



VMX12N, NC~K, KC

Service Manual



LIT-11616-VM-13

YAMAHA

**VMX12H
VMX12HC**

**SUPPLEMENTARY
SERVICE MANUAL**

FOREWORD

This Supplementary Service Manual has been prepared to introduce new service and data for the VMX12H/VMX12HC. For complete service information procedures it is necessary to use this Supplementary Service Manual together with the following manual.

VMX12N SERVICE MANUAL: 2WE-28197-10
VMX12F SUPPLEMENTARY SERVICE MANUAL: 2WE-28197-11

**VMX12H/VMX12HC
SUPPLEMENTARY
SERVICE MANUAL**
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NOTICE

This model has been designed and manufactured to perform within certain specifications in regard to performance and emissions. Proper service with the correct tools is necessary to ensure that the motorcycle will operate as designed. If there is any question about a service procedure, it is imperative that you contact a Yamaha dealer for any service information changes that apply to this model. This policy is intended to provide the customer with the most satisfaction from his motorcycle and to conform with federal environmental quality objectives.

NOTE:

For USA, California:

This Service Manual contains information regarding periodic maintenance to the emission control system. Please read this material carefully.

PARTICULARY IMPORTANT INFORMATION

This material is distinguished by the following notation.

a

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

▲ WARNING

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

CAUTION:

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

NOTE:

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

HOW TO USE THIS MANUAL

CONSTRUCTION OF THIS MANUAL

This manual consists of chapters for the main categories of subjects. (See "Illustrated symbols")

- 1st title ①: This is a chapter with its symbol on the upper right of each page.
- 2nd title ②: This title appears on the upper of each page on the left of the chapter symbol. (For the chapter "Periodic inspection and adjustment" the 3rd title appears.)
- 3rd title ③: This is a final title.

MANUAL FORMAT

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

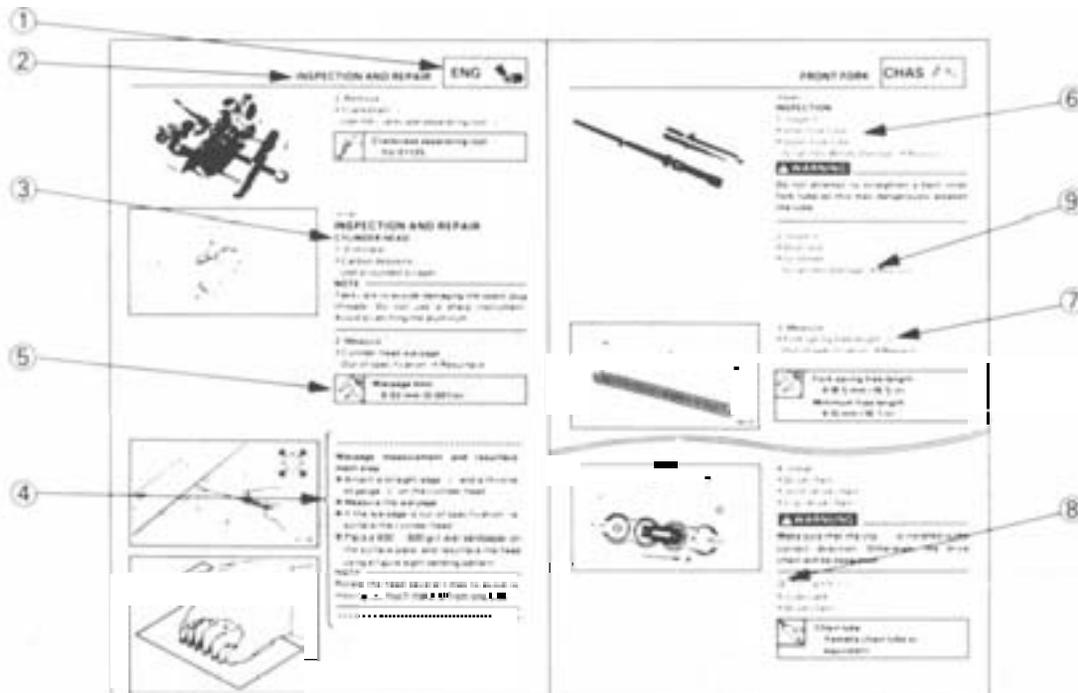
A set of particularly important procedure ④ is placed between a line of asterisks "*" with each procedure preceded by "●"

IMPORTANT FEATURES

- Data and a special tool are framed in a box preceded by a relevant symbol ⑤.
- An encircled numeral ⑥ indicates a part name, and an encircled alphabetical letter data or an alignment mark ⑦, the others being indicated by an alphabetical letter in a box ⑧.
- A condition of a faulty component will precede an arrow symbol and the course of action required ③.

EXPLODED DIAGRAM

Each chapter provides exploded diagrams before each disassembly section for ease in identifying correct disassembly and assembly procedures.

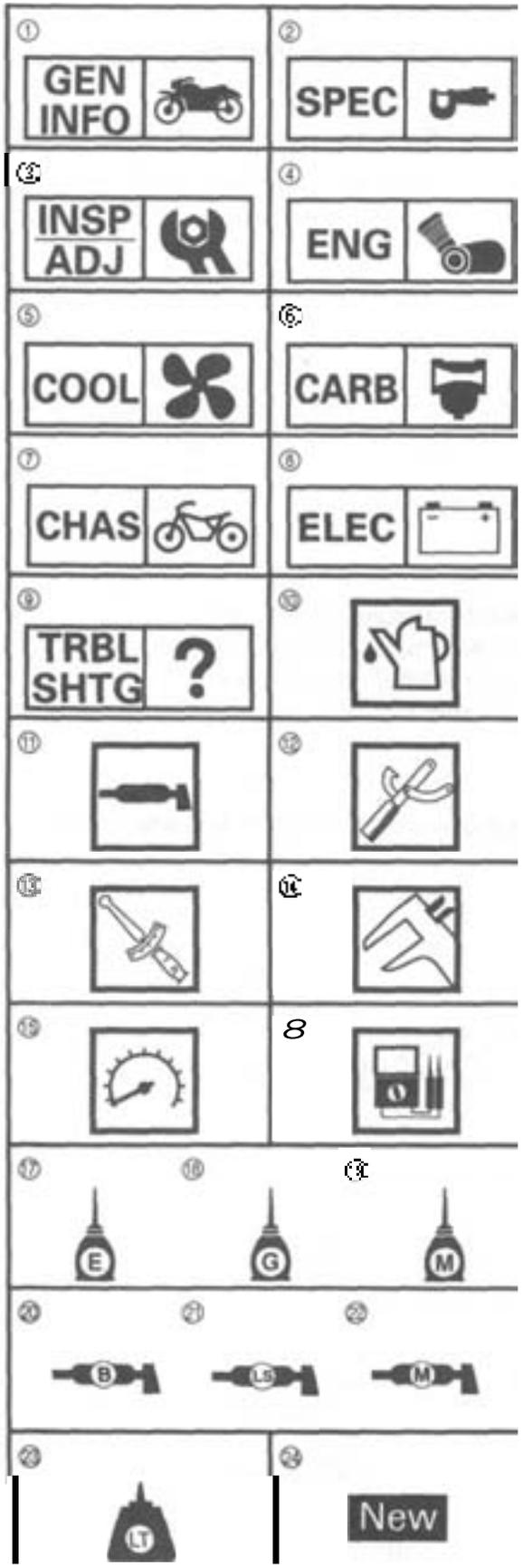


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ILLUSTRATED SYMBOLS

Illustrated symbols ① to ⑬ are printed on top right of each page and indicate the subject of each chapter.

- ① General information
- ② Specifications
- ③ Periodic inspections and adjustments
- ④ Engine
- ⑤ Cooling system
- ⑥ Carburetion
- ⑦ Chassis
- ⑧ Electrical
- ⑨ Troubleshooting



Illustrated symbols ⑩ to ⑲ are used to identify the specifications appearing in the text.

- ⑩ Filling fluid
- ⑪ Lubricant
- ⑫ Special tool
- ⑬ Torque
- ⑭ Wear limit, clearance
- ⑮ Engine speed
- ⑯ Ω, V, A

Illustrated symbols ⑰ to ㉒ in the exploded diagrams indicate the types of lubricants and lubrication points.

- ⑰ Apply engine oil
- ⑱ Apply gear oil
- ⑲ Apply molybdenum disulfide oil
- ⑳ Apply wheel bearing grease
- ㉑ Apply lightweight lithium-soap base grease
- ㉒ Apply molybdenum disulfide grease

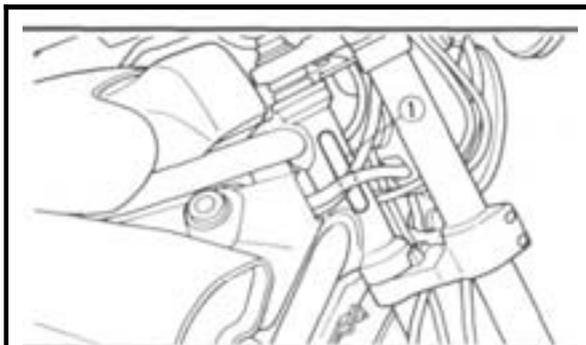
Illustrated symbols ㉓ to ㉔ in the exploded diagrams indicate the where to apply locking agent ㉓ and when to install new parts ㉔.

- ㉓ Apply locking agent (LOCTITE®)
- ㉔ Replace

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MOTORCYCLE IDENTIFICATION

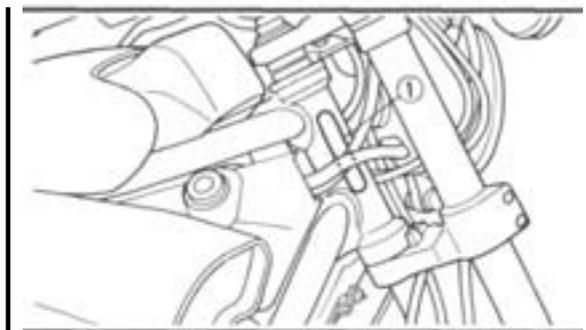


GENERAL INFORMATION MOTORCYCLE IDENTIFICATION VEHICLE IDENTIFICATION NUMBER

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

Starting serial number:
JYA2WEE0 *TA050101 (USA)
JYA2WFC0 *TA012101 (California)

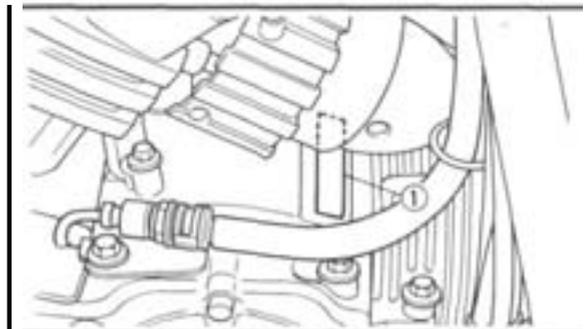
NOTE:
The vehicle identification number is used to identify your motorcycle and may be used to register your motorcycle with the licensing authority in your state.



FRAME SERIAL NUMBER
The frame serial number ① is stamped into the right side of the steering pipe.

Starting serial number:
2EN-042101 (EUR)

NOTE:
The first three digits of these numbers are for model identifications; the remaining digits are the unit production number.



ENGINE SERIAL NUMBER
The engine serial number ① is stamped into the crankcase.

Starting serial number:
2WE-050101 (USA)
2WF-012101 (California)
2EN-042101 (EUR)

NOTE:
■ The first three digits of these numbers are for model identification; the remaining digits are the unit production number.
■ Designs and specifications are subject to change without notice.



SPECIAL TOOLS

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

Refer to the list provided to avoid errors when placing an order.

P/N YM- 00000, YU-00000 } For US, CDN
YS- 00000, YK-00000 }
ACC-00000 }

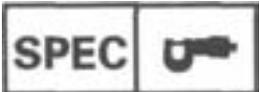
P/N. 90890- 00000 } Except for US, CDN

FOR ENGINE SERVICE

Oil filter wrench
YU-38411
P/N. 90890-C1426



This tool is used to remove and install the oil filter.



SPECIFICATIONS

GENERAL SPECIFICATIONS

Model	VMX12
Model code:	3JPM (USA) 3JPN (California) 3LRA (EUR)
Engine starting number:	2WE-050101 (USA) 2WF-012101 (California) 2EN-042101 (EUR)
Vehicle identification number:	JYA2WEE0*TA050101 (USA) JYA2WFC0 * TA012101 (California)
Frame starting number:	2EN-042101 (EUR)
Basic weight: With oil and full fuel tank	283 kg (624 lb) (USA) 284 kg (626 lb) (California) 281 kg (620 lb) (EUR)

MAINTENANCE SPECIFICATIONS

ENGINE

Model	VMX12
Carburetor	
I. D. Mark	1FK 02 (USA), 2WF 02 (California), 3LR 01 (EUR)
Main jet (M.J)	#152.5 (USA, California), #150 (EUR)
Main air jet (M.A.J)	82.0
Jet needle (J.N)	5EZ43-1 (USA), 5EZ50-1 (California), 5EZ19-3 (EUR)
Needle jet (N.J)	Y-0
Pilot jet (P.J)	#37.5 (USA, California), #42.5 (EUR)
Pilot air jet (P.A.J. 1)	#90 (USA), #100 (California), #95 (EUR)
Pilot screw (PS)	2-1/4 (USA), 3 (California), 2-1/2 (EUR)
Pilot outlet (P.O)	0.9
Bypass 1 (B.P.1)	0.8
Bypass 2 (B.P.2)	0.8
Bypass 3 (B.P.3)	0.9
Valve seat size (V.S)	1.5
Starter jet (G.S.1)	#45
Starter jet (G.S.2)	#0.8
Throttle valve size (Th.V)	#125 (USA, EUR), #130 (California)
Fuel level (F.L)	15 ~ 17 mm (0.59 ~ 0.66 in)
Engine idling speed	950 ~ 1,050 r/min (USA, EUR), 1,050 ~ 1,150 r/min (California)
Vacuum pressure at idling speed	26.7 kPa (200 mmHg, 7.87 in Hg) (USA, EUR) 33.3 kPa (250 mmHg, 9.84 in Hg) (California)

ELECTRICAL

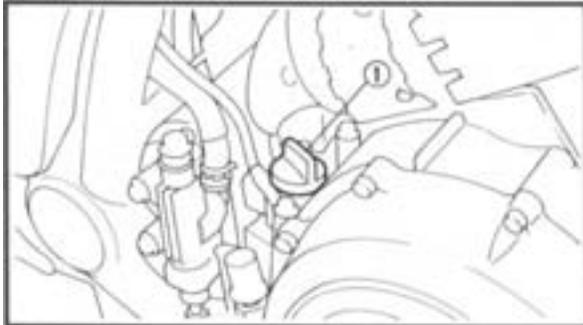
Model	VMX12
Rectifier: Model/ manufacturer Capacity Withstand Voltage	SH662-12/ SHINDENGEN 25 A 200 V
Electric starter system: TYPE Starter motor: Model/ manufacturer output Brush overall length <Limit> Commutator diameter <Wear limit> Mica undercut Starter switch: Model/ manufacturer Amperage rating Coil winding resistance	Constant mesh type SM-13 / MITSUBA 0.65 kW 12.5 mm (0.49 in) <5.0 mm (0.20 in)> 28 mm (1.10 in) <27 mm (1.06 in)> 0.7 mm (0.03 in) MS5D-191/HITACHI 100 A 3.9 ~ 4.7 Ω at 20°C (68°F)
Thermostatic switch: Model/ manufacturer	2EL (USA), 47X (California, EUR)/ NIHON THERMOSTAT

PERIODIC INSPECTION AND ADJUSTMENT

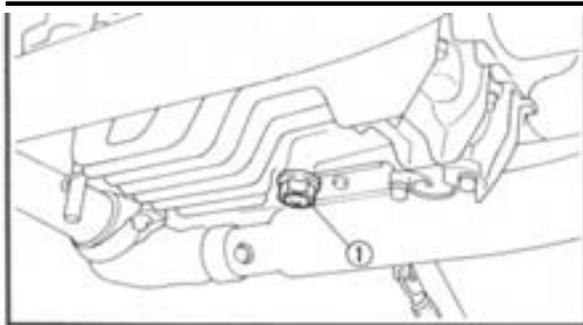
ENGINE

ENGINE OIL REPLACEMENT

1. Start the engine and let it warm up for several minutes
2. Stop the engine and place an oil pan under the drain bolt.

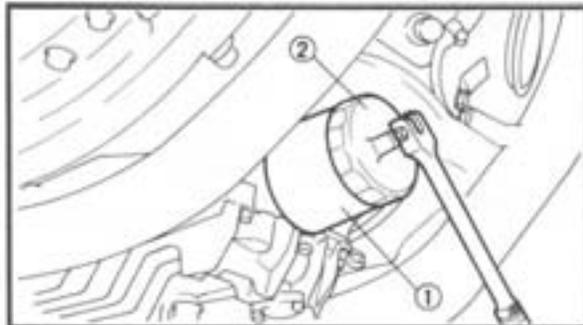


3. Remove:
 - Oil filler cap (1)



4. Remove:
 - Drain bolt (1) (with gasket)
 Drain the crankcase of its oil.

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



Replacement steps:

- Remove the oil filter (1) using the oil filter wrench (2).

	Oil filter wrench: YU-38411,90890-01426
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- Apply engine oil to the O-ring (1) of the new oil filter.

NOTE: Make sure the O-ring (1) is positioned correctly.

- Tighten the oil filter using the oil filter wrench.



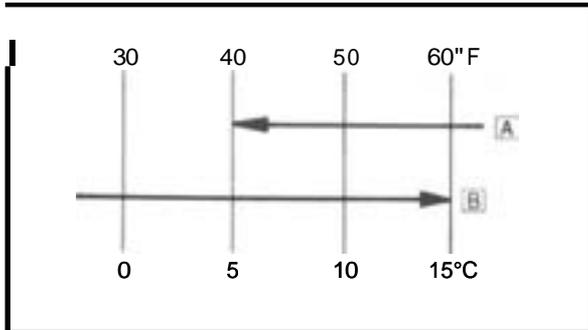
	Oil filter: 18 Nm (1.8 m • kg, 13 ft • lb)
---	---

ENGINE OIL REPLACEMENT



Drain bolt:
43Nm(4.3m•kg,31ft• lb)

NOTE: _____
Always use a new gasket.



7.Fill:

- Crankcase



Recommended oil:
At 5°C (40°F) or higher **A**:
SAE 20W40 type SE motor oil
At 15°C (60°F) or lower **B**:
SAE 10W30 type SE motor oil

Oil quantity:

Total amount:

4.7 L (4.1 Imp qt, 5.0 US qt)

Periodic oil change:

3.5 L (3.1 Imp qt, 3.7 US qt)

With oil filter replacement:

3.8 L (3.3 Imp qt, 4.0 US qt)

NOTE: _____
Recommended oil classification: API Service "SE", "SF" and "SG" type or equivalent (e.g. "SF-SE", "SF-SE-CC", "SF-SE-SD" etc.).

CAUTION:

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

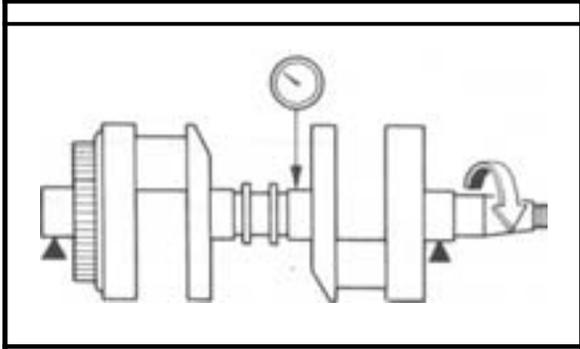
8.Install:

- Oil filler cap

9.Warm up the engine for a few minutes, then stop the engine.

10.Inspect:

- Engine (for oil leaks)
- Oil level



ENGINE OVERHAUL
INSPECTION AND REPAIR
CRANKSHAFT AND CONNECTING ROD

1. Measure:

- Runout (crankshaft)
 Out of specification → Replace.

	Runout: Less than 0.03 mm (0.0012 in)
---	--

2. Measure:

- Main journal surfaces
- Crank pin surfaces
- Bearing surfaces
 Wear/Scratches → Replace.

3. Measure:

- Oil clearance (main journal)
 Out of specification → Replace bearing.

	Oil clearance: 0.020 ~ 0.038 mm (0.0008 ~ 0.0015 in)
---	---

Measurement steps:

CAUTION:

Do not interchange the bearings and connecting rod. They must be installed in their original positions, or the correct oil clearance may not be obtained causing engine damage.

- **Clear** the bearings, main journals and bearing portions of the crankcase.
- **Place** the crankcase (upper) on a bench in an upside down position.
- **Install** the upper half of the bearings and the crankshaft into the crankcase (upper).

NOTE:

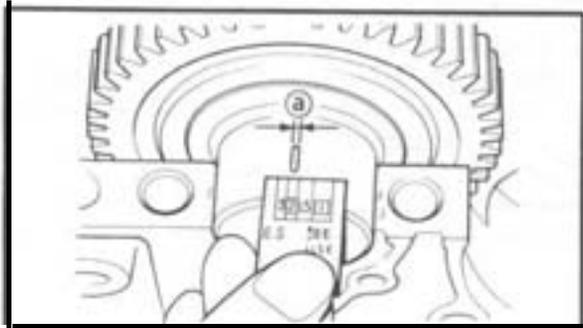
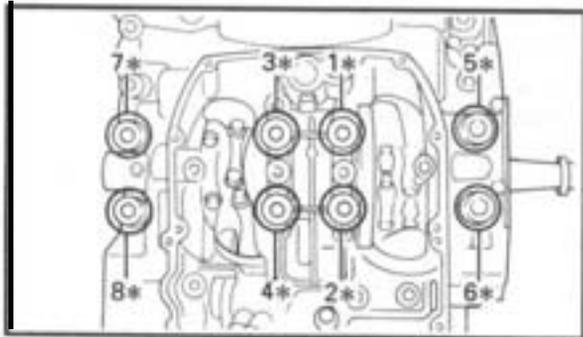
Align the projection of the bearing with the notch in the crankcase.



- Put a piece of Plastigauge® on each main journal.

NOTE: Do not put the Plastigauge® over the oil hole in the main journal of the crankshaft,

- install the lower half of the bearings into the crankcase (lower) and assemble the crankcase halves.



NOTE: Align the projection of the bearing with the notch in the crankcase.
Do not move the crankshaft until the oil clearance has been completed.

- Tighten the bolts to specification in the tightening sequence cast on the crankcase.

	Bolt (Crankcase-M10): 40 Nm (4.0 m·kg, 29 ft·lb)
---	---

- * With a washer
- Remove the crankcase (lower) and lower half of the bearing.
- Measure the compressed Plastigauge® with (a) on each main journal. If oil clearance is out of specification, select a replacement bearing.

- 4 Measure:
- Oil clearance (crank pin)
Out of specification → Replace bearing.

	Oil clearance: 0.021 ~ 0.039 mm (0.0008 ~ 0.0015 in.)
---	--

Measurement steps:

CAUTION: Do not interchange the bearings and connecting rod. They must be installed in their original positions, or the correct oil clearance may not be obtained causing engine damage.



- **Check** the bearings, crank pins and bearing portions of the connecting rods.
- **Install** the upper half of the bearing into the connecting rod and lower half of the bearing into the connecting rod cap.

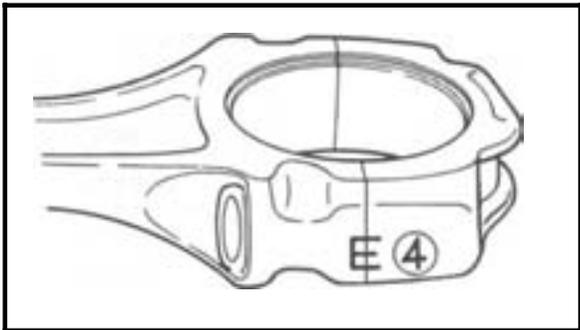
NOTE: _____
Align the projection of the bearing with the notch of the cap and connecting rod.

- **Put** a piece of Plastigauge® on the crank pin.
- **Assemble** the connecting rod halves.

NOTE: _____

- Do not move the connecting rod or crankshaft until the oil clearance measurement has been completed.
- Apply molybdenum disulfide grease to the bolts, threads and nut seats.
- Make sure the "Y" marks on the connecting rods face the left side of the crankshaft.
- Make sure that the letters on both components align to form a perfect character.

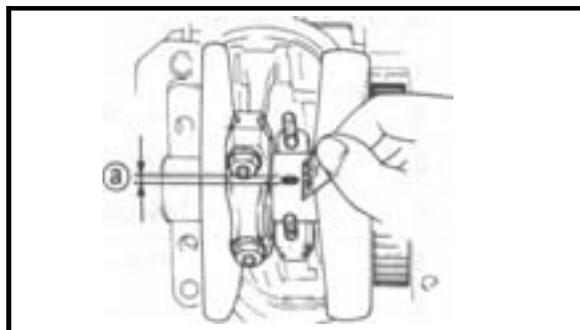
- **Tighten** the nuts.



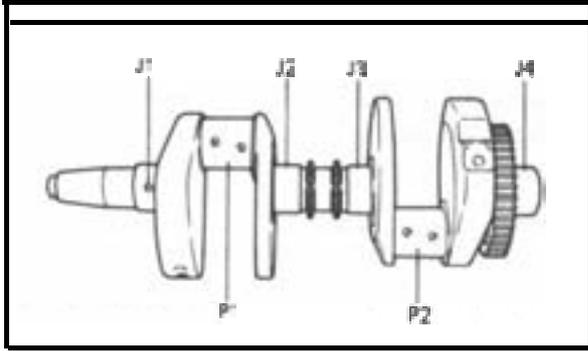
 **Nut:**
36 Nm (3.6 m • kg, 25 ft • lb)

CAUTION: _____

Tighten to full torque specification without pausing. Apply continuous torque between 3.0 and 3.8 m•kg. Once you reach 3.0 m•kg, DO NOT STOP TIGHTENING until final torque is reached. If tightening is interrupted between 3.0 and 3.8 m•kg, loosen nut to less than 3.0 m•kg and start again.

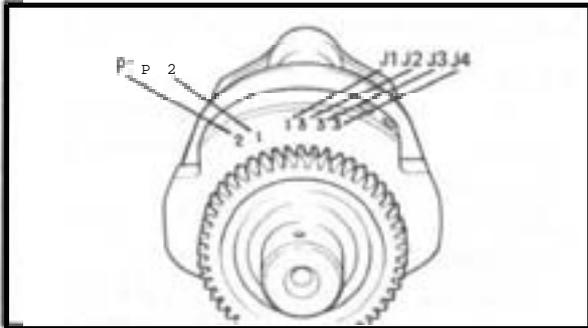


- Remove the connecting rods and bearings.
- Measure the compressed Plastigauge® width (a) on each crank pin.
If oil clearance is out of specification, select a replacement bearing.



5. Select:

- Main journal bearing (J, ~ J,)
- Crank pin bearing (P, ~ P,)

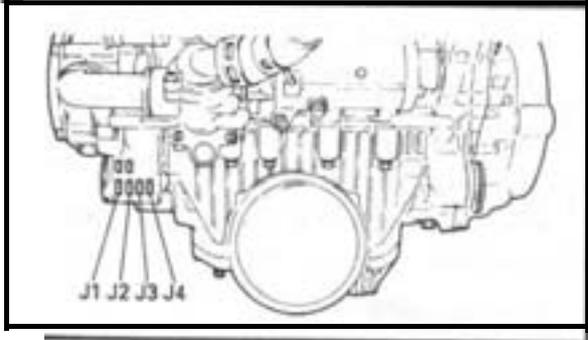


Selection of bearings:

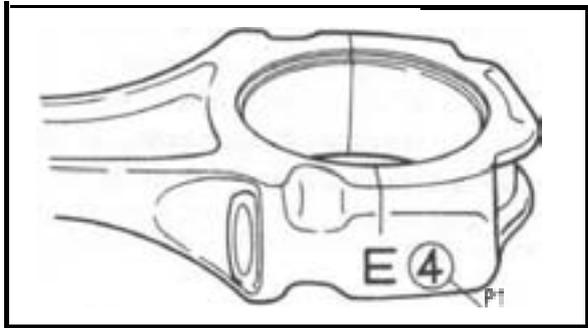
Example 1: Main journal bearing

• If "J," on the crankcase is "6" and "1" on the crankweb, then the bearing size for "J," is:

Bearing size of J_i:
Crankcase J_i - Crankweb J_i =
6 - 1 = 5 (Yellow)



BEARING COLOR CODE	
1	Blue
2	Black
3	Brown
4	Green
5	Yellow
6	Pink
7	Red



Example 2: Crank pin bearing

• If "P_i" on the connecting rod is "4" and "2" on the crankweb, then the bearing size for "P_i" is:

Bearing size of P_i:
Connecting rod P_i - Crankweb P_i =
4 - 2 = 2 (Black)

BEARING COLOR CODE	
1	Blue
2	Black
3	Brown
4	Green
5	Yellow
6	Pink

BALANCER SHAFT

1. Measure:

- Oil clearance (balancer shaft bearing)
Out of specification → Replace bearing.

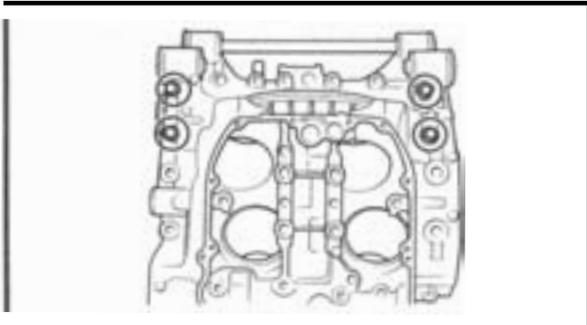
	<p>Oil clearance: 0.020 ~ 0.048 mm (0.0008 ~ 0.002 in)</p>
---	---

Measurement steps:

- **Clear** the bearings, balancer shaft and bearing portions of the crankcase.
- **Place** the crankcase (upper) on a bench in an upside down position.
- **Install** the upper half of the bearings and the balancer shaft into the crankcase (upper).
- **Put** a piece of Plastigauge® on each balancer shaft journal.
- **Install** the lower half of the bearings into the crankcase (lower) and assemble the crankcase halves.

