. Install:

- valve pad
- valve lifter

NOTE: _____

- The valve lifter must move smoothly when rotated with a finger.
 - Each valve lifter and valve pad must be reinstalled in its original position.
-

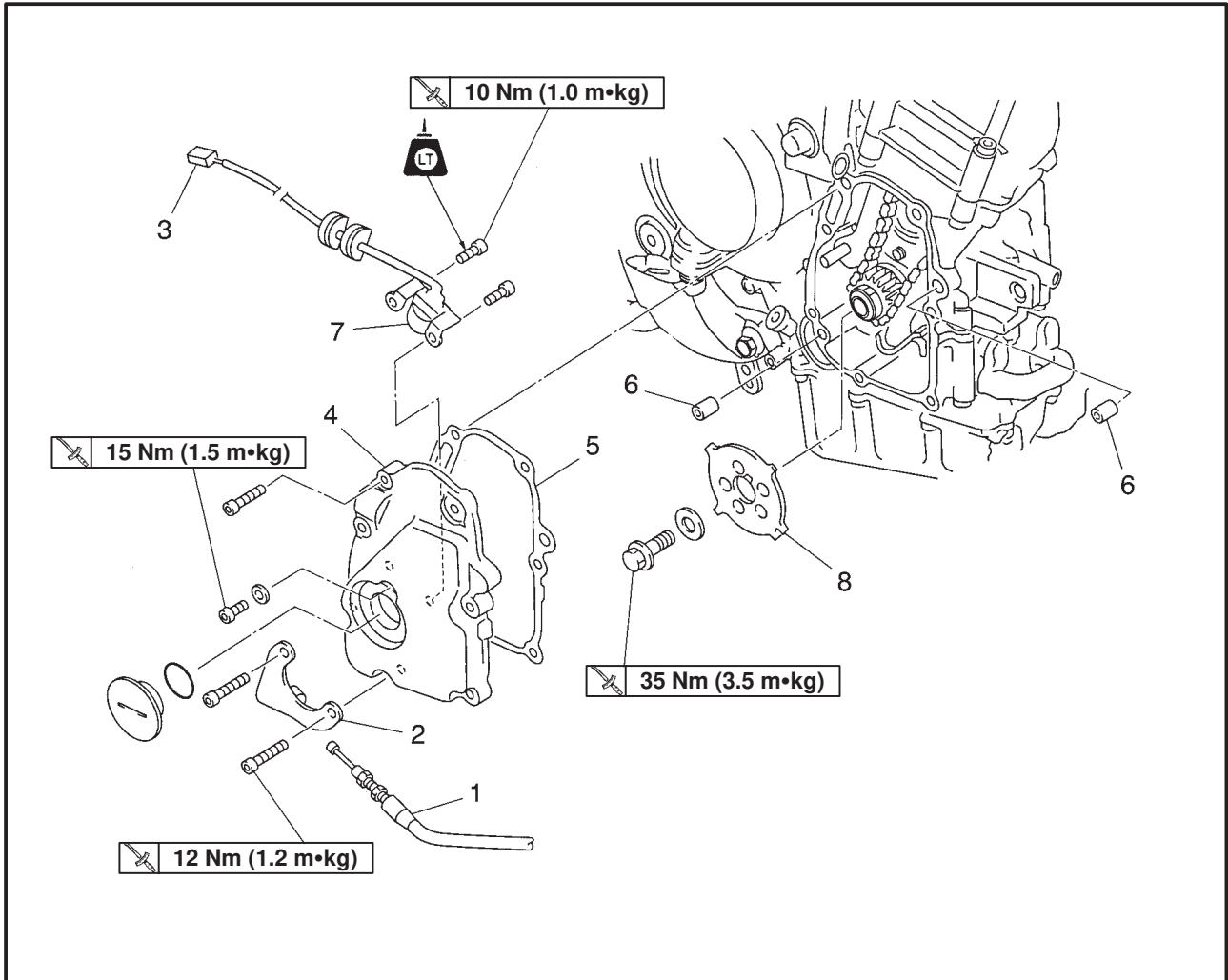
PICKUP COIL AND PICKUP COIL ROTOR



Order	Job/Part	Q'ty	Remarks
	<p>Removing the pickup coil and pickup coil rotor Riders seat and fuel tank</p> <p>Bottom cowling and right side cowling Engine oil</p> <p>Generator cover</p>		<p>Remove the parts in the order listed.</p> <p>Refer to "SEATS" and "FUEL TANK" in chapter 3.</p> <p>Refer to "COWLINGS" in chapter 3.</p> <p>Drain. Refer to "CHANGING THE ENGINE OIL" in chapter 3.</p> <p>Refer to "STARTER CLUTCH AND GENERATOR".</p>

PICKUP COIL AND PICKUP COIL ROTOR

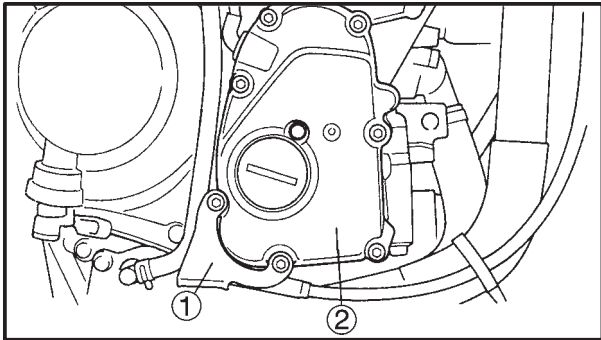
ENG



Order	Job/Part	Q'ty	Remarks
1	Clutch cable	1	
2	Clutch cable holder	1	
3	Pickup coil coupler	1	Disconnect
4	Pickup coil cover	1	
5	Pickup coil cover gasket	1	
6	Dowel pin	2	Refer to "REMOVING/INSTALLING THE PICKUP COIL ROTOR".
7	Pickup coil	1	
8	Pickup rotor	1	
			For installation reverse the removal procedure.

PICKUP COIL AND PICKUP ROTOR

ENG



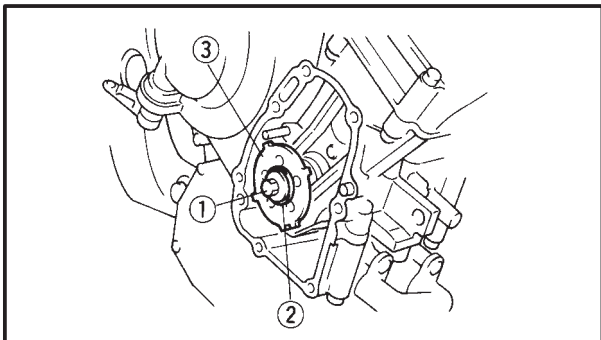
REMOVING THE PICKUP COIL ROTOR

1. Remove:

- clutch cable holder ①
- pickup coil cover ②

NOTE:

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.

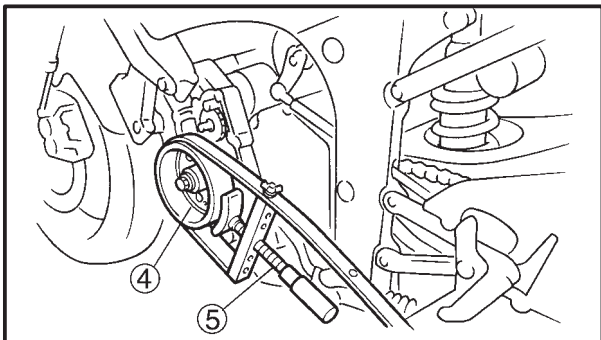


2. Remove:

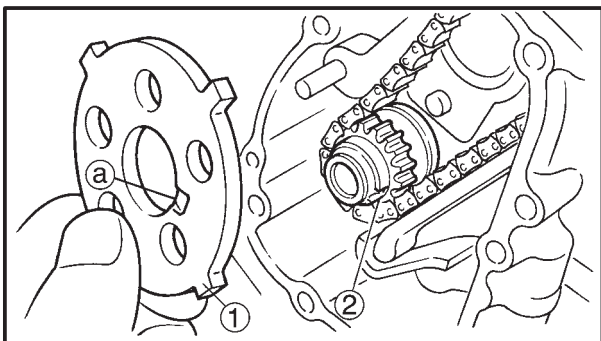
- pickup coil rotor bolt ①
- plain washer ②
- pickup coil rotor ③

NOTE:

While holding the generator rotor ④ with the rotor holding tool ⑤, loosen the pickup coil rotor bolt.



Sheave holder
90890-01701



INSTALLING THE PICKUP COIL ROTOR

1. Install:

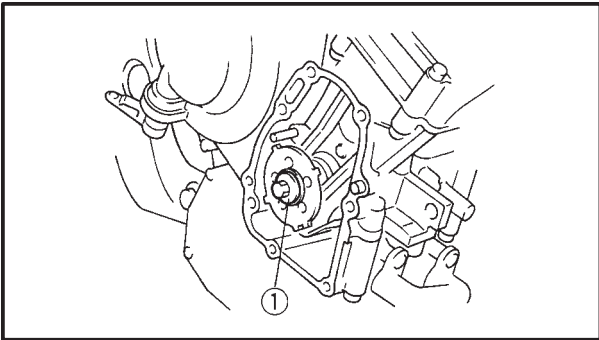
- pickup coil rotor ①
- plain washer
- pickup coil rotor bolt

NOTE:


When installing the pickup coil rotor, align the pin ② in the crankshaft sprocket with the groove ① in the pickup coil rotor.

PICKUP COIL AND PICKUP ROTOR

ENG



2. Tighten:
- pickup coil rotor bolt ①

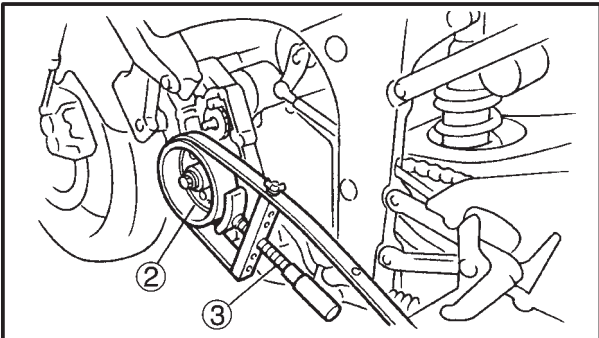
 35 Nm (3.5 m•kg)

NOTE:

While holding the generator rotor ② with the sheave holder ③, tighten the pickup coil rotor bolt.



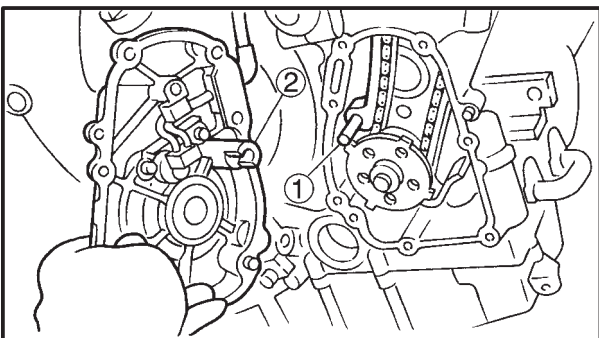
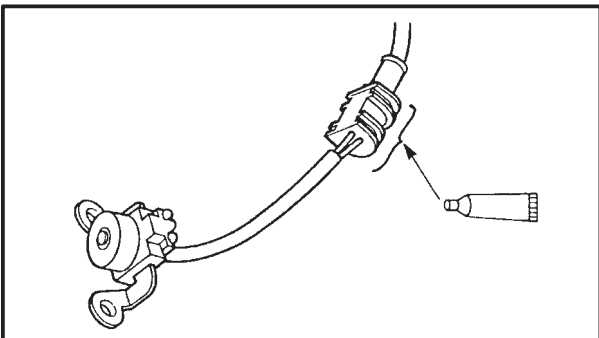
Sheave holder
90890-01701



3. Apply:
- sealant
(onto the pickup coil lead grommet)



Yamaha bond No.1215
90890-85505



4. Install:
- pickup coil cover
 - clutch cable holder

NOTE:

- When installing the pickup coil cover, align the timing chain guide (intake side) pin ① of the with the hole ② in the pickup coil cover.
- Tighten the pickup coil cover bolts in stages and in a crisscross pattern.

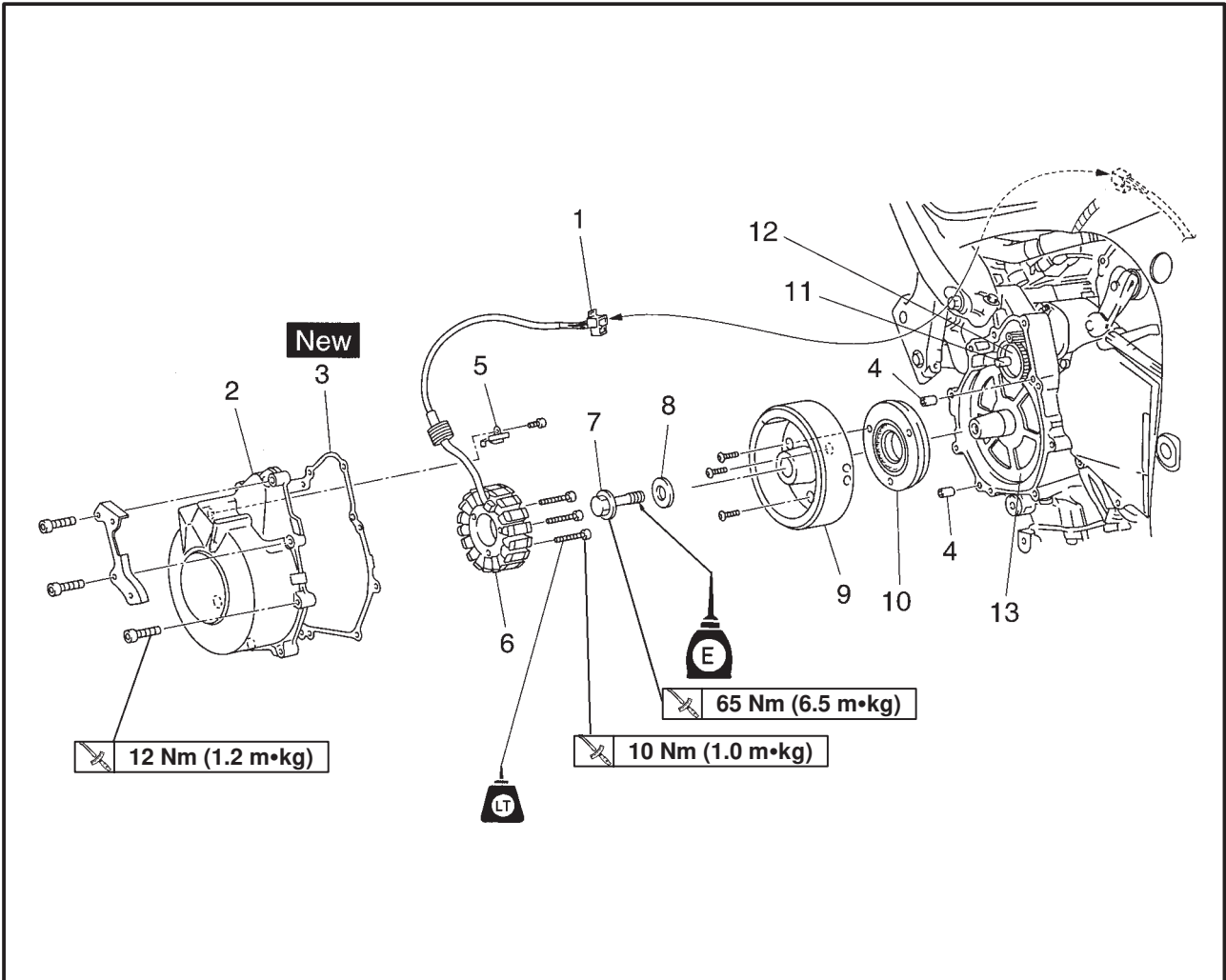
STARTER CLUTCH AND GENERATOR

ENG



EAS00341

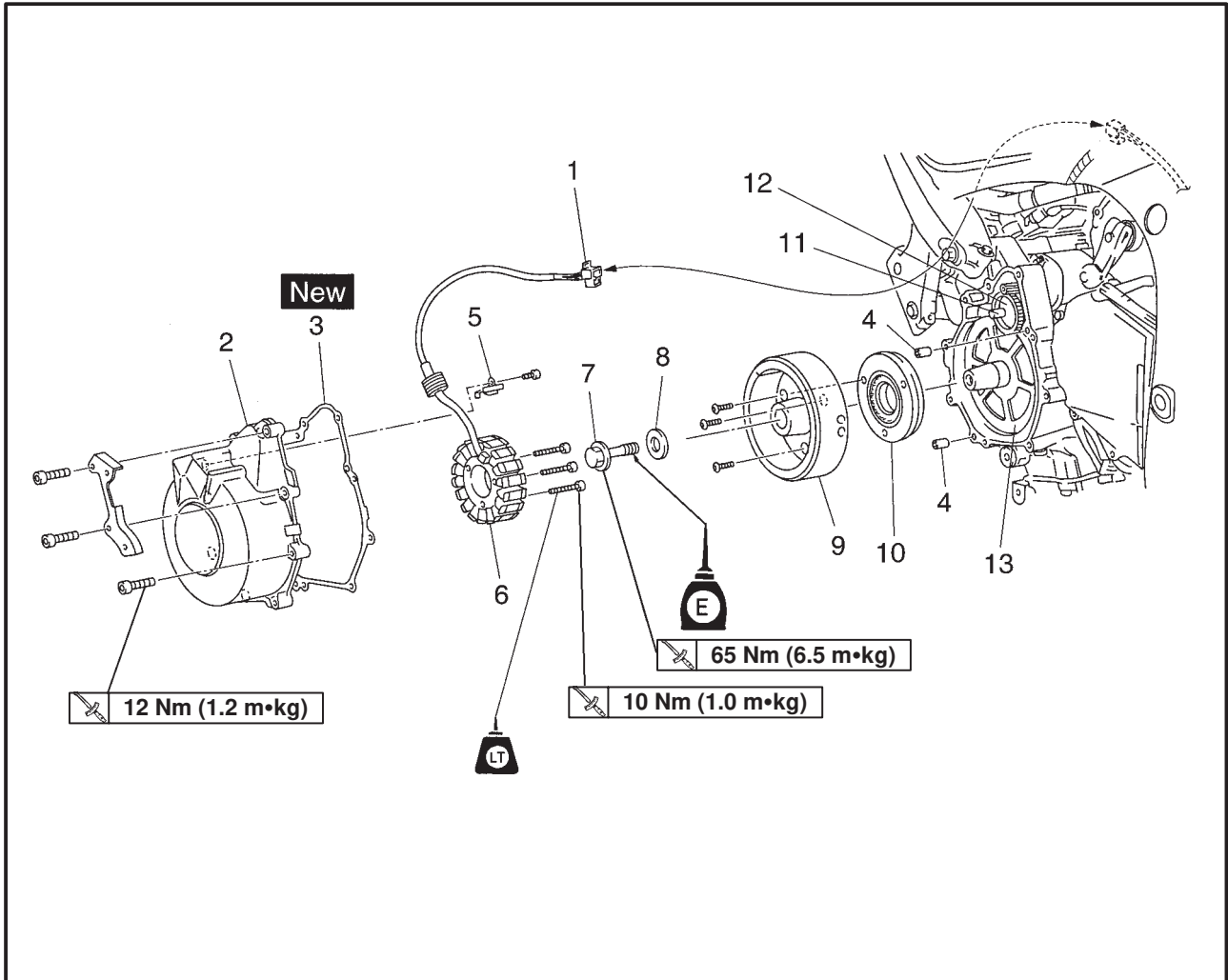
STARTER CLUTCH AND GENERATOR



Order	Job/Part	Q'ty	Remarks
	Removing the starter clutch and generator		Remove the parts in the order listed.
	Riders seat and fuel tank		Refer to "SEATS" and "FUEL TANK" in chapter 3.
	Bottom and left side cowlings		Refer to "COWLINGS" in chapter 3.
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" in chapter 3.
	Coolant reservoir		Drain. Refer to "CHANGING THE COOLANT" in chapter 3.
1	Stator coil assembly coupler	1	Disconnect.
2	Generator cover	1	Refer to "REMOVING/INSTALLING THE GENERATOR".
3	Generator rotor cover gasket	1	
4	Dowel pin	2	
5	Stator coil assembly lead holder	1	
6	Stator coil assembly	1	

STARTER CLUTCH AND GENERATOR

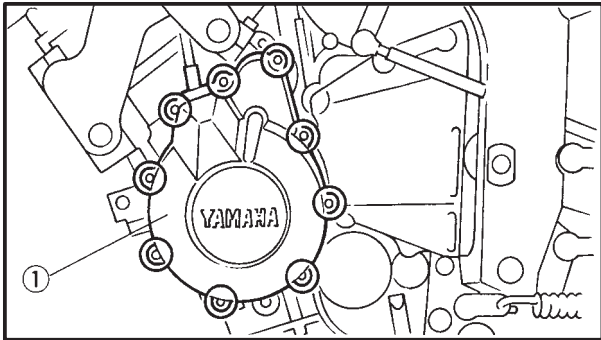
ENG



Order	Job/Part	Q'ty	Remarks
7	Generator rotor bolt	1	Refer to "REMOVING/INSTALLING THE GENERATOR".
8	Plain washer	1	
9	Generator rotor	1	
10	Starter one-way assy	1	
11	Idler gear shaft	1	
12	Idler gear	1	
13	Starter clutch gear	1	
			For installation reverse the removal proceduer.

STARTER CLUTCH AND GENERATOR

ENG



EAS00346

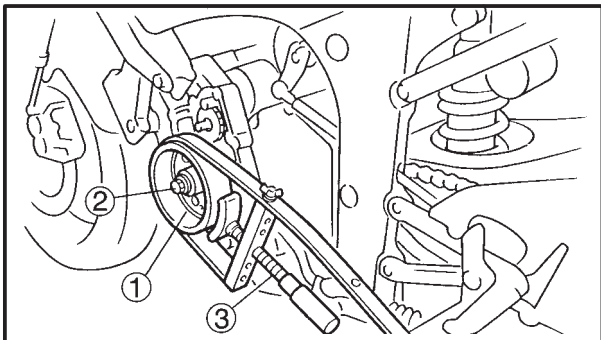
REMOVING THE GENERATOR

1. Remove:

- generator rotor cover ①

NOTE:

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.



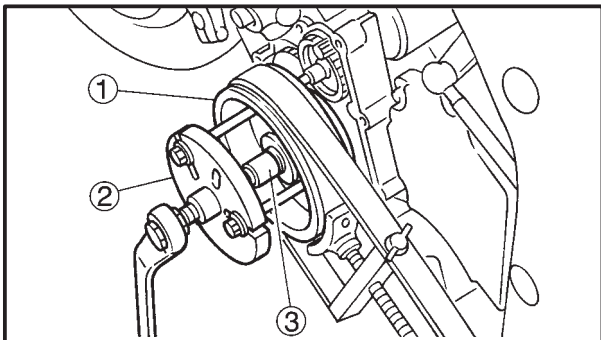
2. Remove:

- generator rotor bolt ①
- Plain washer

NOTE:

While holding the generator rotor ② with the sheave holder ③, loosen the generator rotor bolt.

Do not allow the sheave holder to touch the projection on the generator rotor.



Sheave holder
90890-01701

3. Remove:

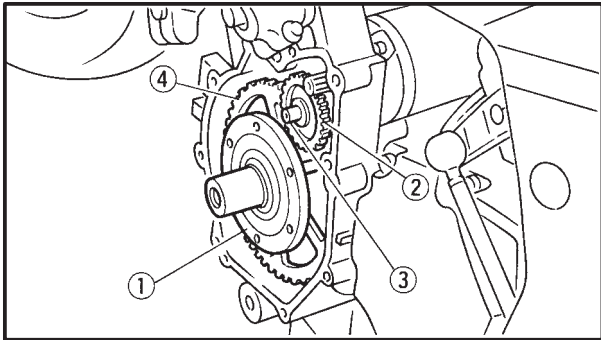
- generator rotor ①
(with the flywheel puller ② and adapter ③)



Flywheel puller
90890-01362
Flywheel puller attachment
90890-04089

STARTER CLUTCH AND GENERATOR

ENG



EAS00355

INSTALLING THE STARTER CLUTCH

1. Install:
 - starter clutch gear ①
 - idler gear ②
 - idler gear shaft ③
 - stator one-way assy ④

EAS00354


INSTALLING THE GENERATOR

1. Install:
 - generator rotor ①
 - washer ②
 - generator rotor bolt ③

NOTE:

Clean the tapered portion of the crankshaft and the generator rotor hub with lacquer tinner.

2. Tighten:
 - generator rotor bolt ③

 65 Nm (6.5 m•kg)

NOTE:

While holding the generator rotor ② with the sheave holder ③, tighten the generator rotor bolt.

Do not allow the sheave holder to touch the projection on the generator rotor.



Sheave holder
90890-01701

3. Apply:
 - sealant
(onto the stator coil assembly lead grommet)

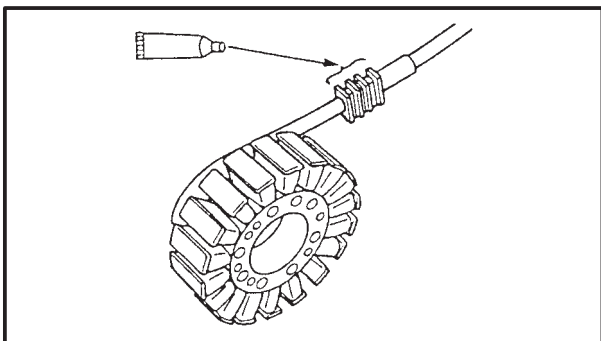
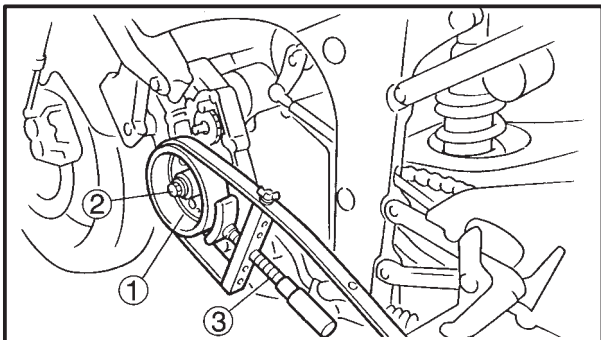
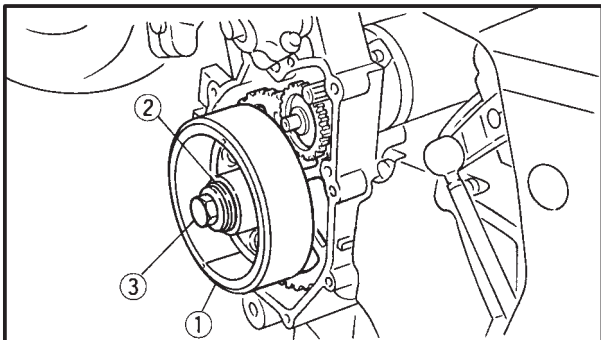


Yamaha bond No.1215
90890-85505

4. Install:
 - stator coil
5. Install:
 - generator rotor cover

NOTE:

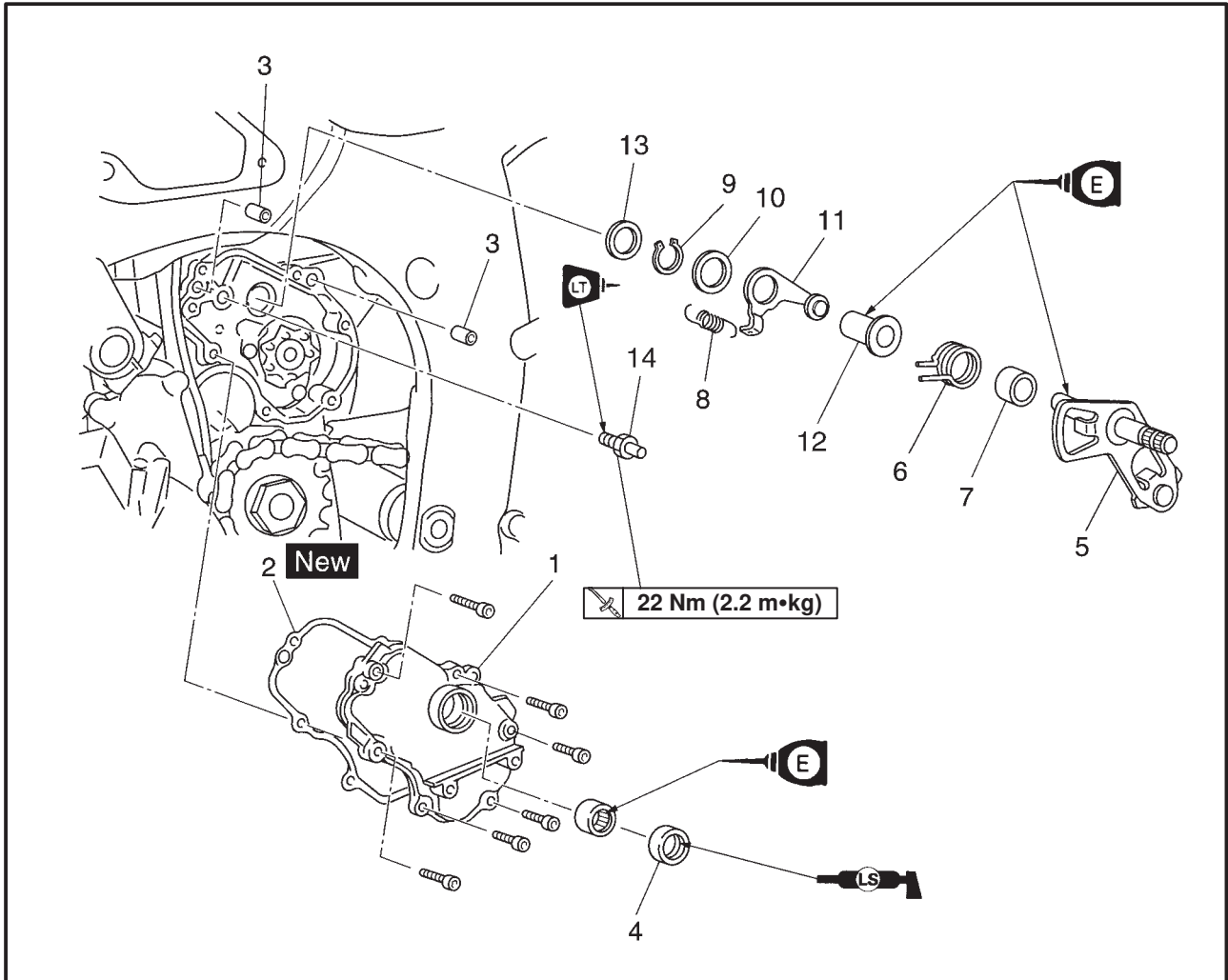
Tighten the generator rotor cover bolts in stages and in a crisscross pattern.



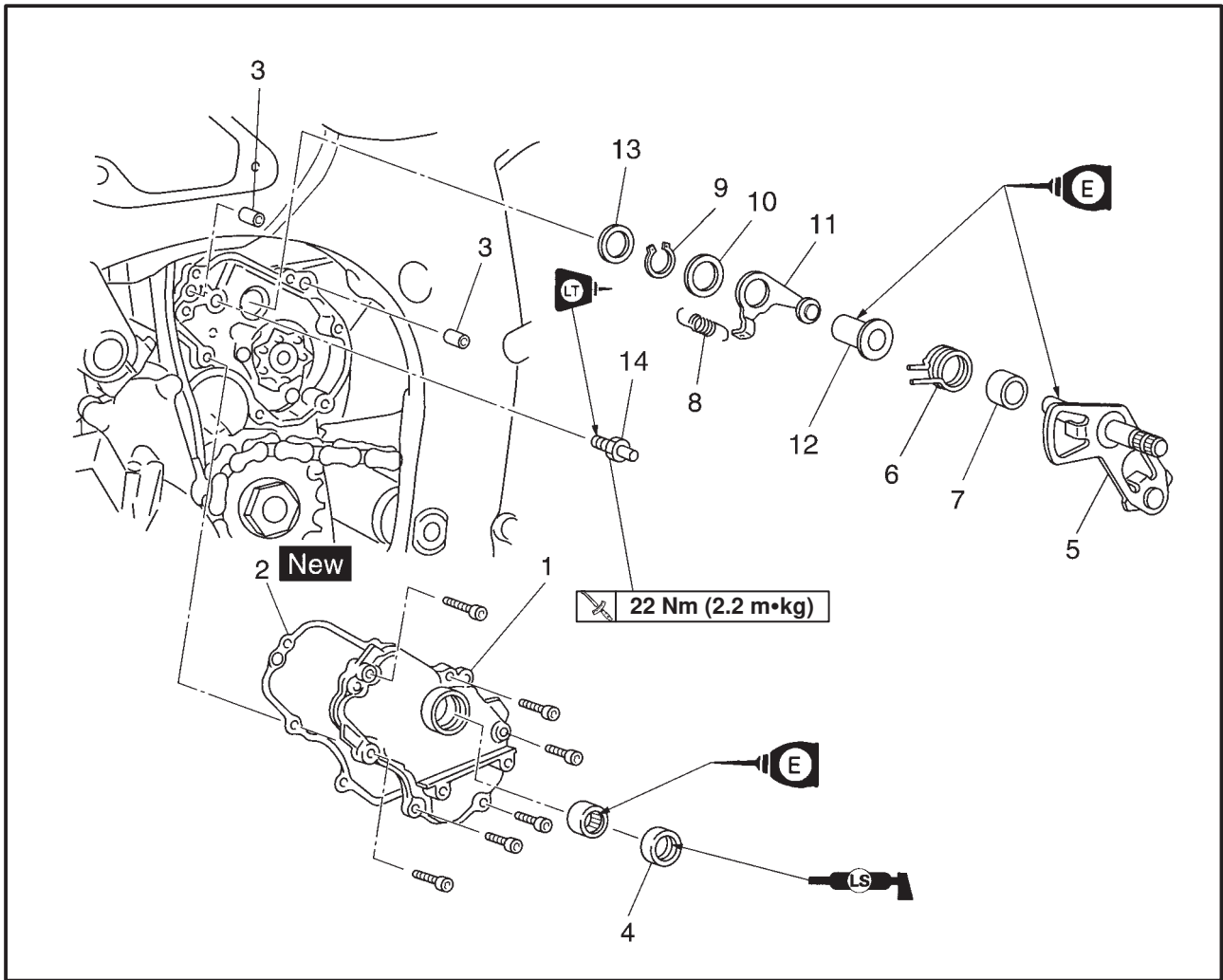


EAS00327

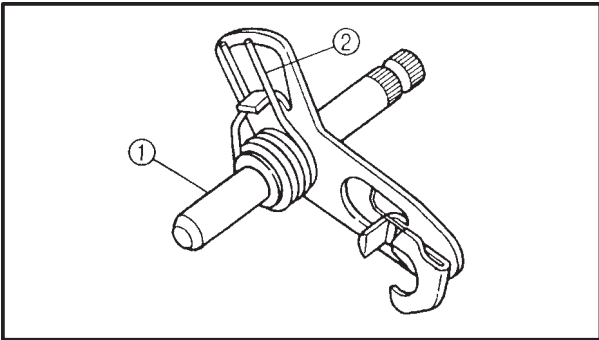
SHIFT SHAFT



Order	Job/Part	Q'ty	Remarks
	Removing the shift shaft		
	Coolant reserver		Remove the parts in the order listed. Drain. Refer to "CHNGING THE COOLANT" in chapter 3.
	Drive sprocket cover, sift rod and sift arm.		Refer to "ENGINE".
1	Shift shaft cover	1	
2	Shift shaft cover gasket	1	
3	Dowel pin	2	
4	Oil seal	1	
5	Sift shaft	1	Refer to "INSTALLING THE SHIFT SHAFT".



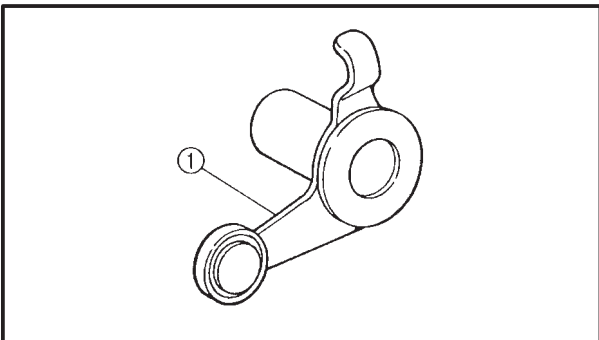
Order	Job/Part	Q'ty	Remarks
6	Shift shaft spring	1	Refer to "INSTALLING THE SHIFT SHAFT". For installation reverse the removal procedure.
7	Collar	1	
8	Stopper lever spring	1	
9	Circlip	1	
10	Washer	1	
11	Stopper lever	1	
12	Collar	1	
13	Washer	1	
14	Shift shaft spring stopper	1	



EAS00329

CHECKING THE SHIFT SHAFT

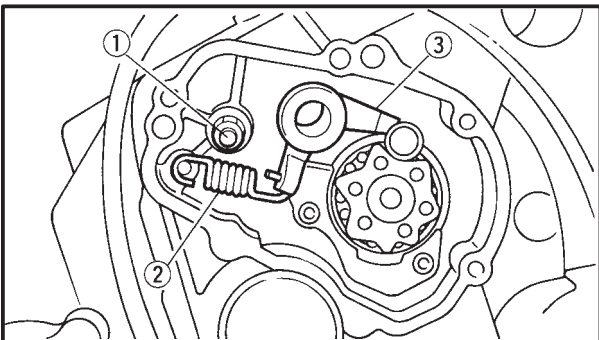
1. Check:
 - shift shaft ①
Bends/damage/wear → Replace.
 - shift shaft spring ②
Damage/wear → Replace.



EAS00330



CHECKING THE STOPPER LEVER

1. Check:
 - stopper lever ①
Bends/damage → Replace.
Roller turns roughly → Replace the stopper lever.



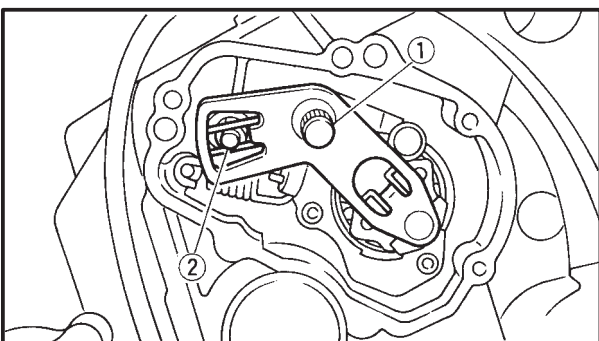
EAS00334

INSTALLING THE SHIFT SHAFT

1. Install:
 - shift shaft spring stopper ① 
 -  22 Nm (2.2 m•kg)
 - stopper lever spring ②
 - washer
 - stopper lever ③

NOTE:

- Apply LOCTITE® to the threads of the shift shaft spring stopper.
- Hook the ends of the stopper lever spring onto the stopper lever and the crankcase boss.
- Mesh the stopper lever with the shift drum segment assembly.



2. Install:
 - shift shaft ①
 - collar

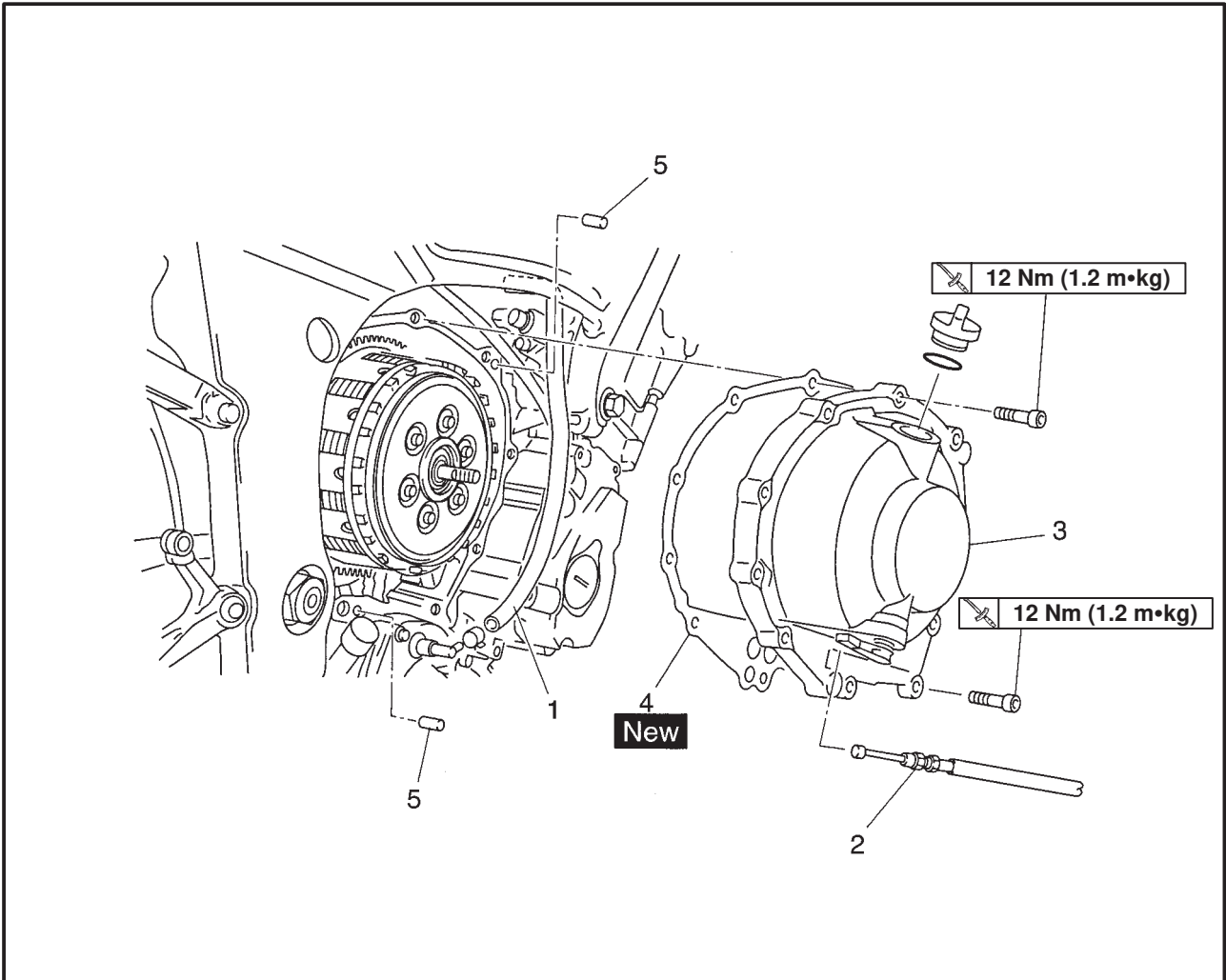
NOTE:

- Lubricate the oil seal lips with lithium soap base grease.
- Install the end of the shift shaft spring onto the shift shaft spring stopper ②

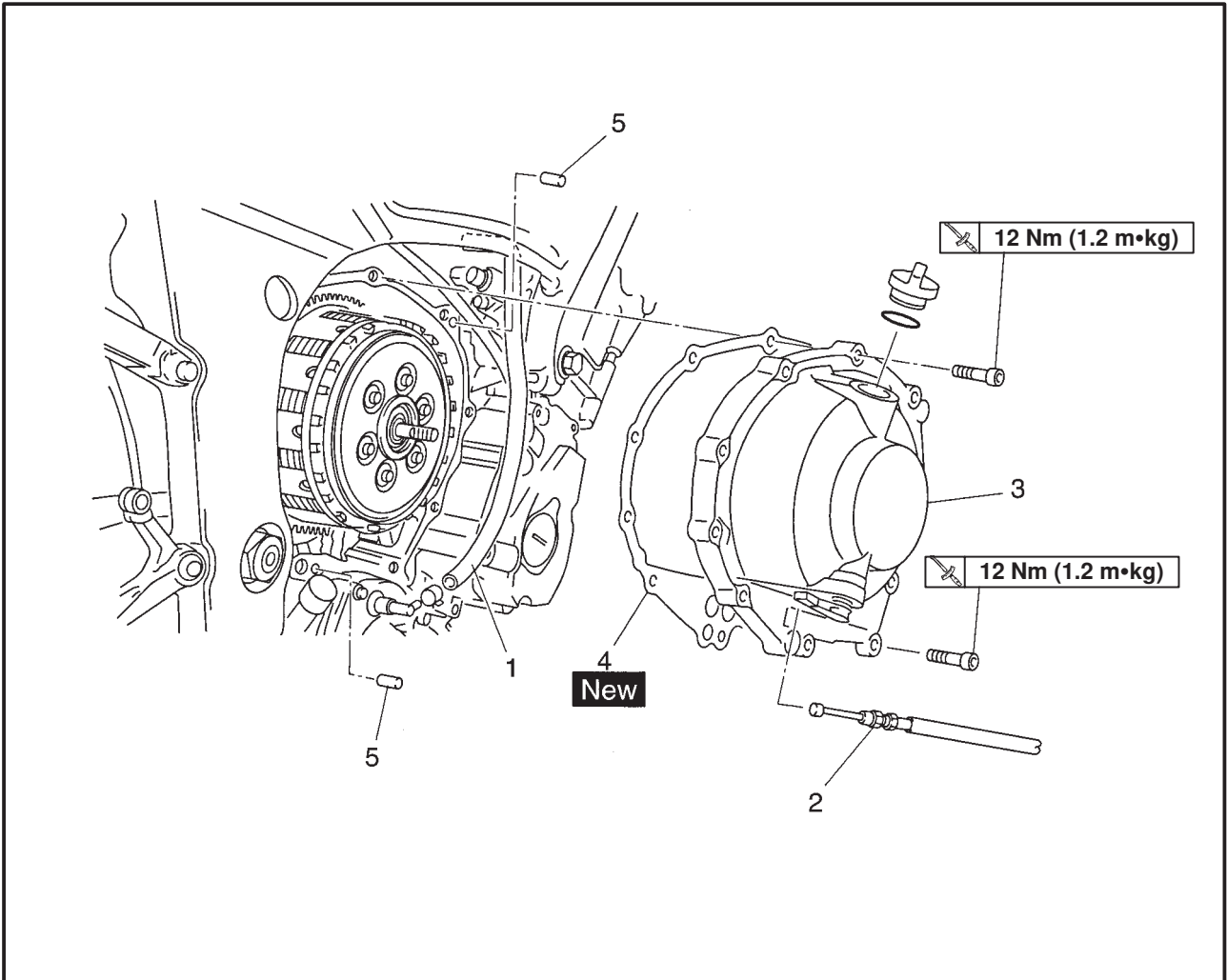


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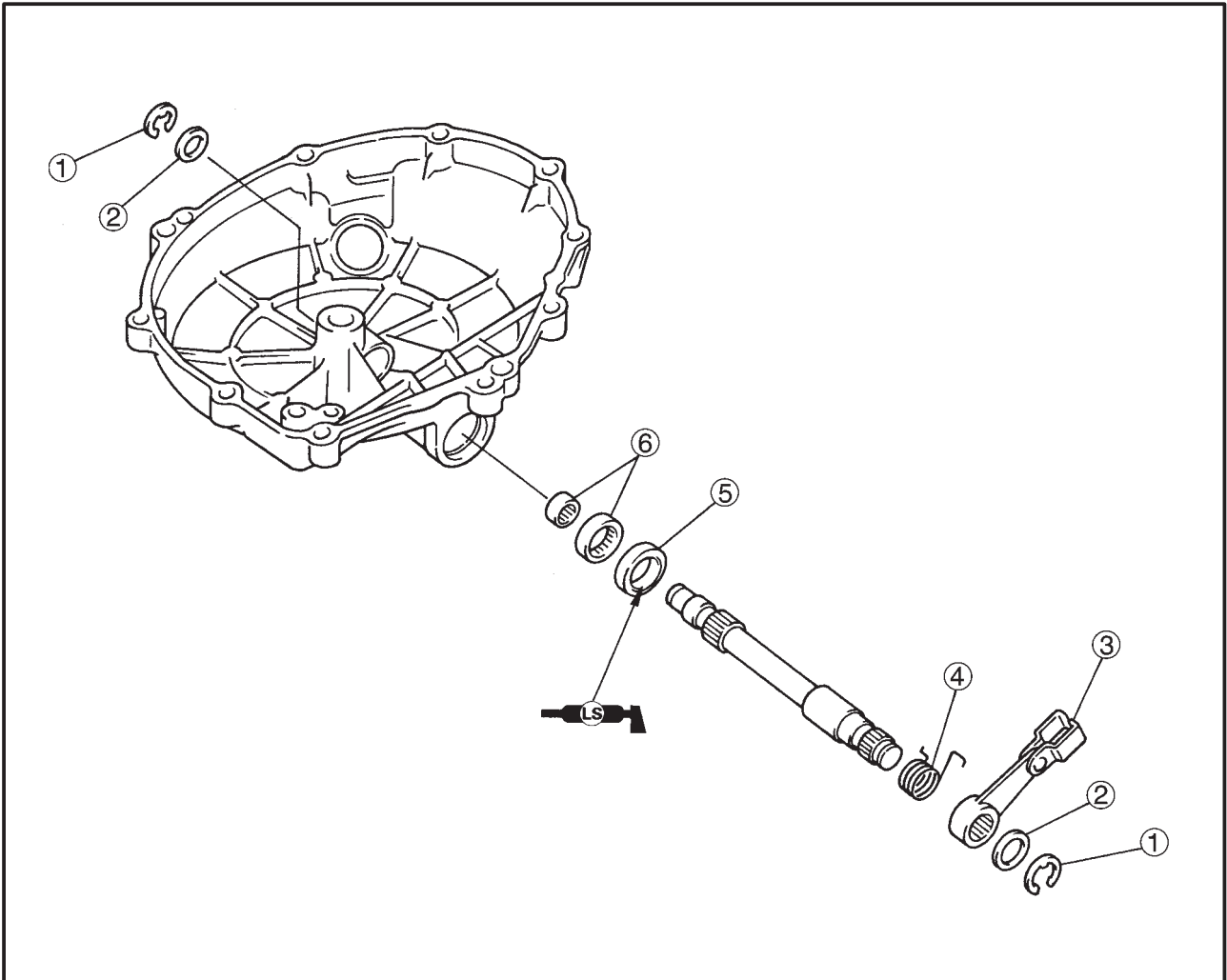
CLUTCH
CLUTCH COVER



Order	Job/Part	Q'ty	Remarks
	Removing the clutch cover Bottom coving and right side cowlings Engine oil		Remove the parts in the order listed. Refer to "COWLINGS" in chapter 3. Drain. Refer to "CHANGING THE ENGINE OIL" in chapter 3.
	Coolant		Drain. Refer to "CHANGING THE COOLANT" in chapter 3.
1	Therm bypass hose	1	
2	Clutch cable	1	



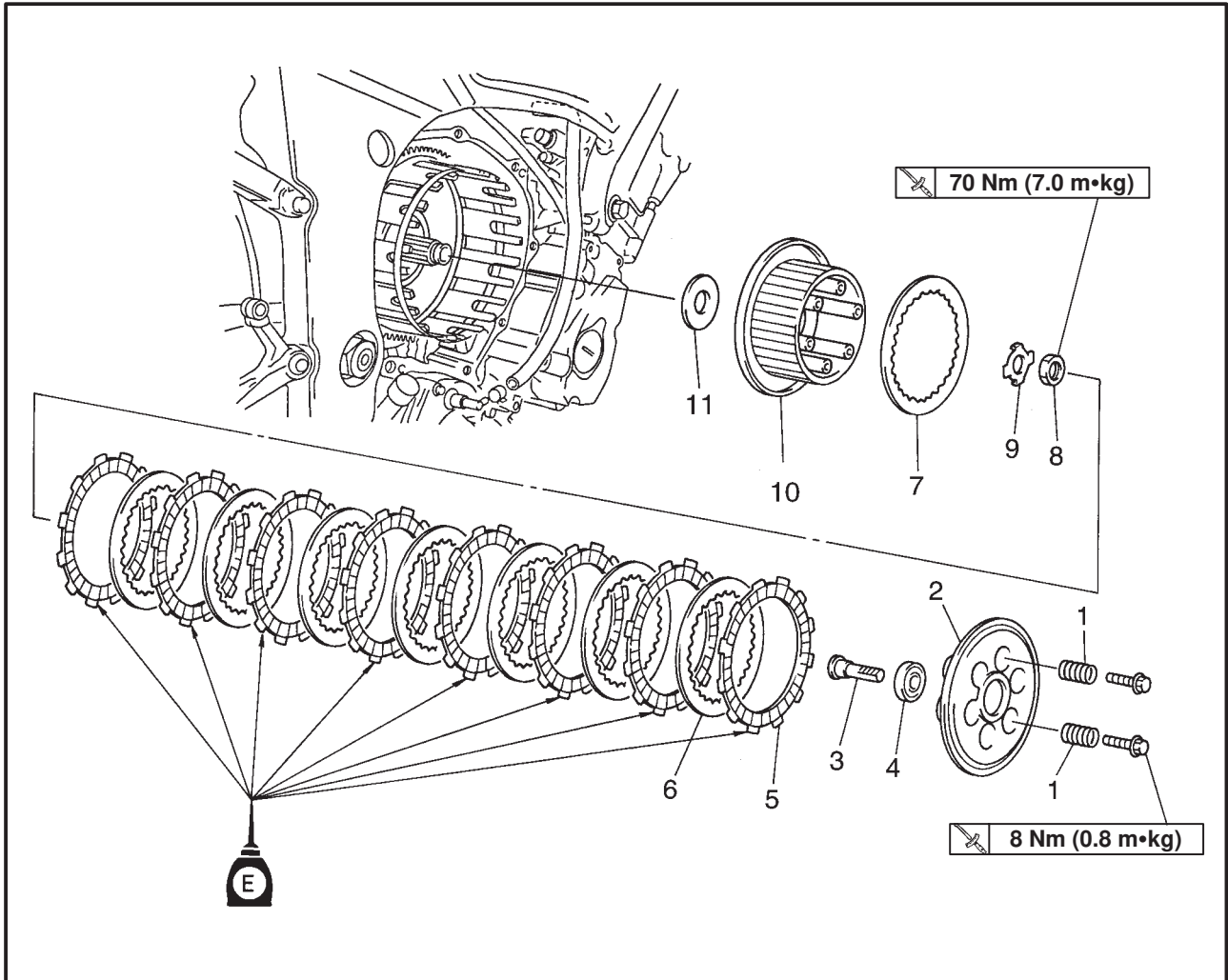
Order	Job/Part	Q'ty	Remarks
3	Clutch cover	1	Refer to "REMOVING/INSTALLING THE CLUTCH". For installation reverse the removal procedure.
4	Clutch cover gasket	1	
5	Dowel pin	2	



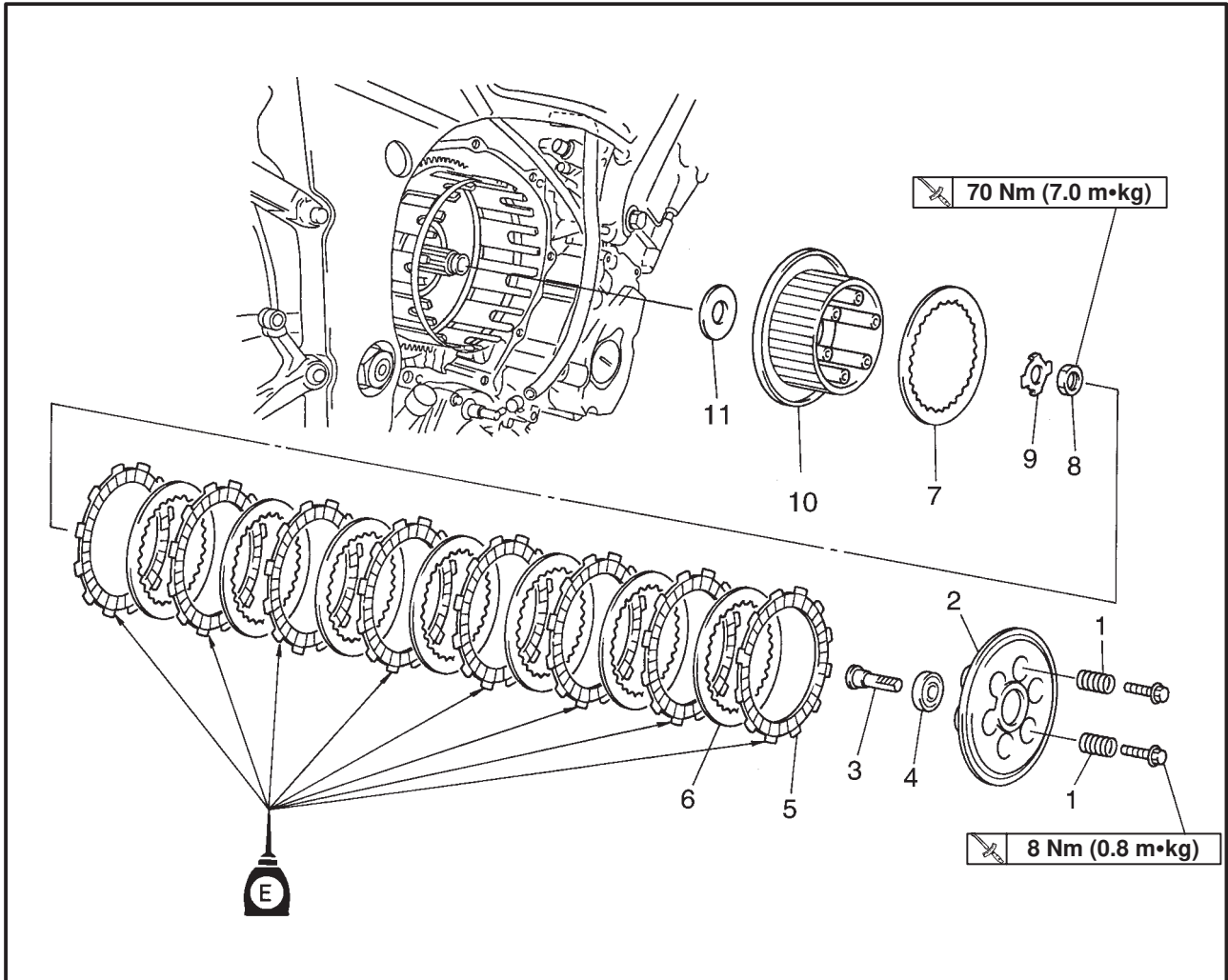
Order	Job/Part	Q'ty	Remarks
	Disassembling the clutch cover assembly		Disassemble the parts in the order listed.
①	Circlip	2	
②	Plain washer	2	
③	Pull lever	1	Refer to "INSTALLING THE CLUTCH".
④	Pull lever spring	1	
⑤	Oil seal	1	
⑥	Bearing	2	
			For assembly, reverse the disassembly procedure.



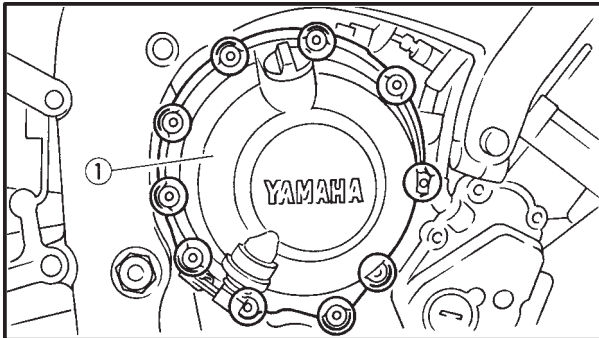
CLUTCH



Order	Job/Part	Q'ty	Remarks
	Removing the clutch		
1	Compression spring	6	Remove the parts in the order listed.
2	Pressure plate	1	
3	Pull rod	1	Refer to "INSTALLING THE CLUTCH".
4	Bearing	1	
5	Friction plate	8	
6	Clutch plate	7	
7	Clutch plate	1	Refer to "REMOVING/INSTALLING THE CLUTCH".
8	Clutch boss nut	1	
9	Look washer	1	
10	Clutch boss	1	



Order	Job/Part	Q'ty	Remarks
11	Thrust plate	1	For installation, reverse the removal procedure.



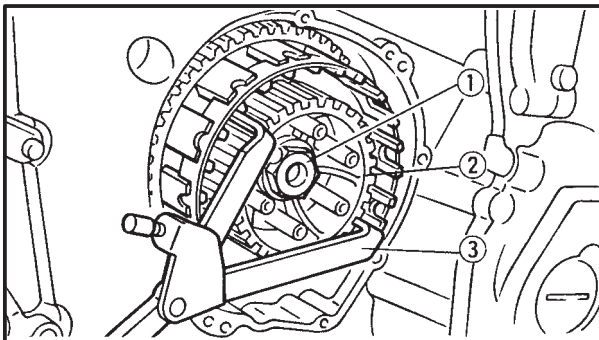
EAS00277

REMOVING THE CLUTCH

1. Remove:
 - clutch cover ①

NOTE:

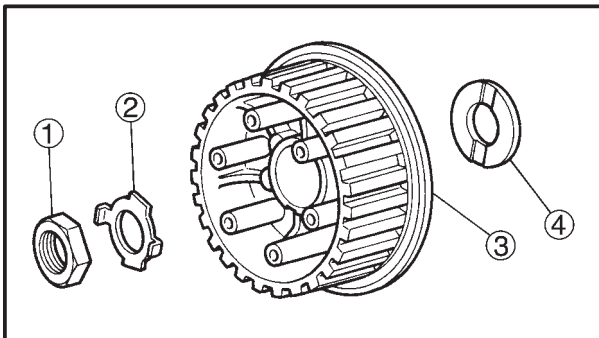
Loosen each bolt 1/4 of a turn at a time, in stages and in a crisscross pattern. After all of the bolts are fully loosened, remove them.



- Pressure plate
 - Friction and clutch plates
2. Straighten the lock washer tab.
 3. Loosen:
 - clutch boss nut ①

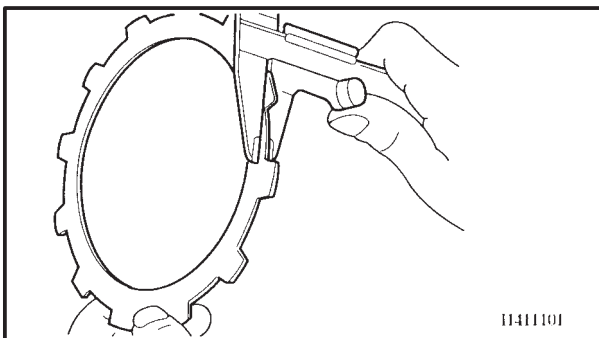
NOTE:

While holding the clutch boss ② with the clutch holding tool ③, loosen the clutch boss nut.



Clutch holding tool
90890-04086

4. Remove:
 - clutch boss nut ①
 - lock washer ②
 - clutch boss ③
 - thrust plate ④



EAS00280

CHECKING THE FRICTION PLATES

The following procedure applies to all of the friction plates.

1. Check:
 - friction plate

Damage/wear → Replace the friction plates as a set.
2. Measure:
 - friction plate thickness

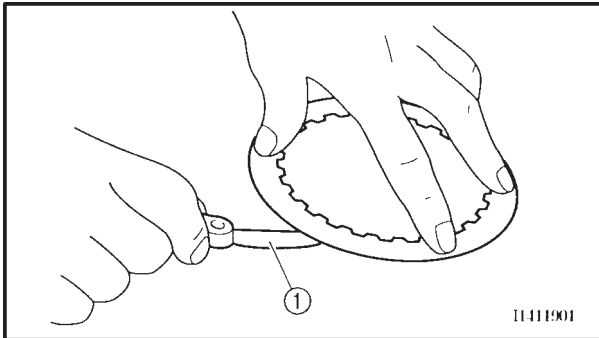
Out of specification → Replace the friction plates as a set.

NOTE:

Measure the friction plate at four places.



Friction plate thickness
2.9 × 3.1 mm
<Limit>: 2.8 mm



EAS00281

CHECKING THE CLUTCH PLATES

The following procedure applies to all of the clutch plates.

1. Check:
 - clutch plate
Damage → Replace the clutch plates as a set.
2. Measure:
 - clutch plate warpage
(with a surface plate and thickness gauge (1))
Out of specification → Replace the clutch plates as a set.



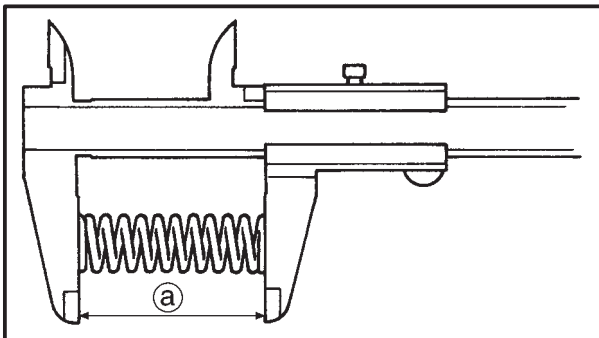
Max. clutch plate warpage
0.1 mm

EAS00282

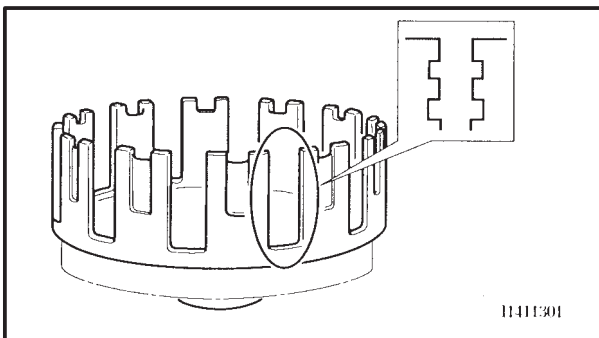
CHECKING THE CLUTCH SPRINGS

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



Clutch spring free length
55 mm <Limit>: 54 mm



EAS00284

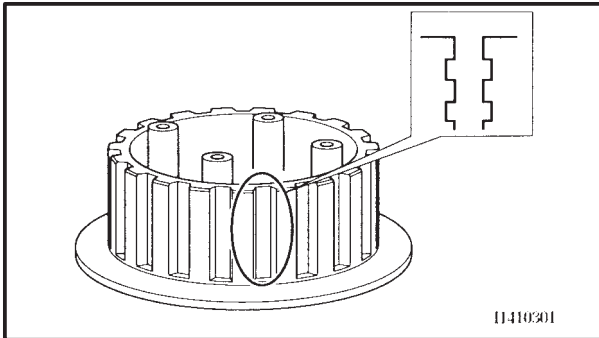
CHECKING THE CLUTCH HOUSING

1. Check:
 - clutch housing dogs
Damage/pitting/wear → Deburr the clutch housing dogs or replace the clutch housing.

NOTE:

Pitting on the clutch housing dogs will cause erratic clutch operation.

2. Check:
 - bearing
Damage/wear → Replace the clutch housing.



EAS00285

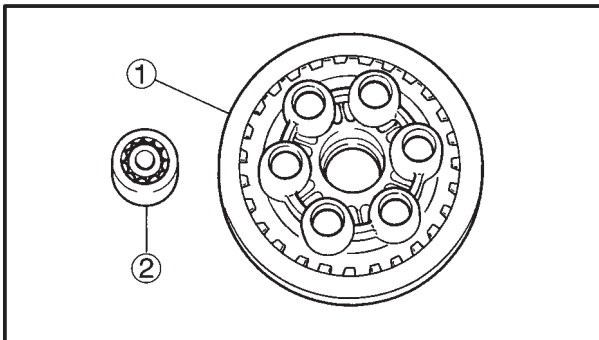
CHECKING THE CLUTCH BOSS

1. Check:

- clutch boss splines
Damage/pitting/wear → Replace the clutch boss.

NOTE: _____

Pitting on the clutch boss splines will cause erratic clutch operation.

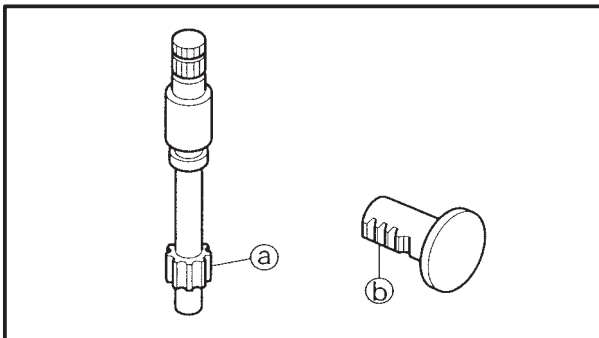


EAS00286

CHECKING THE PRESSURE PLATE

1. Check:

- pressure plate ①
Cracks/damage → Replace.
- bearing ②
Damage/wear → Replace.



EAS00287

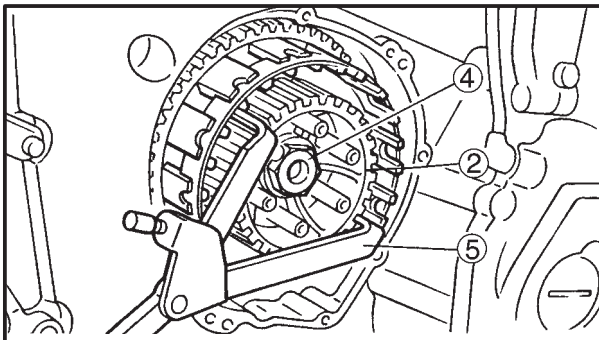
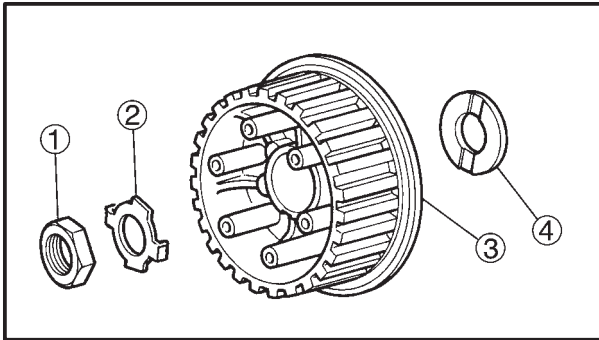
CHECKING THE PULL LEVER SHAFT AND PULL ROD

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.



EAS00296

INSTALLING THE CLUTCH

1. Install:

- thrust plate ①
- clutch boss ②

2. Install:

- lock washer ③ **New**
- clutch boss nut ④  **70 Nm (7.0 m•kg)**

NOTE:

While holding the clutch boss ② with the clutch holding tool ⑤, tighten the clutch boss nut.



Clutch holding tool
90890-04086

3. Bend the lock washer tab along a flat side of the nut.
4. Lubricate:
 - friction plates
 - clutch plates
 (with the recommended lubricant)



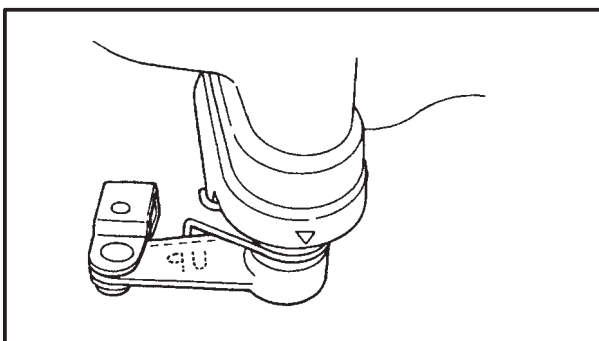
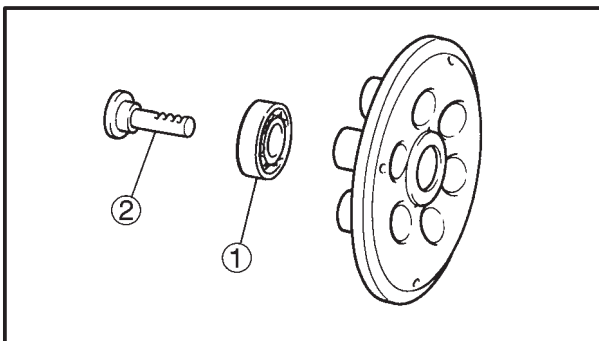
Recommended lubricant
Engine oil

5. Install:

- friction plates
- clutch plates

NOTE:

First, install a friction plate and then alternate between a clutch plate and a friction plate.

**NOTE:**

Install the pull rod so that the teeth face towards the rear of the motorcycle. Then, install the clutch cover.

Tighten the clutch cover bolts in stages and in a crisscross pattern.


Apply oil onto the bearing.

Apply molybdenum disulfide grease onto the pull rod.

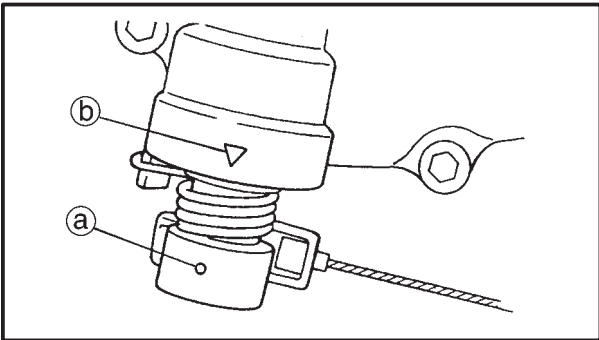


7. Install:

- pressure plate
- clutch springs
- clutch spring bolts


 8 Nm (0.8 m•kg)**NOTE:**

Tighten the clutch spring bolts in stages and in a criss cross pattern.



8. Install:

- clutch cover

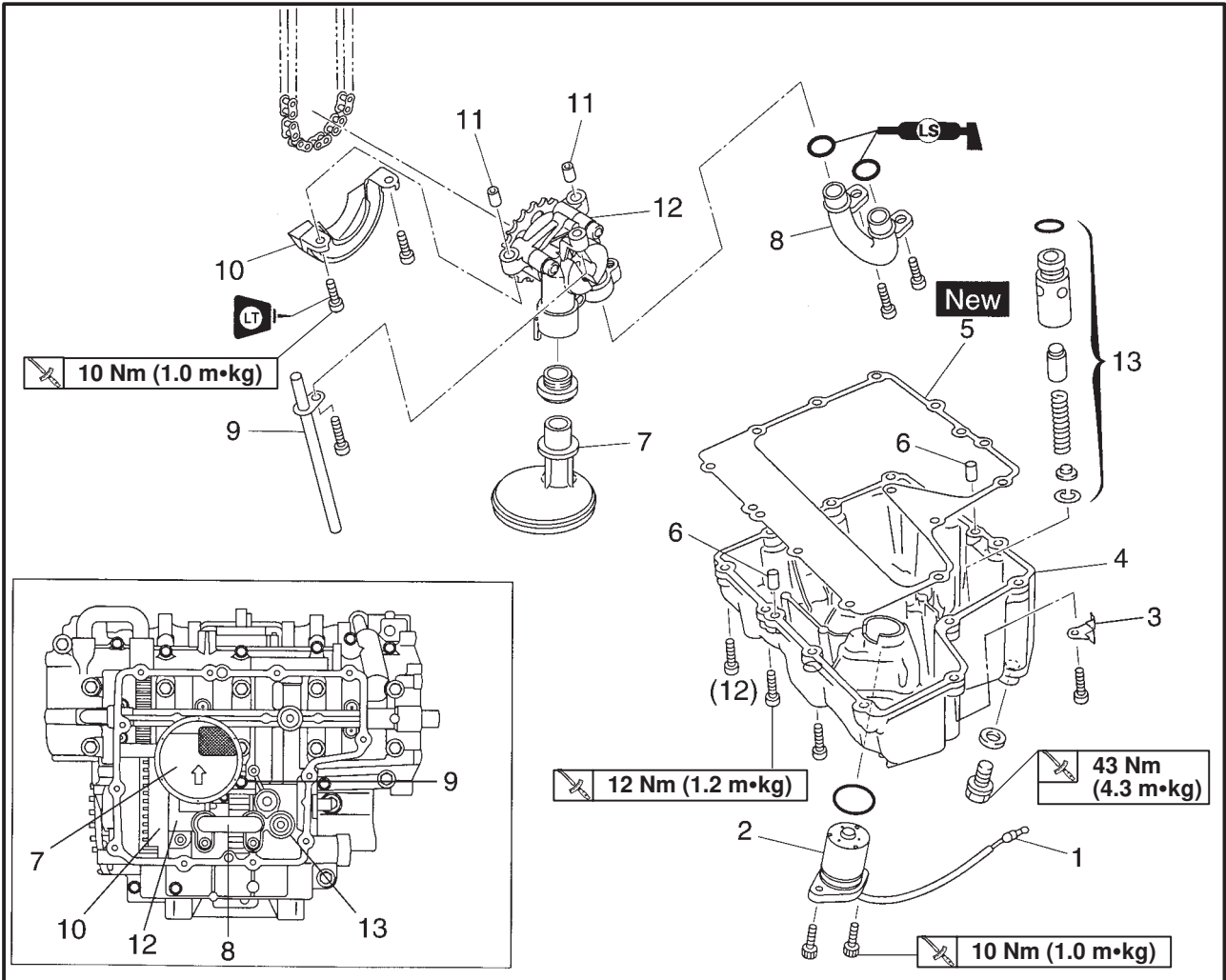
 12 Nm (1.2 m•kg)**NOTE:**

- When installing the clutch cover, push the pull lever and check that the punch mark (a) on the pull lever aligns with the mark (b) on the clutch cover. Make sure that the pull rod teeth and pull lever shaft pinion gear are engaged.
- Tighten the clutch cover bolts in stages and in a crisscross pattern.