NOTE:

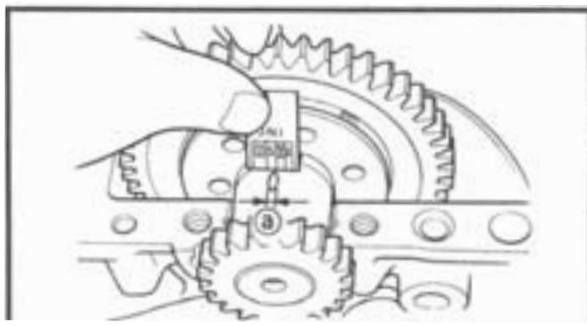
Do not move the balancer shaft until the oil clearance measurement has been completed.



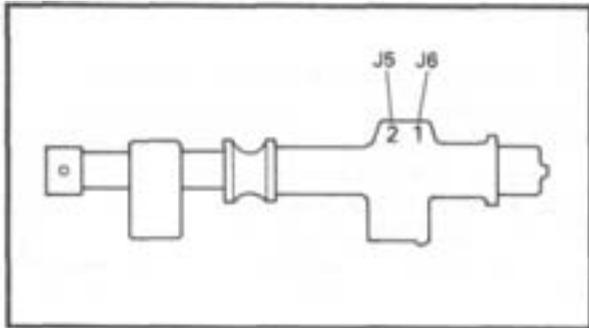
- **Tighten** the bolts to specification in the tightening sequence cast on the crankcase.

	<p>Bolt (crankcase-M8): 24 Nm (2.4 m•kg, 17 ft•lb)</p>
---	---

- **Remove** the crankcase (lower) and lower half of the bearings.

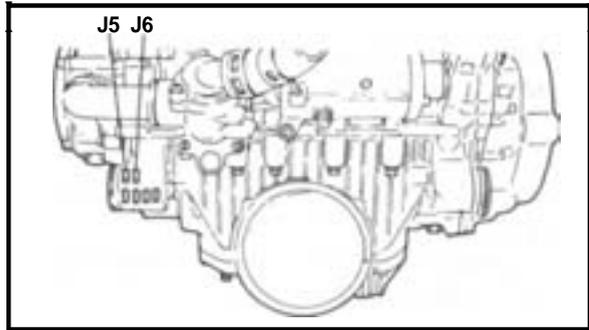


- **Measure** the compressed Plastigauge® width (C) on each balancer shaft journal. If oil clearance is out of specification, select a replacement bearing.



2. Select:

- Balancer shaft bearing



Selection of bearings:
Example:

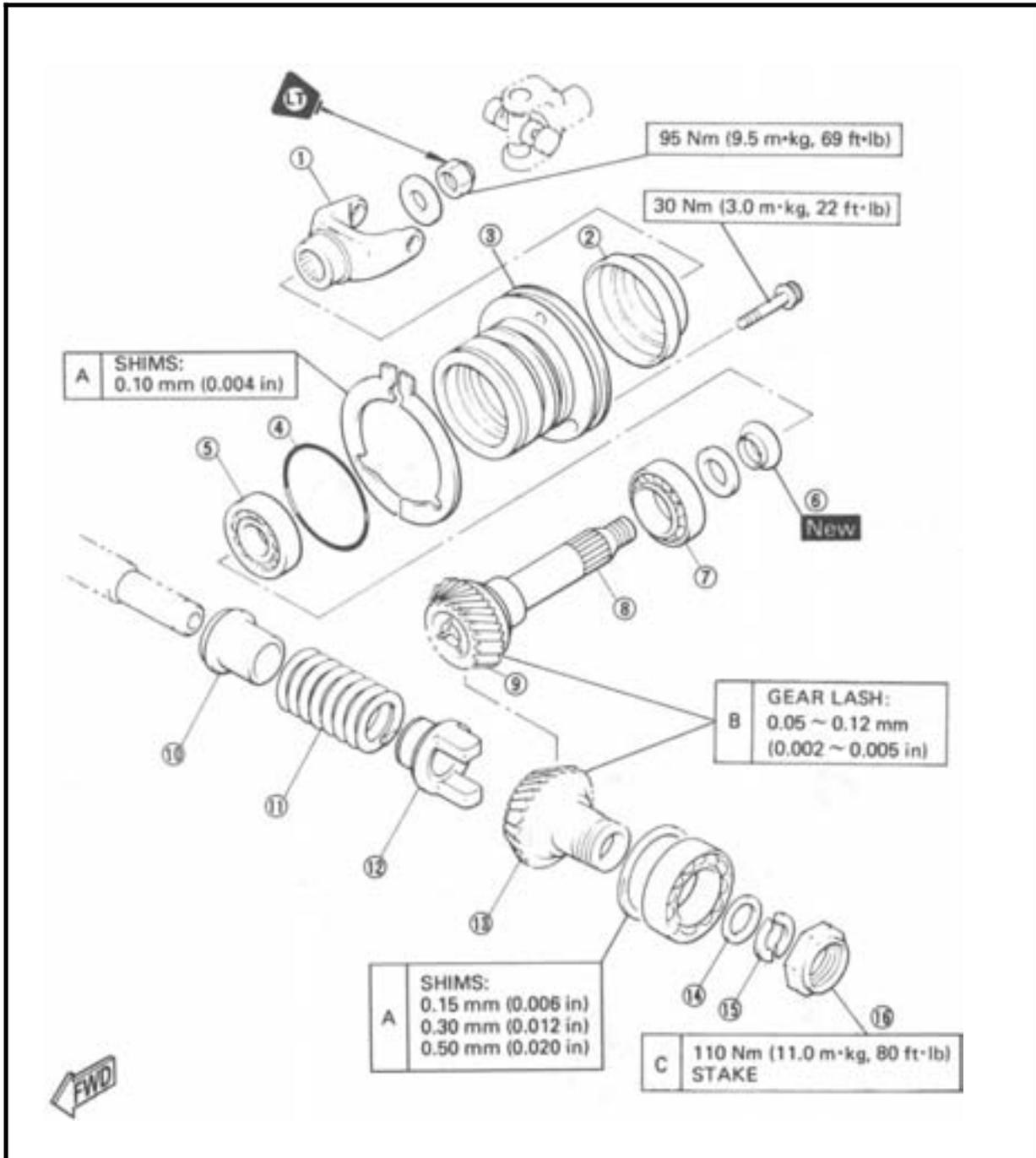
● If "J₁" on the crankcase is "6" and "2" on the balancer shaft, then the bearing size for "J₁" is:

Bearing size of J₁:
 Crankcase J₁ - Balancer shaft No. □
 6 - 2 □ 4 (Green)

BEARING COLOR CODE	
1	Blue
2	Black
3	Brown
4	Green
5	Yellow
6	Pink
7	Red

MIDDLE GEAR SERVICE

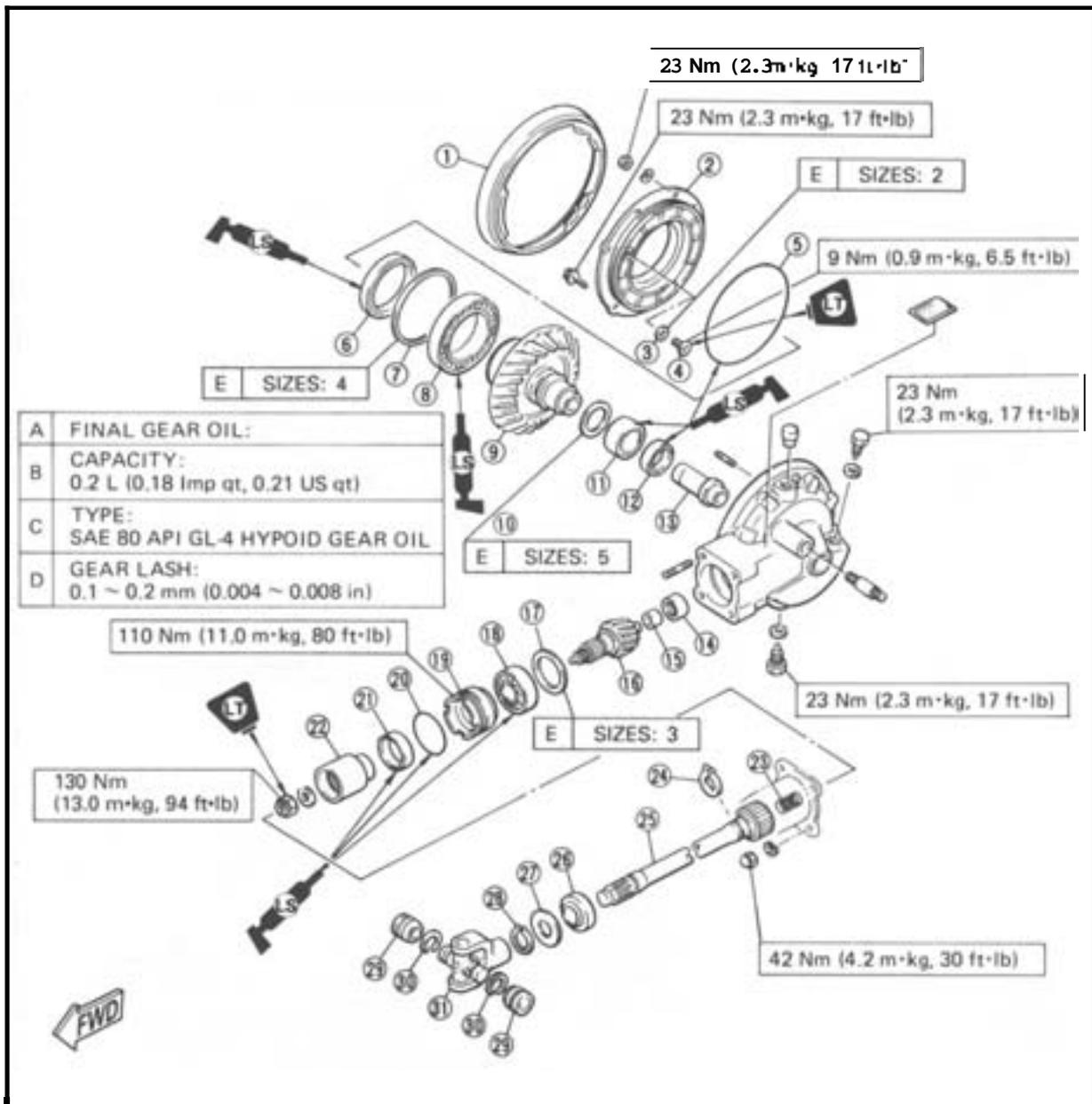
-  Universal joint
-  Dust seal
-  Housing
-  O-ring
-  Bearing
-  Collapsible collar
-  Bearing
-  Middle drive shaft
-  Middle driven pinion gear
-  Spring seat
-  Damper spring
-  Damper cam
-  Middle drive pinion gear
-  Thrust washer
-  Retainer



CHASSIS

SHAFT DRIVE

- ① Dust cover
- ② Bearing housing
- ③ Ring gear stopper shim
- ④ Ring gear stopper
- ⑤ O-ring
- ⑥ Oil seal
- ⑦ Ring gear shim
- ⑧ Bearing
- ⑨ Ring gear
- ⑩ Thrust washer
- ⑪ Bearing
- ⑫ Oil seal
- ⑬ Collar
- ⑭ Bearing
- ⑮ Bearing
- ⑯ Drive pinion gear
- ⑰ Final drive gear shim
- ⑱ Bearing
- ⑲ Bearing retainer
- ⑳ O-ring
- ㉑ Oil seal
- ㉒ Coupling gear
- ㉓ Spring
- ㉔ Circlip
- ㉕ Drive shaft
- ㉖ Oil seal
- ㉗ Washer
- ㉘ Circlip
- ㉙ Bearing
- ㉚ Circlip
- ㉛ Universal joint



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**VMX12E
VMX12EC**

**SUPPLEMENTARY
SERVICE MANUAL**

FOREWORD

This Supplementary Service Manual has been prepared to introduce new service and data for the VMX12E/VMX12EC. For complete service information procedures it is necessary to use this Supplementary Service Manual together with the following manual.

VMX12N/VMX12NC SERVICE MANUAL: LIT-11616-04-67

VMX12S/VMX12SC SUPPLEMENTARY SERVICE MANUAL: LIT-11616-04-98

VMX12U/VMX12UC SUPPLEMENTARY SERVICE MANUAL: LIT-11616-06-08

**VMX12E/VMX12EC
SUPPLEMENTARY
SERVICE MANUAL**

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NOTICE

This manual was written by Yamaha Motor Company Ltd. primarily for use by Yamaha dealers and qualified mechanics. It is not possible to put an entire mechanic's education into one manual, so persons using this book to perform maintenance and repairs on Yamaha motorcycles should have a basic understanding of the mechanical concepts and procedures inherent in motorcycle repair technology. Without such knowledge, attempted repairs or service to the motorcycle may render it unfit to use and/or unsafe.

This model has been designed and manufactured to perform within certain specifications in regard to performance and emissions. Proper service with the correct tools is necessary to ensure that the motorcycle will operate as designed. If there is any question about a service procedure, it is imperative that you contact a Yamaha dealer for any service information changes that apply to this model. This policy is intended to provide the customer with the most satisfaction from his motorcycle and to conform with federal environmental quality objectives. Yamaha Motor Company Ltd. is continually striving to improve all models manufactured by Yamaha. Modifications and significant changes in specifications or procedures will be forwarded to all Authorized Yamaha dealers and will, where applicable, appear in future editions of this manual.

NOTE:

This Service Manual contains information regarding periodic maintenance to the emission control system. Please read this material carefully.

PARTICULARLY IMPORTANT INFORMATION

This material is distinguished by the following notation.



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



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

CAUTION:

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

NOTE:

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

HOW TO USE THIS MANUAL

CONSTRUCTION OF THIS MANUAL

This manual consists of chapters for the main categories of subjects. (See "Illustrated symbols")

- 1st title ① : This is a chapter with its symbol on the upper right of each page.
- 2nd title ② : This title appears on the upper of each page on the left of the chapter symbol. (For the chapter "Periodic inspection and adjustment" the 3rd title appears.)
- 3rd title ③ : This is a final title.

MANUAL FORMAT

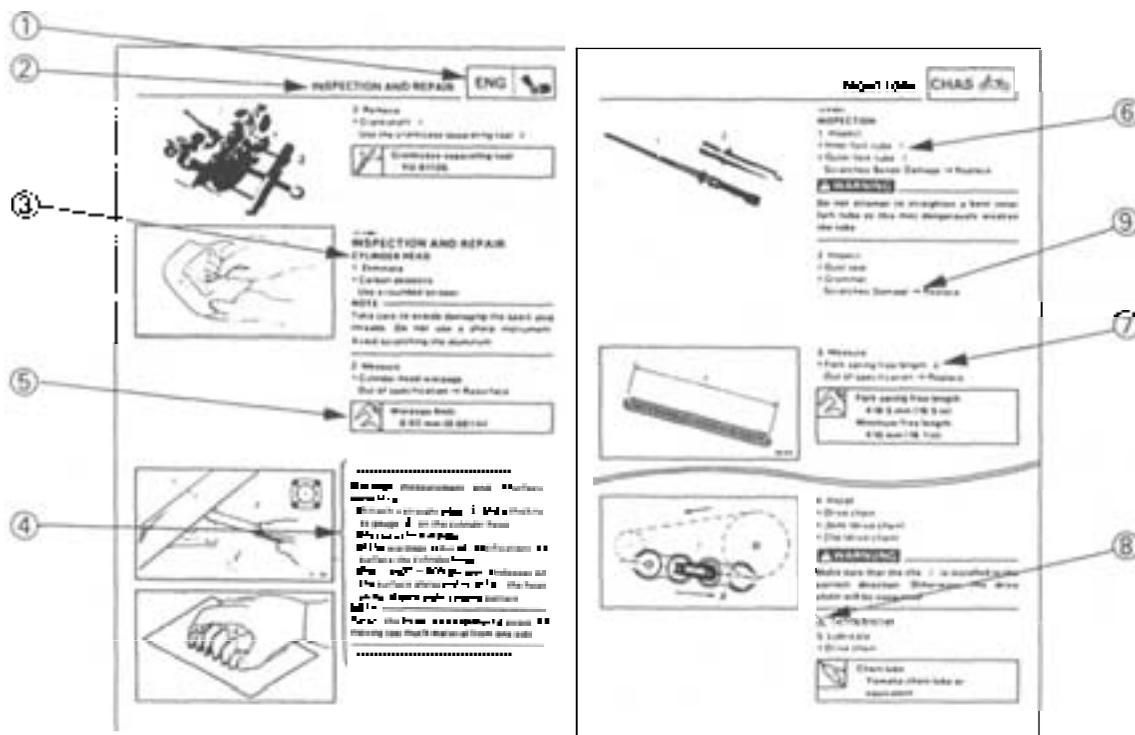
All of the procedures in this manual are organized in a sequential, step-by-step format. The information has been compiled to provide the mechanic with an easy to read, handy reference that contains comprehensive explanations of all disassembly, repair, assembly, and inspections. A set of particularly important procedure ④ is placed between a line of asterisks " * " with each procedure preceded by " • "

IMPORTANT FEATURES

- Data and a special tool are framed in a box preceded by a relevant symbol ⑤.
- An encircled numeral @ indicates a part name, and an encircled alphabetical letter data or an alignment mark ⑦, the others being indicated by an alphabetical letter in a box ⑧.
- A condition of a faulty component will precede an arrow symbol and the course of action required the symbol ⑨.

EXPLODED DIAGRAM

Each chapter provides exploded diagrams before each disassembly section for ease in identifying correct disassembly and assembly procedures.



① GEN INFO 	② SPEC 	
③ INSP 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 	

ILLUSTRATED SYMBOLS (Refer to the illustration)

Illustrated symbols ① to ⑧ are designed as thumb tabs to indicate the chapter's number and content.

- ① General information
- ② Specifications
- ③ Periodic inspection and adjustment
- ④ Engine
- ⑤ Cooling system
- ⑥ Carburetion
- ⑦ Chassis
- ⑧ Electrical
- ⑨ Troubleshooting

Illustrated symbols ⑩ to ⑯ are used to identify the specifications appearing in the text.

- ⑩ Filling fluid
- ⑪ Lubricant
- ⑫ Special tool
- ⑬ Tightening
- ⑭ Wear limit, clearance
- ⑮ Engine speed
- ⑯ Ω, V, A

Illustrated symbols ⑰ to ㉔ in the exploded diagram indicate grade of lubricant and location of lubrication point.

- ⑰ Apply engine oil
- ⑱ Apply gear oil
- ⑲ Apply molybdenum disulfide oil
- ㉓ Apply wheel bearing grease
- ㉔ Apply lightweight lithium-soap base grease
- ㉕ Apply molybdenum disulfide grease
- ㉖ Apply locking agent (LOCTITE®)
- ㉗ Use new one

CONTENTS

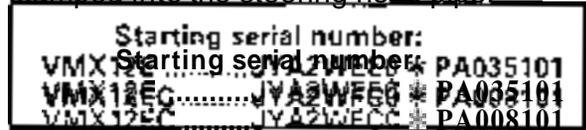
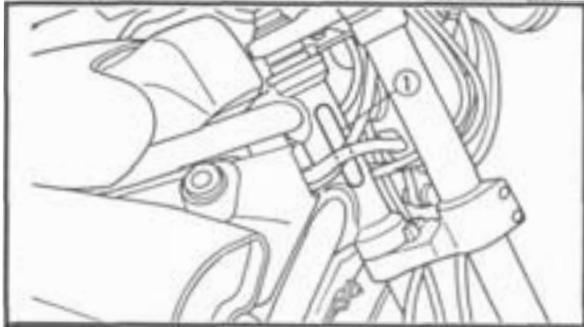
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VEHICLE IDENTIFICATION NUMBER	1
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GENERAL INFORMATION

MOTORCYCLE IDENTIFICATION

VEHICLE IDENTIFICATION NUMBER

The vehicle identification number (VIN) is stamped into the steering head pipe.

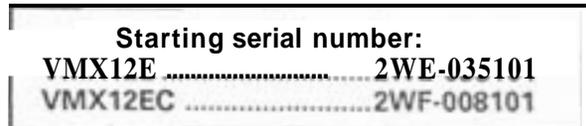
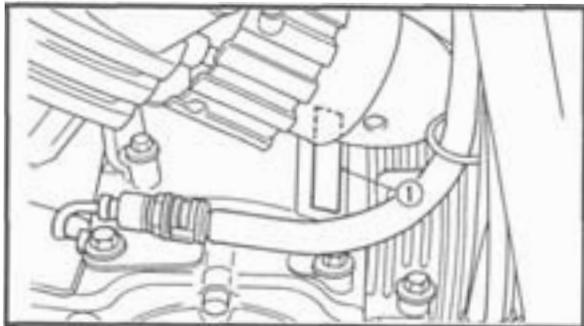


NOTE:

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

ENGINE SERIAL NUMBER

The engine serial number (EN) is stamped into the left side of the engine.



NOTE:

- The first three digits of these numbers are for model identifications; the remaining digits are the unit production number.
- Designs and specifications are subject to change without notice.



SPECIAL TOOLS

SPECIAL TOOLS

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

Refer to the list provided to avoid errors when placing an order.

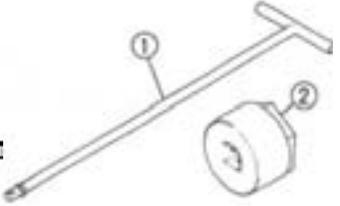
P/N. YM- □□□□□, YU-□□□□□ For USA,
YS- □□□□□, YK-□□□□□ California,
ACC-□□□□□ CDN

P/N. 90890-□□□□□

For EUR,
AUS

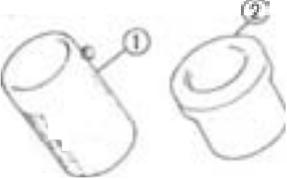
FOR CHASSIS SERVICE

1
T-Handle **1**
P/N YM-01326
P/N 90890-01326
For damper rod
holder (29 mm) **2**
P/N YM-33962
P/N 90890-01375



These tools are used to loosen and tighten the front fork damper rod holding bolt.

2
Front fork seal driver
(weight) **1**
P/N YM-33963
P/N. 90890-01367
Adapter (43 mm) **2**
P/N YM-8020

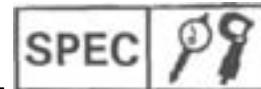


GENERAL SPECIFICATIONS

SPECIFICATIONS

GENERAL SPECIFICATIONS

Model	VMX12E	VMX12EC
Model code number: Engine starting number: Vehicle identification number:	3JPC 2WE-035101 JYA2WEE0 * PA035101	3JPD 2WF-008101 JYA2WFC0 * PA008101
Minimum turning radius:	2.900 mm (114 in)	
Carburetor: Type/Manufacturer	BDS 35 x 4/MIKUNI	
Tire: Type Size (F) Size (R) Wear limit	Tubeless 110/90V 18 BRIDGESTONE G525AW/DUNLOP F20 150/90V 15 BRIDGESTONE G526BW/DUNLOP K525 1.0 mm (0.04 in)	
Tire pressure (cold tire): Basic weight: With oil and full fuel tank Maximum load* Cold tire pressure: Up to 90 kg (198lb) load* 90 kg (198 lb) *~ Maximum load*	283 kg (624 lb) 216 kg (476 lb)	284 kg (626 lb) 215 kg (474 lb)
	Front	Rear
	225 kPa (2.25 kg/cm ² , 32 psi)	225 kPa (2.25 kg/cm ² , 32 psi)
	225 kPa (2.25 kg/cm ² , 32 psi)	250 kPa (2.5 kg/cm ² , 36 psi)
	* Load is the total weight of cargo, rider, passenger and accessories.	
Electrical: Ignition system Generator system Battery type or model Battery capacity	T.C.I. (digital) A.C. magneto generator YB16AL-A2 12V 16AH	



MAINTENANCE SPECIFICATIONS
ENGINE

Model	VMX12E	VMX12EC
Carburetor:		
I.D. Mark	1FK01	2WE01
Main jet (M.J.)	#152.5	↑
Main air jet (M.A.J.)	02.0	↑
Jet needle (J.N.)	5EZ43	5EZ50
Needle jet (N.J.)	Y-0	↑
Pilot jet (P.J.)	#37.5	↑
Pilot air jet (P.A.J.1)	#90	#100
Pilot screw (P.S.)	Preset	↑
Pilot outlet (P.O.)	0.9	↑
Bypass (B.P.1)	0.8	↑
(B.P.2)	0.8	↑
(B.P.3)	0.9	↑
Valve seat size (V.S.)	1.5	↑
Starter jet (G.S.1)	#45	↑
(G.S.2)	#0.8	↑
Fuel level	15~17 mm (0.59~0.66 in)	↑
Engine idling speed	950~1050 r/min	1050~1150 r/min
Vacuum pressure at idling speed	200 mm Hg (7.87 in Hg)	250 mm Hg (9.84 in Hg)

CHASSIS

Model	VMX12E/EC
Front suspension:	
Front fork travel	140 mm (5.51 in)
Fork spring free length	386.5 mm (15.2 in)
<Limit>	381.5 mm (15.0 in)
Collar length	245 mm (9.65 in)
Spring rate: K1	3.75 N/mm (0.375 kg/mm, 21.0 lb/in)
K2	4.90 N/mm (0.5 kg/mm, 28.0 lb/in)
Stroke: K1	0 ~ 78 mm (0 ~ 3.07 in)
K2	78 ~ 140 mm (3.70 ~ 5.51 in)
Optional spring	No.
Oil capacity	619 cm ³ (21.8 Imp oz, 20.9 US oz)
Oil level	123 mm (4.8 in)
Oil grade	Yamaha fork oil 10W or equivalent
Enclosed air pressure (standard)	39.2 kPa (0.4 kg/cm ² , 5.7 psi)
<Min ~ Max.>	39.2 ~ 98.1 kPa (0.4 ~ 1.0 kg/cm ² , 5.7 ~ 14.2 psi)
Front disc brake:	
Type	Dual
Disc outside diameter x thickness	298 x 5.0 mm (11.7 x 0.20 in)
Pad thickness Inner	5.0 mm (0.20 in)
<Limit>* Outer	0.5 mm (0.02 in)
Pad thickness	5.0 mm (0.20 in)
<Limit>* 	0.5 mm (0.02 in)
Master cylinder inside diameter	15.87 mm (0.63 in)
Caliper cylinder inside diameter	33.96 + 30.23 mm (1.33 + 1.19 in)
Brake fluid type	DOT #4 or DOT #3



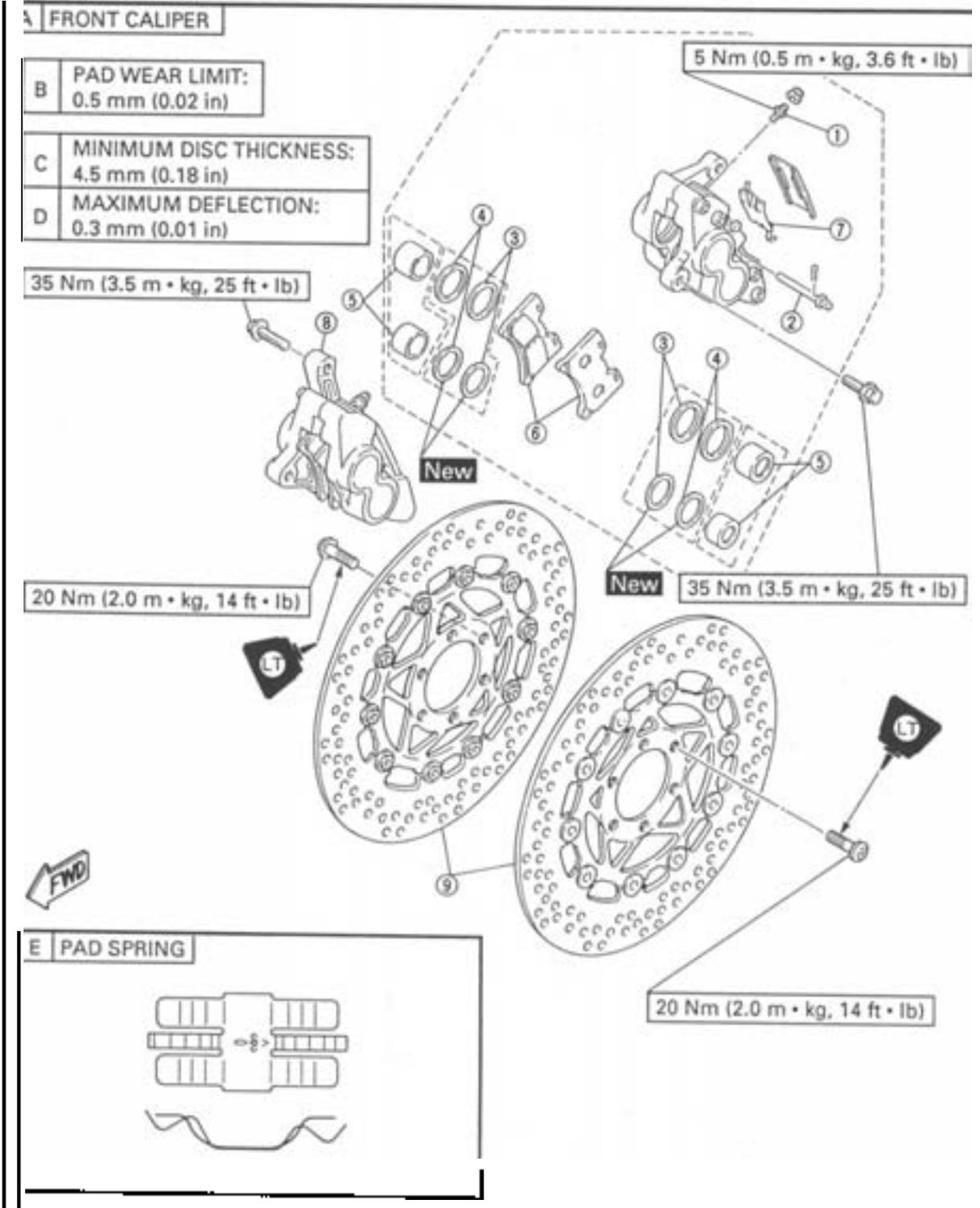
ELECTRICAL

Model	VMX12E/EC
T.C.I.: Pickup coil resistance (color) T.C.I. Unit-model/Manufacturer	81 - 121Ω at 20°C (68°F) (Black-Orange) TID14-93/HITACHI
A.C. magneto: Model/Manufacturer Normal output	FL130-067-HITACHI 14V, 25A at 5,000 r/min
	<p>The graph plots Output current (A) on the y-axis (0 to 30) against Engine speed (x10³ r/min) on the x-axis (0 to 6). The curve shows a rapid increase in current from 0A at 0.5 x 10³ r/min to about 20A at 2 x 10³ r/min, then levels off to approximately 25A from 4 x 10³ r/min onwards.</p>
Stater coil resistance	0.26 - 0.35Ω at 20°C (White - White)
Starter relay: Model/Manufacturer Amperage rating Coil winding resistance	MS50-91/HITACHI 100A 3.9 - 4.7Ω at 20°C (68°F)
Flasher relay: Type Model/Manufacturer Self cancelling device Flasher frequency Wattage	Semi transistor type FX257H/NIPPONDENSO Yes. 75 - 95 cycle/min 21 w x 2 + 3.4 W
Self cancelling unit: Model/Manufacturer	FR257H/NIPPONDENSO