EAS00356

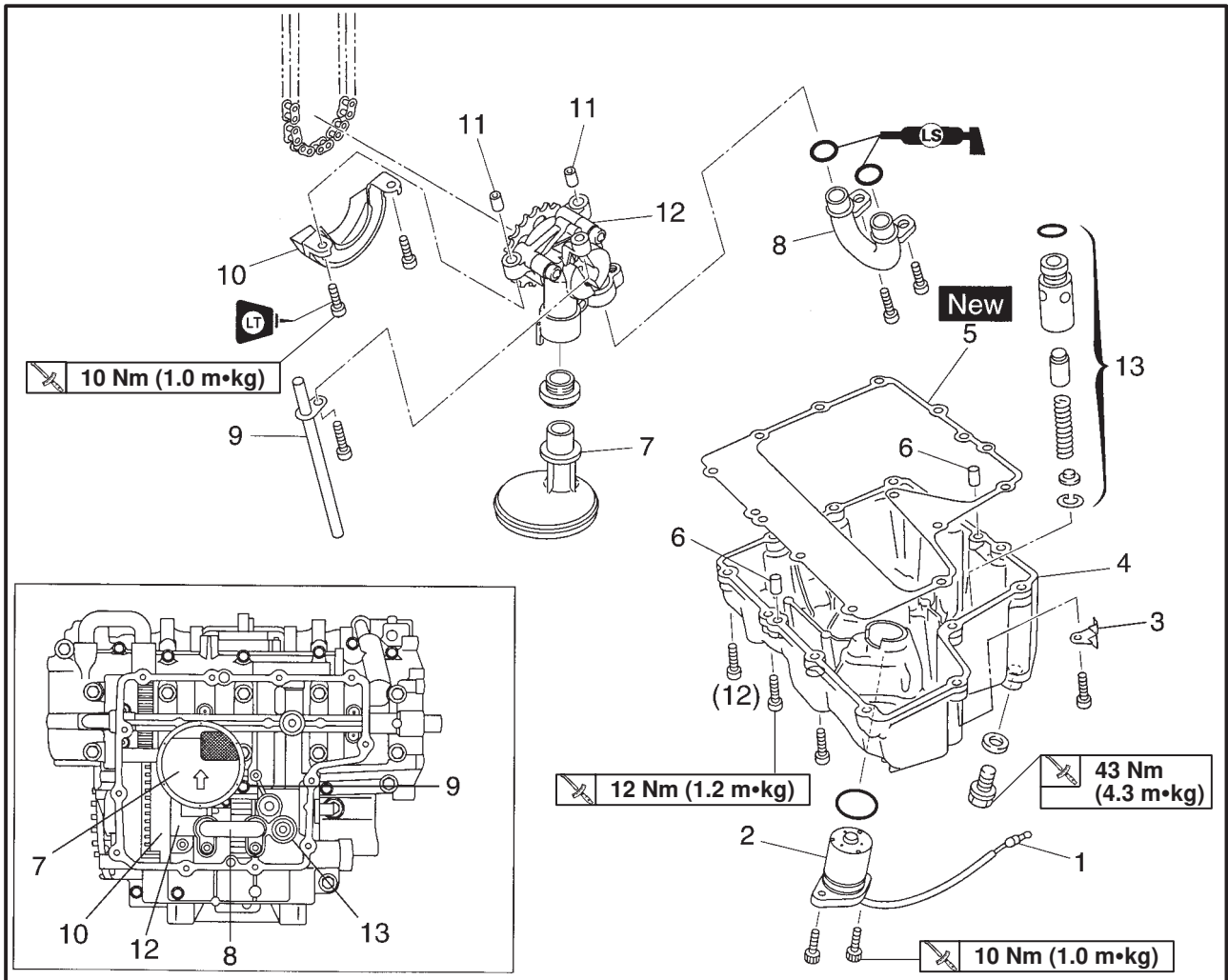
OIL PAN AND OIL PUMP



Order	Job/Part	Q'ty	Remarks
	Removing the oil pan and oil pump		Remove the parts in the order listed.
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" in chapter 3.
	Coolant		Drain. Refer to "CHANGING THE COOLANT" in chapter 3.
	Radiator assembly and water pump assembly		Refer to "RADIATOR" and "WATER PUMP" in chapter 5.
	Exhaust pipe assembly		Refer to "ENGINE".
1	Oil level switch couplar	1	Disconnect.
2	Oil level switch	1	

OIL PAN AND OIL PUMP

ENG

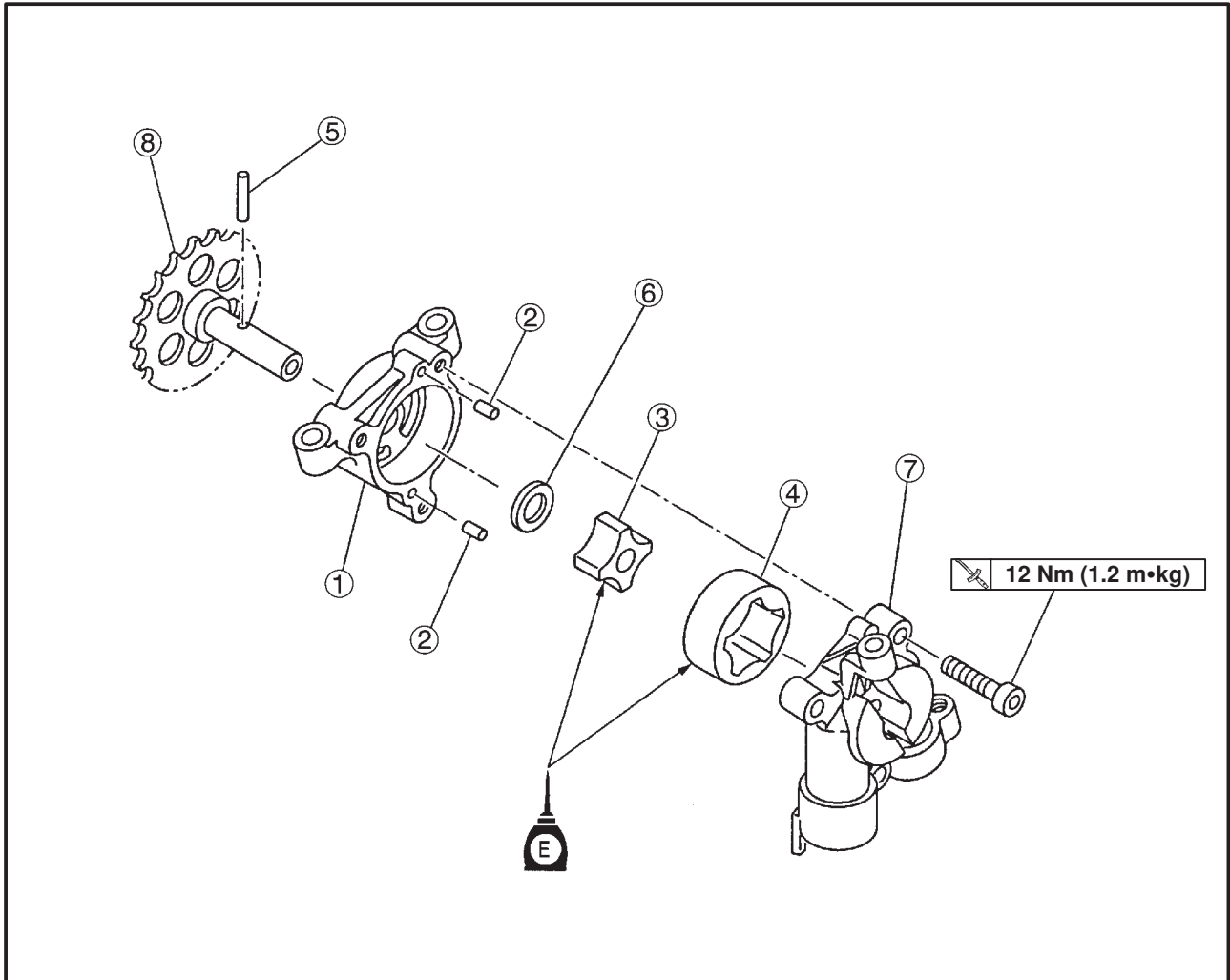


Order	Job/Part	Q'ty	Remarks
3	Oil level switch lead holder	1	Refer to "REMOVEING/INSTALLING THE OIL PAN."
4	Oil pan	1	
5	Oil pan gasket	1	
6	Dowel pin	2	Refer to "INSTALLING THE OIL STRAINER".
7	Oil strainer	1	
8	Oil pipe	1	Refer to "INSTALLING THE OIL PUMP".
9	Oil delivery pipe	1	
10	Gear cover	1	
11	Dowel pin	2	
12	Oil pump assembly	1	For installation, reverse the removal procedure.
13	Relief valve assembly	1	

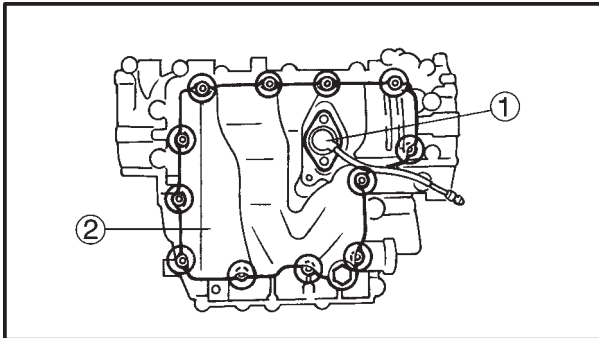


EB411010

OIL PUMP



Order	Job/Part	Q'ty	Remarks
	Disassembling the oil pump assembly		Disassemble the parts in the order listed.
①	Oil pump rotor housing	1	
②	Dowel pin	2	
③	Oil pump inner rotor	1	
④	Oil pump outer rotor	1	
⑤	Dowel pin	1	
⑥	Washer	1	
⑦	Oil pump cover	1	
⑧	Driver gear	1	
			For assembly reverse the disassembly procedure.



EAS00362

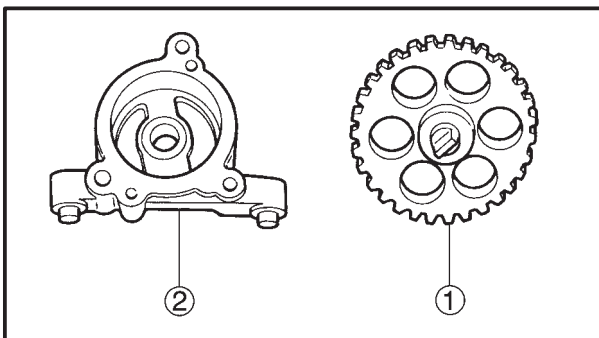
REMOVING THE OIL PAN

1. Remove:
 - oil level switch ①
 - oil pan ②
 - oil pan gasket
 - dowel pins

NOTE:

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.

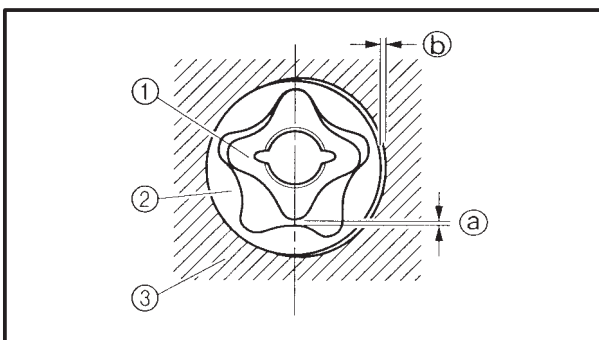


EAS00364

CHECKING THE OIL PUMP

1. Check:
 - oil/pump driven gear ①
 - rotor housing ②

Cracks/damage/wear → Replace the defective part(-s).



2. Measure:
 - inner-rotor-to-outer-rotor-tip clearance ①
 - outer-rotor-to-oil-pump-cover clearance ②

Out of specification → Replace the oil pump.

- ① Inner rotor
- ② Outer rotor
- ③ Oil pump cover

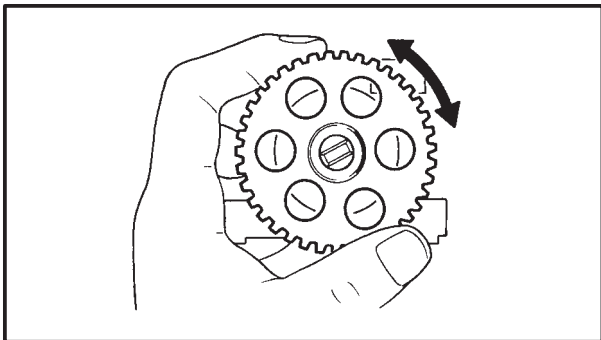


Inner-rotor-to-outer-rotor-tip clearance

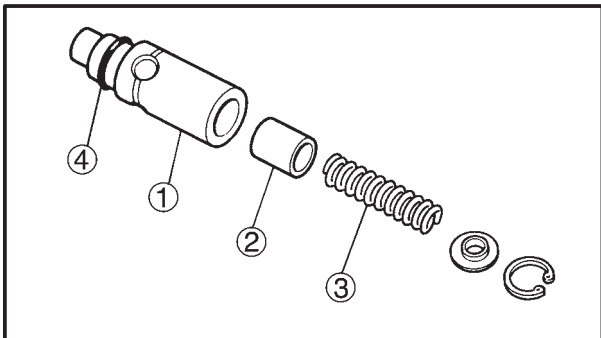
0.03 × 0.09 mm <Limit>: 0.15 mm

Outer-rotor-to-oil-pump-cover clearance

0.03 × 0.08 mm <Limit>: 0.15 mm



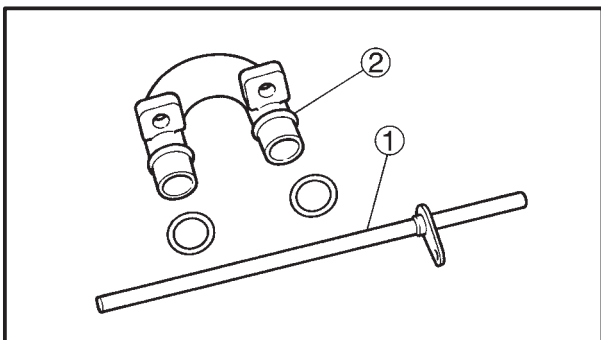
3. Check:
- oil pump operation
Unsmooth → Repair or replace the defective part(-s).



EAS00365

CHECKING THE RELIEF VALVE

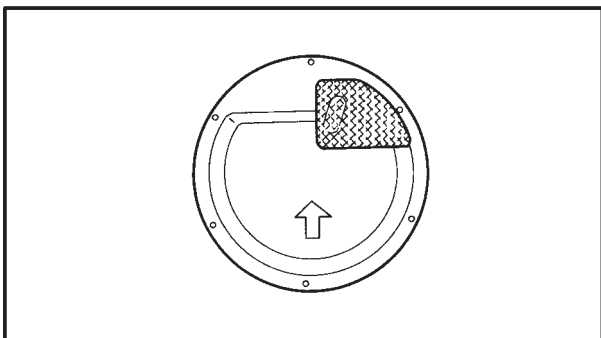
1. Check:
- relief valve body ①
 - relief valve ②
 - spring ③
 - O-ring ④
- Damage/wear → Replace the defective part(-s).



EAS00367

CHECKING THE OIL DELIVERY PIPE AND OIL PIPE

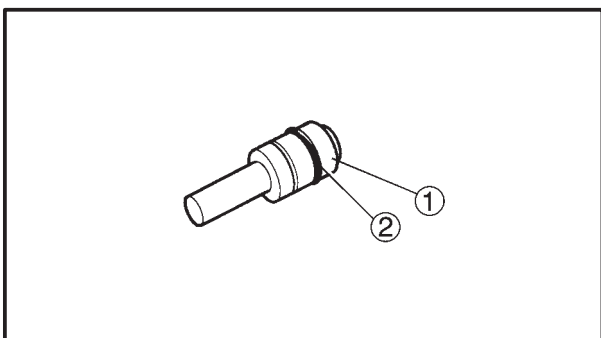
1. Check:
- oil delivery pipe ①
 - oil pipe ②
- Damage → Replace.
Obstruction → Wash and blow out with compressed air.



EAS00368

CHECKING THE OIL STRAINER

1. Check:
- oil strainer ①
- Damage → Replace.
Contaminants → Clean with engine oil.

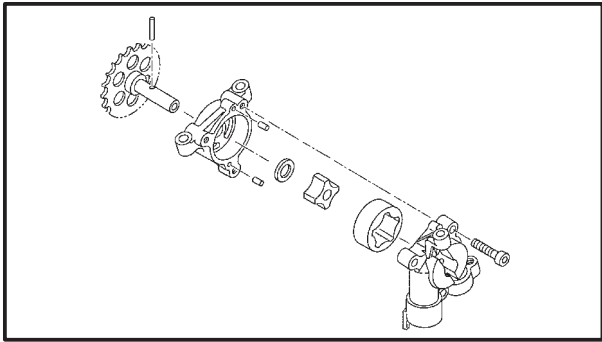


EAS00373

CHECKING THE OIL NOZZLES

The following procedure applies to all of the oil nozzles.

1. Check:
- oil nozzle ①
 - O-ring ②
- Damage/wear → Replace the oil nozzle.
oil nozzle passage
Obstruction → Blow out with compressed air.



EAS00375

ASSEMBLING THE OIL PUMP

- Lubricate:
 - inner rotor
 - outer rotor
 - impeller shaft
(with the recommended lubricant)

	Recommended lubricant Engine oil
--	---

- Check:
 - oil pump operation
 Refer to "CHECKING THE OIL PUMP".

EAS00376

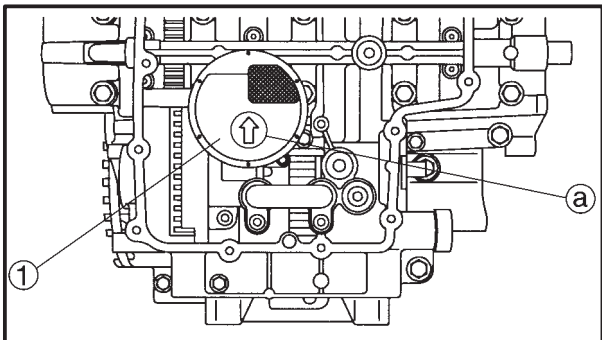
INSTALLING THE OIL PUMP

- Install:
 - oil pump ①

	12 Nm (1.2 m•kg)
--	-------------------------

NOTE: _____

Install the oil pump assembly drive chain onto the oil pump assembly driven sprocket.



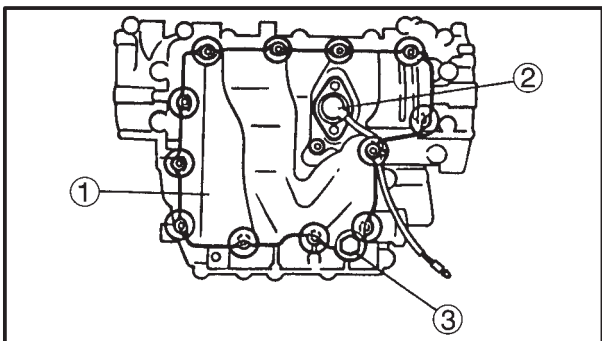
EAS00378

INSTALLING THE OIL STRAINER

- Install:
 - oil strainer ①

NOTE: _____

The arrow ① on the oil strainer housing must point towards the front of the engine.



EAS00380

INSTALLING THE OIL PAN

- Install:
 - dowel pins
 - oil pan gasket **New**
 - oil pan ①

	12 Nm (1.2 m•kg)
--	-------------------------
 - oil level switch ②

	10 Nm (1.0 m•kg)
--	-------------------------
 - engine oil drain bolt ③

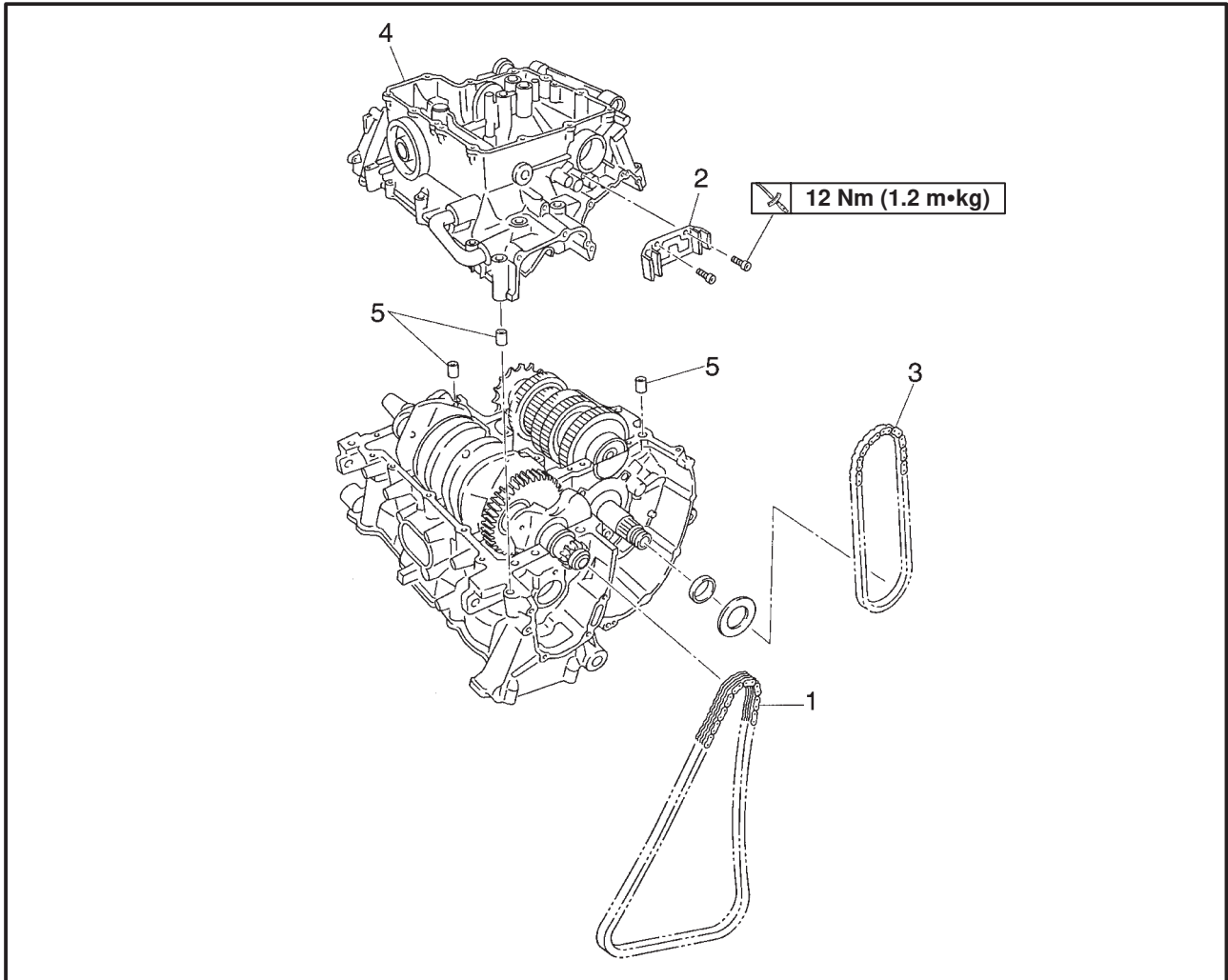
	43 Nm (4.3m•kg)
--	------------------------

NOTE: _____

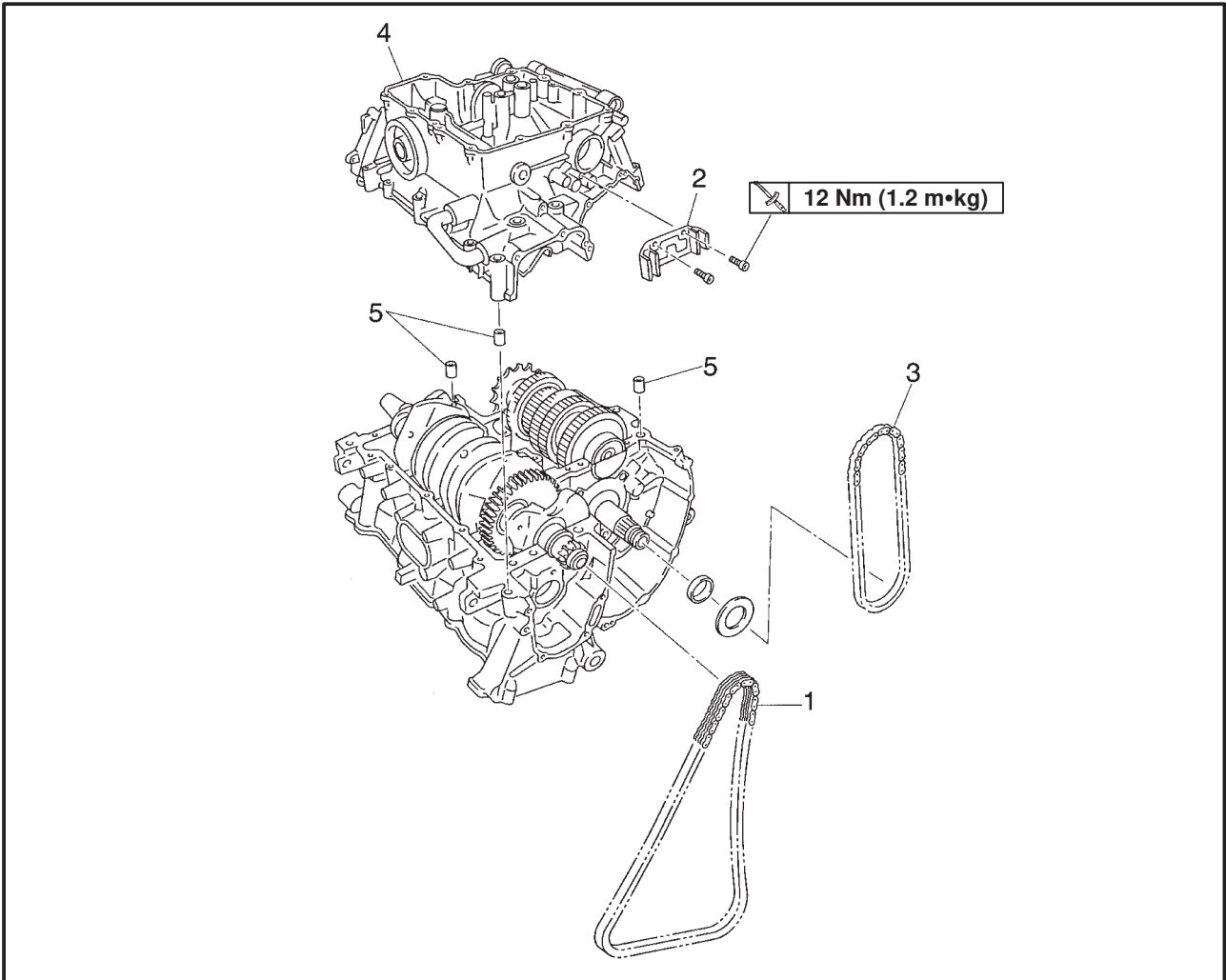
- Tighten the oil pan bolts in stages and in a crisscross pattern.
- Lubricate the oil level switch O-ring with lithium soap base grease.



CRANKCASE



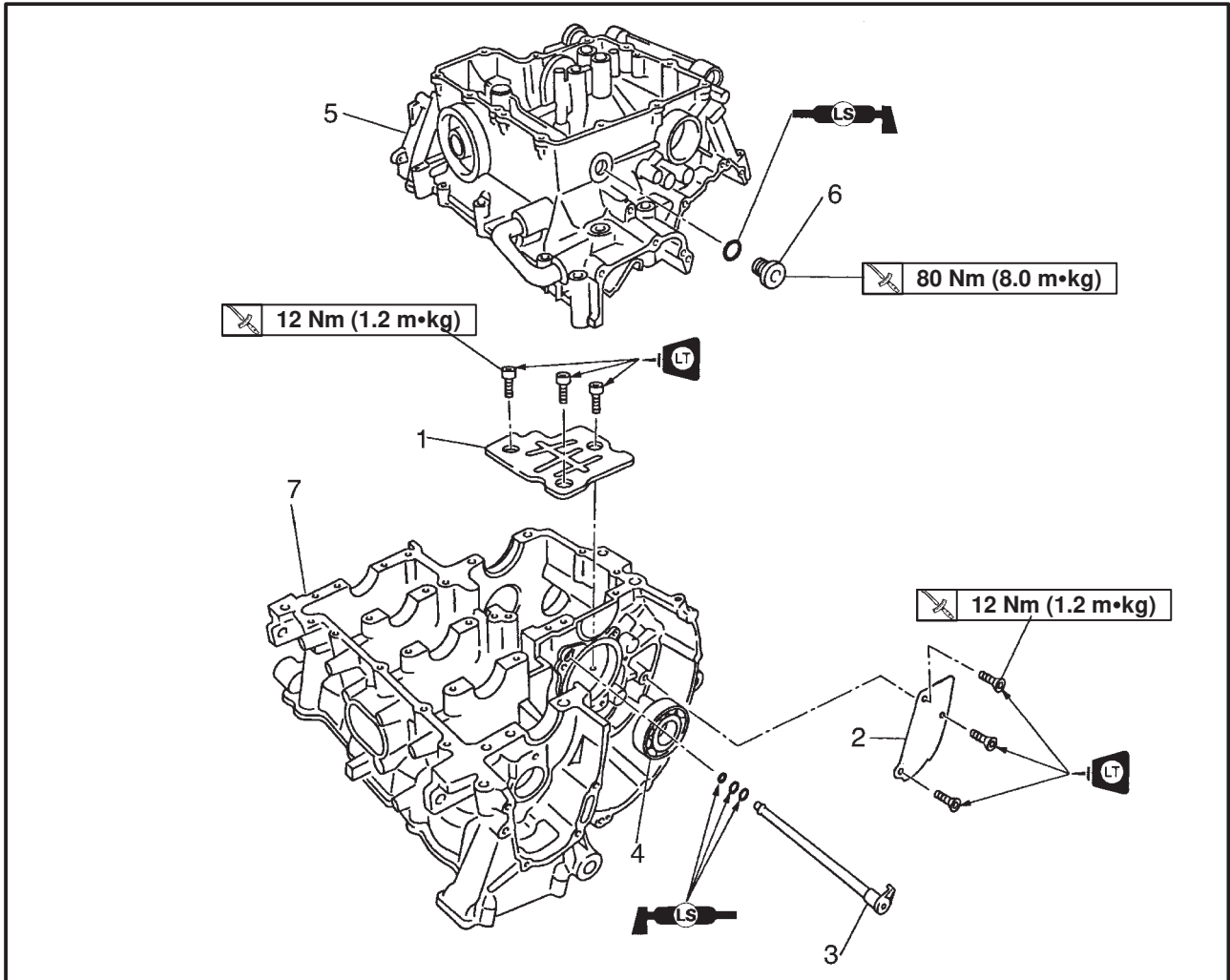
Order	Job/Part	Q'ty	Remarks
	Separating the crankcase		
	Engine		Remove the parts in the order listed. Refer to "ENGINE".
	Cylinder head		Refer to "CYLINDER HEAD".
	Starter clutch and generator		Refer to "STARTER CLUTCH AND GENERATOR".
	Shift shaft		Refer to "SHIFT SHAFT".
	Pickup coil and pickup rotor		Refer to "PICKUP COIL AND PICKUP ROTOR".
	Clutch assembly		Refer to "CLUTCH".
	Water pump assembly		Refer to "WATER PUMP" in chapter 5.
	Oil pan and oil pump		Refer to "OIL PAN AND OIL PUMP".



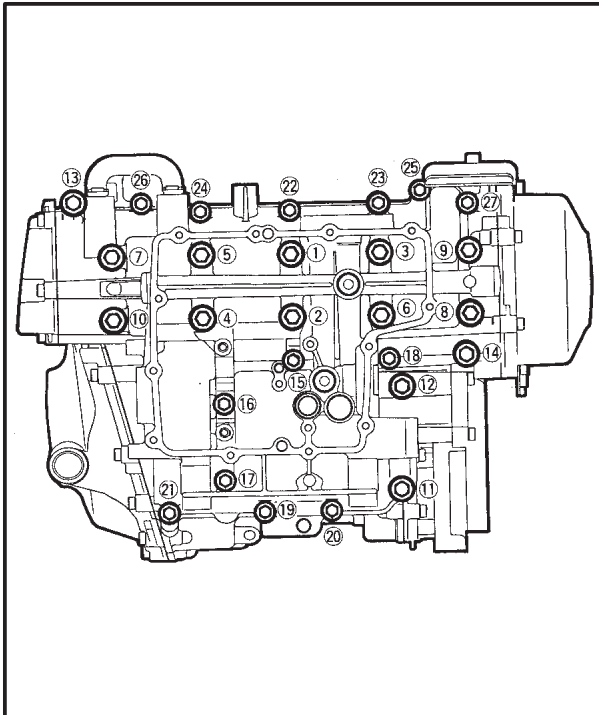
Order	Job/Part	Q'ty	Remarks
1	Timing chain	1	Refer to "DISASSEMBLY/ASSEMBLY THE CRANKCASE". For installation, reverse the removal procedure.
2	Oil pump drive chain guide	1	
3	Oil pump drive chain	1	
4	Lower crankcase	1	
5	Dowel pin	3	



OIL BAFFLE PLATES AND OIL FILTER BOLT



Order	Job/Part	Q'ty	Remarks
	Removing the oil baffle plates and oil filter bolt		Remove the parts in the order listed.
	Transmission		Refer to "TRANSMISSION".
1	Oil baffle plate	1	
2	Oil baffle plate	1	
3	Oil delivery pipe	1	
4	Bearing	1	
5	Lower crankcase	1	
6	Oil filter bolt	1	
7	Upper crankcase	1	
			For installation, reverse the removal procedure.



EAS00384

DISASSEMBLING THE CRANKCASE

1. Place the engine upside down.

NOTE:

- 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 decreasing numerical order (refer to the numbers in the illustration).
- The numbers embossed on the crankcase indicate the crankcase tightening sequence.

2. Remove:
crankcase bolts
3. Remove:
• lower crankcase

CAUTION:

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 that the crankcase halves separate evenly.

M8 × 85 mm bolts: ① ~ ⑦, ⑩
 M8 × 115 mm bolts: ⑧, ⑨
 M8 × 65 mm bolts: ⑪, ⑫
 M6 × 65 mm bolts: ⑬, ⑭, ⑰, ⑳
 M6 × 55 mm bolts: ⑮, ㉒ ~ ㉔
 M6 × 45 mm bolts: ⑯, ㉑ ~ ㉓
 M6 × 75 mm bolt: ⑱

4. Remove:
• dowel pins



EAS00399

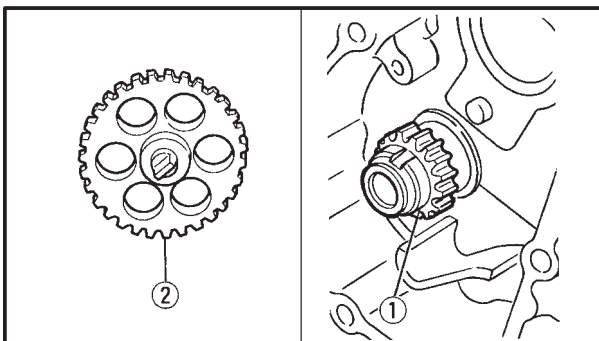
CHECKING THE CRANKCASE

1. Thoroughly wash the crankcase halves in a mild solvent.
2. Thoroughly clean all the gasket surfaces and crankcase mating surfaces.
3. Check:
 - upper crankcase
 - lower crankcase
 - Cracks/damage → Replace.
 - oil delivery passages
 - Obstruction → Blow out with compressed air.

EAS00401

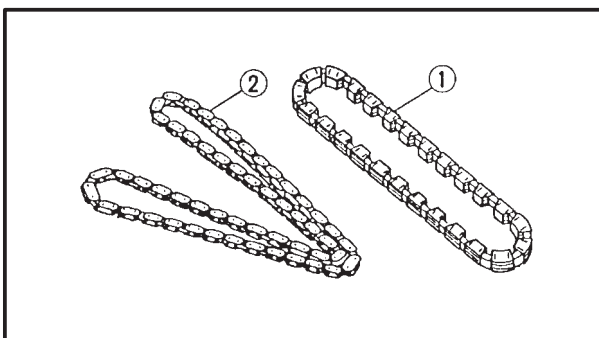
CHECKING THE BEARINGS AND OIL SEALS

1. Check:
 - bearings
 - Clean and lubricate the bearings, then rotate the inner race with your finger.
 - Rough movement → Replace.
2. Check:
 - oil seals
 - Damage/wear → Replace.



CHECKING THE SPROCKETS AND CHAINS

1. Check:
 - crankshaft sprocket ①
 - oil/water pump assembly drive sprocket ②
 - Cracks/damage/wear → Replace the defective part(-s).



2. Check:
 - timing chain ①
 - Damage/stiffness → Replace the timing chain and crankshaft sprocket as a set.
 - oil/water pump assembly drive chain ②
 - Damage/stiffness → Replace the oil/water pump assembly drive chain and oil/water pump assembly drive sprocket as a set.



EAS00415

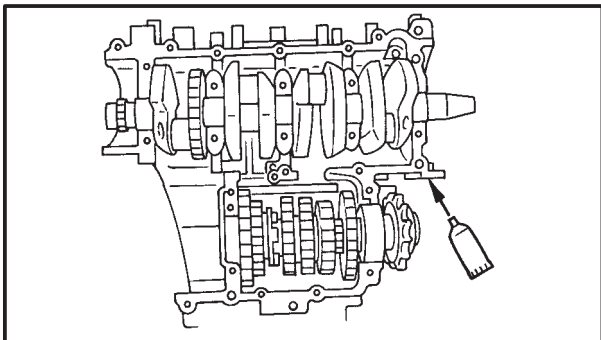
ASSEMBLING THE CRANKCASE

1. Lubricate:

- crankshaft journal bearings
(with the recommended lubricant)



Recommended lubricant
Engine oil

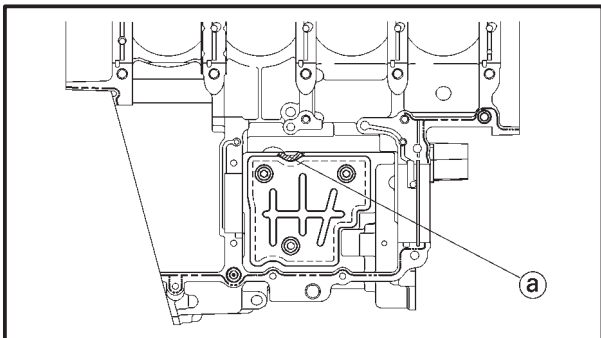


2. Apply:

- sealant
(onto the crankcase mating surfaces and the groove ① of the oil baffle plate)



Yamaha bond No. 1215
90890-85505



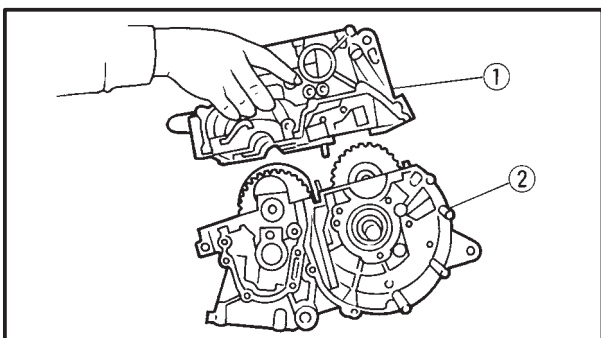
NOTE:

Do not allow any sealant to come into contact with the oil gallery or crankshaft journal bearings. Do not apply sealant to within 2 × 3 mm of the crankshaft journal bearings.

3. Install:

- dowel pin

4. Set the shift drum assembly and transmission gears in the neutral position.



5. Install:

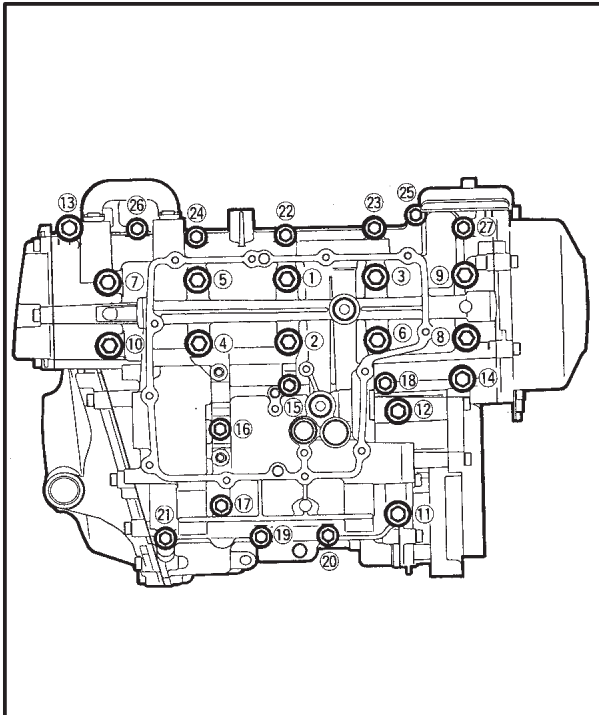
- lower crankcase ①
(onto the upper crankcase ②)

CAUTION:

Before tightening the crankcase bolts, make sure that the transmission gears shift correctly when the shift drum assembly is turned by hand.

CRANKCASE

ENG



6. Install:

- crankcase bolts

NOTE: _____

- Lubricate the bolt threads with engine oil.
- Install a washer on bolts ① ~ ⑩.
- Install a gasket on bolt ⑳.
- Not lubricate seal bolts ⑬ ⑫
- Tighten the bolts in the tightening sequence cast on the crankcase.

M8 × 85 mm bolts: ① ~ ⑦, ⑩

M8 × 115 mm bolts: ⑧, ⑨

M8 × 65 mm bolts: ⑪, ⑫

M6 × 65 mm bolts: ⑬, ⑭, ⑰, ⑳

M6 × 55 mm bolts: ⑮, ㉑ ~ ㉒

M6 × 45 mm bolts: ⑯, ㉓ ~ ㉔

M6 × 75 mm bolt: ⑱



Bolt ⑮ ~ ㉒

12 Nm (1.2 m•kg)

Bolt ⑬ ~ ⑭

14 Nm (1.4 m•kg)

Bolt ① ~ ⑫

24 Nm (2.4 m•kg)

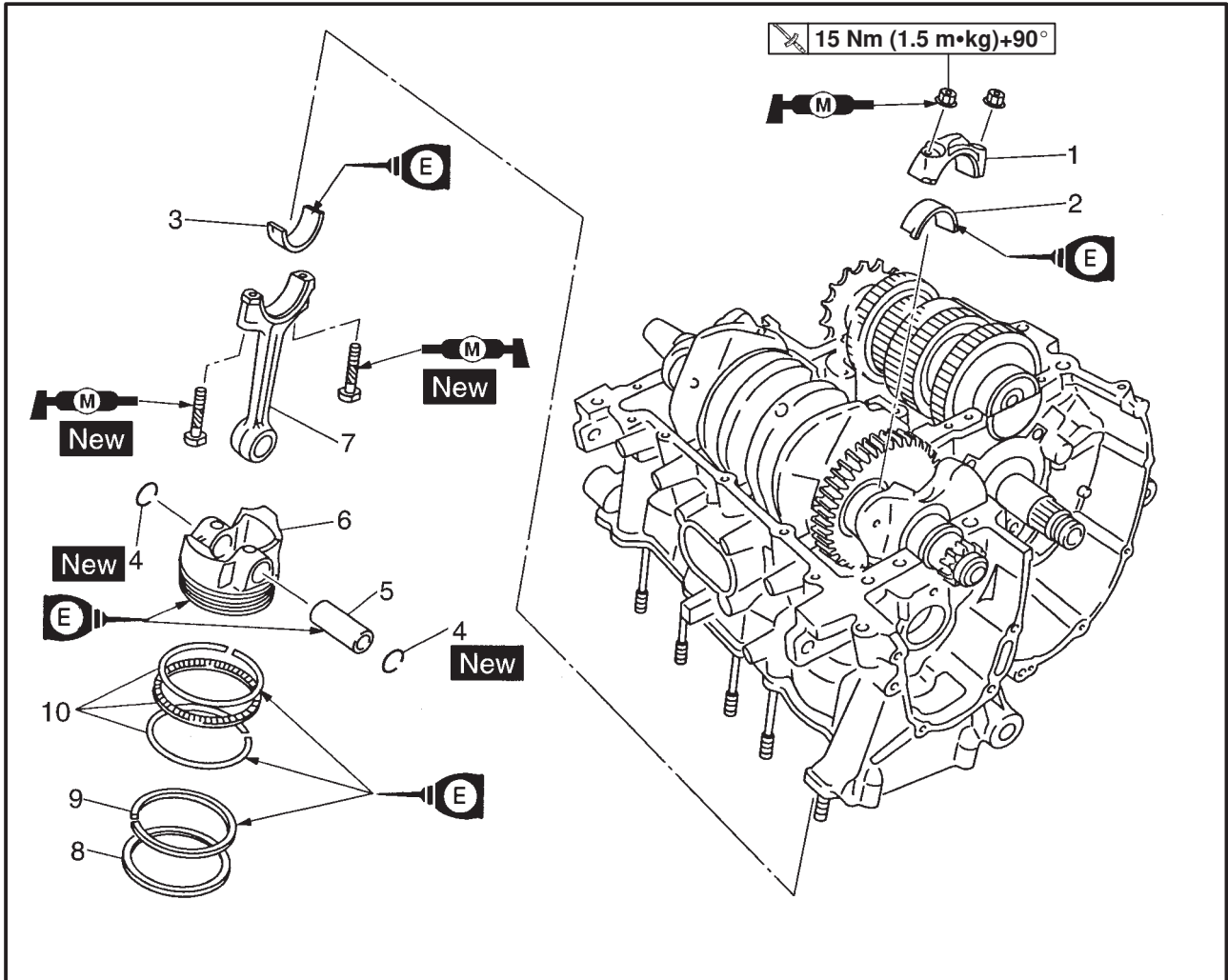
⚠ WARNING _____

Always use new copper washers.

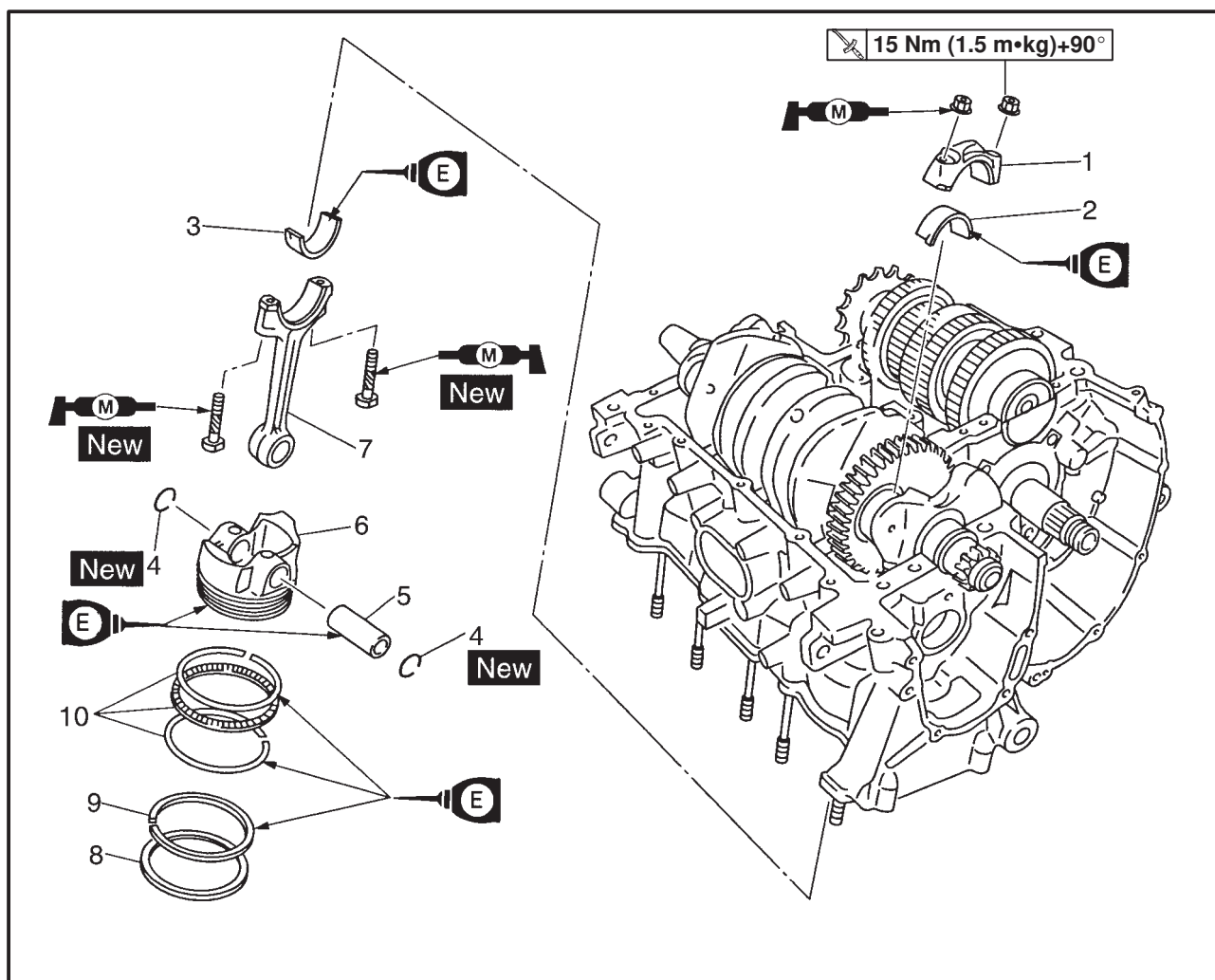


EAS00252

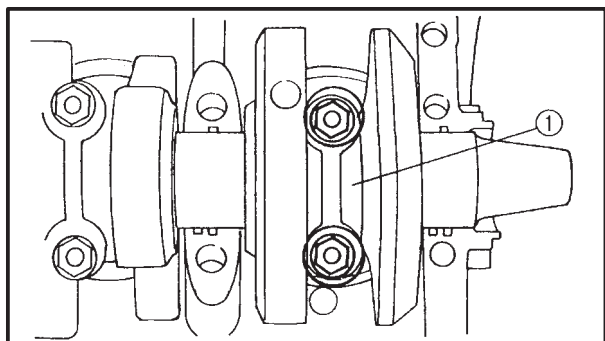
CONNECTING RODS AND PISTONS



Order	Job/Part	Q'ty	Remarks
	Removing the connecting rods and pistons		Remove the parts in the order listed.
	Lower crankcase		Separate. Refer to "CRANKCASE".
1	Connecting rod cap	4	Refer to "REMOVING/INSTALLING THE CONNECTING RODS AND PISTONS".
2	Big end lower bearing	4	
3	Big end upper bearing	4	
4	Piston pin clip	8	
5	Piston pin	4	
6	Piston	4	
7	Connecting rod	4	



Order	Job/Part	Q'ty	Remarks
8	Top ring	4	Refer to "REMOVING/INSTALLING THE CONNECTING RODS AND PISTONS". For installation, reverse the removal procedure.
9	2nd ring	4	
10	Oil ring	4	



EAS00393

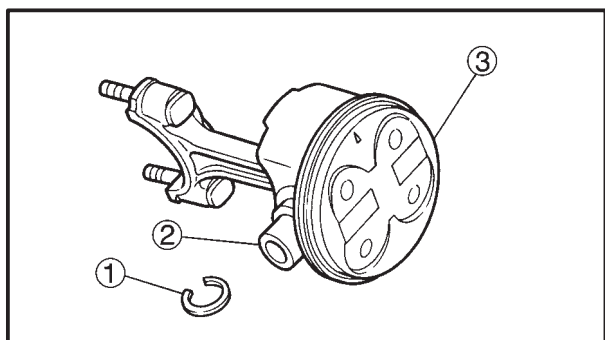
REMOVING THE CONNECTING RODS AND PISTONS

The following procedure applies to all of the connecting rods and pistons.

1. Remove:
 - connecting rod cap ①
 - big end bearings

NOTE: _____

Identify the position of each big end bearing so that it can be reinstalled in its original place.



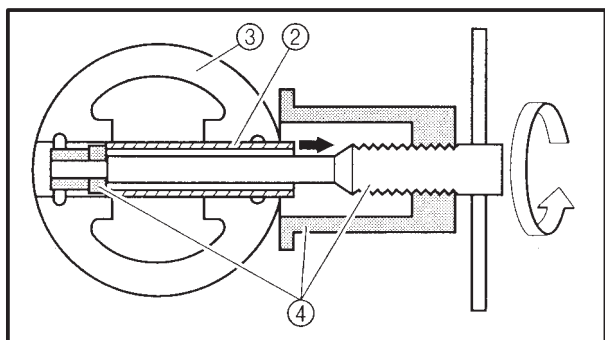
2. Remove:
 - piston pin clips ①
 - piston pin ②
 - piston ③
 - connecting rod

CAUTION: _____

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

NOTE: _____

- 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 in the piston. If both areas are deburred and the piston pin is still difficult to remove, remove it with the piston pin puller ④.

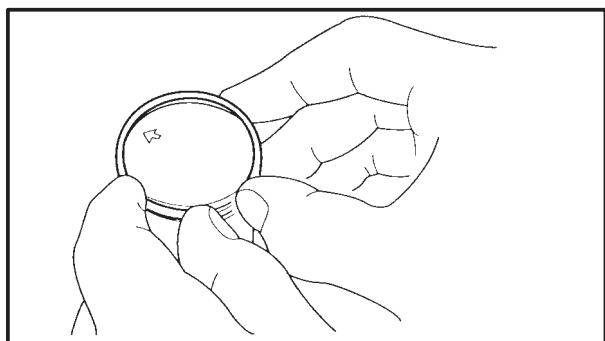


Piston pin puller
90890-01304

3. Remove:
 - top ring
 - 2nd ring
 - oil ring

NOTE: _____


To remove a piston ring, open the end gap with your fingers and lift the other side of the ring over the piston crown.



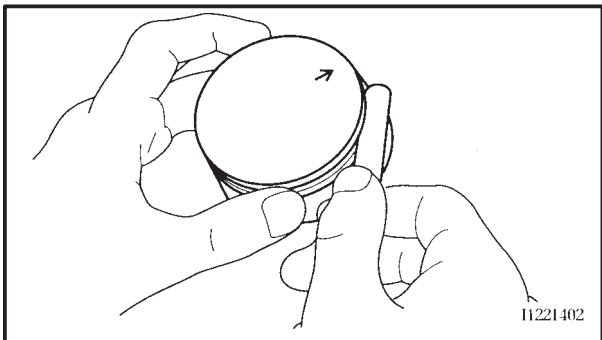


e. Calculate the piston-to-cylinder clearance with the following formula.

Piston-to-cylinder clearance =
Cylinder bore “C” –
Piston skirt diameter “P”

 **Piston-to-cylinder clearance**
0.025 × 0.045 mm
<Limit>: 0.07 mm

f. If out of specification, replace the crank-cases, and the pistons and piston rings as a set.



EAS00263


CHECKING THE PISTON RINGS

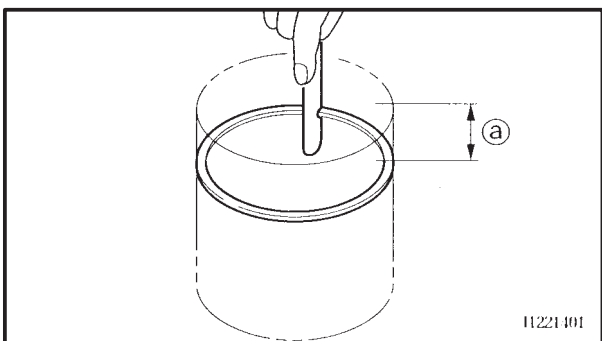
1. Measure:

- piston ring side clearance
 Out of specification → Replace the piston and piston rings as a set.

NOTE: _____

Before measuring the piston ring side clearance, eliminate any carbon deposits from the piston ring grooves and piston rings.

 **Piston ring side clearance**
Top ring
0.030 × 0.065 mm
<Limit>: 0.115 mm
2nd ring
0.020 × 0.055 mm
<Limit>: 0.115 mm



2. Install:

- piston ring
 (into the cylinder)

NOTE: _____

Level the piston ring in the cylinder with the piston crown.

Ⓐ 5 mm



3. Measure:

- piston ring end gap
Out of specification → Replace the piston ring.

NOTE:

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.



Piston ring end gap

Top ring

0.15 × 0.25 mm

<Limit>: 0.50 mm

2nd ring

0.40 × 0.50 mm

<Limit>: 0.85 mm

Oil ring

0.10 × 0.35 mm

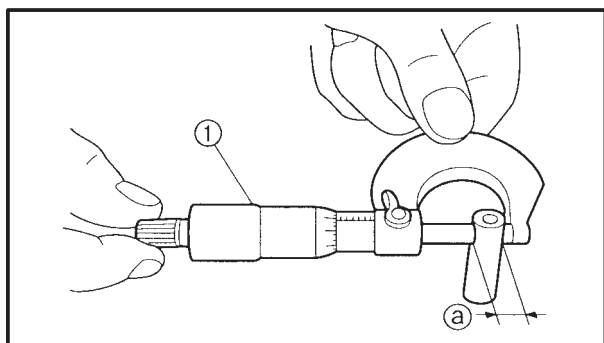
ABS00266

CHECKING THE PISTON PINS

The following procedure applies to all of the piston pins.

1. Check:

- piston pin
Blue discoloration/grooves → Replace the piston pin and then check the lubrication system.



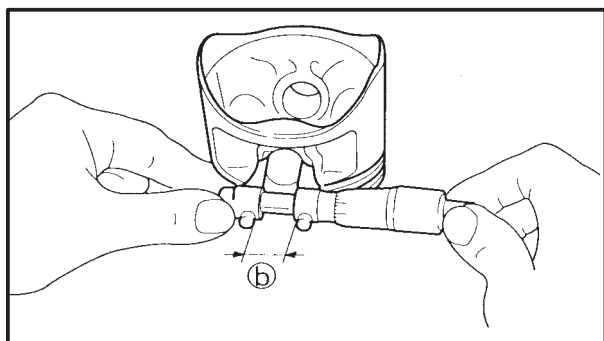
2. Measure:

- piston pin outside diameter [Ⓐ]
Out of specification → Replace the piston pin.



Piston pin outside diameter

15.991 × 16.000 mm



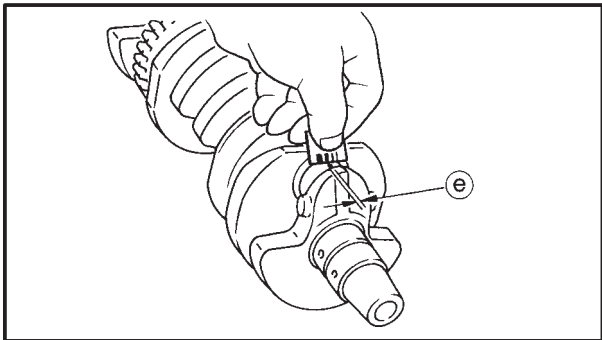
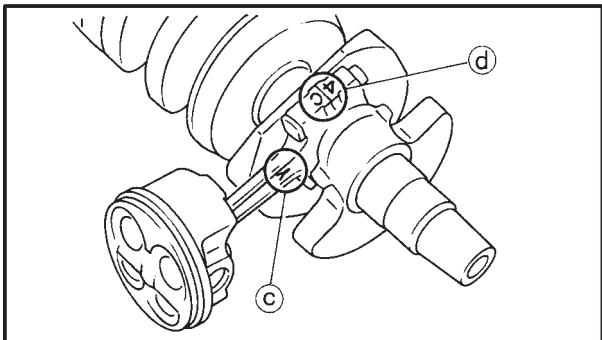
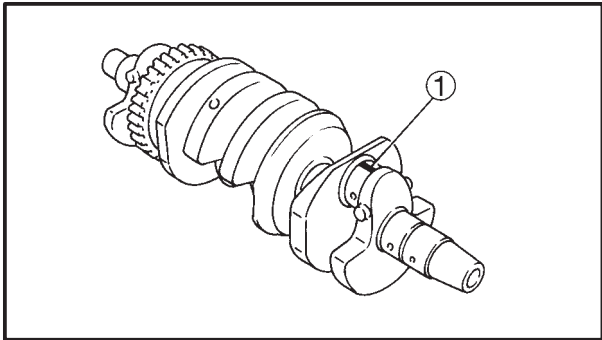
3. Measure:

- piston pin bore diameter (in the piston)
Out of specification → Replace the piston pin.



**Piston pin bore diameter
(in the piston)**

16.002 × 16.013 mm



- c. Put a piece of Plastigauge® ① on the crankshaft pin.
- d. Assemble the connecting rod halves.

NOTE: _____

- Do not move the connecting rod or crankshaft until the clearance measurement has been completed.
- Lubricate the bolt threads and nut seats with molybdenum disulfide grease.
- Make sure that the “Y” mark © on the connecting rod faces towards the left side of the crankshaft.
- Make sure that the characters ⓓ on both the connecting rod and connecting rod cap are aligned.

- e. Tighten the connecting rod nuts.

CAUTION: _____

- **When tightening the connecting rod nuts, be sure to use an F-type torque wrench.**
- **After tightening the connecting rod nut to the specified torque, turn the connecting rod nut another +90°.**

Refer to “INSTALLING THE PISTONS AND CONNECTING RODS”.

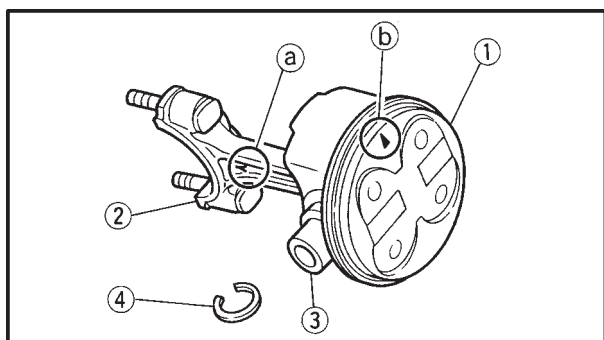
Connecting rod nut
15 Nm (1.5 m•kg) + 90°

- f. Remove the connecting rod and big end bearings.
Refer to “REMOVING THE CONNECTING RODS AND PISTONS”.
- g. 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.



CONNECTING RODS AND PISTONS

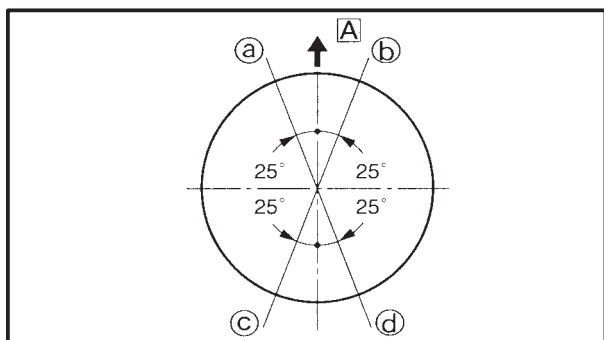
ENG



2. Install:
- piston ①
(onto the respective connecting rod ②)
 - piston pin ③
 - piston pi clip ④ **New**

NOTE:

- Apply engine oil onto the piston pin.
- Make sure that the “Y” mark (a) on the connecting rod faces left when the arrow mark (b) on the piston is pointing up. Refer to the illustration.
- Reinstall each piston into its original cylinder (numbering order starting from the left: #1 to #4).



3. Offset:
- piston ring end gaps
- ① Top ring
 ② Lower oil ring rail
 ③ Upper oil ring rail
 ④ 2nd ring
 A Intake side

4. Lubricate:
- piston
 - piston rings
 - cylinder
(with the recommended lubricant)



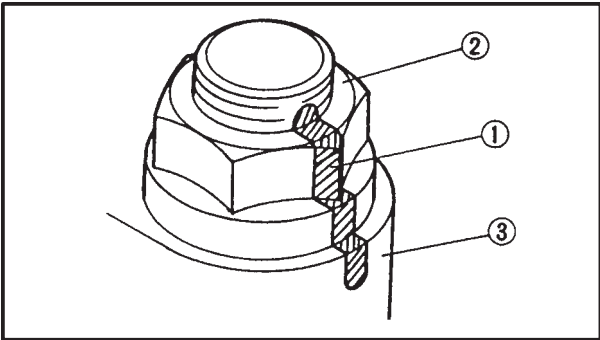
Recommended lubricant
Engine oil

5. Lubricate:
- bolt threads
 - nut seats
(with the recommended lubricant)

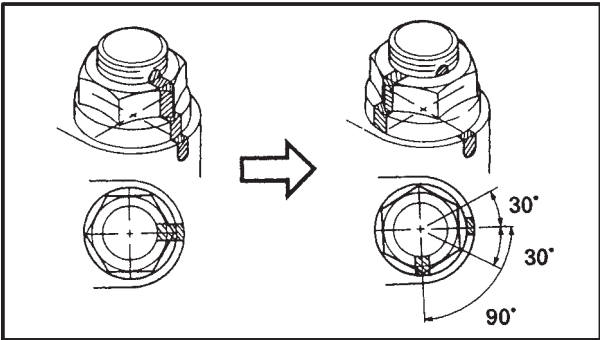


Recommended lubricant
Molybdenum disulfide grease

CONNECTING RODS AND PISTONS



- b. Clean the connecting rod bolts and nuts.
- c. Tighten the connecting rod nuts.
- d. Put a mark ① on the corner of the connecting rod nut ② and the connecting rod ③.



- e. Tighten the nut further to reach the specified angle (90°).

⚠ WARNING _____

When the nut is tightened more than the specified angle, do not loosen the nut and then retighten it.
 Replace the bolt with a new one and perform the procedure again.

CAUTION: _____

- Do not use a torque wrench to tighten the nut to the specified angle.
- Tighten the nut until it is at the specified angles.

NOTE: _____

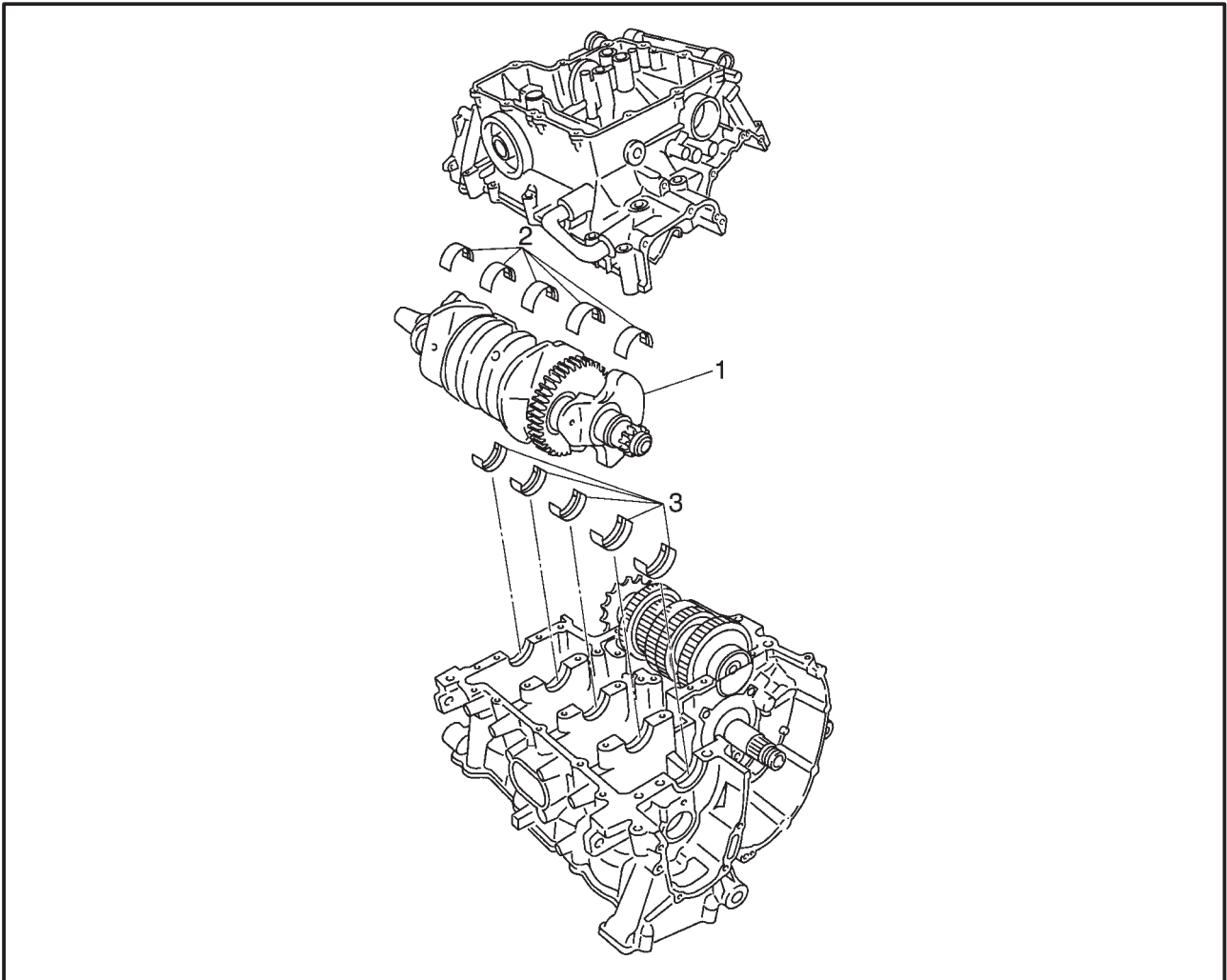
When using a hexagonal nut, note that the angle from one corner to another is 60°.



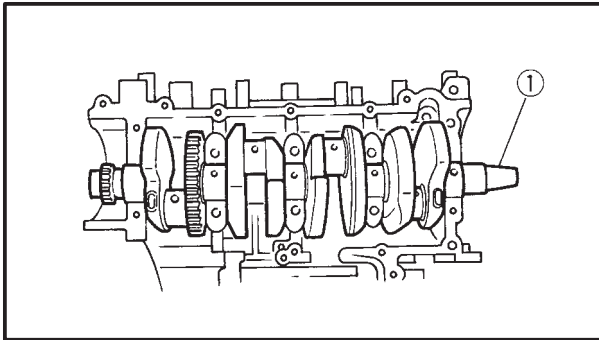


EAS00381

CRANKSHAFT



Order	Job/Part	Q'ty	Remarks
	Removing the crankshaft		
	Crankcase lower		Remove the parts in the order listed. Separate. Refer to "CRANKCASE". Refer to "CONNECTING RODS AND PISTONS".
	Connecting rods and pistons		
1	Crankshaft	1	
2	Crankshaft journal lower bearing	5	Refer to "REMOVING/INSTALLING THE CRANKSHAFT".
3	Crankshaft journal upper bearing	5	
			For installation, reverse the removal procedure.



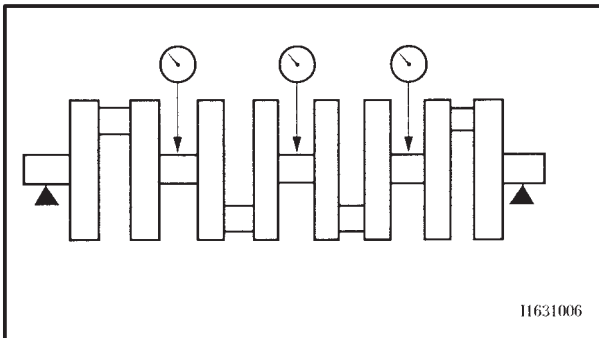
EAS00387

REMOVING THE CRANKSHAFT

1. Remove:
 - crankshaft ①
 - crankshaft journal upper bearings (from the upper / lower crankcase)

NOTE:

Identify the position of each crankshaft journal upper bearing so that it can be reinstalled in its original place.



EAS00397

CHECKING THE CRANKSHAFT

1. Measure:
 - crankshaft runout
 Out of specification → Replace the crankshaft.



Max. crankshaft runout
0.03 mm

2. Check:
 - crankshaft journal surfaces
 - crankshaft pin surfaces
 - bearing surfaces
 Scratches/wear → Replace the crankshaft.

CHECKING THE CRANKSHAFT JOURNAL BEARINGS

1. Measure:
 - crankshaft-journal-to-crankshaft-journal-bearing clearance
 Out of specification → Replace the crankshaft journal bearings.



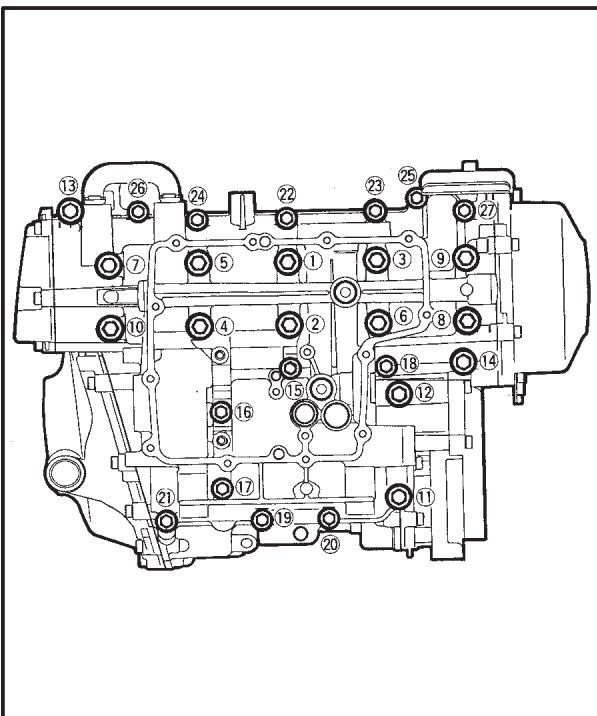
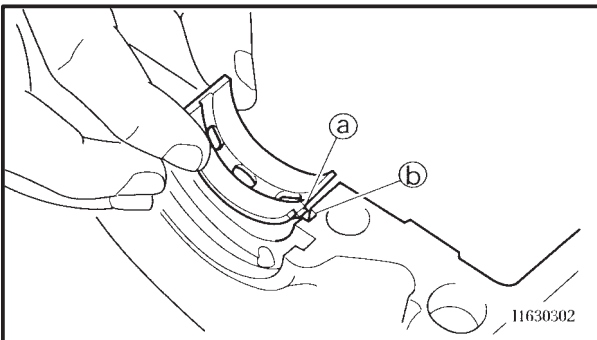
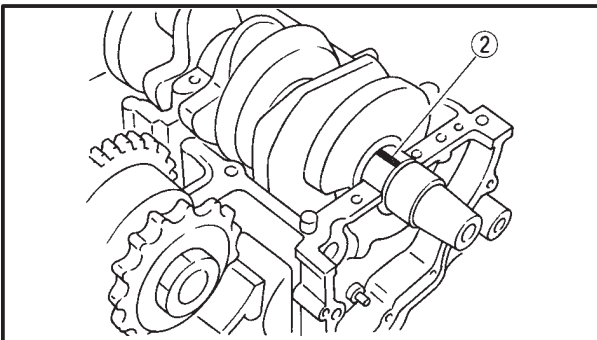
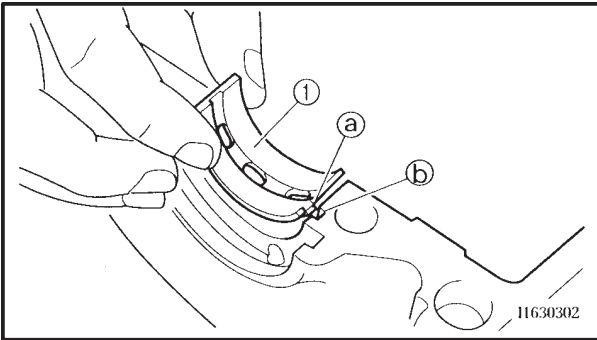
Crankshaft-journal-to-crankshaft-journal-bearing clearance
0.034 × 0.058 mm

CAUTION:

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.

CRANKSHAFT

ENG



- 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.

NOTE: _____

Align the projections ① on the crankshaft journal upper bearings with the notches ② in the upper crankcase.

- d. Put a piece of Plastigauge® ② on each crankshaft journal.

NOTE: _____

Do not put the Plastigauge® over the oil hole in the crankshaft journal.

- e. Install the crankshaft journal lower bearings into the lower crankcase and assemble the crankcase.

NOTE: _____

- Align the projections ① on the crankshaft journal lower bearings with the notches ② 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.



Bolt ⑮ × ⑳

12 Nm (1.2 m•kg)

Bolt ⑬ ⑭

14 Nm (1.4 m•kg)

Bolt ① × ⑫

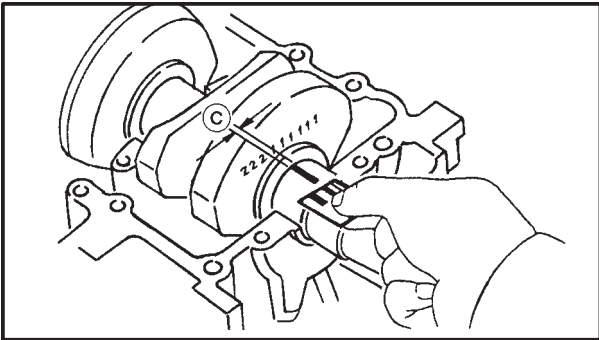
24 Nm (2.4 m•kg)

NOTE: _____

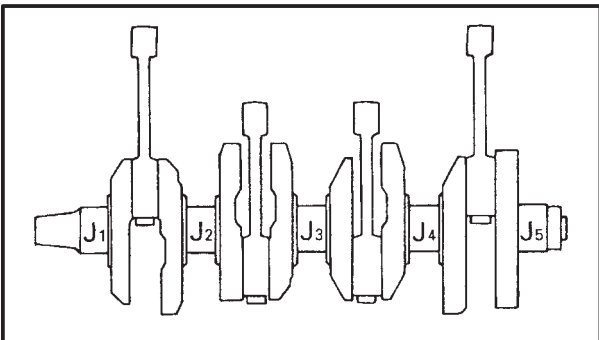
Lubricate the crankcase bolt threads with engine oil.

CRANKSHAFT

ENG



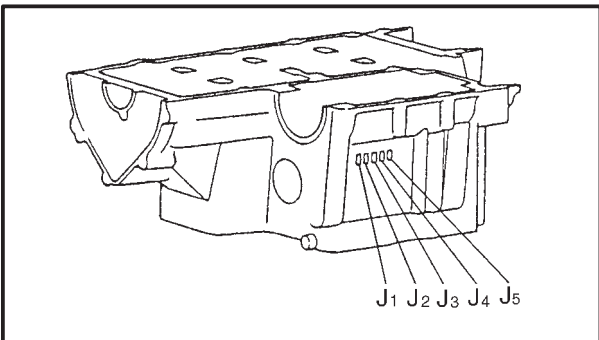
- g. Remove the lower crankcase and the crankshaft journal lower bearings.
- h. Measure the compressed Plastigauge® width © each crankshaft journal.
If the clearance is out of specification, select replacement crankshaft journal bearings.



- 2. Select:
 - crankshaft journal bearings (J₁ × J₅)

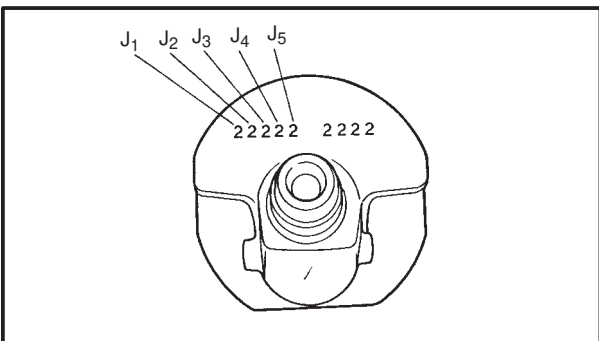
NOTE:

- The numbers stamped into the crankshaft web and the numbers stamped into the lower crankcase are used to determine the replacement crankshaft journal bearing sizes.
- “J₁” × “J₅” refer to the bearings shown in the crankshaft illustration.
- If “J₁” × “J₅” are the same, use the same size for all of the bearings.



For example, if the crankcase “J₁” and crankshaft web “J₁” numbers are “6” and “2” respectively, then the bearing size for “J₁” is:

Bearing size for J₁:
 “J₁” (crankcase) – “J₁” (crankshaft web) – 1 =
 6 – 2 – 1 = 3

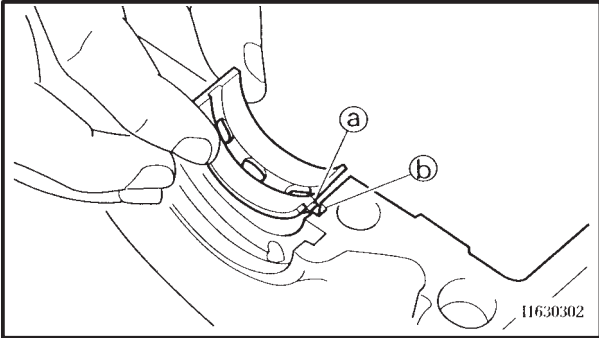


CRANKSHAFT JOURNAL BEARING COLOR CODE	
0	White
1	Blue
2	Black
3	Brown
4	Green



NOTE:

If the size is the same for all “J₁ to J₅”, one digit for that size is indicated. (crankcase side only)



EAS00407

INSTALLING THE CRANKSHAFT

1. Install:

- crankshaft journal upper bearings
(into the upper / lower crankcase)

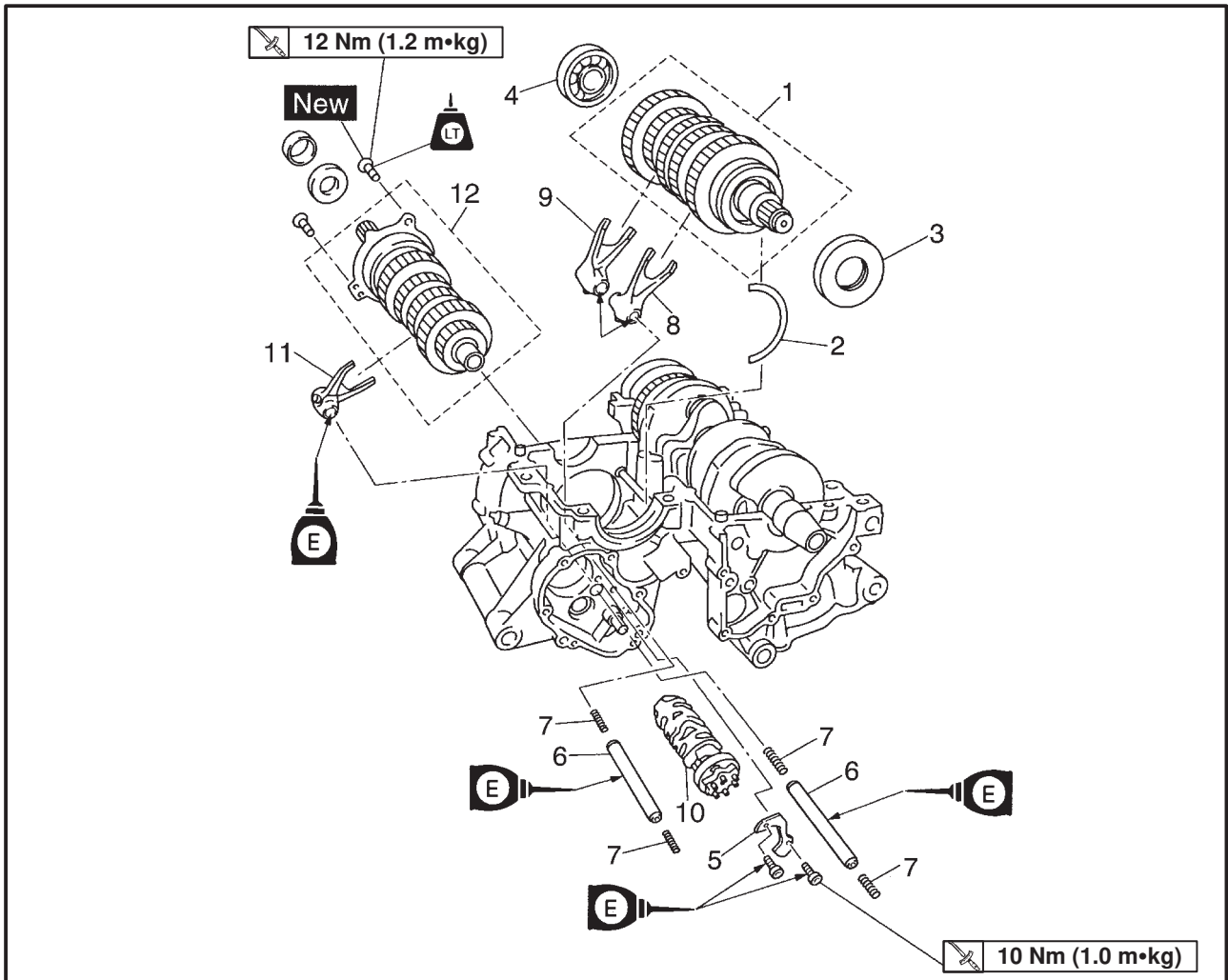
NOTE:

- Align the projections (a) on the crankshaft journal upper bearings with the notches (b) in the upper crankcase.
- Be sure to install each crankshaft journal upper bearing in its original place.

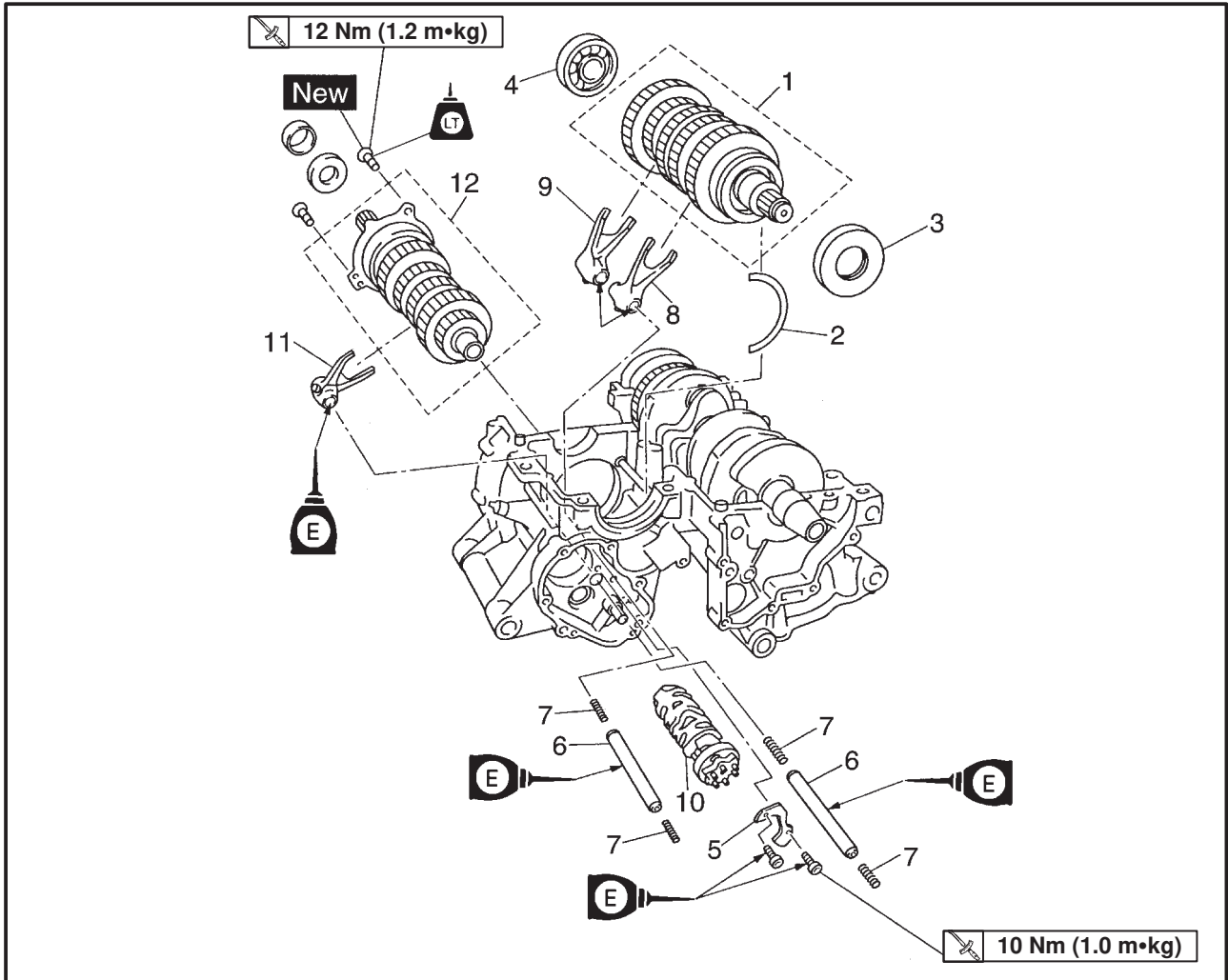


EAS00419

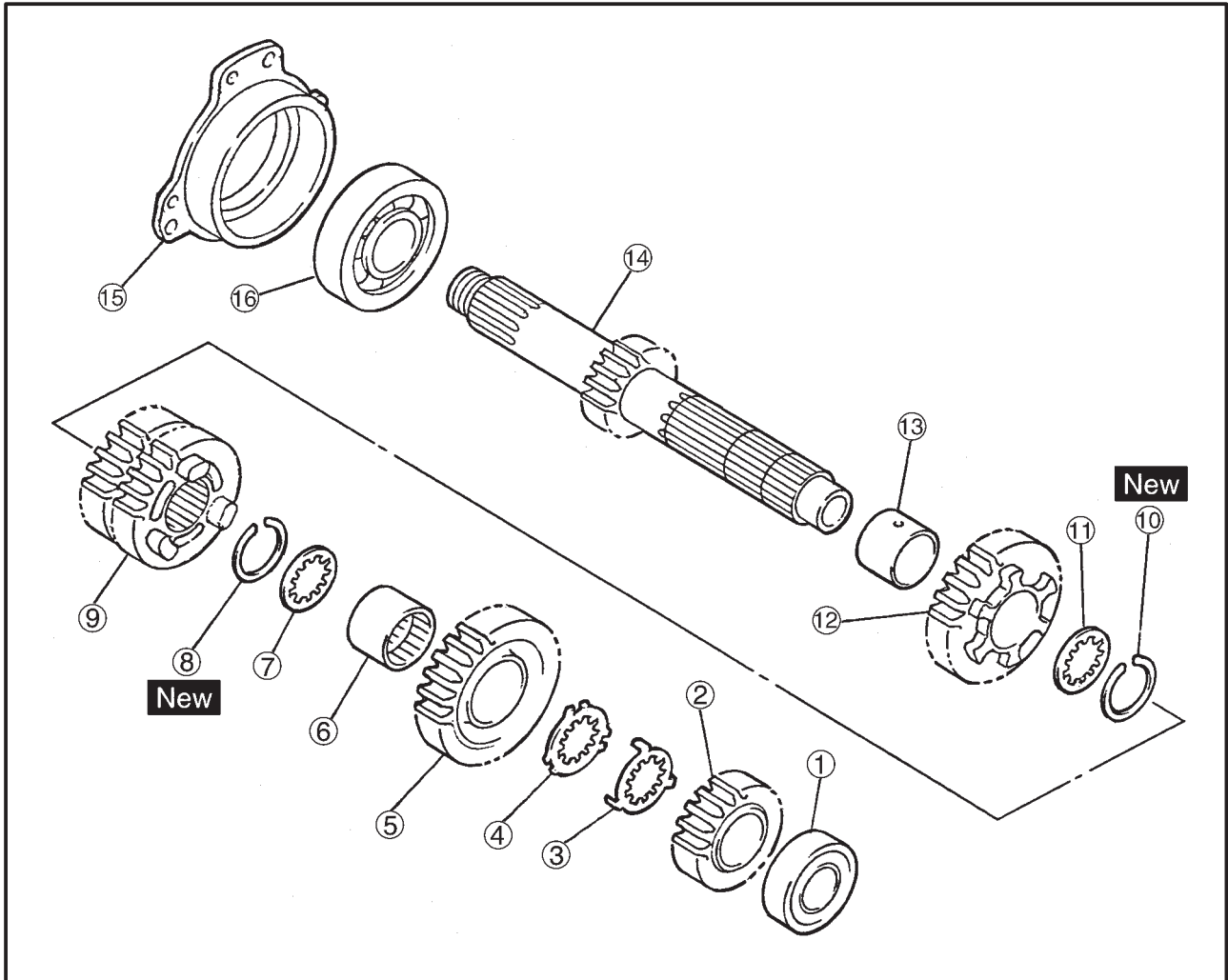
TRANSMISSION



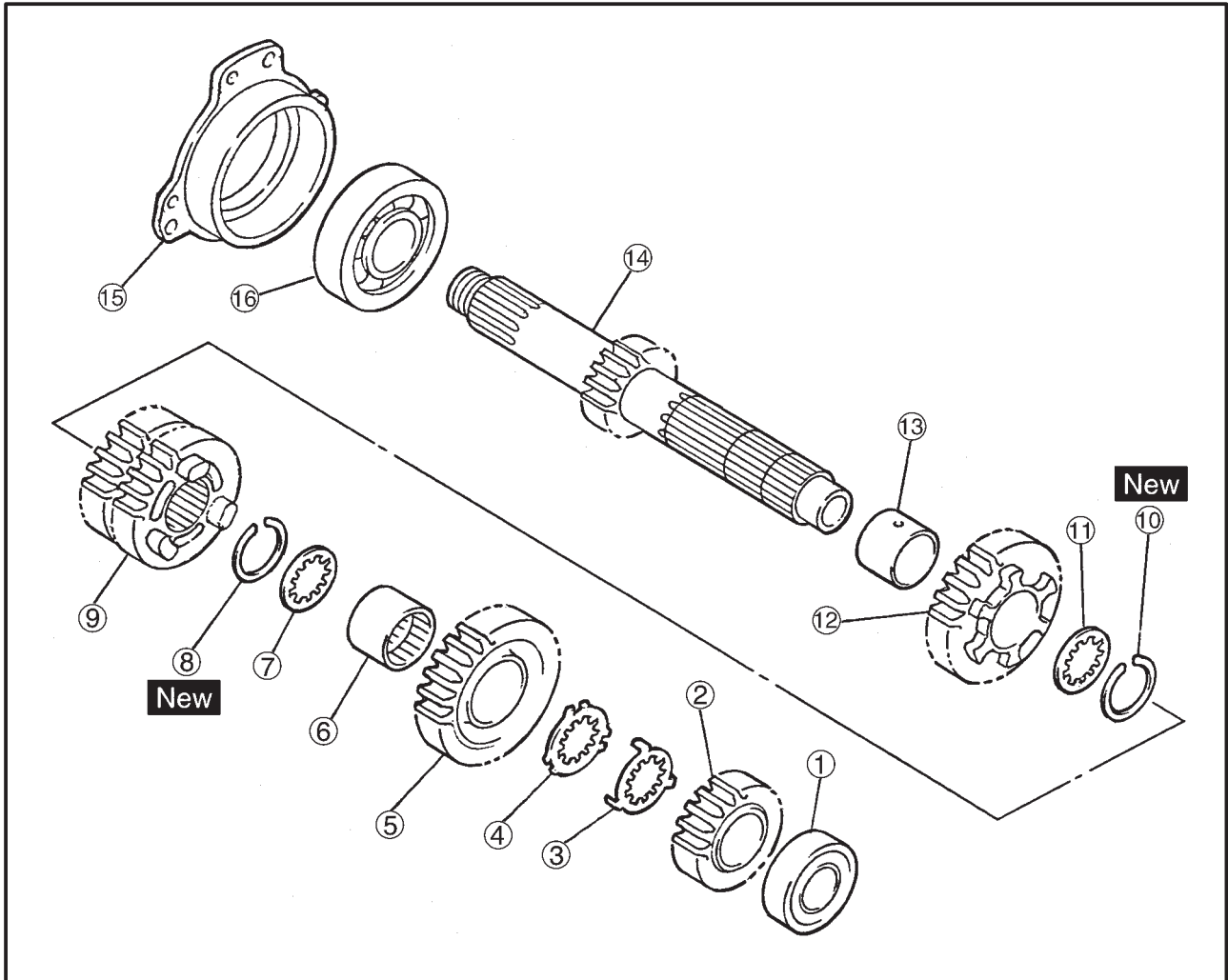
Order	Job/Part	Q'ty	Remarks
	Removing the transmission		
	Crankcase lower		Remove the parts in the order listed. Separate. Refer to "CRANKCASE". Refer to "SHIFT SHAFT".
1	Shift shaft and stopper lever		
1	Drive axle assembly	1	
2	Circlip	1	
3	Oil seal	1	
4	Bearing	1	
5	Shift bar stopper	1	
6	Shift fork guide bar	2	



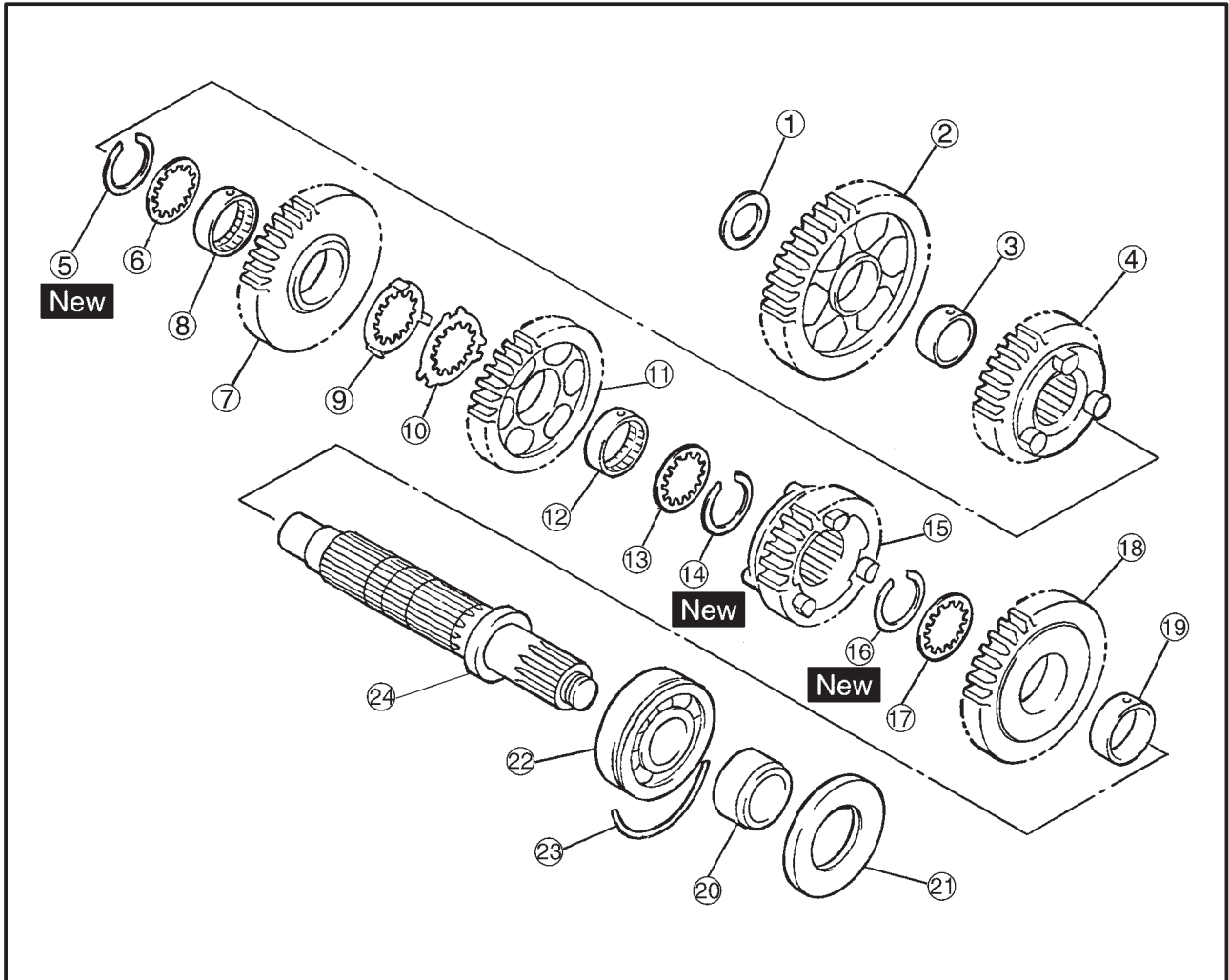
Order	Job/Part	Q'ty	Remarks
7	Spring	4	Refer to "INSTALLING THE TRANSMISSION". Refer to "REMOVING THE TRANSMISSION".
8	Shift fork "L"	1	
9	Shift fork "R"	1	
10	Shift drum assembly	1	
11	Shift fork "C"	1	
12	Main axle assembly	1	For installation, reverse the removal procedure.



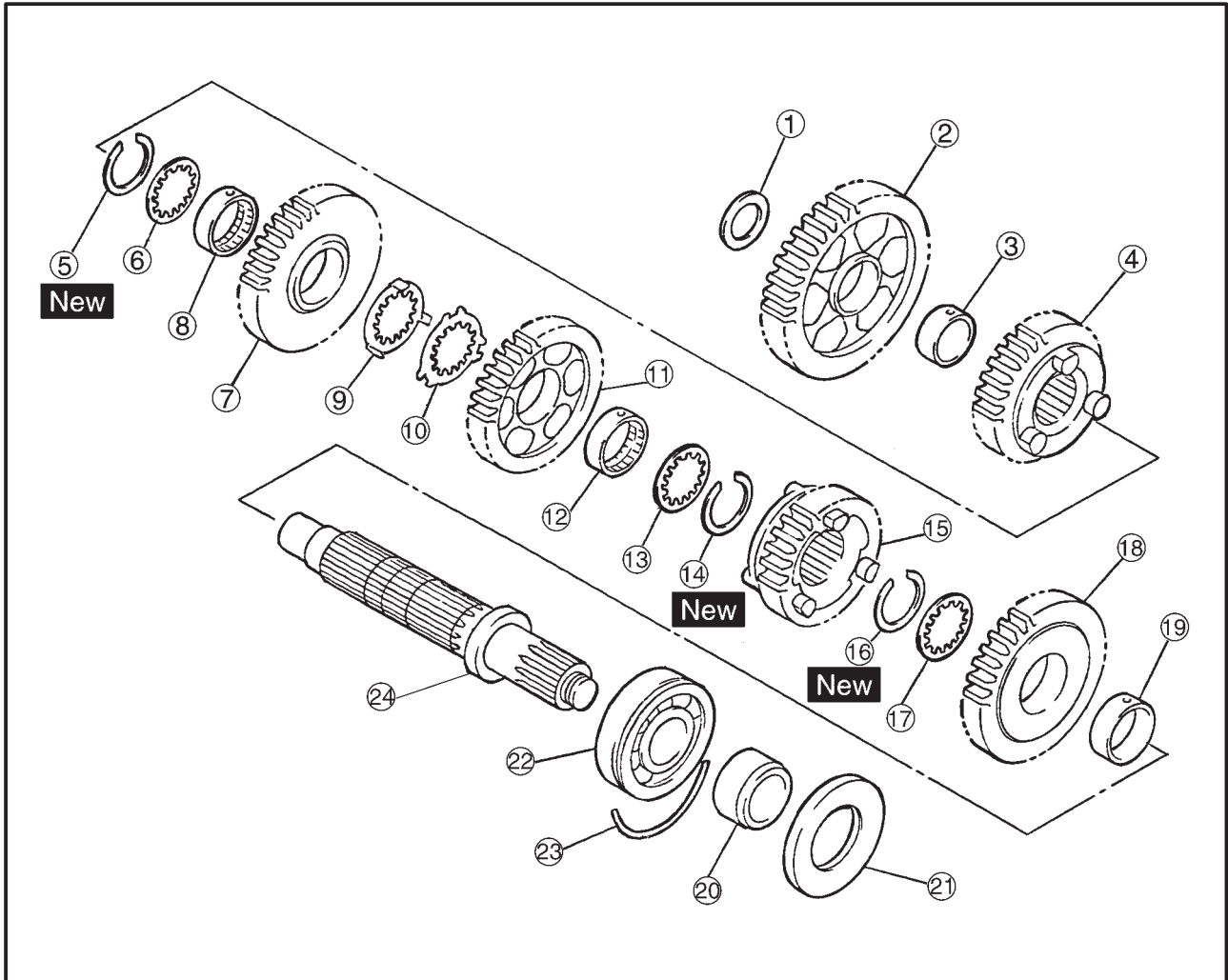
Order	Job/Part	Q'ty	Remarks
	Disassembling the main axle assembly		Remove the parts in the order listed.
①	Bearing	1	
②	2nd pinion gear	1	
③	Toothed lock washer	1	
④	Toothed lock washer retainer	1	
⑤	6th pinion gear	1	
⑥	Collar	1	
⑦	Washer	1	
⑧	Circlip	1	
⑨	3rd pinion gear	1	
⑩	Circlip	1	



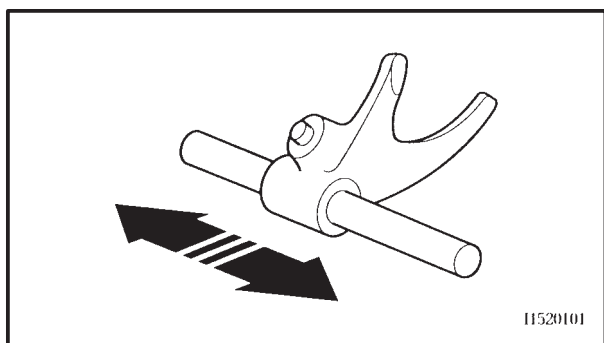
Order	Job/Part	Q'ty	Remarks
⑪	Washer	1	For installation, reverse the removal procedure.
⑫	5th pinion gear	1	
⑬	Collar	1	
⑭	Main axle	1	
⑮	Bearing housing	1	
⑯	Bearing	1	



Order	Job/Part	Q'ty	Remarks
	Disassembling the drive axle assembly		Remove the parts in the order listed.
①	Washer	1	
②	1st wheel gear	1	
③	Collar	1	
④	5th wheel gear	1	
⑤	Circlip	1	
⑥	Washer	1	
⑦	3rd wheel gear	1	
⑧	Collar	1	
⑨	Toothed lock washer	1	
⑩	Toothed lock washer retainer	1	
⑪	4th wheel gear	1	

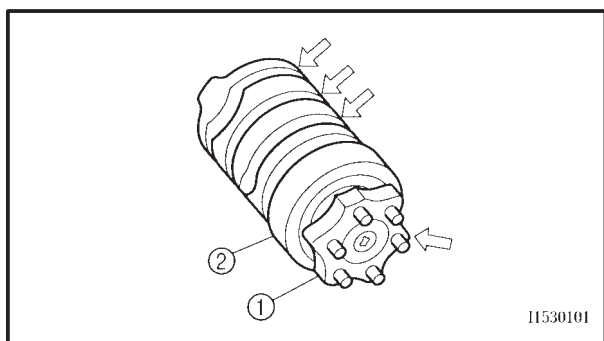


Order	Job/Part	Q'ty	Remarks
⑫	Collar	1	For installation, reverse the removal procedure.
⑬	Washer	1	
⑭	Circrip	1	
⑮	6th wheel gear	1	
⑯	Circrip	1	
⑰	washer	1	
⑱	2nd wheel gear	1	
⑲	Collar	1	
⑳	Collar	1	
㉑	Oil seal	1	
㉒	Bearing	1	
㉓	Circrip	1	
㉔	Drive axle	1	



3. Check:

- shift fork movement
(along the shift fork guide bar)
Rough movement → Replace the shift fork(-s) and shift fork guide bar as a set.

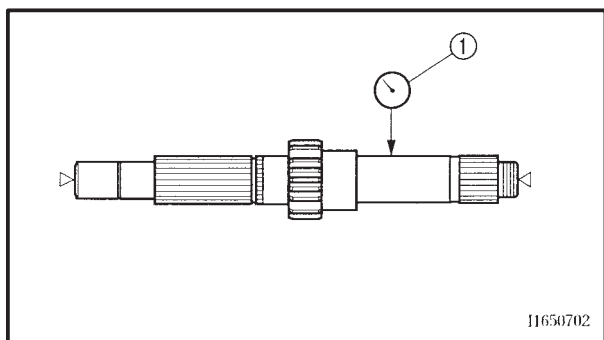


EAS00422

CHECKING THE SHIFT DRUM ASSEMBLY

1. Check:

- shift drum grooves
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.



EAS00425

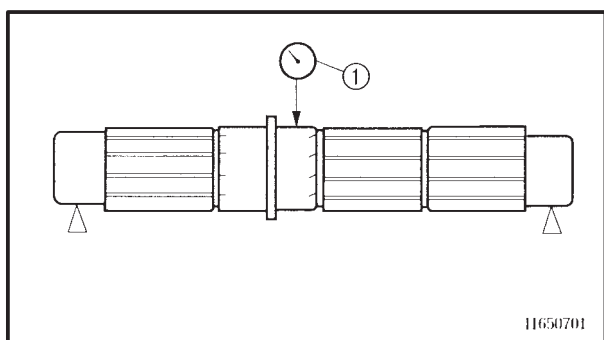
CHECKING THE TRANSMISSION

1. Measure:

- main axle runout
(with a centering device and dial gauge ①)
Out of specification → Replace the main axle.



Max. main axle runout
0.02 mm

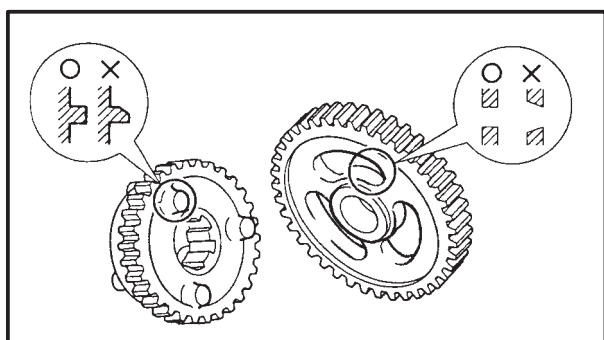


2. Measure:

- drive axle runout
(with a centering device and dial gauge ①)
Out of specification → Replace the drive axle.



Max. drive axle runout
0.02 mm



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.

INSTALLING THE TRANSMISSION

1. Install:
 - main axle assembly
 - shift fork “C”
 - shift drum assembly
 - shift fork “R”
 - shift fork “L”
 - springs
 - shift fork guide bars
 - drive axle assembly

NOTE: _____

- Carefully position the shift forks so that they are installed correctly into the transmission gears.
- Install shift fork “C” into the groove in the 3rd and 4th pinion gear on the main axle.
- Install shift fork “L” into the groove in the 6th wheel gear and shift fork “R” into the groove in the 5th wheel gear on the drive axle.
- Make sure that the drive axle bearing circlip is inserted into the grooves in the upper crankcase.

-
2. Check:
 - transmission
Rough movement → Repair.

NOTE: _____

Oil each gear, shaft, and bearing thoroughly.



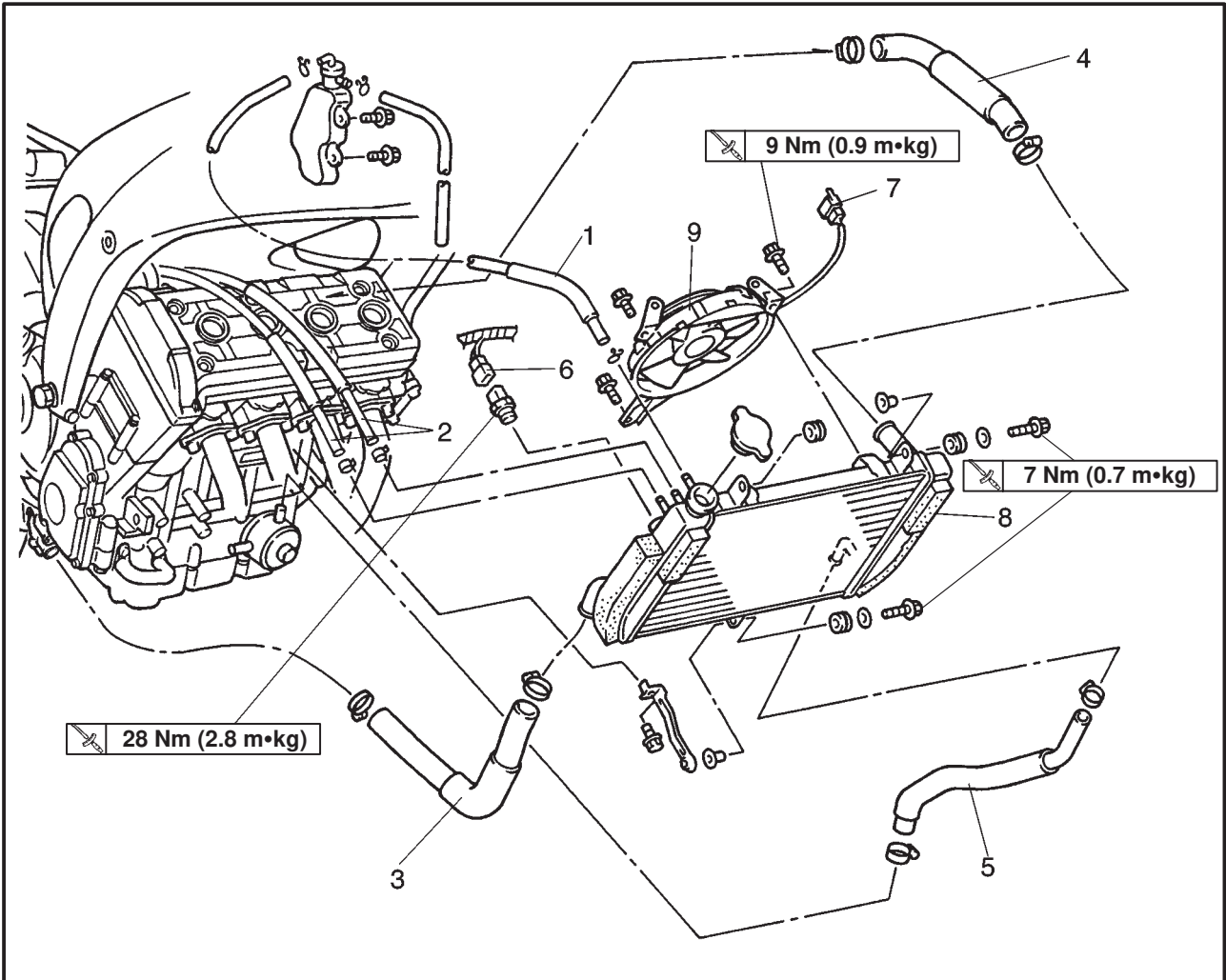
CHAPTER 5. COOLING SYSTEM

RADIATOR	5-1
CHECKING THE RADIATOR	5-3
INSTALLING THE RADIATOR	5-4
OIL COOLER	5-5
CHECKING THE OIL COOLER	5-7
INSTALLING THE OIL COOLER	5-7
THERMOSTAT	5-9
CHECKING THE THERMOSTAT	5-11
INSTALLING THE THERMOSTAT	5-11
WATER PUMP	5-13
DISASSEMBLING THE WATER PUMP	5-15
CHECKING THE WATER PUMP	5-15
ASSEMBLING THE WATER PUMP	5-16



COOLING SYSTEM

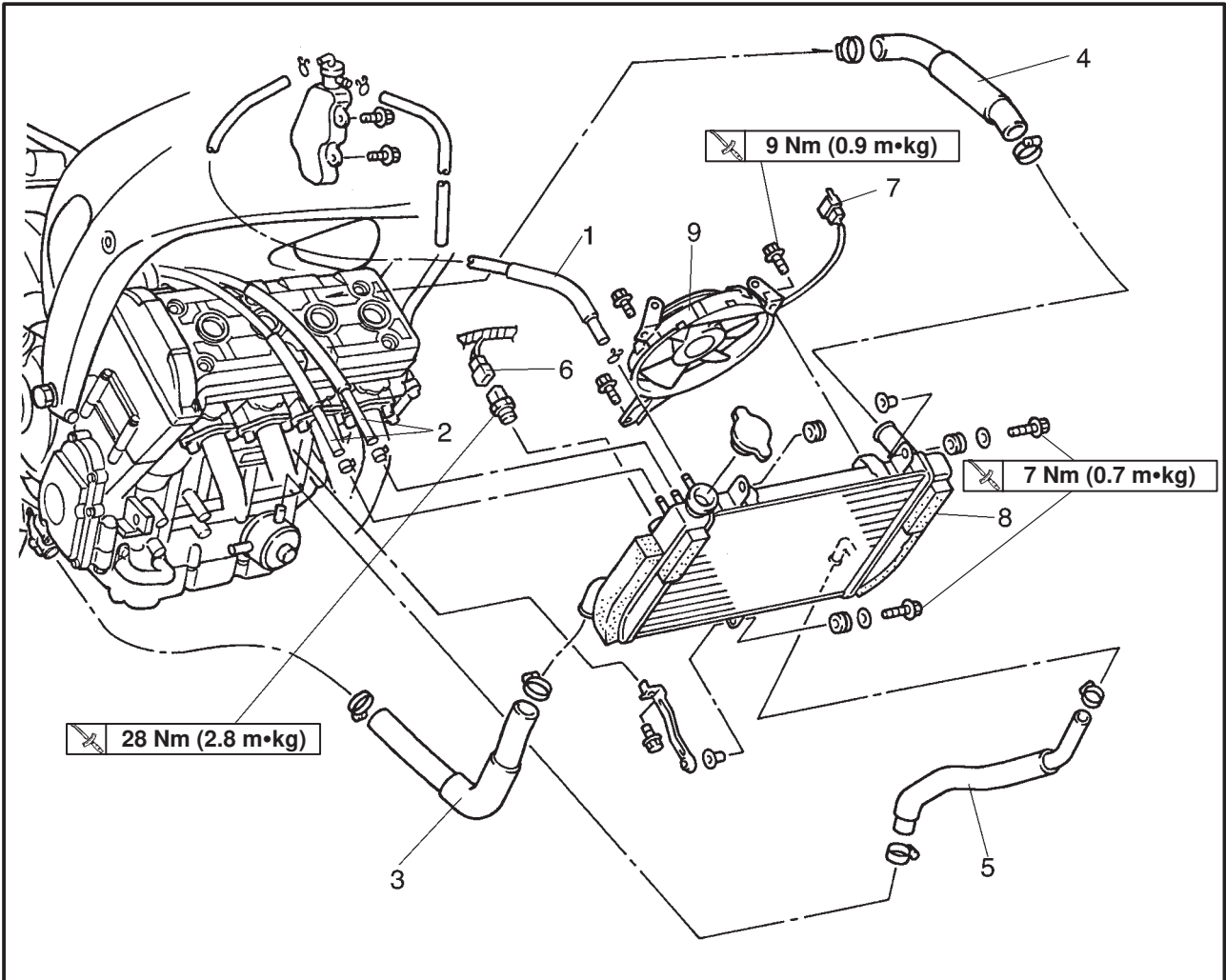
RADIATOR



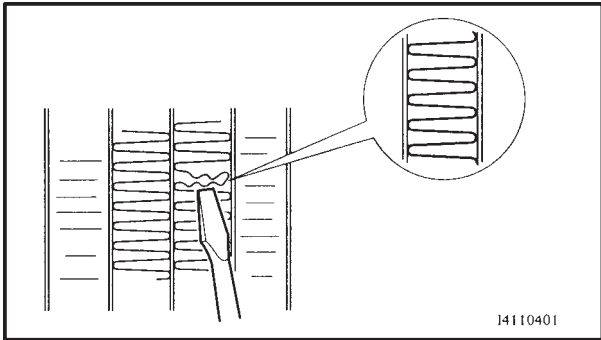
Order	Job/Part	Q'ty	Remarks
	Removing the radiator		Remove the parts in the order listed.
	Rider seat and fuel tank		Refer to "SEATS" and "FUEL TANK" in chapter 3.
	Air filter case and heat protector plate		Refer to "AIRFILTER CASE AND IGNITION COILS" in chapter 3.
	Bottom cowling and side cowlings		Refer to "COWLINGS" in chapter 3.
	Coolant		Drain.
1	Coolant reserver hose	1	
2	Breather hose	2	
3	Radiator outlet hose	1	Disconnect.

RADIATOR

COOL



Order	Job/Part	Q'ty	Remarks
4	Radiator inlet hose	1	Disconnect.
5	Oil cooler outlet hose	1	
6	Thermo switch coupler	1	Disconnect.
7	Radiator fan motor coupler	1	Disconnect.
8	Radiator	1	
9	Radiator fan	1	
			For installation reverse the removal procedure.



EAS00455

CHECKING THE RADIATOR

1. Check:

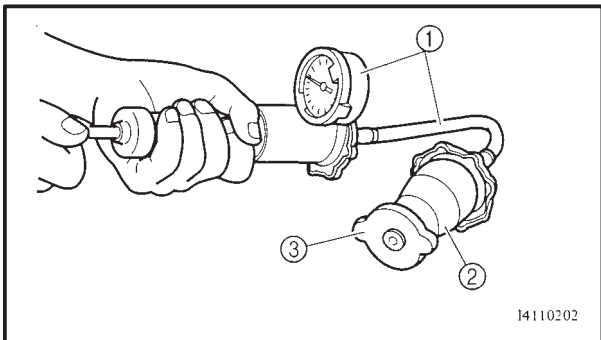
- radiator fins
Obstruction → Clean.
Apply compressed air to the rear of the radiator.
- Damage → Repair or replace.

NOTE:

Straighten any flattened fins with a thin, flat-head screwdriver.

2. Check:

- radiator hoses
Cracks/damage → Replace.



3. Measure:

- radiator cap opening pressure
Below the specified pressure → Replace the radiator cap.



Radiator cap opening pressure

110 × 140 kPa
(1.1 × 1.4 kg/cm², 1.1 × 1.4 bar)

- a. Install the radiator cap tester ① and adapter ② onto the radiator cap ③.



Radiator cap tester

90890-01325

Adapter

90890-01352

- b. Apply the specified pressure for ten seconds and make sure that there is no drop in pressure.

4. Check:

- radiator fan
Damage → Replace.
Malfunction → Check and repair.
Refer to “COOLING SYSTEM” in chapter 8.



EAS00456

INSTALLING THE RADIATOR

1. Fill:

- cooling system
(with the specified amount of the recommended coolant)
Refer to “CHANGING THE COOLANT” in chapter 3.

2. Check:

- cooling system
Leaks → Repair or replace any faulty part.

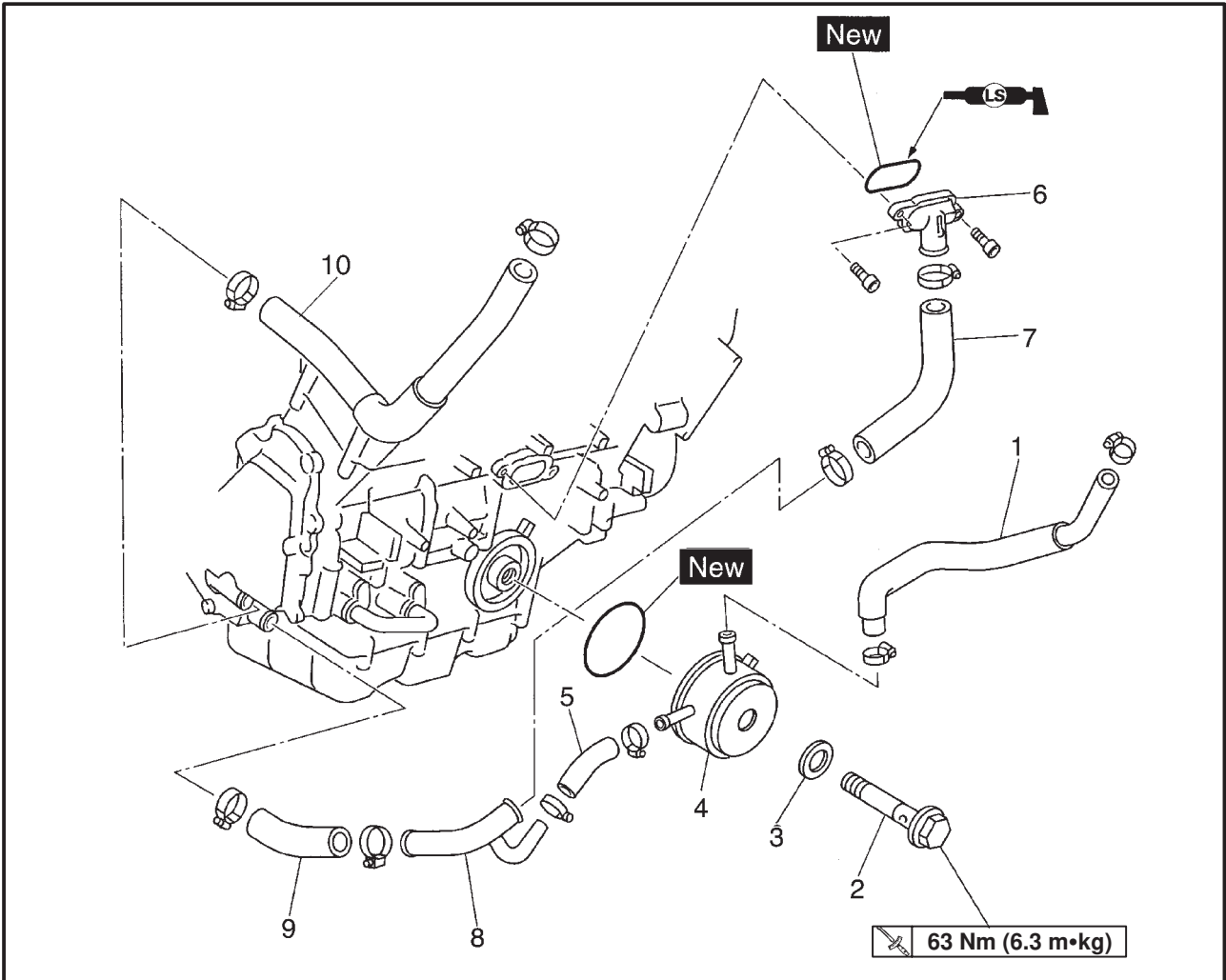
3. Measure:

- radiator cap opening pressure
Below the specified pressure → Replace the radiator cap.
Refer to “CHECKING THE RADIATOR”.

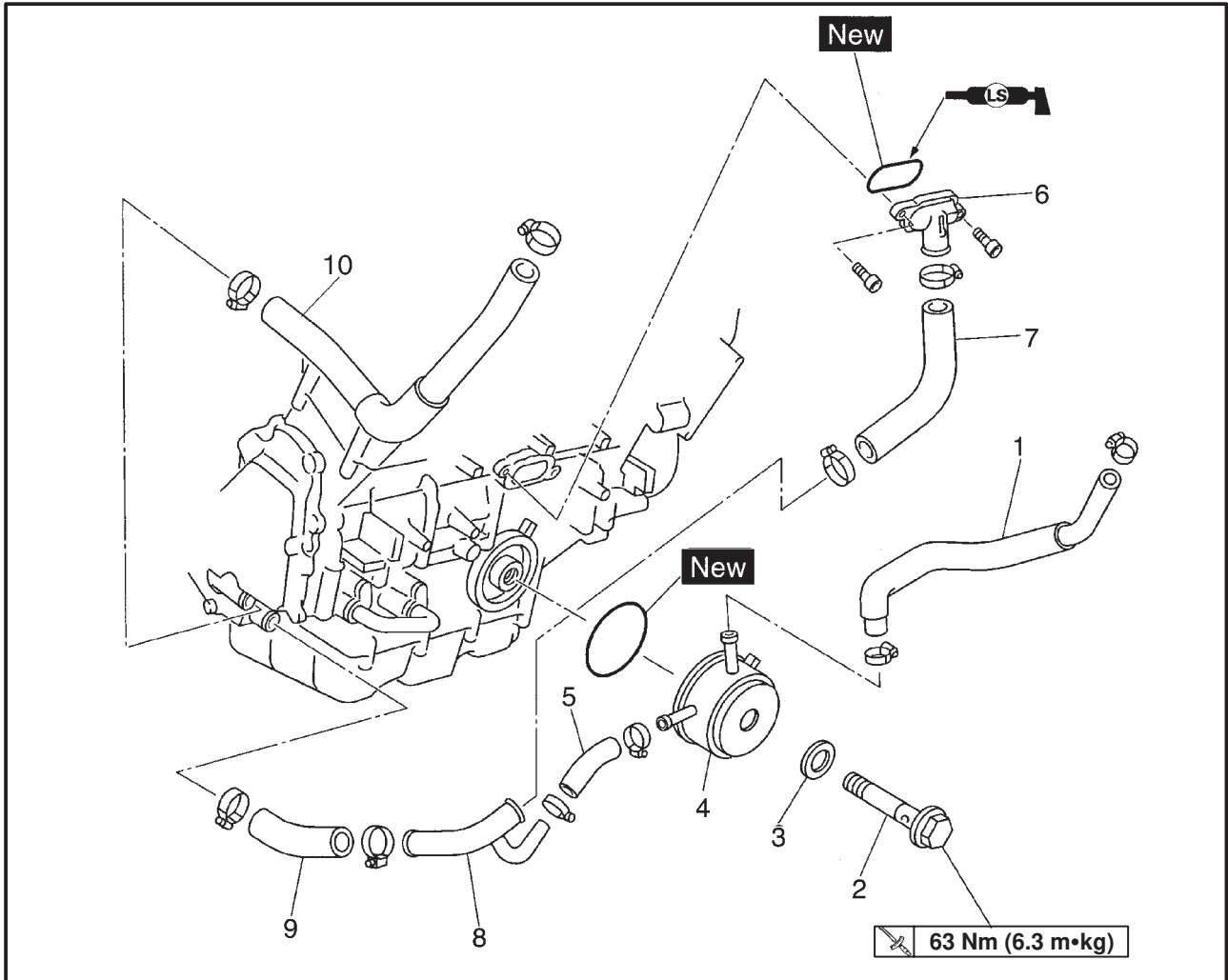


EAS00457

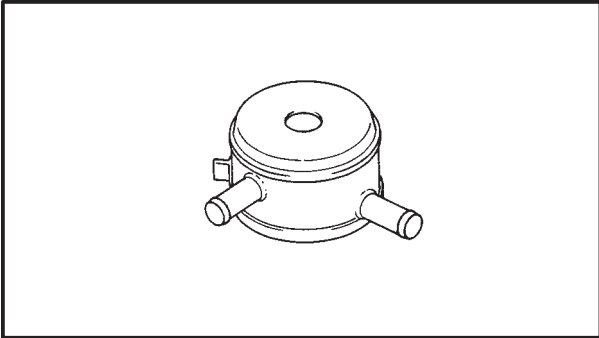
OIL COOLER



Order	Job/Part	Q'ty	Remarks
	Removing the oil cooler		
	Radiator assembly		Remove the parts in the order listed.
	Exhaust pipe assembly		Refer to "RADIATOR".
	Engine oil		Refer to "ENGINE" in chapter 4.
			Drain.
			Refer to "CHANGING THE ENGINE OIL" in chapter 3.
1	Oil cooler outlet hose	1	Refer to "INSTALLING THE OIL COOLER".
2	Bolt	1	
3	Washer	1	
4	Oil cooler	1	



Order	Job/Part	Q'ty	Remarks
5	Oil cooler inlet hose	1	For installation, reverse the removal procedure.
6	Water jacket joint	1	
7	Water jacket joint hose	1	
8	Water pump outlet pipe	1	
9	Water pump outlet hose	1	
10	Water pump inlet hose	1	



EAS00458

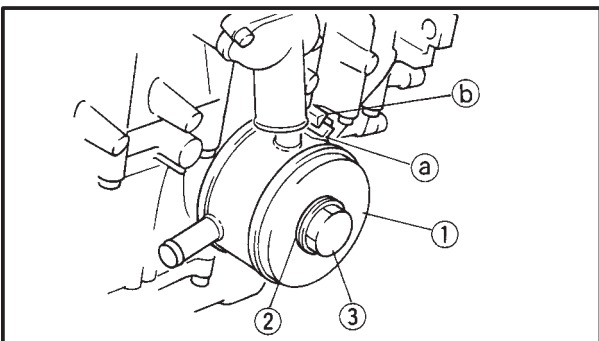
CHECKING THE OIL COOLER

1. Check:
 - oil cooler
Cracks/damage → Replace.
2. Check:
 - oil cooler inlet hose
 - oil cooler outlet hose
Cracks/damage/wear → Replace.
3. Check:
 - water jacket joint
 - water jacket joint inlet hose
 - water pump outlet hose
Cracks/damage → Replace.

EBS00459

INSTALLING THE OIL COOLER

1. Clean:
 - mating surfaces of the oil cooler and the crankcase
(with a cloth dampened with lacquer thinner)



2. Install:
 - O-ring **New**
 - oil cooler ①
 - washer ② **New**
 - bolt ③

63 Nm (6.3 m•kg)
NOTE:

- Before installing the oil cooler, lubricate the oil cooler bolt and O-ring with a thin coat of engine oil.
- Make sure that the O-ring is positioned properly.
- Align the projection ① on the oil cooler with the slot ② in the crankcase.

3. Bend the lock washer tab along a flat side of the bolt.



4. Fill:

- cooling system
(with the specified amount of the recommended coolant)
Refer to “CHANGING THE COOLANT” in chapter 3.
- crankcase
(with the specified amount of the recommended engine oil)
Refer to “CHANGING THE ENGINE OIL” in chapter 3.

5. Check:

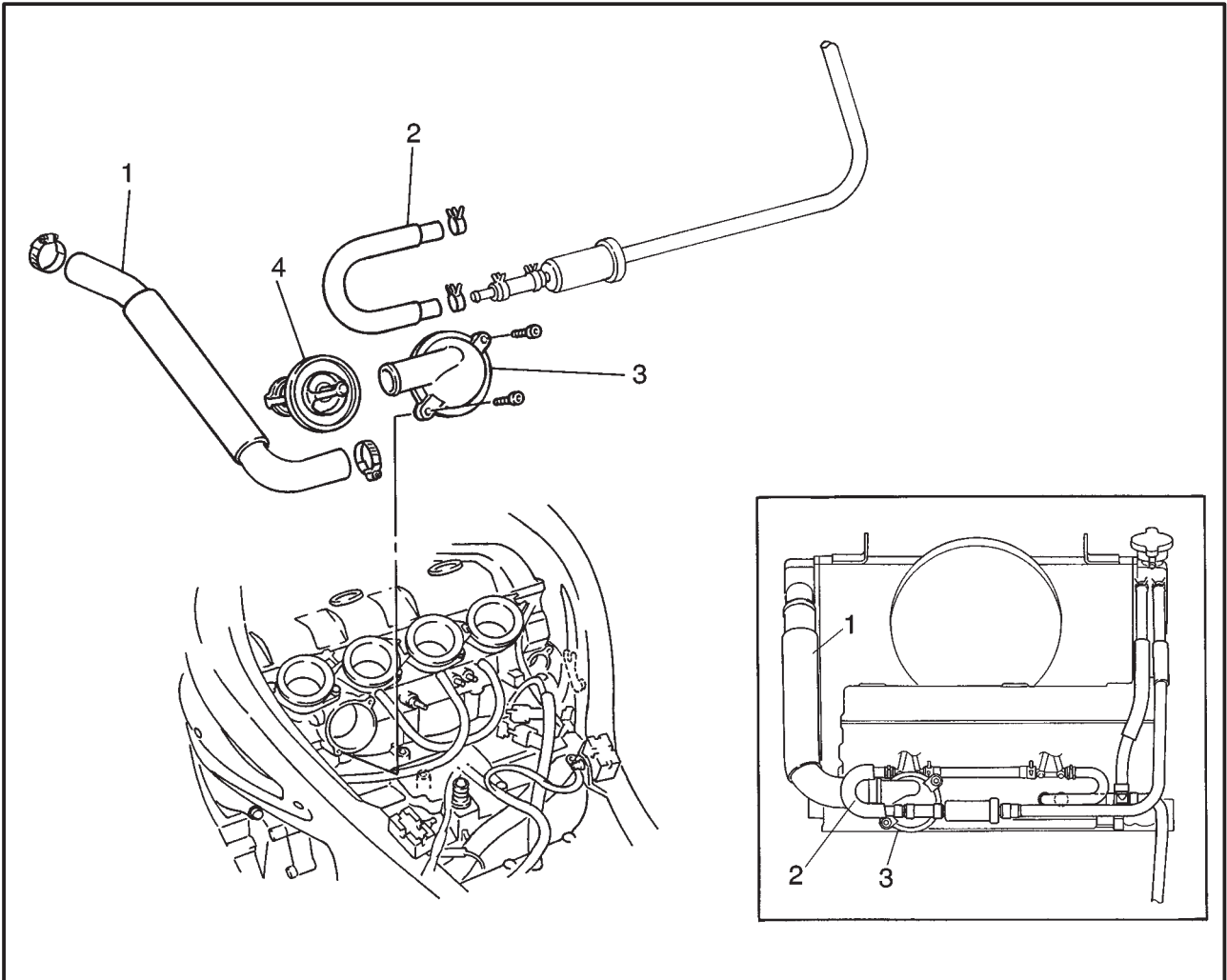
- cooling system
Leaks → Repair or replace any faulty part.

6. Measure:

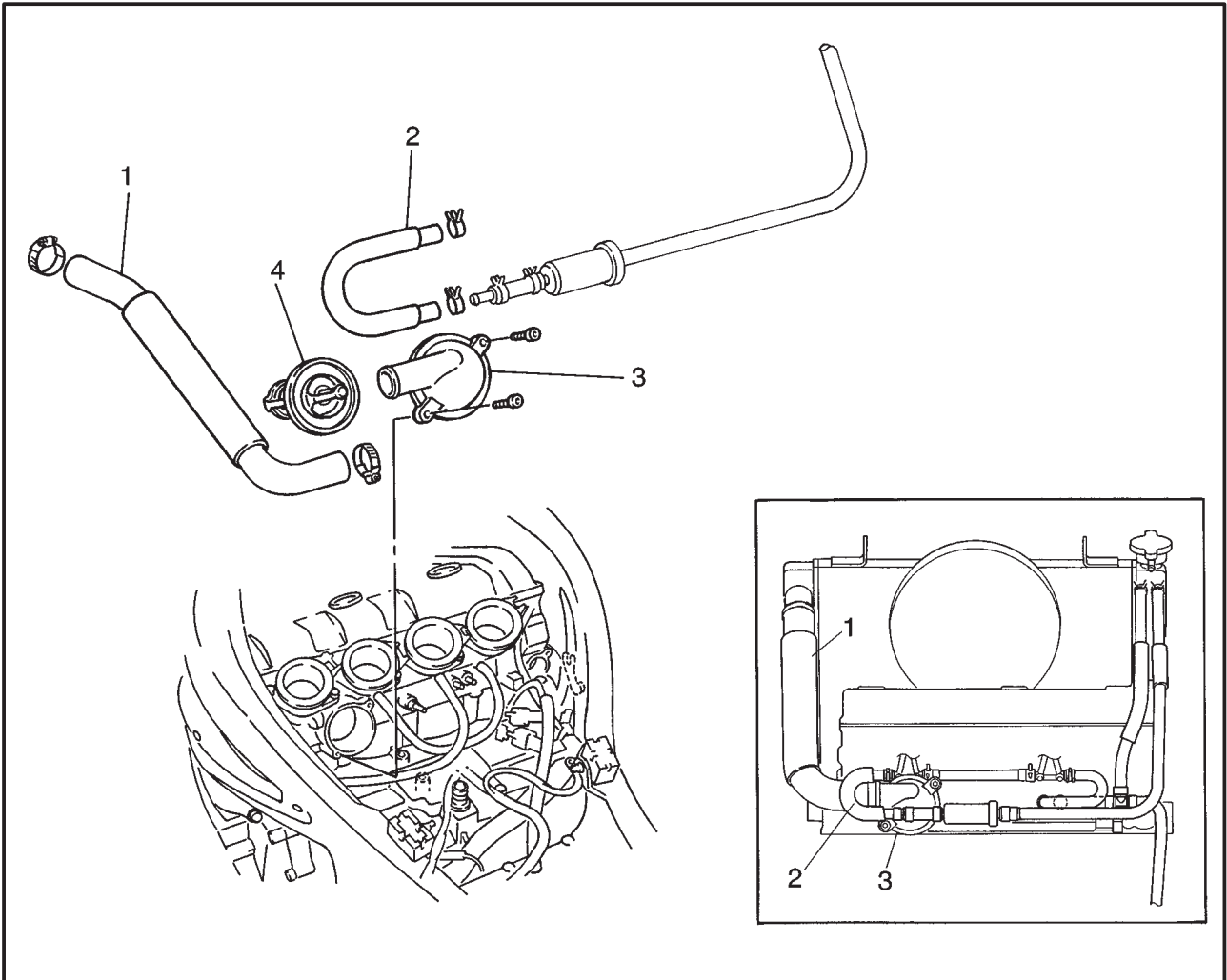
- radiator cap opening pressure
Below the specified pressure → Replace the radiator cap.
Refer to “CHECKING THE RADIATOR”.



THERMOSTAT



Order	Job/Part	Q'ty	Remarks
	<p>Removing the thermostat Rider seat and fuel tank</p>		<p>Remove the parts in the order listed. Refer to "SEAT" and "FUEL TANK" in chapter 3.</p>
	Coolant		<p>Drain. Refer to "CHANGING THE COOLANT" in chapter 3.</p>
	Air filter case		<p>Refer to "AIRFILTER CASE AND IGNITION COILS" in chapter 3.</p>
	Carburetor assembly		<p>Refer to "CARBURETORS" in chapter 6.</p>



Order	Job/Part	Q'ty	Remarks
1	Radiator inlet hose	1	Refer to "INSTALLING THE THERMOSTAT" For installation, reverses the removal procedure.
2	Carburator outlet hose	1	
3	Thermostat cover	1	
4	Thermostat	1	



3. Fill:

- cooling system

(with the specified amount of the recommended coolant)

Refer to “CHANGING THE COOLANT” in chapter 3.

4. Check:

- cooling system

Leaks → Repair or replace any faulty part.

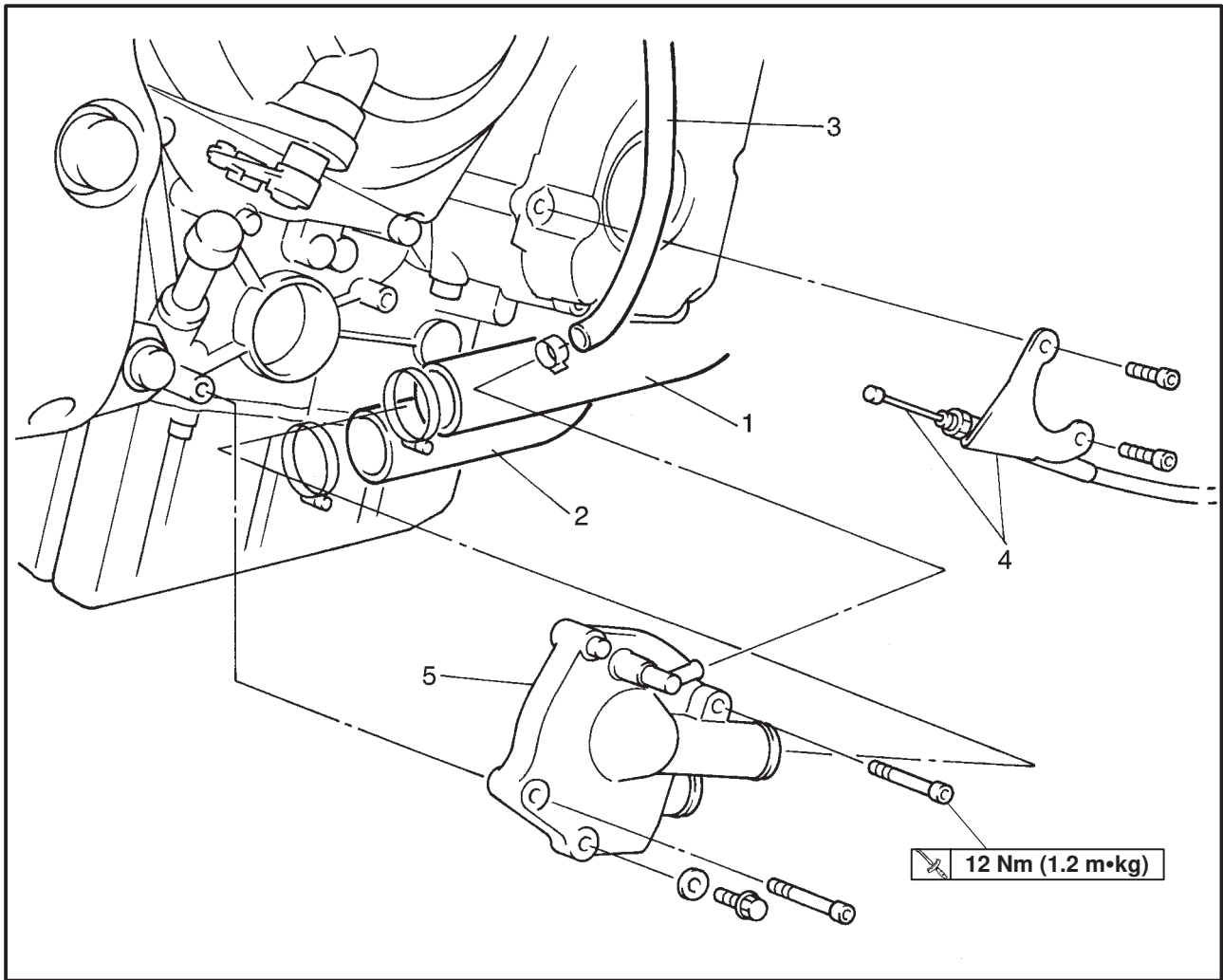
5. Measure:

- radiator cap opening pressure

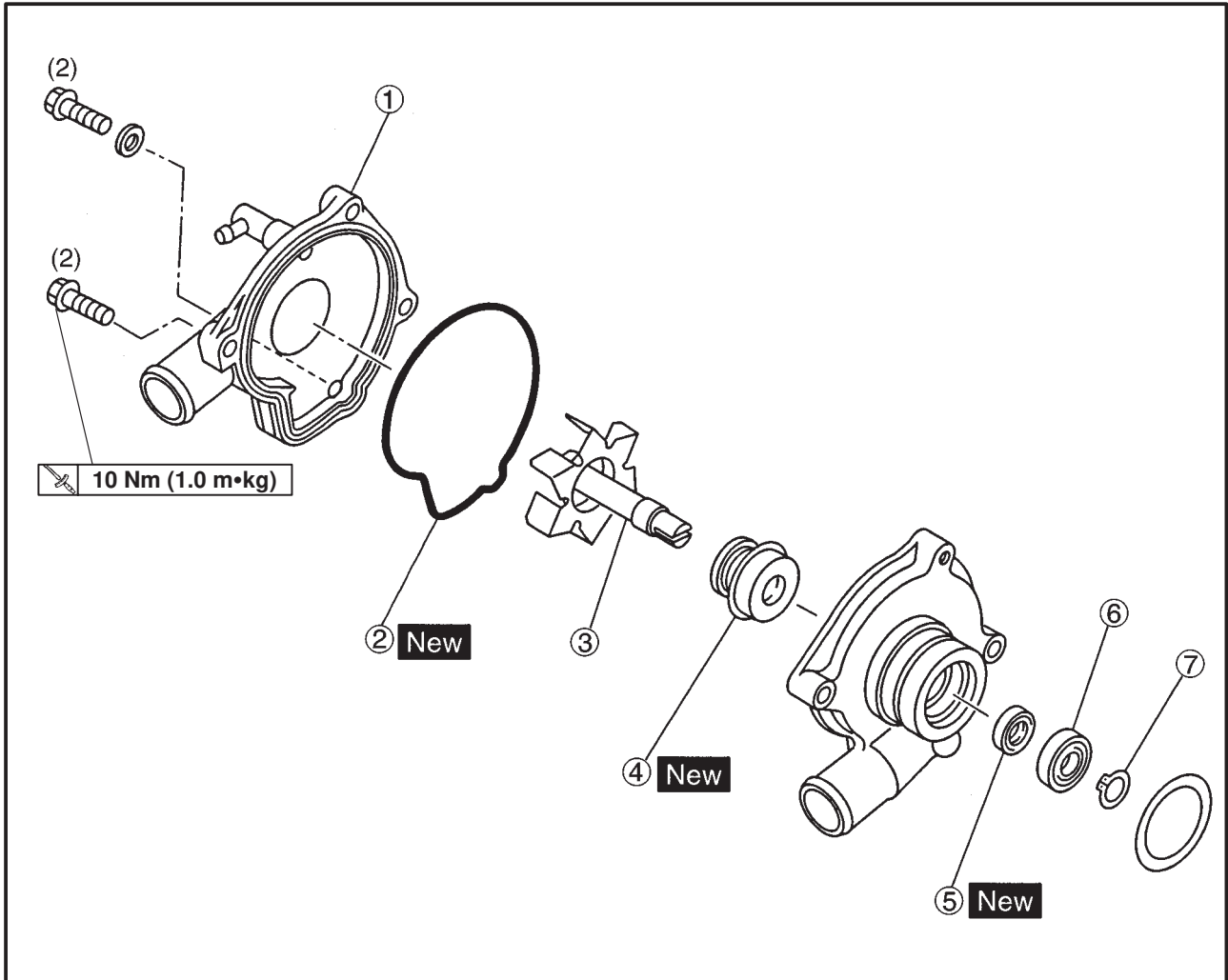
Below the specified pressure → Replace the radiator cap.

Refer to “CHECKING THE RADIATOR”.

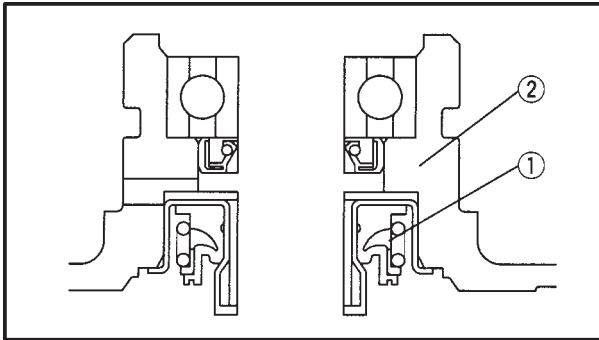
WATER PUMP



Order	Job/Part	Q'ty	Remarks
	Removing the water pump assembly Coolant		Remove the parts in the order listed. Drain. Refer to "CHANGING THE COOLANT" in chapter 3.
1	Water pump inlet hose	1	
2	Water pump outlet hose	1	
3	Water pump hose	1	
4	Clutch wire and holder	1	
5	Water pump	1	
			For installation, reverse the removal procedure.



Order	Job/Part	Q'ty	Remarks
	Disassembling the water pump assembly		Disassemble the parts in the order listed.
①	Water pump cover	1	Refer to "DISASSEMBLING/ ASSEMBLING THE WATER PUMP".
②	O-ring	1	
③	Impeller shaft (along with the impeller)	1	
④	Water pump seal	1	
⑤	Oil seal	1	
⑥	Bearing	1	
⑦	Circlip	1	
			For assembly, reverse the disassembly procedure.



EAS00470

DISASSEMBLING THE WATER PUMP

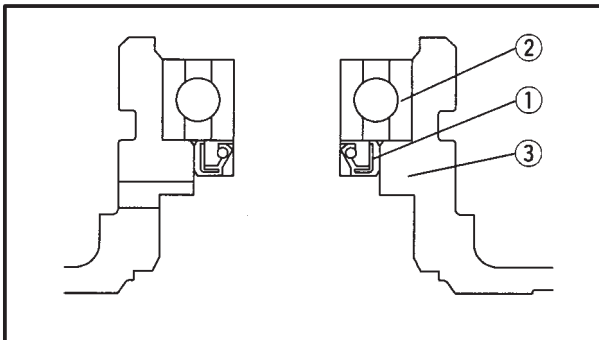
1. Remove:

- water pump seal ①

NOTE:

Tap out the water pump seal from the inside of the water pump housing.

② Water pump housing



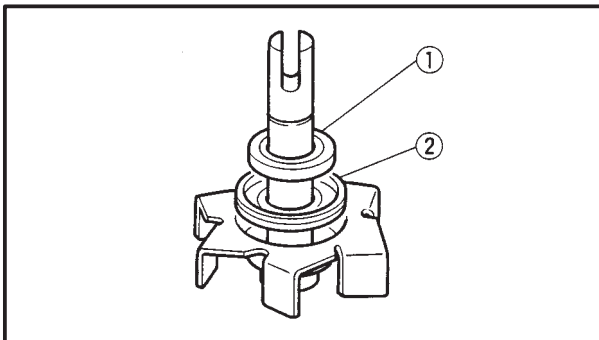
2. Remove:

- oil seal ①
- circlip
- bearing ②

NOTE:

Tap out the bearing and oil seal from the outside of the water pump housing.

③ Water pump housing

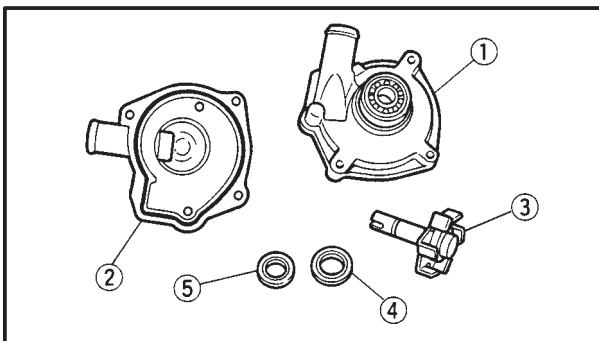


3. Remove:

- rubber damper holder ①
- rubber damper ②
(from the impeller, with a thin, flat-head screwdriver)

NOTE:

Do not scratch the impeller shaft.



EAS00474

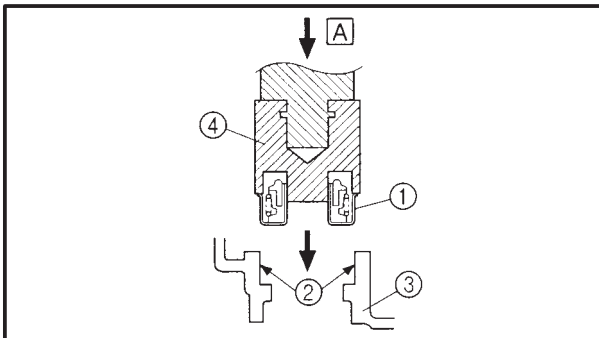
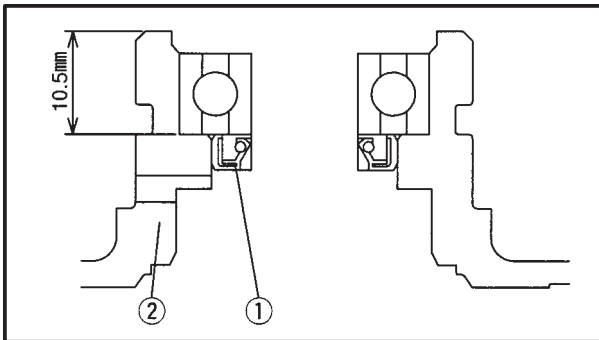
CHECKING THE WATER PUMP

1. Check:

- water pump housing cover ①
 - water pump housing ②
 - impeller ③
 - rubber damper ④
 - rubber damper holder ⑤
- Cracks/damage/wear → Replace.

2. Check:

- water pump seal
 - oil seal
- Cracks/damage/wear → Replace.
- bearing
- Rough movement → Replace.



EAS00475

ASSEMBLING THE WATER PUMP

1. Install:
- bearing
 - oil seal ① **New**
- (into the water pump housing ②)

NOTE:

- Before installing the oil seal, apply tap water or coolant onto its outer surface.
- Install the oil seal with a socket that matches its outside diameter.

2. Install:

- water pump seal ① **New**

CAUTION:

Never lubricate the water pump seal surface with oil or grease.

NOTE:

- Install the water pump seal with the special tools.
- Before installing the water pump seal, apply Yamaha bond No.1215 ② to the water pump housing ③.



Mechanical seal installer

90890-04078 ④

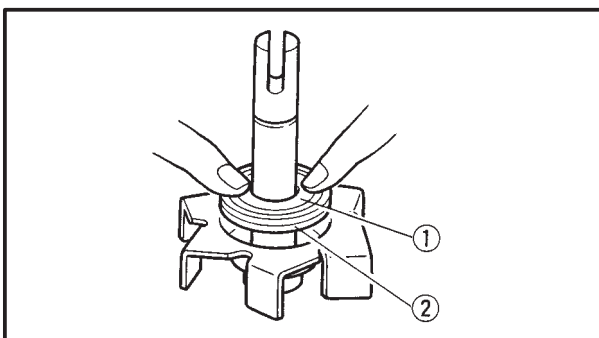
Middle driven shaft bearing driver ⑤

90890-04058 ⑤

Yamaha bond No. 1215

90890-85505

A Push down.

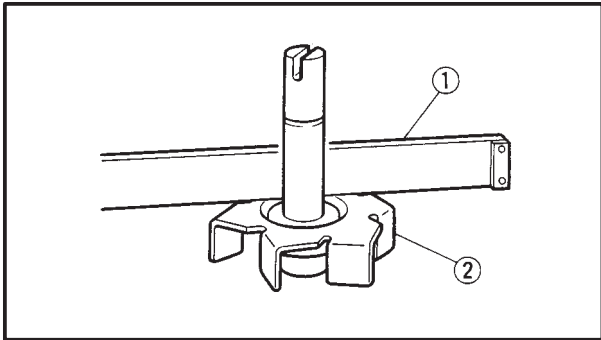


3. Install:

- rubber damper ① **New**
- rubber damper holder ② **New**

NOTE:

Before installing the rubber damper, apply tap water or coolant onto its outer surface.



4. Measure:

- impeller shaft tilt

Out of specification → Repeat steps (3) and (4).

CAUTION:

Make sure that the rubber damper and rubber damper holder are flush with the impeller.