CHASSIS

FRONT AND REAR BRAKE

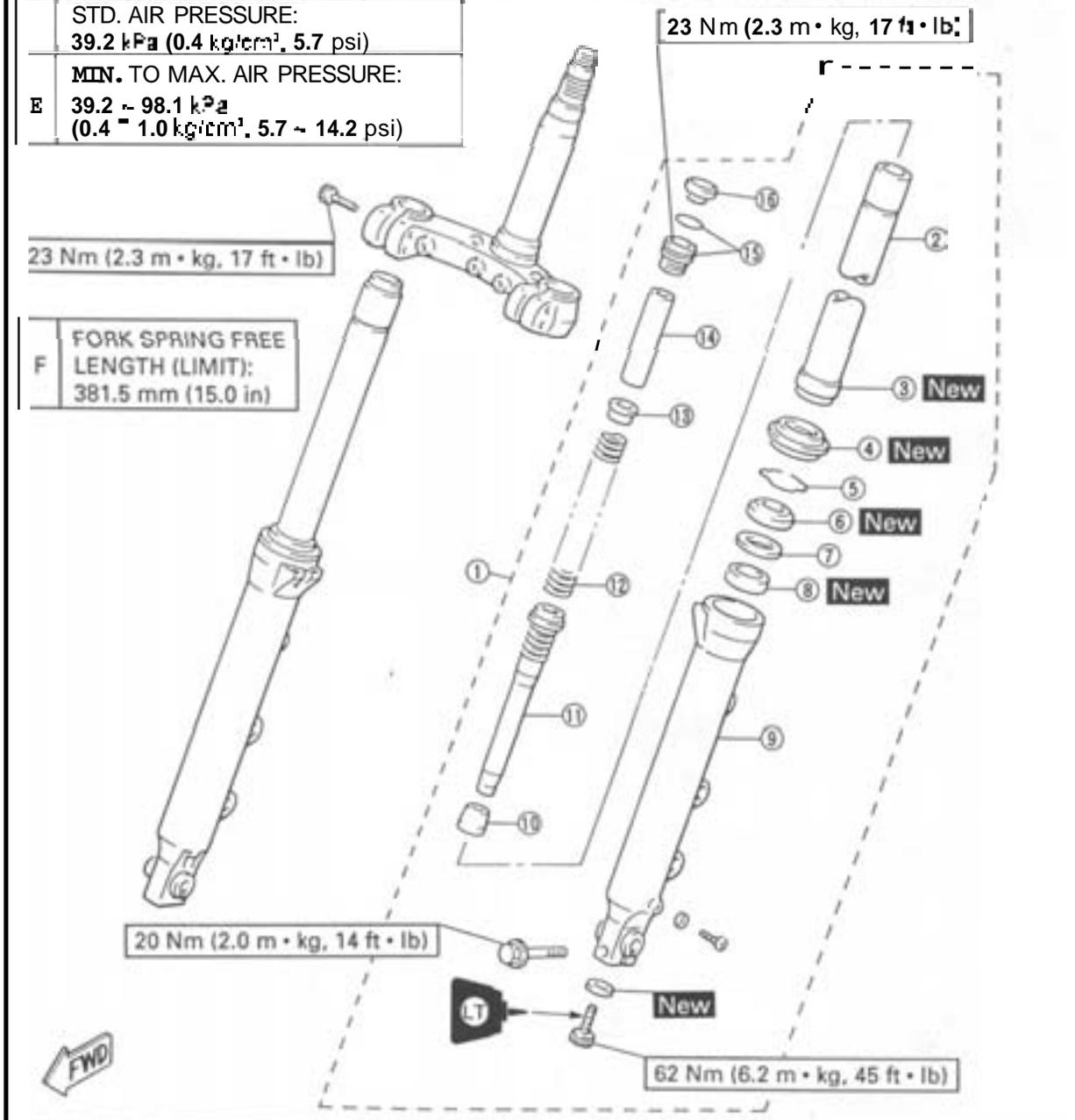
- ① Air bleed screw
 - ② Retaining pin
 - ③ Dust seal
 - ④ Piston seat
 - ⑤ Piston
 - ⑥ Brake pad
 - ⑦ Pad spring
 - ⑧ Caliper assembly
 - ⑨ Brake disc
- ☐ The arrow mark on the pad spring must point in the disc rotating direction.



FRONT FORK

- ① Front fork assembly
- ② Inner fork tube
- ③ Piston metal
- ④ Dust cover
- ⑤ Retaining clip
- ⑥ Oil seal
- ⑦ Seal spacer
- ⑧ Slide metal
- ⑨ Outer fork tube
- ⑩ Oil lock piece
- ⑪ Damper rod
- ⑫ Fork spring
- ⑬ Spring seat
- ⑭ Collar
- ⑮ Cap bolt
- ⑯ Fork cap

A	FORK OIL (EACH):
B	CAPACITY: 619 cm³ (21.8 Imp oz, 20.9 US oz)
C	GRADE: Yamaha Fork Oil 10Wt or equivalent
	STD. AIR PRESSURE: 39.2 kPa (0.4 kg/cm², 5.7 psi)
E	MIN. TO MAX. AIR PRESSURE: 39.2 ~ 98.1 kPa (0.4 ~ 1.0 kg/cm², 5.7 ~ 14.2 psi)



REMOVAL

▲ WARNING

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

1. Place the motorcycle on a level place.
2. Elevate the front wheel by placing suitable stand under the engine.



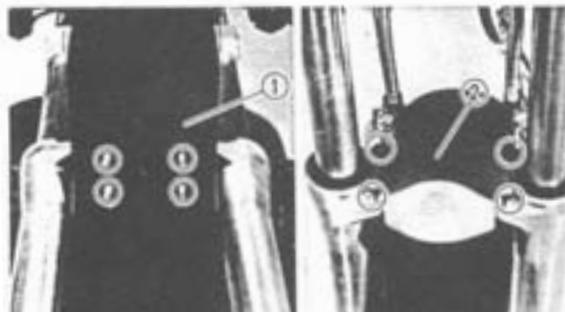
3. Remove:
 - Caliper assembly ①
 - Brake hose holder ②
4. Disconnect:
 - Speedometer cable ③

NOTE:

Do not depress the brake lever when the wheel is off the motorcycle otherwise the brake pads will be forced shut.



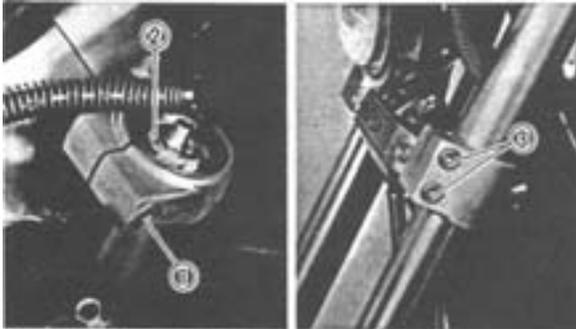
5. Loosen:
 - Pinch bolt ① (wheel axle)
6. Remove:
 - Wheel axle ②
 - Front wheel assembly



7. Remove:
 - Front fender ①
 - Fork brace ②



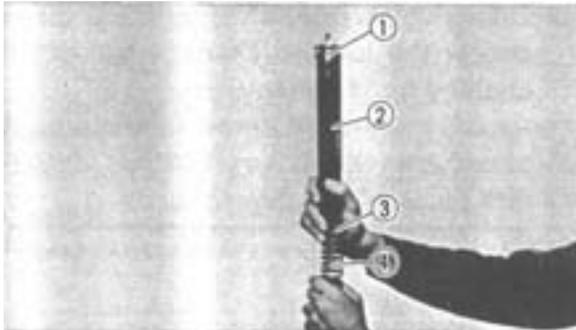
8. Remove:
 - Fork cap ①
Depress the valve ② until all of the air has been released.



9. Loosen:
- Pinch bolt ① (handle crown)
 - Cap bolt ②
 - Pinch bolts ③ (under bracket)

⚠ WARNING

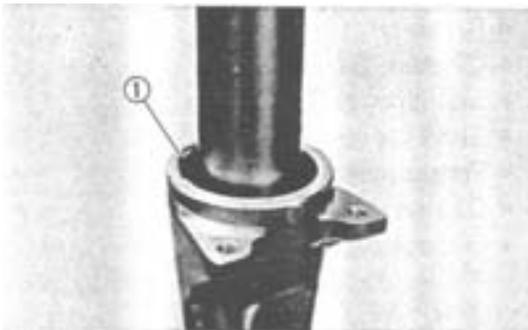
Support the fork before loosening the pinch bolts.



DISASSEMBLY

1. Remove:
- Cap bolt ①
 - Spacer ②
 - Spring seat ③
 - Spring ④

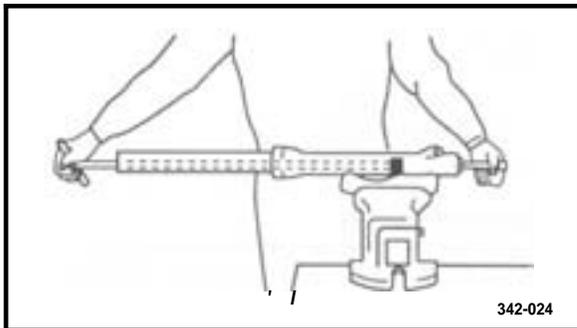
2. Drain:
- Fork oil



3. Remove:
- Dust seal
 - Retaining clip ①
- Use a thin slotted head screw driver.

CAUTION:

Take care not to scratch the inner tube.



4. Remove:
- Bolt (damper rod)
 - Copper washer

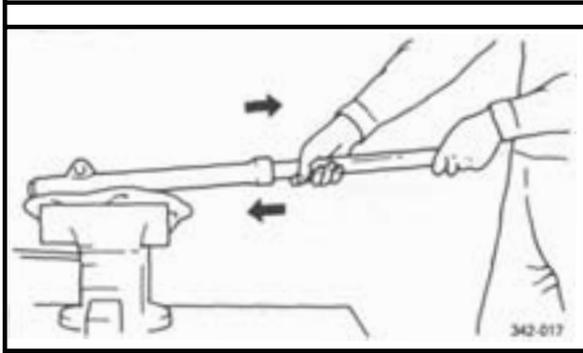
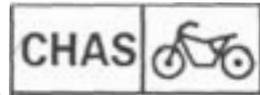
NOTE:

Loosen the bolt (damper rod) while holding the damper rod with the T-handle and holder.

	<p>T-handle: YM-01326 90890-01326</p> <p>Holder (29 mm): YM-33962 90890-01375</p>
---	---

5. Remove:
- Inner fork tube

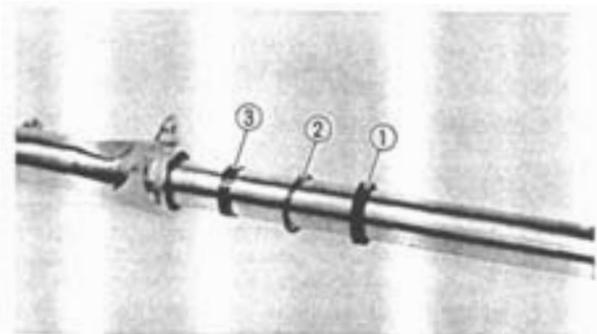
FRONT FORK



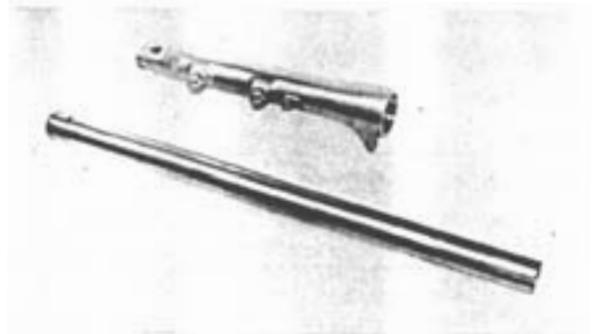
- Removal steps:
- **Hold** the fork leg horizontally.
 - Clamp the caliper mounting boss of the outer tube securely in a vise with soft jaws.
 - Pull out the inner fork tube from the outer tube by forcefully, but carefully, with drawing the inner tube.

CAUTION:

- Excessive force will damage the oil seal and/or the bushes. Damage oil seal and bushing must be replaced.
- Avoid bottoming the inner tube in the outer tube during the above procedure, as the oil lock piece will be damaged.



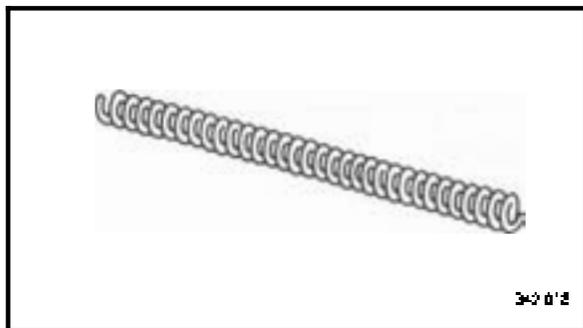
6. Remove:
- Oil seal ①
 - Seal spacer ②
 - Slide metal ③
 - Piston metal
 - Damper rod
 - Oil lock piece



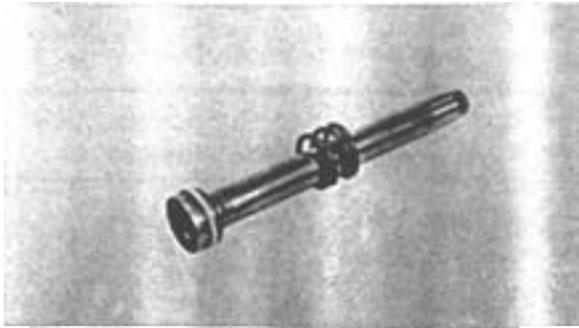
- INSPECTION**
1. Inspect:
- Inner fork tube
 - Outer fork tube
- Scratches/Bends/Damage ⇒ Replace.

WARNING

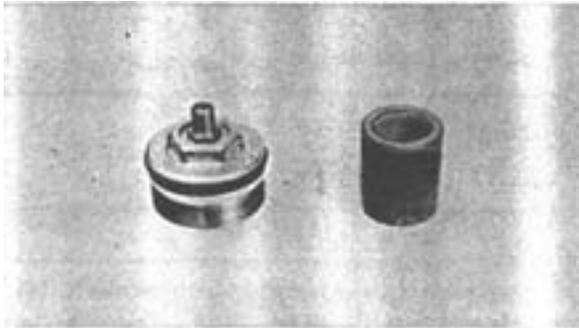
Do not attempt to straighten a bent inner fork tube as this may dangerously weaken the tube.



Fork spring free length (limit): 381.5 mm (15.0 in)

**3. Inspect:**

- Damper rod
Wear/Damage → Replace.
Contamination → Blow out all oil passages with compressed air.

**4. Inspect:**

- Oil lock piece
- O-ring (cap bolt)
Wear/Damage → Replace.

ASSEMBLY

Reverse the "DISASSEMBLY" procedure.
Note the following points.

NOTE: _____

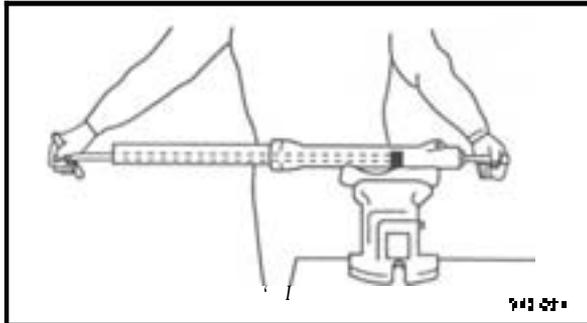
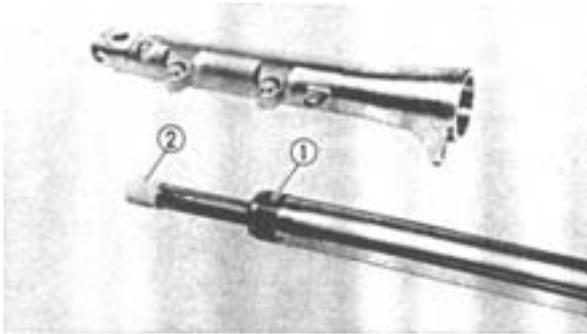
- In front fork reassembly, be sure to use following new parts.
 - * Piston metal
 - * Slide metal
 - * Oil seal
 - * Dust seal
 - Make sure that all components are clean before reassembly.
-

1. Install:

- Damper rod

CAUTION: _____

Allow the damper rod to slide slowly down the inner fork tube until it protrudes from the bottom, being careful not to damage the inner fork tube.



2. Lubricate:

- Inner fork tube (outer surface)



Recommended lubricant:
Fork oil 10w or equivalent

3. Install:

- Piston metal ①
- Oil lock piece ②

4. Tighten:

- Bolt (damper rod)



Bolt (damper rod):
62 Nm (6.2 m • kg, 45 ft • lb)
LOCTITE®

NOTE:

Tighten the bolt (damper rod) while holding the damper rod with the T-handle and holder.



T-handle:
YM-01326



5. Install:

- Slide metal
- Seal spacer
- Oil seal ①

Use the fork seal driver weight and adapter



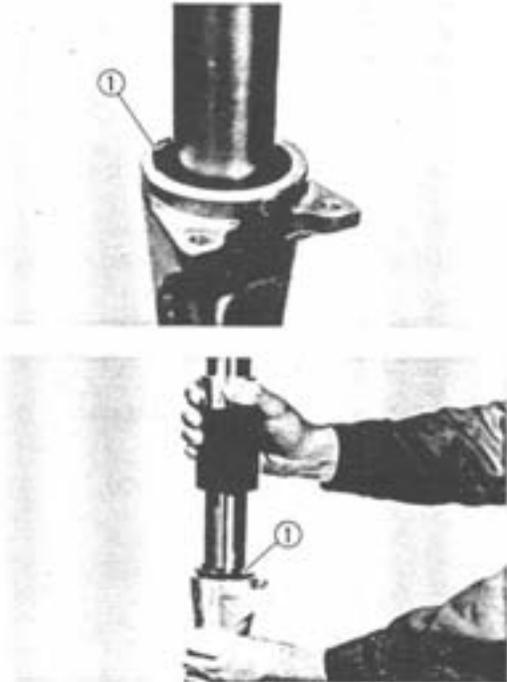
Fork seal driver weight:
YM-33963
90890-01367
Adapter (43 mm):
YM-8020
90890-01374

NOTE:

Before installing the oil seal, apply the lithium soap base grease onto the oil seal lips.

CAUTION:

Be sure that the oil seal numbered side face upward.



6. Install:

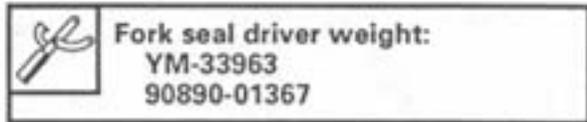
- Retaining clip ①

NOTE: _____

Fit the retaining clip correctly in the groove in the outer tube.

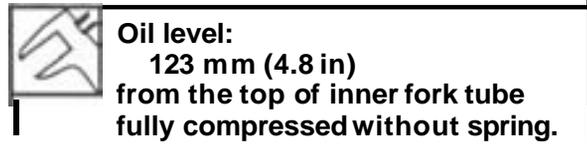
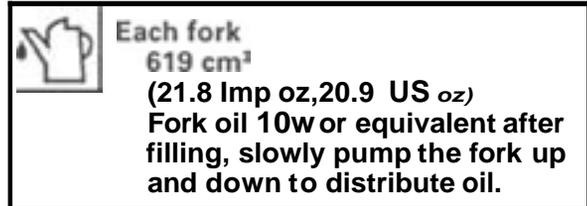
7. Install:

- Dust seal ①
Use the fork seal driver weight.



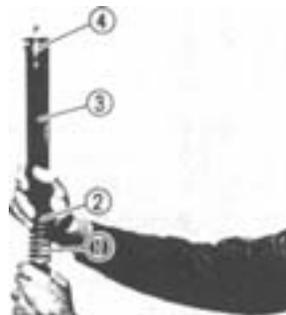
8. Fill:

- Fork oil



NOTE: _____

Place the front fork on upright position.



9. Install:

- Fork spring ①
- Spring seat ②
- Spacer collar ③
- Cap bolt ④

NOTE: _____

- Fork spring must be installed with the smaller pitch upward.
- Before installing the cap bolt, apply the grease to the O-ring.
- Temporarily tighten the cap bolt.

INSTALLATION

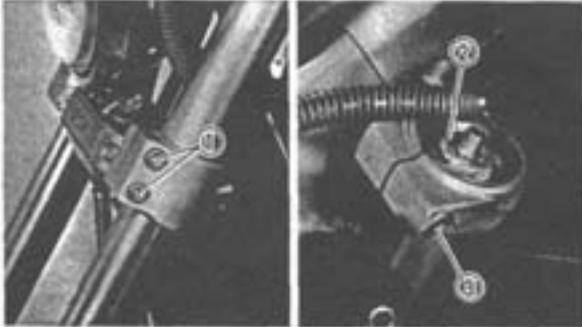
Reverse the "REMOVAL" procedure.
Note the following points.

1. Install

- Front fork(s).
- Temporary tighten the pinch bolts.

NOTE:

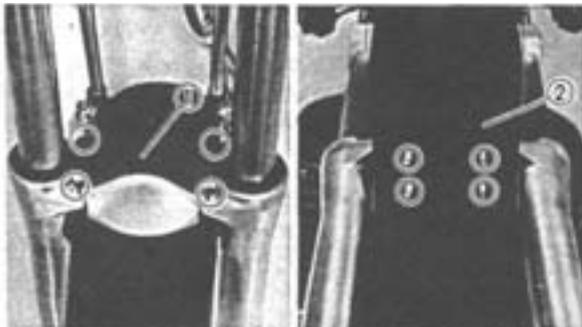
Be sure the inner fork tube end is flush with the top of the handle crown.

**2. Tighten**

- Pinch bolts ① (under bracket)
- Cap bolt ② (front fork)
- Pinch bolt ③, handle crown



Pinch bolt (lower bracket):
23 Nm (2.3 m • kg, 17 ft • lb)
Cap bolt (front fork):
23 Nm (2.3m • kg, 17 ft • lb)
Pinch bolt (handle crown):
23 Nm (2.3 m • kg, 17 ft • lb)

**3. Adjust:**

- Front fork air pressure
Refer to "FRONT FORK ADJUSTMENT" in the CHAPTER 2.

4. Install:

- Fork brace ①
- Front fender ②

5. Install:

- Front wheel



Front wheel axle:
60 Nm (6.0 m • kg, 43 ft • lb)
Pinch bolt (wheel axle):
20 Nm (2.0 m • kg, 14 ft • lb)



6. Install:

- Caliper assembly ①
- Brake hose holder ②
- Speedometer cable ③



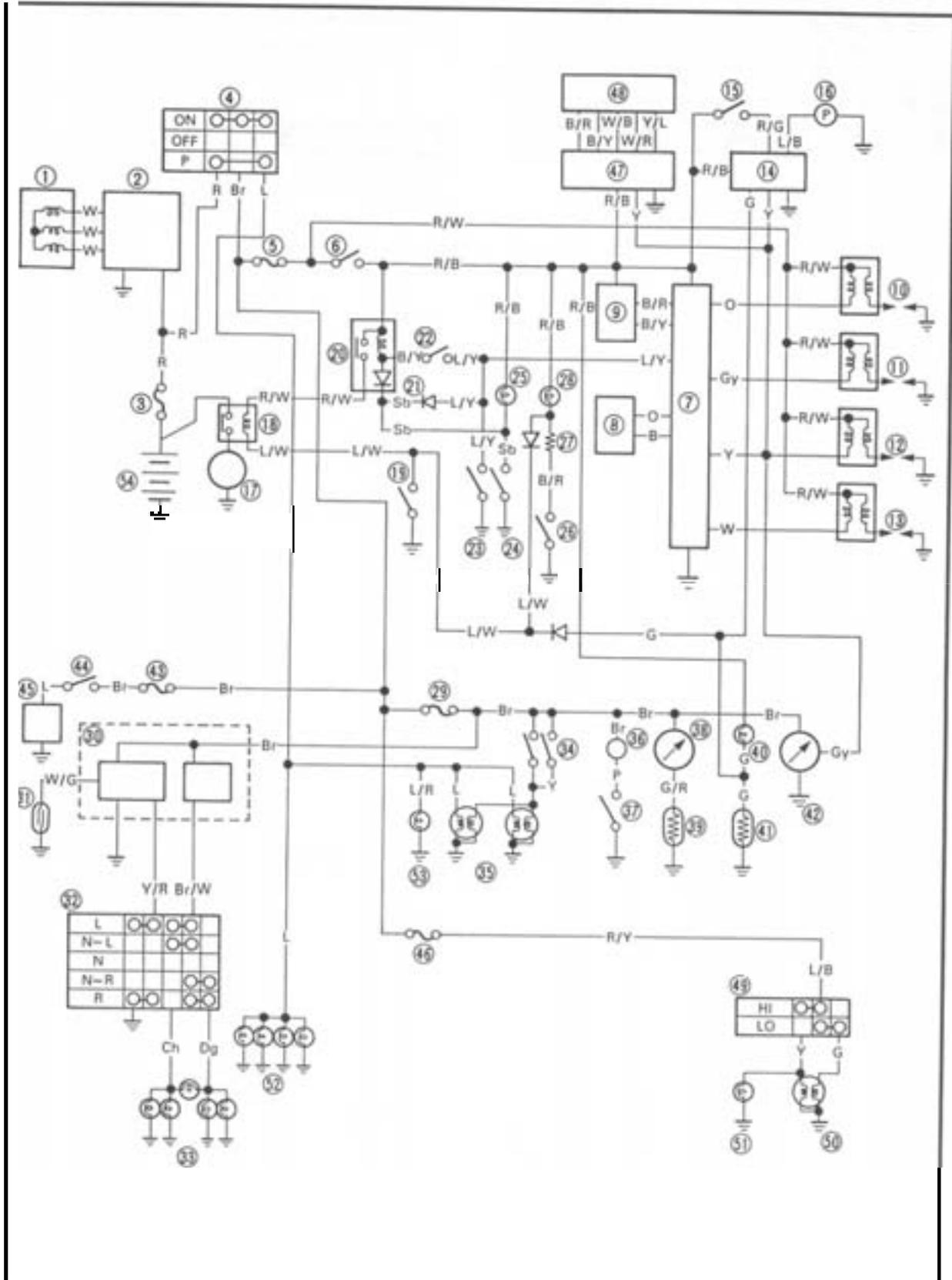
Bolt (caliper bracket):
35 Nm (3.5 m • kg, 25 ft • lb)

⚠ WARNING

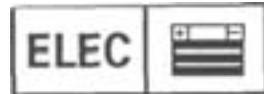
Make sure that the brake hose are routed properly.

ELECTRICAL

VMX12E/EC CIRCUIT DIAGRAM

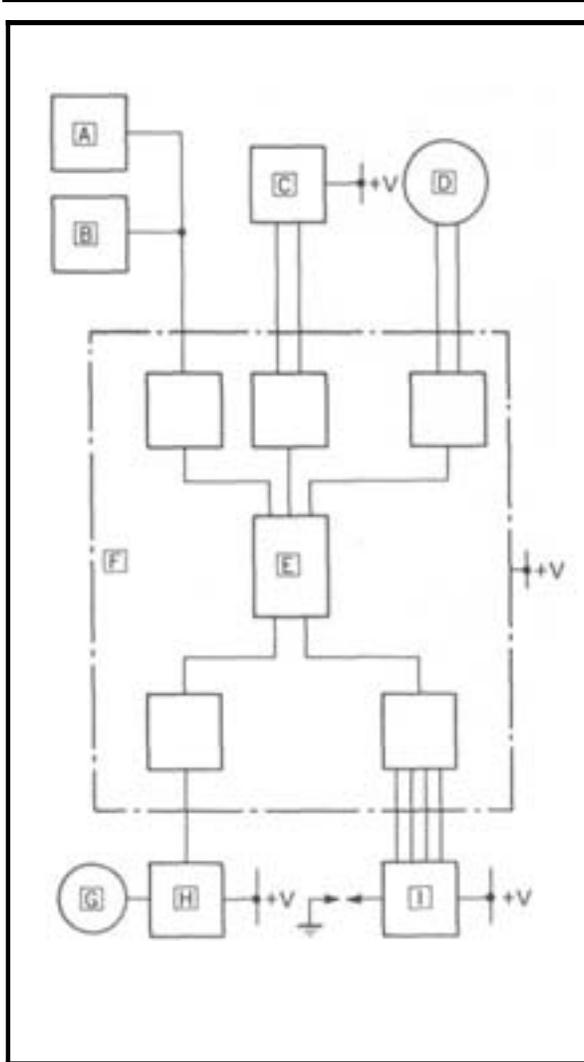


CIRCUIT DIAGRAM



- ① AC. Magneto generator
- ② Rectifier/Regulator
- ③ Main fuse
- ④ Main switch
- ⑤ Fuse (IGNITION)
- ⑥ "ENGINE STOP" switch
- ⑦ Ignitor unit
- ⑧ Pick up coil
- ⑨ Pressure sensor
- ⑩ Ignition coil #1
- ⑪ Ignition coil #2
- ⑫ Ignition coil #3
- ⑬ Ignition coil #4
- ⑭ Fuel pump relay
- ⑮ "FUEL (RESERVE)" switch
- ⑯ Fuel pump
- ⑰ Starter motor
- ⑱ Starter relay
- ⑲ "START" switch
- ⑳ Starting circuit cut-off relay
- ㉑ Diode
- ㉒ Clutch switch
- ㉓ Sidestand switch
- ㉔ Neutral switch
- ㉕ "NEUTRAL" indicator light
- ㉖ Oil level gauge
- ㉗ Diode assembly
- ㉘ "OIL LEVEL" warning indicator light
- ㉙ Fuse (SIGNAL)
- ㉚ Flasher relay
- ㉛ Reed switch
- ㉜ "TURN" switch
- ㉝ "TURN" indicator light
- ㉞ Front/Rear brake switch
- ㉟ Tail/Brake light
- ㊱ Horn
- ㊲ "HORN" switch
- ㊳ Temperature meter
- ㊴ Thermo unit
- ㊵ "FUEL" indicator light
- ㊶ Fuel sender unit
- ㊷ Tachometer
- ㊸ Fuse (FAN)
- ㊹ Thermo switch
- ㊺ Fan motor
- ㊻ Fuse (HEAD)
- ㊼ Control unit
- ㊽ Servo motor
- ㊾ "LIGHTS" (Dimmer) switch
- ㊿ Head light
- Ⓚ "HIGH BEAM" indicator light
- Ⓛ Meter light
- Ⓜ Auxiliary light
- Ⓝ Battery

B	Black	B/Y	Black/Yellow
Br	Brown	Br/W	Brown/White
Ch	Chocolate	G/R	Green/Red
Dg	Darkgreen	G/Y	Green/Yellow
G	Green	L/B	Blue/Black
Gy	Gray	L/R	Blue/Red
L	Blue	L/W	Blue/White
O	Orange	L/Y	Blue/Yellow
P	Pink	R/B	Red/Black
R	Red	R/G	Red/Green
Sb	Sky blue	R/W	Red/White
W	White	R/Y	Red/Yellow
Y	Yellow	W/G	White/Green
B/R	Black/Red	Y/R	Yellow/Red



IGNITION SYSTEM

DIGITAL IGNITION CONTROL SYSTEM

DESCRIPTION

The electronic ignition that sparks the engine is computer controlled and operated **by** the digital CPU (microprocessor). It has a pre-programmed ignition advance curve.