Max. impeller shaft tilt
0.15 mm

- ① Straightedge
- ② Impeller



CHAPTER 6. CARBURETORS

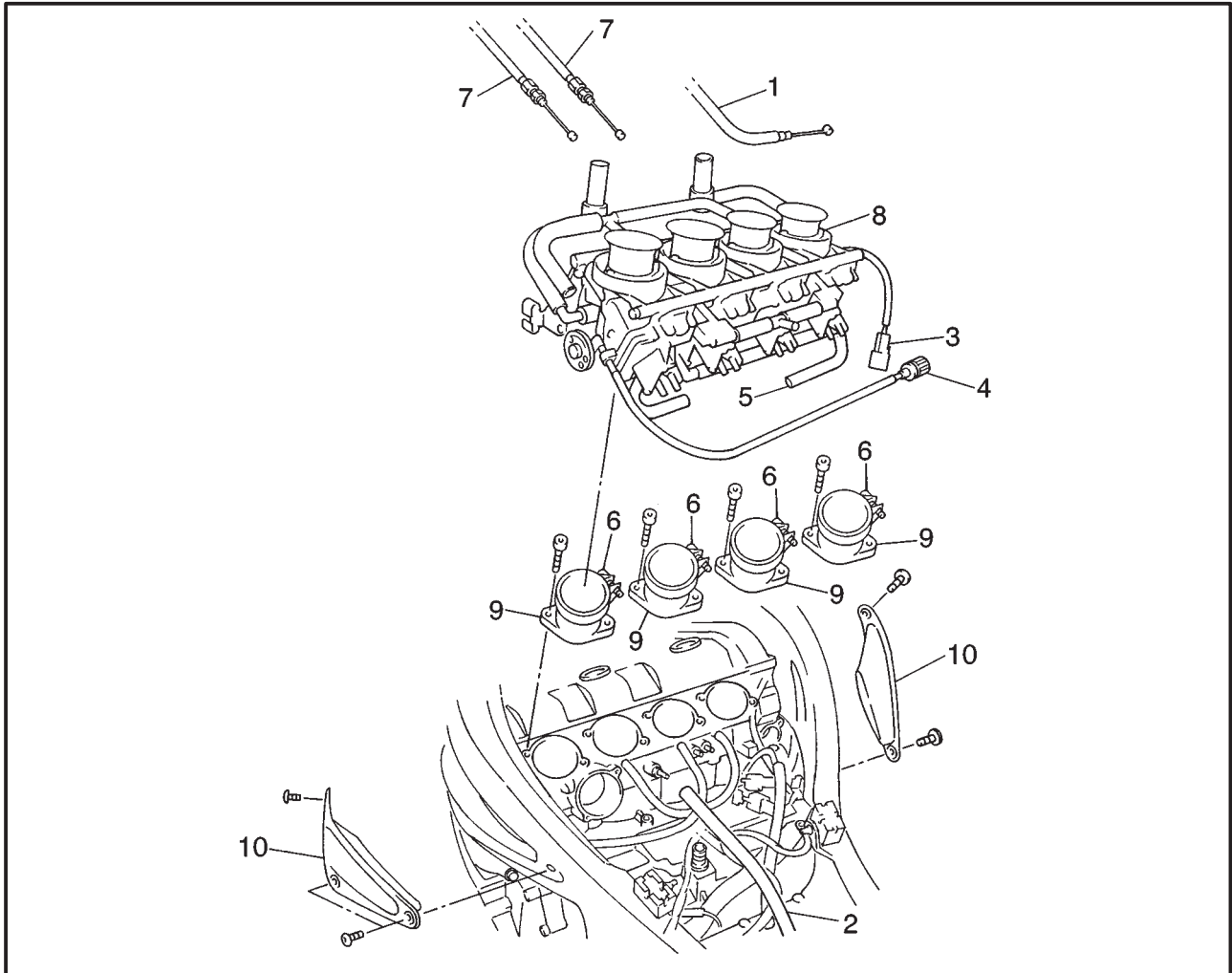
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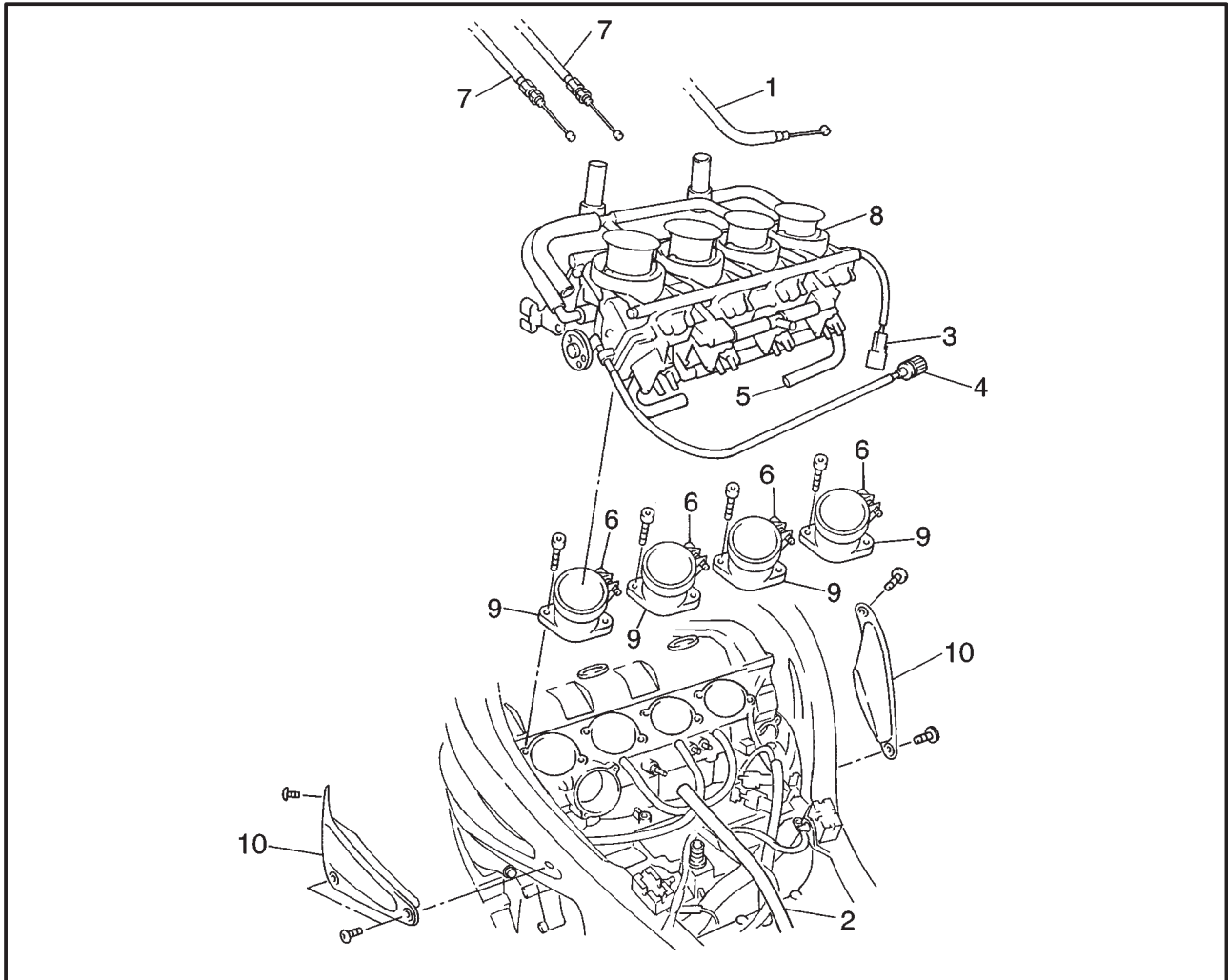
EAS00481

CARBURETORS

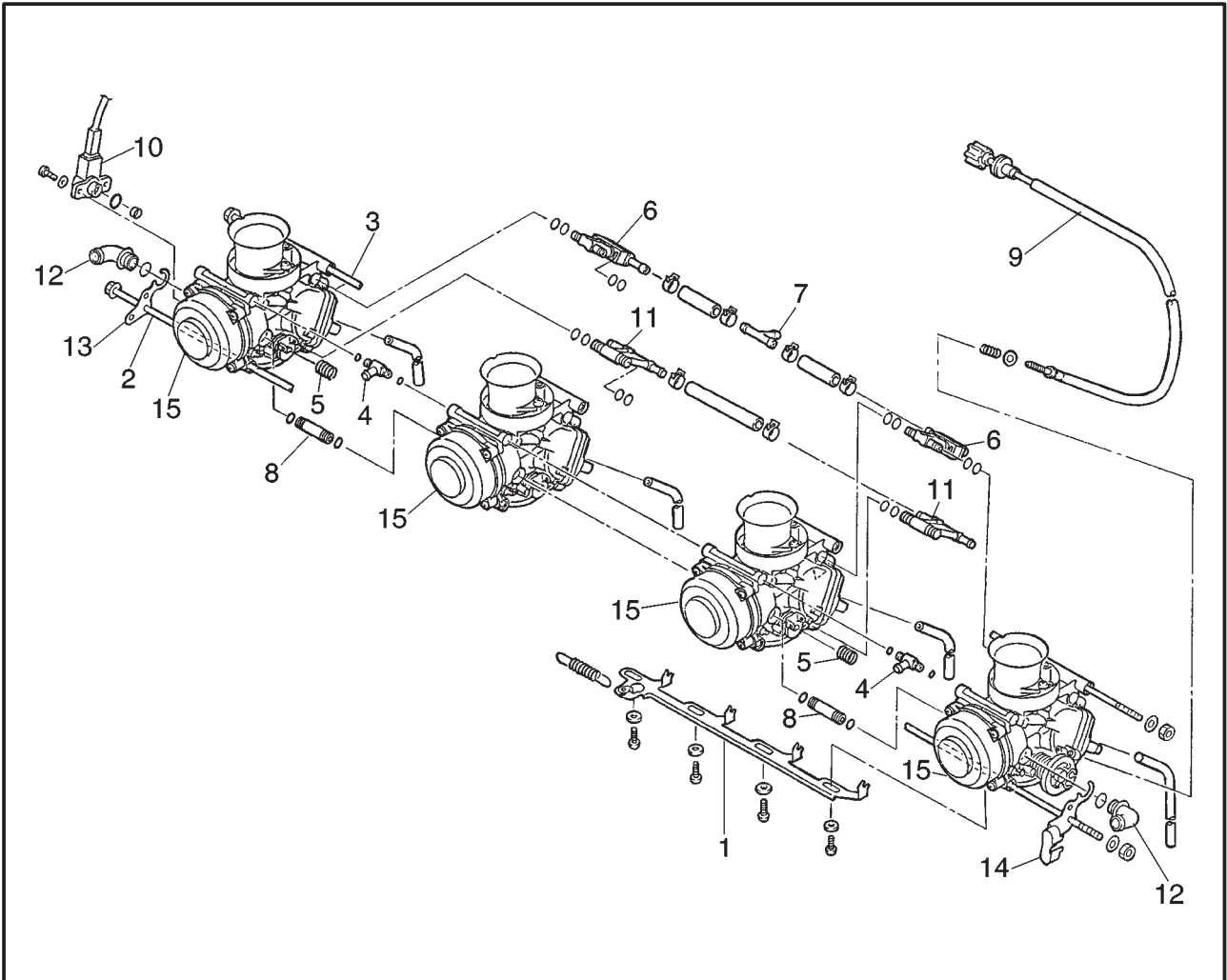
CARBURETORS



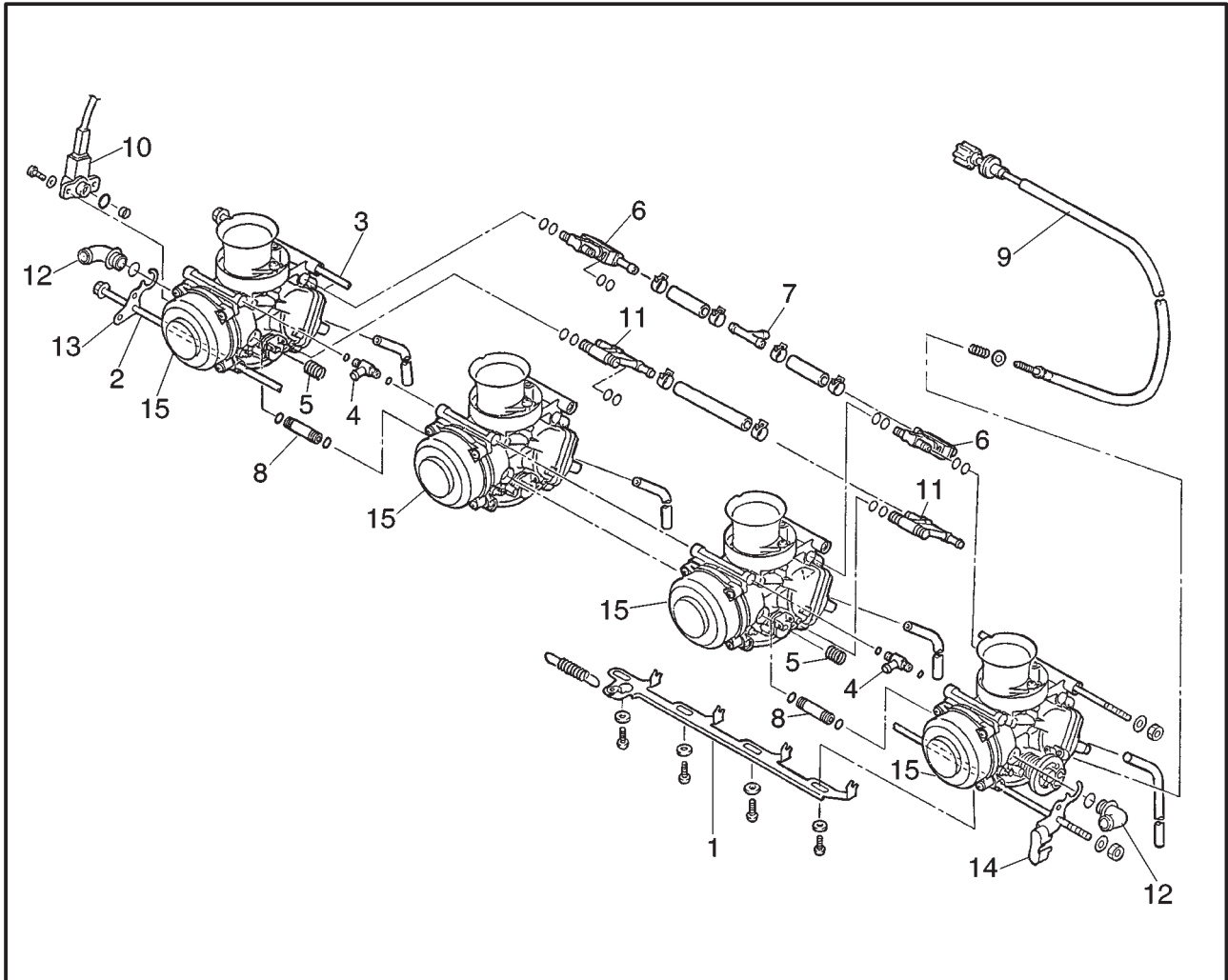
Order	Job/Part	Q'ty	Remarks
	Removing the carburetors		
	Rider seat and fuel tank		Remove the parts in the order listed. Refer to "Seats" and "FUEL TANK" in chapter 3.
	Air filter case and heat protector plate		Refer to "AIR FILTER CASE AND IGNITION COILS" in chapter 3.
1	Starter cable	1	
2	Fuel hose	1	
3	Throttle position sensor coupler	1	Disconnect
4	Throttle stop screw	1	



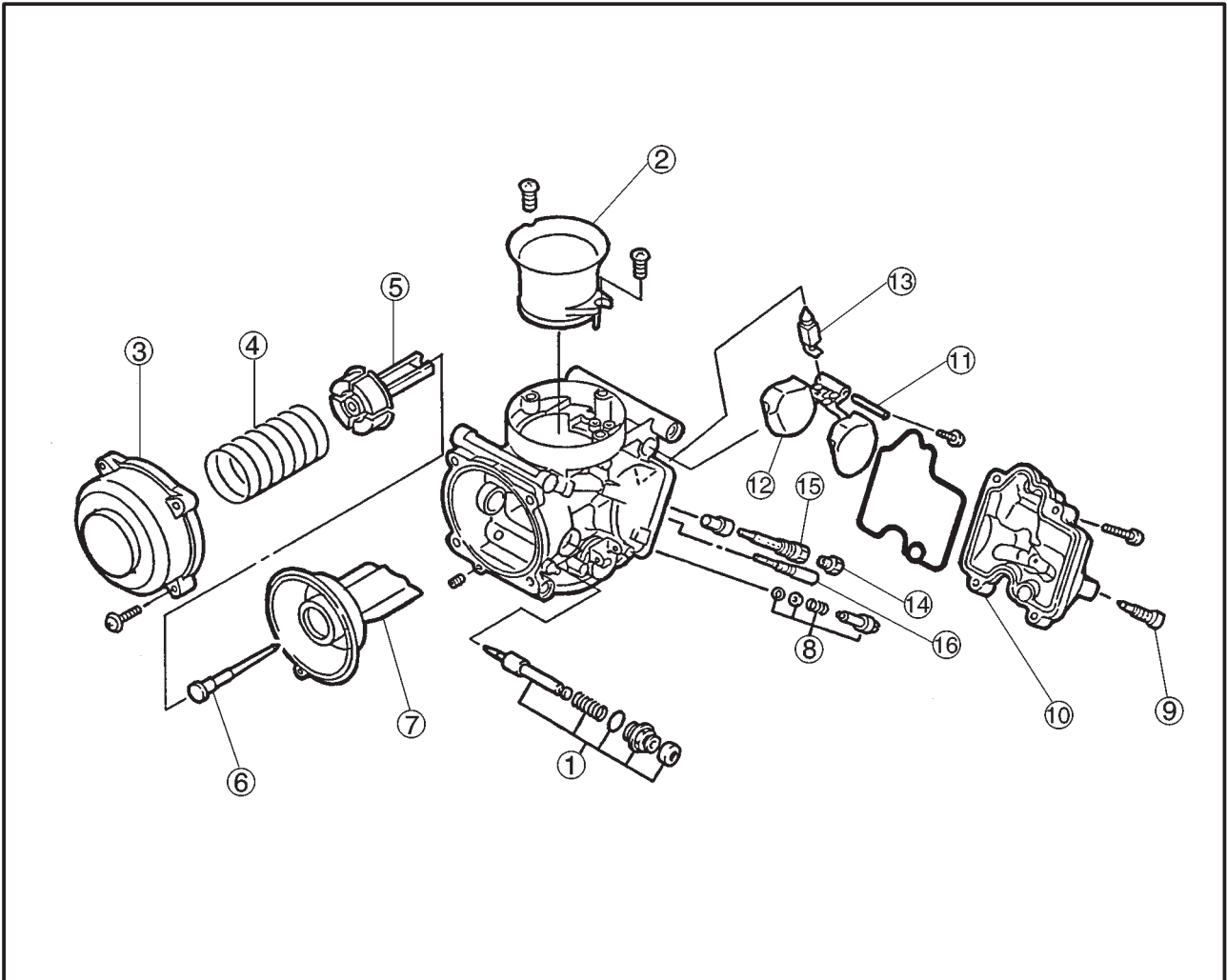
Order	Job/Part	Q'ty	Remarks
5	Therm bypass hose	2	For installation, reverse the removal procedure.
6	Carburetor joint clamp screw	4	
7	Throttle cable	2	
8	Carburetor assembly	1	
9	Carburetor joint	4	
10	Side cover	2	



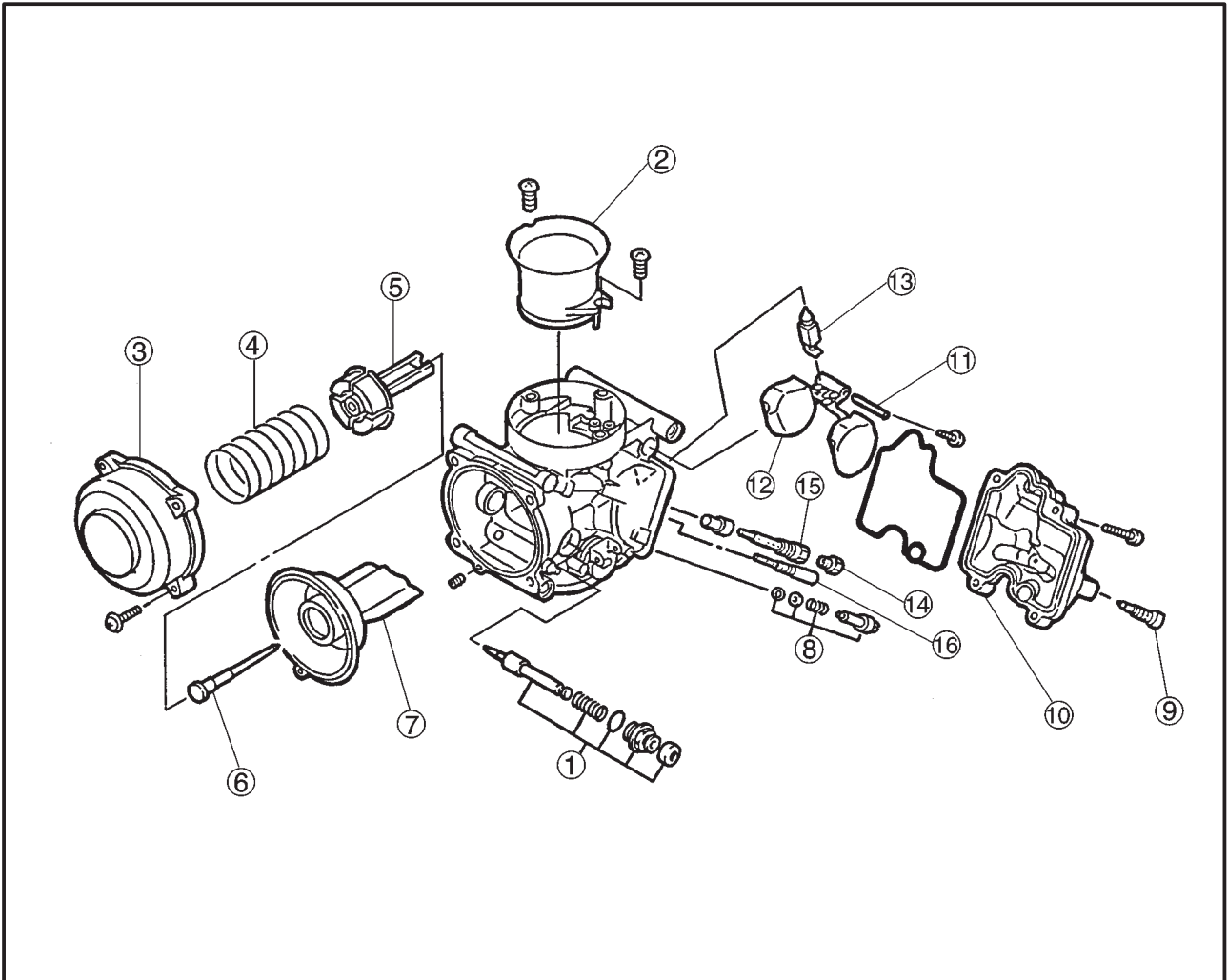
Order	Job/Part	Q'ty	Remarks
	Separating the carburetors		Remove the parts in the order listed.
1	Starter plunger link	1	Refer to "ASSEMBLING THE CARBURETORS"
2	Connecting bolt	1	
3	Connecting bolt	1	
4	Hose joint	2	Refer to "ASSEMBLING THE CARBURETORS"
5	Spring	2	
6	Fuel feed pipe	2	
7	Fuel feed pipe	1	
8	Pipe	2	
9	Throttle stop screw	1	
10	Throttle position sensor	1	
11	Water pipe	2	



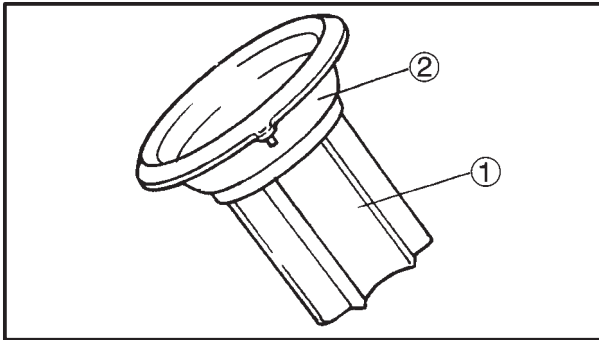
Order	Job/Part	Q'ty	Remarks
12	Balance pipe	2	For installation, reverse the removal procedure
13	Balance pipe bracket	1	
14	Throttle cable bracket	1	
15	Carburetor	4	



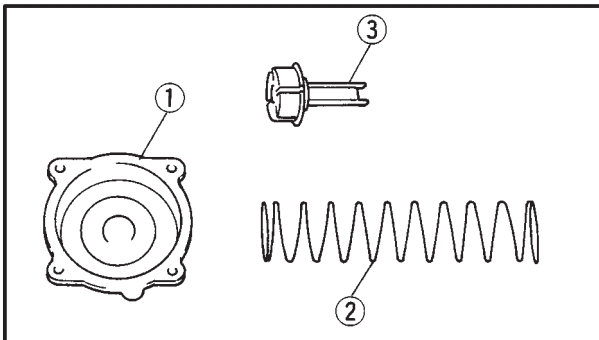
Order	Job/Part	Q'ty	Remarks
	Disassembling the carburetor		Disassemble the parts in the order listed. NOTE: _____ The following procedure applies to all of the carburetors.
①	Starter plunger	1] Refer to "ASSEMBLING THE CARBURETORS."
②	Air funnel	1	
③	Vacuum chamber cover	1	
④	Piston valve spring	1	
⑤	Jet needle holder	1	
⑥	Jet needle kit	1	
⑦	Piston valve	1	
⑧	Pilot screw	1	
⑨	Fuel drain bolt	1	
⑩	Float chamber	1	
⑪	Float pivot pin	1	



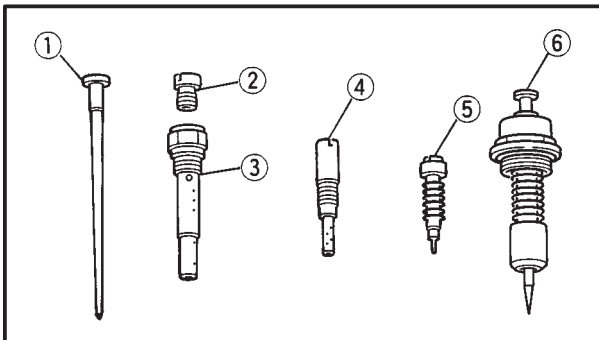
Order	Job/Part	Q'ty	Remarks
⑫	Float	1	For assembly, reverse the disassembly procedure.
⑬	Needle valve	1	
⑭	Main jet	1	
⑮	Main jet holder	1	
⑯	Pilot jet	1	



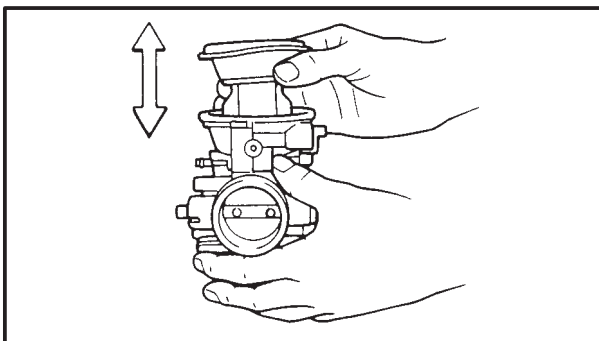
7. Check:
- piston valve ①
Damage/scratches/wear → Replace.
 - piston valve diaphragm ②
Cracks/tears → Replace.



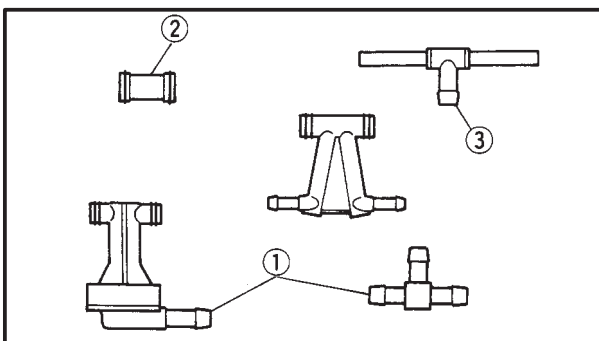
8. Check:
- vacuum chamber cover ①
 - piston valve spring ②
 - jet needle holder ③
Cracks/damage → Replace.



9. Check:
- jet needle kit ①
 - main jet ②
 - main jet holder ③
 - pilot jet ④
 - pilot screw ⑤
 - starter plunger ⑥
Bends/damage/wear → Replace.
Obstruction → Clean.
Blow out the jets with compressed air.



10. Check:
- piston valve movement
Insert the piston valve into the carburetor body and move it up and down.
Tightness → Replace the piston valve.



11. Check:
- fuel feed pipes ①
 - pipes ②
 - hose joint ③
Cracks/damage → Replace.
Obstruction → Clean.
Blow out the pipes with compressed air.



12. Check:
- fuel hoses
Cracks/damage/wear → Replace.
Obstruction → Clean.
Blow out the hoses with compressed air.

EAS00490

ASSEMBLING THE CARBURETORS

The following procedure applies to all of the carburetors.

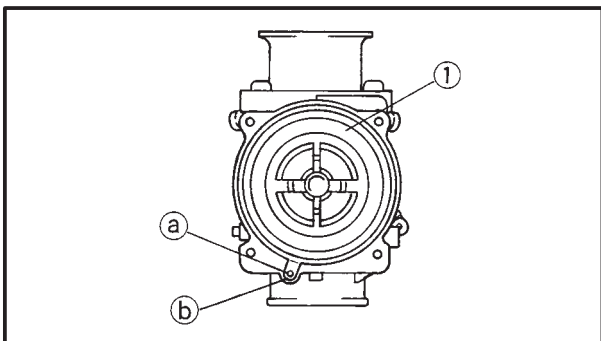
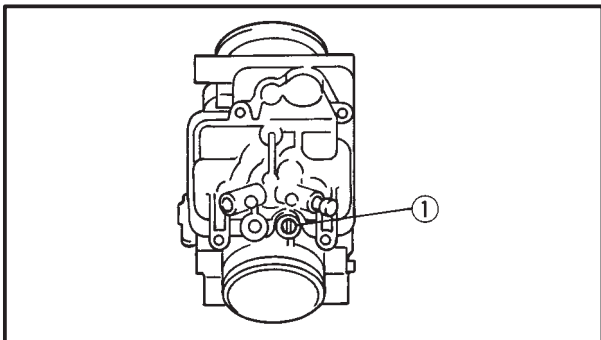
CAUTION:

- Before assembling the carburetors, wash all of the parts in a petroleum-based solvent.
- Always use a new gasket.

1. Install:
- pilot screw kit ①



Pilot screw setting
2 turns out



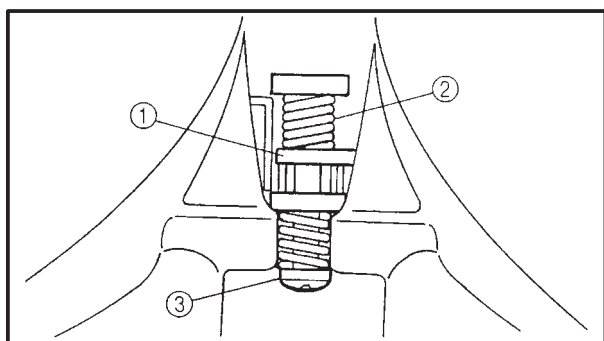
2. Install:
- piston valve ①
 - jet needle
 - jet needle holder
 - piston valve spring
 - vacuum chamber cover

NOTE:

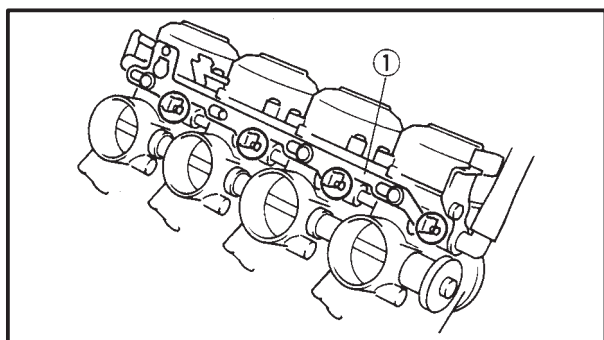
- Install the end of the piston valve spring onto the spring guide on the vacuum chamber cover.
- Align the tab (a) on the piston valve diaphragm with the recess (b) in the carburetor body.



3. Install:
 - pipes
 - fuel feed pipes
 - vacuum chamber pipe
 - vacuum chamber air vent hose
 - springs
 - float chamber air vent hoses
 - hose joint
 - spacers
 - copper washer
 - connecting bolts




- NOTE:**
- Do not tighten the connecting bolts yet.
 - Install the throttle valve lever (1) onto carburetors #2, #3, and #4 between the spring (2) and synchronizing screw (3).



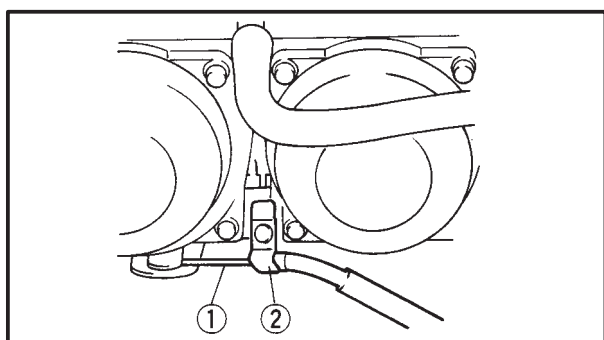
4. Install:
 - starter plunger link (1)

- NOTE:**
- Install the starter plunger link (1) onto each starter plunger.

5. Tighten:
 - connecting bolts

 **7 Nm (0.7 m•kg)**

- NOTE:**
- Place the carburetor assembly on a surface plate with the intake manifold side down. Then, tighten the connecting bolts while pushing down the carburetor assembly with an even force.
 - After tightening the connecting bolts, check that the throttle valve lever and starter plunger link operate smoothly.



6. Install:
 - starter cable (1)

- NOTE:**
- Install the starter cable holder (2) onto the starter cable.



EAS00493

INSTALLING THE CARBURETORS

1. Adjust:

- carburetor synchronization

Refer to “SYNCHRONIZING THE CARBURETORS” in chapter 3.

2. Adjust:

- engine idling speed



Engine idling speed
1250 × 1350 r/min

Refer to “ADJUSTING THE ENGINE IDLING SPEED” in chapter 3.

3. Adjust:

- throttle cable free play



Throttle cable free play (at the flange of the throttle grip)
6 × 8 mm

Refer to “ADJUSTING THE THROTTLE CABLE FREE PLAY” in chapter 3.

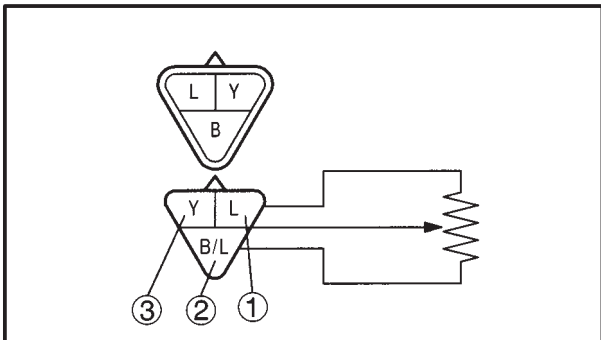


EAS00502

CHECKING AND ADJUSTING THE THROTTLE POSITION SENSOR

NOTE:

Before adjusting the throttle position sensor, the engine idling speed should be properly adjusted.



1. Check:

- throttle position sensor (installed on the carburetor)



- Disconnect the throttle position sensor coupler.
- Connect the pocket tester ($\Omega \times 1k$) to the throttle position sensor.

Tester positive probe → blue ①
Tester negative probe → black/blue ②

- Measure the throttle position sensor maximum resistance.
 Out of specification → Replace the throttle position sensor.

Throttle position sensor maximum resistance
 4.0 ~ 6.0 k Ω at 20°C
 (blue – black/blue)

- Connect the pocket tester ($\Omega \times 1k$) to the throttle position sensor.

Tester positive probe → yellow ③
Tester negative probe → black/blue ②

- While slowly opening the throttle, check that the throttle position sensor resistance is within the specified range.

NOTE:

Check mainly that the resistance changes gradually when turning the throttle, since the readings (from closed to wide-open throttle) may differ slightly from those specified.

Out of specification or the resistance changes abruptly → Go to step (2).

Throttle position sensor resistance
 0 ~ 5 ± 1.0 k Ω at 20°C
 (yellow – black/blue)



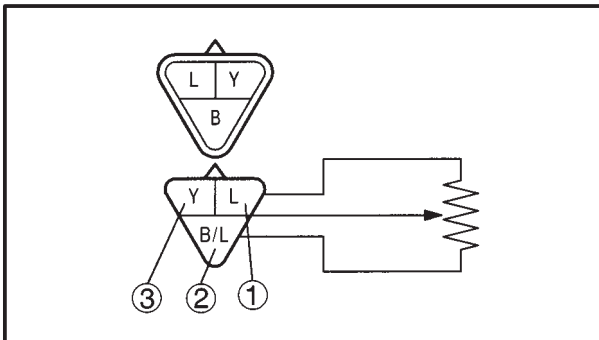


2. Check:

- throttle position sensor
(removed from the carburetor)



- Disconnect the throttle position sensor coupler.
- Remove the throttle position sensor from the carburetor.
- Connect the pocket tester ($\Omega \times 1k$) to the throttle position sensor.



Tester positive probe → blue ①
Tester negative probe → black/blue ②

- Measure the throttle position sensor maximum resistance.
Out of specification → Replace the throttle position sensor.



Throttle position sensor maximum resistance
 4.0 ~ 6.0 k Ω at 20°C
 (blue – black/blue)

- Connect the pocket tester ($\Omega \times 1k$) to the throttle position sensor coupler.

Tester positive probe → yellow ③
Tester negative probe → black/blue ②

- While slowly opening the throttle, check that the throttle position sensor resistance is within the specified range.

The resistance does not change or it changes abruptly → Replace the throttle position sensor.
 The slot is worn or broken → Replace the throttle position sensor.

NOTE: _____

Check mainly that the resistance changes gradually when turning the throttle, since the readings (from closed to wide-open throttle) may differ slightly from those specified.



Throttle position sensor resistance
 0 ~ 5 ± 1.0 k Ω at 20°C
 (yellow – black/blue)





3. Adjust:
 • throttle position sensor angle



- a. Set the main switch to "ON".
- b. Disconnect the throttle position sensor coupler.
- c. Reconnect the throttle position sensor coupler.

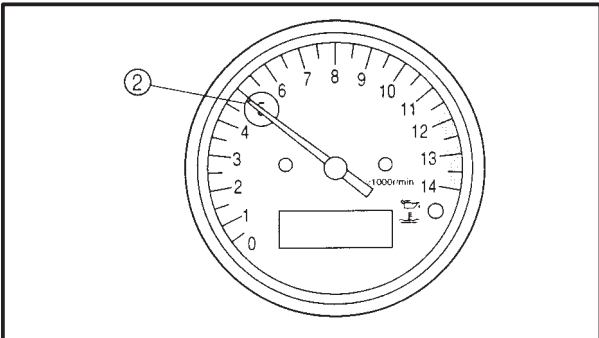
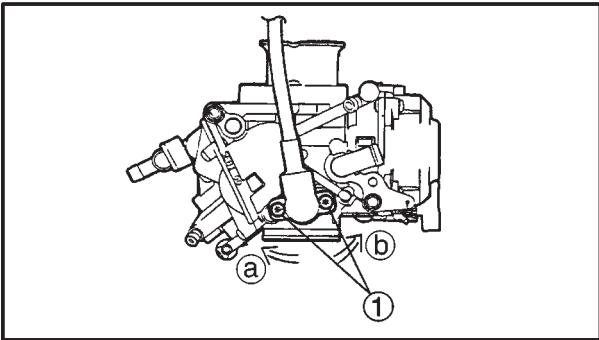
NOTE: _____

After reconnecting the throttle position sensor coupler, the tachometer switches to the throttle position sensor adjustment mode.

- d. Loosen the throttle position sensor screws ①.
- e. Adjust the throttle position sensor angle according to the following table.

NOTE: _____

The angle of the throttle position sensor is indicated by the r/min which are displayed on the tachometer.



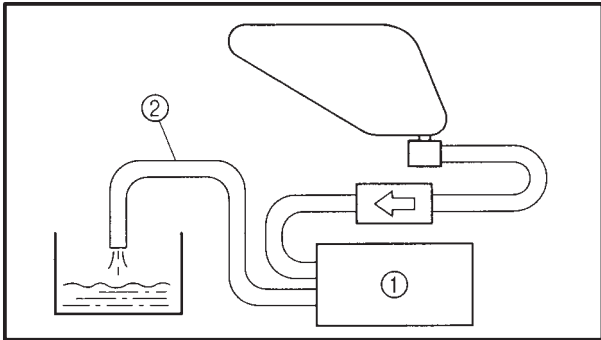
Tachometer Reading	Throttle position sensor angle	Adjustment direction
5000 rpm ②	Correct	—
0 rpm	Incorrect	ⓐ
10000 rpm	Incorrect	ⓑ

- f. After adjusting the throttle position sensor angle, tighten the throttle position sensor screws.

NOTE: _____

To exit the throttle position sensor adjustment mode, start the engine or set the main switch to "OFF".





EAS00504

CHECKING THE FUEL PUMP

1. Check:

- fuel pump ①



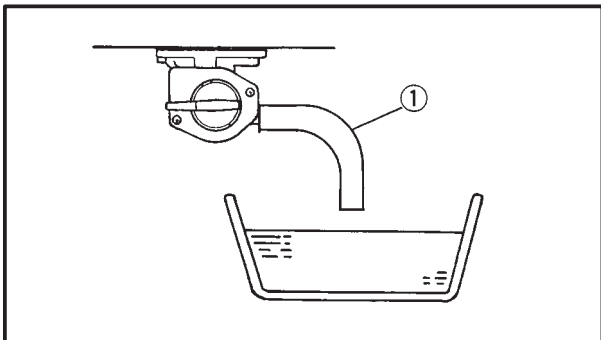
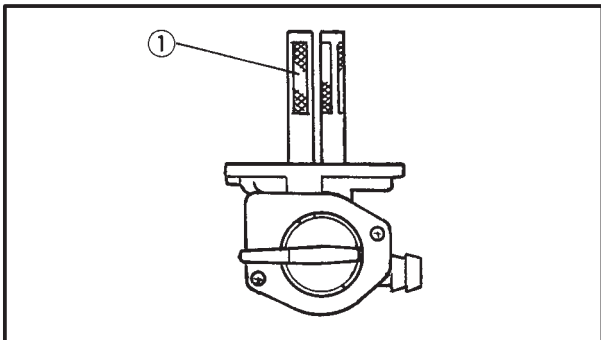
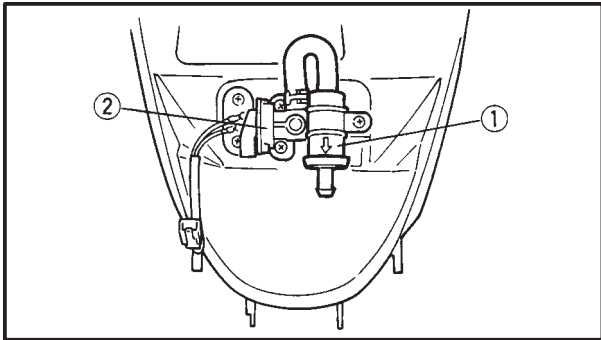
- a. Remove the fuel tank.
Refer to “FUEL TANK” in chapter 3.
- b. Disconnect the fuel-pump-to-carburetor fuel hose ② from the carburetor.
- c. Connect the fuel-tank-to-fuel-pump fuel hose to the fuel tank and then set the fuel cock to “ON”.
- d. Place a container under the end of the fuel hose ②.
- e. Start the engine and check if fuel flows from the fuel hose ②.

Fuel flows.	Fuel pump is OK.
Fuel does not flow.	Replace the fuel pump.

- f. Stop the engine and check if the fuel stops flowing from the fuel hose ②.

Fuel stops flowing.	Fuel pump is OK.
Fuel flows.	Replace the fuel pump.





EAS00505

CHECKING THE FUEL COCK

1. Remove
 - fuel tank
 - fuel filter ①
 - fuel cock ②
2. Check:
 - fuel cock
 - Cracks/damage/wear → Replace.
3. Check:
 - fuel cock strainer ①
 - (with compressed air)
 - Dirt/obstruction → Clean.
 - Damage → Replace.
4. Install
 - fuel cock
 - fuel filter
 - fuel tank

EAS00506

CHECKING THE FUEL COCK OPERATION

NOTE:

After installing the fuel cock, check its operation.

1. Check that the fuel cock lever is turned to "ON" or "OFF".
2. Place a container under the end of the fuel hose.
3. Check:
 - fuel cock operation
 - a. Suck on the end of the vacuum hose.
 - Fuel flows.
 - Fuel cock is OK.
 - Fuel does not flow.
 - Replace the fuel cock.



CHAPTER 7. CHASSIS

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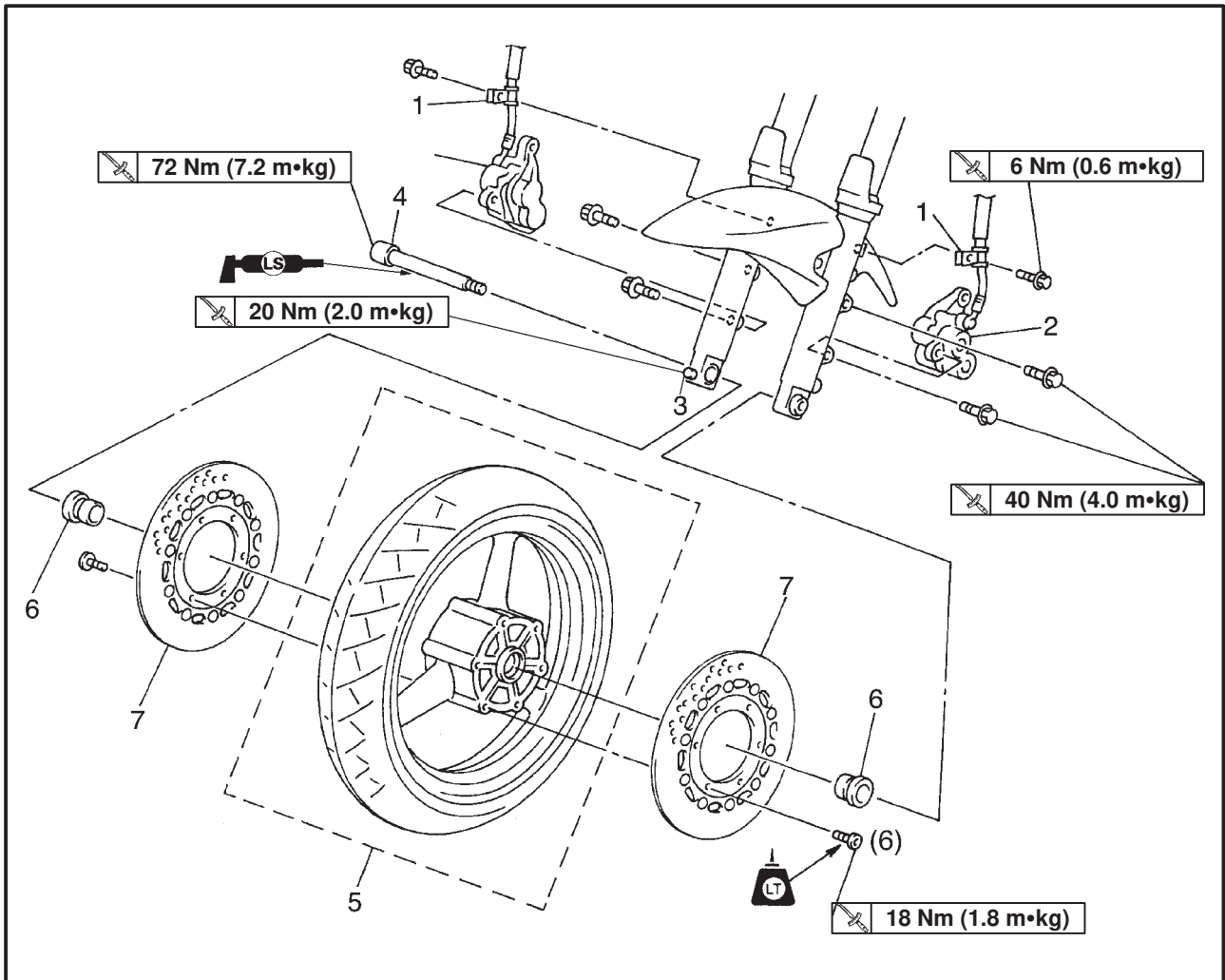


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EAS00514

CHASSIS

FRONT WHEEL AND BRAKE DISCS

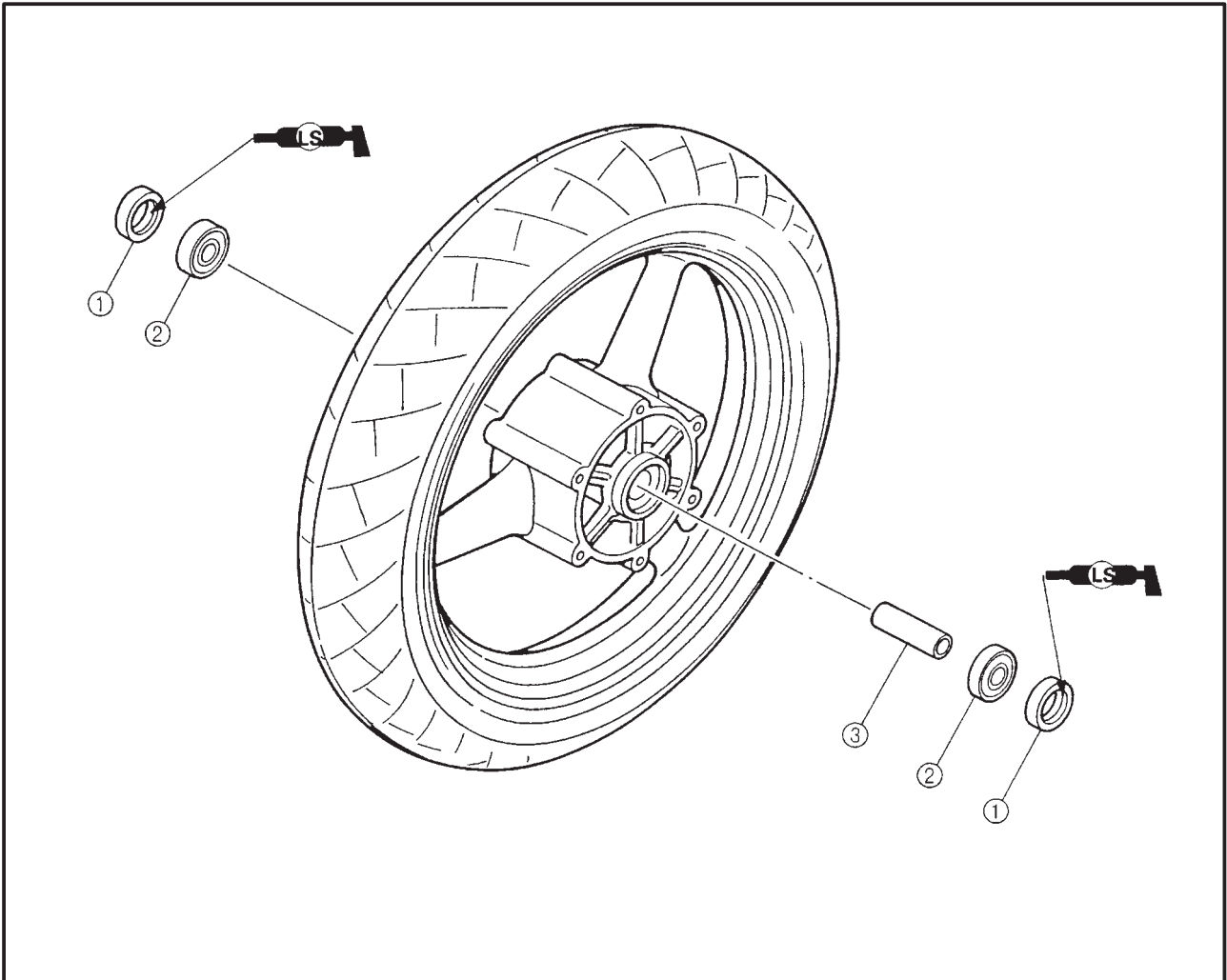


Order	Job/Part	Q'ty	Remarks
	Removing the front wheel and brake discs		Remove the parts in the order listed.
			NOTE: _____ Place the motorcycle on a suitable stand so that the front wheel is elevated.
1	Brake hose holders (left and right)	2	Refer to "INSTALLING THE FRONT WHEEL".
2	Brake calipers (left and right)	2	
3	Wheel axle pinch bolt	1	Loosen
4	Front wheel axle	1	Refer to "REMOVING/INSTALLING THE FRONT WHEEL".
5	Front wheel	1	
6	Collars (left and right)	2	
7	Brake discs (left and right)	2	
			For installation, reverse the removal procedure.

FRONT WHEEL AND BRAKE DISCS



EAS00518



Order	Job/Part	Q'ty	Remarks
	Disassembling the front wheel		Remove the parts in the order listed.
①	Oil seals (left and right)	2	
②	Wheel bearings (left and right)	2	
③	Spacer	1	
			For assembly, reverse the disassembly procedure.

EAS00521

REMOVING THE FRONT WHEEL

1. Stand the motorcycle on a level surface.

⚠ WARNING

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

NOTE:

Place the motorcycle on a suitable stand so that the front wheel is elevated.

2. Remove:

- Brake hose holders
- left brake caliper
- right brake caliper
- wheel axle

NOTE:

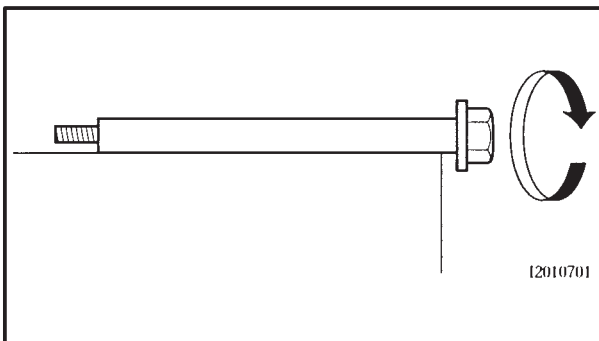
Do not squeeze the brake lever when removing the brake calipers.

3. Elevate:

- front wheel

NOTE:

Place the motorcycle on a suitable stand so that the front wheel is elevated.



EAS00525

CHECKING THE FRONT WHEEL

1. Check:

- wheel axle
Roll the wheel axle on a flat surface.
Bends → Replace.

⚠ WARNING

Do not attempt to straighten a bent wheel axle.

2. Check:

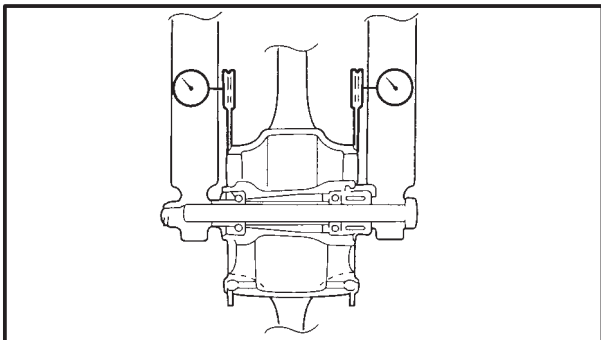
- tire
- front wheel
Damage/wear → Replace.
Refer to “CHECKING THE TIRES” and “CHECKING THE WHEELS” in chapter 3.

EAS00533

CHECKING THE BRAKE DISCS

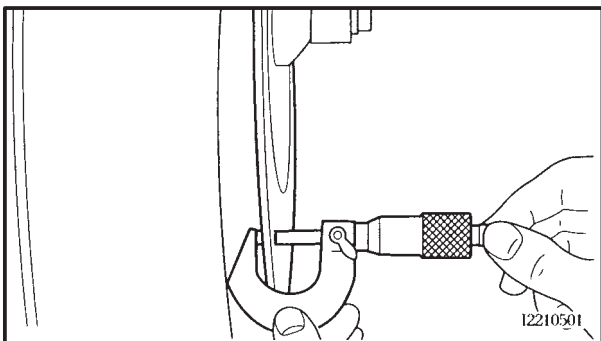
The following procedure applies to both of the brake discs.

1. Check:
 - brake disc
Damage/galling → Replace.
2. Measure:
 - brake disc deflection
Out of specification → Correct the brake disc deflection or replace the brake disc.



Max. brake disc deflection
Front: 0.1 mm
Rear: 0.1 mm

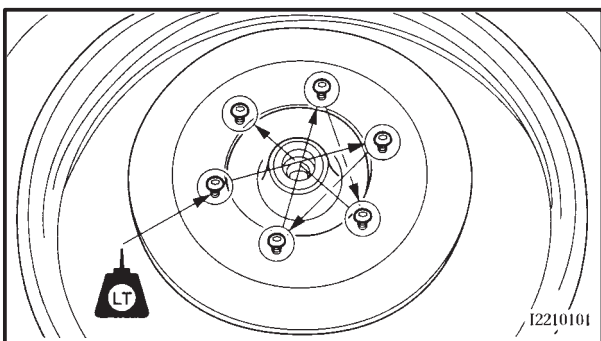
- a. Place the motorcycle on a suitable stand so that the wheel is elevated.
- b. Before measuring the front brake disc deflection, turn the handlebars to the left or right to ensure that the front wheel is stationary.
- c. Remove the brake caliper.
- d. Hold the dial gauge at a right angle against the brake disc surface.
- e. Measure the deflection 1.5 mm below the edge of the brake disc.



3. Measure:
 - brake disc thickness
Measure the brake disc thickness at a few different locations.
Out of specification → Replace.



Min. brake disc thickness
Front: 4.5 mm
Rear: 4.5 mm



4. Adjust:
 - brake disc deflection
- a. Remove the brake disc.
 - b. Rotate the brake disc by one bolt hole.
 - c. Install the brake disc.

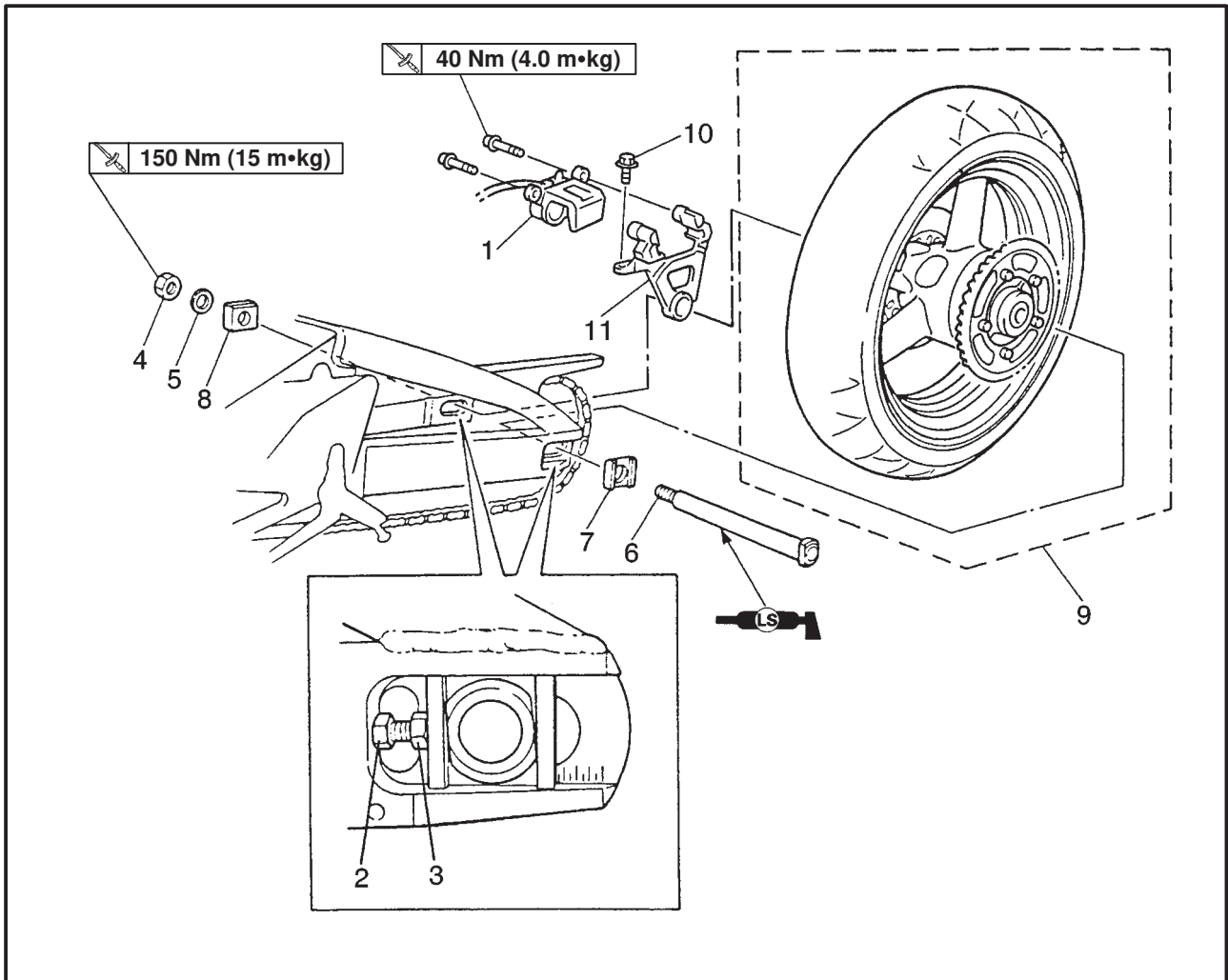
NOTE:
 Tighten the brake disc bolts in stages and in a crisscross pattern.

REAR WHEEL, BRAKE DISC, AND REAR WHEEL SPROCKET



EAS00550

REAR WHEEL, BRAKE DISC, AND REAR WHEEL SPROCKET REAR WHEEL



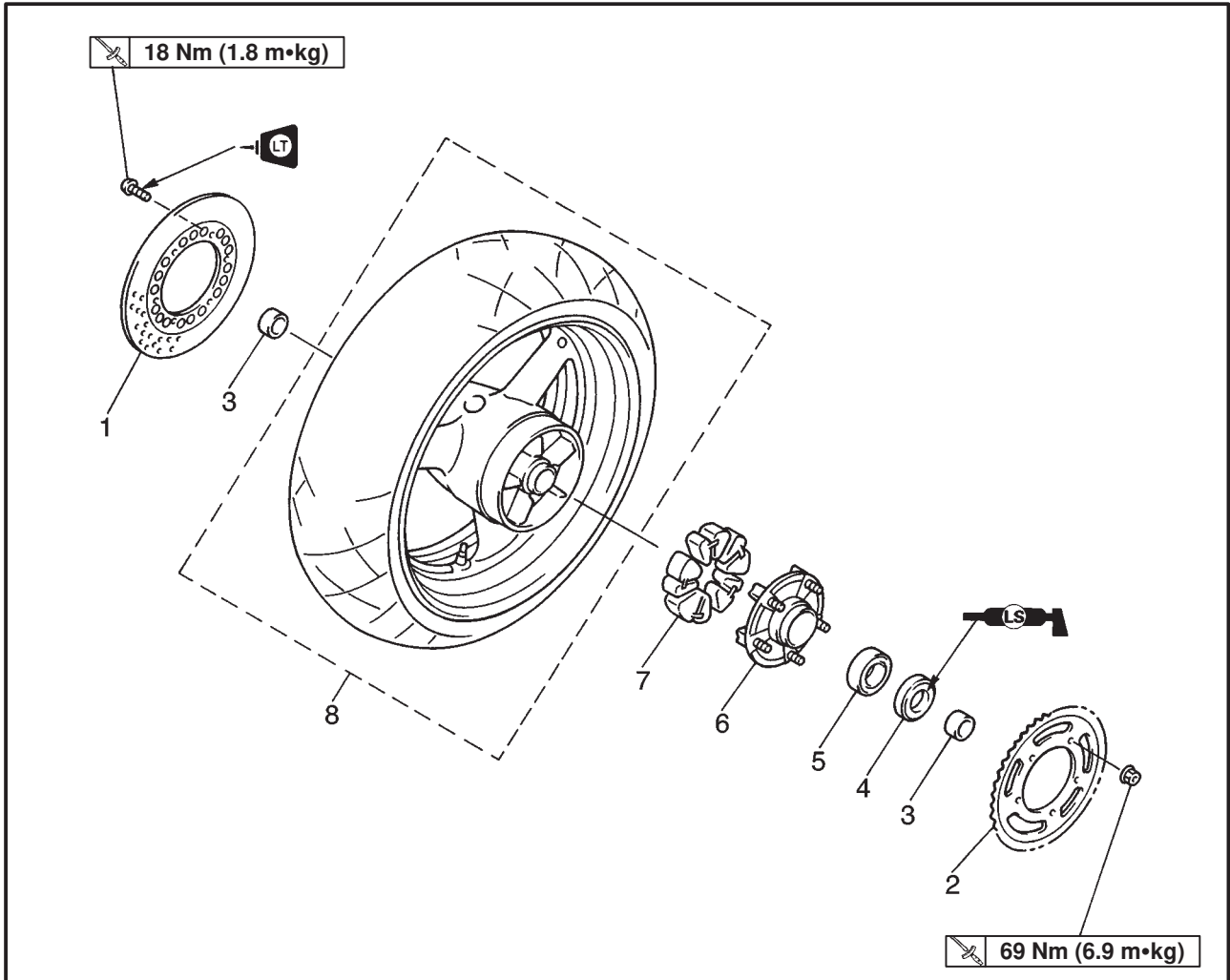
Order	Job/Part	Q'ty	Remarks
	Removing the rear wheel		Remove the parts in the order listed. NOTE: _____ Place the motorcycle on a suitable stand so that the rear wheel is elevated.
1	Brake caliper	1	
2	Locknuts (left and right)	2	Loosen.
3	Adjusting bolts (left and right)	2	Loosen.
4	Wheel axle nut	1	
5	Washer	1	
6	Rear wheel axle	1	
7	Left adjusting block	1	
8	Right adjusting block	1	
9	Rear wheel	1	NOTE: _____ Make sure that the tapered side of the right adjusting block faces the wheel.
10	Brake caliper bracket bolt	1	
11	Brake caliper bracket	1	
			For installation, reverse the removal procedure.

REAR WHEEL, BRAKE DISC, AND REAR WHEEL SPROCKET



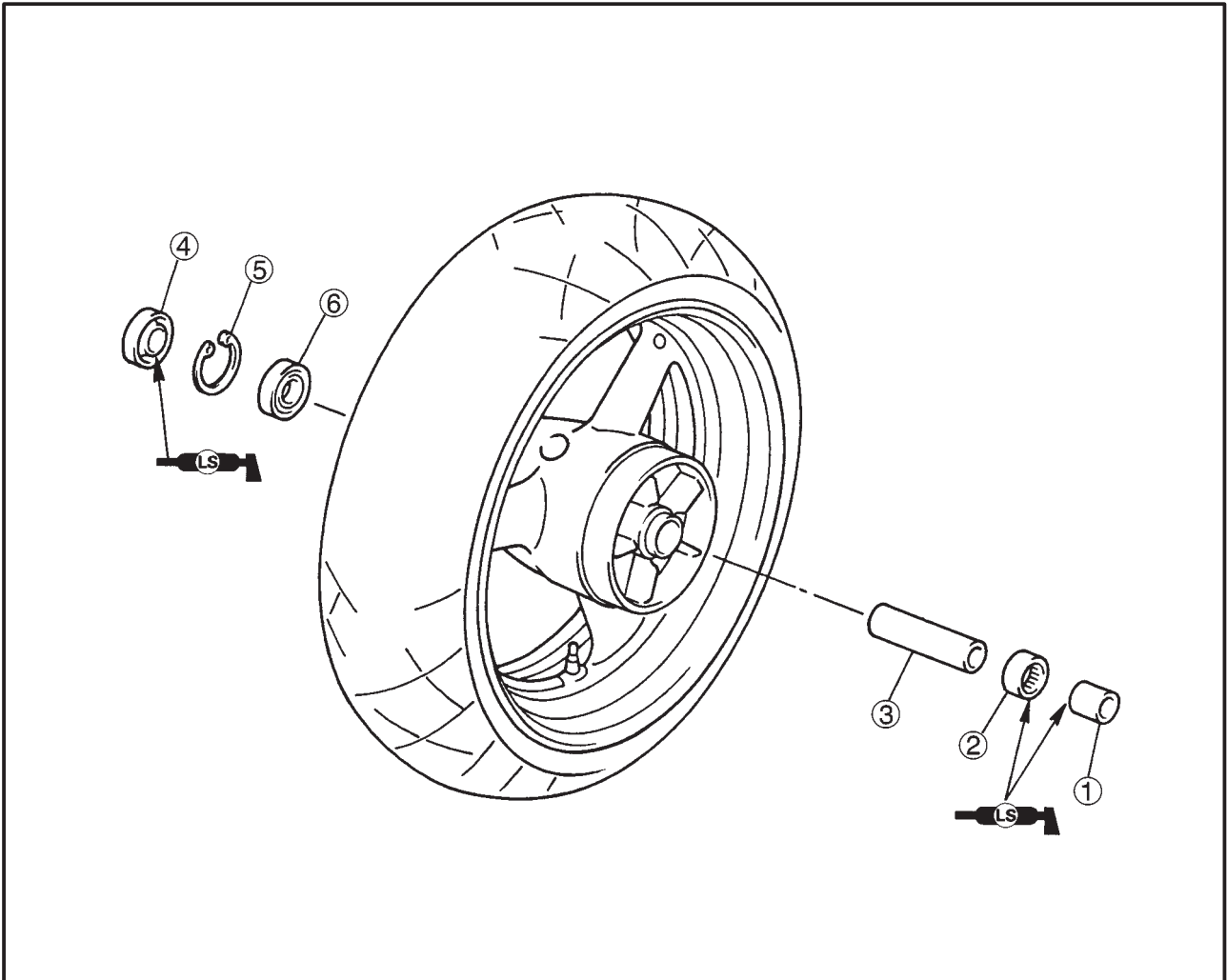
EAS00556

BRAKE DISC AND REAR WHEEL SPROCKET



Order	Job/Part	Q'ty	Remarks
	Removing the brake disc and rear wheel sprocket		Remove the parts in the order listed.
1	Brake disc	1	
2	Rear wheel sprocket	1	
3	Spacers (left and right)	2	
4	Oil seal	1	
5	Bearing	1	
6	Rear wheel drive hub	1	
7	Rear wheel drive hub dampers	5	
8	Rear wheel	1	
			For installation, reverse the removal procedure.

REAR WHEEL, BRAKE DISC, AND REAR WHEEL SPROCKET



Order	Job/Part	Q'ty	Remarks
	Disassembling the rear wheel		Disassemble the parts in the order listed.
①	Spacer	1	
②	Bearing	1	
③	Spacer	1	
④	Oil seal	1	
⑤	Circlip	1	
⑥	Bearing	1	
			For assembly, reverse the disassembly procedure.

EAS00561

REMOVING THE REAR WHEEL

1. Stand the motorcycle on a level surface.

WARNING

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

NOTE:

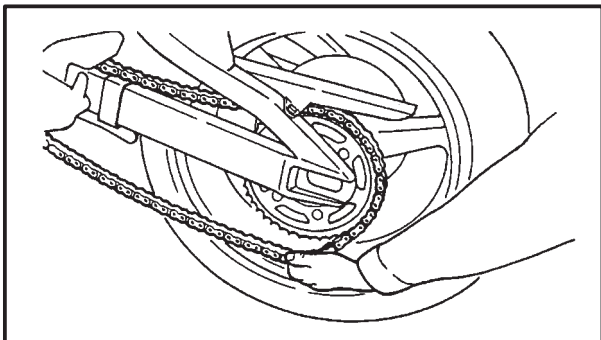
Place the motorcycle on a suitable stand so that the rear wheel is elevated.

2. Remove:

- brake caliper

NOTE:

Do not depress the brake pedal when removing the brake caliper.



3. Remove:

- wheel axle nut
- washer
- wheel axle
- adjusting blocks
- brake caliper bracket.
- rear wheel

NOTE:

Push the rear wheel forward and remove the drive chain from the rear wheel sprocket.

EAS00565

CHECKING THE REAR WHEEL

1. Check:

- wheel axle
- rear wheel
- wheel bearings
- oil seals
- brake disc

Refer to "BRAKE DISC AND REAR WHEEL SPROCKET".

2. Check:

- tire
- rear wheel

Damage/wear → Replace.

Refer to "CHECKING THE TIRES" and "CHECKING THE WHEELS" in chapter 3.

REAR WHEEL, BRAKE DISC, AND REAR WHEEL SPROCKET



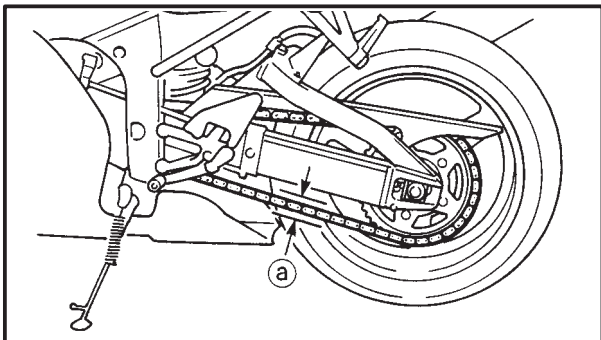
EAS00571

INSTALLING THE REAR WHEEL

1. Lubricate:
 - wheel axle
 - wheel bearings
 - oil seal lips

	Recommended lubricant Lithium soap base grease
---	---

2. Install:
 - rear wheel
 - brake caliper bracket
 - adjusting blocks
 - wheel axle
 - washer
 - wheel axle nut
 - brake caliper





3. Adjust:
 - drive chain slack (a)

	Drive chain slack 40 × 50 mm
---	---

Refer to “ADJUSTING THE DRIVE CHAIN SLACK” in chapter 3.

4. Tighten:
 - wheel axle nut
 - brake caliper bolts

	150 Nm (15.0 m•kg)
	27 Nm (2.7 m•kg)

⚠ WARNING

Make sure that the brake hose is routed properly.

EAS00575

ADJUSTING THE REAR WHEEL STATIC BALANCE

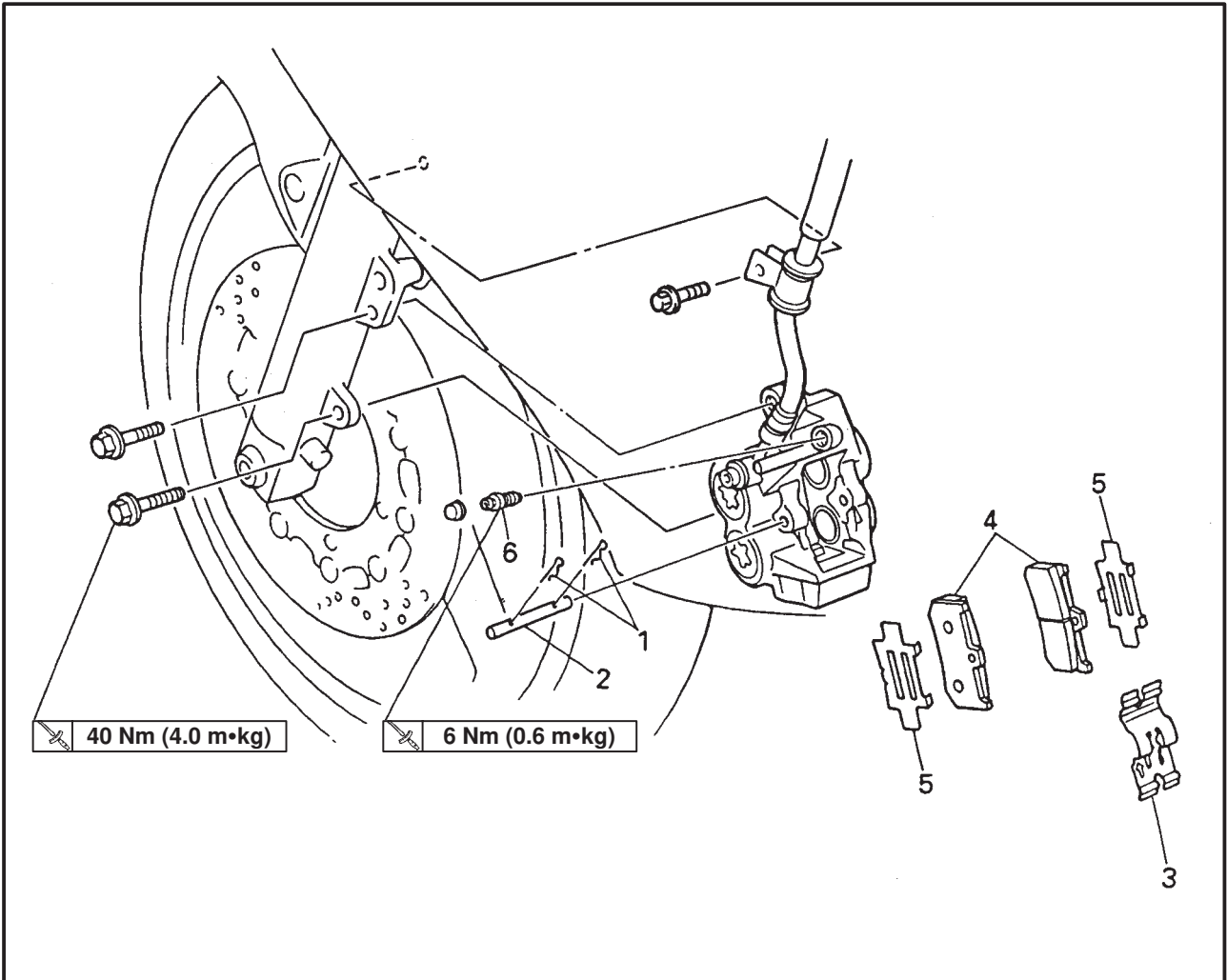
NOTE:

- 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 balanceRefer to “FRONT WHEEL”.

EAS00577

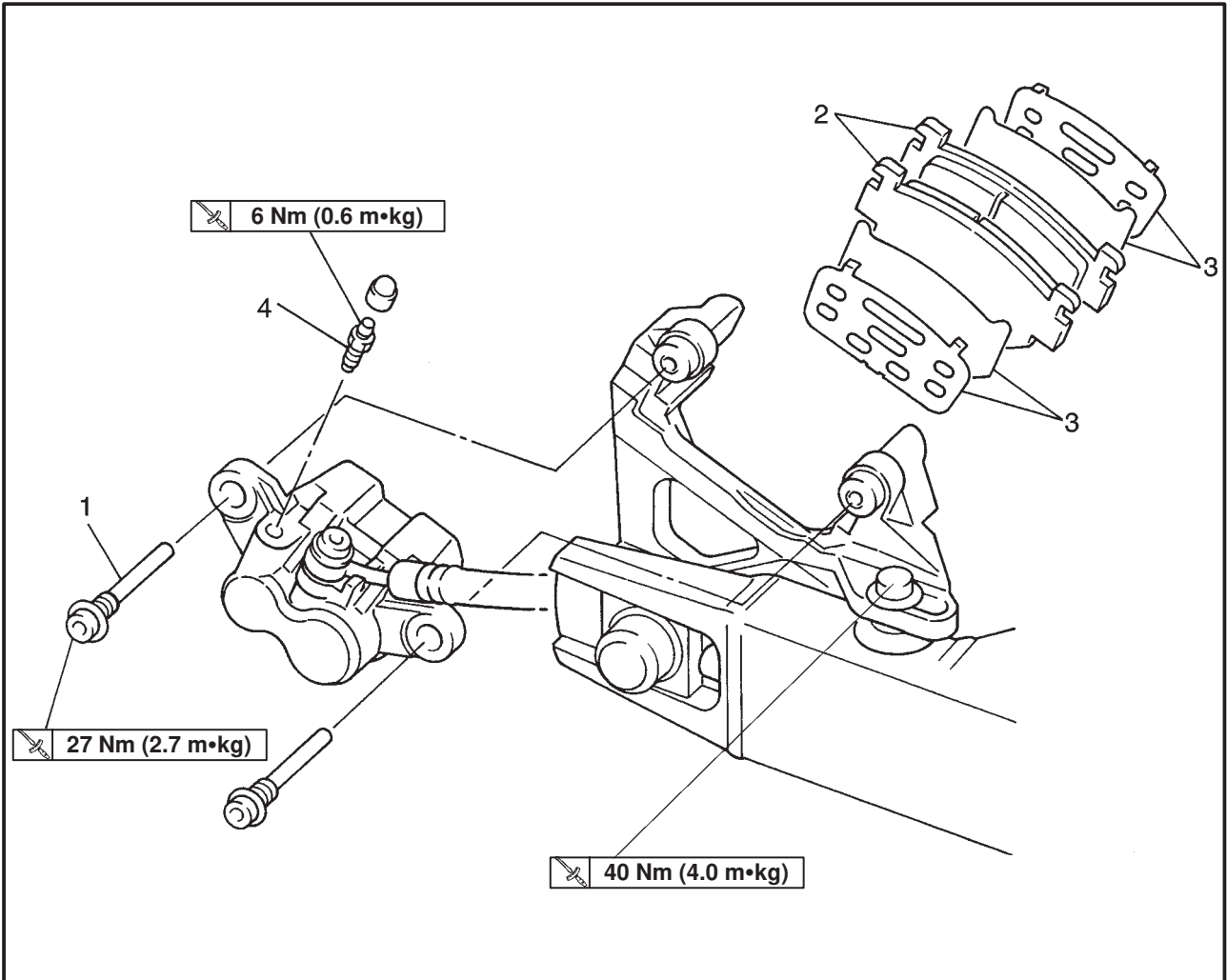
FRONT AND REAR BRAKES
FRONT BRAKE PADS



Order	Job/Part	Q'ty	Remarks
	Removing the front brake pads		Remove the parts in the order listed. The following procedure applies to both of the front brake calipers.
1	Brake pad clips	2	Refer to "REPLACING THE FRONT BRAKE PADS".
2	Brake pad pin	1	
3	Brake pad spring	1	
4	Brake pads	2	
5	Brake pad shims	2	
6	Bleed screw	1	
			For installation, reverse the removal procedure.

EAS00578

REAR BRAKE PADS



Order	Job/Part	Q'ty	Remarks
	Removing the rear brake pads		
1	Brake caliper bolts	2	Remove the parts in the order listed. Refer to "REPLACING THE REAR BRAKE PADS".
2	Brake pads	2	
3	Brake pad shims	4	
4	Bleed screw	1	
			For installation, reverse the removal procedure.

EAS00579

CAUTION:

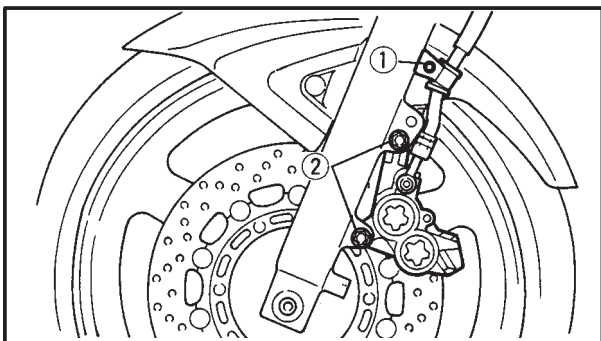
Disc brake components rarely require disassembly.

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.



EAS00582

REPLACING THE FRONT BRAKE PADS

The following procedure applies to both brake calipers.

NOTE:

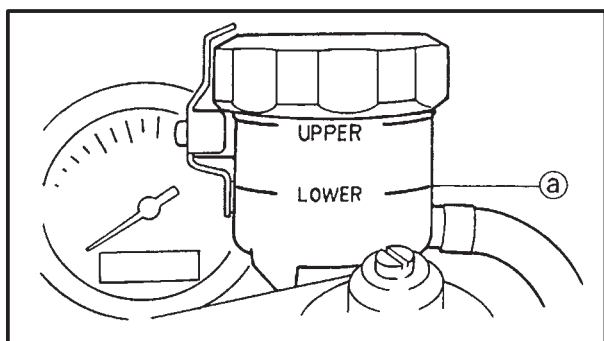
When replacing the brake pads, it is not necessary to disconnect the brake hose or disassemble the brake caliper.

1. Remove:
 - brake hose holder bolt ①
 - brake caliper ②

5. Install:
- brake pad pins
 - brake pad clips
 - brake caliper bolts
 - brake hose holder bolt

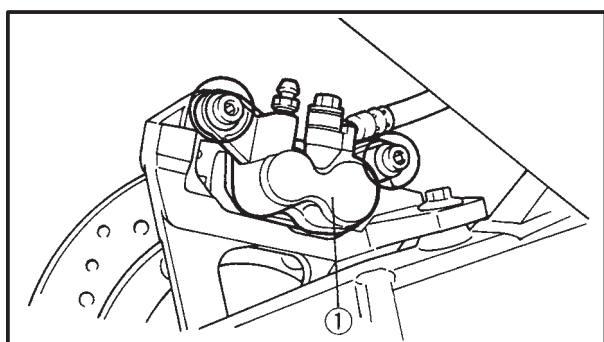
40 Nm (4.0 m•kg)

6 Nm (0.6 m•kg)



6. Check:
- brake fluid level
Below the minimum level mark (a) → Add the recommended brake fluid to the proper level. Refer to “CHECKING THE BRAKE FLUID LEVEL” in chapter 3.

7. Check:
- brake lever operation
Soft or spongy feeling → Bleed the brake system. Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” in chapter 3.



EAS00583

REPLACING THE REAR BRAKE PADS

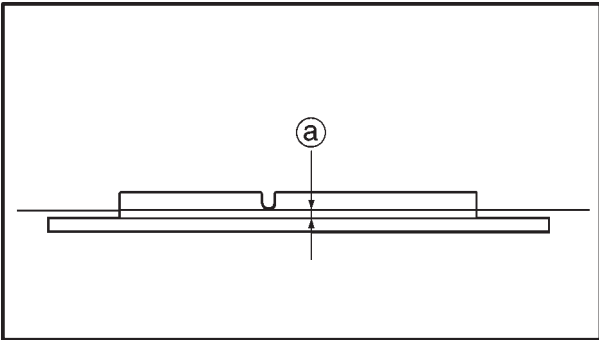
NOTE:

When replacing the brake pads, it is not necessary to disconnect the brake hose or disassemble the brake caliper.

1. Remove:
- brake caliper ①
2. Remove:
- brake pads
(along with the brake pad shims)

FRONT AND REAR BRAKES

CHAS



3. Measure:

- brake pad wear limit (a)

Out of specification → Replace the brake pads as a set.



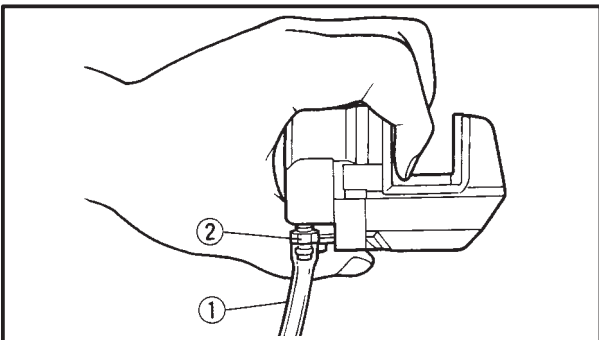
Brake pad wear limit
0.8 mm

4. Install:

- brake pad shims (onto the brake pads)
- brake pads

NOTE:

Always install new brake pads, brake pad shims, and a brake pad spring as a set.



- Connect a clear plastic hose (1) tightly to the bleed screw (2). Put the other end of the hose into an open container.
- Loosen the bleed screw and push the brake caliper pistons into the brake caliper with your finger.
- Tighten the bleed screw.



Bleed screw
6 Nm (0.6 m•kg)

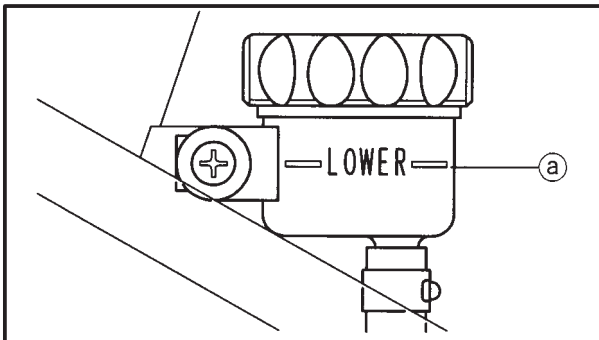
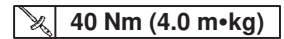
- Install a new brake pad shim onto each new brake pad.



FRONT AND REAR BRAKES



5. Install:
- brake caliper bolts

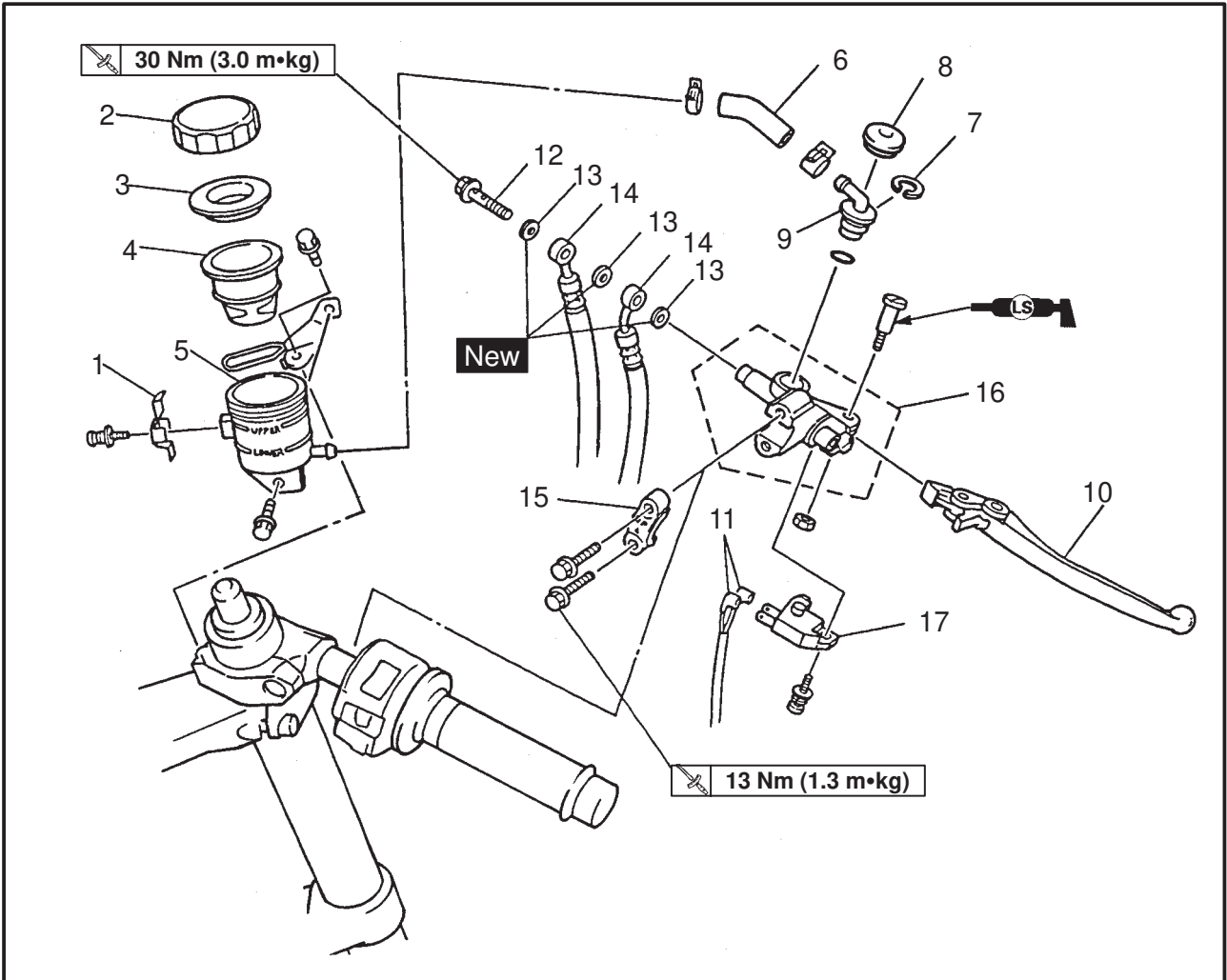


6. Check:
- brake fluid level
Below the minimum level mark (a) → Add the recommended brake fluid to the proper level. Refer to "CHECKING THE BRAKE FLUID LEVEL" in chapter 3.

7. Check:
- brake pedal operation
Soft or spongy feeling → Bleed the brake system. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" in chapter 3.

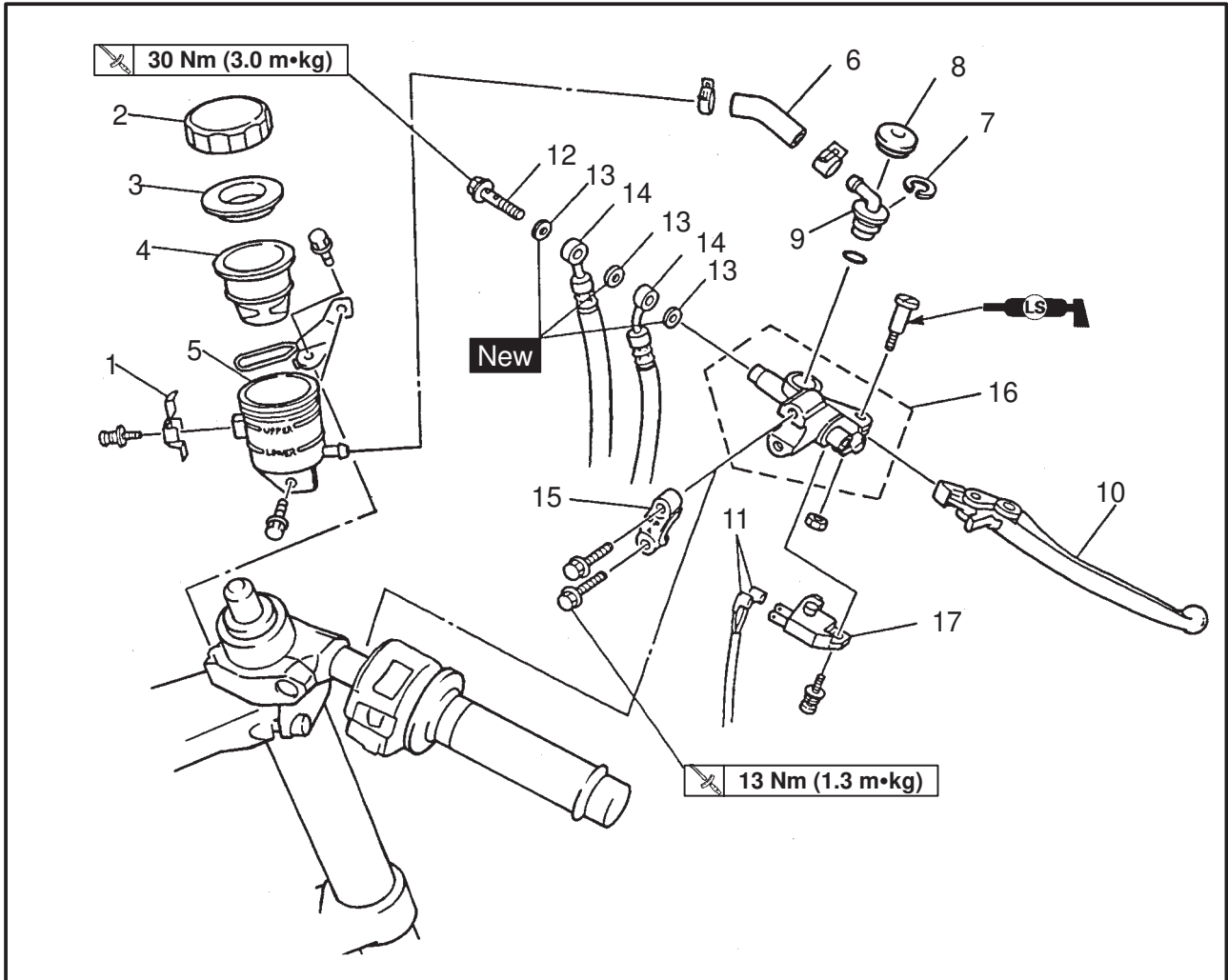
EAS00584

FRONT BRAKE MASTER CYLINDER AND BRAKE FLUID RESERVOIR



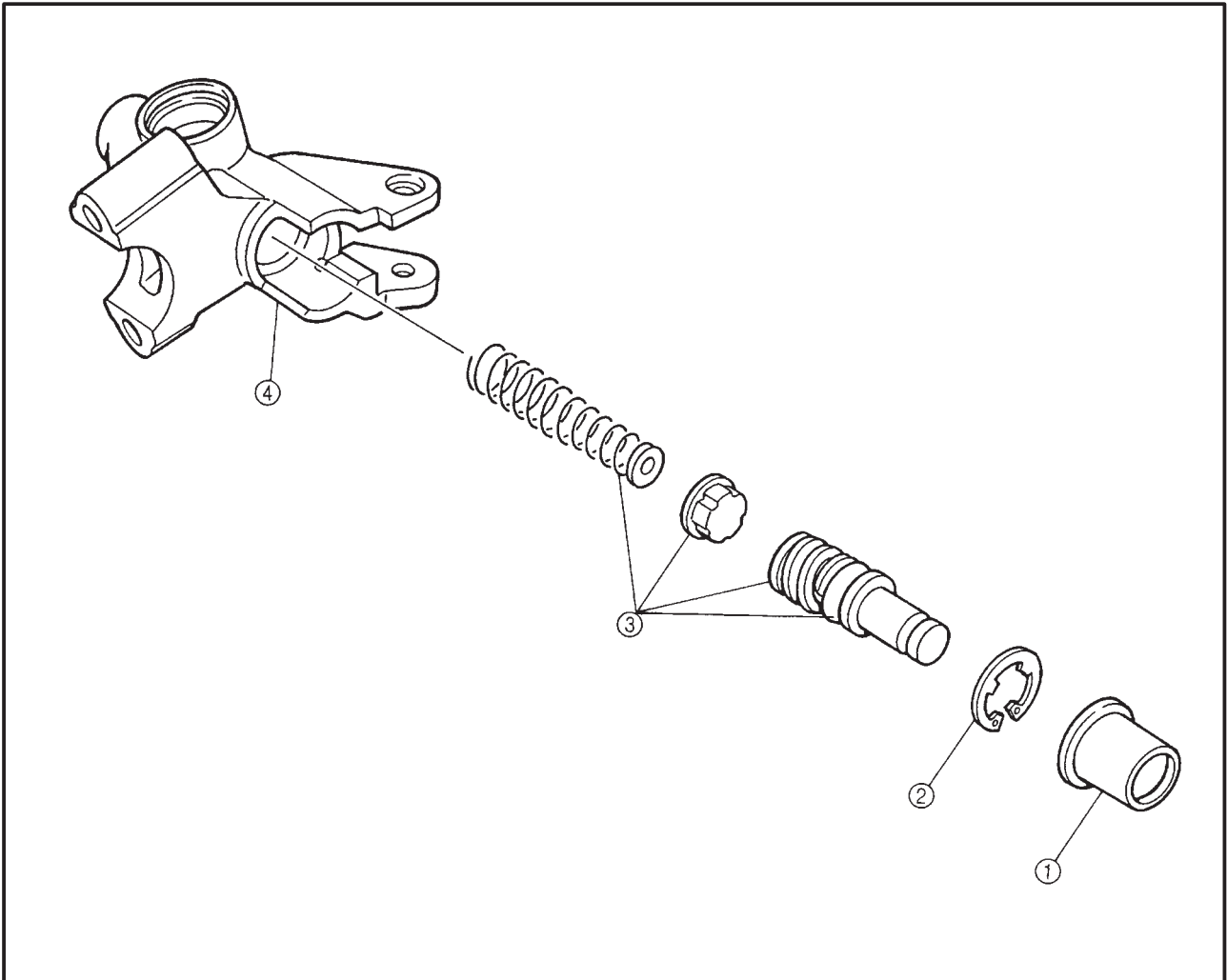
Order	Job/Part	Q'ty	Remarks
	Removing the front brake master cylinder and brake fluid reservoir		Remove the parts in the order listed.
	Brake fluid reservoir cap stopper		Drain.
1	Brake fluid reservoir cap	1	
2	Brake fluid reservoir diaphragm holder	1	
34	Brake fluid reservoir diaphragm	11	
5	Brake fluid reservoir	1	
6	Brake fluid reservoir hose	1	
7	Circlip	1	
8	Dust cover	1	
9	Hose joint	1	
10	Brake lever	1	
11	Front brake switch connector	2	Disconnect.
12	Union bolt	1	Refer to "INSTALLING THE FRONT BRAKE MASTER CYLINDER".
13	Copper washer	3	

FRONT AND REAR BRAKES



Order	Job/Part	Q'ty	Remarks
14	Brake hose	2	Refer to "INSTALLING THE FRONT BRAKE MASTER SYLINDER".
15	Brake master cylinder holder	1	
16	Brake master cylinder	1	
17	Front brake switch	1	
			For installation, reverse the removal procedure.

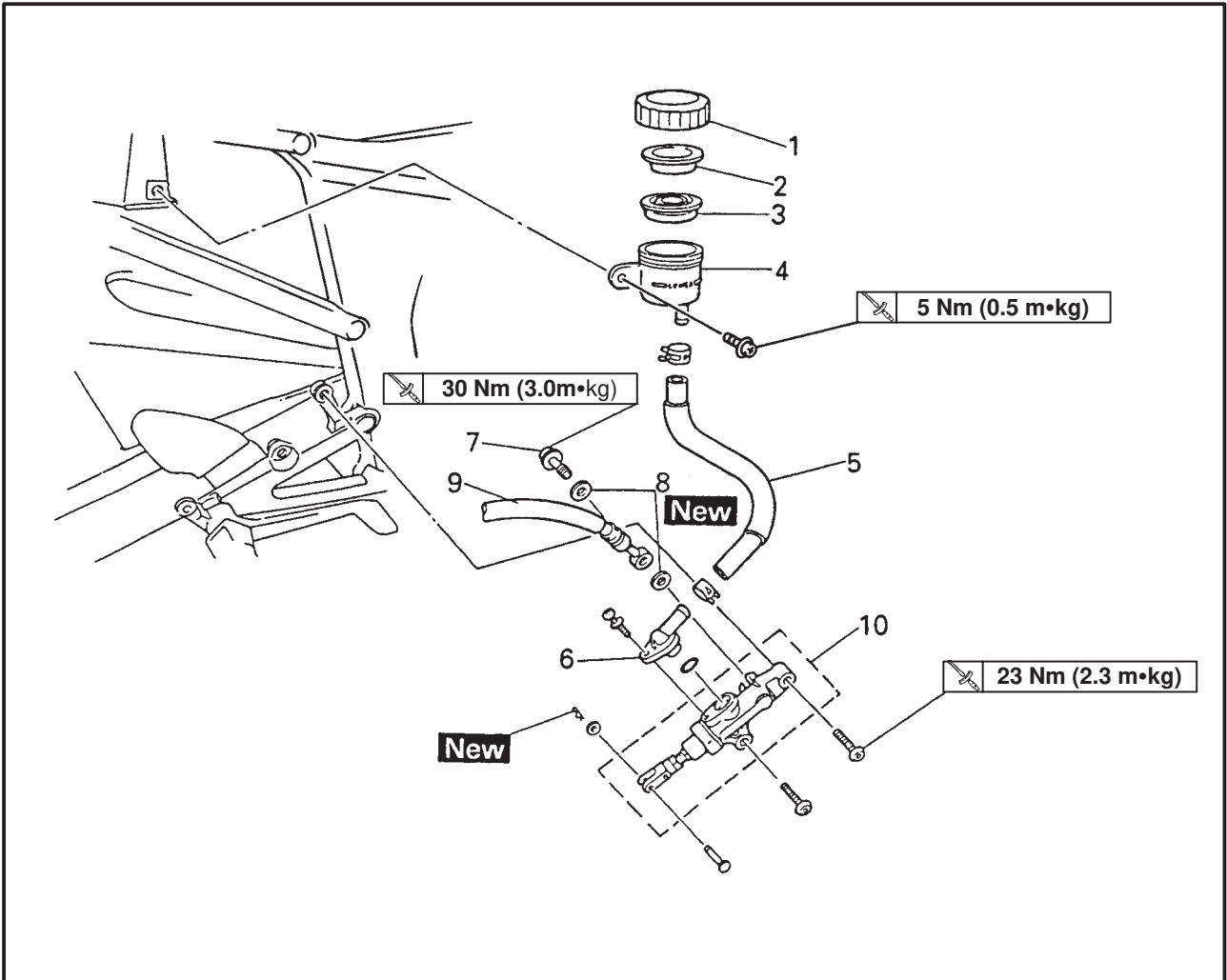
EAS00585



Order	Job/Part	Q'ty	Remarks
	Disassembling the front brake master cylinder		Remove the parts in the order listed.
①	Dust boot	1	
②	Circlip	1	
③	Brake master cylinder kit	1	
④	Brake master cylinder	1	
			For assembly, reverse the disassembly procedure.

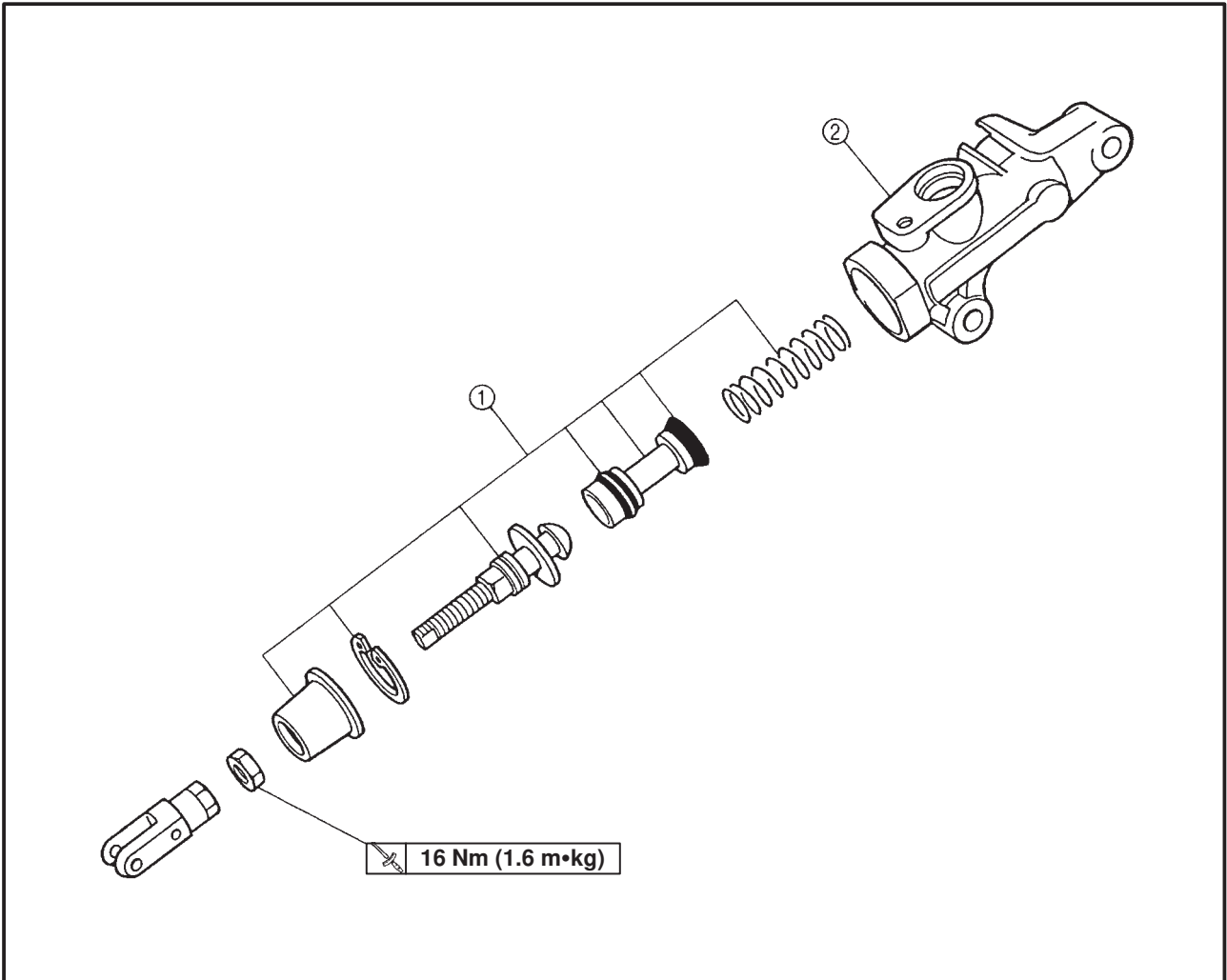
EAS00586

REAR BRAKE MASTER CYLINDER AND BRAKE FLUID RESERVOIR

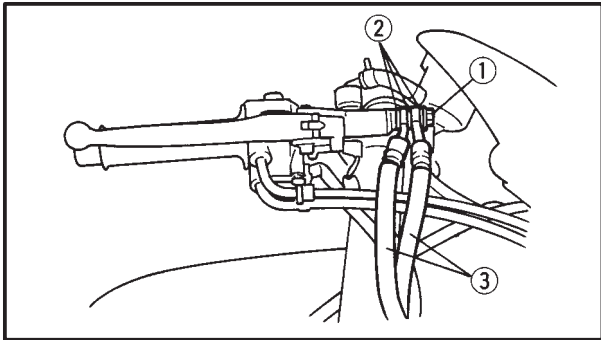


Order	Job/Part	Q'ty	Remarks
	Removing the rear brake master cylinder and brake fluid reservoir		Remove the parts in the order listed.
	Brake fluid		Drain.
1	Brake fluid reservoir cap	1	
2	Brake fluid reservoir diaphragm holder	1	
3	Brake fluid reservoir diaphragm	1	
4	Brake fluid reservoir	1	
5	Brake fluid reservoir hose	1	
6	Hose joint	1	
7	Union bolt	1	
8	Copper washer	2	Refer to "INSTALLING THE REAR BRAKE MASTER SYLINDER".
9	Brake hose	1	
10	Brake master cylinder	1	For installation, reverse the removal procedure.

EAS00587



Order	Job/Part	Q'ty	Remarks
	Disassembling the rear brake master cylinder		Remove the parts in the order listed.
①	Brake master cylinder kit	1	
②	Brake master cylinder	1	
			For assembly, reverse the disassembly procedure.



EAS00588

REMOVING THE FRONT BRAKE MASTER CYLINDER

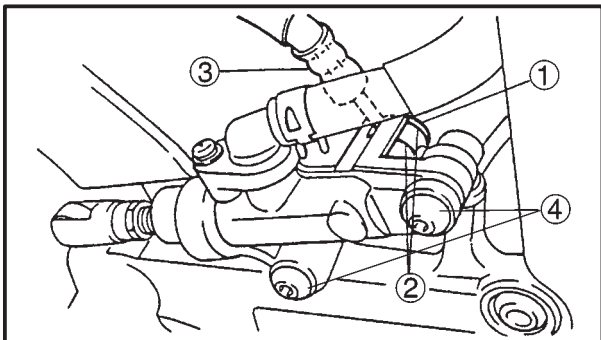
NOTE: _____

Before disassembling the front brake master cylinder, drain the brake fluid from the entire brake system.

1. Remove:
 - union bolt ①
 - copper washers ②
 - brake hoses ③
 - master cylinder holder ④

NOTE: _____

To collect any remaining brake fluid, place a container under the master cylinder and the end of the brake hose.



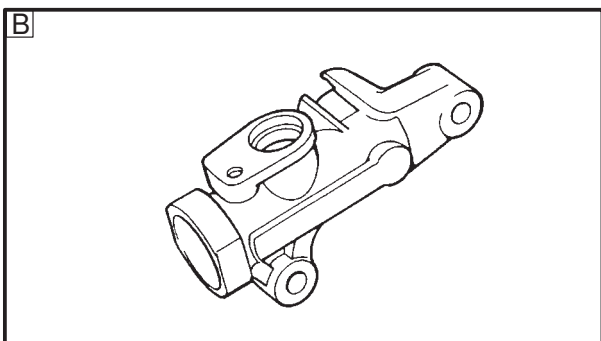
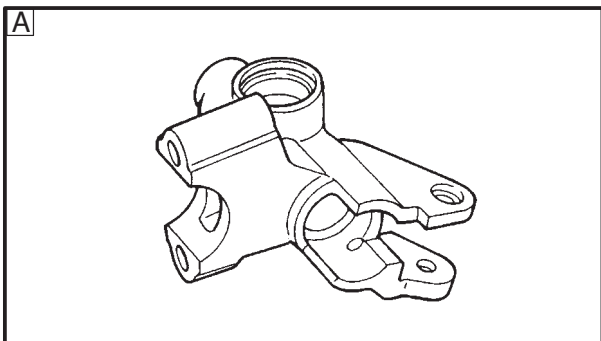
EAS00589

REMOVING THE REAR BRAKE MASTER CYLINDER

1. Remove:
 - union bolt ①
 - copper washers ②
 - brake hose ③
 - button head bolts ④

NOTE: _____

To collect any remaining brake fluid, place a container under the master cylinder and the end of the brake hose.



EAS00593

CHECKING THE FRONT AND REAR BRAKE MASTER CYLINDERS

The following procedure applies to both of the brake master cylinders.

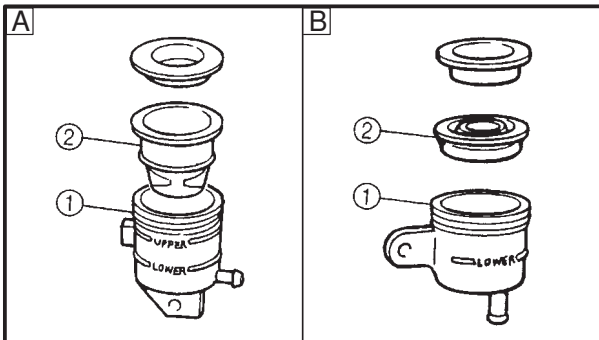
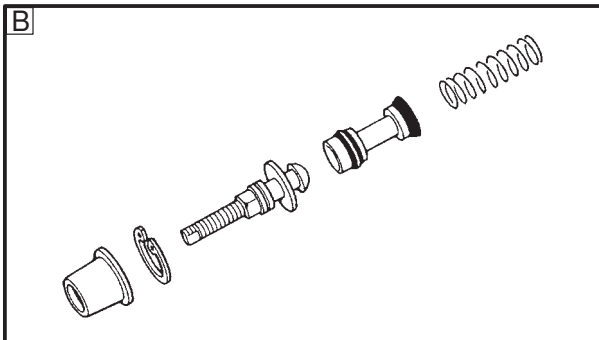
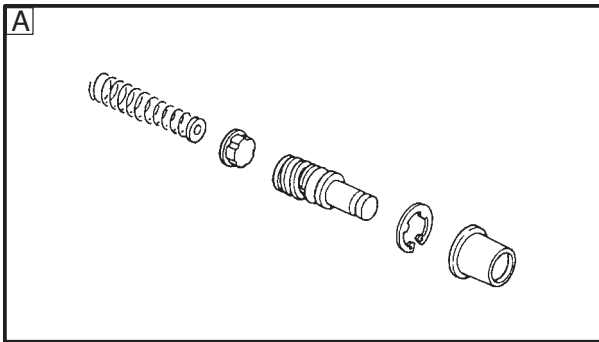
1. Check:
 - brake master cylinder
Damage/scratches/wear → Replace.
 - brake fluid delivery passages
(brake master cylinder body)
Obstruction → Blow out with compressed air.

A Front

B Rear

FRONT AND REAR BRAKES

CHAS



2. Check:

- brake master cylinder kit
Damage/scratches/wear → Replace.

A Front

B Rear

3. Check:

- brake fluid reservoir ①
Cracks/damage → Replace.
- brake fluid reservoir diaphragm ②
Cracks/damage → Replace.

4. Check:

- brake hoses
Cracks/damage/wear → Replace.

EAS00607

INSTALLING THE FRONT BRAKE MASTER CYLINDER

⚠ WARNING

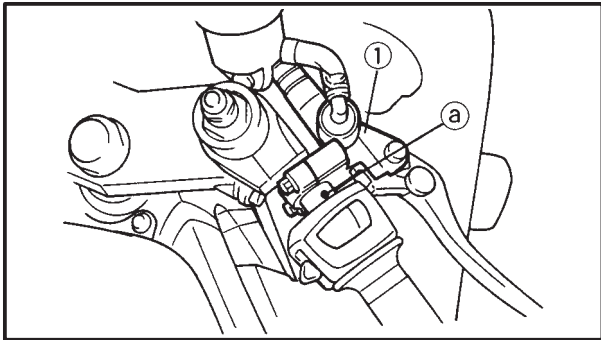
- Before installation, all internal brake components should be cleaned and lubricated with clean or new brake fluid.
- Never use solvents on internal brake components.



Recommended brake fluid
DOT 4

FRONT AND REAR BRAKES

CHAS



1. Install:

- brake master cylinder ①

13 Nm (1.3 m•kg)

- brake master cylinder holder

NOTE: _____

- Install the brake master cylinder holder with the “UP” mark facing up.
- Align the end of the brake master cylinder holder with the punch mark (a) in the right handlebar.
- First, tighten the upper bolt, then the lower bolt.

2. Install:

- copper washers **New**

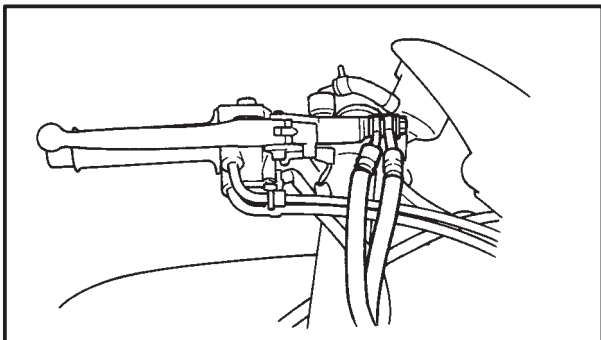
- brake hose

- union bolt

30 Nm (3.0 m•kg)

⚠ WARNING _____

Proper brake hose routing is essential to insure safe motorcycle operation. Refer to “CABLE ROUTING”.



NOTE: _____

- While holding the brake hose, tighten the union bolt as shown.
- Turn the handlebars to the left and to the right to make sure that the brake hose does not touch other parts (e.g., wire harness, cables, leads). Correct if necessary.

3. Fill:

- brake fluid reservoir
(with the specified amount of the recommended brake fluid)

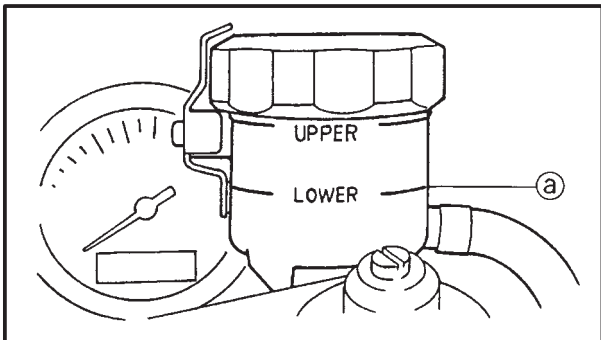
**Recommended brake fluid
DOT 4**

⚠ 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.

CAUTION:

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



4. Bleed:

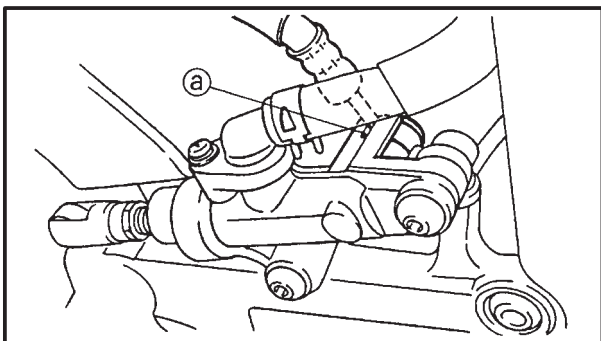
- brake system
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” in chapter 3.

5. Check:

- brake fluid level
Below the minimum level mark (a) → Add the recommended brake fluid to the proper level. Refer to “CHECKING THE BRAKE FLUID LEVEL” in chapter 3.

6. Check:

- brake lever operation
Soft or spongy feeling → Bleed the brake system. Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” in chapter 3.




EAS00608

INSTALLING THE REAR BRAKE MASTER CYLINDER

1. Install:

- copper washers **New**
- brake hoses
- union bolt
- button head bolts

 30 Nm (3.0 m•kg)

⚠ WARNING

Proper brake hose routing is essential to insure safe motorcycle operation. Refer to “CABLE ROUTING”.

CAUTION:

When installing the brake hose onto the brake master cylinder, make sure that the brake pipe touches the projection (a) as shown.

2. Fill:
 - brake fluid reservoir

	<p style="margin: 0;">Recommended brake fluid</p> <p style="margin: 0; text-align: center;">DOT 4</p>
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⚠ 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 reservoir. Water will significantly lower the boiling point of the brake fluid and could cause vapor lock.

CAUTION:

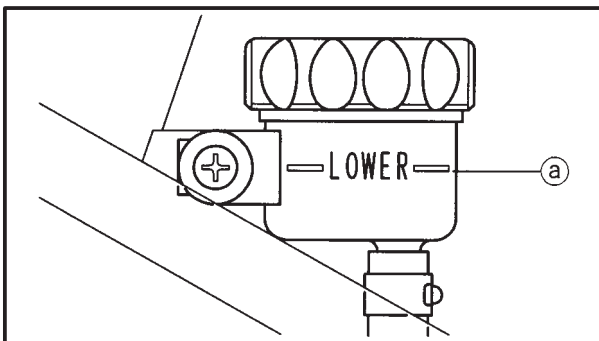
Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.

3. Bleed:
 - brake system

Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” in chapter 3.
4. Check:
 - brake fluid level

Below the minimum level mark (a) → Add the recommended brake fluid to the proper level. Refer to “CHECKING THE BRAKE FLUID LEVEL” in chapter 3.
5. Adjust:
 - brake pedal position

Refer to “ADJUSTING THE REAR BRAKE” in chapter 3.



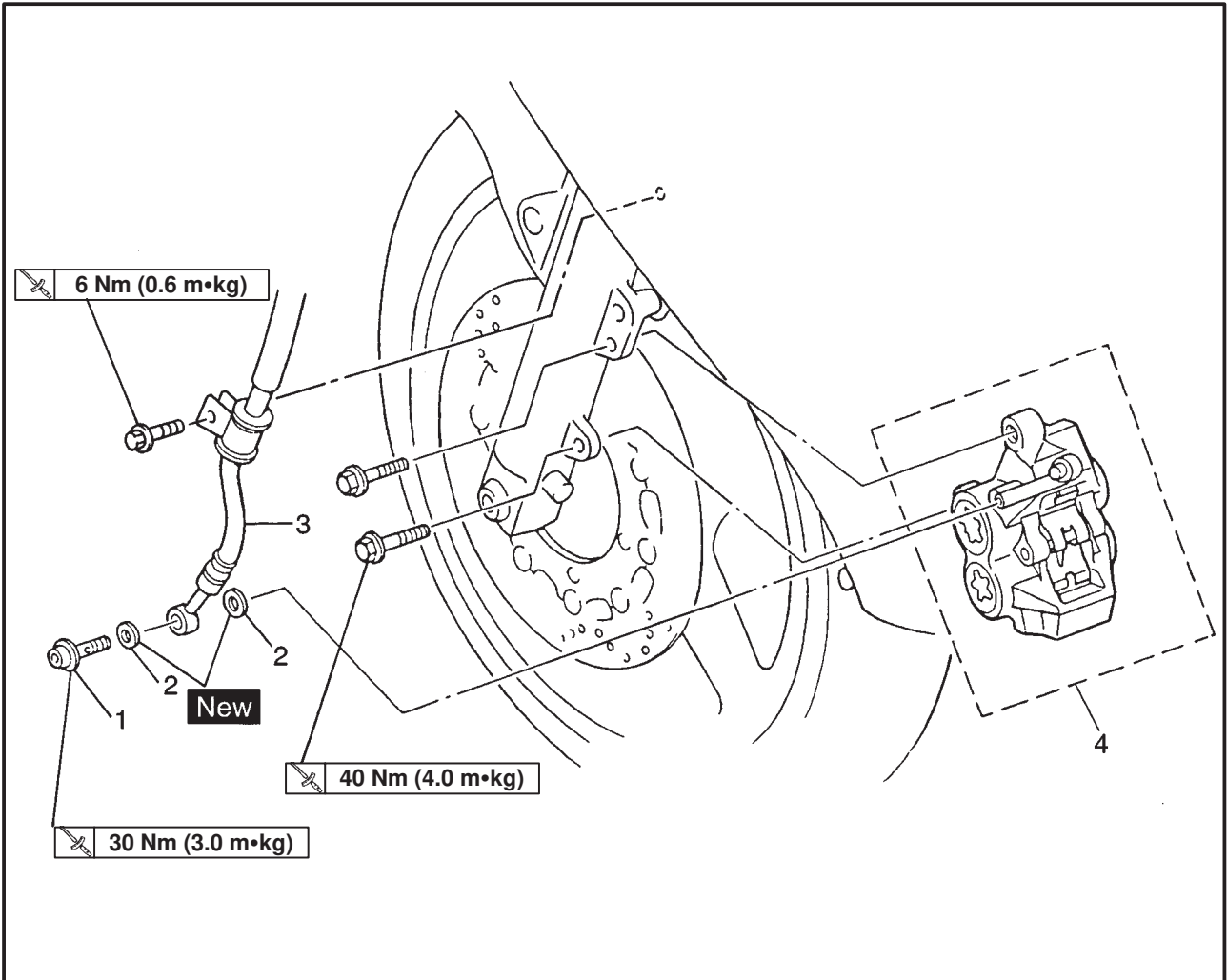
	<p style="margin: 0;">Brake pedal position (from the top of the brake pedal to the bottom of the rider footrest bracket bolt center)</p> <p style="margin: 0; text-align: center;">4.3 × 9.3 mm</p>
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6. Adjust:
 - rear brake light operation timing

Refer to “ADJUSTING THE REAR BRAKE LIGHT SWITCH” in chapter 3.

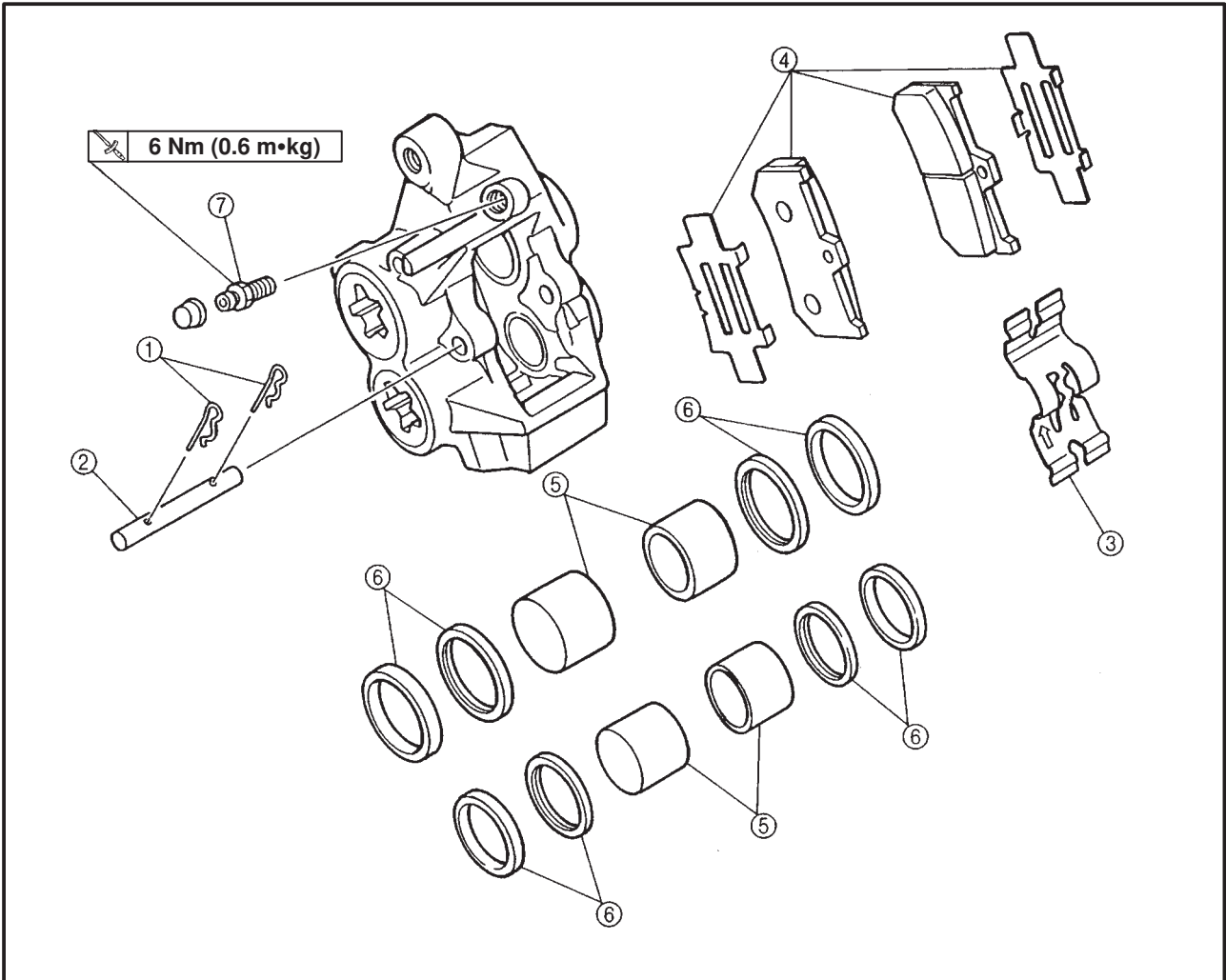
EAS00613

FRONT BRAKE CALIPERS



Order	Job/Part	Q'ty	Remarks
	Removing the front brake calipers		Remove the parts in the order listed. The following procedure applies to both of the front brake calipers. Drain.
1	Brake fluid Union bolt	1	Refer to "INSTALLING THE FRONT BRAKE CALIPERS".
2	Union bolt	2	
3	Copper washer	1	
4	Brake hose	1	
	Brake caliper	1	For installation, reverse the removal procedure.

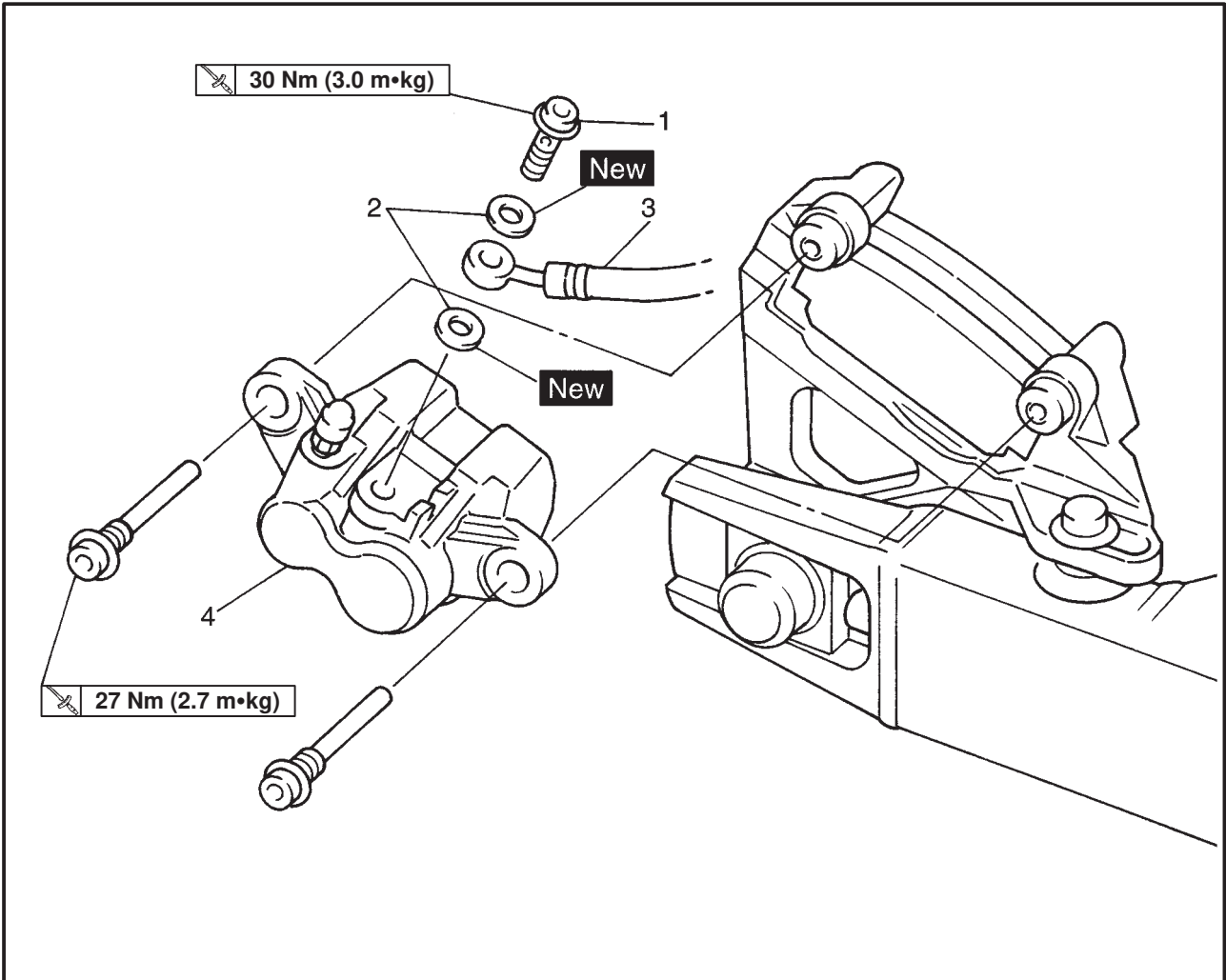
EAS00615



Order	Job/Part	Q'ty	Remarks
	Disassembling the front brake calipers		Disassemble the parts in the order listed.
			The following procedure applies to both of the front brake calipers.
①	Brake pad clip	2	Refer to "REMOVING THE FRONT BRAKE CALIPERS".
②	Brake pad pin	1	
③	Brake pad spring	1	
④	Brake pad	2	
⑤	Brake caliper piston	4	
⑥	Brake caliper piston seal	8	
⑦	Bleed screw	1	For assembly, reverse the disassembly procedure.

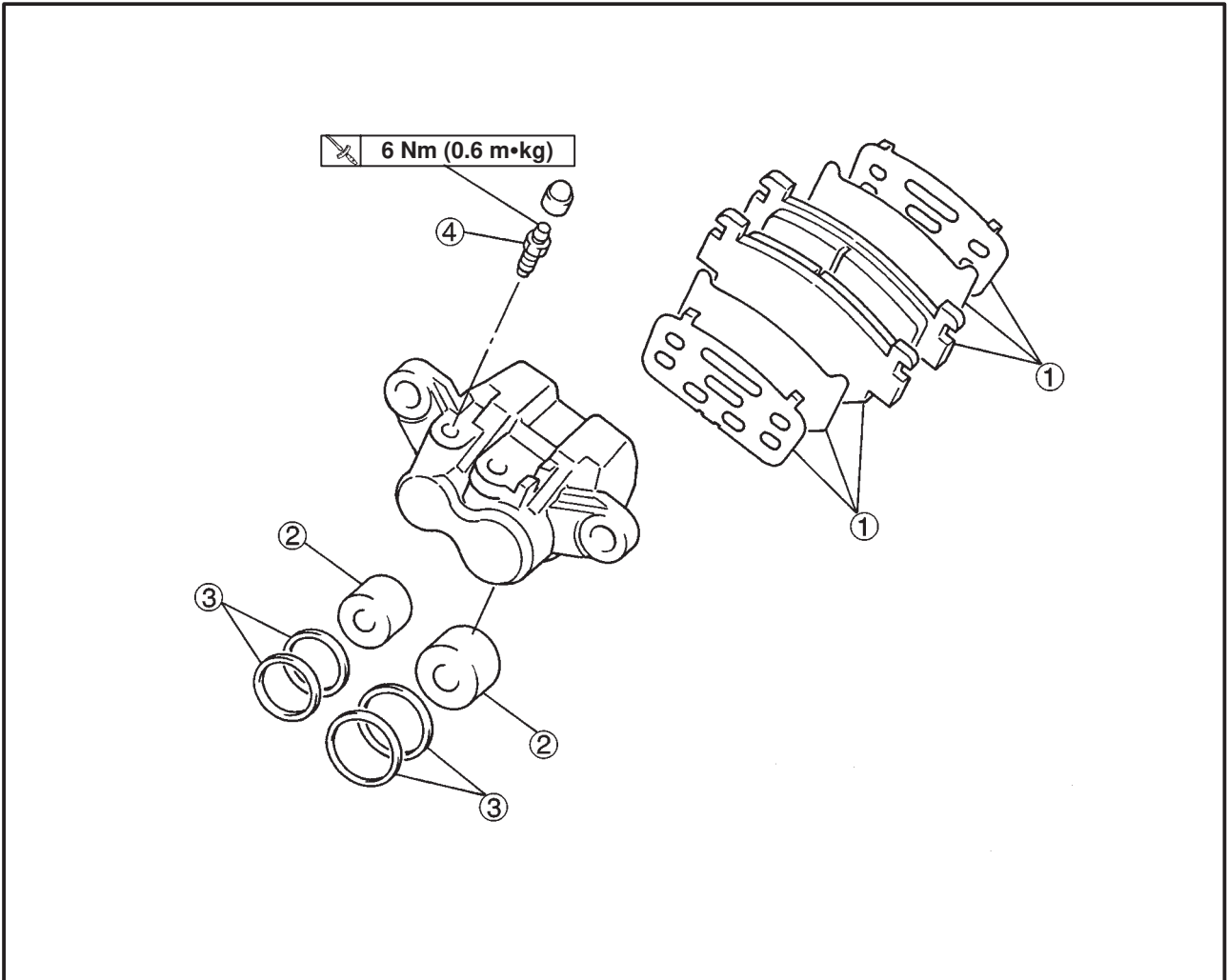
EAS00616

REAR BRAKE CALIPER



Order	Job/Part	Q'ty	Remarks
	Removing the rear brake caliper		
	Brake fluid		Remove the parts in the order listed. Drain.
1	Union bolt	1	Refer to "INSTALLING THE REAR BRAKE CALIPERS".
2	Copper washer	2	
3	Brake hose	1	
4	Brake caliper	1	
			For installation, reverse the removal procedure.

EAS00617



Order	Job/Part	Q'ty	Remarks
	Disassembling the rear brake caliper		Disassemble the parts in the order listed.
①	Brake pad	2	Refer to "REMOVING THE REAR BRAKE CALIPERS".
②	Brake caliper piston	2	
③	Brake caliper piston seal	4	
④	Bleed screw	1	
			For assembly, reverse the disassembly procedure.

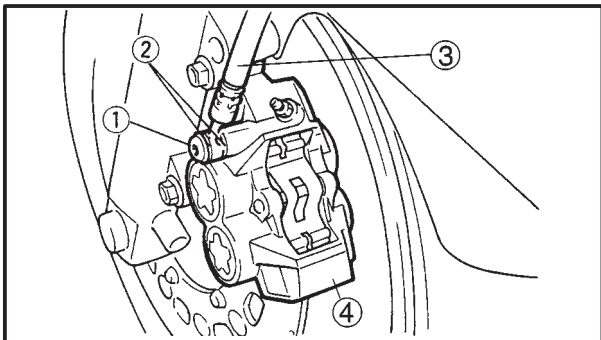
EAS00625

REMOVING THE FRONT BRAKE CALIPERS

The following procedure applies to both of the brake calipers.

NOTE: _____

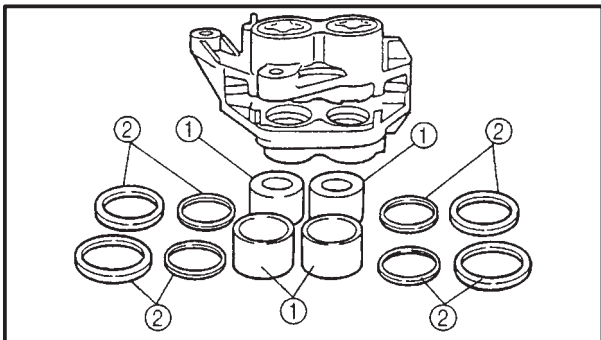
Before removing either brake caliper, drain the brake fluid from the entire brake system.



1. Remove:
 - union bolt ①
 - copper washers ②
 - brake hose ③
 - brake caliper ④

NOTE: _____

Put the end of the brake hose into a container and pump out the brake fluid carefully.



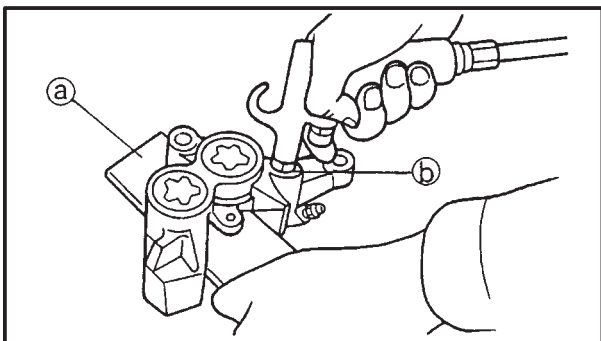
2. Remove:
 - brake caliper pistons ①
 - brake caliper piston seals ②



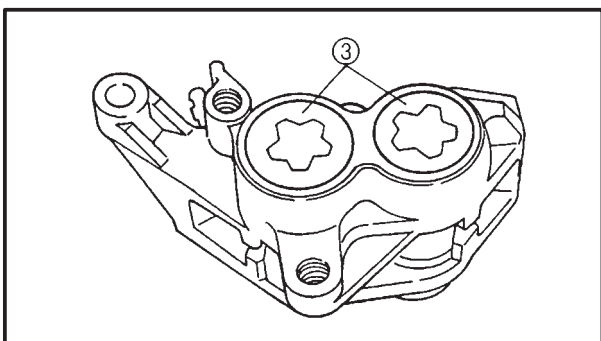
- a. Secure the right side brake caliper pistons with a piece of wood (a).
- b. Blow compressed air into the brake hose joint opening (b) to force out the pistons from the brake caliper.

⚠ WARNING _____

- Never try to pry out the brake caliper pistons.
- Do not loosen the bolts ③.



- c. Remove the brake caliper piston seals.
- d. Repeat the previous steps to force out the right side pistons from the brake caliper.

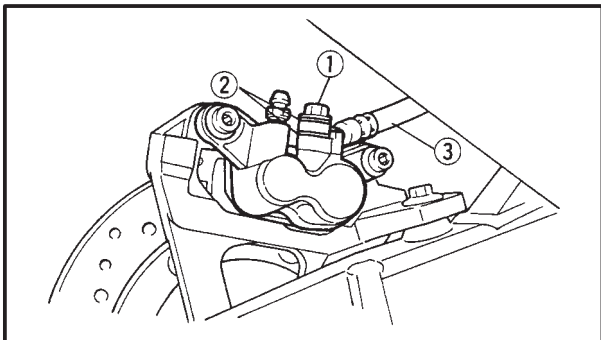


EAS00628

REMOVING THE REAR BRAKE CALIPER

NOTE: _____

Before removing the brake caliper, drain the brake fluid from the entire brake system.

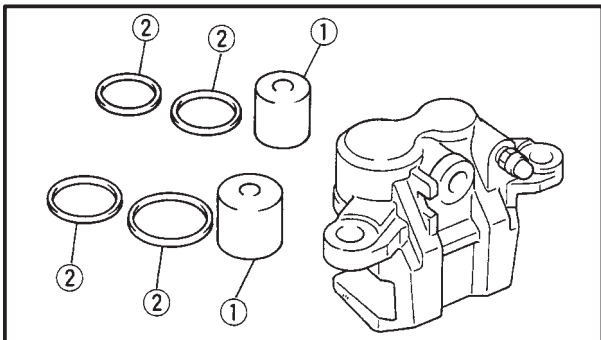


1. Remove:

- union bolt ①
- copper washers ②
- brake hose ③

NOTE: _____

Put the end of the brake hose into a container and pump out the brake fluid carefully.



2. Remove:

- brake caliper pistons ①
- brake caliper piston seals ②

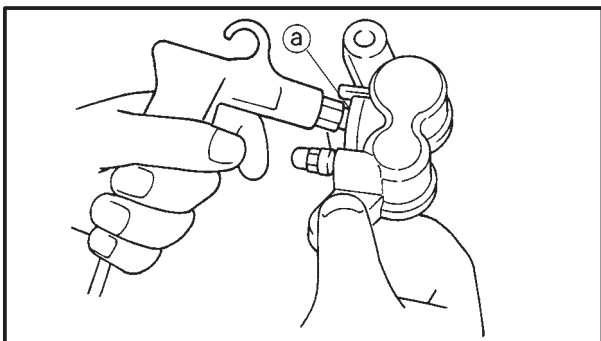


a. Blow compressed air into the brake hose joint opening (a) to force out the pistons from the brake caliper.

Be careful not to get injured when the pistons are expelled from the brake caliper..

⚠ WARNING _____

- Cover the brake caliper piston with a rag.
 - Never try to pry out the brake caliper pistons.
-



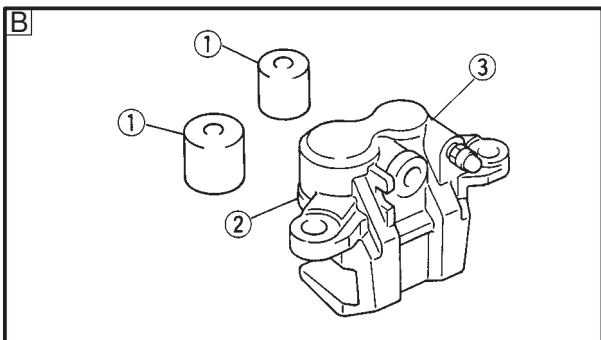
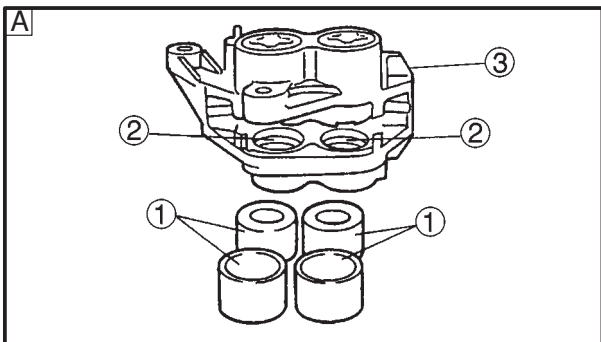
b. Remove the brake caliper piston seals.



EAS00633

CHECKING THE FRONT AND REAR BRAKE CALIPERS

Recommended brake component replacement schedule	
Brake pads	If necessary
Piston seals	Every two years
Brake hoses	Every four years
Brake fluid	Every two years and whenever the brake is disassembled



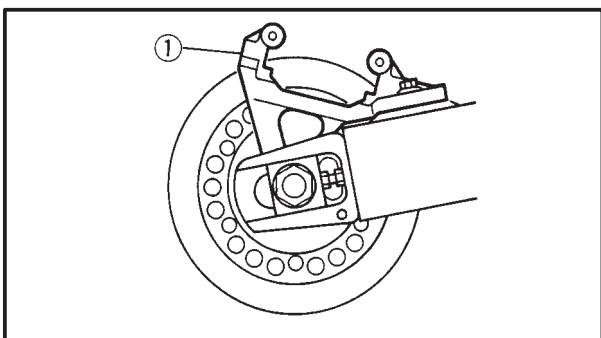
- Check:
 - brake caliper pistons ①
Rust/scratches/wear → Replace the brake caliper.
 - brake caliper cylinders ②
Scratches/wear → Replace the brake caliper.
 - brake calipers ③
Cracks/damage → Replace.
 - brake fluid delivery passages (brake caliper body)
Obstruction → Blow out with compressed air.

⚠ WARNING

Whenever a brake caliper is disassembled, replace the brake caliper piston seals.

A Front

B Rear



- Check:
 - rear brake caliper bracket ①
Cracks/damage → Replace.


EAS00640

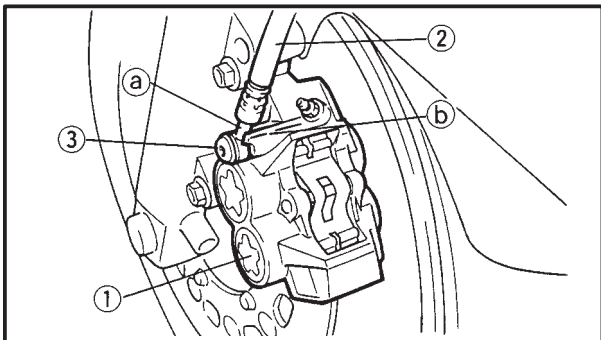
INSTALLING THE FRONT BRAKE CALIPERS

The following procedure applies to both of the brake calipers.

⚠ 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 piston seals to swell and distort.
- Whenever a brake caliper is disassembled, replace the brake caliper piston seals.

	Recommended brake fluid DOT 4
---	--



1. Install:

- brake caliper ① (temporarily)
- copper washers **New**
- brake hose ②
- union bolt ③

 **30 Nm (3.0 m•kg)**

⚠ WARNING

Proper brake hose routing is essential to insure safe motorcycle operation. Refer to “CABLE ROUTING”.

CAUTION:


When installing the brake hose onto the brake caliper ①, make sure that the brake pipe a touches the projection b on the brake caliper.


2. Remove:

- brake caliper

3. Install:

- brake pads
- brake pad spring
- brake caliper
- brake hose holder

 **40 Nm (4.0 m•kg)**

 **7 Nm (0.7 m•kg)**

Refer to “REPLACING THE FRONT BRAKE PADS”.



4. Fill:

- brake fluid reservoir
(with the specified amount of the recommended brake fluid)



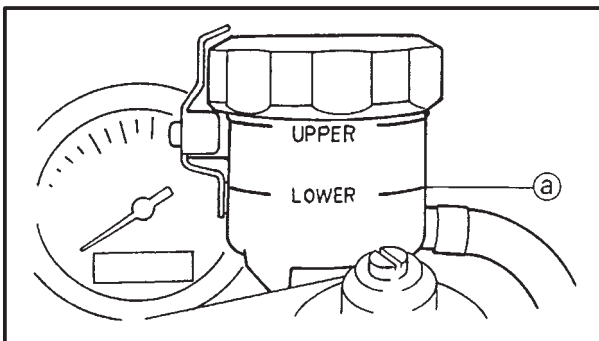
**Recommended brake fluid
DOT 4**

! 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.

CAUTION:

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” in chapter 3.

6. Check:

- brake fluid level
Below the minimum level mark (a) → Add the recommended brake fluid to the proper level. Refer to “CHECKING THE BRAKE FLUID LEVEL” in chapter 3.

7. Check;


- brake lever operation
Soft or spongy feeling → Bleed the brake system.
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” in chapter 3.

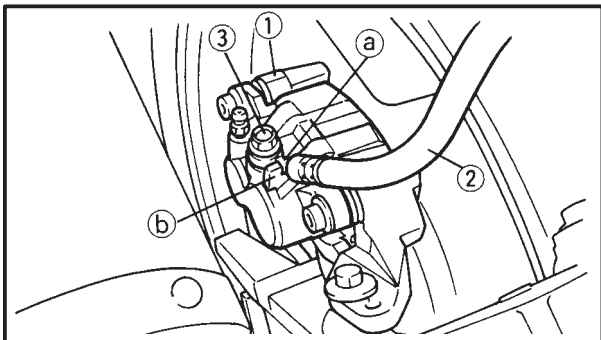
EAS00642

INSTALLING THE REAR BRAKE CALIPER

⚠ 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 piston seals to swell and distort.
- Whenever a brake caliper is disassembled, replace the brake caliper piston seals.

	Recommended brake fluid DOT 4
---	--



1. Install:

- brake pads
- brake caliper ①
- copper washers **New**
- brake hose ②
- union bolt ③

 **30 Nm (3.0 m•kg)**

⚠ WARNING

Proper brake hose routing is essential to insure safe motorcycle operation. Refer to “CABLE ROUTING”.

CAUTION:

When installing the brake hose onto the brake caliper ①, make sure that the brake pipe ① touches the projection ② on the brake caliper.



2. Fill:

- brake fluid reservoir
(with the specified amount of the recommended brake fluid)



**Recommended brake fluid
DOT 4**

⚠ 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.

CAUTION:

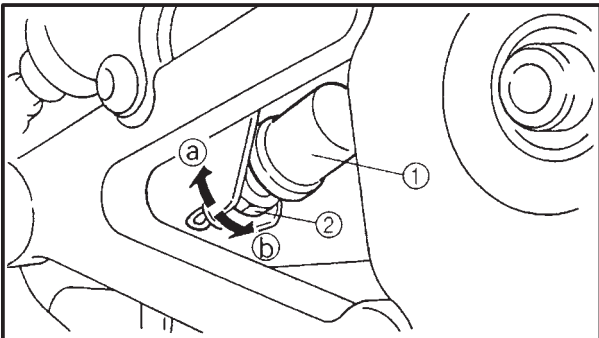
Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.

3. Bleed:

- brake system
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” in chapter 3.

4. Check:

- brake fluid level
Below the minimum level mark (a) → Add the recommended brake fluid to the proper level. Refer to “CHECKING THE BRAKE FLUID LEVEL” in chapter 3.

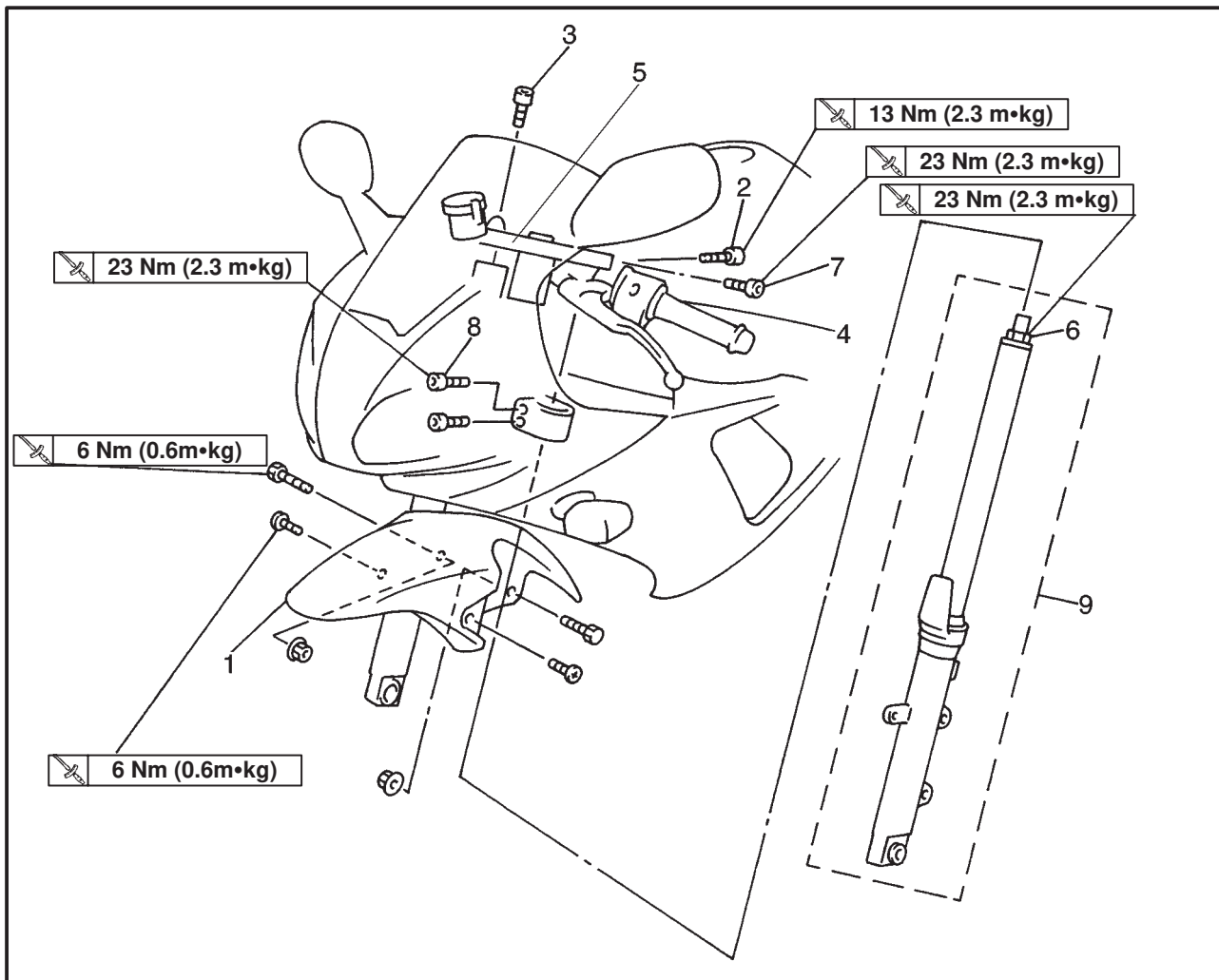


5. Check:

- brake pedal operation
Soft or spongy feeling → Bleed the brake system.
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” in chapter 3.

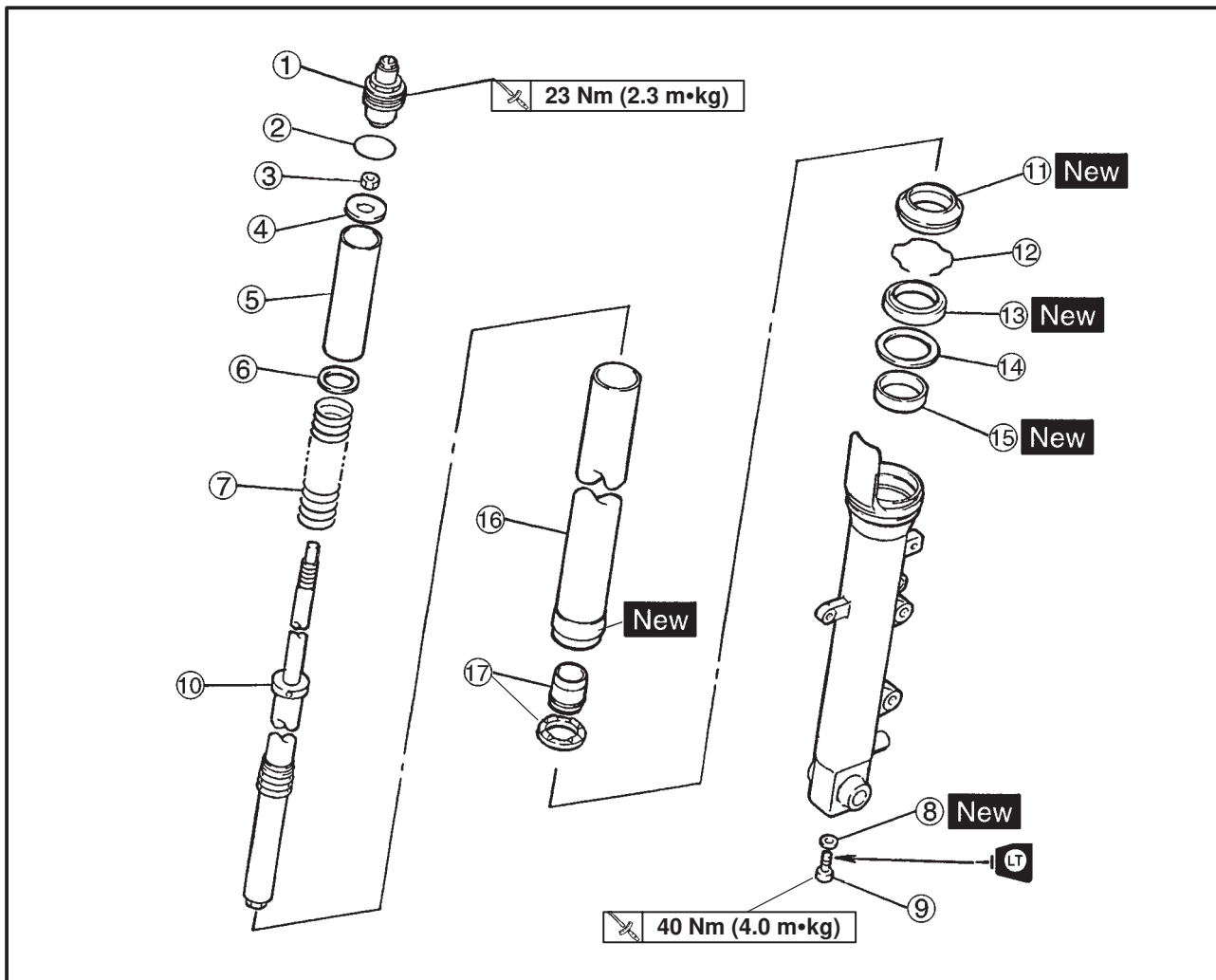
FRONT FORK

EAS00647

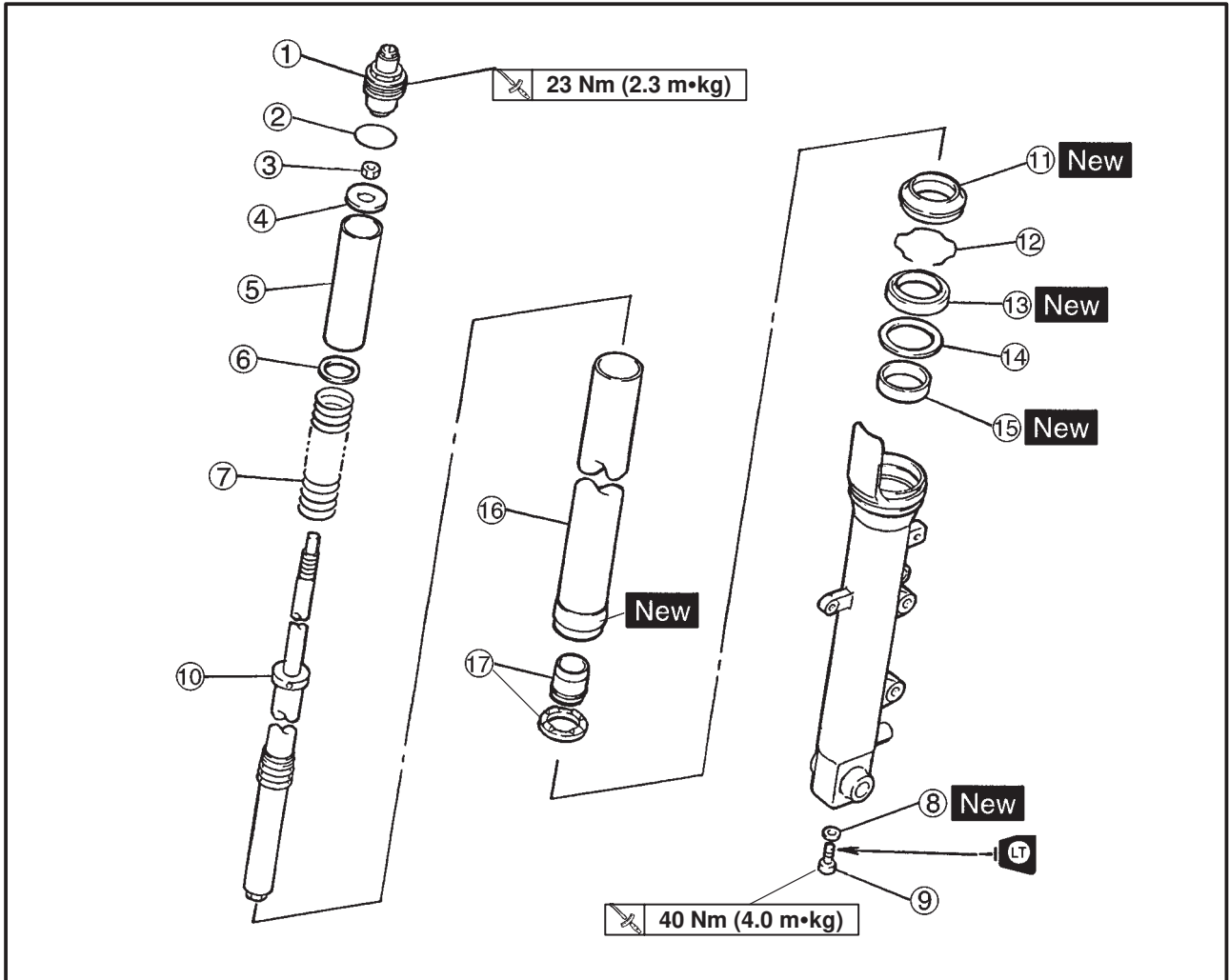


Order	Job/Part	Q'ty	Remarks
	Removing the front fork legs		Remove the parts in the order listed.
	Front brake calipers		The following procedure applies to both of the front fork legs.
	Front wheel		Refer to "FRONT WHEEL AND BRAKE DISCS".
	Front cowling inner panel		Refer to "COWLINGS" in chapter 3.
1	Front fender	1	
2	Handlebar pinch bolt	2	Loosen
3	Upper bracket bolt	2	
4	Handlebar (left)	1	
5	Handlebar (right)	1	
6	Upper bracket pinch bolts	2	Loosen
7	Cap bolts	2	Loosen
8	Lower bracket pinch bolts	4	Loosen
9	Front fork legs	2	
			For installation, reverse the removal procedure.