This programmed advance curve closely matches the spark timing to the engine's ignition requirements. Only one pickup coil is needed to meet the requirements of the digital ignitor unit.

The digital ignitor also includes the control unit for the electric fuel pump.

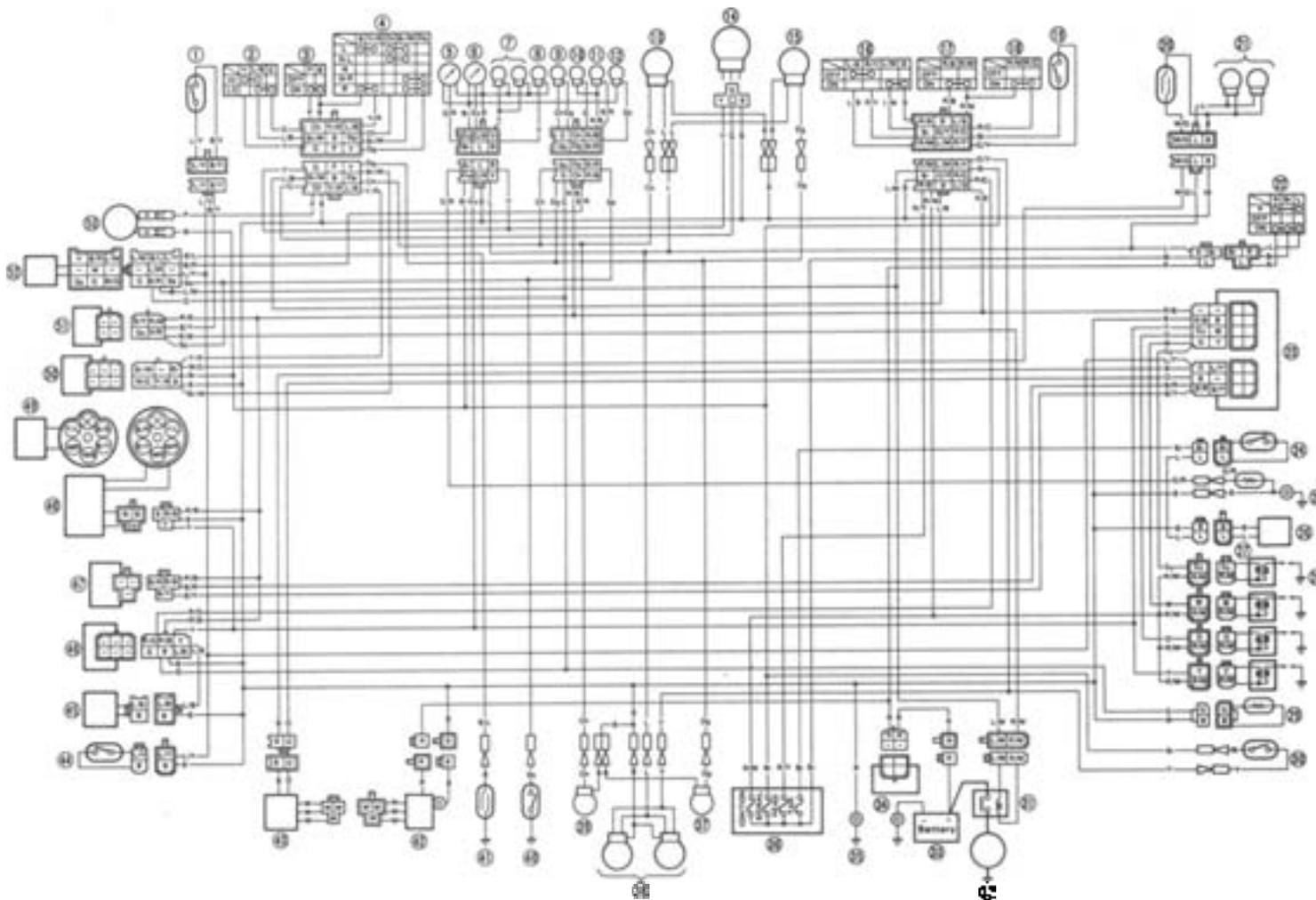
- Clutch switch
- Side stand switch
- C** Pressure sensor
- D** Pick up coil
- E** CPU (microprocessor)
- F** Digital ignitor unit
- G** Fuel pump
- Fuel pump control relay
- I** Ignition coil

OPERATION

The following operations are digitally-performed **by** signal from the pickup coil signal:

1. Determining proper ignition timing.
2. Sensing the engine revolution speed.
3. Determining timing for switching on ignition coil (duty control).
4. Increasing ignition coil primary current for starting the engine.
5. Sensing engine stall.
6. Preventing over-revolution of the engine.

VMX12E/EC WIRING DIAGRAM



COLOR CODE

B Black	Br Brown	B/Y Black/Yellow	Y/G Yellow/Green	W/G White/Green
L Blue	Ch Chocolate	B/R Black/Red	R/B Red/Black	W/R White/Red
G Green	Gr Grey	L/B Light Blue	B/G Blue/Green	Y/L Yellow/Light Blue
R Red	Sb Sky blue	L/Y Light Yellow	R/Y Red/Yellow	
P Pink	Dg Dark green	L/W Light White	R/W Red/White	
O Orange	W White	G/Y Green/Yellow	B/W Blue/White	
	R/B Red/Blue	GR Green/Red	W/B White/Black	

- ⊖ Clutch switch
- ⊖ 'LIGHTS' (Dimmer) switch
- ⊖ 'HORN' switch
- ⊖ 'TURN' switch
- ⊖ Temp. meter
- ⊖ Tachometer
- ⊖ Meter light
- ⊖ 'HIGH BEAM' switch
- ⊖ 'TURN' switch
- ⊖ 'FUEL' gauge
- ⊖ 'OIL LEVEL' gauge
- ⊖ 'NEUTRAL' switch
- ⊖ Front flasher light
- ⊖ Headlight
- ⊖ Front flasher light
- ⊖ 'START' switch
- ⊖ 'ENGINE STOP' switch
- ⊖ 'FUEL' switch
- ⊖ Front brake switch
- ⊖ Speedometer
- ⊖ Meter light
- ⊖ Main switch
- ⊖ Ignitor
- ⊖ Thermo switch
- ⊖ Thermo unit
- ⊖ Fan motor
- ⊖ Ignition coil
- ⊖ Spark plug
- ⊖ Fuel sender
- ⊖ Rear brake switch
- ⊖ Starter relay
- ⊖ Starter motor
- ⊖ Battery
- ⊖ Main fuse
- ⊖ Earth
- ⊖ Fuse
- ⊖ Rear flasher light
- ⊖ Tail light
- ⊖ Rear flasher light
- ⊖ Neutral switch
- ⊖ Oil level gauge
- ⊖ AC Magneto Pick up coil
- ⊖ Sidestand switch
- ⊖ Fuel pump
- ⊖ Control unit
- ⊖ Pressure sensor
- ⊖ Control unit
- ⊖ Servo motor
- ⊖ Flasher relay
- ⊖ Starting circuit cut off relay
- ⊖ Diode
- ⊖ Horn

VAMAHA MOTOR CO.,LTD.

PRINTED IN U.S.A.



YAMAHA

**VMX12U
VMX12UC**

**Supplementary
Service Manual**

FOREWORD

This Supplementary Service Manual has been prepared to introduce new service and new data for the VMX12U/UC. For complete information on service procedures, it is necessary to use this Supplementary Service Manual together with following manual:

VMX12N/NC Service Manual: LIT-11616-04-67

VMX12S/SC Supplementary Service Manual: LIT-11616-04-98

**VMX12U/UC
SUPPLEMENTARY SERVICE MANUAL
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permission of Yamaha Motor Corporation U.S.A,
is expressly prohibited.
Printed in U.S.A.
P/N LIT-11616-06-08**

NOTICE

This manual was written by the Yamaha Motor Company primarily for use by Yamaha dealers and their qualified mechanics. It is not possible to put an entire mechanic's education into one manual, so it is assumed that persons using this book to perform maintenance and repairs on Yamaha motorcycles have a basic understanding of the mechanical concepts and procedures inherent in motorcycle repair technology. Without such knowledge, attempted repairs or service to this model may render it unfit to use and/or unsafe.

This model has been designed and manufactured to perform within certain specifications in regard to performance and emissions. Proper service with the correct tools is necessary to ensure that the motorcycle will operate as designed. If there is any question about a service procedure, it is imperative that you contact a Yamaha dealer for any service information changes that apply to this model. This policy is intended to provide the customer with the most satisfaction from his motorcycle and to conform with federal environmental quality objectives.

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

NOTE:

This Service Manual contains information regarding periodic maintenance to the emission control system for the VMX12N/NC. Please read this material carefully.

TECHNICAL PUBLICATIONS
SERVICE DIVISION
MOTORCYCLES OPERATIONS
YAMAHA MOTOR CO., LTD.

HOW TO USE THIS MANUAL

PARTICULARLY IMPORTANT INFORMATION

This material is distinguished by the following notations.

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

CAUTION:

A **CAUTION** indicates special procedures that must be followed to avoid damage to the motorcycle.

WARNING:

A **WARNING** indicates special procedures that must be followed to avoid injury to a motorcycle operator or person inspecting or repairing the motorcycle.

MANUAL FORMAT

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

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

- Bearings:
Pitting/Damage → Replace.

EXPLODED DIAGRAM

Each chapter provides exploded diagrams before each disassembly section for ease in identifying correct disassembly and assembly procedures.

① GEN INFO 	② INSP ADJ 	
③ ENG 	④ COOL 	
⑤ CARB 	⑥ CHAS 	
⑦ ELEC 	⑧ APPX 	
⑨ 	⑩ 	
⑪ 	⑫ 	
⑬ 	⑭ 	
⑮ 	⑯ 	⑰ 
⑱ 	⑲ 	⑳ 
㉑ 		

ILLUSTRATED SYMBOLS (Refer to the illustration)

Illustrated symbols ① to ⑧ are designed as thumb tabs to indicate the chapter's number and content.

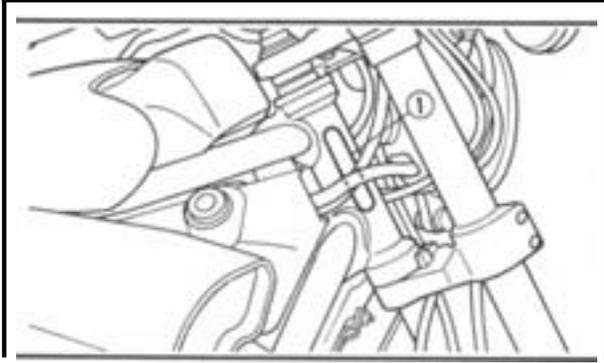
- ① General information
- ② Periodic inspection and adjustment
- ③ Engine
- ④ Cooling system
- ⑤ Carburetion
- ⑥ Chassis
- ⑦ Electrical
- ⑧ Appendices

Illustrated symbols ⑨ to ⑭ are used to identify the specifications appearing.

- ⑨ Filling fluid
- ⑩ Lubricant
- ⑪ Tightening
- ⑫ Wear limit, clearance
- ⑬ Engine speed
- ⑭ Ω, V, A

Illustrated symbols ⑮ to ㉑ in the exploded diagram indicate grade of lubricant and location of lubrication point.

- ⑮ Apply engine oil
- ⑯ Apply gear oil
- ⑰ Apply molybdenum disulfide oil
- ⑱ Apply wheel bearing grease
- ⑲ Apply lightweight lithium-soap base grease
- ⑳ Apply molybdenum disulfide grease
- ㉑ Apply locking agent (LOCTITE®)



GENERAL INFORMATION

MOTORCYCLE IDENTIFICATION

VEHICLE IDENTIFICATION NUMBER

The vehicle identification number (1) is stamped into the steering head pipe.

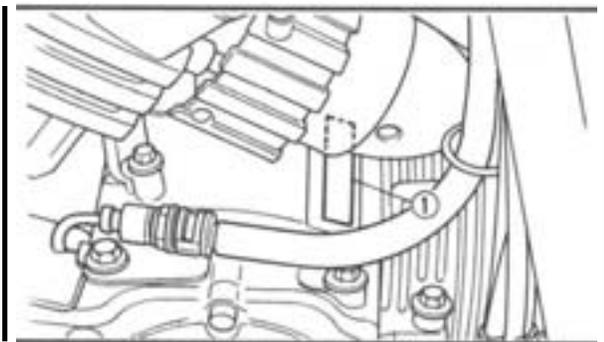
NOTE: _____

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

Starting Serial Number:

VMX12UJYA2WEE0 *JA000101

VMX12UCJYA2WFC0 *JA000101



ENGINE SERIAL NUMBER

The engine serial number (1) is stamped into the left side of the engine.

NOTE: _____

The first three digits of these numbers are for model identifications; the remaining digits are the unit production number.

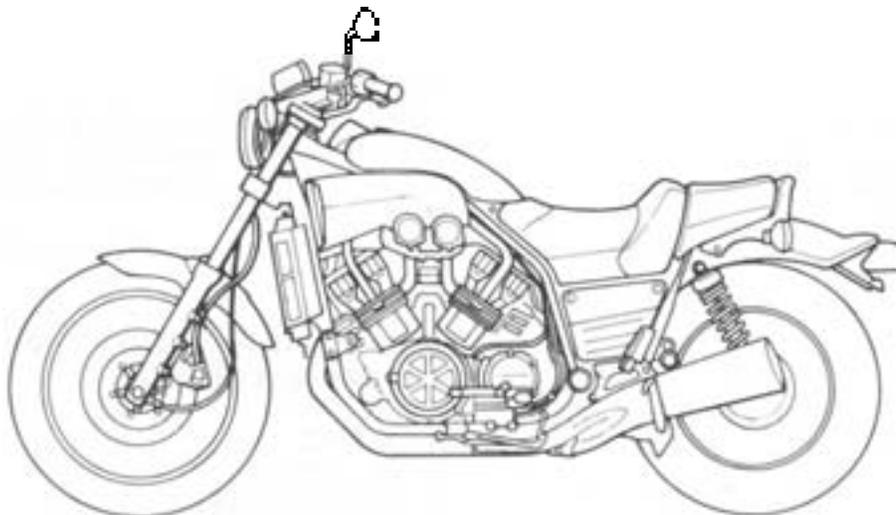
Starting Serial Number:

VMX12U 2WE-000101

VMX12UC 2WF-000101

NOTE: _____

Designs and specifications are subject to change without notice.





APPENDICES

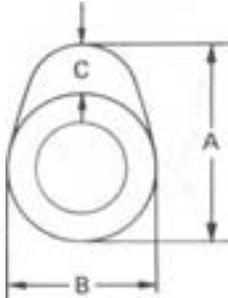
SPECIFICATIONS

GENERAL SPECIFICATIONS

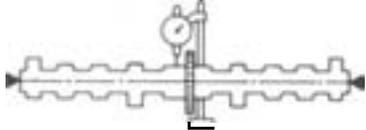
Model	VMX12U/UC								
Model Code Number	2WE VMX12UC 2WF								
Engine Starting Number	2WE-000101 VMX12UC 2WF-000101								
Vehicle Identification Number	JYA2WEE0 *JA000101 VMX12UC JYA2WFCC *JA000101								
Basic Weight: Weight Oil and Full Fuel Tank	283 kg (624 lb) VMX12UC 284 kg (626 lb)								
Tire Pressure (Cold Tire): Basic Weight: With Oil and Full Fuel Tank Maximum Load*	283 kg (624 lb) VMX12UC 284 kg (626 lb) 216 kg (476 lb) VMX12UC 215 kg (474 lb)								
Cold Tire Pressure:									
Up to 90 kg (198 lb) Load*	<table border="1"> <thead> <tr> <th>FRONT</th> <th>REAR</th> </tr> </thead> <tbody> <tr> <td>235 kPa (2.4 kg/cm², 34 psi)</td> <td>255 kPa (2.6 kg/cm², 36 psi)</td> </tr> <tr> <td>235 kPa (2.4 kg/cm², 34 psi)</td> <td>275 kPa (2.8 kg/cm², 40 psi)</td> </tr> <tr> <td>235 kPa (2.4 kg/cm², 34 psi)</td> <td>255 kPa (2.6 kg/cm², 36 psi)</td> </tr> </tbody> </table>	FRONT	REAR	235 kPa (2.4 kg/cm ² , 34 psi)	255 kPa (2.6 kg/cm ² , 36 psi)	235 kPa (2.4 kg/cm ² , 34 psi)	275 kPa (2.8 kg/cm ² , 40 psi)	235 kPa (2.4 kg/cm ² , 34 psi)	255 kPa (2.6 kg/cm ² , 36 psi)
FRONT	REAR								
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235 kPa (2.4 kg/cm ² , 34 psi)	255 kPa (2.6 kg/cm ² , 36 psi)								
90 kg (198 lb) ~ Maximum Load*									
High Speed Riding									
Brake: Front Operation Rear Operation Brake Fluid	Dual disc brake Right hand operation Single disc brake Right foot operation DOT 4 (If DOT 4 is not available 3 can be used.)								

MAINTENANCE SPECIFICATIONS

Engine

Model	VMX12U/UC
Camshaft: Drive Method Cam Cap Inside Dia. Camshaft Outside Dia. Shaft-to-Cap Clearance Cam Dimensions Intake "A" < Limit > Intake "B" < Limit >	Chain drive (Center) 25.000 ~ 25.021 mm (0.9843 ~ 0.9851 in) 24.967 ~ 24.980 mm (0.9830 ~ 0.9835 in) 0.020 ~ 0.054 mm (0.0008 ~ 0.0021 in) 36.25 ~ 36.35 mm (1.427 ~ 1.431 in) < 36.15 mm (1.423 in) > 28.02 ~ 28.12 mm (1.103 ~ 1.107 in) < 27.92 mm (1.099 in) >
	VMX12UC 27.97 ~ 28.07 mm (1.101 ~ 1.105 in) < 27.87 mm (1.097 in) >



Model	VMX12U/UC
<p>Exhaust "A" < Limit > Exhaust "B" < Limit ></p> <p>Camshaft Runout Limit</p> 	<p>36.25 ~ 36.35 mm (1.427 ~ 1.431 in) < 36.15 mm (1.423 in) > 28.02 ~ 28.12 mm (1.103 ~ 1.107 in) < 27.92 mm (1.099 in) > VMX12UC 27.97 ~ 28.07 mm (1.101 ~ 1.105 in) < 27.87 mm (1.097 in) > 0.03 mm (0.0012 in)</p>
<p>Carburetor:</p> <p>I.D. Mark</p> <p>Main Jet (M.J.)</p> <p>Main Air Jet (M.A.J.)</p> <p>Jet Needle (J.N.)</p> <p>Needle Jet (N.J.)</p> <p>Pilot Jet (P.J.)</p> <p>Pilot Air Jet (P.A.J.)</p> <p>Pilot Screw (P.S.)</p> <p>Pilot Outlet (P.O.)</p> <p>Bypass (B.P. 1)</p> <p>(B.P. 2)</p> <p>(B.P. 3)</p> <p>Valve Seat Size (V.S.)</p> <p>Starter Jet (G.S.1)</p> <p>(G.S.2)</p> <p>Fuel Level</p> <p>Engine Idling Speed</p> <p>Vacuum Pressure at Idling Speed</p> <p>Vacuum Synchronous Difference</p>	<p>1FKOO VMX12UC 2WF0C</p> <p># 152.5</p> <p>ø2.0</p> <p>5EZ42 VMX12UC 5EZ50</p> <p>Y-0</p> <p>#37.5</p> <p>#90 VMX12UC # 100</p> <p>Preset</p> <p>0.9</p> <p>0.8</p> <p>0.8</p> <p>0.9</p> <p>1.5</p> <p># 45</p> <p># 0.8</p> <p>15.5 ~ 16.5 mm (0.61 ~ 0.65 in)</p> <p>950 ~ 1,050 r/min</p> <p>VMX12UC 1,050 ~ 1,150 r/min</p> <p>Above 200 mm Hg (7.90 in Hg)</p> <p>Below 20 mm Hg (0.79 in Hg)</p>



YAMAHA MOTOR CO., LTD.

IWATA, JAPAN

PRINTED IN U.S.A.



YAMAHA

**VMX12S
VMX12SC**

**Supplementary
Service Manual**

FOREWORD

VMX12N/NC Service Manual: LIT-11616-04-67

**VMX12S/SC
SUPPLEMENTARY SERVICE MANUAL
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P/N LIT-11616-04-98**

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TECHNICAL PUBLICATIONS
SERVICE DIVISION
MOTORCYCLES OPERATIONS
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MANUAL FORMAT

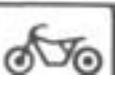
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- Bearings
- Pitting Damage ⇒ Replace.

EXPLODED DIAGRAM

Each chapter provides exploded diagrams before each disassembly section for ease in identifying correct disassembly and assembly procedures.

① GEN INFO 	② INSP ADJ 
③ ENG 	④ COOL 
⑤ CARB 	⑥ CHAS 
⑦ ELEC 	⑧ APPX 
⑨ 	⑩ 
⑪ 	⑫ 
⑬ 	⑭ 
⑮  ⑯  ⑰ 	
⑱  ⑲  ⑳ 	
㉑ 	

ILLUSTRATED SYMBOLS (Refer to the illustration)

Illustrated symbols ① to ⑥ are designed as thumb tabs to indicate the chapter's number and content.

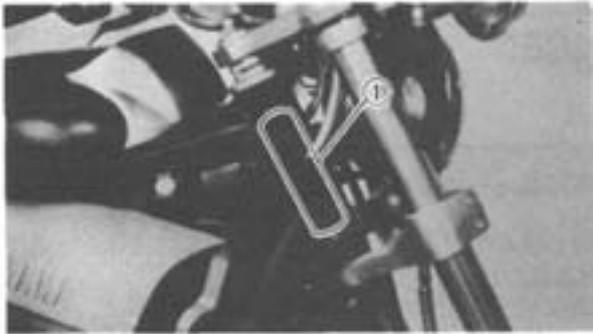
- ① General information
- ② Periodic inspection and adjustment
- ③ Engine
- ④ Cooling system
- ⑤ Carburetion
- ⑥ Chassis
- @ Electrical
- Ⓜ Appendices

Illustrated symbols ⑨ to ⑫ are used to identify the specifications appearing.

- ⑨ Filling fluid
- ⑩ Lubricant
- ⑪ Tightening
- ⑫ Wear limit clearance
- ⑬ Engine speed
- ⑭ Ω V, A

Illustrated symbols ⑮ to ㉑ in the exploded diagram indicate grade of lubricant and location of lubrication point.

- ⑮ Apply engine oil
- ⑯ Apply gear oil
- ⑰ Apply molybdenum disulfide oil
- ⑱ Apply wheel bearing grease
- ⑲ Apply lightweight lithium-soap base grease
- ㉑ Apply molybdenum disulfide grease
- ㉑ Apply locking agent (LOCTITE®)



GENERAL INFORMATION

MOTORCYCLE IDENTIFICATION

VEHICLE IDENTIFICATION NUMBER

The vehicle identification number (1) is stamped into the steering head pipe.

NOTE: _____

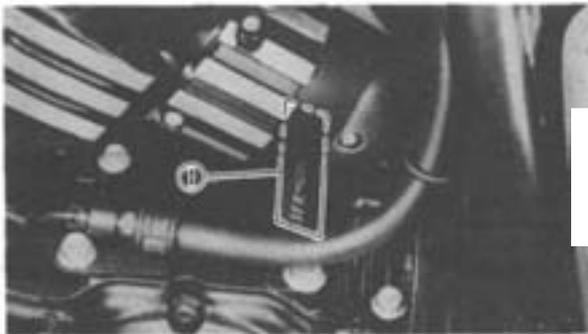
The vehicle identification number is used to identify your motorcycle and may be used to register your motorcycle with the licensing authority in your state.

<p>Starting Serial Number:</p> <p>VMX12S JYA1UT00 * GA000I01</p> <p>VMX12SC JYA1UR0C * GA000I01</p>

ENGINE SERIAL NUMBER

The engine serial number (1) is stamped into the left side of the engine.

NOTE: _____



<p>Starting Serial Number:</p> <p>VMX12S 1UT-000101</p> <p>VMX12SC 1UR-000101</p>

NOTE: _____

Designs and specifications are subject to change without notice.

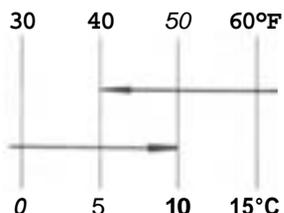




APPENDICES

SPECIFICATIONS

GENERAL SPECIFICATIONS

Model	VMX12S/SC
Model Code Number Engine Starting Number Vehicle Identification Number	1UT VMX12SC 1UF 1UT-000101 VMX12SC 1UR-000101 JYA1UT001 * GA000101 VMX12SC JYA1UR001 * GA000101
Dimensions: Overall Length Overall Width Overall Height Seat Height Wheelbase Minimum Ground Clearance	2,300 mm (90.6 in) 795 mm (31.3 in) 1,160 mm (45.7 in) 765 mm (30.1 in) 1,590 mm (62.6 in) 145 mm (5.7 in)
Basic Weight: Weight Oil and Full Fuel Tank	282 kg (622 lb.) VMX12SC 283 kg (624 lb.)
Minimum Turning Radius:	2,790 mm (110 in)
Engine: Engine Type Cylinder Arrangement Displacement Bore x Stroke Compression Ratio Compression Pressure Starting System	Liquid cooled 4-stroke gasoline, DOHC V-4 cylinder 1,198 cm ³ 76 x 66 mm (2.992 x 2.598 in) 10.5 : 1 1,422 kPa (14.5 kg/cm ² , 206 psi) Electric starter
Lubrication System:	Wep sump
Oil Type or Grade: Engine Oil  Final Gear Oil	Yamalube 4-cycle oil or SAE 20W40 type SE motor oil (If temperature does not go below 5°C (40°F)) SAE 10W30 type SE motor oil (If temperature does not go above 15°C (60°F)) SAE 80 API "GL-4" Hypoid gear oil
Oil Capacity: Engine Oil: Periodic Oil Change With Oil Filter Replacement Total Amount Final Gear Case: Total Amount	3.5 L (3.1 Imp qt, 3.7 US qt) 3.8 L (3.3 Imp qt, 4.0 US qt) 4.7 L (4.1 Imp qt, 5.0 US qt) 0.2 L (0.18 Imp qt, 0.21 US qt)
Radiator Capacity: (Including All routes)	3.05 L (2.69 Imp qt, 3.22 US qt)
Air Filter:	Dry type element
Fuel: Type Tank Capacity: Total Reserve	Regular gasoline 15.0 L (3.3 Imp gal, 4.0 US gal) 3.0 L (0.66 Imp gal, 0.80 US gal)

SPECIFICATIONS



Model	VMX125/SC	
Carburetor: Type/Manufacturer	BDS 34 x 4/MIKUN	
Spark Plug: Type/Manufacturer Gap	DPR8EA-9/NGK, X24EPR-U9/M. IPPONDENSO 0.8 - 0.9 mm (0.031 - 0.035 in)	
Clutch Type:	Wet, multiple-disc	
Transmission: Primary Reduction System Primary Reduction Ratio Secondary Reduction System Secondary Reduction Ratio Transmission Type Operation Gear Ratio:	Spar gear 87/49 (1.775) Shaft drive 21/27 x 33/35 (2.851) Constant mesh, 5-speed Left foot operation 1st: 43/17 (2.529) 2nd: 39/22 (1.772) 3rd: 31/23 (1.347) 4th: 28/26 (1.076) 5th: 26/28 (0.928)	
Chassis: Frame Type Caster Angle Trail	Double cradle 29" 119 mm (4.7 in)	
Tire: Type Size (F) Size (R) Wear Limit	Tubeless 110/90V18 BRIDGESTONE G525AW/DUNLOP F20 150/90V15 BRIDGESTONE G526BW/DUNLOP K525 1.0 mm (0.04 in)	
Tire Pressure (Cold Tire): Basic Weight: With Oil and Full Fuel Tank Maximum Load* Cold Tire Pressure: Up to 90 kg (198 lb) Load* 90 kg (198 lb) - 216 kg (476 lb) Load* High Speed Riding	282 kg (622 lb) VMX125C 283 kg (624 lb) 216 kg (476 lb)	
	FRONT	REAR
	235 kPa (2.4 kg/cm ² . 34 psi)	255 kPa (2.6 kg/cm ² . 36 psi)
	235 kPa (2.4 kg/cm ² . 34 psi)	275 kPa (2.8 kg/cm ² . 40 psi)
	235 kPa (2.4 kg/cm ² . 34 psi)	255 kPa (2.6 kg/cm ² . 36 psi)
Brake: Front Operation Rear Operation	Dual disc brake Right hand operation Single disc brake Right foot operation	
Suspension: Front Suspension Rear Suspension	Telescopic fork Swing arm	



YAMAHA MOTOR CO., LTD.