EB703002



Order	Job/Part	Q'ty	Remarks
	Disassembling the front fork legs		Remove the parts in the order listed. The following procedure applies to both of the front fork legs.
①	Cap bolt	1	Refer to "DISASSEMBLING/ ASSEMBLING THE FRONT FORK LEGS".
②	O-ring	1	
③	Nut	1	
④	Washer	1	
⑤	Spacer	1	
⑥	Washer	1	
⑦	Fork spring	1	
⑧	Copper washer	1	
⑨	Damper rod assembly bolt	1	
⑩	Damper rod assembly	1	



Order	Job/Part	Q'ty	Remarks
⑪	Dust seal	1	Refer to "DISASSEMBLING/ ASSEMBLING THE FRONT FORK LEGS".
⑫	Oil seal clip	1	
⑬	Oil seal	1	
⑭	Washer	1	
⑮	Outer tube bushing	1	
⑯	Inner tube	1	
⑰	Oil lock piece	1	
			For assembly, reverse the disassembly procedure.

EAS00649

REMOVING THE FRONT FORK LEGS

The following procedure applies to both of the front fork legs.

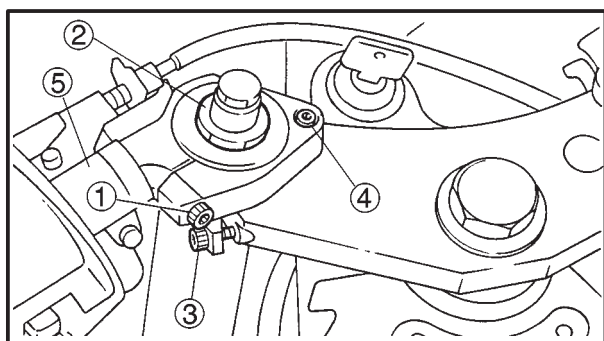
1. Stand the motorcycle on a level surface.

⚠ WARNING

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

NOTE:

Place the motorcycle on a suitable stand so that the front wheel is elevated.

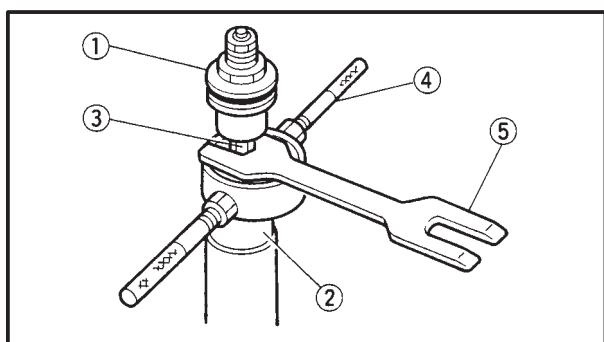


2. Loosen:
 - upper bracket pinch bolt (3)
 - cap bolt (2)
 - handlebar pinch bolt (1)
 - lower bracket pinch bolt
 - upper bracket bolt (4)
 - handlebar (5)

⚠ WARNING

Before loosening the upper and lower bracket pinch bolts and handlebar pinch bolt, support the front fork leg.

3. Remove:
 - front fork leg



EAS00655

DISASSEMBLING THE FRONT FORK LEGS

The following procedure applies to both of the front fork legs.

1. Remove:
 - cap bolt (1) (from the damper adjusting rod)
 - spacer (2)
 - nut (3)

- a. Press down on the spacer with the fork spring compressor (4).
- b. Install the rod holder (5) between the nut (3) and the spacer (2).



Fork spring compressor
90890-01441
Rod holder
90890-01434



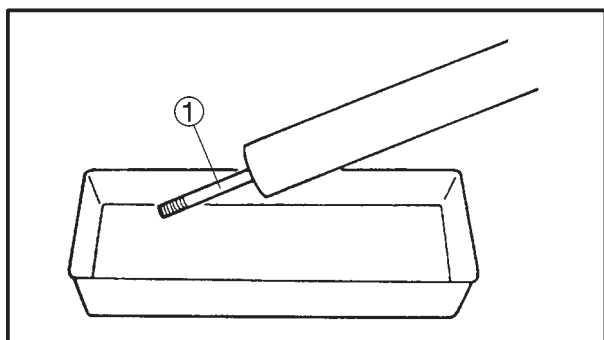
NOTE: _____
Use the side of the rod holder that is marked "B".

- c. Loosen the nut.
- d. Remove the cap bolt.
- e. Remove the rod holder and fork spring compressor.

⚠ WARNING _____

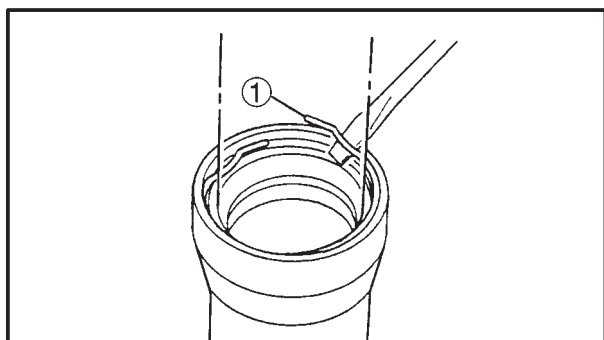
The fork spring is compressed.

- f. Remove the spacer and nut.
- g. Remove the fork spring.

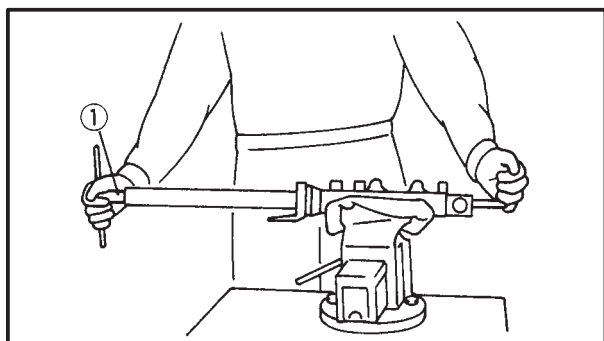


- 2. Drain:
 - fork oil

NOTE: _____
Stroke the damper rod ① several times while draining the fork oil.



- 3. Remove:
 - dust seal
 - oil seal clip ①
 - oil seal
 - washer (with a flat-head screwdriver)
 - Slide metal

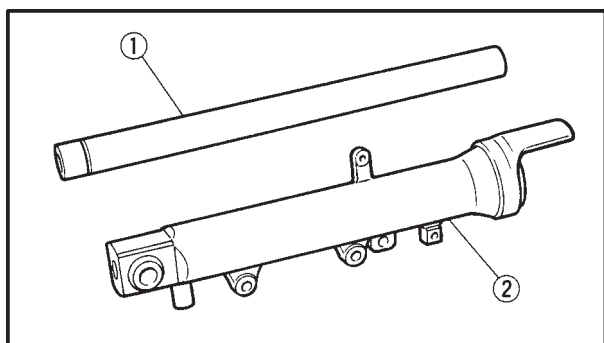


- 4. Remove:
 - damper rod assembly bolt
 - copper washer

NOTE: _____
While holding the damper rod with the damper rod holder ①, loosen the damper rod assembly bolt.



Damper rod holder
90890-01425



EAS00657

CHECKING THE FRONT FORK LEGS

The following procedure applies to both of the front fork legs.

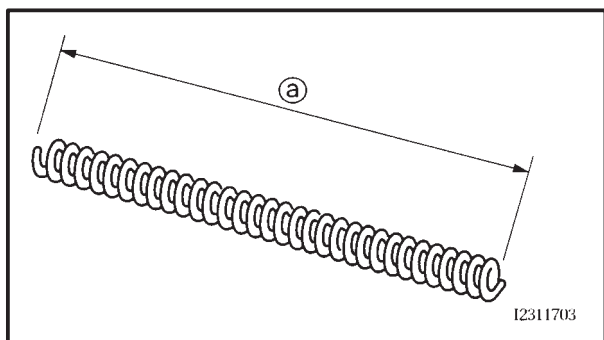
1. Check:

- inner tube ①
- outer tube ②

Bends/damage/scratches → Replace.

⚠ WARNING

Do not attempt to straighten a bent inner tube as this may dangerously weaken it.



2. Measure:

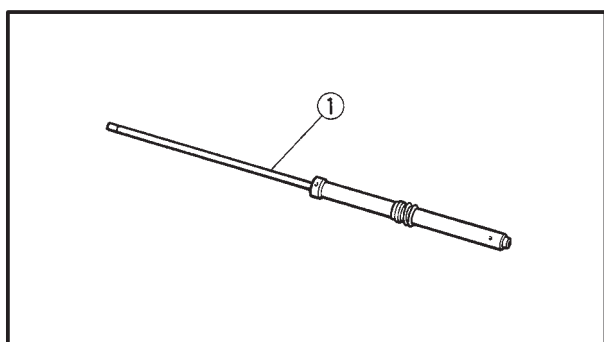
- spring free length ①

Out of specification → Replace.

**Spring free length limit**

251.8 mm

<Limit>: 246 mm



3. Check:

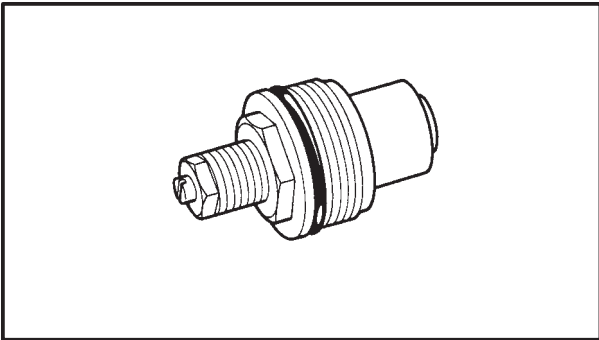
- damper rod ①

Damage/wear → Replace.

Obstruction → Blow out all of the oil passages with compressed air.

CAUTION:

- The front fork leg has a built-in damper adjusting rod and 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 O-ring
- Damage/wear → Replace.

EAS00661

ASSEMBLING THE FRONT FORK LEGS

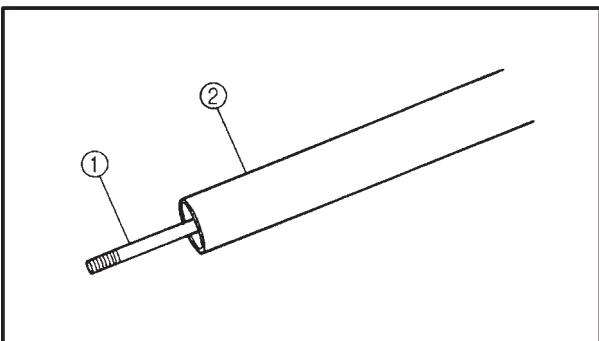
The following procedure applies to both of the front fork legs.

⚠ WARNING

- Make sure that the oil levels in both front fork legs are equal.
- Uneven oil levels can result in poor handling and a loss of stability.

NOTE:

- When assembling the front fork leg, be sure to replace the following parts:
 - inner tube bushing
 - outer tube bushing
 - oil seal
 - dust seal
- Before assembling the front fork leg, make sure that all of the components are clean.



1. Install:
- oil lock piece
 - inner tube ②
 - damper rod assembly ①

⚠ WARNING

Always use new copper washers.

CAUTION:

Allow the damper rod assembly to slide slowly down the inner tube ② until it protrudes from the bottom of the inner tube. Be careful not to damage the inner tube.

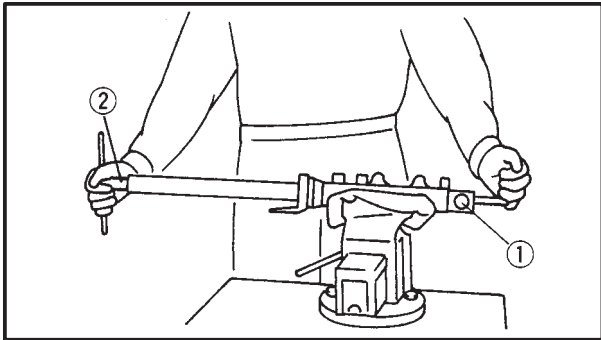
2. Lubricate:
- inner tube's outer surface



Recommended lubricant
Yamaha fork and suspension oil
01 or equivalent

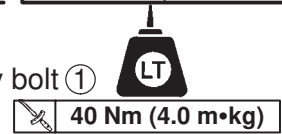
FRONT FORK

CHAS



3. Tighten:

- damper rod assembly bolt (1)

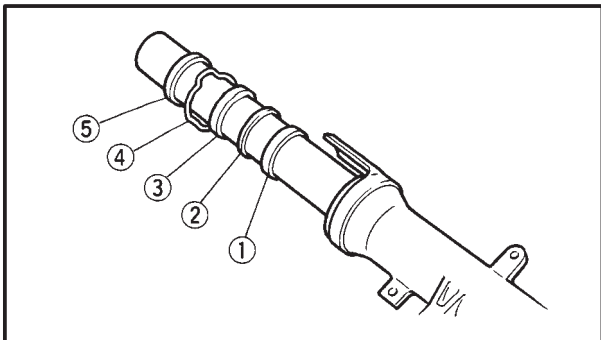


NOTE:

While holding the damper rod with the damper rod holder (2), tighten the damper rod assembly bolt.



Damper rod holder
90890-01425

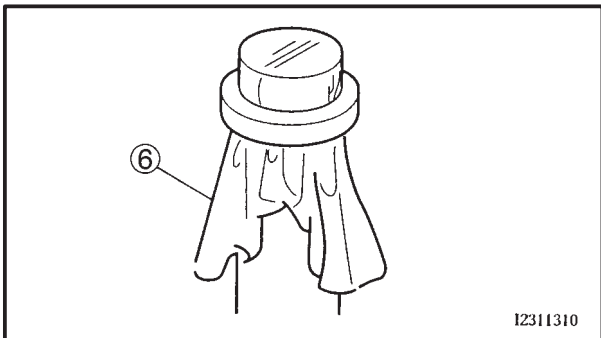


4. Install:

- outer tube bushing (1)
- washer (2)
- oil seal (3)
- oil seal clip (4)
- dust seal (5)

CAUTION:

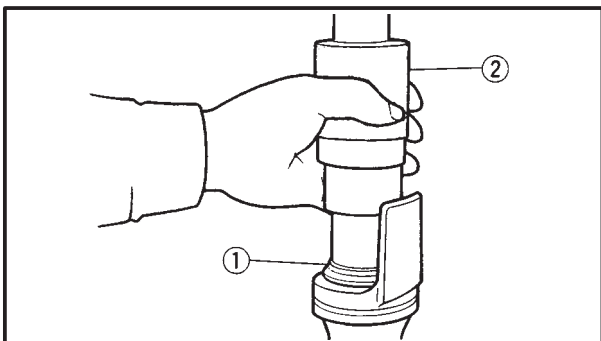
Make sure that the numbered side of the oil seal faces up.



12311310

NOTE:

- Before installing the oil seal, lubricate its lips with lithium soap base 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 (6) to protect the oil seal during installation.

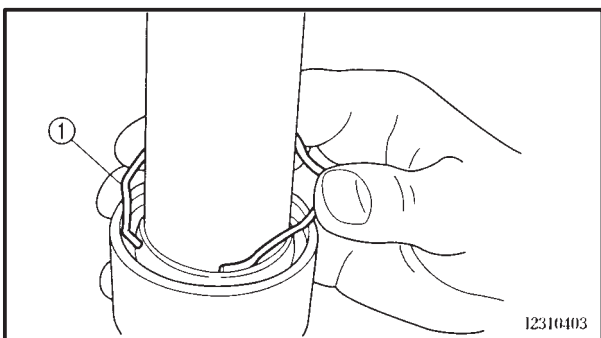


5. Install:

- washer (1)
 - oil seal (2)
- (with the fork seal driver (2))



Fork seal driver weight
90890-01367
Fork seal driver attachment
90890-01374



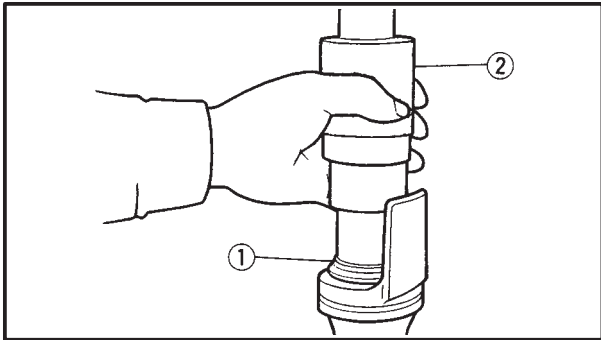
12310403

6. Install:

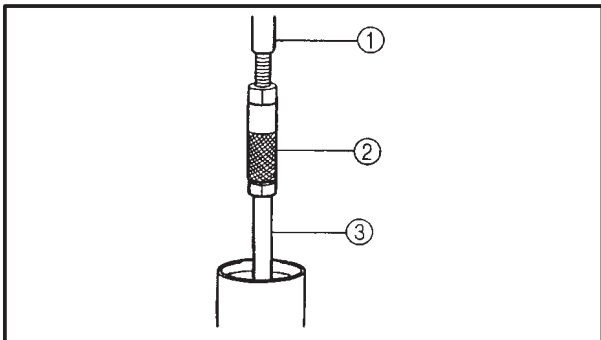
- oil seal clip (1)

NOTE:

Adjust the oil seal clip so that it fits into the outer tube's groove.



7. Install:
- dust seal ①
(with the fork seal driver ②)



8. Install:
- rod puller ①
 - adapter ②
(onto the damper rod ③)



Rod puller
90890-01437
Adapter
90890-01436

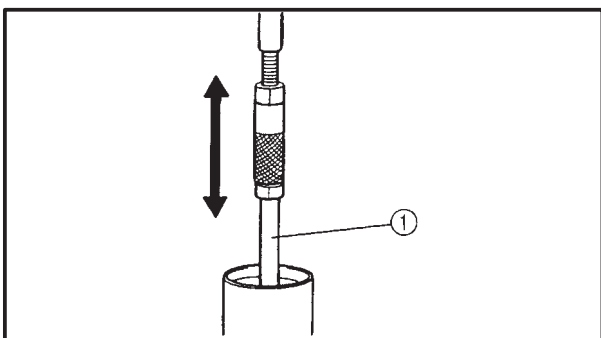
9. Fully compress the front fork leg.
10. Fill:
- front fork leg
(with the specified amount of the recommended fork oil)



Quantity (each front fork leg)
476 cm³
Recommended oil
Yamaha fork and suspension
oil 01
or equivalent

CAUTION: _____

- 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.

NOTE: _____

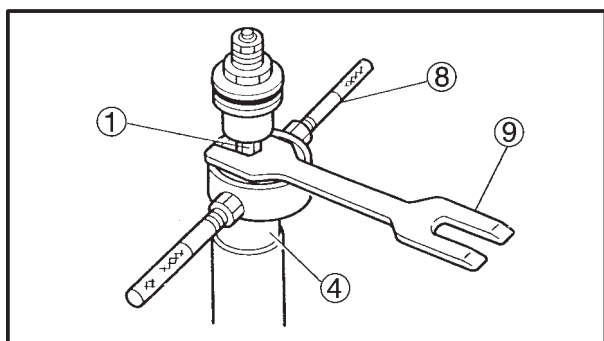
Be sure to stroke the damper rod slowly because the fork oil may spurt out.


c. Install the rod puller and adapter onto the damper rod.

	Rod puller
	90890-01437
	Adapter
	90890-01436


d. Install the fork spring, washers and spacer.
 e. Press down on the spacer with the fork spring compressor (8).
 f. Pull up the rod puller and install the rod holder (9) between the nut (1) and the spacer (4).

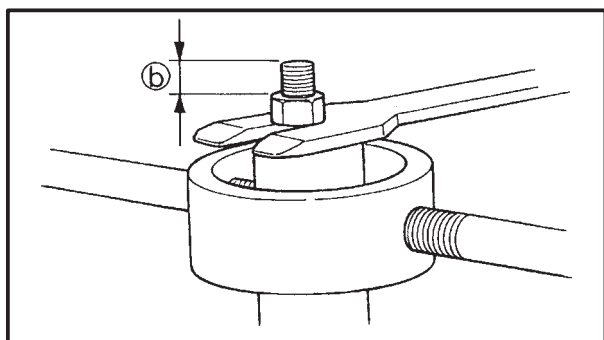
NOTE: _____
 Use the side of the rod holder that is marked "B".




	Fork spring compressor
	90890-01441
	Rod holder
	90890-01434

g. Remove the rod puller and adapter.
 h. Install the nut (1) and position it as specified (b).

	Distance (b)
	11 mm



i. Install the damper adjusting rod and cap bolt, and then finger tighten the cap bolt.
 j. Hold the cap bolt and tighten the nut to specification.

	Nut:
	15 Nm (1.5 m•kg)

k. Remove the rod holder and fork spring compressor.

⚠ WARNING _____

- The fork spring is compressed.
- Always use a new cap bolt O-ring.



16. Install:
- cap bolt
(onto the inner tube)

NOTE: _____
Temporarily tighten the cap bolt.

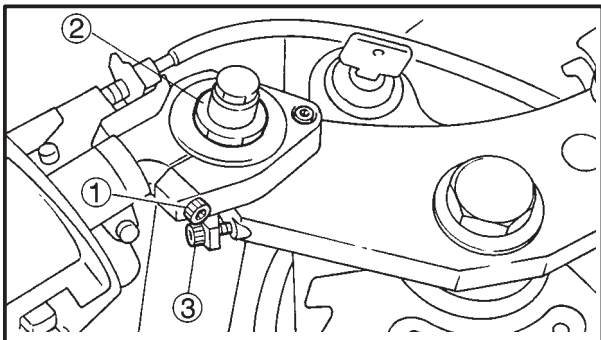
EAS00662





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.

NOTE: _____
Make sure that the inner fork tube is flush with the top of the handlebar.



2. Tighten:
- lower bracket pinch bolt  **23 Nm (2.3 m•kg)**
 - handlebar pinch bolt ①  **33 Nm (3.3 m•kg)**
 - cap bolt ②  **23 Nm (2.3 m•kg)**
 - upper bracket pinch bolt ③  **26 Nm (2.6 m•kg)**

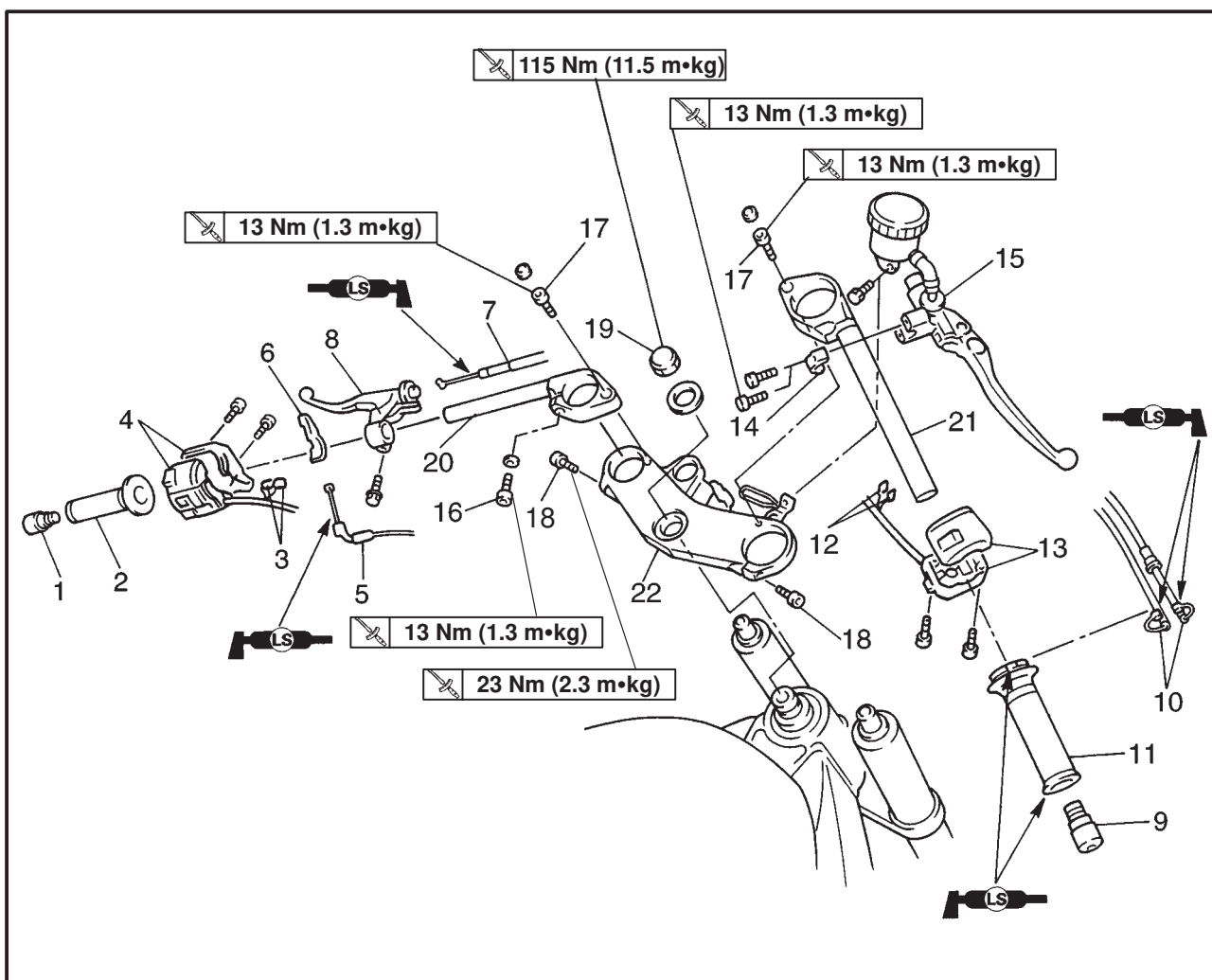
⚠ WARNING _____

Make sure that the brake hoses are routed properly.

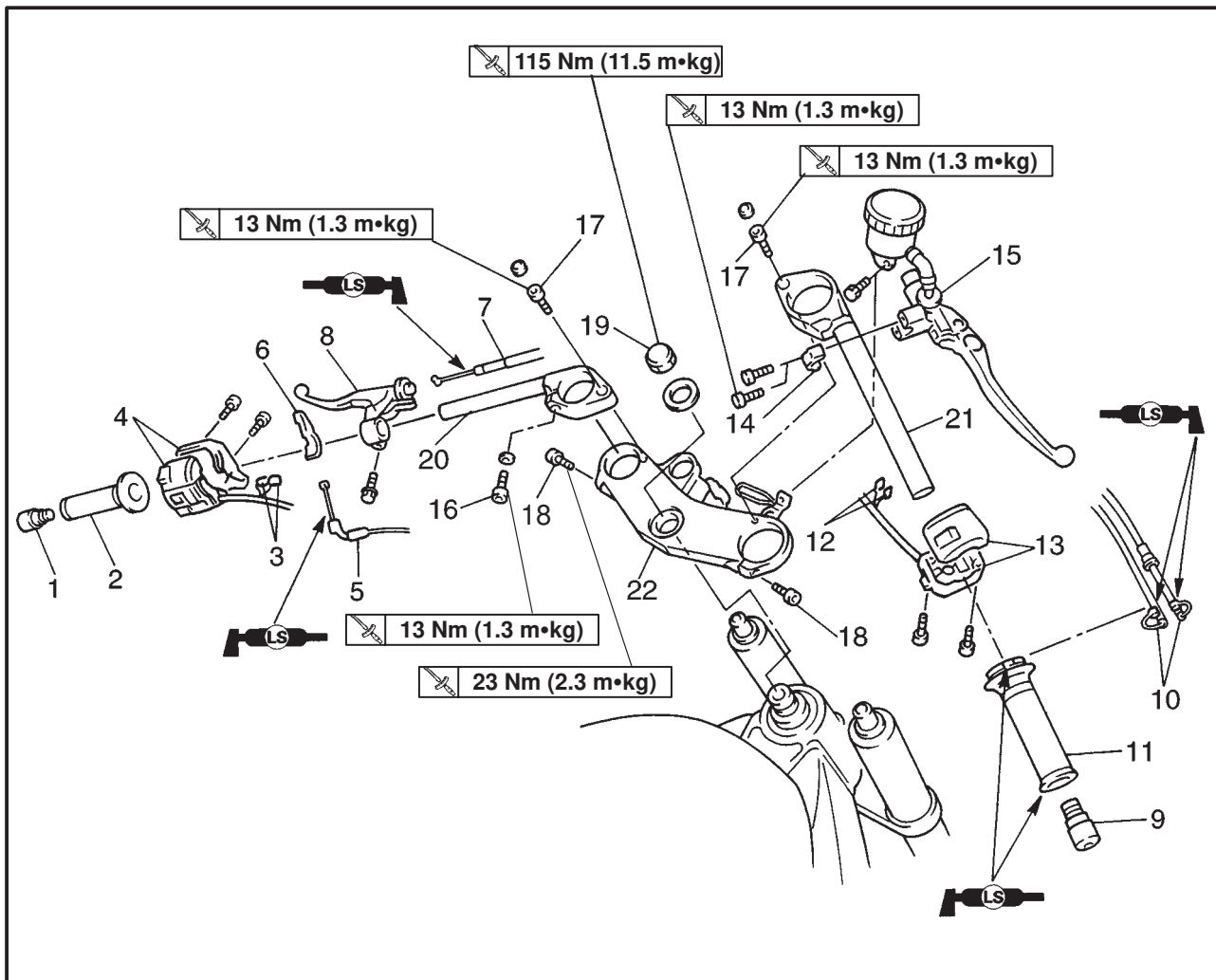
3. Adjust:
- spring preload
 - rebound damping
 - compression damping
- Refer to “ADJUSTING THE FRONT FORK LEGS” in chapter 3.

EAS00665

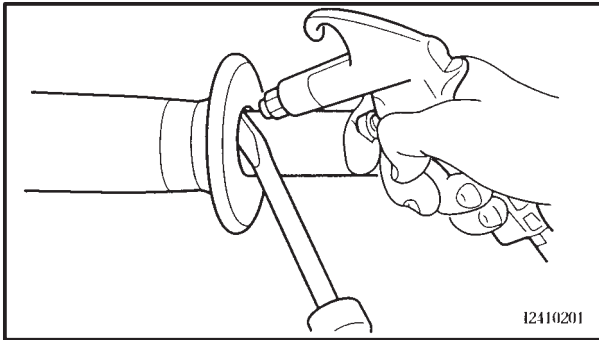
HANDLEBARS



Order	Job/Part	Q'ty	Remarks
	Removing the handlebars		Remove the parts in the order listed.
1	Left grip end	1	Refer to "REMOVING/INSTALLING THE HANDLEBARS".
2	Handlebar grip	1	
3	Clutch switch connector	2	Disconnect.
4	Left handlebar switch	1	Refer to "INSTALLING THE HANDLEBARS".
5	Starter cable	1	Disconnect.
6	Starter lever	1	
7	Clutch cable	1	Disconnect.
8	Clutch lever holder	1	
9	Right grip end	1	Refer to "INSTALLING THE HANDLEBARS".
10	Throttle cable	2	
11	Throttle grip	1	



Order	Job/Part	Q'ty	Remarks	
12	Front brake switch connector	2	Disconnect.	
13	Right handlebar switch	1	Refer to "INSTALLING THE HANDLEBARS".	
14	Brake master cylinder holder	1		
15	Brake master cylinder	1		
16	Handlebar pinch bolt	2		
17	Upper bracket bolt	2		
18	Upper bracket pinch bolt	2		
19	Steering stem nut	1		
20	Left handlebar	1		
21	Right handlebar	1		
22	Upper bracket	1		
				For installation, reverse the removal procedure.



EAS00667

REMOVING THE HANDLEBARS

1. Stand the motorcycle on a level surface.

⚠ WARNING

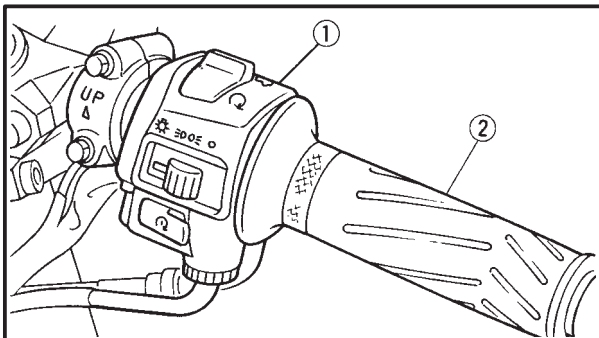
Securely support the motorcycle so that there is no danger of it falling over.

2. Remove:

- grip end
- handlebar grip
- left handlebar switch
- clutch lever holder

NOTE:

Blow compressed air between the left handlebar and the handlebar grip, and gradually push the grip off the handlebar.



3. Remove:

- grip end
- right handle switch ①
- throttle grip ②
- right handlebar switch
- brake master cylinder holder

EAS00669

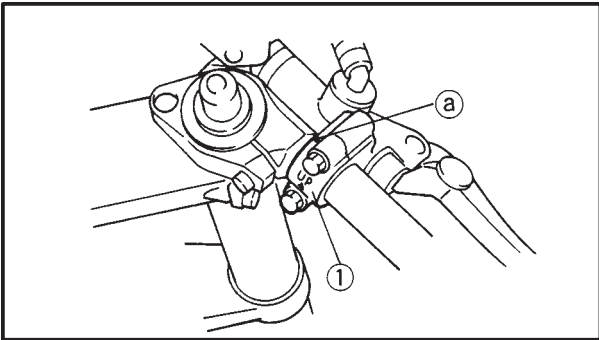
CHECKING THE HANDLEBARS

1. Check:

- left handlebar
 - right handlebar
- Bends/cracks/damage → Replace.

⚠ WARNING

Do not attempt to straighten bent handlebars as this may dangerously weaken them.



EAS00674

INSTALLING THE HANDLEBARS

1. Install:

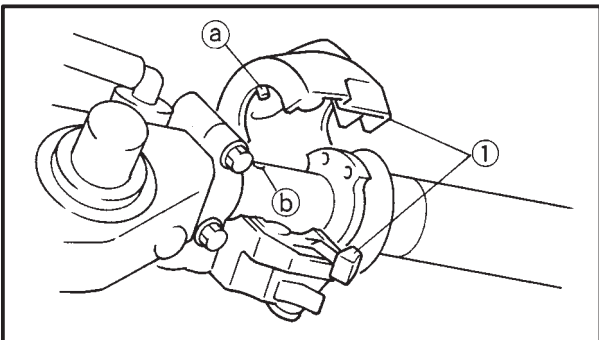
- brake master cylinder holder ①

CAUTION:

- Install the brake master cylinder holder with the “UP” mark facing up.
- First, tighten the upper bolt, then the lower bolt.

NOTE:

- Align the mating surfaces of the brake master cylinder holder with the punch mark (a) in the right handlebar.
- There should be 2 mm of clearance between the right handlebar switch and the brake master cylinder holder.

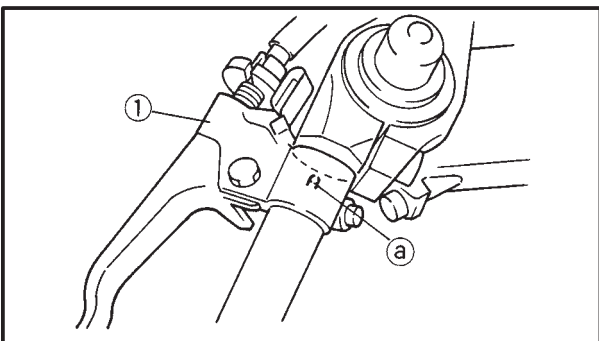


2. Install:

- right handlebar switch ①
- throttle cables
- grip end

NOTE:

Align the projection (a) on the throttle cable housing with the hole (b) in the right handlebar.



3. Install:

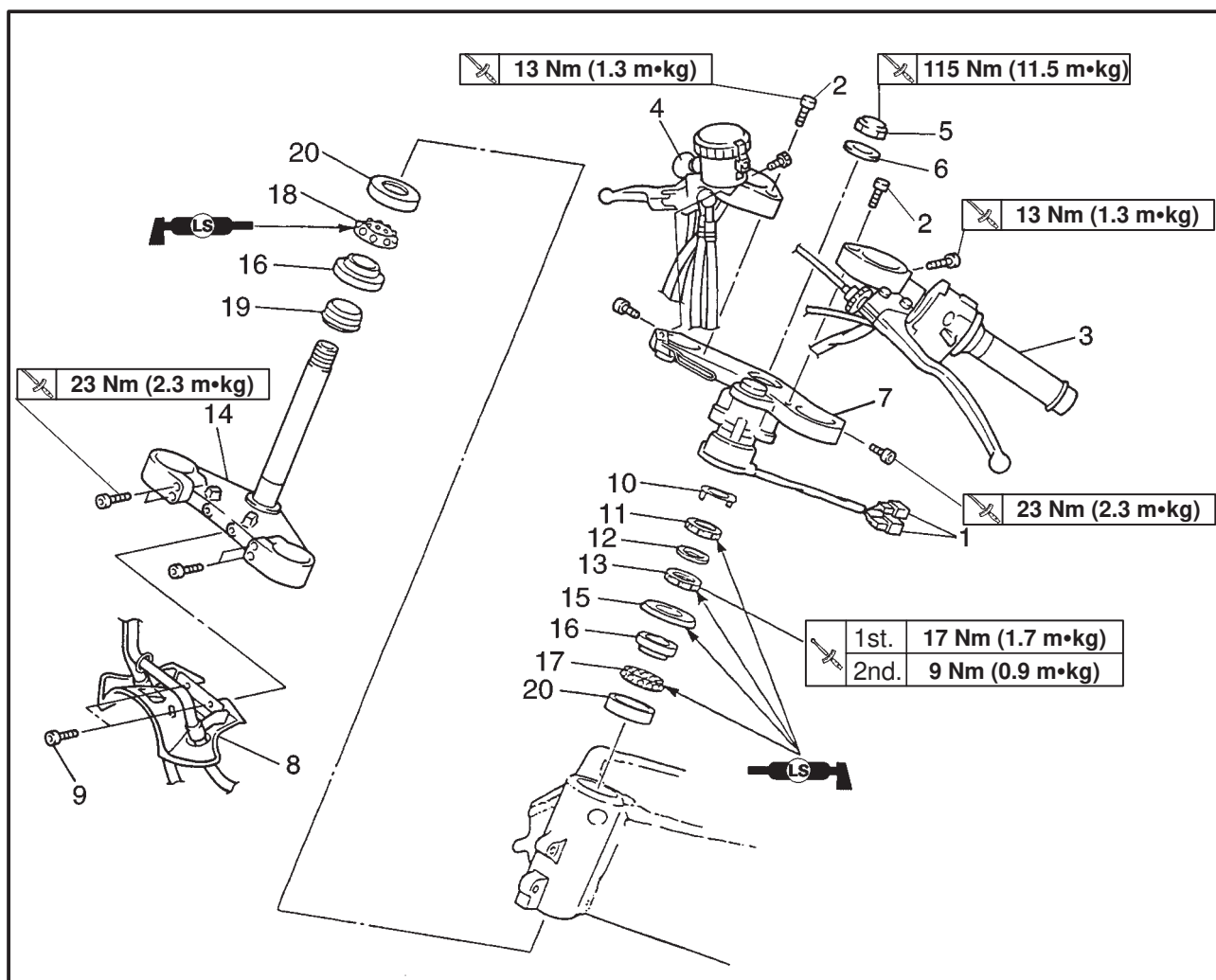
- clutch lever holder ①

NOTE:

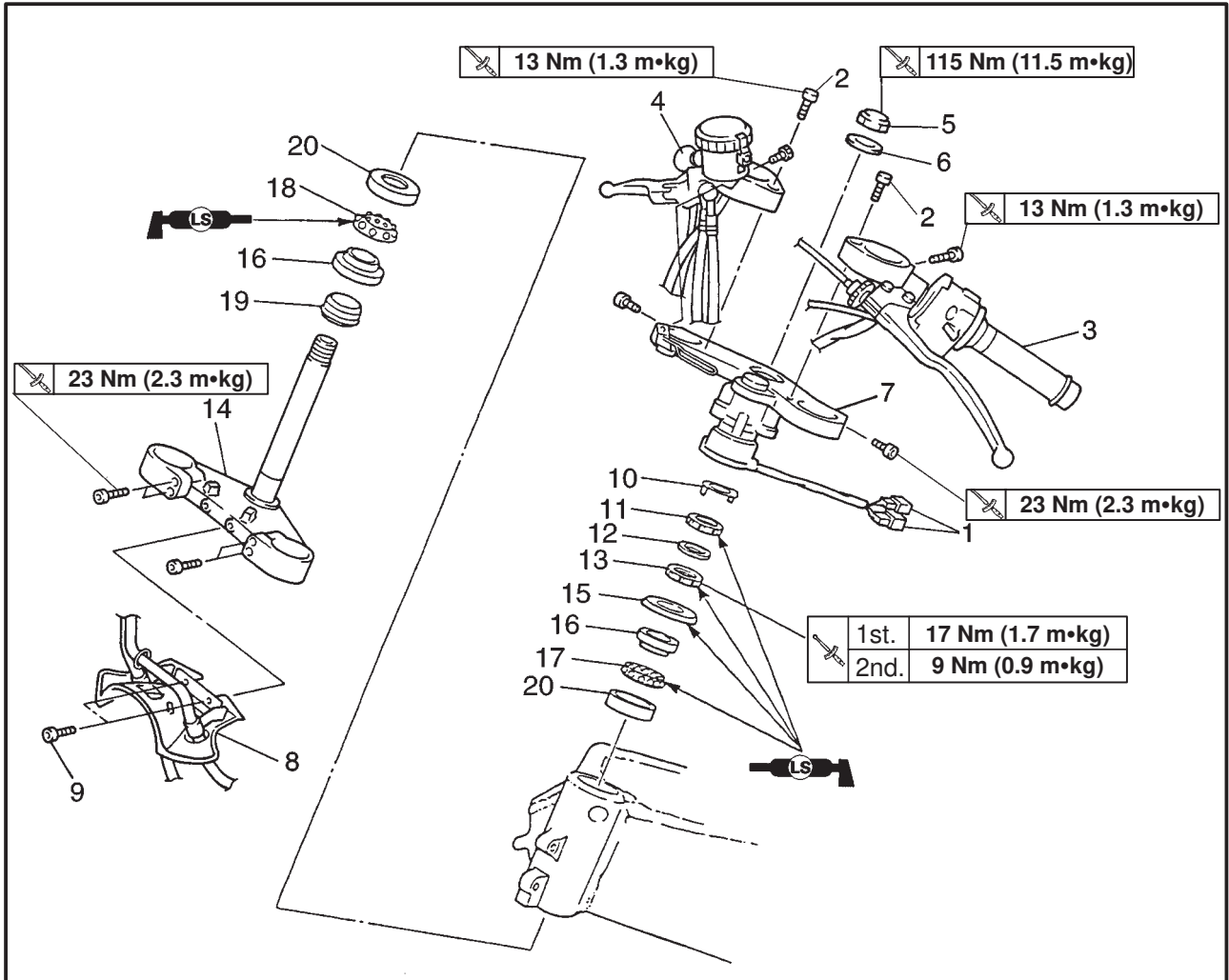
Align the slit in the clutch lever holder with the punch mark (a) in the left handlebar.

EAS00676

**STEERING HEAD
LOWER BRACKET**



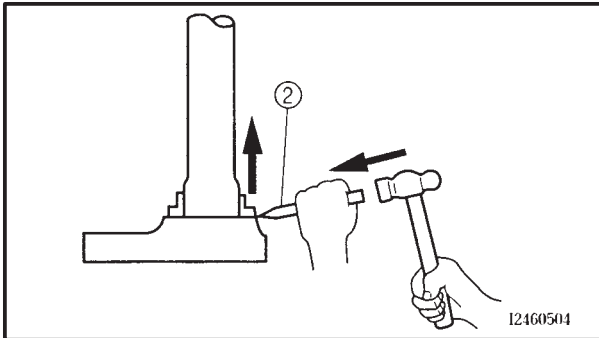
Order	Job/Part	Q'ty	Remarks
	Removing the lower bracket		
	Front wheel		Remove the parts in the order listed. Refer to "FRONT WHEEL AND BRAKE DISCS".
	Front fork legs		Refer to "FRONT FORK".
1	Main switch coupler	2	Disconnect.
2	Upper bracket bolt	2	
3	Left handlebar assembly	1	
4	Right handlebar assembly	1	
5	Steering stem nut	1	
6	Washer	1	
7	Upper bracket	1	
8	Lower bracket panel	1	
9	Brake hose holder bolt	2	
10	Lock washer	1	Refer to "CHECK AND ADJUSTING THE STEERING HEAD" in chapter 3.
11	Upper ring nut	1	
12	Rubber washer	1	



Order	Job/Part	Q'ty	Remarks
13	Lower ring nut	1	Refer to "CHECK AND ADJUSTING THE STEERING HEAD" in chapter 3.
14	Lower bracket	1	
15	Bearing cover	1	
16	Bearing inner race	2	
17	Upper bearing	1	
18	Lower bearing	1	
19	Dust seal	1	
20	Bearing outer race	2	
			For installation, reverse the removal procedure.

STEERING HEAD

CHAS



- b. Remove the bearing race from the lower bracket with a floor chisel ② and hammer.
- c. Install a new dust seal and new bearing races.

CAUTION:

If the bearing race is not installed properly, the steering head pipe could be damaged.

NOTE:

- Always replace the bearing balls and bearing races as a set.
- Whenever the steering head is disassembled, replace the dust seal.

4. Check:

- upper bracket
- lower bracket
(along with the steering stem)
Bends/cracks/damage → Replace.

EAS00683

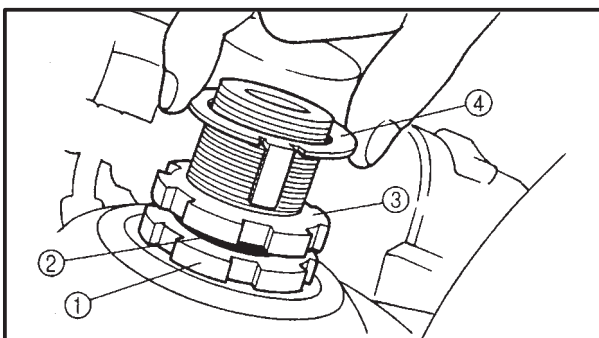
INSTALLING THE STEERING HEAD

1. Lubricate:

- upper bearing
- lower bearing
- bearing races



Recommended lubricant
Lithium soap base grease



2. Install:

- bearing
- bearing cover
- lower ring nut ①
- rubber washer ②
- upper ring nut ③
- lock washer ④

Refer to "CHECKING AND ADJUSTING THE STEERING HEAD" in chapter 3.

STEERING HEAD

CHAS



3. Install:
- upper bracket
 - steering stem nut

NOTE: _____






Temporarily tighten the steering stem nut.

4. Install:
- front fork legs
- Refer to "FRONT FORK".

NOTE: _____

Temporarily tighten the upper and lower bracket pinch bolts, and handlebar pinch bolts.

5. Tighten:

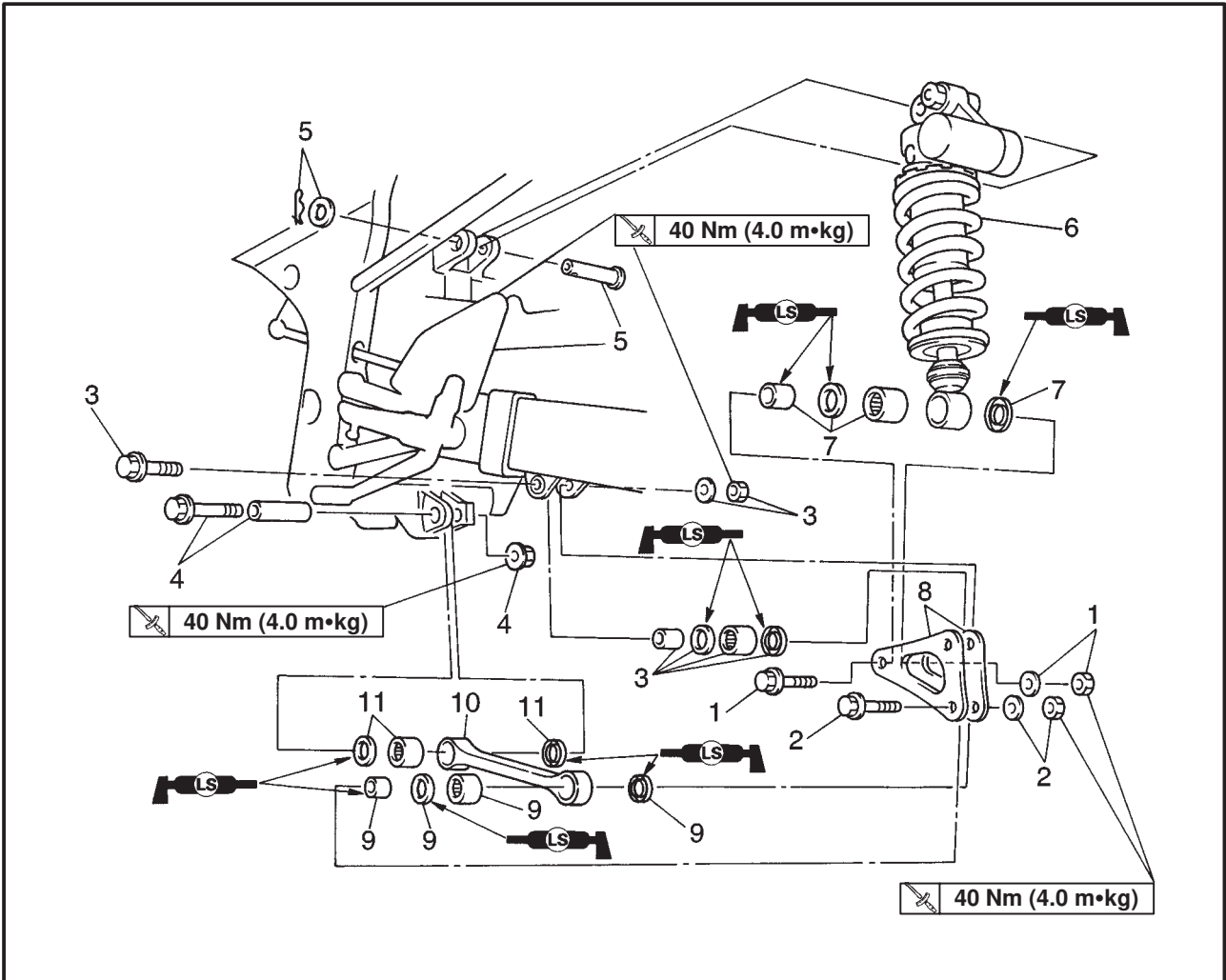
- steering stem nut  **115 Nm (11.5 m•kg)**
- lower bracket pinch bolt  **23 Nm (2.3 m•kg)**
- upper bracket pinch bolt  **23 Nm (2.3 m•kg)**
- upper bracket bolt  **13 Nm (1.3 m•kg)**
- handlebar pinch bolt  **13 Nm (1.3 m•kg)**

REAR SHOCK ABSORBER ASSEMBLY



EAS00685

REAR SHOCK ABSORBER ASSEMBLY



Order	Job/Part	Q'ty	Remarks
	Removing the rear shock absorber assembly		Remove the parts in the order listed.
	Rear wheel		Refer to "REMOVING THE REAR WHEEL".
1	Self-locking nut/bolt	1/1	Refer to "REMOVING THE REAR SHOCK ABSORBER ASSEMBLY".
2	Self-locking nut/bolt	1/1	
3	Self-locking nut/bolt/coller	1/1/1	
4	Self-locking nut/bolt	1/1	
5	Pin/clip/washer	1/1/1	
6	Rear shock absorber assembly	1	
7	Coller/oil seal/bearing	1/2/1	
8	Relay arm	2	
9	Coller/oil seal/bearing	1/2/1	
10	Connecting arm	1	
11	Coller/oil seal/bearing	1/2/1	
			For installation, reverse the removal procedure.



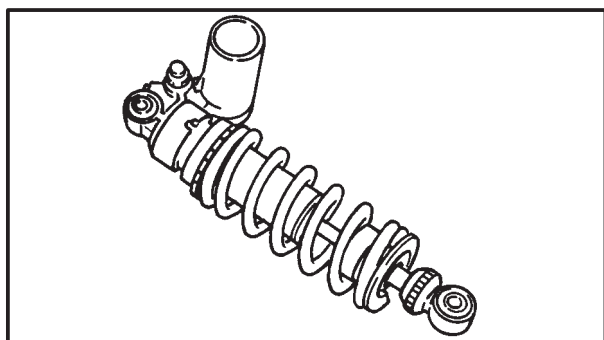
EAS00687

HANDLING THE REAR SHOCK ABSORBER AND GAS CYLINDER

⚠ WARNING

This rear shock absorber and gas cylinder contain highly compressed nitrogen gas. Before handling the rear shock absorber or gas cylinder, 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 and gas cylinder.

- Do not tamper or attempt to open the rear shock absorber or gas cylinder.
- Do not subject the rear shock absorber or gas cylinder 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 or gas cylinder in any way. If the rear shock absorber, gas cylinder or both are damaged, damping performance will suffer.



EAS00689

DISPOSING OF A REAR SHOCK ABSORBER AND GAS CYLINDER

Gas pressure must be released before disposing of a rear shock absorber and gas cylinder. To release the gas pressure, press on the gas valve needle with a suitable tool as shown, until all of the gas is released (the hissing has stopped).

⚠ WARNING

Wear eye protection to prevent eye damage from released gas or metal chips.



EAS00694

REMOVING THE REAR SHOCK ABSORBER ASSEMBLY

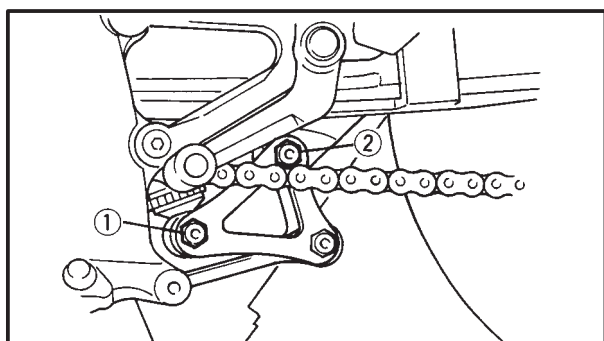
1. Stand the motorcycle on a level surface.

⚠ WARNING

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

NOTE:

Place the motorcycle on a suitable stand so that the rear wheel is elevated.

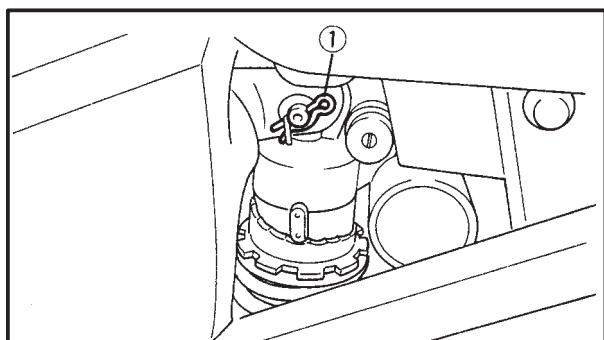


2. Remove:

- rear wheel
- rear shock absorber assembly lower bolt ①
- relay-arm-to-swingarm bolt ②

NOTE:

While removing the rear shock absorber assembly lower bolt, hold the swingarm so that it does not drop down.

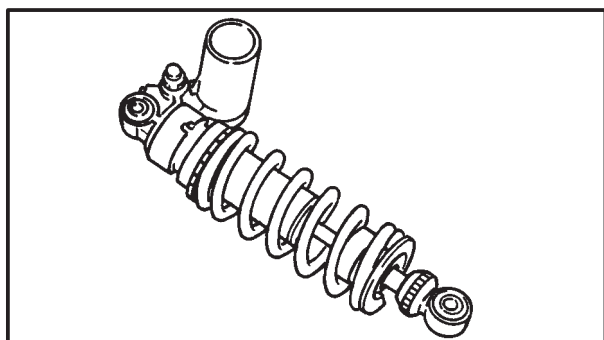


3. Remove:

- rear shock absorber assembly upper bin ①
- rear shock absorber assembly

NOTE:

Raise the swingarm and then remove the rear shock absorber assembly from between the swingarm.

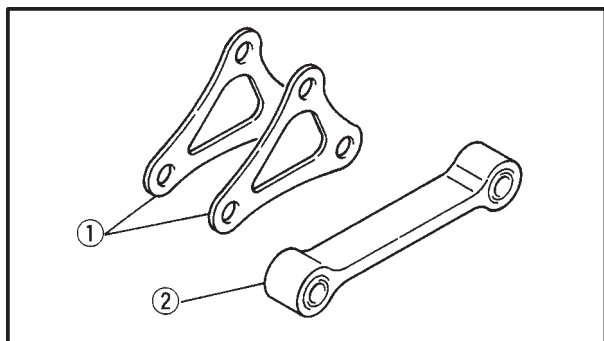


EAS00696

CHECKING THE REAR SHOCK ABSORBER ASSEMBLY AND GAS CYLINDER

1. Check:

- rear shock absorber rod
Bends/damage → Replace the rear shock absorber assembly.
- rear shock absorber
Gas leaks/oil leaks → Replace the rear shock absorber assembly.
- spring
Damage/wear → Replace the rear shock absorber assembly.
- gas cylinder
Damage/gas leaks → Replace.
- bushings
Damage/wear → Replace.
- dust seals
Damage/wear → Replace.
- bolts
Bends/damage/wear → Replace.



CHECKING THE RELAY ARM AND CONNECTING ARM

1. Check:
 - relay arm ①
 - connecting arm ②
Damage/wear → Replace.
 - bearings
 - oil seals
Damage/pitting → Replace.
 - spacers
Damage/scratches → Replace.

EAS00698

INSTALLING THE REAR SHOCK ABSORBER ASSEMBLY

1. Lubricate:
 - bearings
 - oil seals
 - spacers



Recommended lubricant
Lithium soap base grease

2. Install:
 - connecting arm
 - relay arm
 - rear shock absorber assembly

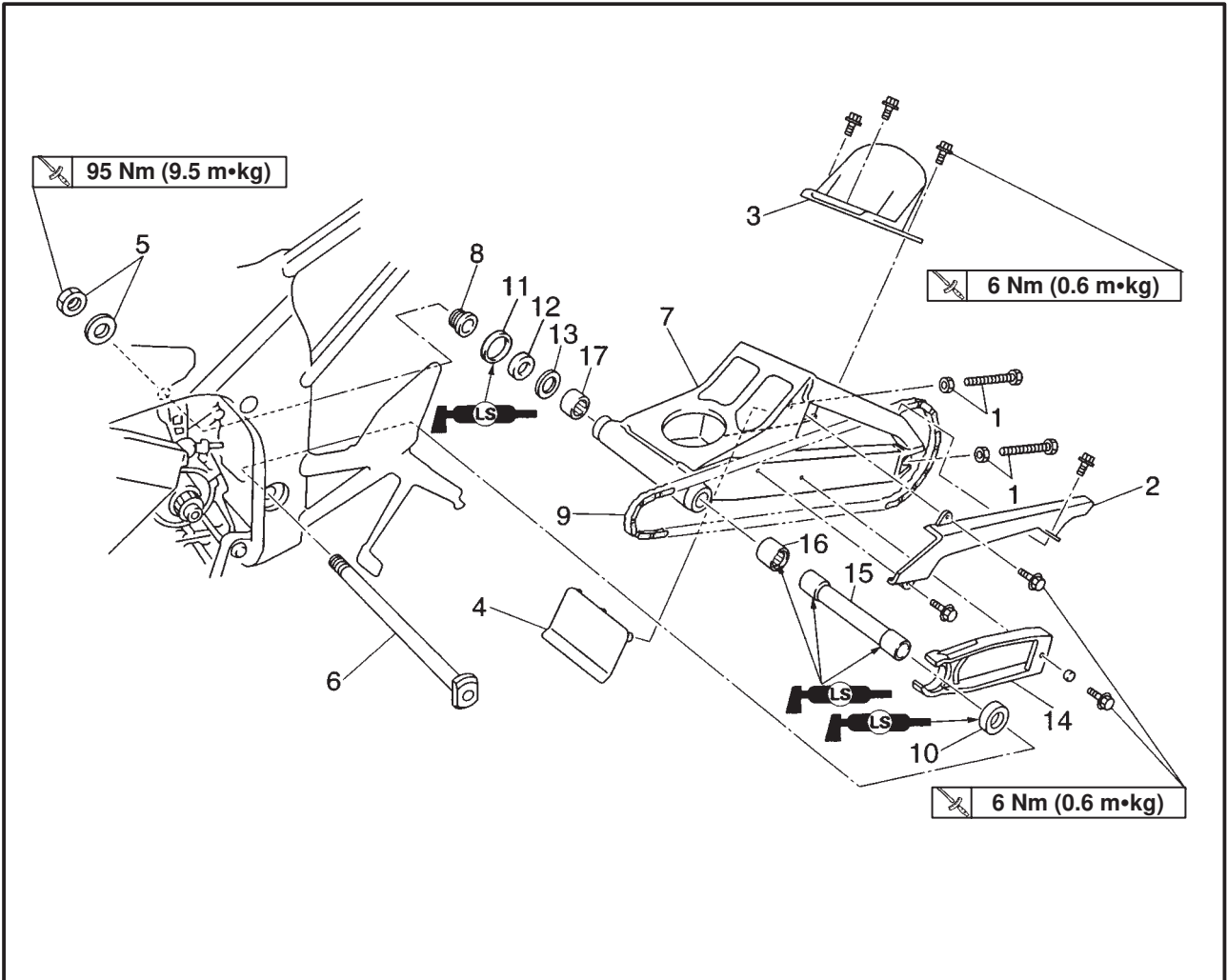
NOTE: _____

When installing the rear shock absorber assembly, lift up the swingarm.

3. Tighten:
 - connecting-arm-to-frame nut **40 Nm (4.0 m•kg)**
 - relay-arm-to-connecting-arm nut **40 Nm (4.0 m•kg)**
 - relay-arm-to-swingarm nut **40 Nm (4.0 m•kg)**
 - rear shock absorber assembly lower nut **40 Nm (4.0 m•kg)**

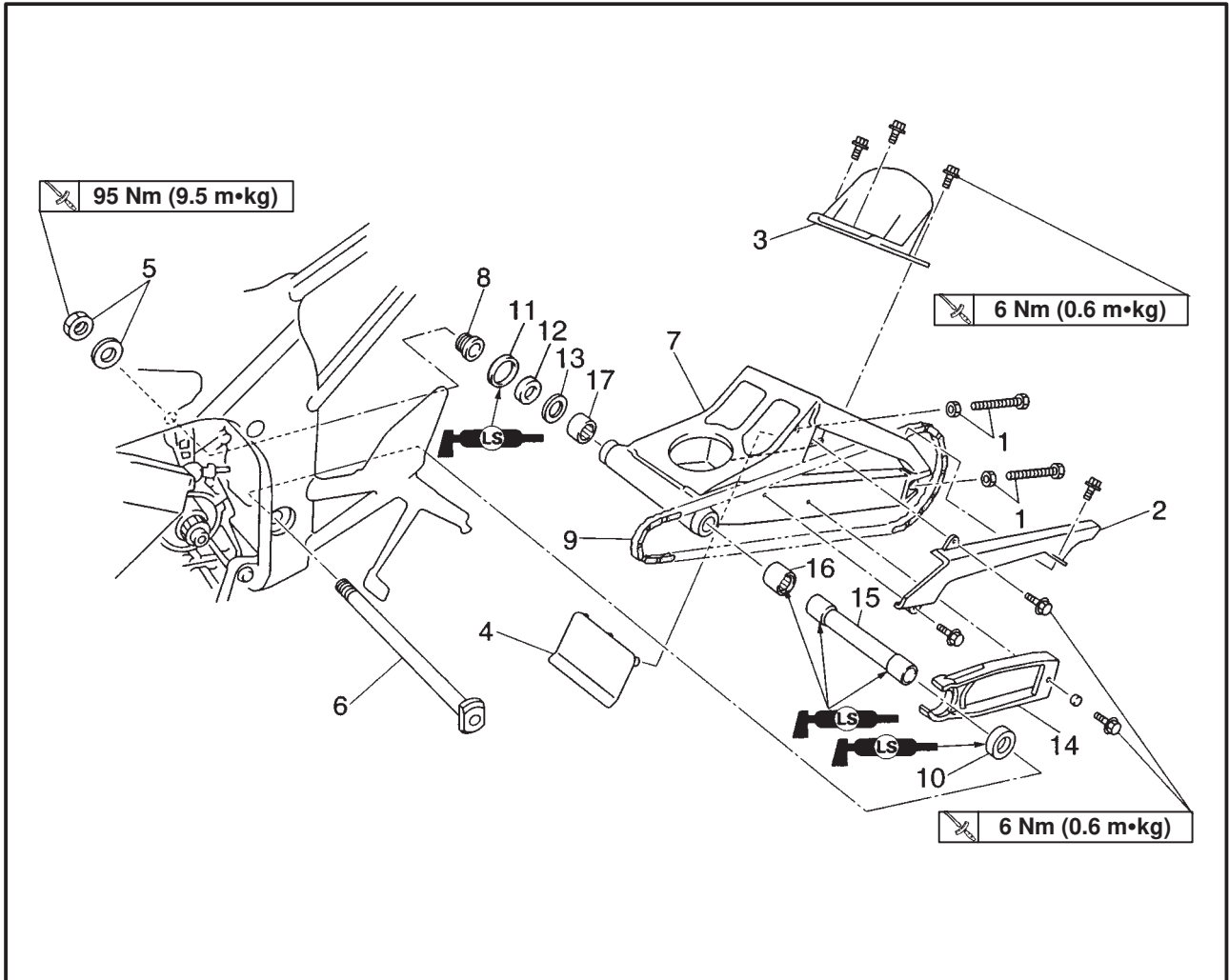
EAS00700

SWINGARM AND DRIVE CHAIN



Order	Job/Part	Q'ty	Remarks
	Removing the swingarm and drive chain		Remove the parts in the order listed.
	Drive sprocket		Refer to "ENGINE" in chapter 4.
	Rear wheel		Refer to "REAR WHEEL, BRAKE DISC, AND REAR WHEEL SPROCKET".
	Rear shock absorber assembly		Refer to "REAR SHOCK ABSORBER ASSEMBLY".
1	Adjusting bolt/locknut	2/2	
2	Drive chain guard	1	
3	Rear fender	1	
4	Flap	1	
5	Pivot shaft nut/washer	1/1	
6	Pivot shaft	1	
7	Swingarm	1	

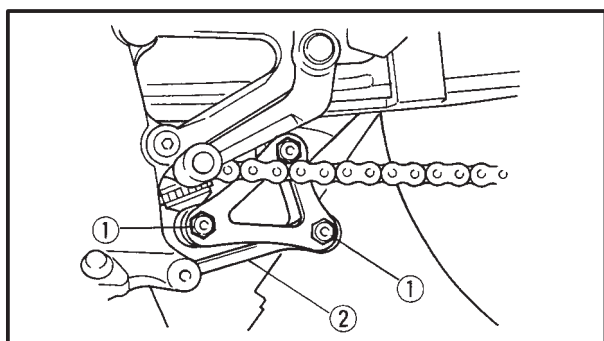
SWINGARM AND DRIVE CHAIN



Order	Job/Part	Q'ty	Remarks	
8	Pivot shaft adjust bolt	2	Refer to "REMOVING/INSTALLING THE SWINGARM".	
9	Drive chain	1		
10	Dust cover	1		
11	Oil seal	1		
12	Bush	1		
13	Shim	1		
14	Drive chain guide	1		
15	Bush	1		
16	Left bearing	1		
17	Right bearing	1		
				For installation, reverse the removal procedure.

NOTE: _____

Before removing the drive sprocket, drive chain, and rear wheel, measure the drive chain slack and the length of a tenlink section of the drive chain.



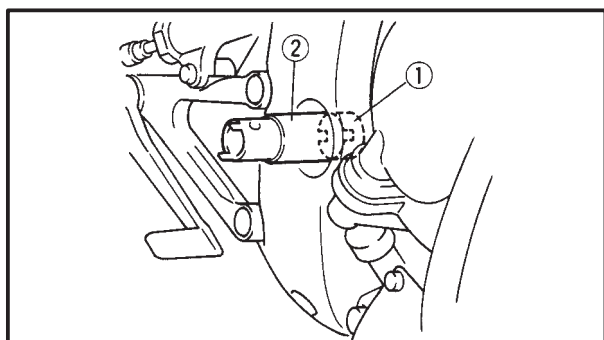
EC573000

REMOVING THE SWINGARM

1. Remove:
 - Bolt (connecting rod) ①
 - Connecting rod ②

NOTE: _____

Remove the bolt while holding the swingarm.



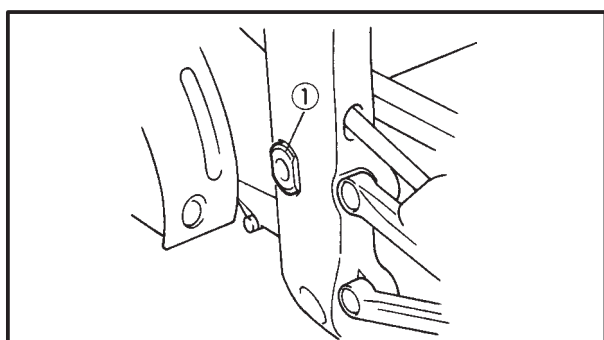
2. Loosen:
 - Pivot shaft adjust bolt ①

NOTE: _____

Loosen the pivot shaft adjust bolt using a pivot shaft wrench ②



**Pivot shaft wrench:
90890-01471**



3. Remove:
 - Pivot shaft ①
 - Swingarm

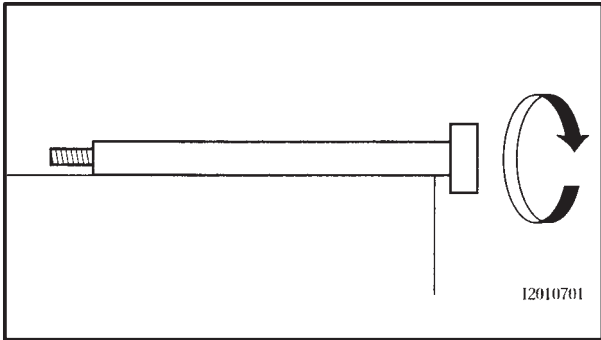
EAS00704

REMOVING THE DRIVE CHAIN

1. Remove:
 - drive chain

NOTE: _____

Only cut the drive chain if or the swingarm is to be replaced.



4. Check:
- pivot shaft
Roll the pivot shaft on a flat surface.
Bends → Replace.

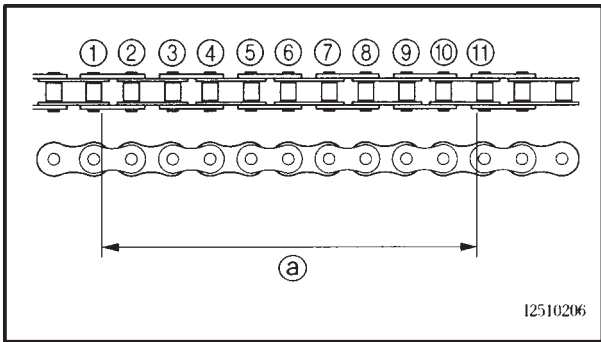
⚠ WARNING

Do not attempt to straighten a bent pivot shaft.

5. Wash:
- pivot shaft
 - pivot shaft adjust bolt
 - dust covers
 - spacer
 - bearings

	Recommended cleaning solvent Kerosine
---	--

6. Check:
- dust covers
 - spacer
 - oil seals
Damage/wear → Replace.
 - bearings
Damage/pitting → Replace.



EAS00709

CHECKING THE DRIVE CHAIN

1. Measure:

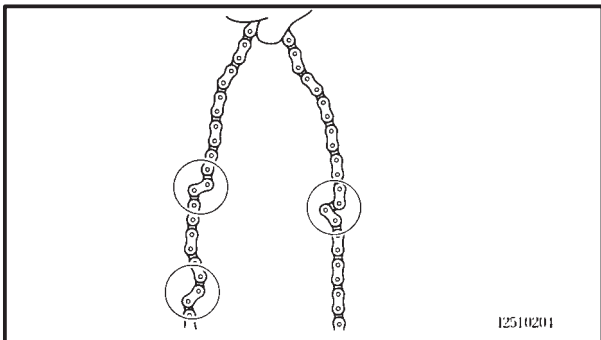
- ten-link section (a) of the drive chain
- Out of specification → Replace the drive chain.



**Max. ten-link drive chain section
149 mm**

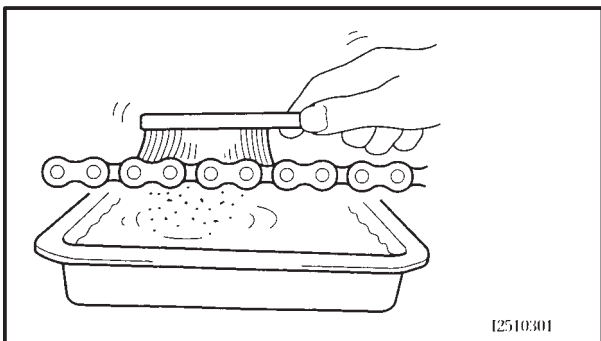
NOTE:

- While measuring the ten-link section, push down on the drive chain to increase its tension.
- Measure the length between drive chain roller ① and ⑪ as shown.
- Perform this measurement at two or three different places.



2. Check:

- drive chain
- Stiffness → Clean and lubricate or replace.

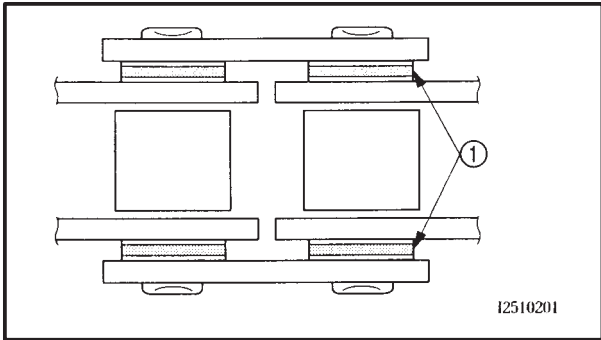


3. Clean:

- drive chain



- a. Wipe the drive chain with a clean cloth.
- b. Put the drive chain in kerosene and remove any remaining dirt.



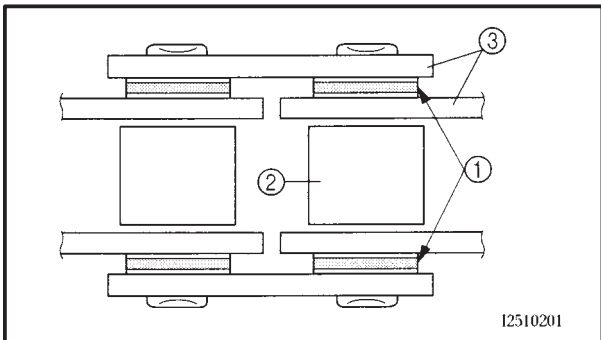
c. Remove the drive chain from the kerosine and completely dry it.

CAUTION:

This motorcycle 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., benzene), 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 kerosine to clean the drive chain.

Don't soak drive drain in kerosine more them ten minutes. O-ring is damage by kerosine.




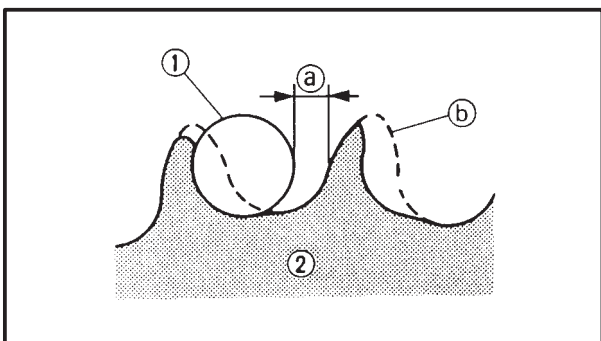
4. Check:

- O-rings (1)
Damage → Replace the drive chain.
- drive chain rollers (2)
Damage/wear → Replace the drive chain.
- drive chain side plates (3)
Cracks/damage/wear → Replace the drive chain.

5. Lubricate:

- drive chain

	<p>Recommended lubricant Engine oil or chain lubricant suitable for O-ring chains</p>
---	--



6 Check:

- drive sprocket
- rear wheel sprocket
More than 1/4 tooth (a) wear → Replace the drive chain sprockets as a set.
Bent teeth → Replace the drive chain sprockets as a set.

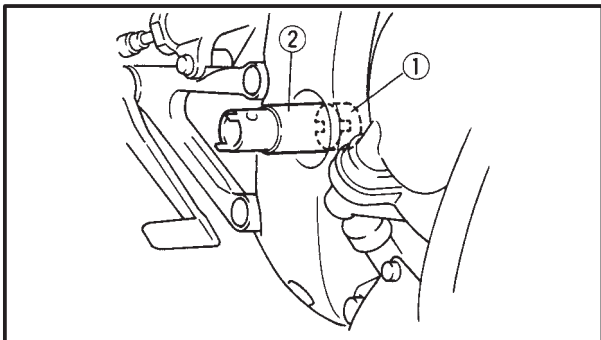
- (b) Correct
- (1) Drive chain roller
- (2) Drive chain sprocket

EAS00711

INSTALLING THE SWINGARM

1. Lubricate:
 - bearings
 - spacers
 - dust covers
 - pivot shaft

	Recommended lubricant Lithium soap base grease
--	---



2. Install:
 - swingarm
 - pivot shaft
 - washer
 - pivot shaft adjust bolt (1)
 - pivot shaft nut

	95 Nm (9.5 m•kg)
--	-------------------------

NOTE:

Use the pivot shaft wrench (2) to tighten the pivot adjust bolt to finger tightness.

	Pivot shaft wrench: 90890-1471
--	---

3. Install:
 - rear shock absorber assembly
 - rear wheel

Refer to “REAR SHOCK ABSORBER ASSEMBLY” and “REAR WHEEL”.
4. Adjust:
 - drive chain slack

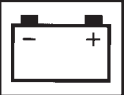
Refer to “ADJUSTING THE DRIVE CHAIN SLACK” in chapter 3.