IWATA, JAPAN

PRINTED IN U.S.A.



YAMAHA

VMX12N
VMX12NC

Service Manual

**VMX 12N/VMX 12 NC
SERVICE MANUAL**

**1st Edition - December 1984
2nd Printing - September 1985 JEM B 171**

**ALL RIGHTS RESERVED BY
YAMAHA MOTOR CORPORATION, U. S. A.
CYPRESS, CALIFORNIA 90630**

LIT-11616-04-67

NOTICE

This manual was written by the Yamaha Motor Company primarily for use by Yamaha dealers and their qualified mechanics. It is not possible to put an entire mechanic's education into one manual, so it is assumed that persons using this book to perform maintenance and repairs on Yamaha motorcycles have a basic understanding of the mechanical concepts and procedures inherent in motorcycle repair technology. Without such knowledge, attempted repairs or service to this model may render it unfit to use and/or unsafe.

This model has been designed and manufactured to perform within certain specifications in regard to performance and emissions. Proper service with the correct tools is necessary to ensure that the motorcycle will operate as designed. If there is any question about a service procedure, it is imperative that you contact a Yamaha dealer for any service information changes that apply to this model. This policy is intended to provide the customer with the most satisfaction from his motorcycle and to conform with federal environmental quality objectives.

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

NOTE:

This Service Manual contains information regarding periodic maintenance to the emission control system for the VMX12N/C. Please read this material carefully.

TECHNICAL PUBLICATIONS
SERVICE DIVISION
MOTORCYCLES OPERATIONS
YAMAHA MOTOR CO., LTD.

HOW TO USE THIS MANUAL

PARTICULARLY IMPORTANT INFORMATION

This material is distinguished by the following notation.

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

CAUTION:

A **CAUTION** indicates special procedures that must be followed to avoid damage to the motorcycle.

WARNING:

A **WARNING** indicates special procedures that must be followed to avoid injury to a motorcycle operator or person inspecting or repairing the motorcycle.

MANUAL FORMAT

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

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

- Bearings
- Pitting/Damage - Replace.

EXPLODED DIAGRAM

Each chapter provides exploded diagrams before each disassembly section for ease in identifying correct disassembly and assembly procedures.

① GEN INFO 	② INSP ADJ 	
③ ENG 	④ COOL 	
⑤ CARB 	⑥ CHAS 	
⑦ ELEC 	⑧ APPX 	
	⑩ 	
⑨ 	⑪ 	
⑬ 	⑭ 	
⑮ 	⑯ 	⑰ 
⑱ 	⑲ 	⑳ 
㉑ 		

ILLUSTRATED SYMBOLS (Refer to the illustration)

Illustrated symbols ① to ⑧ are designed as thumb tabs to indicate the chapter's number and content.

- ① General information
- ② Periodic inspection and adjustment
- ③ Engine
- ④ Cooling system
- ⑤ Carburetion
- ⑥ Chassis
- ⑦ Electrical
- ⑧ Appendices

Illustrated symbols ⑨ to ㉑ are used to identify the specifications appearing in the text.

- ⑨ Filling fluid
- ⑩ Lubricant
- ⑪ Tightening
- ⑫ Wear limit, clearance
- ⑬ Engine speed
- ⑭ Ω, V, A

Illustrated symbols ⑮ to ㉑ in the exploded diagram indicate grade of lubricant and location of lubrication point.

- ⑮ Apply engine oil
- ⑯ Apply gear oil
- ⑰ Apply molybdenum disulfide oil
- ⑱ Apply wheel bearing grease
- ⑲ Apply lightweight lithium-soap base grease
- ⑳ Apply molybdenum disulfide grease
- ㉑ Apply locking agent (LOCTITE®)

Being a Yamaha owner, you obviously prefer a quality product.

gēn·ū·īne

adj. 1. Real 2. Authentic,
not artificial 3. Yamaha.

GENUINE **YAMAHA** PARTS & ACCESSORIES

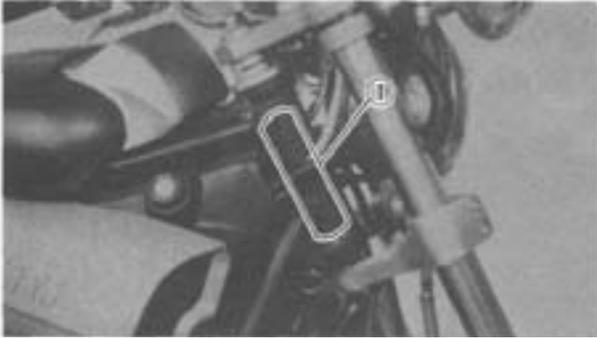
Don't compromise the quality and performance of your Yamaha with off-brand alternatives. You'll be getting exactly what you're paying for.

INDEX

GENERAL INFORMATION	 GEN INFO 1
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ENGINE OVERHAUL	 ENG 3
COOLING SYSTEM	 COOL 4
CARBURETION	 CARB 5
CHASSIS	 CHAS 6
ELECTRICAL	 ELEC 7
APPENDICES	 APPX 8

CHAPTER 1. GENERAL INFORMATION

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**GENERAL
INFORMATION**

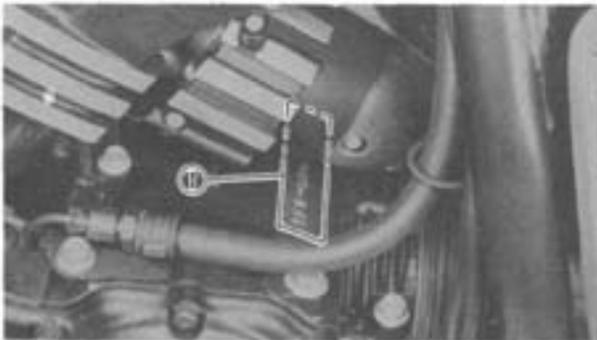
MOTORCYCLE IDENTIFICATION

VEHICLE IDENTIFICATION NUMBER

The vehicle identification number (VIN) is stamped into the steering head pipe.

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

<p>Starting Serial Number: VMX12NJYA1FK00*FA000101 VMX12NCJYA1JH00*FA000101</p>



<p>Starting Serial Number: VMX12N1FK-000101 VMX12NC1JH-000101</p>

NOTE:
Designs and specifications are subject to change without notice.



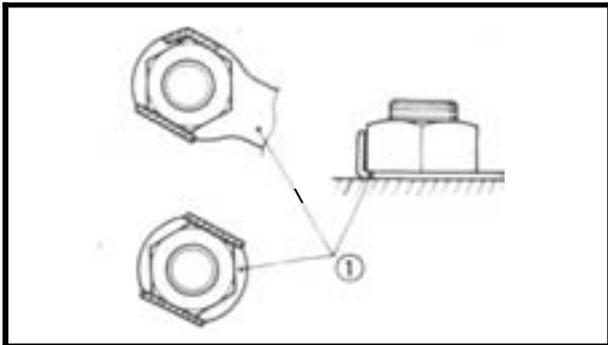
IMPORTANT INFORMATION

ALL REPLACEMENT PARTS

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

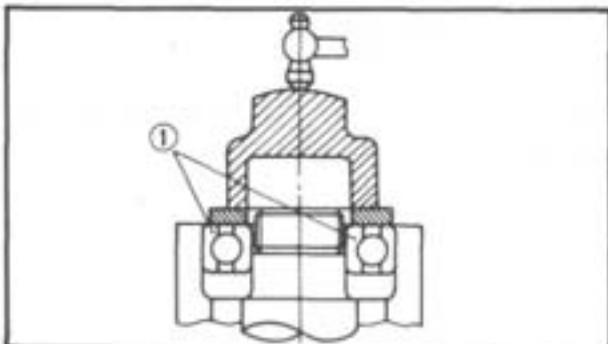
GASKETS, OIL SEALS, AND O-RINGS

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



LOCK WASHERS/PLATES AND COTTER PINS

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

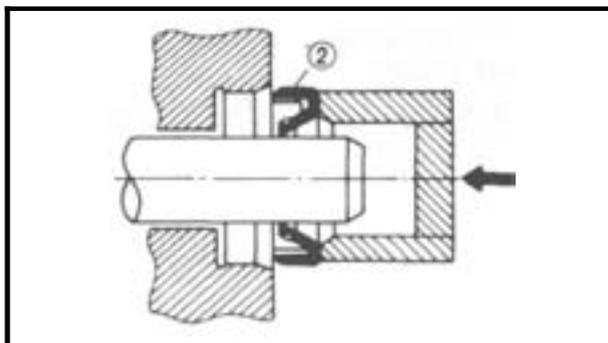


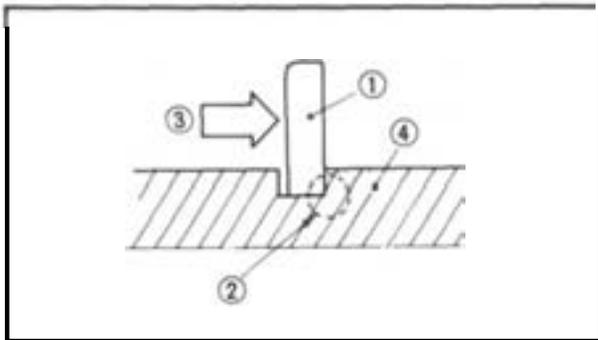
BEARINGS AND OIL SEALS

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

CAUTION:

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





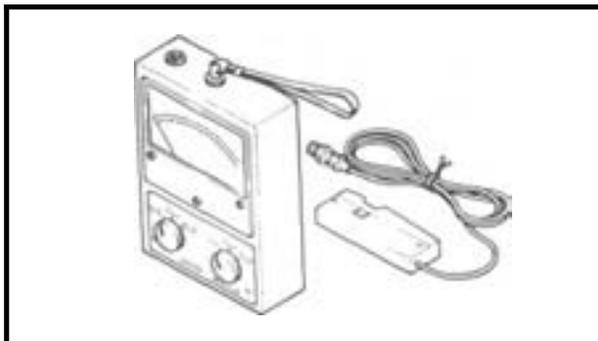
CIRCLIPS

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

① Shaft

SPECIAL TOOLS

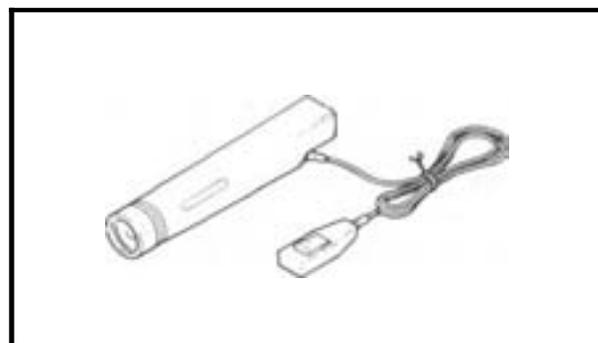
The proper special tools are necessary for complete and accurate tune-up and assembly. Using the correct special tool will help prevent damage caused by the use of improper tools or improvised techniques.



FOR TUNE UP

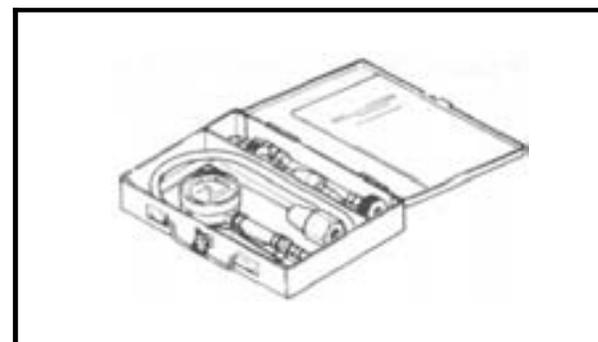
- 1 Inductive Tachometer
P/N YU-08036

This tool is needed for detecting engine rpm.



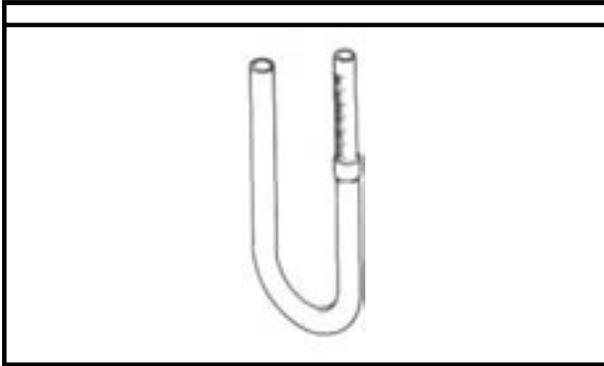
2. Inductive Timing Light
P/N YU-08037

This tool is necessary for checking ignition timing.

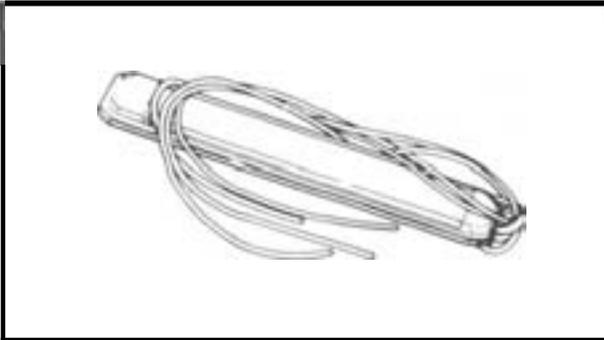


3. Compression Gauge
P/N YU-33223

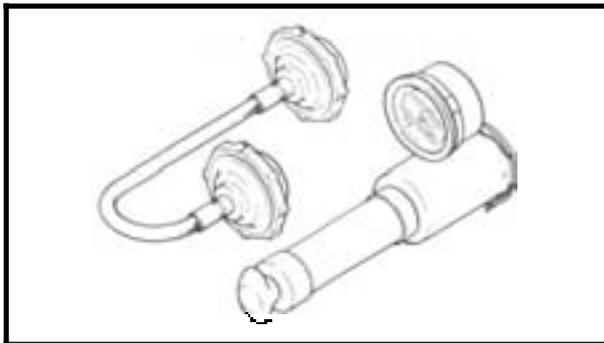
This gauge is used to measure the engine compression.



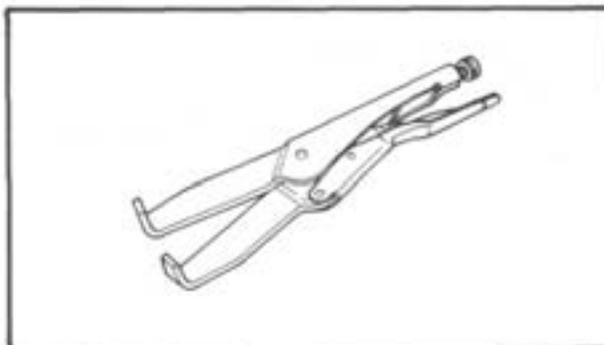
4. Fuel Level Gauge
P/N YM-01312-A
This gauge is used to measure the fuel level in the float chamber.



5. Vacuum Gauge
P/N YU-08030
This gauge is needed for carburetor synchronization.



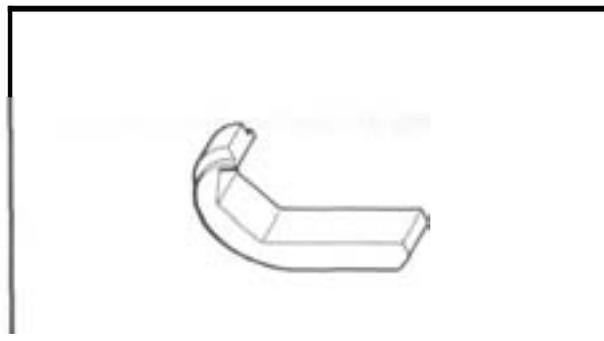
6. Radiator Cap Tester
P/N YU-24460
This tester is needed for checking the cooling system.



FOR ENGINE SERVICE

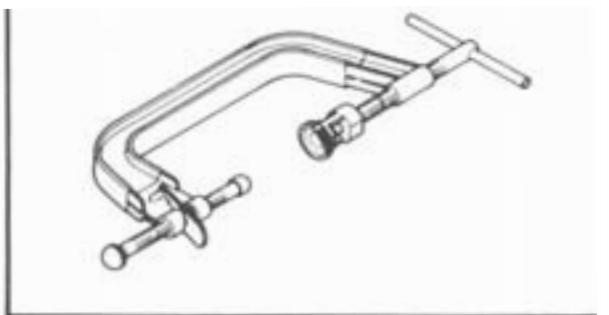
1. Clutch Holder
P/N YM-91042

This tool is used to hold the clutch when removing or installing the clutch boss locknut.

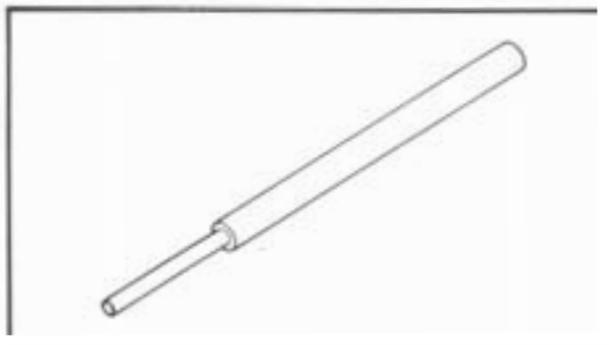


2. Tappet Adjusting Tool
P/N YM-33961

This tool is necessary to replace valve adjusting pads.



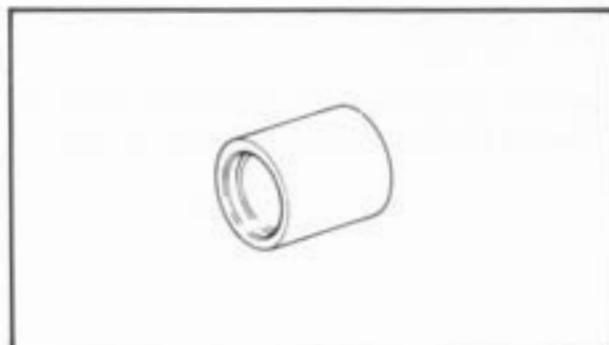
3. Valve Spring Compressor
P/N YM-04019
This tool is needed to remove and install the valve assemblies.



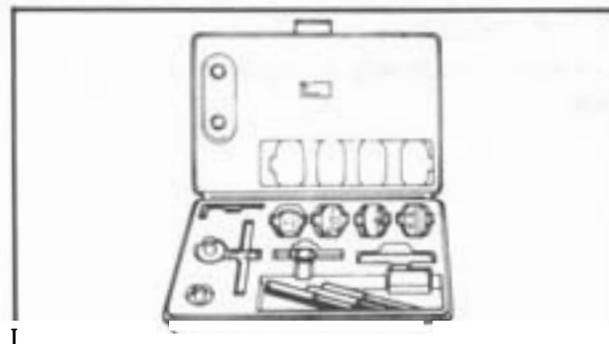
4. Valve Guide Remover (5.5 mm)
P/N YM-01122
This tool is used to remove the valve guides.



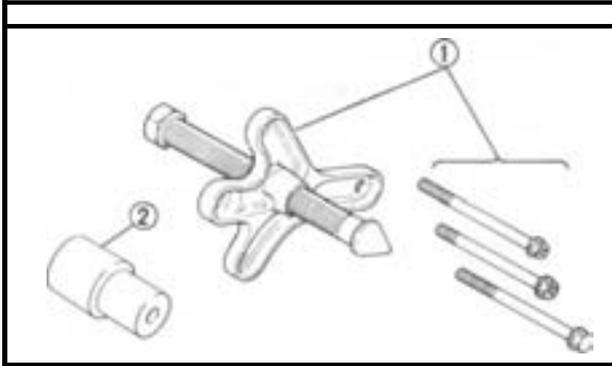
5. Valve Guide Reamer (5.5 mm)
P/N YM-01196
This tool is used to ream the new valve guide.



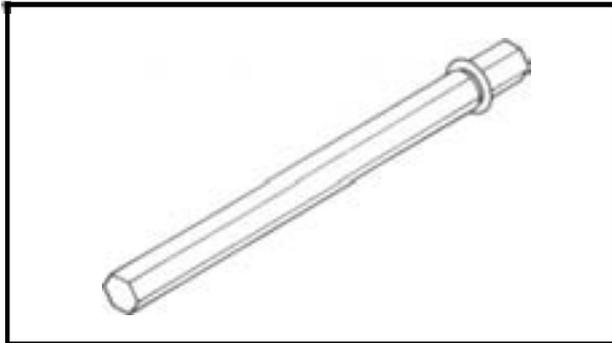
6. Valve Guide Installer
P/N YM-01129
This tool is needed to install the valve guides properly.



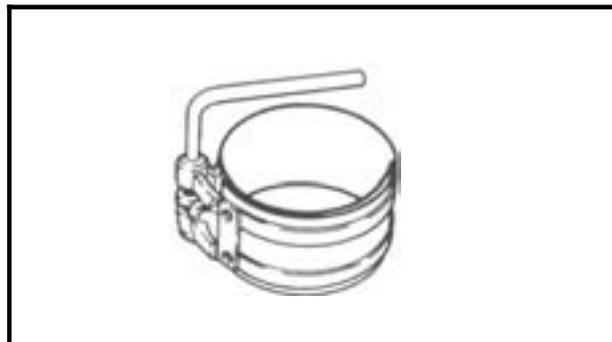
7. Valve Seat Cutter Set
P/N YM-91043
This tool is needed to resurface the valve seat.



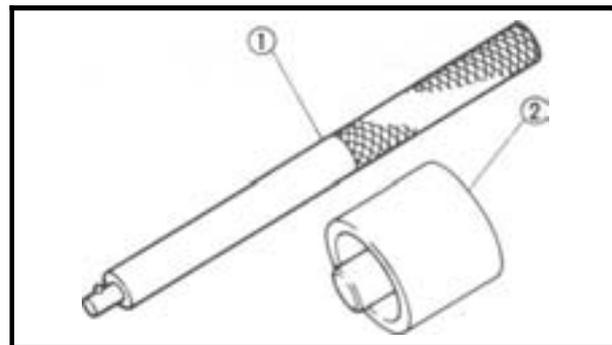
8. Flywheel Puller
 P/N YU-33270 – ①
 Adapter
 P/N YM-33282 – ②
 These tools are used to remove the flywheel.



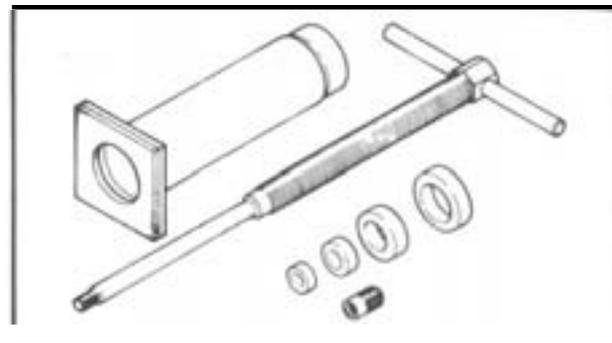
9.8 mm Wrench Adapter
 P/N YM-28897
 This tool is used to loosen or tighten the cylinder head securing nut.



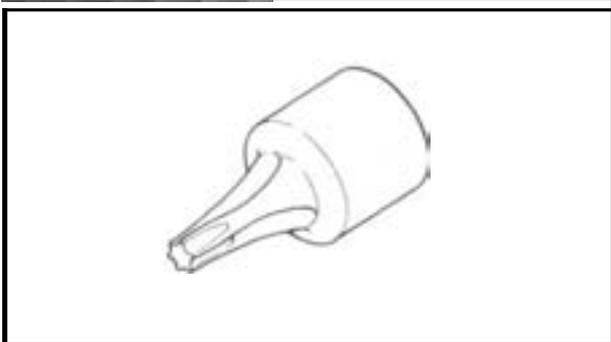
10. Piston Ring Compressor
 P/N YM-8037
 This tool is used when installing the piston into the cylinder.



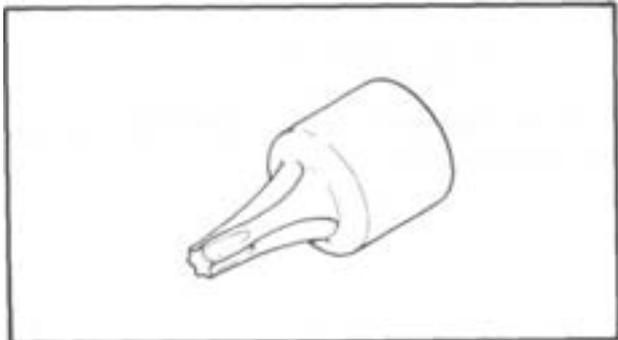
11. Water Pump Seal Installer
 Handle
 P/N YM-04085 – 1 – ①
 Adapter
 P/N YM-33221 – ②
 This tool is needed for proper installation of the water pump seal,



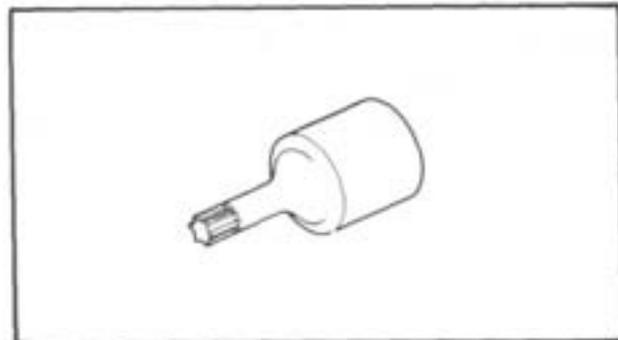
12. Piston Pin Puller
 P/N YU-01304
 This tool is used to remove the piston pin.



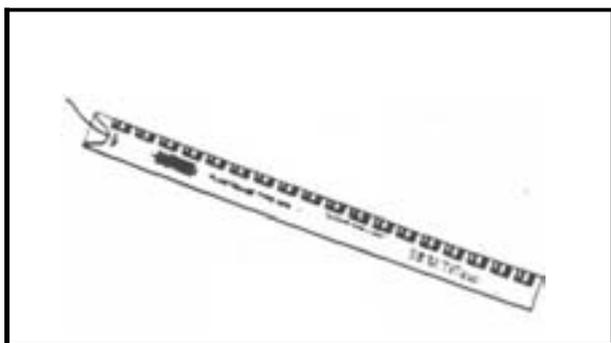
13. #40 Torx Driver
P/N YU-29843-7
This tool is used to loosen or tighten the middle gear bearing retainer bolt.



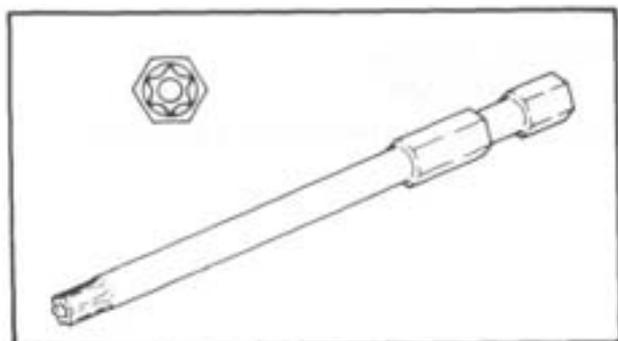
14. #30 Torx Driver
P/N YU-29843-6
This tool is used to loosen or tighten the drive axle bearing retainer bolt.



15. #25 Torx Driver
P/N YU-29843-4
This tool is used to loosen or tighten the shift cam segment securing bolt.

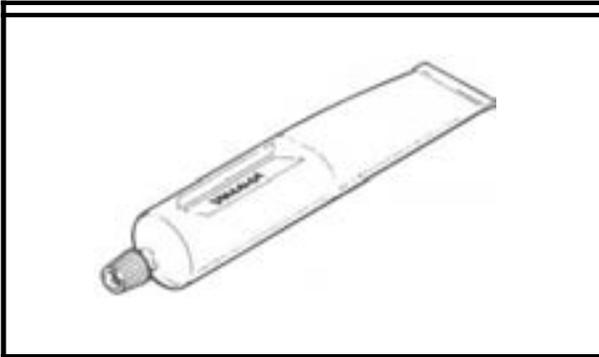


16. Plastigage[®] Set "Green"
P/N YU-33210
This gauge is needed to measure the clearance for the connecting rod bearing.



17. Special Torx Driver
P/N YU-25359-2
This tool is used when overhauling the carburetors.

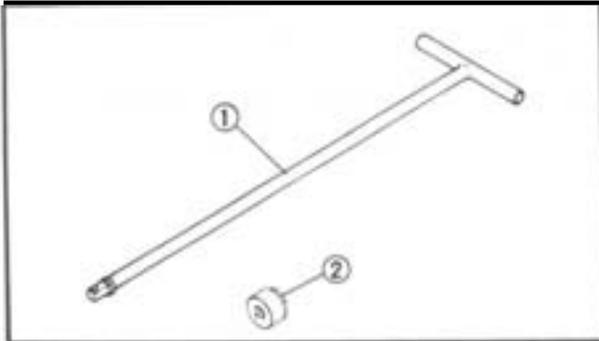
SPECIAL TOOLS



18. Sealant (Quick Gasket@)

P/N ACC-11001-05-0*

This sealant (bond) is used for crankcase mating surfaces, etc.



FOR CHASSIS SERVICE

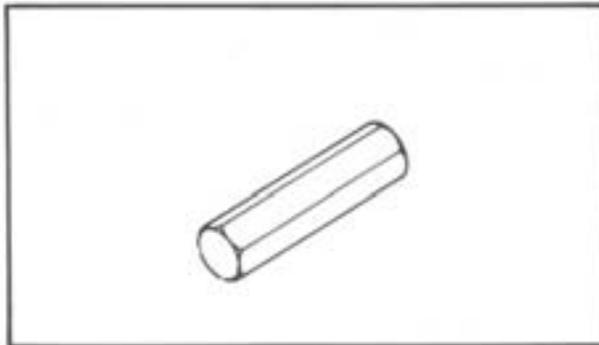
1. T-Handle

P/N YU-01326 – ①

Damper Rod Holder (24 mm)

P/N YM-01328 – ②

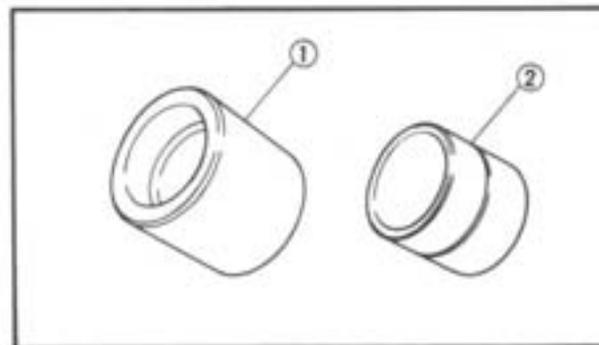
This tool is used to loosen and tighten the front fork cylinder holding bolt.



2. Front Fork Cap Socket (17 mm)

P/N YM-01104

This tool is needed when loosening and tightening the front fork cap bolt.



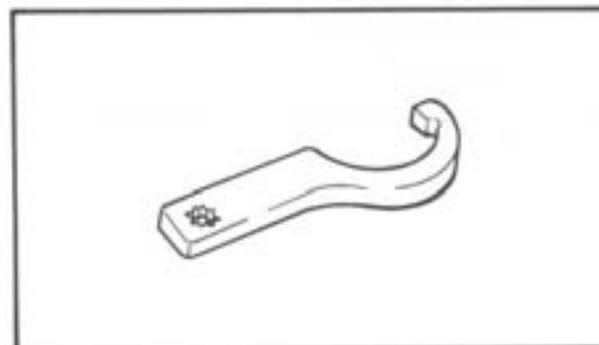
3. Front Fork Seal Driver Weight

P/N YM-33963 – ①

Adapter (40 mm)

P/N YM-33964 – ②

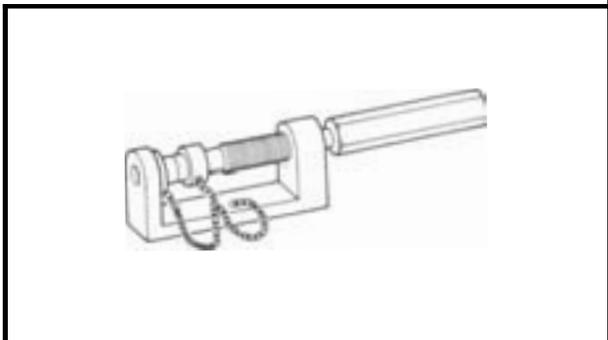
These tools are used when installing the fork seal.



4. Ring Nut Wrench

P/N YU-01268

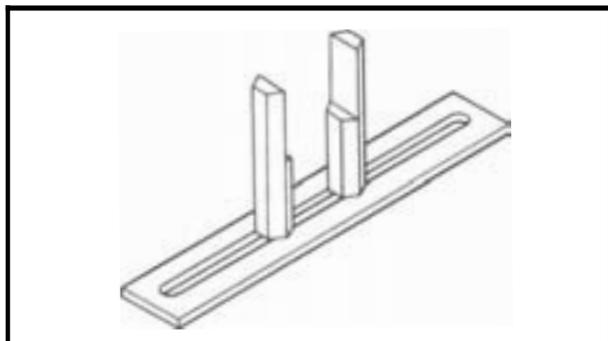
This tool is used to loosen and tighten the steering ring nut.



FOR MIDDLE GEAR SERVICE

1. Universal Joint Holder
P/N YM-04062

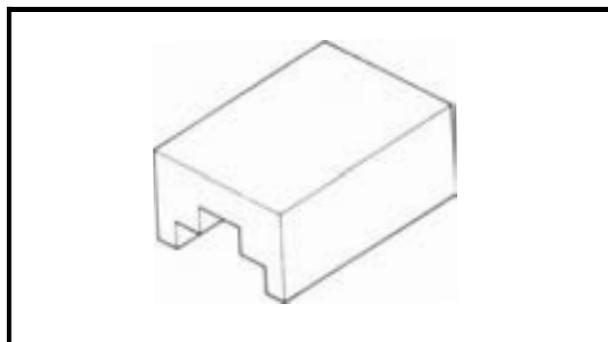
This tool is used when adjusting the gear lash in the middle gear.



2. Middle Drive Gear Holder

P/N YM-33222

This tool is needed when measuring the middle gear lash.



3. Damper Spring Plate

P/N YM-33286

This tool is used with a middle drive gear holder to disassemble and reassemble the middle gear damper.



4. Dial Gauge

P/N YU-03097

This tool is used to measure the gear lash for the middle gear and final gear.

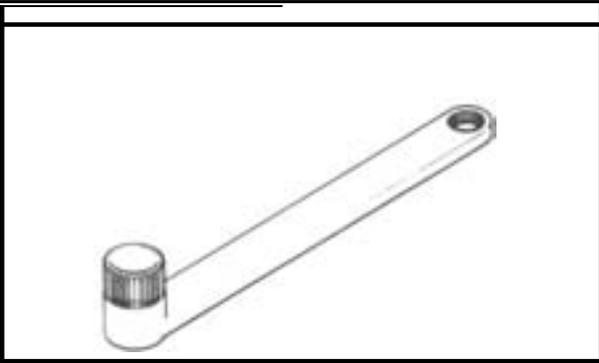


5. 55 mm Offset Wrench

P/N YM-04054

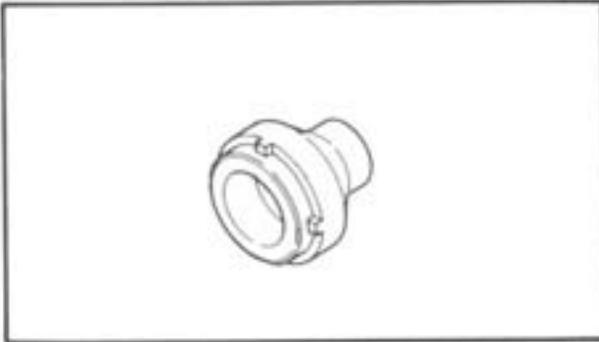
This tool is used to loosen and tighten the drive shaft nut.

SPECIAL TOOLS



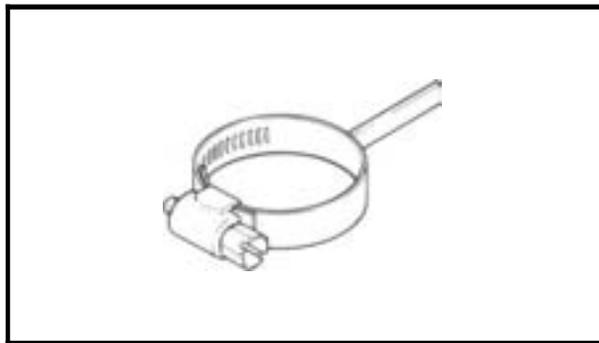
6. Final Drive Shaft Holder
P/N YM-01229

This tool is used when adjusting the gear lash for the final gear.



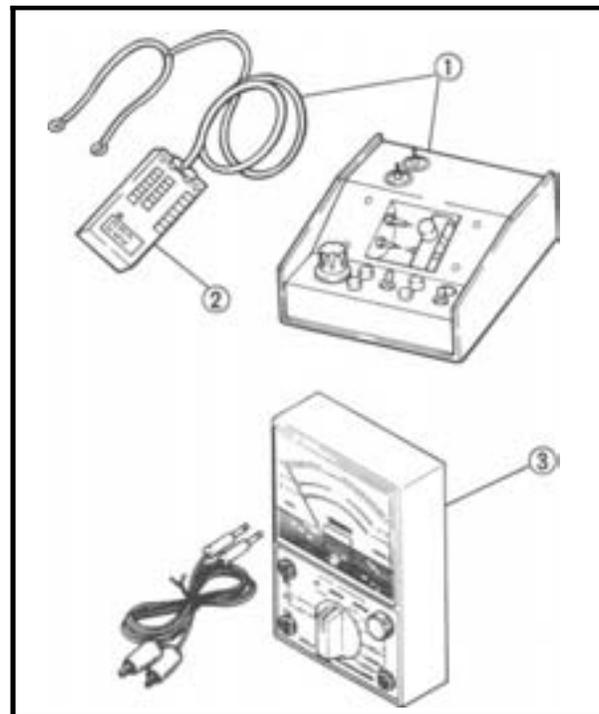
7. Final Drive Shaft Bearing Retainer Wrench
P/N YM-04050

This tool is used to remove and install the bearing retainer,



8. Gear Lash Measurement Tool
P/N YM-01230

This tool is used to measure gear lash.



FOR ELECTRICAL COMPONENTS

1. Electro Tester
P/N YU-33260 – ①

This instrument is necessary for checking the ignition system components.

2. Pocket Tester
P/N YU-33263 – ② or
P/N YU-03112 – ③

This instrument is invaluable for checking the electrical system.

CHAPTER 2. PERIODIC INSPECTIONS AND ADJUSTMENTS

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PERIODIC INSPECTIONS AND ADJUSTMENTS

INTRODUCTION

This chapter includes all information necessary to perform recommended inspections and adjustments. These preventive maintenance procedures, if followed, will ensure more reliable vehicle operation and a longer service life. The need for costly overhaul work will be greatly reduced. This information applies to vehicles already in service as well as new vehicles that are being prepared for sale. **All** service technicians should be familiar with this entire chapter.

MAINTENANCE INTERVALS CHARTS

Proper periodic maintenance is important. Especially important are the maintenance services related to emissions control. These controls not only function to ensure cleaner air but are also vital to proper engine operation and maximum performance. In the following maintenance tables, the services related to emissions control are grouped separately.

PERIODIC MAINTENANCE EMISSION CONTROL SYSTEM

No.	Item	Remarks						
			1,000 km or 1 month (600 mi)	**1 7,000 km or 7 months (4,400 mi)	**2 13,000 km or 13 months (8,200 mi)	19,000 km or 19 months (12,000 mi)	25,000 km or 25 months (15,800 mi)	**3 31,000 km or 31 months (19,600 mi)
1*	Valve clearance	Check and adjust valve clearance when engine is cold.	Every 42,000 km (26,600 mi)					
2	Spark plug	Check condition. Adjust gap and clean. Replace at 13,000 km (or 13 months) and thereafter every 12,000 km (or 12 months).		o	Replace	o	Replace	o
3*	Crankcase ventilation system	Check ventilation hose for cracks or damage. Replace if necessary.						
4*	Fuel line	Check fuel hose and vacuum pipe for cracks or damage. Replace if necessary.		o	o	o	o	o
5*	Fuel filter	Replace initial 31,000 km (19,600 mi) and thereafter every 30,000 km (19,000 mi).						Replace
6*	Exhaust system	Check for leakage. Retighten if necessary. Replace gaskets if necessary.						
7*	Carburetor synchronization	Adjust synchronization of carburetors.	o	o	o	o	o	o
8*	Idle speed	Check and adjust engine idle speed. Adjust cable free play.		o	o	o	o	o

NOTE:

For farther odometer reading, repeat the above maintenance at the period established; **1 Every 6,000 km (3,800 mi), **2 Every 12,000 km (7,600 mi) and **3 Every 30,000 km (19,000 mi) intervals.

MAINTENANCE INTERVALS CHARTS



GENERAL MAINTENANCE/LUBRICATION

No.	Item	Remarks	Type	Initial	Odometer reading				
				0 km or month (0 mi)	1,000 km or 1 months (1,400 mi)	3,000 km or 3 months (3,200 mi)	9,000 km or 9 months (2,000 mi)	125,000 km or 25 months (15,800 mi)	131,000 km or 1 months (9,600 mi)
1	Engine oil	Warm-up engine before draining.	See NOTE.	o		o		o	
2	Oil filter	Replace	—	o		o		o	
3	Air filter	Check with compressed air. Replace if necessary.	—		o	o	o	o	o
4	Cooling system	Check hoses for cracks or damage, replace if necessary.	—		o	o	o	o	o
		Replace coolant 24 months.	Ethylene glycol antifreeze coolant					Replace	
5	Brake system	Adjust free play. Replace pads if necessary.	—	o	o	o	o	o	o
6	Final gear oil	Check oil level and leakage. Replace every 24,000 km or 24 months.	SAE 80 HP "GL-4" hydraulic gear oil	Replace		Check		o	
7	Control and meter cable	Apply chain lube lightly.	Yamaha chain and cable lube or SAE 10W30 motor oil	o	o	o	o	o	o
8	Rear arm pivot bearing	Check bearing assembly for looseness. Moderately repack every 24,000 km (15,200 mi).	Medium weight wheel bearing grease					Replace	
9	Brake Clutch lever pivot shaft	Apply chain lube lightly.	Yamaha chain and cable lube or SAE 10W30 motor oil		o	o	o	o	o
10	Brake pedal and change pedal shaft	Lubricate. Apply chain lube lightly.	Yamaha chain and cable lube or SAE 10W30 motor oil		o	o	o	o	o
11	Center stand pivots	Check operation and lubricate. Apply chain lube lightly.	Yamaha chain and cable lube or SAE 10W30 motor oil		o	o	o	o	o
12	Front fork oil	Check operation and leakage.	—		o	o	o	o	o



MAINTENANCE INTERVALS CHARTS

No.	Remarks	Type	Initial	Odometer reading					
			1,000 km or 1 month (600 mi)	**1 7,000 km or 7 months (4,400 mi)	**2 13,000 km or 13 months (8,200 mi)	19,000 km or 19 months (12,000 mi)	**3 25,000 km or 25 months (15,600 mi)	31,000 km or 31 months (19,500 mi)	
13*	Steering bearings Check bearings assembly for looseness. Moderately repack every 24,000 km (15,200 mi).	Medium weight wheel bearing grease		o	o	o		Repack	o
14*	Wheel bearings Check bearings for smooth rotation.	—		o	o	o	o	o	o
15*	Battery Check specific gravity and breather pipe for proper operation.	—		o	o	o	o	o	o
16*	Sidestand switch Check and clean or replace if	—	o	o	o	o	o	o	o

* It is recommended

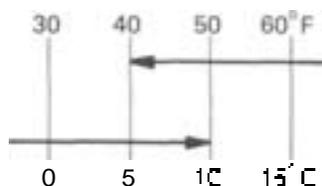
NOTE:

• For farther odometer reading, repeat the above maintenance at the period established; **1 Every 6,000 km (3,800 mi), **2 Every 12,000 km (7,600 mi), and **3 Every 24,000 km (15,200 mi) intervals.

*Brake fluid replacement (brake and clutch):

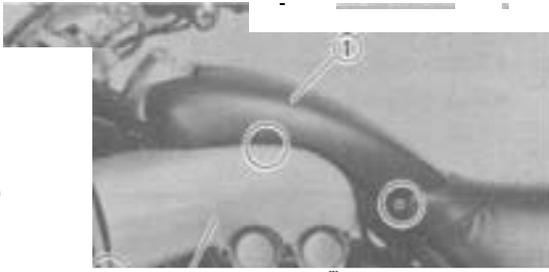
- 1) When disassembling the master cylinder or caliper cylinder, replace the brake fluid. Normally check the brake fluid level and add the fluid as required.
- 2) On the inner parts of the master cylinder and caliper cylinder, replace the oil seals every two years.
- 3) Replace the brake (clutch) hoses every four years, or it cracked or damaged.

• Engine oil:



Yamalube 4-cycle Oil or
SAE 20W40 Type SE Motor Oil

SAE 10W30 Type SE Motor Oil



ENGINE

VALVE CLEARANCE ADJUSTMENT

Removal

1. Remove:

- Top cover ①
- Covers (left and right) ②

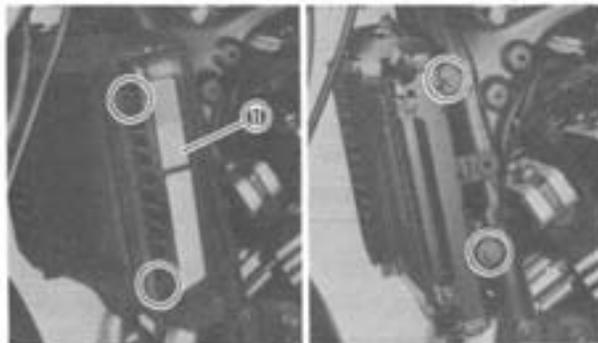


2. Remove:

- Electrical components board ③

3. Disconnect:

- All electrical component leads

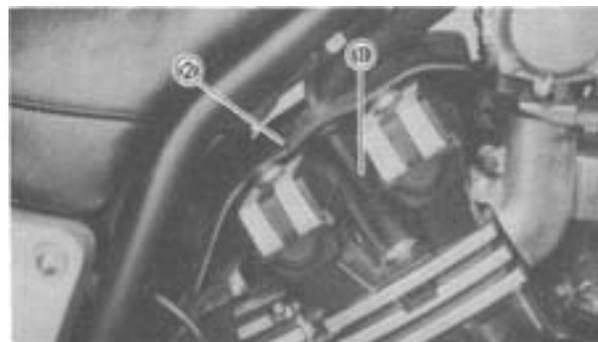


4. Remove:

- Side covers (radiator) ④
- Bolts (radiator)

NOTE:

It is not necessary to remove the radiator completely from the motorcycle.

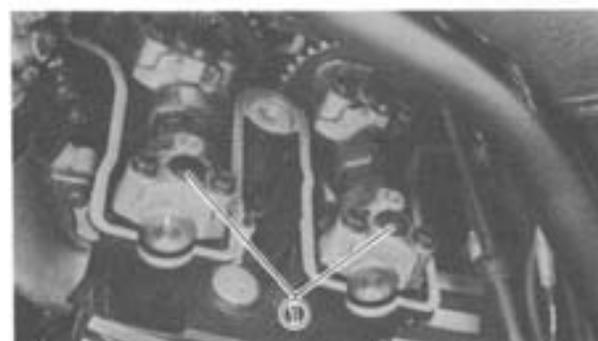


5. Disconnect:

- Spark plug caps ⑤

6. Remove:

- Air baffle plate (rear) ⑥



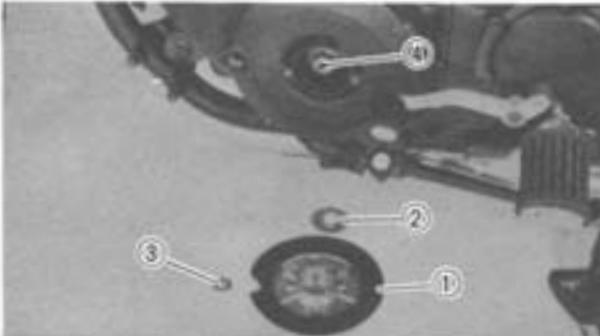
7. Remove:

- Cylinder head covers

NOTE:

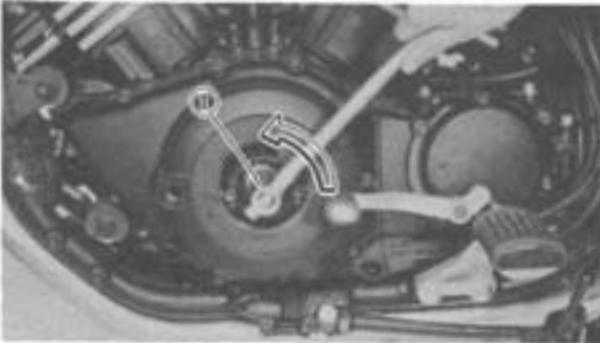
Be sure you do not lose the oil plugs ⑦ on the camshaft caps.

VALVE CLEARANCE ADJUSTMENT



8. Remove:
- *Crankcase cover plate ①
 - *Special washer ②
 - Timing plug ③

NOTE:
Check for clog of oil passage ④ in the bolt.
If any, clean the oil passage.

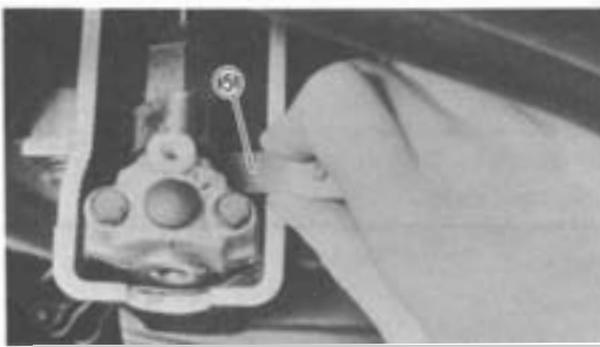
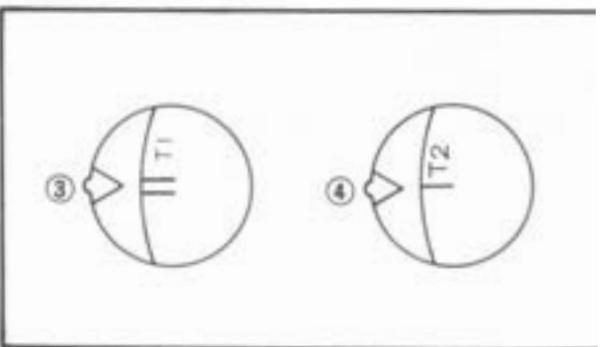
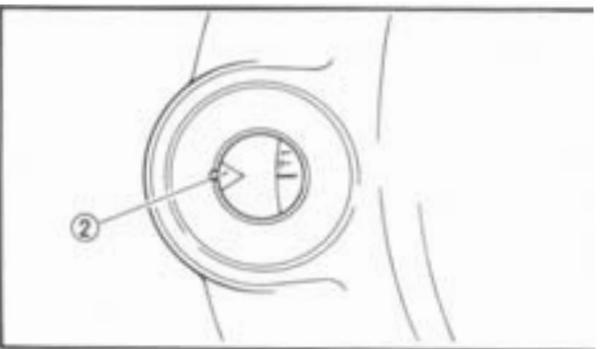


Inspection and Adjustment

1. Measure:
- *Valve clearance

NOTE:
Be sure piston is at Top Dead Center (TDC) when measuring clearance.

By the following measurement steps.



Valve clearance measurement steps:
*Turn the crankshaft counterclockwise with a 32 mm (1.26 in) socket wrench ①.

NOTE:
Valve clearance must be measured when the engine is cool to the touch.

*Align the "T₁" mark (for the No. 1 cylinder) on the flywheel with the stationary pointer ② on the crankcase cover. When the "T₁" mark is aligned with the stationary pointer ②, the piston is at top dead center TDC.

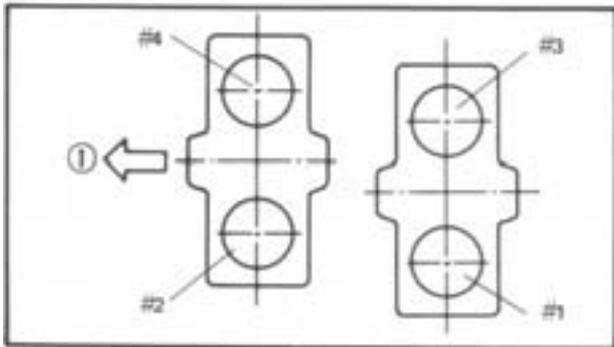
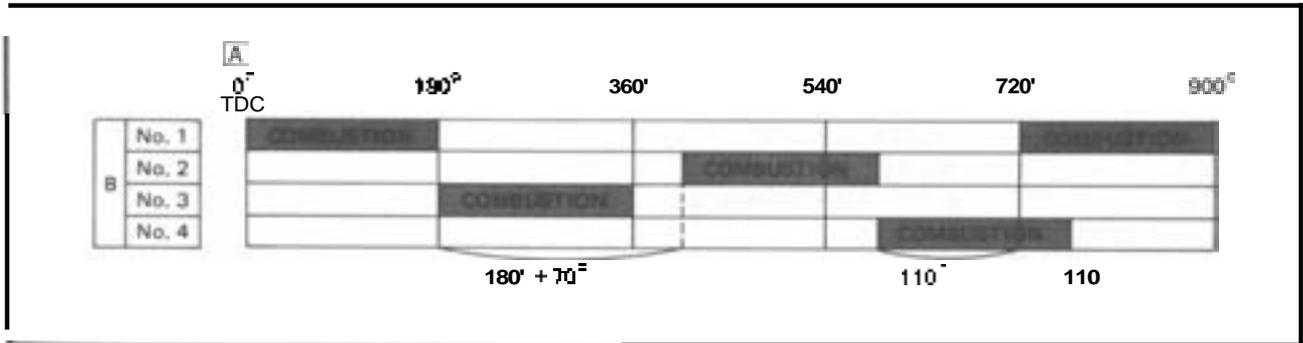
*Note marks on flywheel to obtain correct valve clearance measurements.

- ③ TDC for No. 1 cylinder
- ④ TDC for No. 2 cylinder

- Measure the valve clearance using a Feeler Gauge ⑤.
- Record the measured amount if the clearance is incorrect.

	Intake Valve (cold): 0.11 - 0.15 mm (0.004 - 0.006 in)
	Exhaust Valve (cold): 0.26 - 0.30 mm (0.010 - 0.012 in)

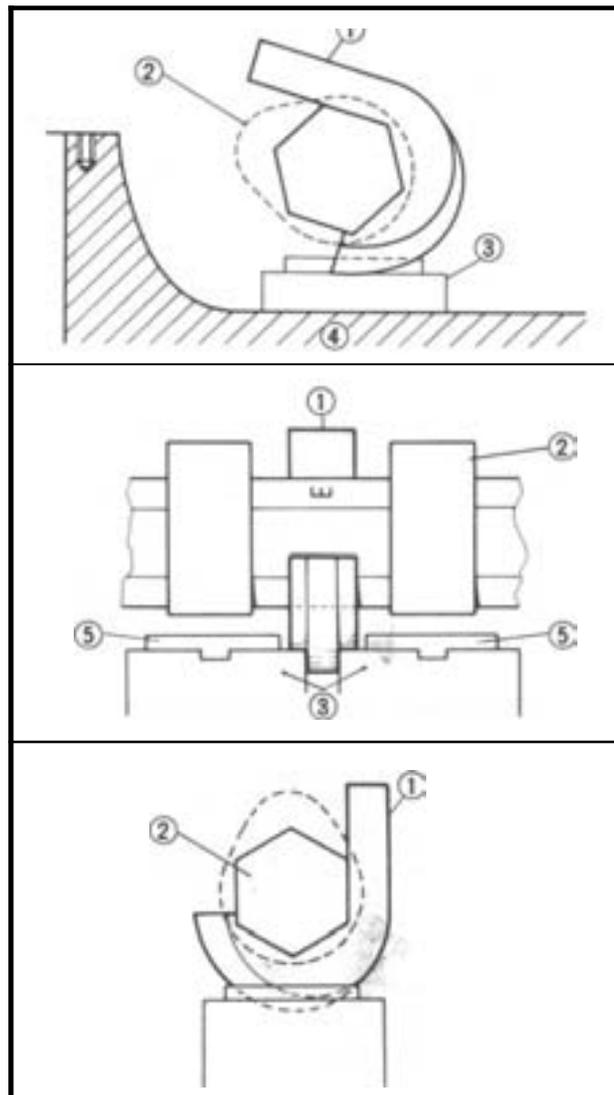
VALVE CLEARANCE ADJUSTMENT



A Crankshaft degree
B Cylinder
 *Measure the valve clearance, in sequence, for Nor. 3, 4, and No. 2 cylinders.
 Out of specification → Adjust clearance.
C Front

Firing Sequence:
 1 – 3 – 4 – 2

2. Adjust:
 *Valve clearance
 By the following adjustment steps.



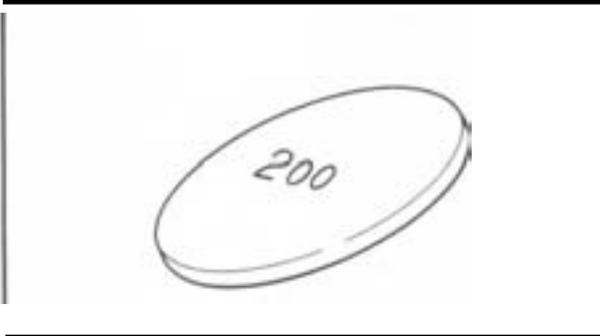
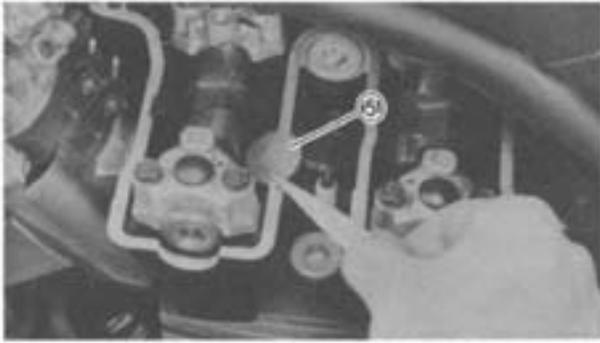
Valve clearance adjustment steps:
 • **Position** the valve lifter slots (intake and exhaust side) opposite each other.
 *Install the Tappet Adjusting Tool **C** (YM-33961) onto the camshaft **2**.

 *Turn the crankshaft until the lobe of the tool **C** depresses the valve lifters **3**.

4 Cylinder head
5 Pad



VALVE CLEARANCE ADJUSTMENT



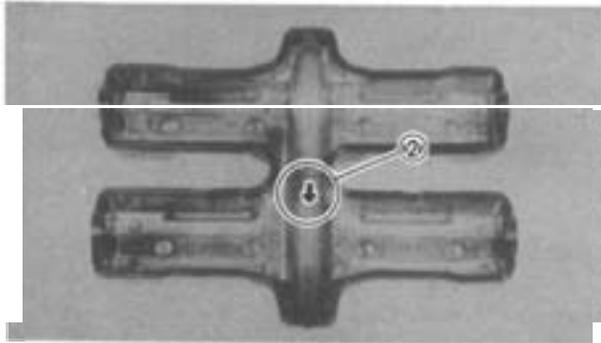
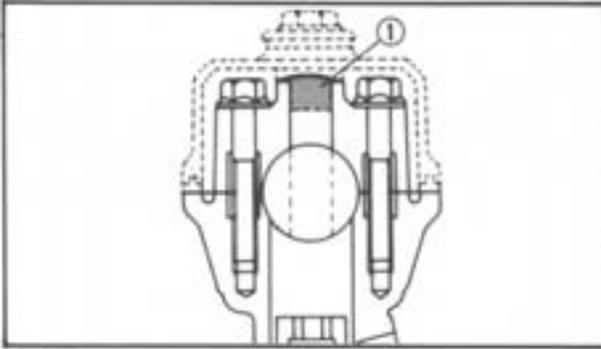
- ▶ Remove the pads  from the lifters. Use a small screwdriver and a magnetic rod for removal.
- ▶ **Note** pad numbers.
- ▶ **Select** the proper valve adjusting pad from the chart below:

Pad range		Pad Availability : 25 increments
No. 200 ~ No. 320	200 mm (0.079 in) ~ 320 mm (0.130 in)	Pads stepped in 0.05 mm (0.002 in) incre- ments

Hundredths digit	Rounded valve
0 or 2	0
5	(NOT ROUNDED OFF)
8	10



CRANKCASE VENTILATION SYSTEM INSPECTION/ FUEL LINE INSPECTION



Assembly

When installing the top cover, reverse the removal procedure. Note the following points.