	Drive chain slack 40 × 50 mm
--	---

EAS00713

INSTALLING THE DRIVE CHAIN

1. Lubricate:
 - drive chain
2. Install:
 - drive chain
(with the drive chain riveter)



CHAPTER 8. ELECTRICAL

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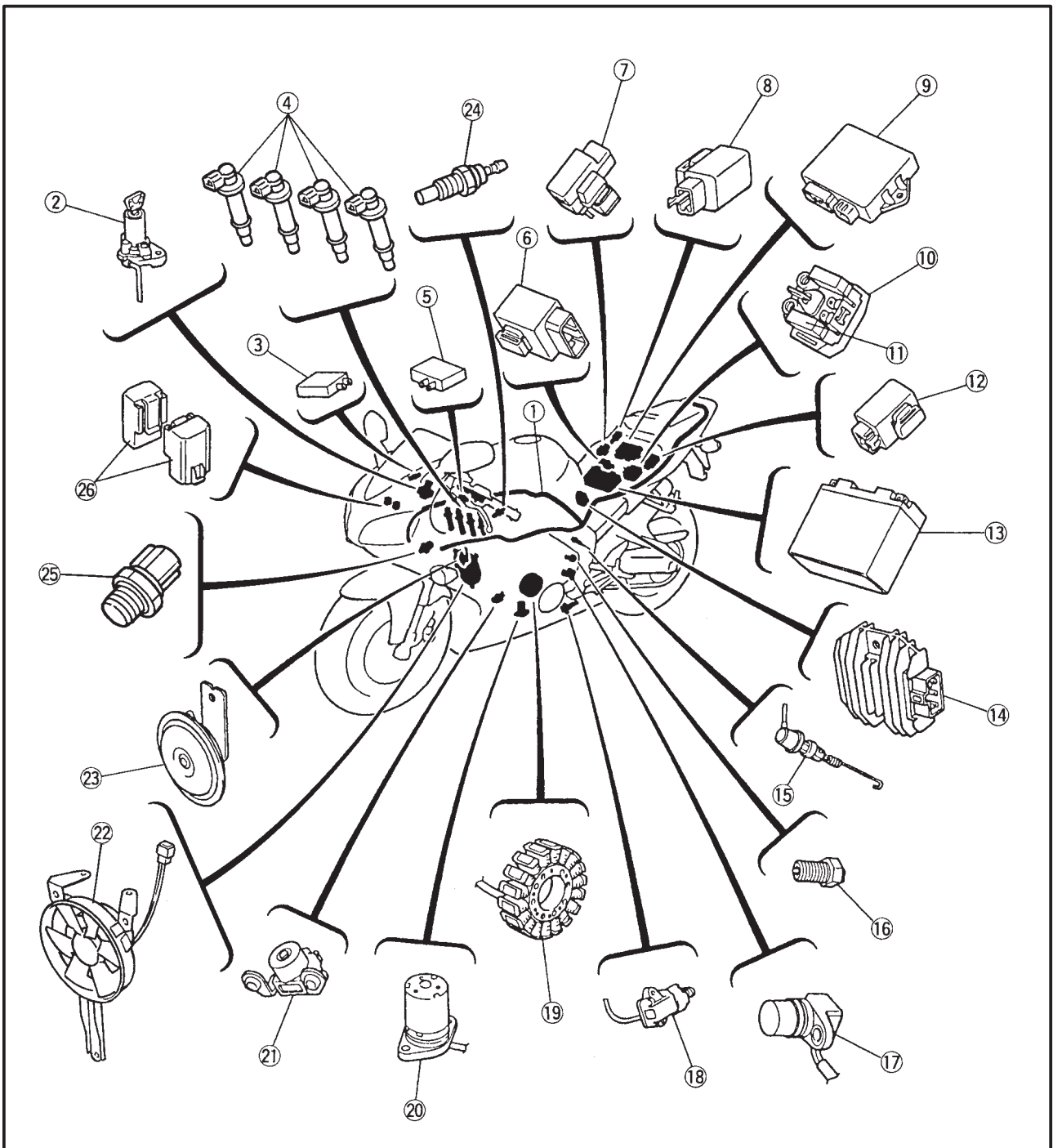
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EB800000

ELECTRICAL

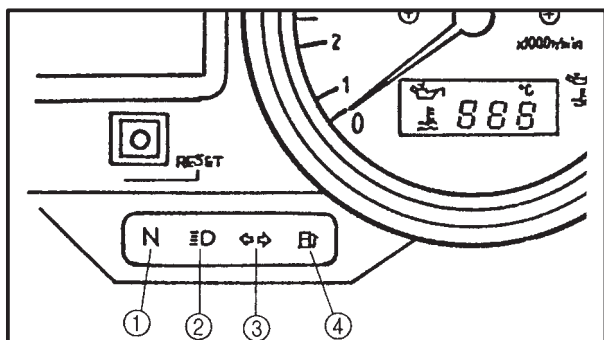
ELECTRICAL COMPONENTS

- | | | |
|---------------------------------|---------------------------|----------------------------|
| ① Wire harness | ⑩ Starter relay | ⑳ Oil level switch |
| ② Main switch | ⑪ Main fuse | ㉑ Pickup coil |
| ③ Front brake light switch | ⑫ Oil level relay | ㉒ Radiator fan |
| ④ Plug top ignition coils | ⑬ Battery | ㉓ Horn |
| ⑤ Clutch switch | ⑭ Rectifier/regulator | ㉔ Thermo unit |
| ⑥ Starting circuit cutoff relay | ⑮ Rear brake light switch | ㉕ Thermo switch |
| ⑦ Fuse box | ⑯ Neutral switch | ㉖ Headlight relay (HI, LO) |
| ⑧ Flasher relay | ⑰ Speed sensor | |
| ⑨ CDI unit | ⑱ Stator coil assembly | |





**INSTRUMENT FUNCTIONS
INDICATOR LIGHTS**



- ① Neutral indicator light "N"
- ② High beam indicator light "≡D"
- ③ Turn indicator light "◁ ▷"
- ④ Fuel indicator light "⛽"

Turn indicator light "◁ ▷"

This indicator flashes when the turn switch is moved to the left or right.

Neutral indicator light "N"

This indicator comes on when the transmission is in neutral.

High beam indicator light "≡D"

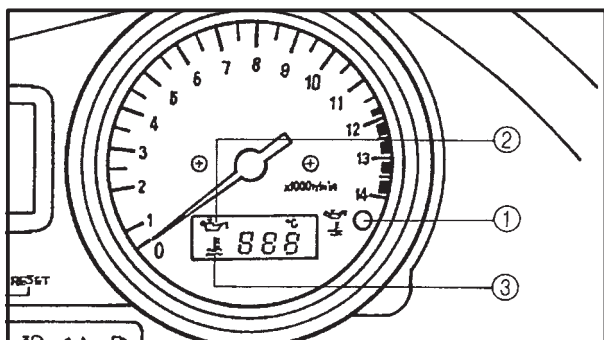
This indicator comes on when the headlight high beam is used.

Fuel indicator light "⛽"

When the fuel level drops below approximately 3.7 L, this light will come on.

When this light comes on, fill the fuel tank at the first opportunity.

OIL LEVEL/COOLANT TEMPERATURE WARNING LIGHT



- ① Oil level/coolant temperature warning light "⚠"
- ② Oil level symbol "⛽"
- ③ Coolant temperature symbol "⌚"

This warning light has two functions.

- The light will come on and symbol "⛽" will flash if the engine oil level is low. If this symbol flashes, stop the engine immediately and fill it with oil to the specified level.
- The light will come on and symbol "⌚" will flash if the coolant temperature is too high. The following chart shows the conditions of the indicator light, symbol and temperature display in accordance with the coolant temperature.

CAUTION:

- Do not run the motorcycle until you know it has sufficient engine oil.
- Do not run the motorcycle if the engine is overheated.

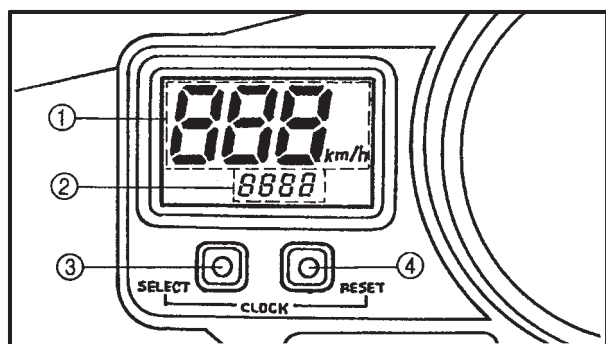
NOTE:

Even if the oil is filled to the specified level, the warning light may flicker when riding on a slope or during sudden acceleration or deceleration, but this is normal.



Coolant temperature	Display	Conditions	What to do
0°C × 40°C		Symbol is on and "LO" is displayed.	Go ahead with riding.
41°C × 117°C		Symbol is on and temperature is displayed.	Go ahead with riding.
118°C × 140°C		Symbol and temperature flashes and indicator light comes on.	Stop the motorcycle and allow it to idle until the coolant temperature goes down. If the temperature does not go down, stop the engine. Refer to "OVERHEATING" in chapter 9.
141 °C ×		Symbol flashes, "HI" is displayed and flashes, and the indicator light comes on.	Stop the engine and allow it to cool. Refer to "OVERHEATING" in chapter 9.

COMBINATION METER



- ① Speedometer
- ② Clock, odometer
- ③ "SELECT" button
- ④ "RESET" button

This combination meter is equipped with the following.

- A speedometer
- An odometer
- Two trip odometers
- A fuel reserve tripmeter
- A clock

For GB and USA models only:

To change the speedometer display from kilometers to miles, press the "SELECT" button for at least two seconds.

Odometer and trip meters

Use the trip meters to estimate how far you can ride on a tank of fuel.

Use the fuel reserve trip meter to see the distance traveled from when the fuel level dropped to the reserve level.

Push the "SELECT" button to change between the odometer mode "ODO" and the trip odometer modes "TRIP 1" and "TRIP 2" in the following order:

"ODO" → "TRIP 1" → "TRIP 2" → "ODO"



When the fuel level indicator light comes on the odometer display will automatically change to the fuel reserve trip meter mode "TRIP F" and start counting the distance traveled from that point. Push the "SELECT" button to change between the fuel odometer, trip odometer and odometer modes in the following order: "TRIP F" → "TRIP 1" → "TRIP 2" → "ODO" → "TRIP F"

To reset a trip odometer to 0.0, select it by pushing the "SELECT" button and push the "RESET" button for at least one second. To reset the fuel reserve trip meter, select it by pushing the "SELECT" button and push the "RESET" button for at least one second.

The display will return to "TRIP 1". If you do not reset the fuel reserve trip meter manually, it will automatically reset and return to "TRIP 1" after refueling and the motorcycle has traveled both 5 km and for approximately 3 minutes.

Clock

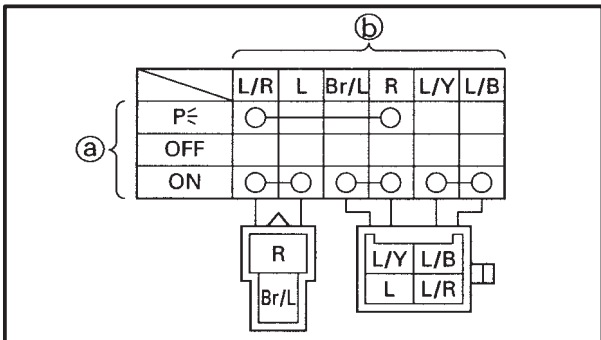
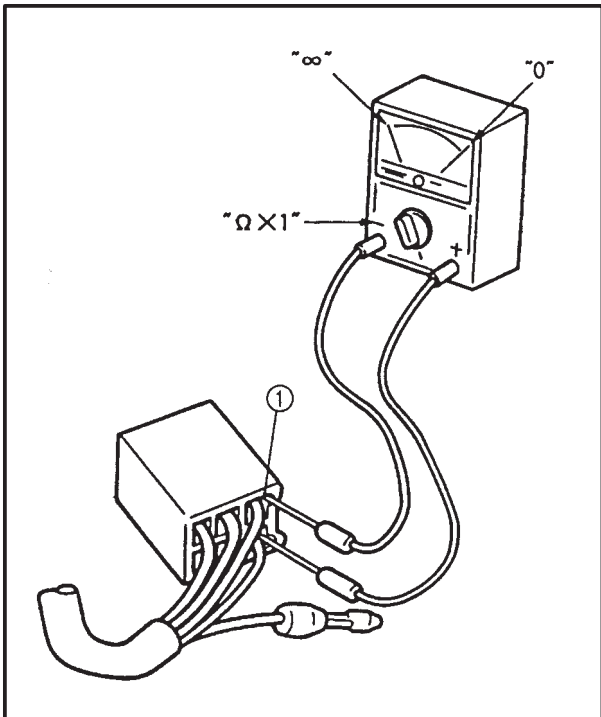
To change the display to the clock mode, push both the "SELECT" and "RESET" buttons.

To set the clock:

1. Push both the "SELECT" and "RESET" buttons for at least two seconds.
2. When the hour digits start flashing, push the "RESET" button to set the hours.
3. Push the "SELECT" button to change the minutes.
4. When the minute digits start flashing, push the "RESET" button to set the minutes.
5. Push the "SELECT" button to start the clock.

NOTE: _____

After setting the clock, be sure to push the "SELECT" button before turning the main switch to "OFF", otherwise the clock will not be set.



EB801000

SWITCHES

CHECKING SWITCH CONTINUITY

Check each switch for continuity with the pocket tester. If the continuity reading is incorrect, check the wiring connections and if necessary, replace the switch.

CAUTION:

Never insert the tester probes into the coupler terminal slots ①. Always insert the probes from the opposite end of the coupler, taking care not to loosen or damage the leads.



Pocket tester
90890-03112

NOTE:

- Before checking for continuity, set the pocket tester to “0” and to the “ $\Omega \times 1$ ” range.
- When checking for continuity, switch back and forth between the switch positions a few times.

The terminal connections for switches (e.g., main switch, engine stop switch) are shown in an illustration similar to the one on the left. The switch positions (a) are shown in the far left column and the switch lead colors (b) are shown in the top row in the switch illustration.

NOTE:

“○—○” indicates a continuity of electricity between switch terminals (i.e., a closed circuit at the respective switch position).

The example illustration on the left shows that:

There is continuity between blue/red and red when the switch is set to “P \leq ”.
 There is continuity between blue/red and blue, between brown/blue and red, and between blue/yellow and blue/black when the switch is set to “ON”.

CHECKING THE SWITCHES



EB801010

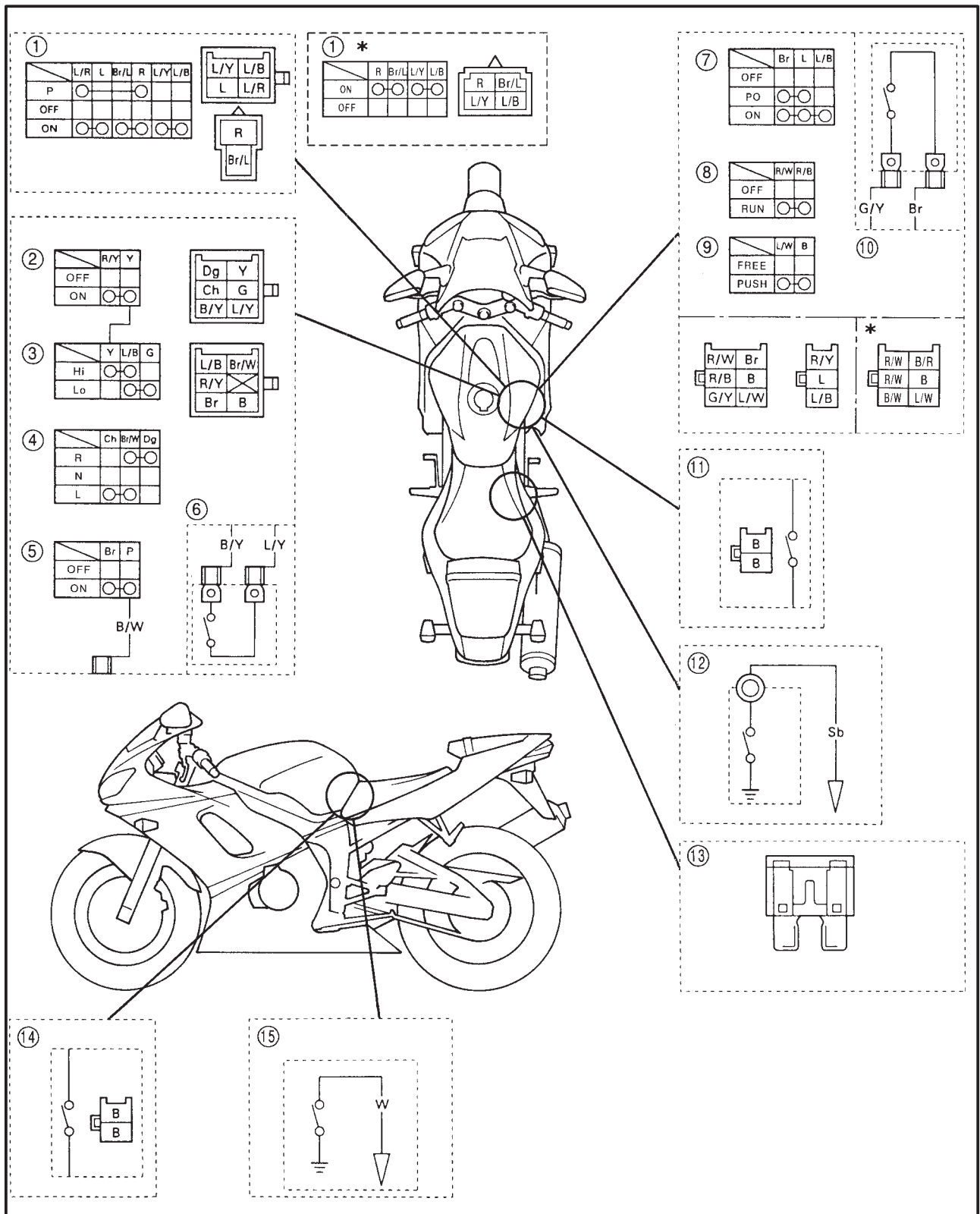
CHECKING THE SWITCHES

Check each switch for damage or wear, proper connections, and also for continuity between the terminals. Refer to "CHECKING SWITCH CONTINUITY".

Damage/wear → Repair or replace the switch.

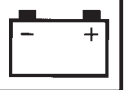
Improperly connected → Properly connect.

Incorrect continuity reading → Replace the switch.



CHECKING THE SWITCHES

ELEC



- ① Main switch
- ② Pass switch
- ③ Dimmer switch
- ④ Turn signal switch
- ⑤ Horn switch
- ⑥ Clutch switch
- ⑦ Light switch (for Europe)
- ⑧ Engine stop switch
- ⑨ Start switch
- ⑩ Front brake light switch
- ⑪ Rear brake light switch
- ⑫ Neutral switch
- ⑬ Fuse
- ⑭ Sidestand switch
- ⑮ Oil level switch

*: for AUS



EB801020

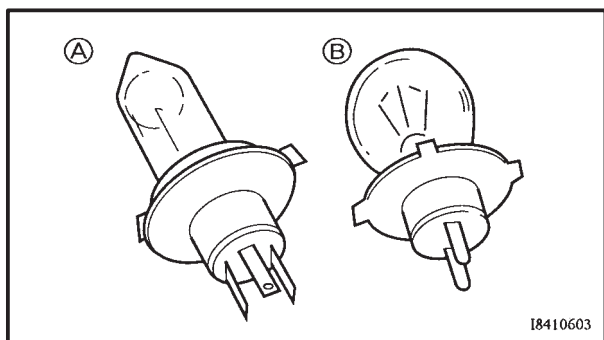
CHECKING THE BULBS AND BULB SOCKETS

Check each bulb and bulb socket for damage or wear, proper connections, and also for continuity between the terminals.

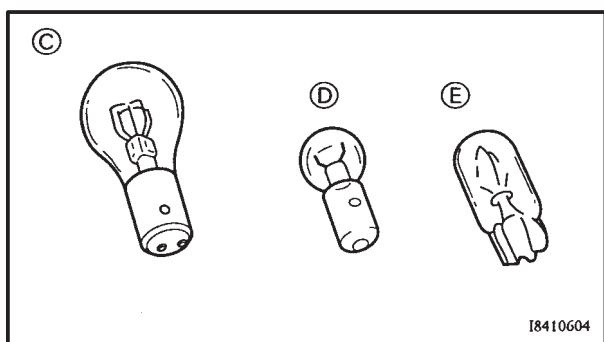
Damage/wear → Repair or replace the bulb, bulb socket or both.

Improperly connected → Properly connect.

Incorrect continuity reading → Repair or replace the bulb, bulb socket or both.



I8410603



I8410604

TYPES OF BULBS

The bulbs used on this motorcycle are shown in the illustration on the left.

- Bulbs (A) and (B) are used for headlights and usually use a bulb holder which must be detached before removing the bulb. The majority of these bulbs can be removed from their respective socket by turning them counterclockwise.
- Bulb (C) is used for turn signal and tail/brake lights and can be removed from the socket by pushing and turning the bulb counterclockwise.
- Bulbs (D) and (E) are used for meter and indicator lights and can be removed from their respective socket by carefully pulling them out.

CHECKING THE CONDITION OF THE BULBS

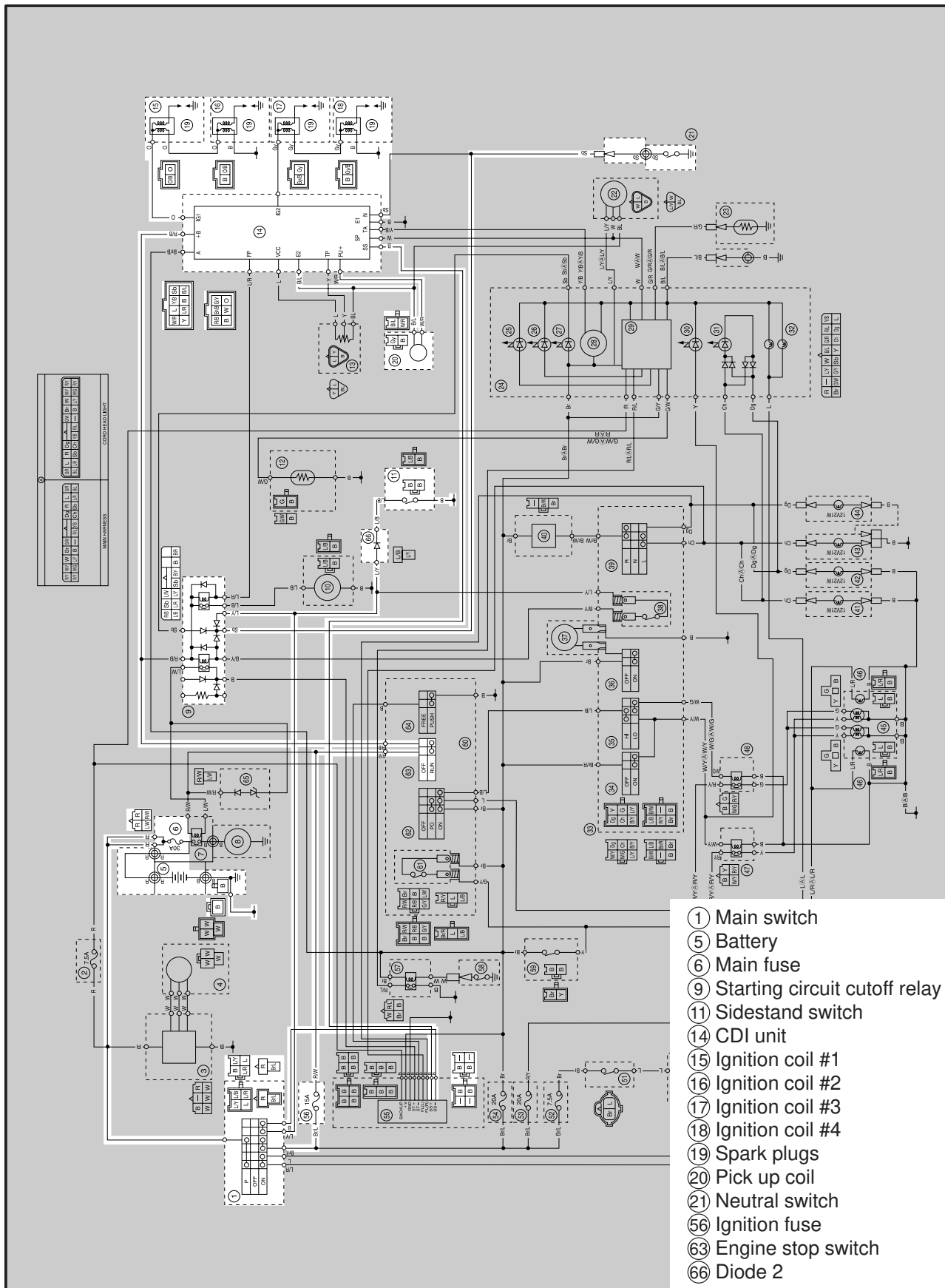
The following procedure applies to all of the bulbs.

1. Remove:
 - bulb



EB802001

IGNITION SYSTEM CIRCUIT DIAGRAM



- ① Main switch
- ⑤ Battery
- ⑥ Main fuse
- ⑨ Starting circuit cutoff relay
- ⑪ Sidestand switch
- ⑭ CDI unit
- ⑮ Ignition coil #1
- ⑯ Ignition coil #2
- ⑰ Ignition coil #3
- ⑱ Ignition coil #4
- ⑲ Spark plugs
- ⑳ Pick up coil
- ㉑ Neutral switch
- ⑤⑥ Ignition fuse
- ⑥③ Engine stop switch
- ⑥⑥ Diode 2

EB802011

TROUBLESHOOTING


The ignition system fails to operate (no spark or intermittent spark).

Check:

1. main and ignition fuses
2. battery
3. spark plugs
4. ignition spark gap
5. spark plug cap resistance
6. ignition coil resistance
7. pickup coil resistance
8. main switch
9. engine stop switch
10. neutral switch
11. sidestand switch
12. starting circuit cutoff relay
13. wiring
(of the entire ignition system)

NOTE:

- Before troubleshooting, remove the following part(-s):
 - 1) rider seat
 - 2) fuel tank
 - 3) air filter case
 - 4) heat protector plate
 - 5) front cowling inner panel (right)
 - 6) side cowling inner panel (right)
 - 7) side cowling (right)
- Troubleshoot with the following special tool (-s).



Ignition checker
90890-06754

Pocket tester
90890-03112

EB802400

1. Main and ignition fuses

- Check the main and ignition fuses for continuity. Refer to “CHECKING THE FUSES” in chapter 3.
- Are the main and ignition fuses OK?


↓ YES
↓ NO

Replace the fuse(-s).

EB802401

2. Battery

- Check the condition of the battery. Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.



Min. open-circuit voltage
12.8 V or more at 20°C

- Is the battery OK?

↓ YES
↓ NO


- Clean the battery terminals.
- Recharge or replace the battery.

EB802403

3. Spark plugs

The following procedure applies to all of the spark plugs.

- Check the condition of the spark plug.
- Check the spark plug type.
- Measure the spark plug gap. Refer to “CHECKING THE SPARK PLUGS” in chapter 3.



Standard spark plug
CR10EK (NGK)

Spark plug gap
0.6 × 0.7 mm

- Is the spark plug in good condition, is it of the correct type, and its gap within specification?

↓ YES
↓ NO

Re-gap or replace the spark plug.

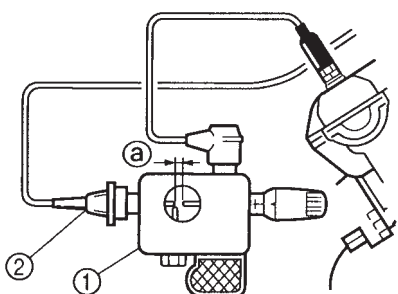


EB802405

4. Ignition spark gap

The following procedure applies to all of the spark plugs.

- Disconnect the spark plug cap from the spark plug.
- Connect the ignition checker ① as shown.
- ② Spark plug cap
- Set the main switch to "ON".
- Measure the ignition spark gap ③.
- Crank the engine by pushing the start switch and gradually increase the spark gap until a misfire occurs.



18110202



Min. ignition spark gap
6 mm

- Is there a spark and is the spark gap within specification?

NO

YES

The ignition system is OK.

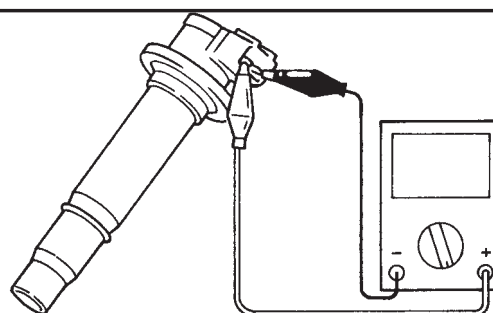
EB802409

6. Ignition coil resistance

The following procedure applies to all of the ignition coils.

- Disconnect the ignition coil connectors from the ignition coil terminals.
- Connect the pocket tester ($\Omega \times 1$) to the ignition coil as shown.

Tester positive probe →
ignition coil terminal
Tester negative probe →
ignition coil terminal



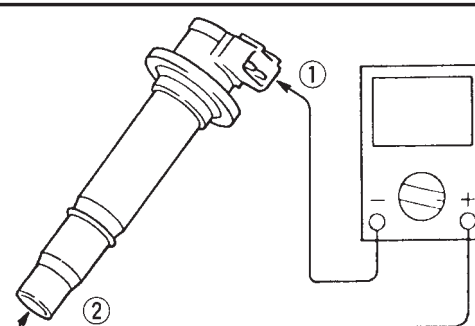
- Measure the primary coil resistance.



Primary coil resistance
0.238 ~ 0.322 Ω at 20°C

- Connect the pocket tester ($\Omega \times 1k$) to the ignition coil as shown.
- Measure the secondary coil resistance.

Tester positive probe →
ignition coil terminal ①
Tester positive probe →
spark plug terminal ②



Secondary coil resistance
8.16 ~ 11.04 k Ω at 20°C

- Is the ignition coil OK?

YES

NO

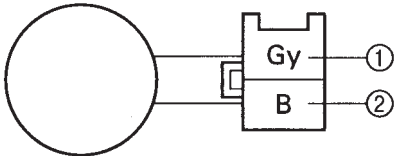
Replace the ignition coil.

EB802410


7. Pickup coil resistance

- Disconnect the pickup coil coupler from the wire harness.
- Connect the pocket tester ($\Omega \times 100$) to the pickup coil terminal.

Tester positive probe → gray ①
Tester negative probe → black ②



• Measure the pickup coil resistance.

 **Pickup coil resistance**
 248 ~ 372 Ω at 20°C
 (between gray and black)

• Is the pickup coil OK?

↓ YES ↓ NO

Replace the pickup coil.

EB802411

8. Main switch

- Check the main switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the main switch OK?

↓ YES ↓ NO

Replace the main switch.

EB802412

9. Engine stop switch

- Check the engine stop switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the engine stop switch OK?

↓ YES ↓ NO

Replace the right handlebar switch.

EB802413

10. Neutral switch

- Check the neutral switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the neutral switch OK?

↓ YES ↓ NO

Replace the neutral switch.

EB802414

11. Sidestand switch

- Check the sidestand switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the sidestand switch OK?

↓ YES ↓ NO

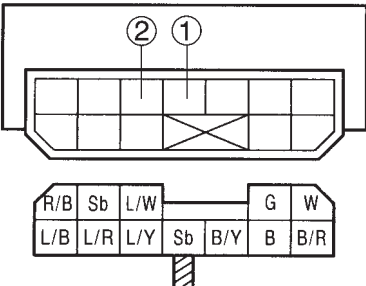
Replace the side-stand switch.

EB802415

12. Starting circuit cutoff relay

- Remove the relay unit from the wire harness.
- Connect the pocket tester ($\Omega \times 1$) to the relay terminals as shown.
- Check the starting circuit cutoff relay for continuity.

Tester positive probe → sky blue ① Tester negative probe → blue/yellow ②	No continuity
Tester positive probe → blue/yellow ② Tester negative probe → sky blue ①	Continuity



NOTE: _____
 When you switch the “-” and “+” leads of the digital pocket tester, the readings in the above chart will be reversed.

• Are the tester readings correct?

↓ YES

↓ NO

Replace the starting circuit cutoff relay.

EB802416

13. Wiring

- Check the entire ignition system’s wiring. Refer to “CIRCUIT DIAGRAM”.
- Is the ignition system’s wiring properly connected and without defects?

↓ NO

↓ YES

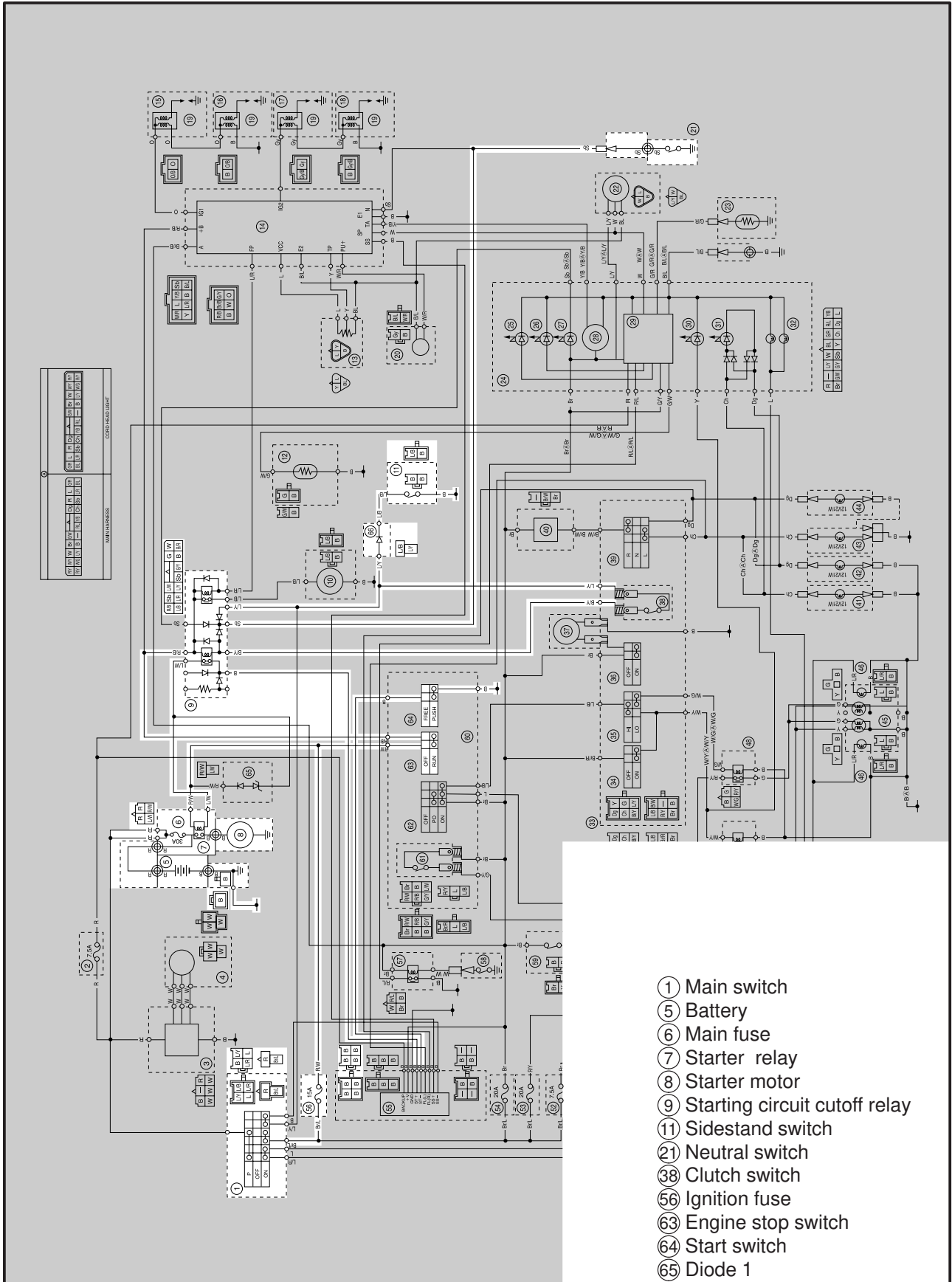
Properly connect or repair the ignition system’s wiring.

Replace the ignitor unit.

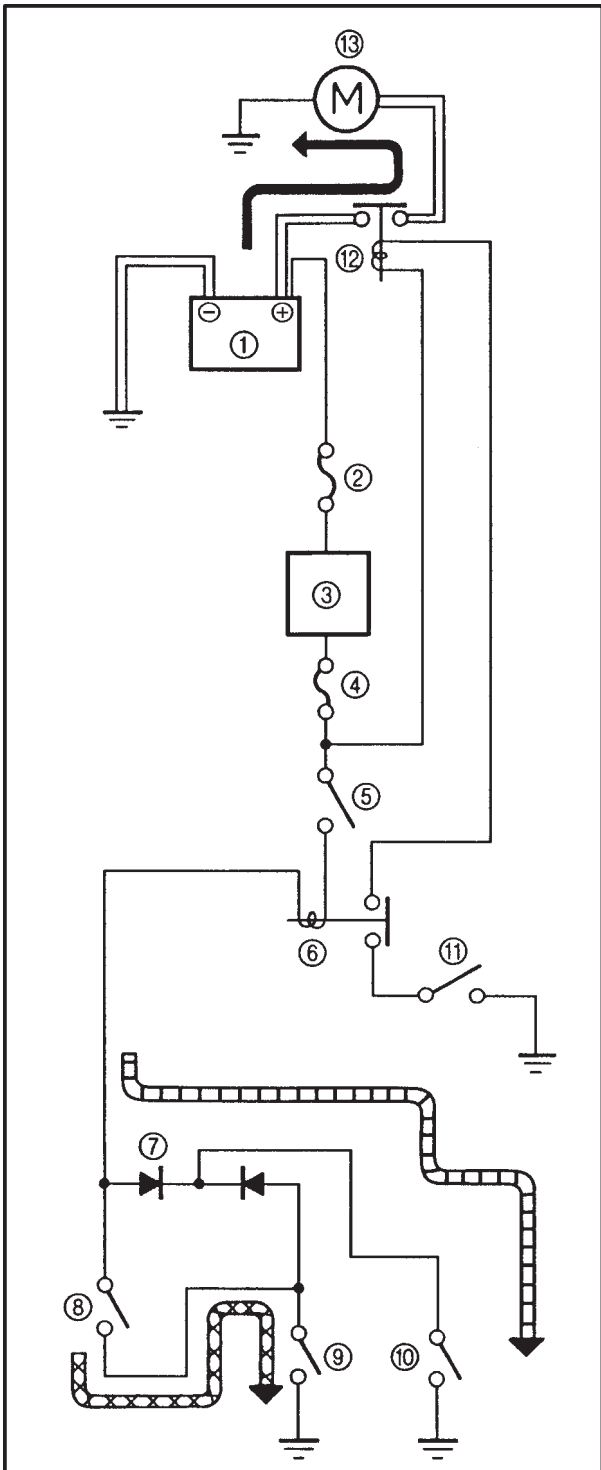


EB803000

ELECTRIC STARTING SYSTEM CIRCUIT DIAGRAM



- ① Main switch
- ⑤ Battery
- ⑥ Main fuse
- ⑦ Starter relay
- ⑧ Starter motor
- ⑨ Starting circuit cutoff relay
- ⑪ Sidstand switch
- ⑲ Neutral switch
- ⑳ Clutch switch
- ⑵ Ignition fuse
- ⑶ Engine stop switch
- ⑷ Start switch
- ⑸ Diode 1



EB803010

STARTING CIRCUIT CUTOFF SYSTEM OPERATION

If the engine stop switch is set to "O" and the main switch is set to "ON" (both switches are closed), 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 cutoff relay prevents the starter motor from operating when neither of these conditions has been met. In this instance, the starting circuit cutoff relay is open so current cannot reach the starter motor. When at least one of the above conditions has been met the starting circuit cutoff relay is closed and the engine can be started by pressing the start switch.

- ◀ WHEN THE TRANSMISSION IS IN NEUTRAL
- ◀ 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 Engine stop switch
- ⑥ Starting circuit cutoff relay
- ⑦ Diode
- ⑧ Clutch switch
- ⑨ Sidestand switch
- ⑩ Neutral switch
- ⑪ Start switch
- ⑫ Starter relay
- ⑬ Starter motor



EB803020

TROUBLESHOOTING

The starter motor fails to turn.

Check:

1. main and ignition fuses
2. battery
3. starter motor
4. starting circuit cutoff relay
5. Diode
6. starter relay
7. main switch
8. engine stop switch
9. neutral switch
10. sidestand switch
11. clutch switch
12. start switch
13. wiring
(of the entire starting system)

NOTE:

- Before, troubleshooting, remove the following part(-s):
 - 1) rider seat
 - 2) fuel tank
 - 3) air filter case
 - 4) front cowling inner panels
 - 5) Side cowling inner panels
 - 6) Side cowlings
- Troubleshoot with the following special tool (-s).

	Pocket tester 90890-03112
--	--

EB802400

1. Main and ignition fuses

- Check the main and ignition fuses for continuity. Refer to “CHECKING THE FUSES” in chapter 3.
- Are the main and ignition fuses OK?

↓ YES

↓ NO

Replace the fuse(-s).

EB802401

2. Battery

- Check the condition of the battery. Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.



Open-circuit voltage
12.8 V or more at 20°C

- Is the battery OK?

↓ YES

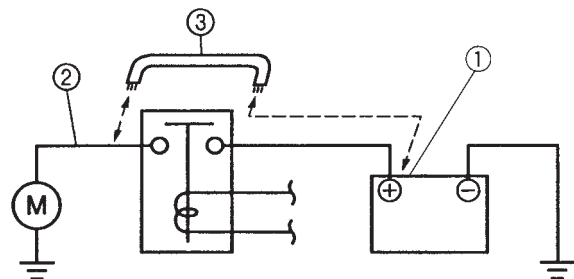
↓ NO

- Clean the battery terminals.
- Recharge or replace the battery.

EB803400

3. Starter motor

- Connect the battery positive terminal ① and starter motor lead ② with a jumper lead ③.



18210801

⚠ 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 that no flammable gas or fluid is in the vicinity.

- Does the starter motor turn?

↓ YES

↓ NO

Repair or replace the starter motor.



EB803402

4. Starting circuit cutoff relay

- Disconnect the relay from the coupler.
- Connect the pocket tester ($\Omega \times 1$) and battery (12 V) to the relay terminals as shown.

Battery positive terminal → red/black ①
Battery negative terminal → black/yellow ②

Tester positive probe → blue/white ③
Tester negative probe → black ④

• Does the starting circuit cutoff relay have continuity between black and blue/white?

↓ YES

↓ NO

Replace the starting circuit cutoff relay

EB803403

5. DIODE

- Disconnect the relay from the coupler.
- Connect the pocket tester ($\Omega \times 1$) to the relay terminals as shown.
- Measure the starting circuit cutoff relay for continuity as follows.

Tester positive probe → sky blue ① Tester negative probe → black/yellow ②	No continuity
Tester positive probe → sky blue ① Tester negative probe → blue/yellow ③	
Tester positive probe → black/yellow ② Tester negative probe → sky blue ①	Continuity
Tester positive probe → blue/yellow ③ Tester negative probe → sky blue ①	

NOTE: _____
 When you switch the “-” and “+” leads of the digital pocket tester, the readings in the above chart will be reversed.

• Are the tester readings correct?

↓ YES

↓ NO

Replace the starting circuit cutoff relay

ELECTRIC STARTING SYSTEM

ELEC



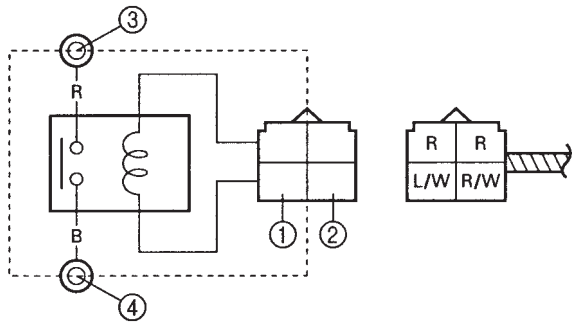
EB803404

6. Starter relay

- Disconnect the starter relay from the coupler.
- Connect the pocket tester ($\Omega \times 1$) and battery (12 V) to the starter relay coupler as shown.

Battery positive terminal → red/white ①
Battery negative terminal → blue/white ②

Tester positive probe → red ③
Tester negative probe → black ④



- Does the starter relay have continuity between red and black?

↓ YES

↓ NO

Replace the starter relay.

EB802411

7. Main switch

- Check the main switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the main switch OK?

↓ YES

↓ NO

Replace the main switch.

EB802412

8. Engine stop switch

- Check the engine stop switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the engine stop switch OK?

↓ YES

↓ NO

Replace the right handlebar switch.

EB802413

9. Neutral switch

- Check the neutral switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the neutral switch OK?

↓ YES

↓ NO

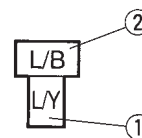
Replace the neutral switch.

10. Diode

- Check the diode for continuity.
- Disconnect the diode from the coupler.
- Connect the pocket tester ($\Omega \times 1$) to the diode terminals as a shown.
- Measure the diode for continuity as follows.

Tester positive probe → blue/yellow ① Tester negative probe → blue/black ②	No continuity
---	----------------------

Tester positive probe → blue/black ② Tester negative probe → blue/yellow ①	Continuity
---	-------------------



- Is the diode ok?

↓ YES

↓ NO

Replace the diode.

ELECTRIC STARTING SYSTEM

ELEC



EB8022414

11. Sidestand switch

- Check the sidestand switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the sidestand switch OK?



Replace the sidestand switch.

EB803405

12. Clutch switch

- Check the clutch switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the clutch switch OK?



Replace the clutch switch.

EB803406

13. Start switch

- Check the start switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the start switch OK?



Replace the right handlebar switch.

EB803408

14. Wiring

- Check the entire starting system's wiring. Refer to "CIRCUIT DIAGRAM".
- Is the starting system's wiring properly connected and without defects?

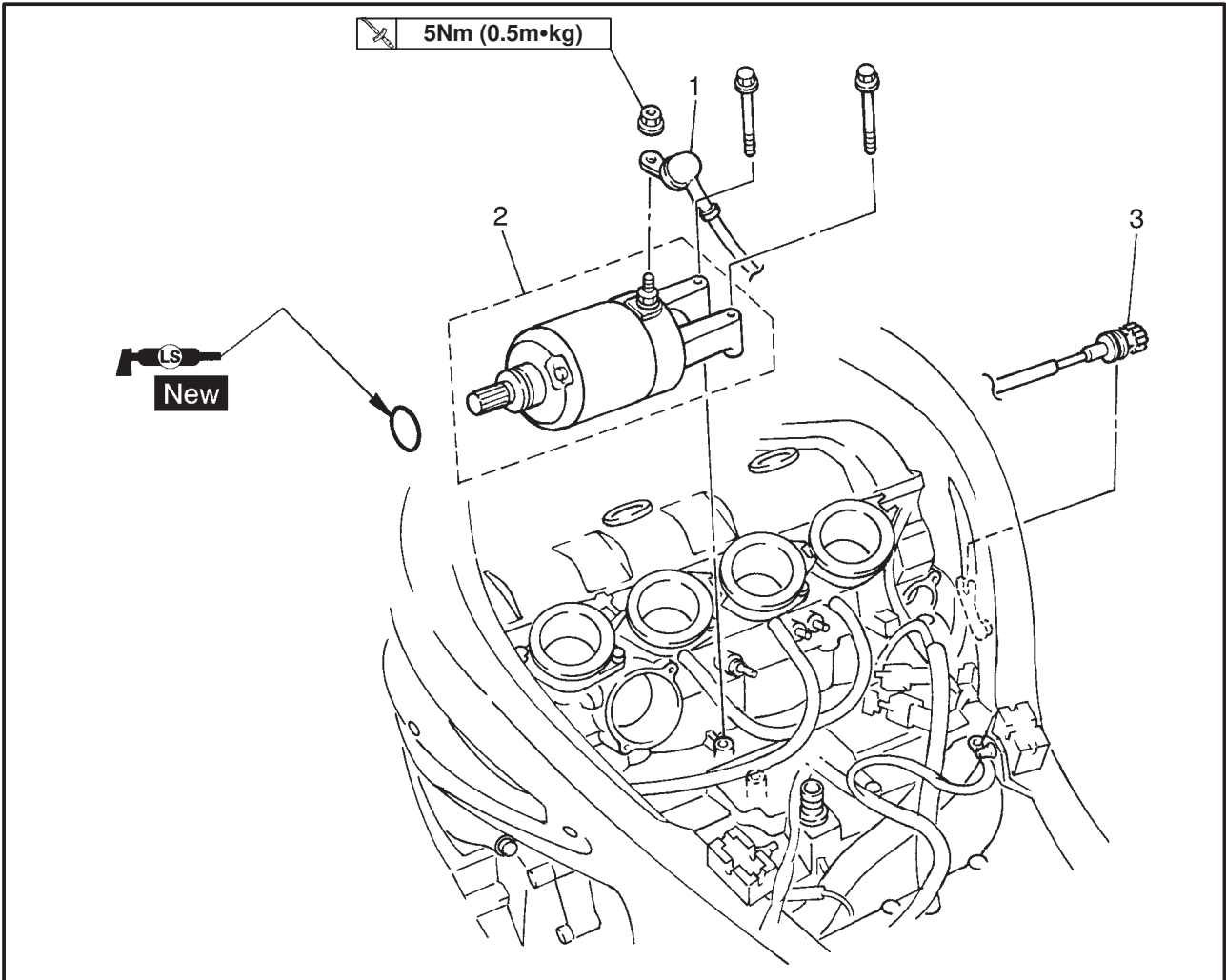


Properly connect or repair the starting system's wiring.

The starting system circuit is OK.

EAS00767

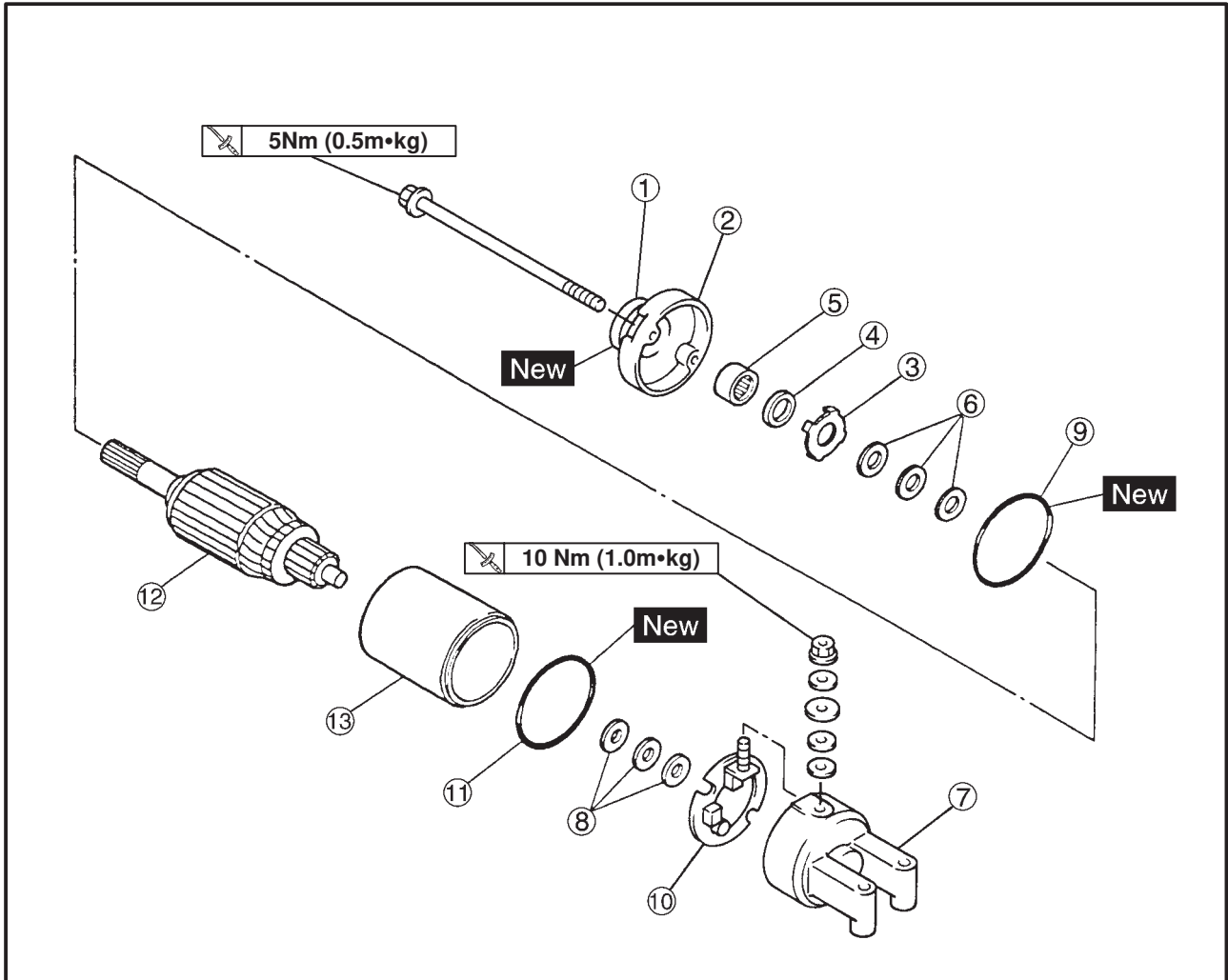
STARTER MOTOR



Order	Job/Part	Q'ty	Remarks
	Removing the starter motor		Remove the parts in the order listed.
	Rider seat		Refer to "SEATS" in chapter 3.
	Fuel tank		Refer to "FUEL TANK" in chapter 3.
	Carburetors		Refer to "CARBURETORS" in chapter 6.
	Coolant		Drain
	Thermostat		Refer to "CHANGING THE COOLANT" in chapter 3.
			Refer to "THERMOSTAT" in chapter 5.
1	Starter motor lead	1	
2	Starter motor assembly	1	
3	Throttle stop screw	1	
			For installation, reverse the removal procedure.

STARTER MOTOR

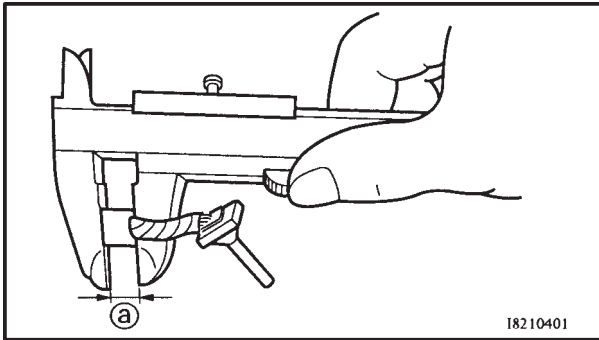
ELEC



Order	Job/Part	Q'ty	Remarks
	Disassembling the starter motor		Remove the parts in the order listed.
①	O-ring	1	
②	Starter motor front cover	1	
③	Lock washer	1	
④	Oil seal	1	
⑤	Bearing	1	
⑥	Washer set	1	
⑦	Starter motor rear cover	1	
⑧	Washer set	1	
⑨	O-ring	2	
⑩	Brush holder set	1	
⑪	O-ring	1	
⑫	Armature assembly	1	
⑬	Starter motor yoke	1	
			For assembly, reverse the disassembly procedure.

STARTER MOTOR

ELEC



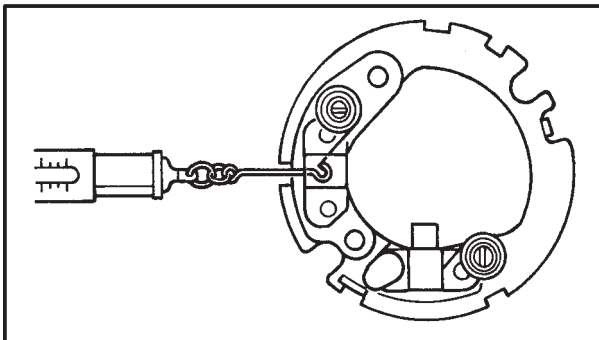
5. Measure:

- brush length ①

Out of specification → Replace the brushes as a set.



Min. brush length
3.5 mm



6. Measure:

- brush spring force

Out of specification → Replace the brush springs as a set.



Brush spring force
7.16 × 9.52 N (7.16 × 9.52 gf)

7. Check:

- gear teeth

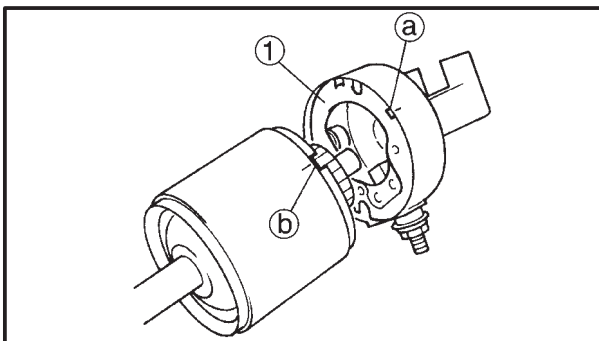
Damage/wear → Replace the gear.

8. Check:

- bearing

- oil seal

Damage/wear → Replace the defective part(-s).



EB803701

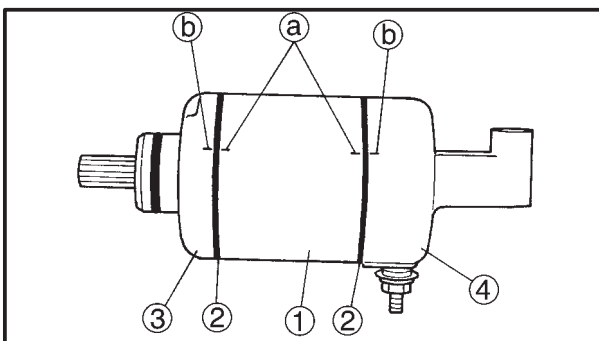
ASSEMBLING THE STARTER MOTOR

1. Install:

- brush seat ①

NOTE:

Align the tab ① on the starter motor rear cover with the slot ② in the yoke.



2. Install:

- starter motor yoke ①

- O-rings ② **New**

- starter motor front cover ③

- starter motor rear cover ④

- bolts

5 Nm (0.5 m•kg)

NOTE:

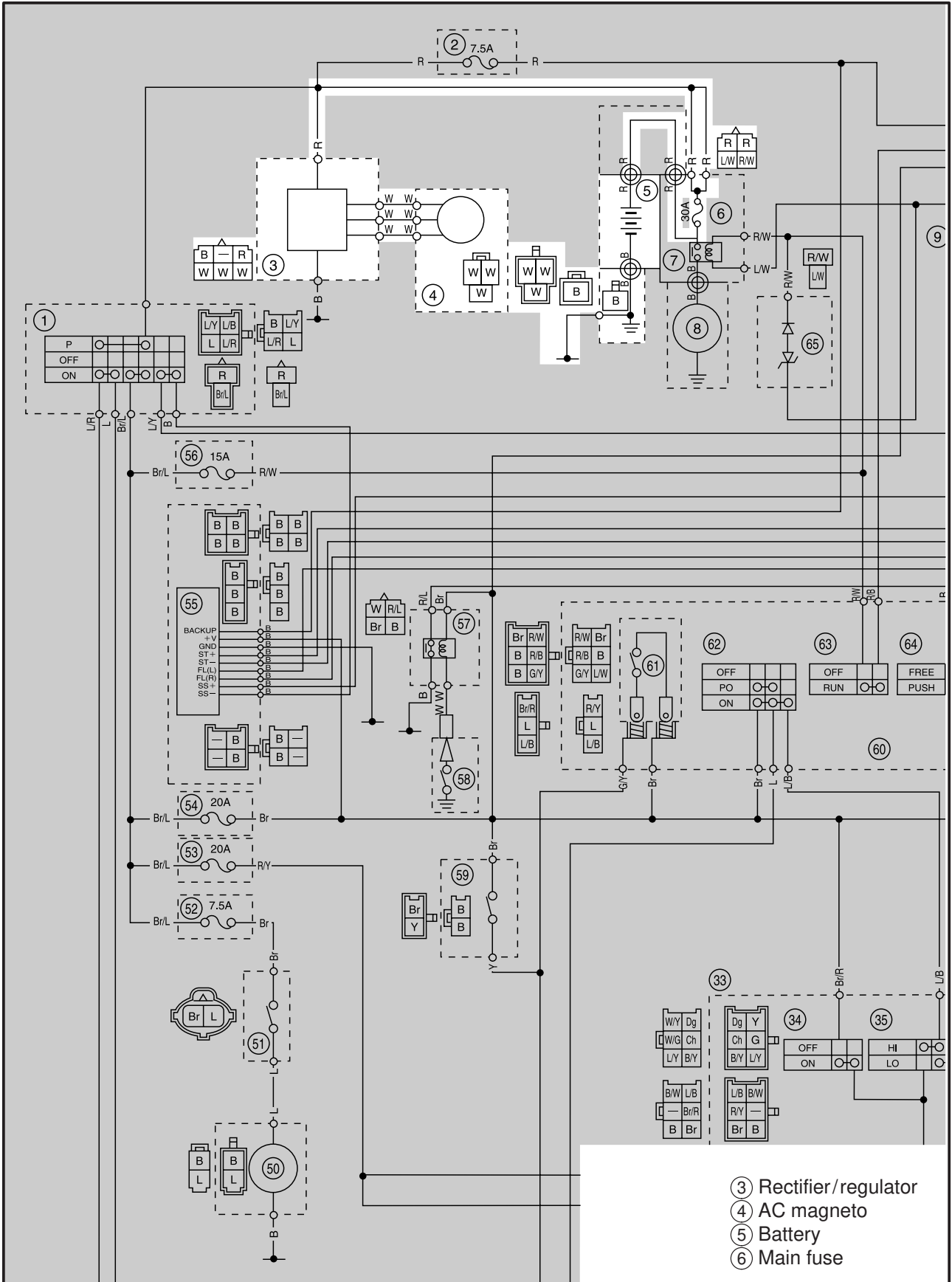
Align the match marks ① on the starter motor yoke with the match marks ② on the front and rear covers.

CHARGING SYSTEM



EB804000

CHARGING SYSTEM CIRCUIT DIAGRAM





EB804010

TROUBLESHOOTING

The battery is not being charged.

Check:

1. main fuse
2. battery
3. charging voltage
4. stator coil assembly resistance
5. wiring
(of the entire charging system)

NOTE:

- Before troubleshooting, remove the following part(-s):
 - 1) rider seat
 - 2) fuel tank
- Troubleshoot with the following special tool(-s).

Engine tachometer
90793-80009

Pocket tester
90890-03112

EB802400

1. Main fuse

- Check the main fuse for continuity. Refer to “CHECKING THE FUSES” in chapter 3.
- Is the main fuse OK?



Replace the fuse.

EB802401

2. Battery

- Check the condition of the battery. Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.

Open-circuit voltage
12.8 V or more at 20°C

- Is the battery OK?



- Clean the battery terminals.
- Recharge or replace the battery.

EB804400

3. Charging voltage

- Connect the engine tachometer to the spark plug lead of cylinder #1.
- Connect the pocket tester (DC 20 V) to the battery as shown.

Tester positive probe →
battery positive terminal

Tester negative probe →
battery negative terminal

- Start the engine and let it run at approximately 5,000 r/min.
- Measure the charging voltage.

Charging voltage
14 V at 5,000 r/min



NOTE:
Make sure that the battery is fully charged.

• Is the charging voltage within specification?



The charging circuit is OK.

EB804404

5. Wiring

- Check the wiring connections of the entire charging system. Refer to "CIRCUIT DIAGRAM".
- Is the charging system's wiring properly connected and without defects?



Properly connect or repair the charging system's wiring.

Replace the rectifier/regulator.

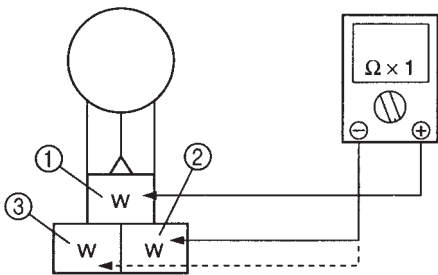
EB804401

4. Stator coil assembly resistances

- Remove the generator cover.
- Connect the pocket tester ($\Omega \times 1$) to the stator coil assembly coupler as shown.

Tester positive probe → white ①
Tester negative probe → white ②

Tester positive probe → white ①
Tester negative probe → white ③



- Measure the stator coil assembly resistances.



Stator coil resistance
 $0.27 \sim 0.33 \Omega$ at 20°C

- Is the stator coil assembly OK?



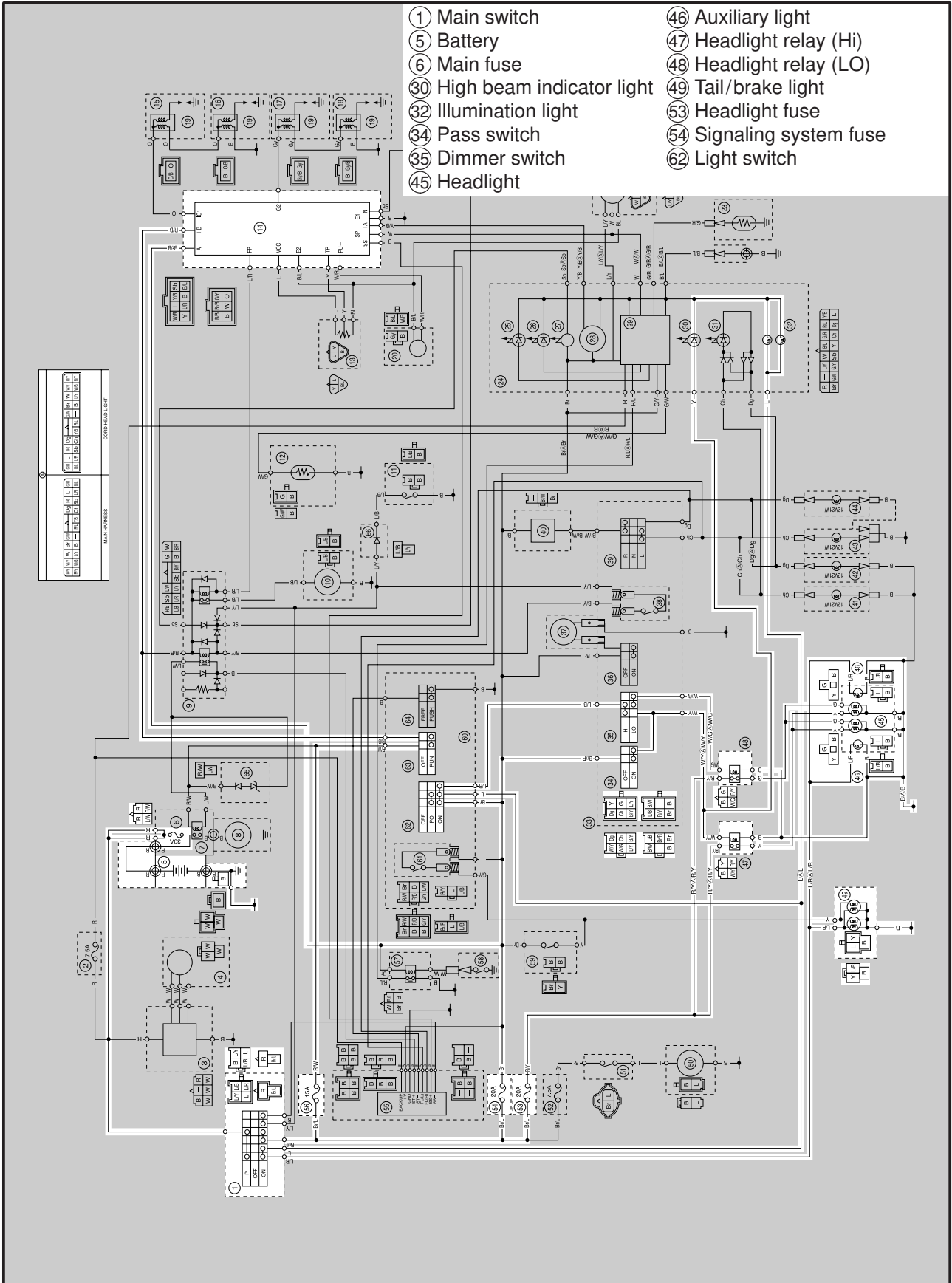
Replace the stator coil assembly.



EB805000

LIGHTING SYSTEM CIRCUIT DIAGRAM

- | | |
|------------------------------|--------------------------|
| ① Main switch | ④⑥ Auxiliary light |
| ⑤ Battery | ④⑦ Headlight relay (Hi) |
| ⑥ Main fuse | ④⑧ Headlight relay (LO) |
| ③⑩ High beam indicator light | ④⑨ Tail/brake light |
| ③② Illumination light | ⑤③ Headlight fuse |
| ③④ Pass switch | ⑤④ Signaling system fuse |
| ③⑤ Dimmer switch | ⑥② Light switch |
| ④⑤ Headlight | |



EB805010

TROUBLESHOOTING

Any of the following fail to light: headlight, high beam indicator light, taillight, auxiliary light or meter light.

Check:

1. main, signaling system, and headlight fuses
2. battery
3. main switch
4. lights switch
5. dimmer switch
6. pass switch
7. wiring
(of the entire charging system)

NOTE:

- Before troubleshooting, remove the following part(-s):
 - 1) seats
 - 2) fuel tank
 - 3) air filter case
 - 4) front cowling inner panels
 - 5) front cowling
 - 6) rear cowling
- Troubleshoot with the following special tool(-s).

	<p>Pocket tester 90890-03112</p>
---	---




EB802400

<p>1. Main, signaling system, and headlight fuses</p>
<ul style="list-style-type: none"> • Check the main, signaling system, and headlight fuses for continuity. Refer to “CHECKING THE FUSES” in chapter 3. • Are the main, signaling system, and headlight fuses OK?



Replace the fuse(-s).

EB802401

<p>2. Battery</p>		
<ul style="list-style-type: none"> • Check the condition of the battery. Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3. 		
<table border="1"> <tr> <td style="text-align: center;"></td> <td> <p>Open-circuit voltage 12.8 V or more at 20°C</p> </td> </tr> </table>		<p>Open-circuit voltage 12.8 V or more at 20°C</p>
	<p>Open-circuit voltage 12.8 V or more at 20°C</p>	
<ul style="list-style-type: none"> • Is the battery OK? 		



- Clean the battery terminals.
- Recharge or replace the battery.

EB802411

<p>3. Main switch</p>
<ul style="list-style-type: none"> • Check the main switch for continuity. Refer to “CHECKING THE SWITCHES”. • Is the main switch OK?



Replace the main switch.

EB805400

<p>4. Lights switch (for Europe)</p>
<ul style="list-style-type: none"> • Check the lights switch for continuity. Refer to “CHECKING THE SWITCHES”. • Is the lights switch OK?



The lights switch is faulty. Replace the right handlebar switch.



EB805401

5. Dimmer switch

- Check the dimmer switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the dimmer switch OK?



The dimmer switch is faulty. Replace the left handlebar switch.

EB805403

6. Pass switch

- Check the pass switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the pass switch OK?



The pass switch is faulty. Replace the left handlebar switch.

EB805404

7. Wiring

- Check the entire lighting system’s wiring. Refer to “CIRCUIT DIAGRAM”.
- Is the lighting system’s wiring properly connected and without defects?



Check the condition of each of the lighting system’s circuits. Refer to “CHECKING THE LIGHTING SYSTEM”.

Properly connect or repair the lighting system’s wiring.

EB805410

CHECKING THE LIGHTING SYSTEM

1. The headlight and the high beam indicator light fail to come on.

1. Headlight bulb and socket

- Check the headlight bulb and socket for continuity. Refer to “CHECKING THE BULBS AND BULB SOCKETS”.
- Are the headlight bulb and socket OK?



Replace the headlight bulb, socket or both.

2. High beam indicator light LED

- Check the LED of the high beam indicator light. Refer to “CHECKING THE LEDs”.
- Is the high beam indicator light LED OK?



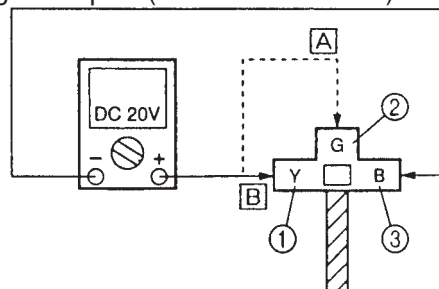
Replace the meter assembly.

3. Voltage

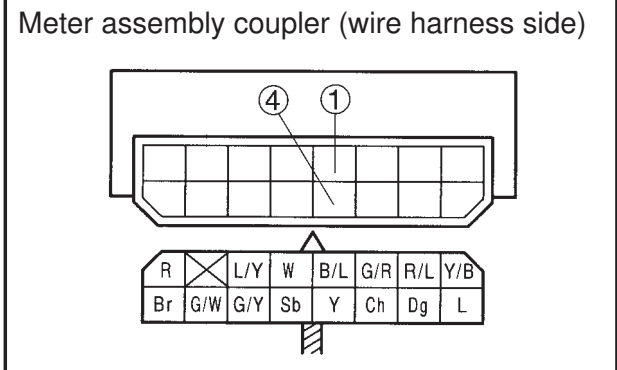
- Connect the pocket tester (DC 20 V) to the headlight and high beam indicator light couplers as shown.

- A** When the dimmer switch is set to “ ”
- B** When the dimmer switch is set to “ ”

Headlight coupler (wire harness side)



Headlight
 Tester positive probe → yellow ① or green ②
 Tester negative probe → black ③
High beam indicator light
 Tester positive probe → yellow ①
 Tester negative probe → black/blue ④



- Set the main switch to “ON”.
- Set the light switch to “☀”.
- Set the dimmer switch to “☸” or “☹”.
- Measure the voltage (12 V) of yellow (green) ② on the headlight coupler (headlight side).
- Is the voltage within specification?

↓ YES ↓ NO

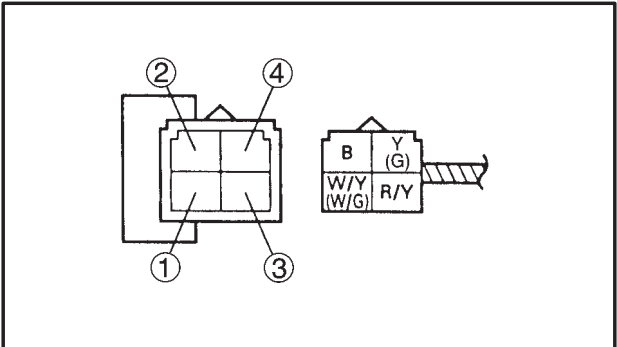
The wiring circuit from the main switch to the headlight coupler is faulty and must be repaired.

4. Headlight relay (Hi or LO)

- Disconnect the headlight relay from the coupler.
- Connect the pocket tester ($\Omega \times 1$) and battery (12 V) to the headlight relay terminals as shown.

Battery positive terminal → white/yellow (white/green) ①
Battery negative terminal → black ②

Tester positive probe → yellow (green) ④
Tester negative probe → red/yellow ③



• Does the headlight relay have continuity between yellow (green) and red/yellow?

↓ YES ↓ NO

This circuit is OK. Replace the headlight relay.

EB805411
 2. Illumination fails to come on.

1. Meter light bulb and socket.

- Check the meter light bulb and socket for continuity. Refer to “CHECKING THE BULBS AND BULB SOCKETS”.
- Are the meter light bulb and socket OK?

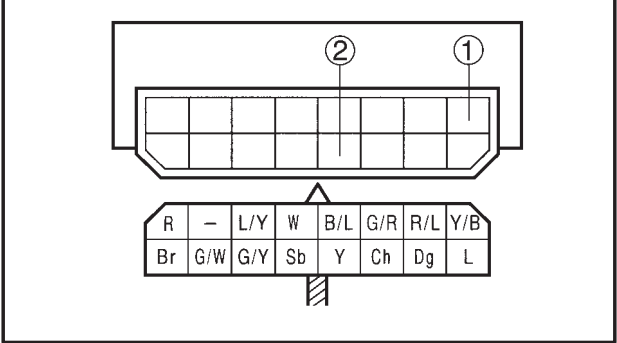
↓ YES ↓ NO

Replace the meter light bulb, socket or both.

2. Voltage

- Connect the pocket tester (20 V) to the meter assembly coupler (wire harness side) as shown.

Tester positive probe → blue ①
Tester negative probe → black/blue ②



LIGHTING SYSTEM



- Set the main switch to “ON”.
- Set the light switch to “ $\exists D \text{ } \text{D} \exists$ ” or “ \odot ”.
- Measure the voltage (12 V) of blue ① on the meter assembly coupler (wire harness side).
- Is the voltage within specification?

↓ YES ↓ NO

This circuit is OK.

The wiring circuit from the main switch to the meter assembly coupler is faulty and must be repaired.

- Set the main switch to “ON”.
- Set the light switch to “ $\exists D \text{ } \text{D} \exists$ ” or “ \odot ”.
- Measure the voltage (12 V) of blue/red ① on the tail/brake light coupler (wire harness side).
- Is the voltage within specification?

↓ YES ↓ NO

This circuit is OK.

The wiring circuit from the main switch to the tail/brake light coupler is faulty and must be repaired.

EB805412

3. A tail/brake light fails to come on.

1. Tail/brake light bulb and socket

- Check the tail/brake light bulb and socket for continuity. Refer to “CHECKING THE BULBS AND BULB SOCKETS”.
- Are the tail/brake light bulb and socket OK?

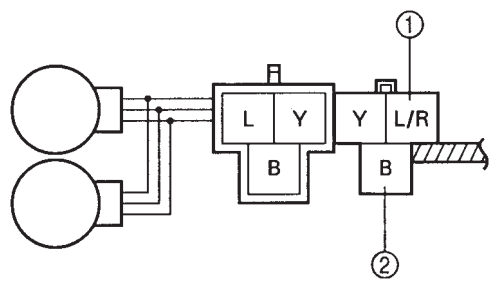
↓ YES ↓ NO

Replace the tail/brake light bulb, socket or both.

2. Voltage

- Connect the pocket tester (DC 20 V) to the tail/brake light coupler (wire harness side) as shown.

Tester positive probe → blue/red ①
 Tester negative probe → black ②



EB805413

4. The auxiliary light fails to come on. (for Europe)

1. Auxiliary light bulb and socket

- Check the auxiliary light bulb and socket for continuity. Refer to “CHECKING THE BULBS AND BULB SOCKETS”.
- Are the auxiliary light bulb and socket OK?

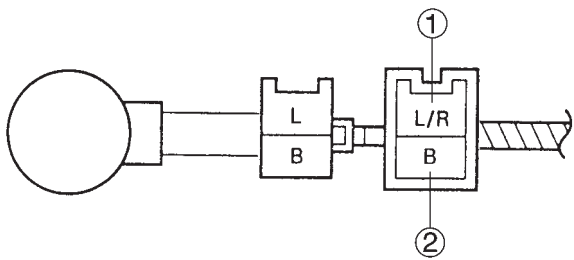
↓ YES ↓ NO

Replace the auxiliary light bulb, socket or both.

2. Voltage

- Connect the pocket tester (DC 20 V) to the auxiliary light couplers (wire harness side) as shown.

Tester positive probe → blue/red ①
 Tester negative probe → black ②



- Set the main switch to “ON”.
- Set the light switch to “ $\exists \text{D} \text{D} \exists$ ” or “ \odot ”.
- Measure the voltage (12 V) of blue/red ① on the auxiliary light couplers (wire harness side).
- Is the voltage within specification?