1. Install:

- Cylinder head covers

NOTE:

- Be sure all cam caps are covered with oil plug

①

*Arrow mark ② on the cover should face toward the exhaust side.

*Inspect the head cover gasket and replace it if damaged.

2. Tighten:

- *Bolts (cylinder head cover)



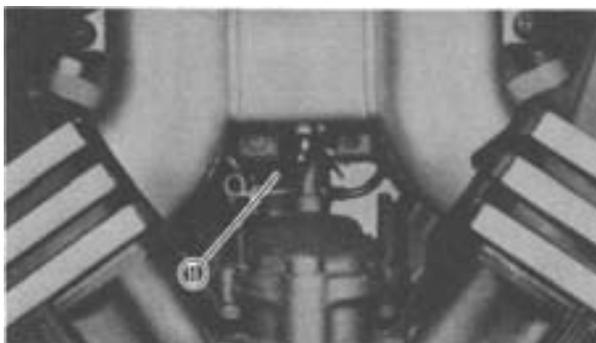
Bolts (Cylinder Head Cover):
10 Nm (1.0 m.kg, 7.2 ft.lb)

3. Tighten:

- Bolts (radiator)



Bolts (Radiator):
7 Nm (0.7 m.kg, 5.1 ft.lb)



CRANKCASE VENTILATION SYSTEM INSPECTION

1. Inspect:

Crankcase ventilation hose ①

Cracks/Damage - Replace.

FUEL LINE INSPECTION

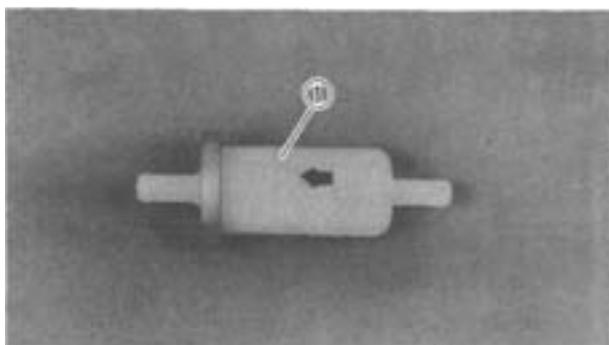
1. Inspect:

- Fuel hoses

*Vacuum lines

Cracks/Damage - Replace.

FUEL FILTER REPLACEMENT/ INTAKE MANIFOLD INSPECTION/ EXHAUST SYSTEM INSPECTION



FUEL FILTER REPLACEMENT

1. Remove:
 - Seal
 - Bracket
 - Fuel filter ①
2. Inspect:
 - Fuel filter
 - Dirty/Damage → Replace.
3. Install:
 - Components in above list (step "1")

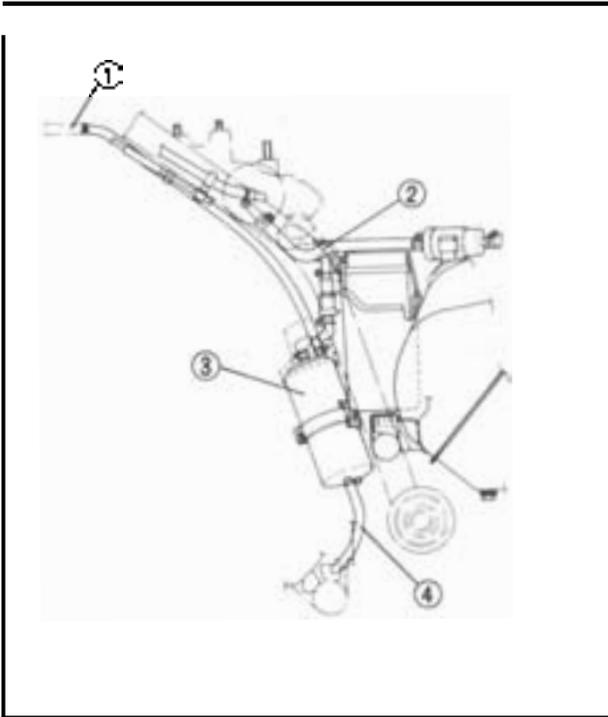
INTAKE MANIFOLD INSPECTION

1. Tighten:
 - Carburetor clamps
 - Carburetor joint bolts
 - Carburetor joint nuts
2. Inspect:
 - Carburetor joint
 - Gaskets
 - Cracks/Damage → Replace.

EXHAUST SYSTEM INSPECTION

1. Inspect:
 - Exhaust pipe
 - Muffler clamp gasket/s.
 - Damage → Replace.
2. Tighten:
 - Exhaust pipe bolts
 - Muffler bolts

	Exhaust Pipe Joint: 7 Nm (0.7 m.kg, 5.1 ft.lb.)
	Exhaust Pipe Flange: 20 Nm (2.0 m.kg, 14 ft.lb.)
	Muffler Clamp: 20 Nm (2.0 m.kg, 14 ft.lb.)



CANISTER INSPECTION (FOR CALIFORNIA ONLY)

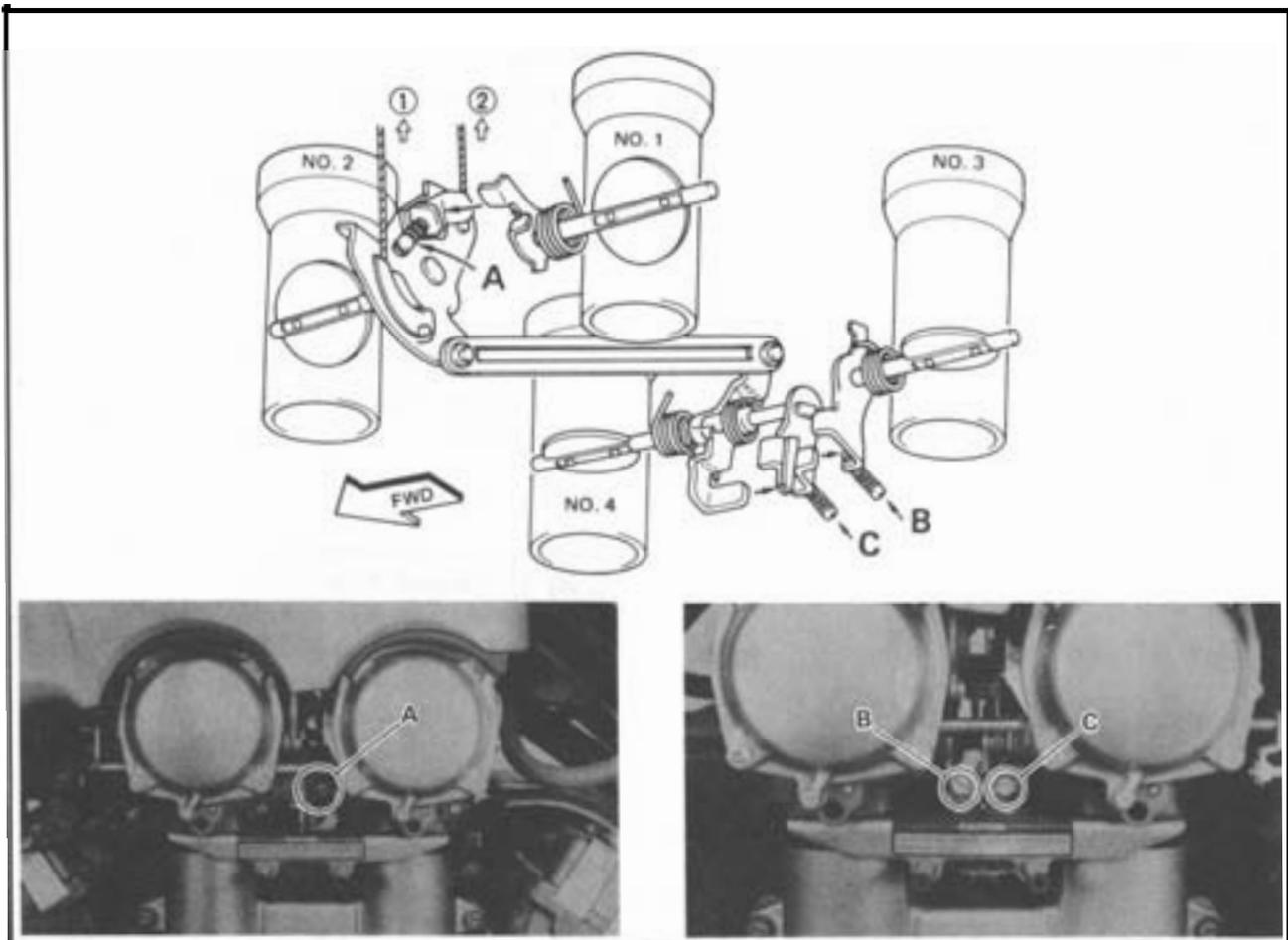
1. Inspect:

- Hose connection
Poor condition → Correct.
- Hoses
- Canister
Cracks/Damage → Replace.
Clogs → Clean.

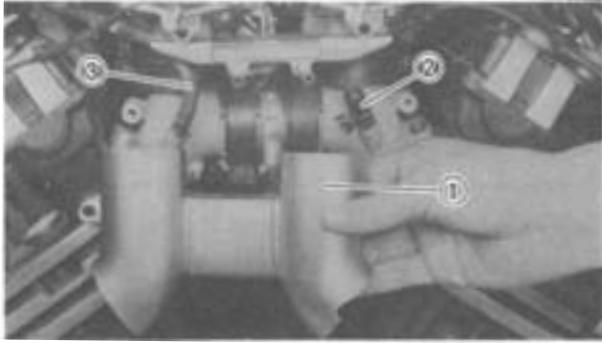
- ① To carburetor
- ② From fuel tank
- ③ Canister
- ④ To atmosphere

CARBURETOR SYNCHRONIZATION

- ① OPEN
- ② CLOSE



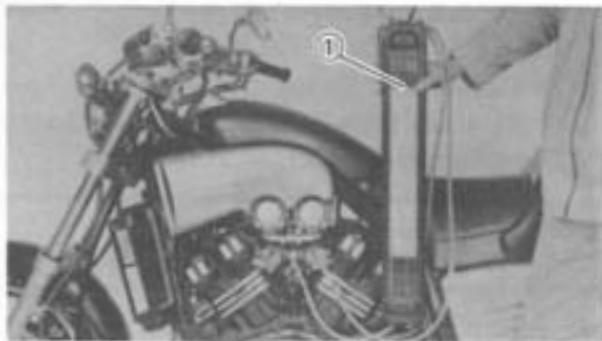
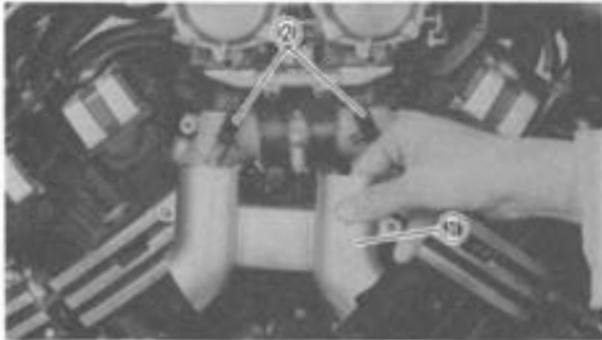
CARBURETOR SYNCHRONIZATION



NOTE: _____
Valve clearance must be set properly before synchronizing the carburetors.

1. Remove:

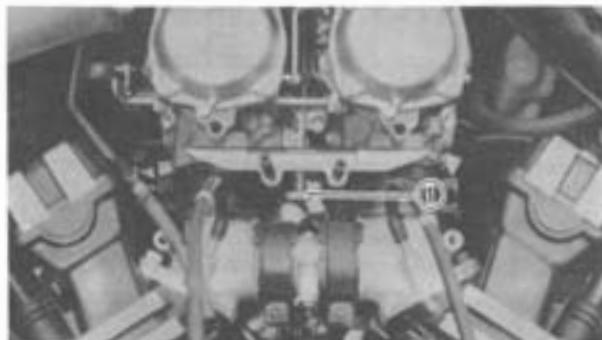
- Carburetor joint covers (left and right) ①
- Vacuum plugs (left and right) ②
- Vacuum hose ③



2. Attach:

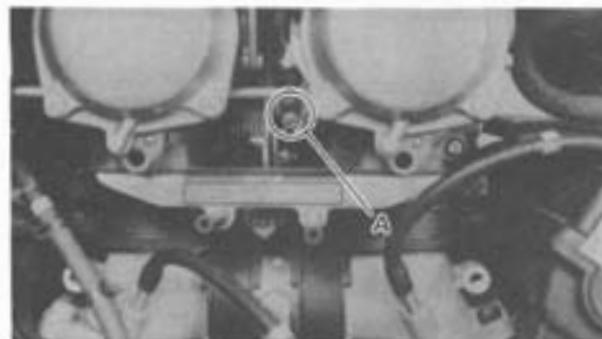
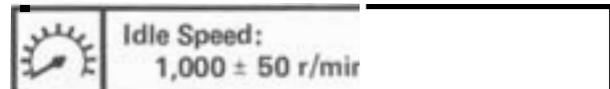
- Vacuum Gauge ④ (YU-08030)
To the vacuum plugs.

3. Start the engine and let it warm up.

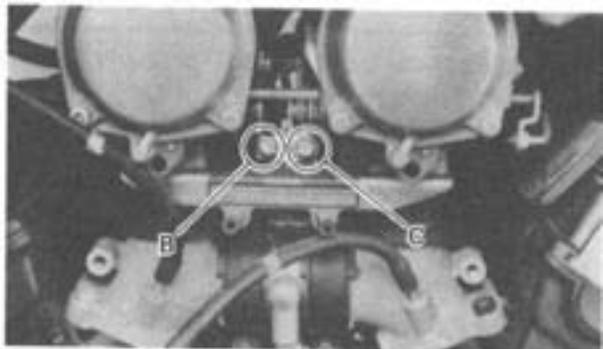


4. Adjust:

- Idle speed
Out of specification →
Turn the throttle stop screw ⑤ to adjust.



Carburetor synchronization adjustment steps:
• Synchronize carburetor No. 1 to carburetor No. 2 by turning synchronizing screw "A" until both gauges read the same.
• Rev the engine for a fraction of a second, two or three times, and check the synchronization again.

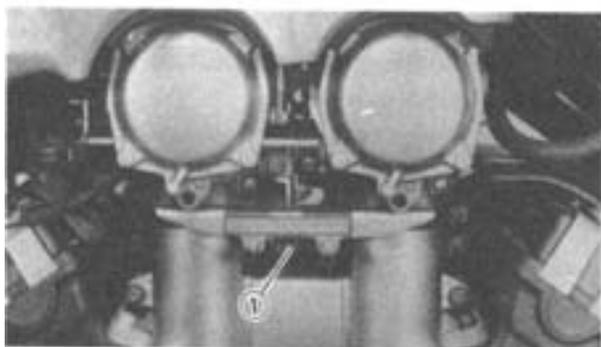


Vacuum Pressure at Idle Speed:
22.61 kPa (170 mm Hg, 6.69 in Hg)

Vacuum Synchronous Difference:
2.66 kPa (30 mm Hg, 0.79 in Hg)

*Repeat the above steps to synchronize carburetor No. 3 to carburetor No. 4 by tuning synchronizing screw "B" until both gauges read the same.

• Repeat the same steps to synchronize No. 4 carburetor to No. 2 carburetor, then turn synchronizing screw "C" until both gauges read the same.

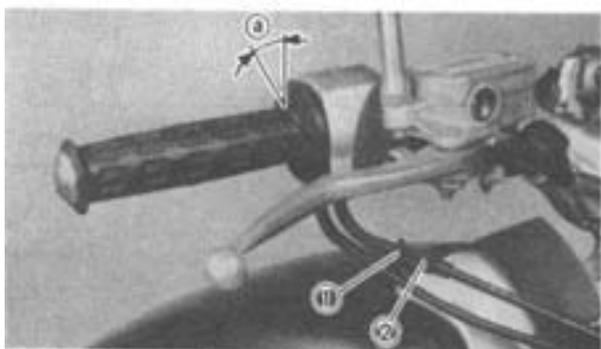
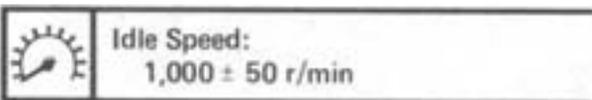


IDLE SPEED ADJUSTMENT

1. Adjust

- Idle speed

Warm up the engine and turn the throttle stop screw ① to adjust.



THROTTLE CABLE ADJUSTMENT

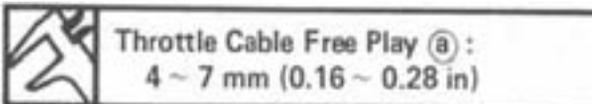
NOTE:

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

1. Check:

*Throttle cable free play ②

Out of specification → Adjust.



2. Adjust:

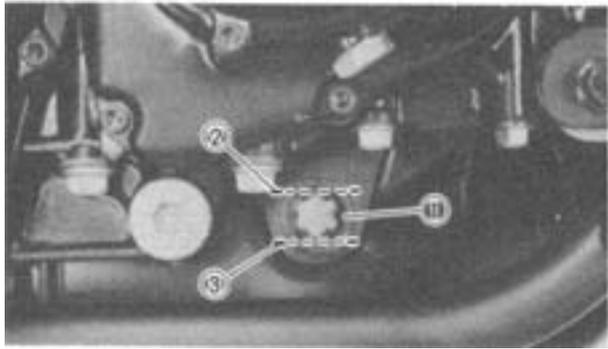
*Throttle cable free play

By the following adjustment steps,

Throttle cable adjustment steps:

- Loosen the locknut ①.
- Turn the adjuster ② clockwise or counterclockwise until proper free play is attained.
- Tighten the locknut,

ENGINE OIL LEVEL INSPECTION /
ENGINE OIL REPLACEMENT



ENGINE OIL LEVEL INSPECTION

1. Inspect :
 - Oil level
 - Oil level low → Add sufficient oil.
- By the following inspection steps.

Engine oil level visual inspection steps:

- Place the motorcycle on its centerstand and warm up the engine for several minutes.

NOTE:

Position motorcycle straight up when checking oil level, a slight tilt to the side can produce false readings.

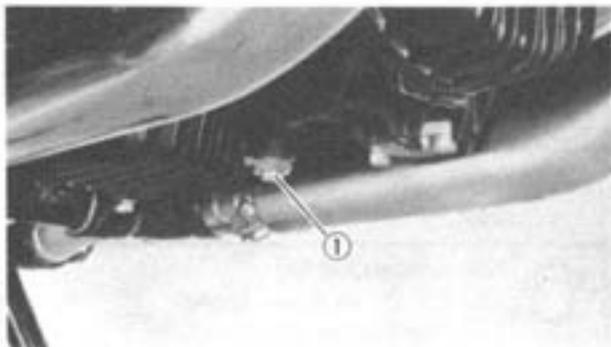
*Stop the engine and visually check the oil level through the level window ① .

- ② Maximum
- ③ Minimum

ENGINE OIL REPLACEMENT

Engine Oil Replacement (Without Oil Filter)

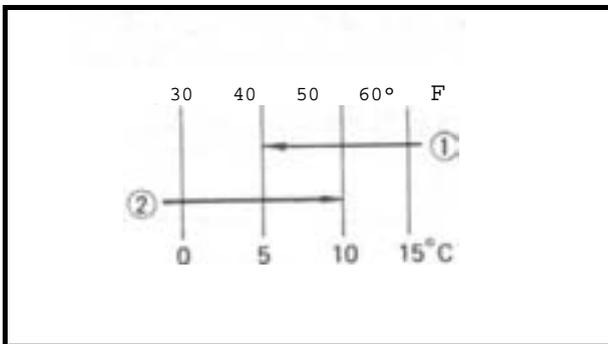
1. Warm up the engine for several minutes, then place a receptacle under the engine.
2. Remove:
 - *Oil filler cap



3. Remove:
 - *Drain plug ①
 - Drain the engine oil.
4. Tighten:
 - Drain plug ①

	Drain Plug:
	43 Nm (4.3 m -kg, 31

5. Fill:
 - *Crankcase



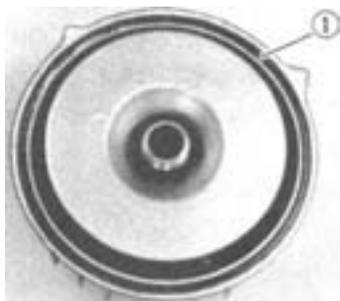
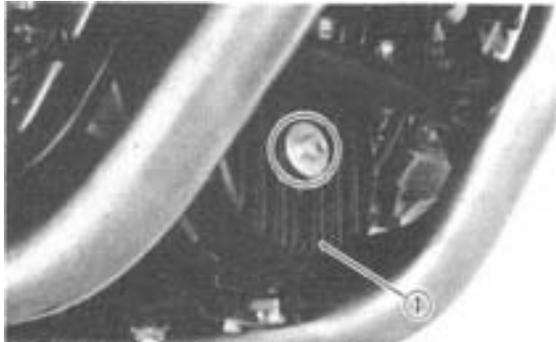
	Recommended Oil:
	At 5° C (40° F) or Higher ① : Yamalube 4-cycle Oil or SAE 20W40 Type SE Motor Oil
	At 15° C (60° F) or Lower ② : SAE Type SE Motor Oil
	Periodic Oil Change: 3.5 L (3.1 Imp qt, 3.7 US qt)



CAUTION:

Do not allow foreign material to enter the crankcase.

- 6. Install:
 - Filler cap
- 7. Inspect:
 - Oil leaks
 - Oil level



Engine Oil Replacement (With Oil Filter)

1. Warm up the engine and place a receptacle under the engine.
2. Remove:
 - Oil filter cap
 - Drain plug
 Drain the engine oil.
3. Remove:
 - Oil filter cover ①
4. Install:
 - Drain plug

Drain Plug:
43 Nm (4.3 m·kg, 31 ft·lb)

- Oil filter (new)
- O-ring (new)
- Oil filter cover

NOTE:

Be sure the O-ring ① is positioned properly.

5. Tighten:
 - Bolt (oil filter)

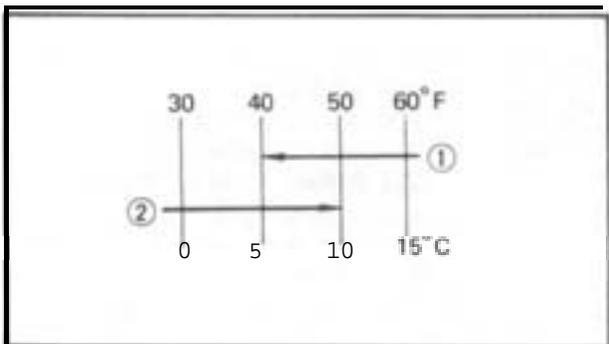
Bolt (Oil Filter):
32 Nm (3.2 m·kg, 23 ft·lb)

6. Fill:
 - @ Crankcase

Recommended Oil:
 At 5°C (40°F) or Higher ①:
 Yamaha 4-cycle Oil or
 SAE 20W 40 Type SE Motor Oil
 At 15°C (60°F) or Lower ②:
 SAE 10W 30 Type SE Motor Oil
With Oil Filter Replacement:
 3.8 L (3.3 Imp qt, 4.0 US qt)

CAUTION:

Do not allow foreign material to enter the crankcase.



COOLANT LEVEL INSPECTION/COOLING SYSTEM INSPECTION



- 7. Install:
 - filter cap
- 8. Inspect:
 - leaks
 - level



COOLANT LEVEL INSPECTION

- 1. Remove:
 - Top cover
- 2. Inspect:
 - *Coolant level (reservoir tank)
Level low - **Add** tap water (soft water).
Change the Coolant every two years.
Refer to Chapter 4 "COOLING SYSTEM"
for more detail.

- ① "FULL" level
- ② "LOW" level

WARNING:

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

CAUTION:

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



Total Amount:
3.05 L (2.69 Imp qt, 3.22 US qt)
Reservoir Tank Capacity:
0.30 L (0.26 Imp qt, 0.32 US qt)
From LOW to FULL Level:
0.20 L (0.18 Imp qt, 0.21 US qt)

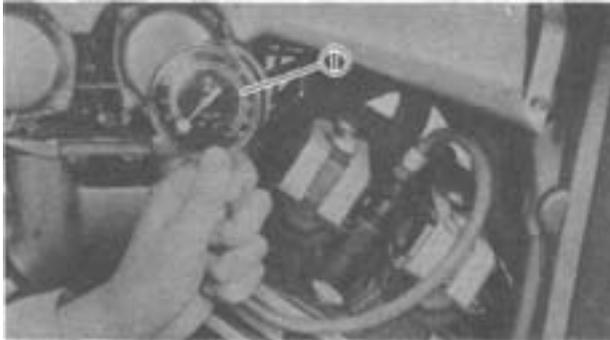
COOLING SYSTEM INSPECTION

- 1. Inspect:
 - Hoses
 - Crankshaft Damage — Replace.

COMPRESSION PRESSURE MEASUREMENT

NOTE: _____

Insufficient compression pressure will result in performance loss.



1. Measure:
 - ~~Valve~~ clearance
Out of specification → Adjust.
2. Warm up the engine.
3. Remove:
 - ~~Spark~~ plugs
4. Measure:
 - ~~Com~~pression pressure
By the following measurement steps.

Compression pressure measurement steps:

- ~~Instal~~ the Compression Gauge (YU-33223) using an adapter.
- ~~Crank~~ over the engine with the electric starter (be sure the battery is fully charged) with the throttle wide open until the compression reading on the gauge stabilizes.
- ~~Check~~ readings with specified levels (See chart)

Compression Pressure (at sea level):

Standard:

980 kPa (10 kg/cm² . 142 psi)

Minimum:

882 kPa (9 kg/cm² . 128 psi)

Maximum:

1,176.8 kPa (12 kg/cm² . 171 psi)

WARNING: _____

When cranking the engine, ground all of the spark plug leads to prevent sparking.

- ~~Repeat~~ the previous steps for the other cylinders.
- If pressure falls below the minimum level:
 - 1) Squirt a few drops of oil into the affected cylinder.
 - 2) Measure the compression again.

Compression Pressure
(with oil introduced into cylinder)

Reading	Diagnosis
Higher than without oil	Worn or damaged pistons

FINAL GEAR OIL LEVEL INSPECTION FINAL GEAR OIL REPLACEMENT

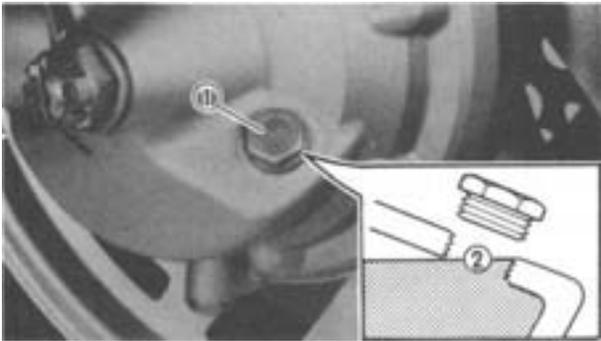


Same as without oil	Defective rings, valves, cylinder head gasket or piston is possible.
Above maximum level	Inspect cylinder head, valve surfaces, or piston crown for carbon deposits.
NOTE: _____	
The difference between the highest and lowest cylinder compression readings must not vary more than the specified value.	
Difference Between Each Cylinder: Less than 98 kPa (1 kg/cm ² , 14 psi)	

CHASSIS

FINAL GEAR OIL LEVEL INSPECTION

- Inspect:
 - Final gear oil level
 - Oil level low - Add sufficient oil.
 - By the following inspection steps.

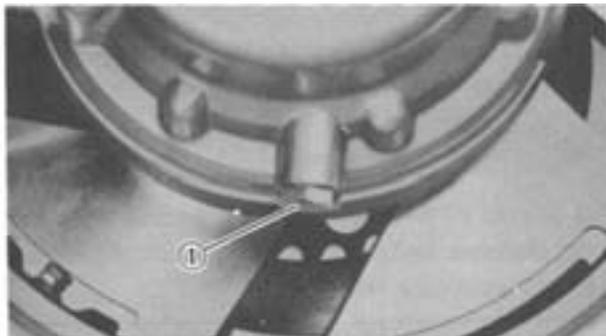


- Final gear oil level visual inspection steps:
- Position the motorcycle on a level area and place on its centerstand.
 - Remove the oil filler cap ①.
 - Visually check the oil level. Correct oil level ② should be at the brim of the hole.
 - If the oil level is low, add sufficient oil.
 - Tighten the oil filler cap to specification.

 Oil Filler Cap (Final Gear):
23 Nm (2.3 m·kg, 17 ft·lb)

FINAL GEAR OIL REPLACEMENT

- Place a receptacle under the final gear case.
- Remove:
 - Oil filler cap
 - Drain plug ①
 - Drain the oil.



3. Install:

- ◆ Drain plug



Drain Plug (Final Gear):
23 Nm (2.3m kg, 17 ft-lb)

4. Fill:

- ◆ Final gear case



Oil Capacity:
0.2 L (0.18 Imp qt, 0.21 US qt)

Final Gear Oil:
SAE 80 API "GL-4" Hypoid
Gear Oil

If desired, an SAE ~~80W90~~ Hypoid gear oil may be used for all conditions.

WARNING:

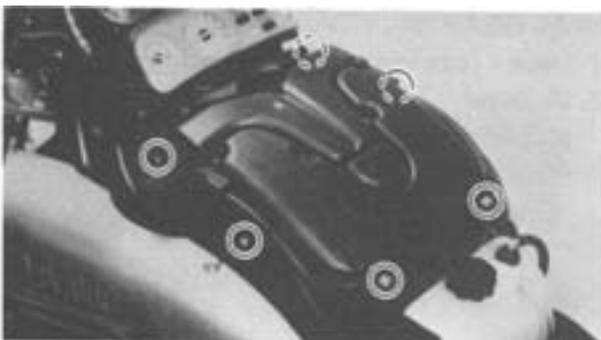
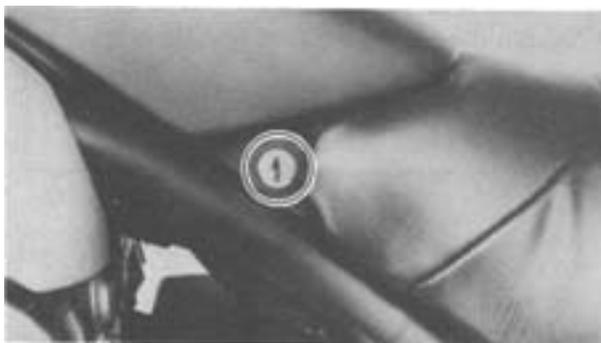
Do not allow the gear oil to contact the tire or wheel.