↓ YES

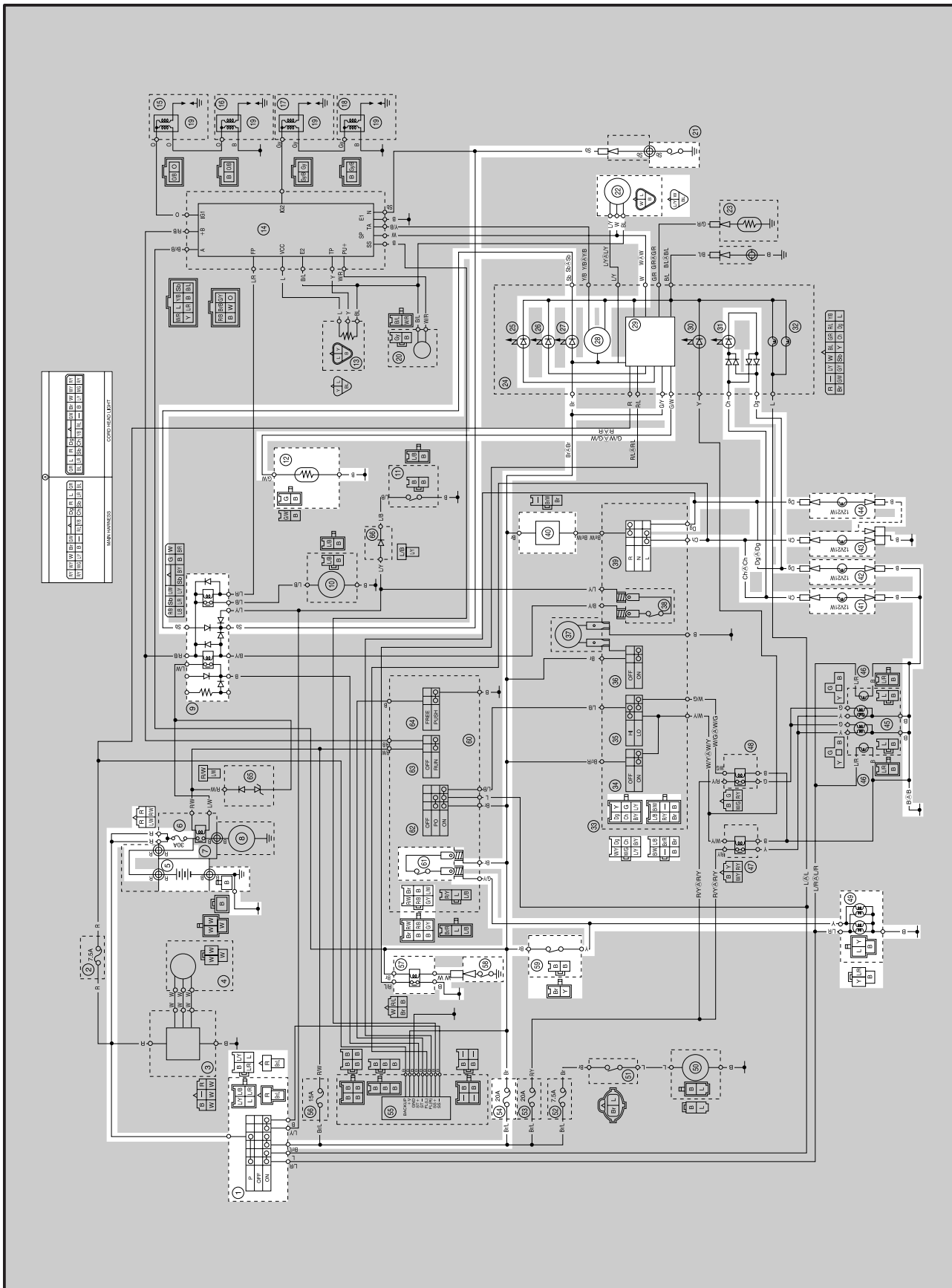
↓ NO

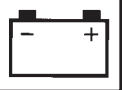
This circuit is OK.

The wiring circuit from the main switch to the auxiliary light connectors is faulty and must be repaired.

EB806000

**SIGNALING SYSTEM
CIRCUIT DIAGRAM**





- ① Main switch
- ⑤ Battery
- ⑥ Main fuse
- ⑨ Starting circuit cutoff relay
- ⑫ Fuel sender
- ⑰ Neutral switch
- ⑳ Speed sensor
- ㉕ Fuel level indicator light
- ㉖ Oil level/coolant temperature warning light
- ㉗ Neutral indicator light
- ㉘ Tachometer
- ㉙ Combination meter
- ㉚ Turn signal indicator light
- ㉛ Horn switch
- ㉜ Horn
- ㉝ Turn signal switch
- ㉞ Flasher relay
- ㉟ Front turn signal light (L)
- ㊱ Front turn signal light (R)
- ㊲ Rear turn signal light (L)
- ㊳ Rear turn signal light (R)
- ㊴ Tail/brake light
- ㊵ Signaling system fuse
- ㊶ Oil level relay
- ㊷ Oil level switch
- ㊸ Rear brake light switch
- ㊹ Front brake light switch

SIGNALING SYSTEM



EB806010

TROUBLESHOOTING

- Any of the following fail to light: turn signal light, brake light or an indicator light.
- The horn fails to sound.

Check:

1. main and signaling system fuses
2. battery
3. main switch
4. wiring
(of the entire signaling system)

NOTE:

- Before troubleshooting, remove the following part(-s):
 - 1) seats
 - 2) fuel tank
 - 3) air filter case
 - 4) front cowling inner panels
 - 5) bottom cowling
 - 6) side cowling inner panels
 - 7) side cowlings
 - 8) windshield
 - 9) rear cowling
- Troubleshoot with the following special tool (-s).



Pocket tester
90890-03112

EB802400

1. Main and signaling system fuses

- Check the main and signaling system fuses for continuity. Refer to "CHECKING AND CHARGING THE FUSES" in chapter 3.
- Are the main and signaling system fuses OK?

↓ YES

↓ NO

Replace the fuse(-s).

EB802401

2. Battery

- Check the condition of the battery. Refer to "CHECKING THE BATTERY" in chapter 3.

Open-circuit voltage
12.8 V or more at 20°C

- Is the battery OK?

↓ YES

↓ NO

• Clean the battery terminals.
• Recharge or replace the battery.

EB802411

3. Main switch

- Check the main switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the main switch OK?

↓ YES

↓ NO

Replace the main switch.

EB806400

4. Wiring

- Check the entire signaling system's wiring. Refer to "CIRCUIT DIAGRAM".
- Is the signaling system's wiring properly connected and without defects?

↓ YES

↓ NO

Check the condition of each of the signaling system's circuits. Refer to "CHECKING THE SIGNALING SYSTEM".

Properly connect or repair the signaling system's wiring.

EB806410

CHECKING THE SIGNALING SYSTEM

1. The horn fails to sound.

1. Horn switch

- Check the horn switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the horn switch OK?

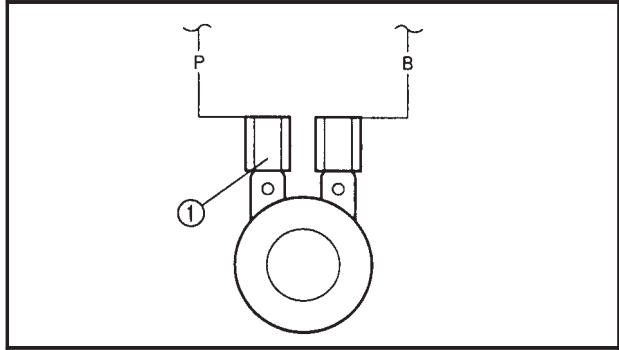


Replace the left handlebar switch.

2. Voltage

- Connect the pocket tester (DC 20 V) to the horn connector at the horn terminal as shown.

Tester positive probe → pink ①
Tester negative probe → ground



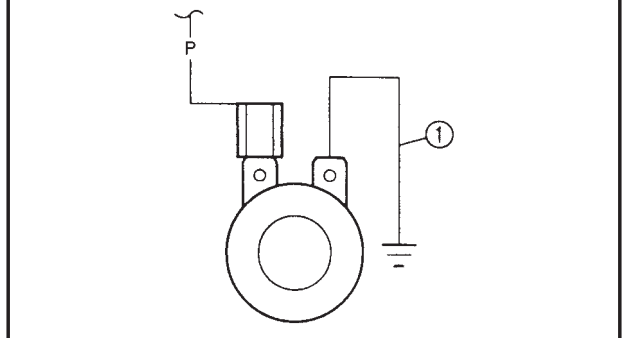
- Set the main switch to “ON”.
- Push the horn switch.
- Measure the voltage (12 V) of Pink at the horn terminal.
- Is the voltage within specification?



The wiring circuit from the main switch to the horn connector is faulty and must be repaired.

3. Horn

- Disconnect the black connector at the horn terminal.
- Connect a jumper lead ① to the horn terminal and ground the jumper lead.
- Set the main switch to “ON”.
- Push the horn switch.
- Does the horn sound?

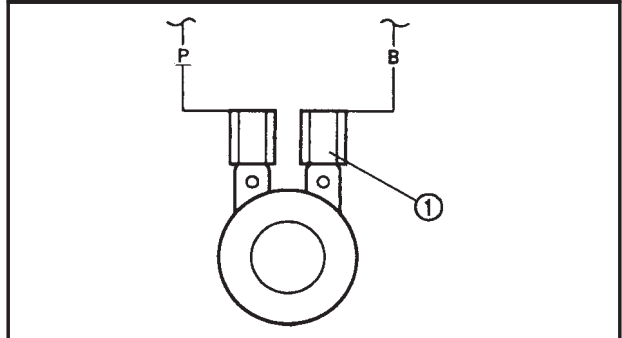


The horn is OK.

4. Voltage

- Connect the pocket tester (DC 20 V) to the horn connector at the black terminal as shown.

Tester positive probe → black ①
Tester negative probe → ground



- Set the main switch to “ON”.
- Measure the voltage (12 V) of black ① at the horn terminal.
- Is the voltage within specification?



Repair or replace the horn.

Replace the horn.

SIGNALING SYSTEM



EB806411

2. A tail/brake light fails to come on.

1. Tail/brake light bulb and socket

- Check the tail/brake light bulb and socket for continuity. Refer to “CHECKING THE BULBS AND BULB SOCKETS”.
- Are the tail/brake light bulb and socket OK?

↓ YES

↓ NO

Replace the tail/brake light bulb, socket or both.

2. Brake light switches

- Check the brake light switches for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the brake light switch OK?

↓ YES

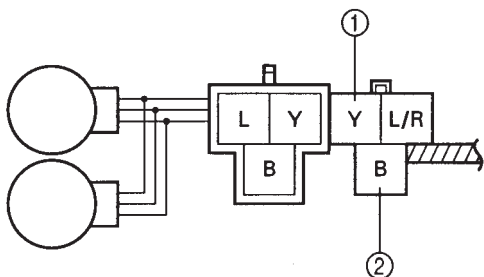
↓ NO

Replace the brake light switch.

3. Voltage

- Connect the pocket tester (DC 20 V) to the tail/brake light coupler (wire harness side) as shown.

Tester positive probe → yellow ①
Tester negative probe → black ②



- Set the main switch to “ON”.
- Pull in the brake lever or push down on the brake pedal.
- Measure the voltage (12 V) of yellow at the tail/brake light coupler (wire harness side).
- Is the voltage within specification?

↓ YES

↓ NO

This circuit is OK.

The wiring circuit from the main switch to the tail/brake light coupler is faulty and must be repaired.

EB806413

3. A turn signal light, turn signal indicator light or both fail to blink.

1. Turn signal light bulb and socket

- Check the turn signal light bulb and socket for continuity. Refer to “CHECKING THE BULBS AND BULB SOCKETS”.
- Are the turn signal light bulb and socket OK?

↓ YES

↓ NO

Replace the turn signal light bulb, socket or both.

2. Turn signal indicator light LED

- Check the LED of the turn signal indicator light. Refer to “CHECKING THE LEDs”.
- Is the turn signal indicator light LED OK?

↓ YES

↓ NO

Replace the meter assembly.



3. Turn signal switch

- Check the turn signal switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the turn signal switch OK?

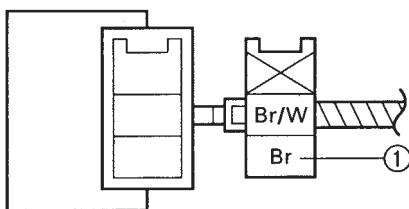


Replace the left handlebar switch.

4. Voltage

- Connect the pocket tester (DC 20 V) to the relay coupler (wire harness side) as shown.

Tester positive probe → brown ①
Tester negative probe → ground



- Set the main switch to “ON”.
- Measure the voltage (12 V) of brown ① at the turn signal relay coupler (wire harness side).
- Is the voltage within specification?

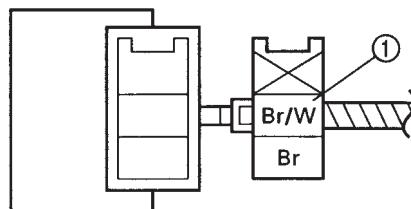


The wiring circuit from the main switch to the turn signal relay coupler (turn signal relay side) is faulty and must be repaired.

5. Voltage

- Connect the pocket tester (DC 20 V) to the turn signal relay coupler (wire harness side) as shown.

Tester positive probe → brown/white ①
Tester negative probe → ground



- Set the main switch to “ON”.
- Set the turn signal switch to “←” or “→”.
- Measure the voltage (12 V) or brown/white at the turn signal relay coupler (wire harness side).
- Is the voltage within specification?



The turn signal relay is faulty and must be replaced.

6. Voltage

- Connect the pocket tester (DC 20 V) to the turn signal light connectors or the meter assembly coupler (wire harness side) as shown.

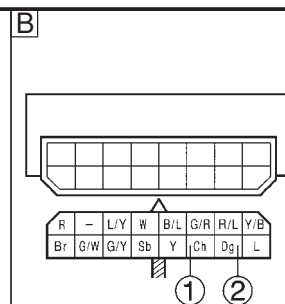
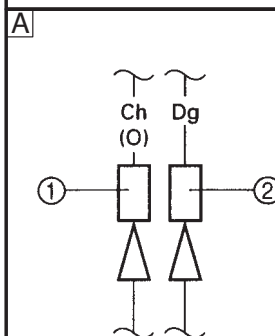
- A** Turn signal light
- B** Turn signal indicator light

Left turn signal light

Tester positive probe → chocolate ①
Tester negative probe → ground

Right turn signal light

Tester positive probe → dark green ②
Tester negative probe → ground





- Set the main switch to “ON”.
- Set the turn signal switch to “←” or “→”.
- Measure the voltage (12 V) of chocolate ① or dark green ② at the turn signal light connector (wire harness side).
- Is the voltage within specification?

↓ YES

This circuit is OK.

↓ NO

The wiring circuit from the turn signal switch to the turn signal light connector is faulty and must be repaired.

EB806414

4. The neutral indicator light fails to come on.

1. Neutral indicator light LED
- Check the LED of the neutral indicator light. Refer to “CHECKING THE LEDs”.
 - Is the neutral indicator light LED OK?

↓ YES

Replace the meter assembly.

↓ NO

2. Neutral switch
- Check the neutral switch for continuity. Refer to “CHECKING THE SWITCHES”.
 - Is the neutral switch OK?

↓ YES

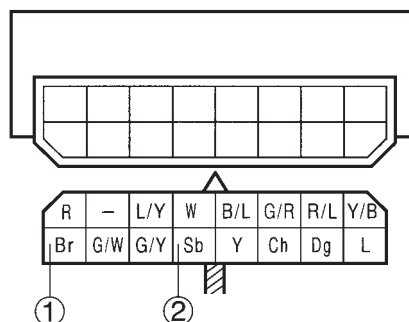
Replace the neutral switch.

↓ NO

3. Voltage

- Connect the pocket tester (DC 20 V) to the meter assembly coupler (wire harness side) as shown.

Tester positive probe → brown ①
Tester negative probe → sky blue ②



- Set the main switch to “ON”.
- Measure the voltage (12 V) of brown ① and sky blue ② at the meter assembly coupler.
- Is the voltage within specification?

↓ YES

This circuit is OK.

↓ NO

The wiring circuit from the main switch to the meter light bulb coupler is faulty and must be repaired.

EB806416

5. The oil level warning light fails to come on.

1. Oil level warning light LED
- Check the LED of the oil level warning light. Refer to “CHECKING THE LEDs”.
 - Is the oil level warning light LED OK?

↓ YES

Replace the meter assembly.

↓ NO

2. Oil level switch

- Drain the engine oil and remove the oil level switch from the oil pan.
- Check the oil level switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the oil level switch OK?



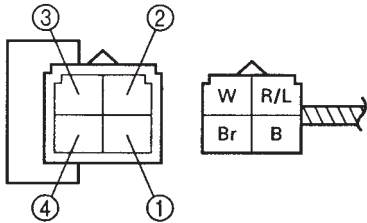
Replace the oil level switch.

3. Oil level relay

- Disconnect the oil level relay from the coupler.
- Connect the pocket tester ($\Omega \times 1$) and battery (12 V) to the oil level relay terminals as shown.

Battery positive terminal → brown ①
Battery negative terminal → white ②

Tester positive probe → red/blue ③
Tester negative probe → black ④



• Does the oil level relay have continuity between red/blue and black?

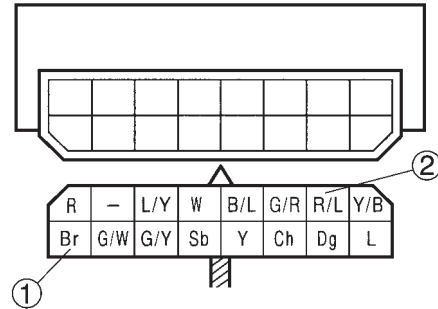


Replace the oil level relay.

4. Voltage

- Connect the pocket tester (DC 20 V) to the meter assembly coupler (wire harness side) as shown.

Tester positive probe → brown ①
Tester negative probe → red/blue ②



- Set the main switch to “ON”.
- Measure the voltage (12 V) of brown ① and red/blue at the meter assembly coupler.
- Is the voltage within specification?



This circuit is OK.

The wiring circuit from the main switch to the meter assembly coupler is faulty and must be repaired.

EB806417
6. The fuel level indicator light fails to come on.

1. Fuel level indicator light LED

- Check the LED of the fuel level indicator light. Refer to “CHECKING THE LEDs”.
- Is the fuel level indicator light LED OK?

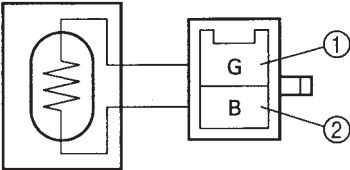


Replace the meter assembly.

2. Fuel sender

- Disconnect the fuel sender coupler from the wire harness.
- Drain the fuel from the fuel tank and remove the fuel sender from the fuel tank.
- Check the fuel sender for continuity.

Tester positive probe → green ①
Tester negative probe → black ②



Is the fuel sender OK?

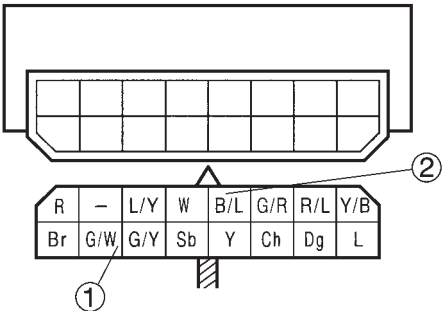
↓ YES ↓ NO

Replace the fuel sender.

3. Voltage

Connect the pocket tester (DC 20 V) to the meter assembly coupler (wire harness side) as shown.

Tester positive probe → green/white ①
Tester negative probe → black/blue ②



- Set the main switch to "ON".
- Measure the voltage (12 V).
- Is the voltage within specification?

↓ YES ↓ NO

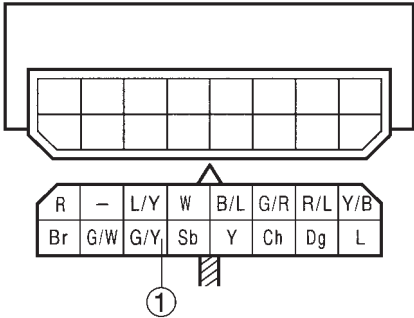
This circuit OK. The wiring circuit from the main switch to the meter assembly coupler is faulty and must be repaired.

EAS00805
7. The clock fails to come on.

1. Voltage

Connect the pocket tester (20 V DC) to the clock coupler (clock side) as shown.

Tester positive probe → green/yellow ①
Tester negative probe → ground



Set the main switch to "ON".
 Measure the voltage (12 V).
 Is the voltage within specification?

↓ YES ↓ NO

The wiring circuit from the main switch to the clock coupler (clock side) is faulty and must be repaired.

2. Clock

Check that the clock is operating properly. When setting the clock after its power source has been disconnected (e.g., when the battery is removed), first set the clock to 1:00 AM and then to the correct time.

Is the clock operating properly?

↓ YES ↓ NO

This circuit is OK. Replace the clock.



EAS00806

The speedometer fails to come on.

1. Speedometer bulb socket

- Check the speedometer bulb socket for continuity.
- Is the speedometer bulb socket OK?

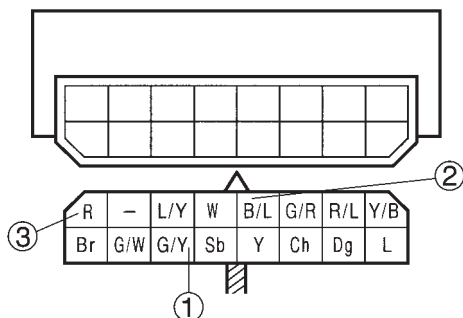
YES NO

Replace the speedometer bulb socket.

2. Voltage

- Connect the pocket tester (20 V DC) to the speedometer coupler (wire harness side) as shown.

Battery positive lead → green/yellow ①
 Battery negative lead → black/blue ②
 Battery positive lead → red ③



NOTE: First, connect the battery to the green/yellow ① and black/blue ② coupler terminals, then connect the battery positive lead to the red/green ③ terminal. When connecting the battery, check whether the startup display 3 appears first and then after approximately three seconds the normal display appears 4.

Does the startup display appear first and then after approximately three seconds the normal display appears?

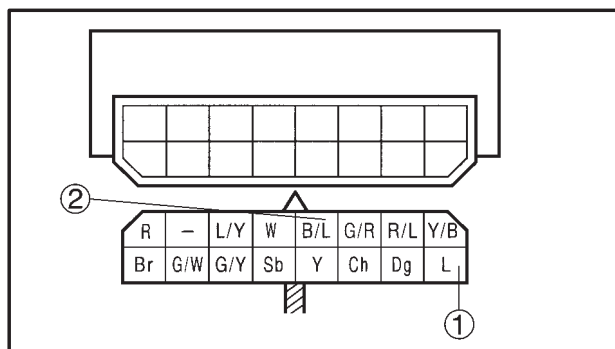
YES NO

Replace the speedometer.

3. Voltage

- Connect the pocket tester (20 V DC) to the speedometer bulb socket coupler (wire harness side) as shown.

Tester positive probe → blue ①
 Tester negative probe → blue/black ②



- Set the main switch to "ON".
- Measure the voltage (12 V) of blue ① on the speedometer bulb socket coupler (wire harness side).
- Is the voltage within specification?

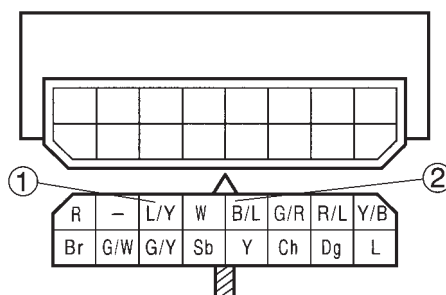
YES NO

The wiring circuit from the main switch to the speedometer bulb socket coupler (wire harness side) is faulty, repair it.

4. Speedometer sensor

- Connect the pocket tester (20 V DC) to the speedometer coupler (wire harness side) as shown.

Tester positive probe → blue/yellow ①
 Tester negative probe → black/blue ②



- Set the main switch to "ON".
- Elevate the rear wheel and slowly rotate it.
- Measure the voltage (5 V) of blue/yellow and black/blue. With each full rotation of the rear wheel, the voltage reading should cycle from 0 V to 5 V to 0 V to 5 V.
- Does the voltage reading cycle correctly?

YES NO

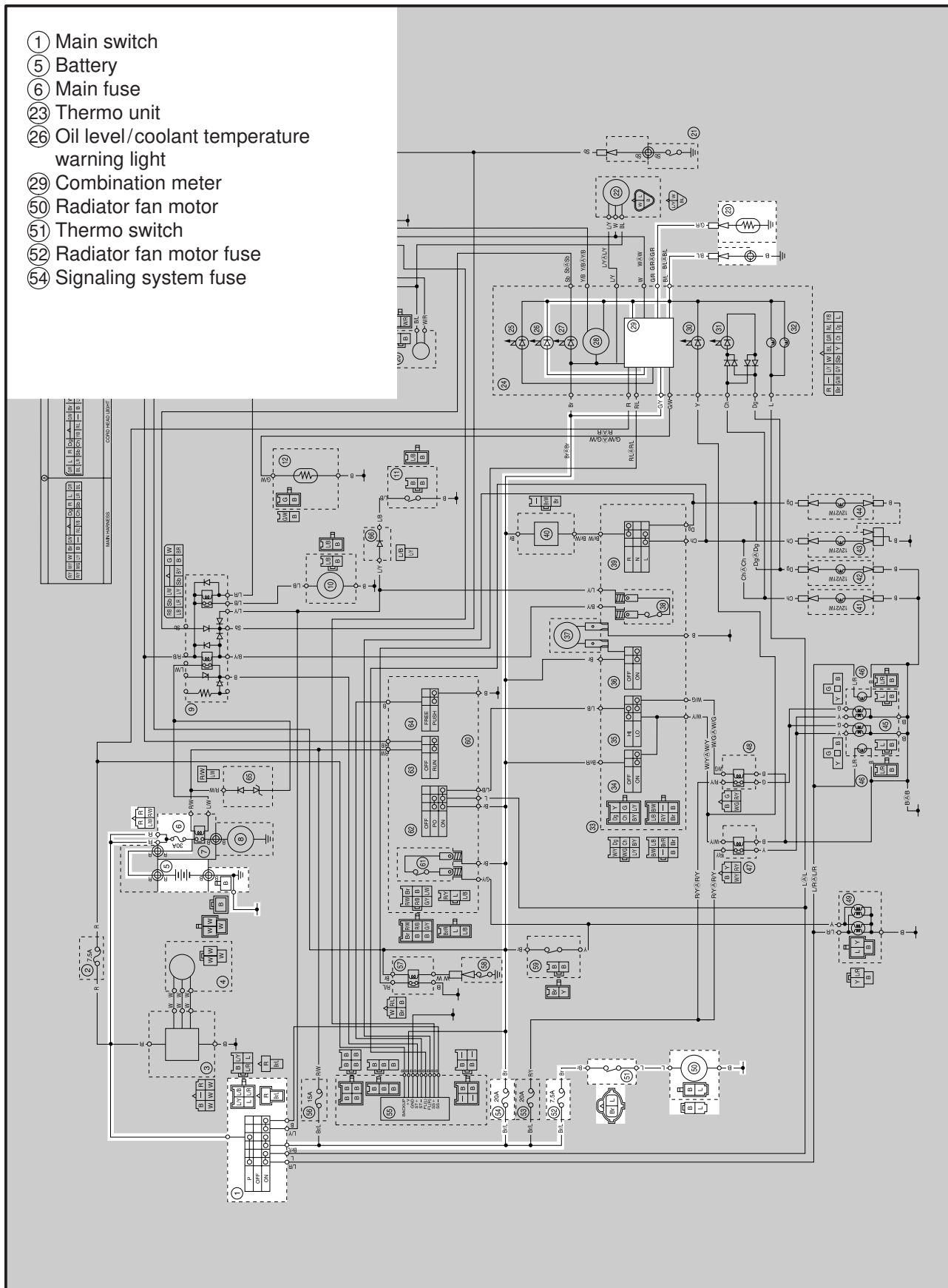
This circuit is OK.

Replace the speedometer sensor.

EB807000

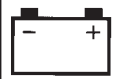
**COOLING SYSTEM
CIRCUIT DIAGRAM**

- ① Main switch
- ⑤ Battery
- ⑥ Main fuse
- ⑳ Thermo unit
- ㉔ Oil level/coolant temperature warning light
- ㉑ Combination meter
- ㉒ Radiator fan motor
- ㉓ Thermo switch
- ㉕ Radiator fan motor fuse
- ㉖ Signaling system fuse



COOLING SYSTEM

ELEC



EB807010

TROUBLESHOOTING

- The radiator fan motor fails to turn.
- The coolant temperature display and/or warning light fails to indicate when the engine is warm.

Check:

1. main, signal system, and radiator fan motor fuses
2. battery
3. main switch
4. radiator fan motor
5. thermo switch
6. thermo unit
7. wiring
(the entire cooling system)

NOTE:

- Before troubleshooting, remove the following part(-s):
 - 1) rider seat
 - 2) bottom cowling
 - 3) front cowling inner panels
 - 4) side cowling inner panels
 - 5) side cowlings
 - 6) windshield
- Troubleshoot with the following special tool (-s).



Pocket tester
90890-03112

EB802400

1. Main, signal system and radiator fan motor fuses
 - Check the main, signal system, and radiator fan motor fuses for continuity. Refer to "CHECKING THE FUSES" in chapter 3.
 - Are the main, signal system, and radiator fan motor fuses OK?

↓ YES

↓ NO

Replace the fuse(-s).

EB802401

2. Battery

- Check the condition of the battery. Refer to "CHECKING AND CHARGING THE BATTERY" in chapter 3.

Open-circuit voltage
12.8 V or more at 20°C

- Is the battery OK?

↓ YES

↓ NO

- Clean the battery terminals.
- Recharge or replace the battery.

EB802411

3. Main switch

- Check the main switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the main switch OK?

↓ YES

↓ NO

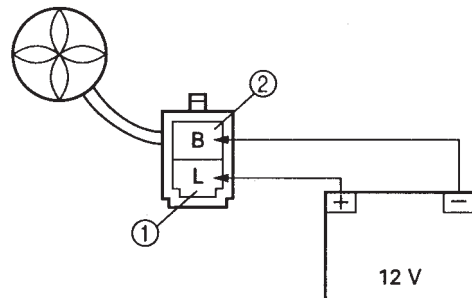
Replace the main switch.

EB807400

4. Radiator fan motor (test 1)

- Disconnect the radiator fan motor coupler from the wire harness.
- Connect the battery (12 V) as shown.

Battery positive lead → blue ①
Battery negative lead → black ②



- Does the radiator fan motor turn?

↓ YES

↓ NO

The radiator fan motor is faulty and must be replaced.



EB807400

5. Radiator fan motor (test 2)

- Disconnect the thermo switch coupler.
- Set the main switch to “ON”.
- Connect the brown ① and blue ② terminals with a jumper lead ③ as shown.

• Does the radiator fan motor turn?



The wiring circuit from the main switch to the radiator fan motor coupler is faulty and must be repaired.

6. Thermo switch

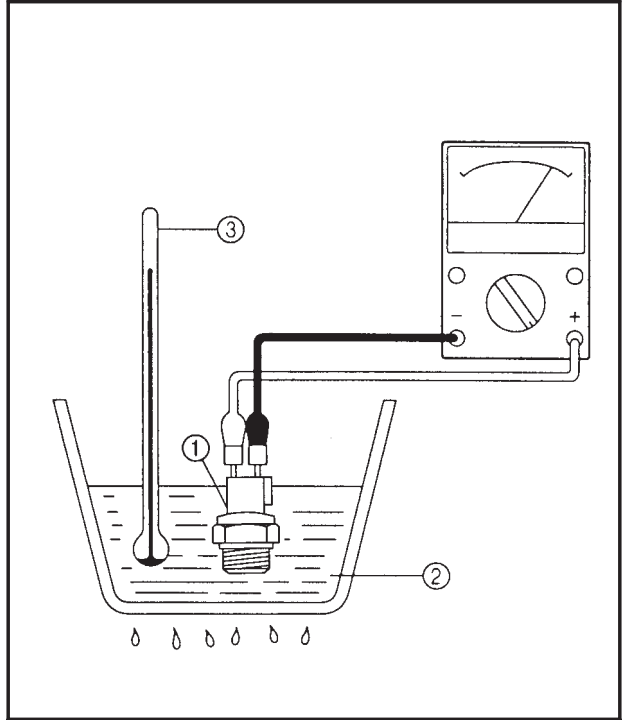
- Remove the thermo switch from the radiator.
- Connect the pocket tester ($\Omega \times 1$) to the thermo switch ① as shown.
- Immerse the thermo switch in a container filled with coolant ②.

NOTE: _____
Make sure that the thermo switch terminals do not get wet.

- Place a thermometer ③ in the coolant.
- Slowly heat the coolant, then let it cool to the specified temperature as indicated in the table.
- Check the thermo switch for continuity at the temperatures indicated in the table.

Test step	Coolant temperature	Continuity
	Thermo switch	
1	0 ~ 105 ± 3°C	NO
2	More than 105 ± 3°C	YES
3*	105 ± 3°C to 100 ± 3°C	YES
4*	Less than 100 ± 3°C	NO

Test steps 1 & 2: Heating phase
Test steps 3* & 4*: Cooling phase



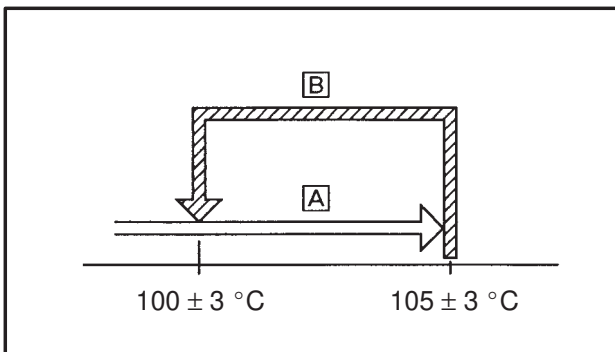
⚠ WARNING

- Handle the thermo switch with special care.
- Never subject the thermo switch to strong shocks. If the thermo switch is dropped, replace it.



Thermo switch
28 Nm (2.8 m•kg)
Three bond sealock® 10

- A** The thermo switch circuit is open and the radiator fan is off.
- B** The thermo switch circuit is closed and the radiator fan is on.




• Does the thermo switch operate properly as described above?

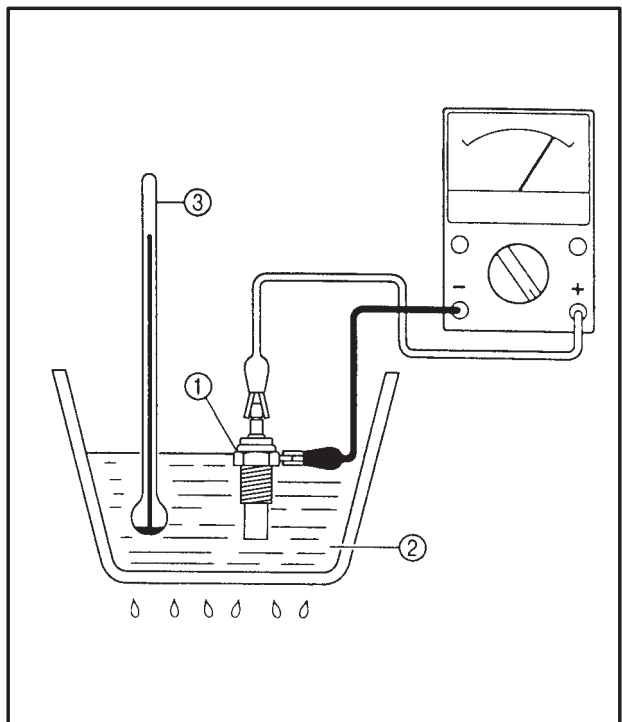
↓ YES

↓ NO


Replace the thermo switch.

7. Thermo unit
- Remove the temperature sender from the cylinder head.
 - Connect the pocket tester ($\Omega \times 10$) to the thermo unit ① as shown.
 - Immerse the thermo unit in a container filled with coolant ②.
 - Place a thermometer ③ in the coolant.
 - Slowly heat the water, then let it cool down to the specified temperature.
 - Check the thermo unit for continuity at the temperatures indicated below.

	Thermo unit resistance
	50.6 ~ 64.2 Ω at 80°C 17.3 ~ 16.1 Ω at 120°C



⚠ WARNING
 Handle the temperature sender with special care.
 Never subject the temperature sender to strong shocks. If the temperature sender is dropped, replace it.

 **Temperature sender**
 15 Nm (1.5 m•kg)
 Three bond sealock® 10

↓ YES

↓ NO

Replace the temperature sender.

8. Wiring
- Check the entire cooling system's wiring. Refer to "CIRCUIT DIAGRAM".
 - Is the cooling system's wiring properly connected and without defects?

↓ YES

↓ NO

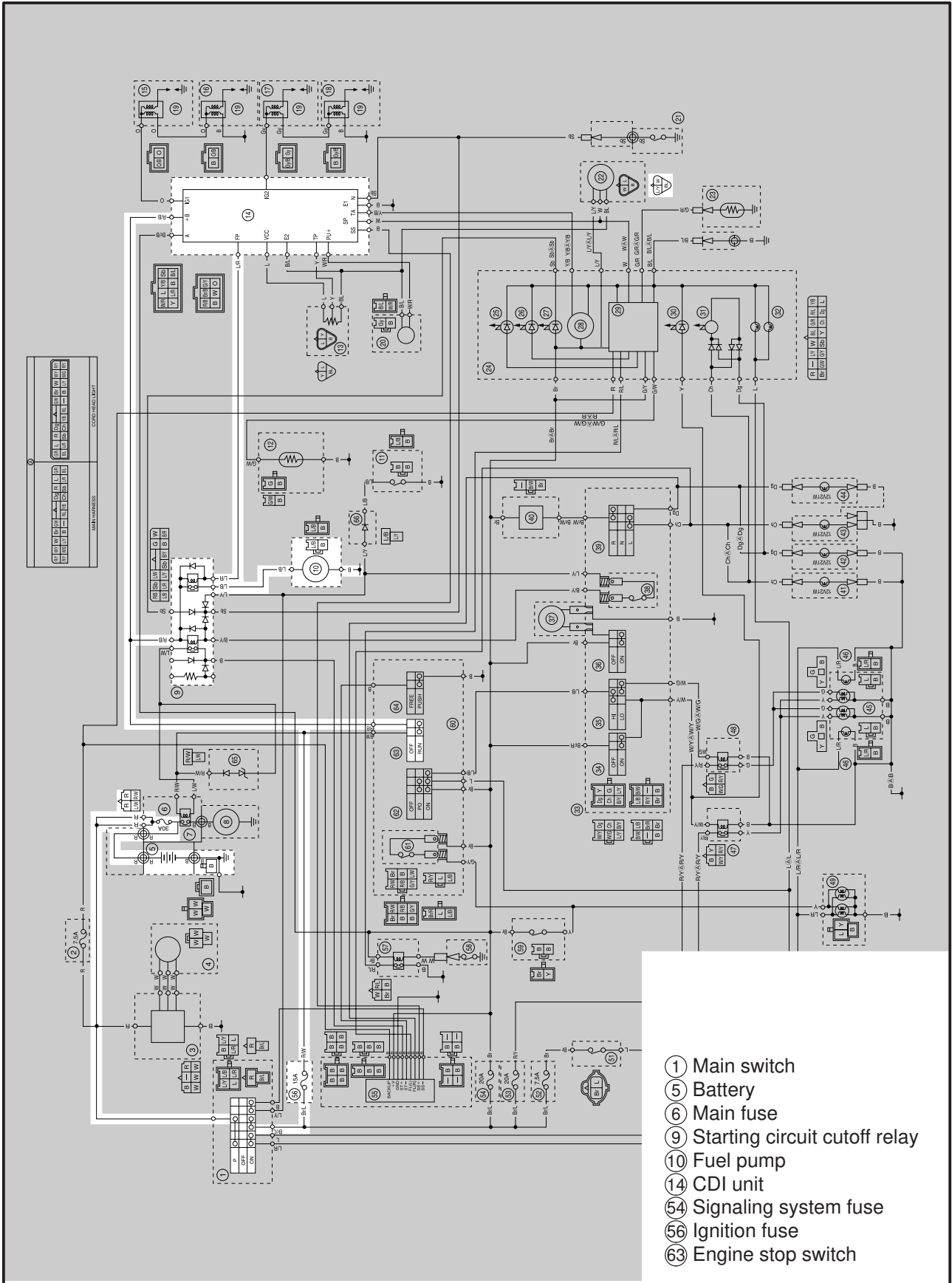
Replace the combination meter.

Properly connect or repair the cooling system's wiring.



EB808000

FUEL PUMP SYSTEM CIRCUIT DIAGRAM



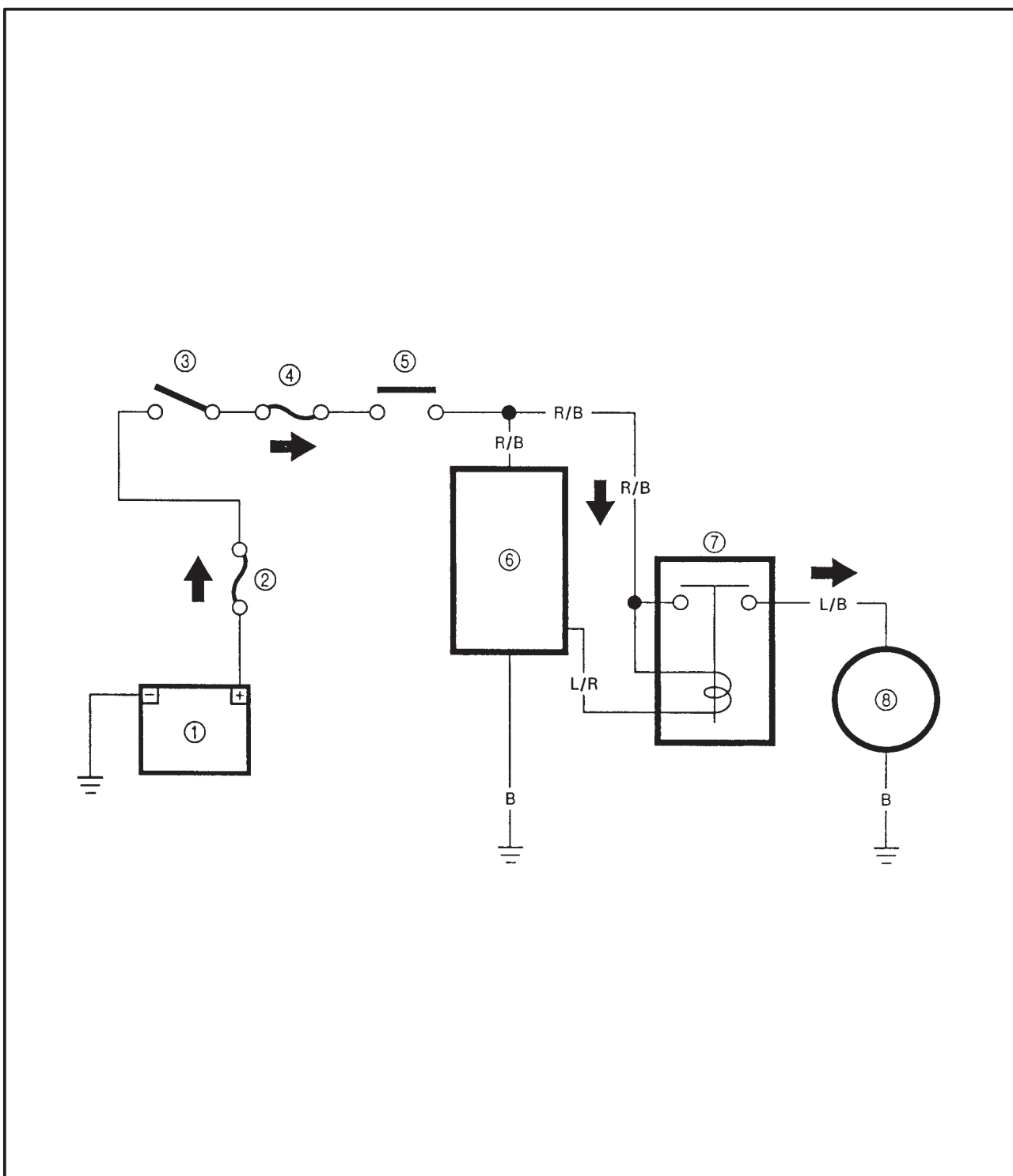


EB808010

FUEL PUMP CIRCUIT OPERATION

The CDI unit includes the control unit for the fuel pump.

- ① Battery
- ② Main fuse
- ③ Main switch
- ④ Ignition fuse
- ⑤ Engine stop switch
- ⑥ CDI unit
- ⑦ Starting circuit cutoff relay
- ⑧ Fuel pump



FUEL PUMP SYSTEM



EB808020

TROUBLESHOOTING

The fuel pump fails to operate.

Check:

1. main and ignition fuses
2. battery
3. main switch
4. engine stop switch
5. starting circuit cutoff relay
6. fuel pump
7. wiring
(the entire fuel pump system)

NOTE:

- Before troubleshooting, remove the following part(-s):
 - 1) rider seat
 - 2) fuel tank
 - 3) air filter case
 - 4) front cowling inner panel (left)
- Troubleshoot with the following special tool(-s).

Pocket tester
90890-03112

EB802400

1. Main and ignition fuses

- Check the main and ignition fuses for continuity. Refer to “CHECKING THE FUSES” in chapter 3.
- Are the main and ignition fuses OK?



Replace the fuse(-s).

EB802401

2. Battery

- Check the condition of the battery. Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.

Open-circuit voltage
12.8 V or more at 20°C

- Is the battery OK?

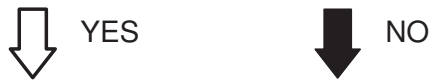


- Clean the battery terminals.
- Recharge or replace the battery.

EB802411

3. Main switch

- Check the main switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the main switch OK?



Replace the main switch.

EB802412

4. Engine stop switch

- Check the engine stop switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the engine stop switch OK?



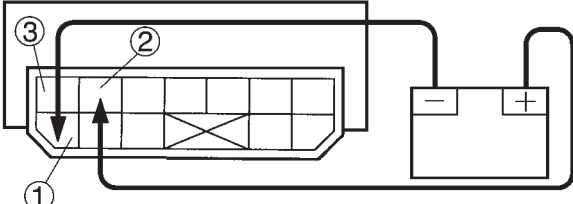
Replace the right handlebar switch.

5. Starting circuit cutoff relay

- Disconnect the relay from the coupler.
- Connect the pocket tester ($\Omega \times 1$) and battery (12 V) to the relay terminals as shown.

Battery positive terminal → red ①
Battery negative terminal → blue/red ②

Tester positive probe → red ①
Tester negative probe → blue/black ③



R	Sb	L/W		G	W
L/B	L/R	L/Y	Sb	B/Y	B
					B/R

• Does the fuel pump relay have continuity between red/black and blue/black?

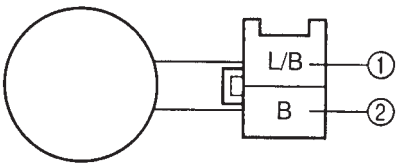
↓ YES ↓ NO

Replace the starting circuit cutoff relay.


6. Fuel pump resistance

- Disconnect the fuel pump coupler from the wire harness.
- Connect the pocket tester ($\Omega \times 1$) to the fuel pump coupler (fuel pump side) as shown.

Tester positive probe → blue/black ①
Tester negative probe → black ②



- Measure the fuel pump resistance.

 **Fuel pump resistance**
4 ~ 30 Ω at 20°C

• Is the fuel pump OK?

↓ YES ↓ NO

Replace the fuel pump.

EB808401

7. Wiring

- Check the entire fuel pump system's wiring. Refer to "CIRCUIT DIAGRAM".
- Is the fuel pump system's wiring properly connected and without defects?

↓ YES ↓ NO

Replace the CDI unit.

Properly connect or repair the fuel pump system's wiring.

EB808400



EB812000

SELF-DIAGNOSIS

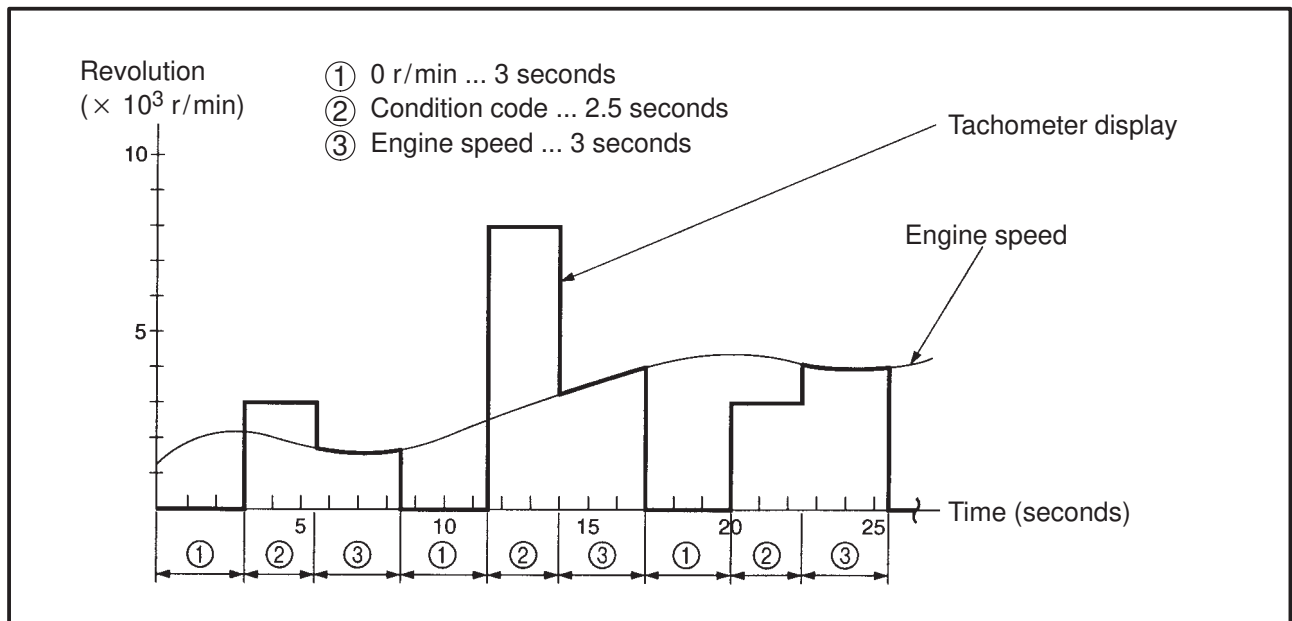
The YZF-R6 features a self-diagnosing system for the following circuit(-s):

- throttle position sensor
- fuel level indicator light

If any of these circuits are defective, their respective condition codes will be displayed on the tachometer when the main switch is set to “ON” (irrespective of whether the engine is running or not)

Circuit	Defect(-s)	System response	Condition code
Throttle position sensor	<ul style="list-style-type: none"> • Disconnected • Short-circuit • Locked 	<ul style="list-style-type: none"> • The ignitor unit stays set to the wide-open throttle ignition timing. The motorcycle can be ridden. • The tachometer displays the condition code. 	3,000 r/min
Fuel level indicator light	<ul style="list-style-type: none"> • Improper connection 	<ul style="list-style-type: none"> • The tachometer displays the condition code. 	8,000 r/min

Tachometer display sequence



When more than one item is being monitored, the tachometer needle displays the condition codes in ascending order, cycling through the sequence repeatedly. If the engine is stopped, the engine speed ③ is 0 r/min.

SELF-DIAGNOSIS

ELEC



EB812010

TROUBLESHOOTING

The tachometer starts to display the self-diagnosis sequence.

Check:

1. throttle position sensor
2. fuel level indicator light

NOTE:

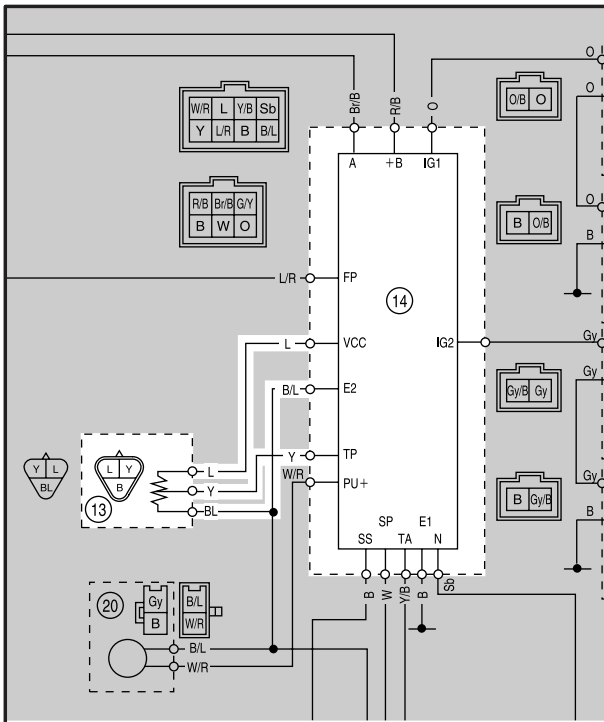
- Before troubleshooting, remove the following part(-s):
 - 1) rider seat
 - 2) fuel tank
 - 3) air filter case
 - 4) right side cowling inner panel
 - 5) right side cowling
- Troubleshoot with the following special tool(-s).



Pocket tester
90890-03112

EB812020

1. Throttle position sensor CIRCUIT DIAGRAM



- ⑬ Throttle position sensor
⑭ CDI unit

1. Wire harness

- Check the wire harness for continuity. Refer to “CIRCUIT DIAGRAM”.
- Is the wire harness OK?



Repair or replace the wire harness.

EB812401

2. Throttle position sensor

- Check the throttle position sensor for continuity. Refer to “CHECKING AND ADJUSTING THE THROTTLE POSITION SENSOR” in chapter 6.
- Is the throttle position sensor OK?



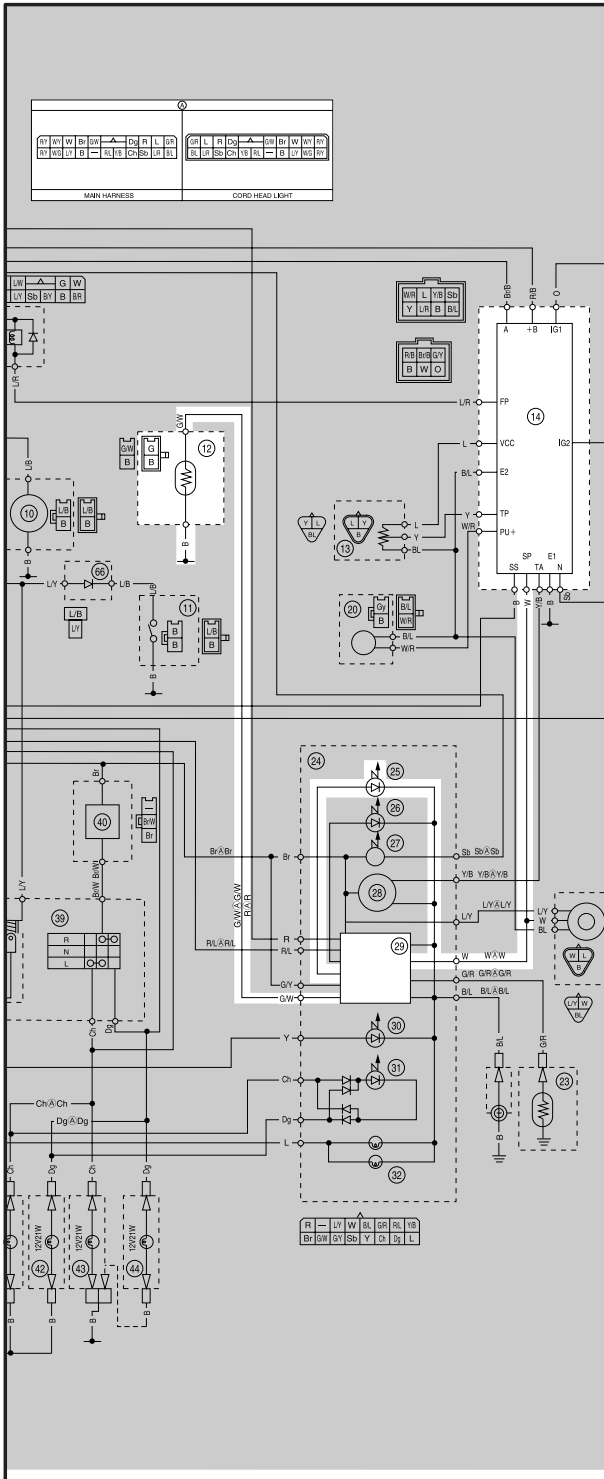
Replace the CDI unit.

Replace the throttle position sensor.



EB812040

2. Fuel level indicator light
CIRCUIT DIAGRAM



- ⑫ Fuel sender
- ⑭ CDI unit
- ⑮ Fuel level indicator light
- ⑲ Combination meter

EB812403

1. Fuel level indicator light LED

- Check the LED of the fuel level indicator light. Refer to “CHECKING THE LEDs”.
- Is the fuel level indicator light LED OK?



YES



NO

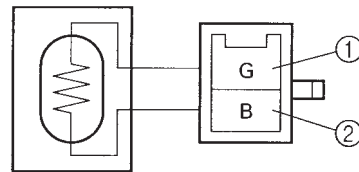
Repair the fuel level indicator light LED.

EB812404

2. Fuel sender

- Disconnect the fuel sender coupler from the wire harness.
- Connect the pocket tester (W × 1) to the fuel sender coupler as shown.

Tester positive probe → green ①
Tester negative probe → black ②



- Check the fuel sender for continuity.
- Is the fuel sender OK?



YES



NO

Replace the fuel sender.

EB812405

3. Wire harness

- Check the wire harness for continuity. Refer to "CIRCUIT DIAGRAM".
- Is the wire harness OK?



Replace the CDI unit.

Replace or replace the wire harness.

CHAPTER 9. TROUBLESHOOTING

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TROUBLESHOOTING

NOTE:

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.

STARTING PROBLEMS

ENGINE**Cylinders and cylinder head(-s)**

- Loose spark plug
- Loose cylinder head
- Damaged cylinder head gasket
- Worn or damaged cylinder
- Incorrect valve clearance
- Incorrectly sealed valve
- Incorrect valve-to-valve-seat contact
- Incorrect valve timing
- Faulty valve spring
- Seized valve

Pistons and piston rings

- Incorrectly installed piston ring
- Damaged, worn or fatigued piston ring
- Seized piston ring
- Seized or damaged piston

Air filter

- Incorrectly installed air filter
- Clogged air filter element

Crankcase and crankshaft

- Incorrectly assembled crankcase
- Seized crankshaft

ELECTRICAL SYSTEMS**Battery**

- Faulty battery
- Discharged battery

Fuses

- Blown, damaged or incorrect fuse
- Incorrectly installed fuse

Spark plugs

- Incorrect spark plug gap
- Incorrect spark plug heat range
- Fouled spark plug
- Worn or damaged electrode
- Worn or damaged insulator
- Faulty spark plug cap

Ignition coils

- Damaged ignition coil
- Broken or shorted primary or secondary coils

FUEL SYSTEM**Fuel tank**

- Empty fuel tank
- Clogged fuel filter
- Clogged fuel tank breather hose
- Deteriorated or contaminated fuel

Fuel pump

- Faulty fuel pump
- Faulty fuel pump relay

Fuel cock

- Clogged or damaged fuel hose

Carburetors

- Deteriorated or contaminated fuel
- Clogged pilot jet
- Clogged pilot air passage
- Sucked-in air
- Damaged float
- Worn needle valve
- Incorrectly installed needle valve seat
- Incorrect fuel level
- Incorrectly installed pilot jet
- Clogged starter jet
- Faulty starter plunger
- Incorrectly adjusted starter cable

Ignition system

- Faulty CDI unit
- Faulty pickup coil

Switches and wiring

- Faulty main switch
- Faulty engine stop switch
- Broken or shorted wiring
- Faulty neutral switch
- Faulty start switch
- Faulty sidestand switch
- Faulty clutch switch
- Incorrectly grounded circuit
- Loose connections

Starting system

- Faulty starter motor
- Faulty starter relay
- Faulty starting circuit cutoff relay
- Faulty starter clutch

INCORRECT ENGINE IDLING SPEED/POOR MEDIUM-AND-HIGH-SPEED PERFORMANCE/FAULTY GEAR SHIFTING

TRBL
SHTG



EB901000

INCORRECT ENGINE IDLING SPEED

ENGINE

Cylinders and cylinder head

- Incorrect valve clearance
- Damaged valve train components

Air filter

- Clogged air filter element

FUEL SYSTEM

Carburetors

- Faulty starter plunger
- Loose or clogged pilot jet
- Loose or clogged pilot air jet
- Damaged or loose carburetor joint
- Incorrectly synchronized carburetors
- Incorrectly adjusted engine idling speed (throttle stop screw)
- Incorrect throttle cable free play
- Flooded carburetor

ELECTRICAL SYSTEMS

Battery

- Faulty battery
- Discharged battery

Spark plugs

- Incorrect spark plug gap
- Incorrect spark plug heat range
- Fouled spark plug
- Worn or damaged electrode
- Worn or damaged insulator
- Faulty spark plug cap

Ignition coils

- Broken or shorted primary or secondary coils
- Faulty spark plug lead
- Damaged ignition coil

Ignition system

- Faulty ignition unit
- Faulty pickup coil

EB902000

POOR MEDIUM-AND-HIGH-SPEED PERFORMANCE

Refer to "STARTING PROBLEMS".

ENGINE

Air filter

- Clogged air filter element

Air intake system

- Clogged air ducts

FUEL SYSTEM

Carburetors

- Faulty diaphragm
- Incorrect fuel level
- Loose or clogged main jet

Fuel pump

- Faulty fuel pump

EB903000

FAULTY GEAR SHIFTING

SHIFTING IS DIFFICULT

Refer to "CLUTCH DRAGS".

SHIFT PEDAL DOES NOT MOVE

Shift shaft

- Incorrectly 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
- Incorrectly assembled transmission

JUMPS OUT OF GEAR

Shift shaft

- Incorrect shift pedal position
- Incorrectly returned stopper lever

Shift forks

- Worn shift fork

Shift drum

- Incorrect axial play
- Worn shift drum groove

Transmission

- Worn gear dog

EB904000

FAULTY CLUTCH

CLUTCH SLIPS

Clutch

- Incorrectly assembled clutch
- Incorrectly adjusted clutch cable
- Loose or fatigued clutch spring
- Worn friction plate
- Worn clutch plate

Engine oil

- Incorrect oil level
- Incorrect oil viscosity (low)
- Deteriorated oil

CLUTCH DRAGS

Clutch

- Unevenly tensioned clutch spring plate
- Warped pressure plate
- Bent clutch plate
- Swollen friction plate
- Bent clutch pull rod
- Damaged clutch boss
- Burnt primary driven gear bushing
- Match marks not aligned

Engine oil

- Incorrect oil level
- Incorrect oil viscosity (high)
- Deteriorated oil

EB905001

OVERHEATING

ENGINE

Clogged coolant passages

Cylinder head(-s) and piston(-s)

- Heavy carbon buildup

Engine oil

- Incorrect oil level
- Incorrect oil viscosity
- Inferior oil quality

COOLING SYSTEM

Coolant

- Low coolant level

Radiator

- Damaged or leaking radiator
- Faulty radiator cap
- Bent or damaged radiator fin

Water pump

- Damaged or faulty water pump

Thermostat

- Thermostat stays closed

Oil cooler

- Clogged or damaged oil cooler

Hoses and pipes

- Damaged hose
- Incorrectly connected hose
- Damaged pipe
- Incorrectly connected pipe

FUEL SYSTEM

Carburetors

- Incorrect main jet setting
- Incorrect fuel level
- Damaged or loose carburetor joint

Air filter

- Clogged air filter element

CHASSIS

Brakes

- Dragging brake

ELECTRICAL SYSTEMS

Spark plugs

- Incorrect spark plug gap
- Incorrect spark plug heat range

Ignition system

- Faulty CDI unit

EB906000

OVERCOOLING

COOLING SYSTEM

Thermostat

- Thermostat stays open

POOR BRAKING PERFORMANCE/FAULTY FRONT FORK LEGS/UNSTABLE HANDLING



EB907000

POOR BRAKING PERFORMANCE

- Worn brake pad
- Worn brake disc
- Air in hydraulic brake system
- Leaking brake fluid
- Faulty brake caliper piston 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

EB908001

FAULTY FRONT FORK LEGS LEAKING OIL

- Bent, damaged or rusty inner tube
- Damaged outer tube
- Incorrectly installed oil seal
- Damaged oil seal lip
- Incorrect oil level (high)
- Loose damper rod assembly bolt
- Damaged damper rod assembly bolt copper washer
- 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

EB909001

UNSTABLE HANDLING

Handlebars

- Bent or incorrectly installed right handlebar
- Bent or incorrectly installed left handlebar

Steering head components

- Incorrectly installed upper bracket
- Incorrectly installed lower bracket (incorrectly tightened ring nut)
- Bent steering stem
- Damaged ball bearing or bearing race

Front fork legs

- Uneven oil levels (both front fork legs)
- Unevenly tensioned fork spring (both front fork legs)
- Damaged 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

Tires

- Uneven tire pressures (front and rear)
- Incorrect tire pressure
- Uneven tire wear

Wheels

- Incorrect wheel balance
- Deformed cast wheel
- Damaged wheel bearing
- Bent or loose wheel axle
- Excessive wheel runout

Frame

- Bent frame
- Damaged steering head pipe
- Incorrectly installed bearing race

EB910000

FAULTY LIGHTING AND SIGNALING SYSTEMS

HEADLIGHT DOES NOT LIGHT

- Wrong headlight bulb
- Too many electrical accessories
- Hard charging
- Incorrect connection
- Incorrectly grounded circuit
- Poor contacts (main or light switch)
- Burnt-out headlight bulb

HEADLIGHT BULB BURNT OUT

- Wrong headlight bulb
- Faulty battery
- Faulty rectifier/regulator
- Incorrectly grounded circuit
- Faulty main switch
- Faulty light switch
- Headlight bulb life expired

TAIL/BRAKE LIGHT DOES NOT LIGHT

- Wrong tail/brake light bulb
- Too many electrical accessories
- Incorrect connection
- Burnt-out tail/brake light bulb

TAIL/BRAKE LIGHT BULB BURNT OUT

- Wrong tail/brake light bulb
- Faulty battery
- Incorrectly adjusted rear brake light switch
- Tail/brake light bulb life expired

TURN SIGNAL DOES NOT LIGHT

- Faulty turn signal switch
- Faulty turn signal relay
- Burnt-out turn signal bulb
- Incorrect connection
- Damaged or faulty wire harness
- Incorrectly grounded circuit
- Faulty battery
- Blown, damaged or incorrect fuse

TURN SIGNAL BLINKS SLOWLY

- Faulty flasher relay
- Faulty main switch
- Faulty turn signal switch
- Wrong turn signal bulb

TURN SIGNAL REMAINS LIT

- Faulty flasher relay
- Burnt-out-turn signal bulb

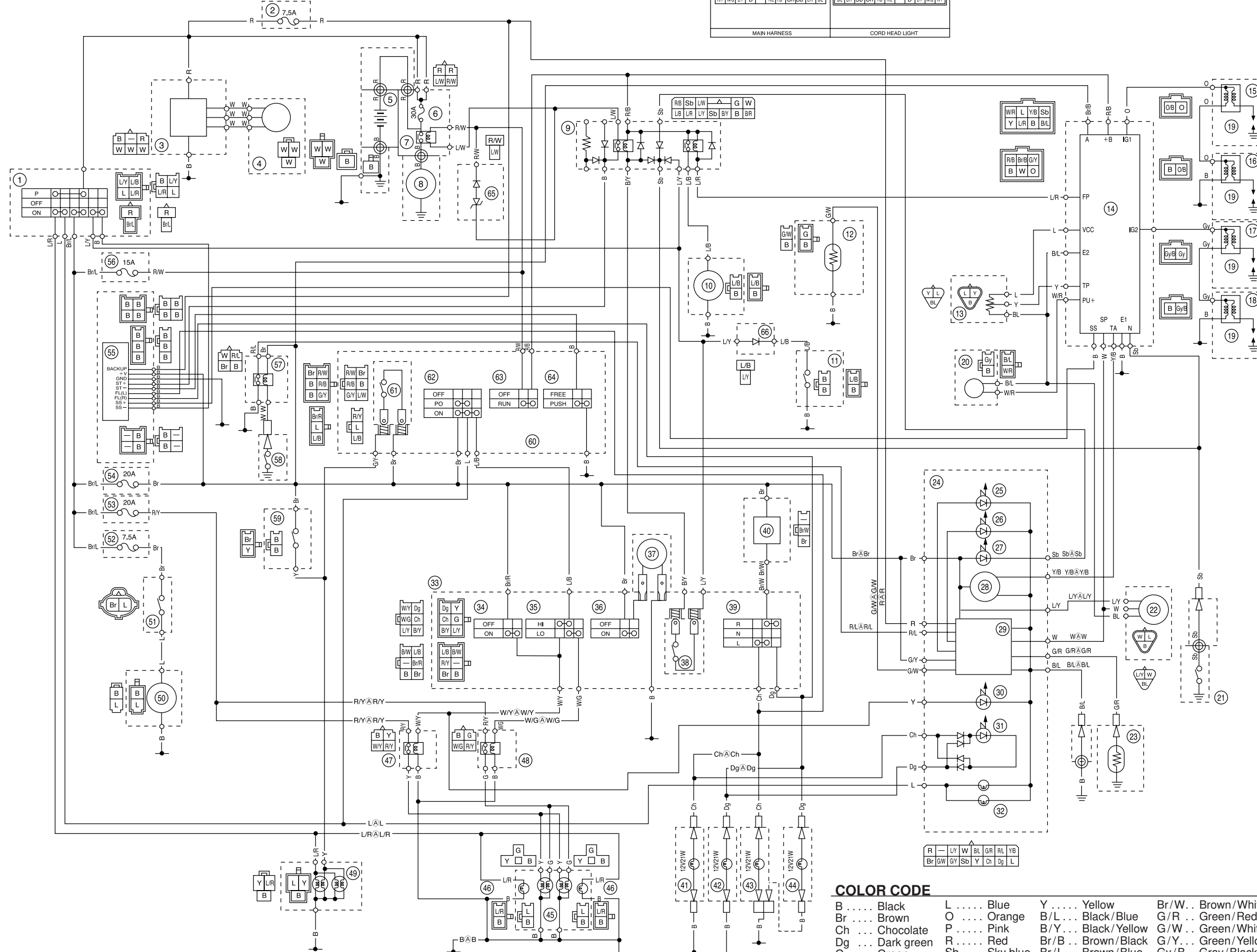
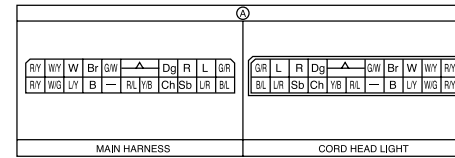
TURN SIGNAL BLINKS QUICKLY

- Incorrect turn signal bulb
- Faulty flasher relay
- Burnt-out turn signal bulb

HORN DOES NOT SOUND

- Incorrectly adjusted horn
- Damaged or faulty horn
- Faulty main switch
- Faulty horn switch
- Faulty battery
- Blown, damaged or incorrect fuse
- Faulty wire harness

YZF-R6 '99 WIRING DIAGRAM (for Europe)

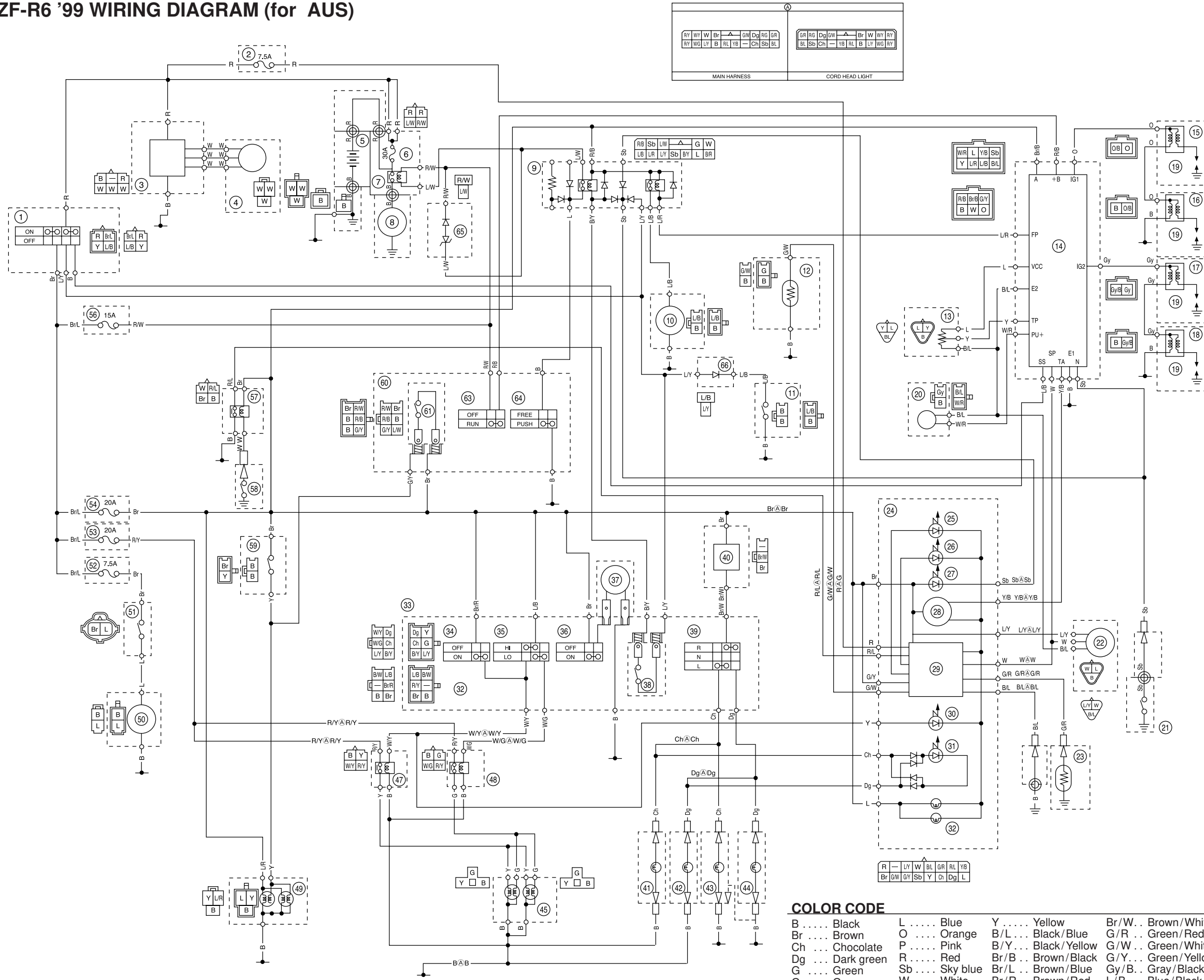


- ① Main switch
- ② Fuse (backup)
- ③ Rectifier / regulator
- ④ AC magneto
- ⑤ Battery
- ⑥ Fuse (main)
- ⑦ Starter relay
- ⑧ Starter motor
- ⑨ Starting circuit cutoff relay
- ⑩ Fuel pump
- ⑪ Sidestand switch
- ⑫ Throttle position sensor
- ⑬ Fuel sender
- ⑭ CDI unit
- ⑮ Ignition coil #1
- ⑯ Ignition coil #2
- ⑰ Ignition coil #3
- ⑱ Ignition coil #4
- ⑲ Spark plug
- ⑳ Pickup coil
- ㉑ Neutral switch
- ㉒ Speed sensor
- ㉓ Thermo unit
- ㉔ Meter assembly
- ㉕ Fuel level indicator light
- ㉖ Oil level / coolant temperature warning light
- ㉗ Neutral indicator light
- ㉘ Tachometer
- ㉙ Combination meter
- ㉚ High beam indicator light
- ㉛ Turn signal indicator light
- ㉜ Illumination light
- ㉝ Handlebar switch (left)
- ㉞ Pass switch
- ㉟ Dimmer switch
- ㊱ Horn switch
- ㊲ Horn
- ㊳ Clutch switch
- ㊴ Turn signal switch
- ㊵ Flasher relay
- ㊶ Front turn signal light (L)
- ㊷ Front turn signal light (R)
- ㊸ Rear turn signal light (L)
- ㊹ Rear turn signal light (R)
- ㊺ Headlight
- ㊻ Auxiliary light
- ㊼ Headlight relay (Hi)
- ㊽ Headlight relay (Lo)
- ㊾ Tail/brake light
- ㊿ Radiator fan motor
- 1 Thermo switch
- 2 Fuse (radiator fan motor)
- 3 Fuse (headlight)
- 4 Fuse (signaling system)
- 5 Alarm
- 6 Fuse (ignition)
- 7 Oil level relay
- 8 Oil level switch
- 9 Rear brake light switch
- 10 Handlebar switch (right)
- 11 Front brake light switch
- 12 Light switch
- 13 Engine stop switch
- 14 Start switch
- 15 Diode 1
- 16 Diode 2

COLOR CODE

B Black	L Blue	Y Yellow	Br/W Brown/White	L/R Blue/Red	R/W Red/White
Br Brown	O Orange	B/L Black/Blue	G/R Green/Red	L/W Blue/White	R/Y Red/Yellow
Ch Chocolate	P Pink	B/Y Black/Yellow	G/W Green/White	L/Y Blue/Yellow	W/G White/Green
Dg Dark green	R Red	Br/B Brown/Black	G/Y Green/Yellow	O/B Orange/Black	W/R White/Red
G Green	Sb Sky blue	Br/L Brown/Blue	Gy/B Gray/Black	R/B Red/Black	W/Y White/Yellow
Gy Gray	W White	Br/R Brown/Red	L/B Blue/Black	R/L Red/Blue	Y/B Yellow/Black

YZF-R6 '99 WIRING DIAGRAM (for AUS)



- ① Main switch
- ② Fuse (backup)
- ③ Rectifier/regulator
- ④ AC magneto
- ⑤ Battery
- ⑥ Fuse (main)
- ⑦ Starter relay
- ⑧ Starter motor
- ⑨ Starting circuit cutoff relay
- ⑩ Fuel pump
- ⑪ Sidestand switch
- ⑫ Fuel sender
- ⑬ Throttle position sensor
- ⑭ CDI unit
- ⑮ Ignition coil #1
- ⑯ Ignition coil #2
- ⑰ Ignition coil #3
- ⑱ Ignition coil #4
- ⑲ Spark plug
- ⑳ Pickup coil
- ㉑ Neutral switch
- ㉒ Speed sensor
- ㉓ Thermo unit
- ㉔ Meter assembly
- ㉕ Fuel level indicator light
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- ㉛ Turn signal indicator light
- ㉜ Illumination light
- ㉝ Handlebar switch (left)
- ㉞ Pass switch
- ㉟ Dimmer switch
- ㊱ Horn switch
- ㊲ Horn
- ㊳ Clutch switch
- ㊴ Turn signal switch
- ㊵ Flasher relay
- ㊶ Front turn signal light (L)
- ㊷ Front turn signal light (R)
- ㊸ Rear turn signal light (L)
- ㊹ Rear turn signal light (R)
- ㊺ Headlight
- ㊻ Headlight relay (Hi)
- ㊼ Headlight relay (Lo)
- ㊽ Tail/brake light
- ㊾ Radiator fan motor
- ㊿ Thermo switch
- 1 Fuse (radiator fan motor)
- 2 Fuse (headlight)
- 3 Fuse (signaling system)
- 4 Fuse (ignition)
- 5 Oil level relay
- 6 Oil level switch
- 7 Rear brake light switch
- 8 Handlebar switch (right)
- 9 Front brake light switch
- 0 Engine stop switch
- 1 Start switch
- 2 Diode 1
- 3 Diode 2

COLOR CODE

B Black	L Blue	Y Yellow	Br/W. Brown/White	L/R Blue/Red	R/W Red/White
Br Brown	O Orange	B/L Black/Blue	G/R Green/Red	L/W Blue/White	R/Y Red/Yellow
Ch Chocolate	P Pink	B/Y Black/Yellow	G/W Green/White	L/Y Blue/Yellow	W/G White/Green
Dg Dark green	R Red	Br/B Brown/Black	G/Y Green/Yellow	O/B Orange/Black	W/R White/Red
G Green	Sb Sky blue	Br/L Brown/Blue	Gy/B Gray/Black	R/B Red/Black	W/Y White/Yellow
Gy Gray	W White	Br/R Brown/Red	L/B Blue/Black	R/L Red/Blue	Y/B Yellow/Black