5. Install:

- ◆ Oil filler cap



Oil Filler Cap (Final Gear):
23 Nm (2.3m kg, 17 ft-lb)



AIR FILTER CLEANING

1. Remove:

- ◆ Top cover

2. Remove:

- ◆ Air filter case cover
- ◆ Air filter element

CAUTION:

The engine should never be run without the air filter element installed; excessive piston and/or cylinder wear may result.

BRAKE FLUID LEVEL INSPECTION



3. Eliminate:

*Dust

Use the compressed air.

Blow out dust in the element from the outer surface.

4. Inspect:

◆ Element

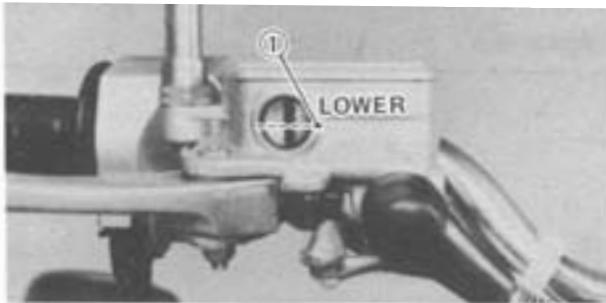
Damage -- Replace.

5. Install:

◆ Element

◆ Air filter case cover

◆ Top cover



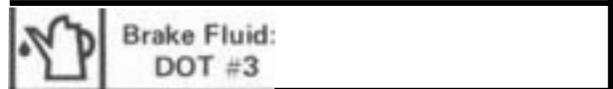
BRAKE FLUID LEVEL INSPECTION

Brake Inspection

1. Inspect:

◆ Brake fluid level (brake master cylinder)

Level low -- Replenish fluid.



① Lower level

NOTE:

Be sure that:

◆ Spilled fluid is cleaned up immediately to prevent painted surfaces or plastic parts from eroding.

WARNING:

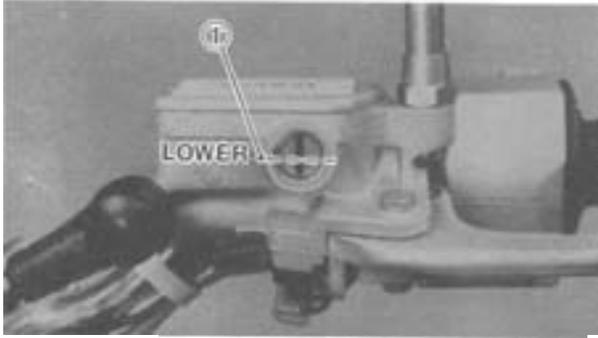
• Use only the designated quality brake fluid, otherwise poor brake performance will result.

*Water does not enter the master cylinder when refilling, otherwise poor brake performance.

Clutch Inspection

This motorcycle has a hydraulic clutch. There are no adjustments to perform, but the clutch system must be inspected periodically for fluid level and leakage.

1. Inspect:
 - **Brake** fluid level (clutch master cylinder)
- Level low -- Replenish fluid.



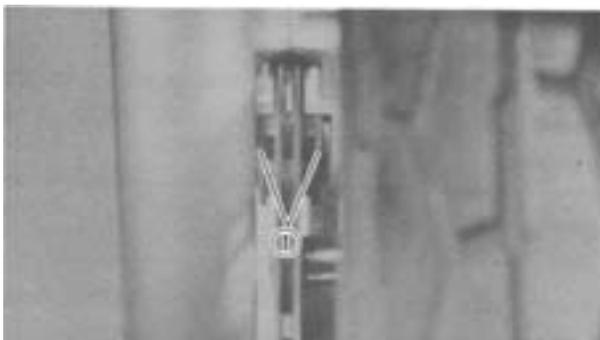
① Lower level

NOTE: _____

Be sure that:

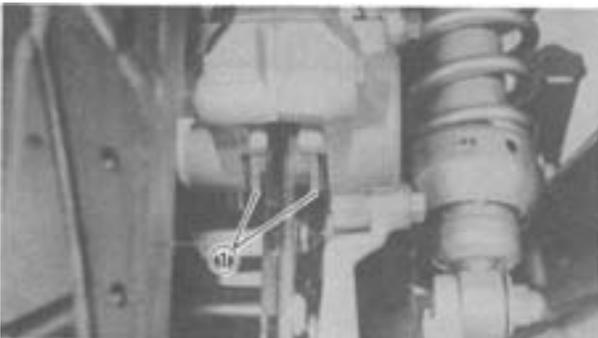
- **Use** only the designated quality brake fluid.
- **Water** does not enter the master cylinder when refilling.

Spilled fluid is cleaned up immediately to prevent painted surfaces or plastic parts from eroding.

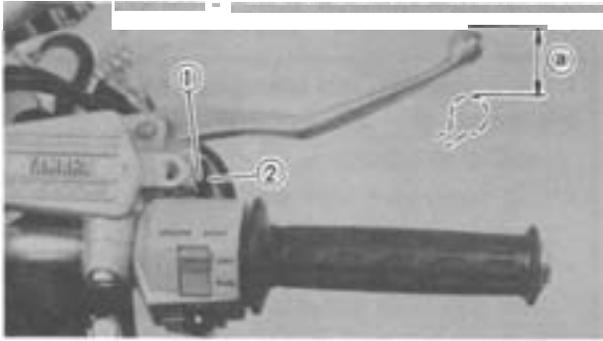


FRONT AND REAR BRAKE PAD INSPECTION

1. Activate the brake lever or brake pedal.
 2. Inspect:
 - **Wear** indicator ①
- Indicator almost contacts disc -- Replace pads.
Refer to "Chapter 5 CHASSIS" section.



FRONT BRAKE ADJUSTMENT/REAR BRAKE ADJUSTMENT



FRONT BRAKE ADJUSTMENT

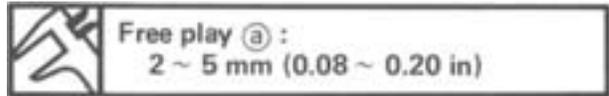
1. Loosen:

- Locknut (1)

2. Adjust:

- *Free play (a)

Turn the adjuster (2) until the free play (a) is within the specified limits.



CAUTION:

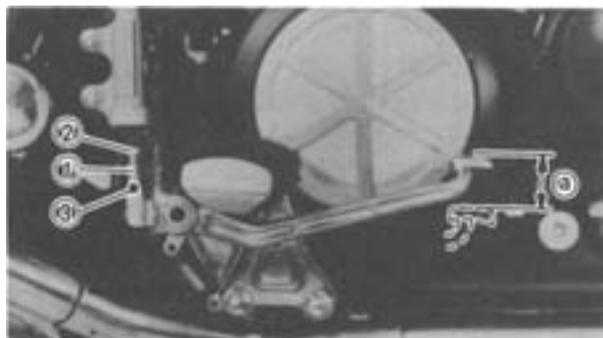
Proper lever free play is essential to avoid excessive brake drag.

WARNING:

A soft or spongy feeling in the brake lever can indicate the presence of air in the brake system. This air must be removed by bleeding the brake system before the motorcycle is operated. Air in the system will cause greatly diminished braking capability and can result in **loss** of control and an accident. Inspect and bleed the system if necessary.

3. Tighten:

- Locknut



REAR BRAKE ADJUSTMENT

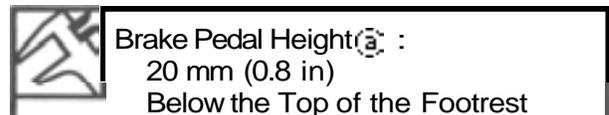
1. Loosen:

- Locknut (1)

2. Adjust:

- *Brake pedal height (a)

Turn the adjuster (2) until the brake pedal position is at the specified height.



WARNING:

After adjusting the brake pedal height, visually check the adjuster end through the hole (3) of the joint holder. The adjuster end must appear within this hole.



CABLE INSPECTION AND LUBRICATION/BRAKE AND CHANGE PEDALS/BRAKE AND CLUTCH LEVERS LUBRICATION/CENTER-STAND AND SIDESTAND LUBRICATION/SWINGARM LUBRICATION

CABLE INSPECTION AND LUBRICATION

Cable inspection and lubrication steps:

*Remove the screws that secure throttle housing to handlebar.

• **Hold** cable end high and apply several drops of lubricant to cable.

• **Coat** metal surface of disassembled throttle twist grip with suitable all-purpose grease to minimize friction.

• **Check** for damage to cable insulation. Replace any corroded or obstructed cables.

*Lubricate any cables that do not operate smoothly.



Yamaha Chain and Cable Lube or
SAE 10W30 Motor Oil

BRAKE AND CHANGE PEDALS/BRAKE AND CLUTCH LEVERS LUBRICATION
Lubricate pivoting parts of each lever and pedal.



Yamaha Chain and Cable Lube or
SAE 10W30 Motor Oil

CENTERSTAND AND SIDESTAND LUBRICATION

Lubricate the centerstand and sidestand at their pivot points.



Yamaha Chain and Cable Lube or
SAE 10W30 Motor Oil

SWINGARM LUBRICATION

Lubricate the swingarm bearing.



Medium Weight Wheel
Bearing Grease

FRONT FORK OIL CHANGE

WARNING:

- Fork oil leakage can cause loss of stability and safe handling. Have any problem corrected before operating the motorcycle.
- **Securely** support the motorcycle so there is no danger of it falling over.



1. Elevate the front wheel by placing a suitable stand under the engine.
2. Remove:
 - Air valve cap (left)
 - Fork caps (1)

NOTE:

Keep the valve open by pressing it for several seconds so that the air can be let out of the inner tube.



3. Loosen:
 - Pinch bolts (steering crown) (3)
4. Remove:
 - Cap bolts (2)

Use the Front Fork Cap Socket (4) (YM-01104).

 - *Collars
5. Place a receptacles under the drain screws.
6. Remove:
 - Drain screws (1)

Drain the fork oil.

**WARNING:**

Do not allow any oil to contact the disc brake components. If oil is discovered, be sure to remove it, otherwise diminished braking capacity and damage to the rubber components of the brake assembly will occur.



7. Inspect:
 - O-rings (cap bolt) (1)
 - Gaskets (drain screw)

Wear/Damage -- Replace.

8. Install:
 - Drain screws
 - Collars
9. Fill:
 - Front forks



Each Fork:
451 cm³ (15.9 Imp oz. 15.3 US oz)
Yamaha Fork Oil 10wt or Equivalent
After filling, pump the forks slowly up and down to distribute the oil.

10. Tighten:
 - Cap bolts
Use the Front Fork Cap Socket (YM-01104).
 - Pinch bolts (steering crown)



Cap Bolt:
23 Nm (2.3 m.kg. 17 ft.lb.)
Pinch Bolts (Steering Crown):
20 Nm (2.0 m.kg. 14 ft.lb.)

11. Adjust:
 - Front fork air pressure
Refer to "FRONT FORK ADJUSTMENT" section.

FRONT FORK ADJUSTMENT

1. Elevate the front wheel by placing a suitable stand under the engine.

NOTE: _____

When checking and adjusting the air pressure, there should be no weight on the front end of the motorcycle.

2. Adjust:
 - Air pressure

NOTE: _____

The air pressure of the front forks can be adjusted to suit rider's preference, weight, and the course condition.

REAR SHOCK ABSORBER ADJUSTMENT



By the following adjustment steps.

Air pressure adjustment steps:

- Remove the valve cap.
- Using the air check gauge , check and adjust the air pressure.

Stiffer - Increase the air pressure.
(Use an air pump or pressurized air supply.)

Softer - Decrease the air pressure.
(Release the air by pushing the valve.)

Standard Air Pressure:
39.2 kPa (0.4 kg/cm², 5.7 psi)
Maximum Air Pressure:
98.1 kPa (1.0 kg/cm², 14.2 psi)

CAUTION: _____

Never exceed the maximum pressure, or oil seal damage may occur.

- Install the valve cap securely.

REAR SHOCK ABSORBER ADJUSTMENT

1. Adjust:

- ◆ Spring preload
- *Damping

NOTE: _____

The spring preload and damping of the rear shock absorbers can be adjusted to suit rider's preference, weight, and the course condition.

WARNING: _____

Always adjust rear shock absorber preload and damping to the same setting. Uneven adjustment can cause poor handling and loss of stability.



REAR SHOCK ABSORBER ADJUSTMENT



By the following adjustment steps.

Spring preload adjustment steps:
*Using the screwdriver, adjust the spring preload.

Stiffer - Increase the spring preload.
(Turn the spring seat clockwise.)

Softer - Decrease the spring preload.
(Turn the spring seat counterclockwise.)

Position: 5 (Maximum)
4
3
2
1 (Minimum/Standard)

Standard Position (Minimum Position):
1
Maximum Position:
5

CAUTION:

Never attempt to turn the spring seat beyond the maximum or minimum setting.



Damping adjustment steps:
*Adjust the damping with the damping adjuster .

Stiffer - Increase the damping.
(Turn the adjuster clockwise.)

Softer - Decrease the damping.
(Turn the adjuster counterclockwise.)

Standard Position (Minimum Position):
1
Maximum Position:
4

CAUTION:

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

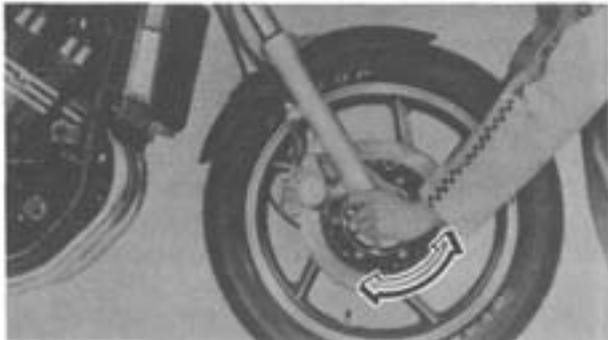
RECOMMENDED COMBINATIONS OF THE FRONT FORK AND THE REAR SHOCK ABSORBER SETTINGS/ STEERING HEAD INSPECTION/STEERING HEAD ADJUSTMENT



RECOMMENDED COMBINATIONS OF THE FRONT FORK AND THE REAR SHOCK ABSORBER SETTINGS

Use this table as guidance to meet specific riding conditions and motorcycle load.

A	Front fork	C Rear shock absorber		F	Loading condition		
B	Air pressure	D Spring seat	E Damping adjuster	G Solo rider	H With passenger	I With accessory equipments	J With accessory equipments and passenger
	39.2 ~ 58.8 kPa (0.4 ~ 0.6 kg/cm ² . 5.7 ~ 8.5 psi)	1 or 2	1 or 2	○			
	39.2 ~ 98.1 kPa (0.4 ~ 1.0 kg/cm ² . 5.7 ~ 14.2 psi)	3 ~ 5	2 ~ 4		○	○	
	39.2 ~ 98.1 kPa (0.4 ~ 1.0 kg/cm ² . 5.7 ~ 14.2 psi)	5	4				C



STEERING HEAD INSPECTION

WARNING:

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

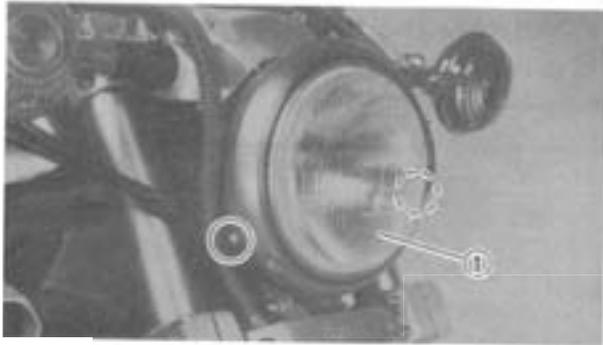
1. Place the motorcycle on its centerstand, then elevate the front wheel.
2. Check:
 - **Steering assembly bearings**
Grasp the bottom of the forks and gently rock the fork assembly back and forth.
Looseness → Adjust steering head.

STEERING HEAD ADJUSTMENT

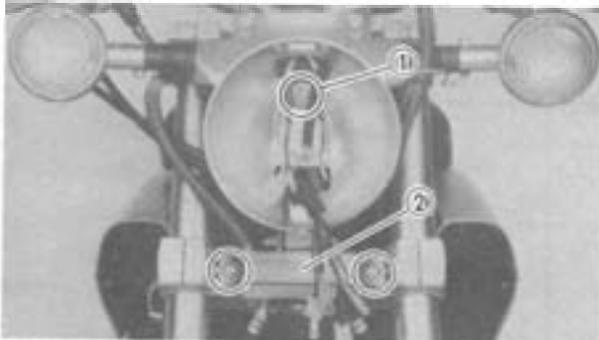
WARNING:

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

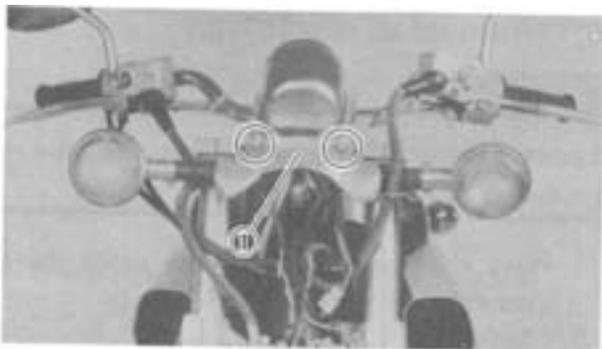
1. Elevate the front wheel by placing a suitable stand under the engine.



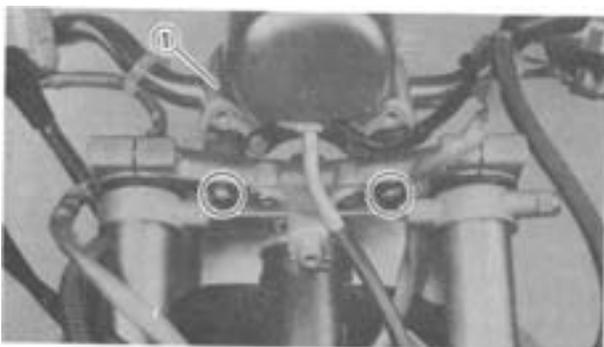
2. Remove:
 - Headlight lens unit ①
3. Disconnect:
 - All leads (in the headlight body)



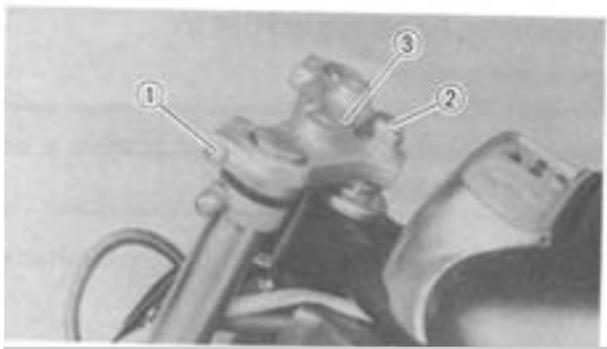
4. Remove:
 - Bolt (headlight body bracket) ①
 - Emblem ②



5. Remove:
 - Flasher light bracket assembly ①

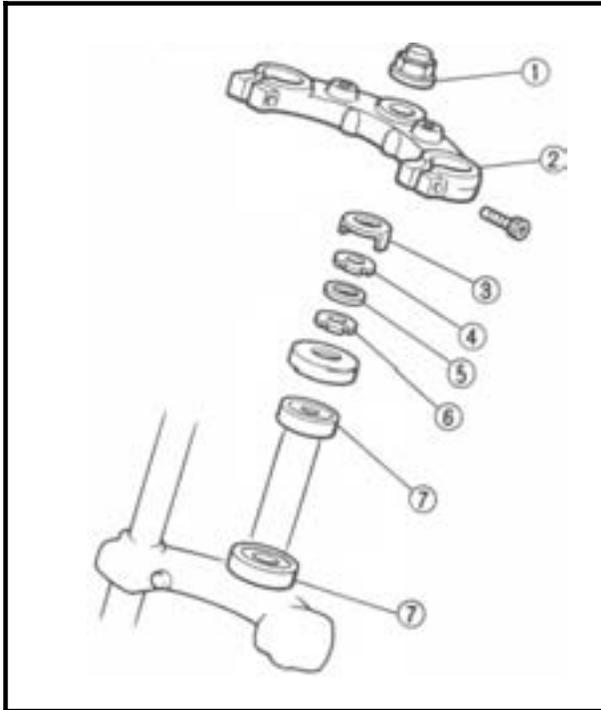
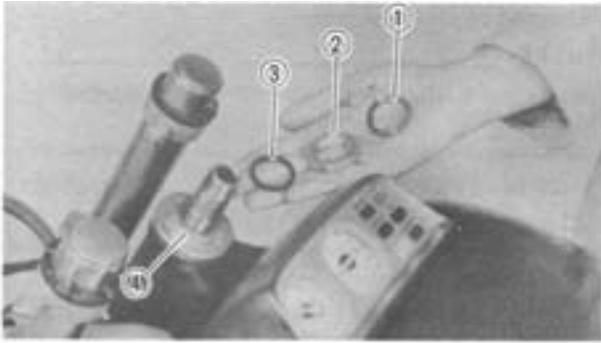


6. Remove:
 - Handlebar holder assembly ①



7. Loosen:
 - Pinch bolts (steering crown) ①
8. Remove:
 - Nut (steering stem) ②
 - Steering crown ③

STEERING HEAD ADJUSTMENT



9. Remove:

- Lock washer (ring nut) ①
- Ring nut (upper) ②
- Washer ③
- Ring nut (lower) ④

WARNING:

Support the under bracket so that it may not fall down.

10. Tighten:

- Ring nuts (lower and upper)
- By the following tightening steps.

Ring nuts tightening steps:

- Install the ring nut (lower) ⑥.

NOTE:

The tapered side of ring nut must face downward.

- Tighten the ring nut ⑥ using the Ring Nut Wrench (YU-33975).



Ring Nut ⑥ (Initial Tightening):
50 Nm (5.0m·kg, 36 ft·lb)

- Loosen the ring nut ⑥ completely and retighten it to specification.

WARNING:

Do not over-tightening.



Ring Nut ⑥ (Final Tightening):
3 Nm (0.3m·kg, 2.2 ft·lb)

- Check the steering stem by turning it lock to lock. If there is any binding, remove the steering stem assembly and inspect the steering barings ⑦.

Refer to "CHAPTER 6. STEERING HEAD" for more details.

- Install the washer ⑤.
- Install the ring nut (upper) ④.

NOTE:

The tapered side of ring nut must face downward.

- Finger tighten the ring nut ④, then align the slots of both ring nuts. If not aligned, hold the lower ring nut ⑥ and tighten the other until they are aligned.

WHEEL BEARINGS CHECK/TIRES CHECK

• Install the lock washer (3).

NOTE:

Make sure the lock washer tab is placed in the slots.

• Install the steering crown (2) and tighten the steering stem nut (1) to specification.



Nut (Steering Stem):
110 Nm (11.0 m·kg, 80 ft·lb)

• Tighten the pinch bolts to specification.



Pinch Bolt (Steering Crown):
20 Nm (2.0 m·kg, 14 ft·lb)

11. Install:

• Components in above list (steps "6 - 2")



Handlebar Lower Holder:
40 Nm (4.0 m·kg, 29 ft·lb)

WHEEL BEARINGS CHECK

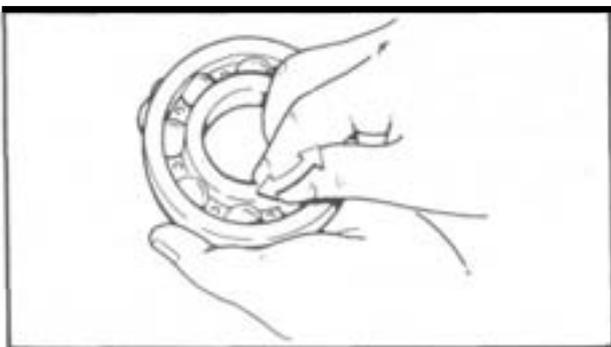
Front Wheel

1. Check:

- Front wheel bearings

Raise the front end of the motorcycle, and spin the wheel by hand. Touch the axle or front fender while spinning the wheel.

Excessive vibration - Replace bearings.



Rear Wheel

1. Remove:

- Rear wheel

2. Check:

- Bearing movement
With the fingers.

Roughness/Wear - Replace.

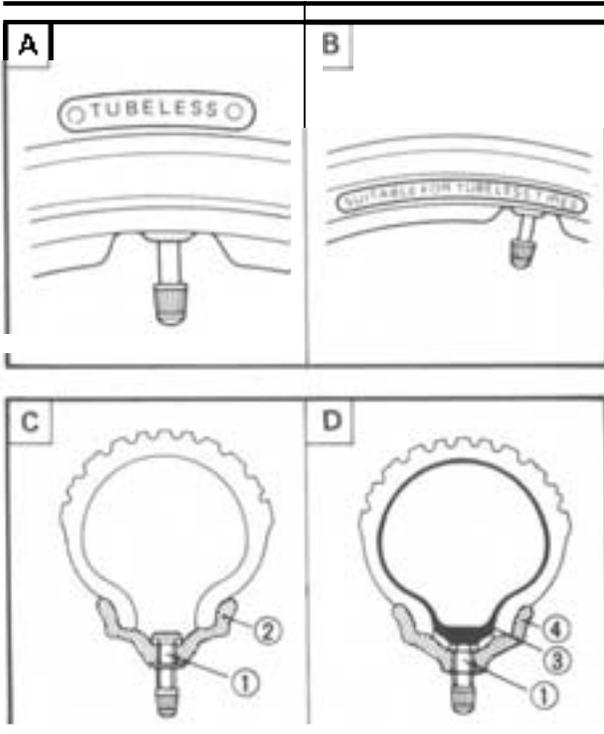
TIRES CHECK

WARNING:

Do not attempt to use tubeless tires on a wheel designed for tube type tires only. Tire failure and personal injury may result from sudden deflation.

Wheel	Tire
Tube type	Tube type only
Tubeless	Tube type of tubeless

TIRES CHECK



Be sure to install the correct tube when using tube type tires.

- Tire
- Tubeless tire
- Wheel
- Tube type tire
- ① Air valve
- ② Aluminum wheel (tubeless type)
- ③ Tube
- ④ Aluminum wheel (tube type)

WARNING:

This motorcycle is fitted with "V" range tires (for super high speed running). The following points must be observed in order for you to make fully effective use of these tires.

- **Never** fail to use "V" range tires in tire replacement; "S" or "H" tires may be in danger of bursting at super high-speeds.
- **New** tires have a relatively poor adhesion on the road surface so do not allow them to be subjected to high speed load from maximum speed until after a break-in run of approx. 100 km (60 mi).
- **Before** any high-speed runs, remember to allow a sufficient warm-up time for the tires.
- **Always** use the correct tire inflation pressure according to the operation conditions.

1. Measure:

- **Tire pressure**

Out of specification = Adjust.

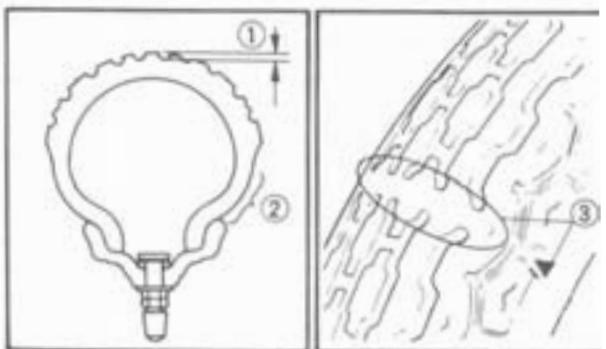
Basic weight: With oil and full fuel tank	274 kg (604 lb)	
Maximum load*	225 kg (496 lb)	
Cold tire pressure	Front	Rear
Up to 90 kg (198 lb) load"	235 kPa (2.4 kg/cm ² 34 psi)	255 kPa (2.6 kg/cm ² 36 psi)
90 kg (198 lb) - Maximum load"	235 kPa (2.4 kg/cm ² 34 psi)	275 kPa (2.8 kg/cm ² 40 psi)
High speed riding	235 kPa (2.4 kg/cm ² 34 psi)	255 kPa (2.6 kg/cm ² 36 psi)

*Load is the total weight of cargo, rider, passenger, and accessories.



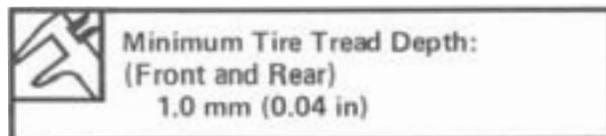
WARNING:

- **Tire** inflation pressure should be checked and adjusted when the temperature of the tire equals the ambient air temperature. Tire inflation pressure must be adjusted according to total weight of cargo, rider, passenger, and accessories (fairing, saddlebags, etc. if approved for this model), and vehicle speed.
- **Proper** loading of your motorcycle is important for the handling, braking, and other performance and safety characteristics of your motorcycle. Do not carry loosely packed items that can shift. Securely pack your heaviest items close to the center of the motorcycle, and distribute the weight evenly from side to side. Properly adjust the suspension for your load, and check the condition and pressure of your tires. **NEVER OVERLOAD YOUR MOTORCYCLE.** Make sure the total weight of the cargo, rider, passenger, and accessories (fairing, saddlebags, etc. if approved for this model) does not exceed the maximum load of the motorcycle. Operation of an overloaded motorcycle could cause tire damage, an accident, or even injury.



2. inspect:

- **Tire** surfaces
Wear/Damage - Replace.



- ① Tread depth
- ② Side wall
- ③ Wear indicator

WARNING:

- **It** is dangerous to ride with a **worn** tire. When a tire tread begins to show lines, replace the tire immediately.
- **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.

WHEELS CHECK

1. Inspect:
 - **Alum** num wheels
Damage/Bends - Replace.

NOTE: _____
Always balance the wheel when a tire or wheel has been changed or replaced.

WARNING: _____

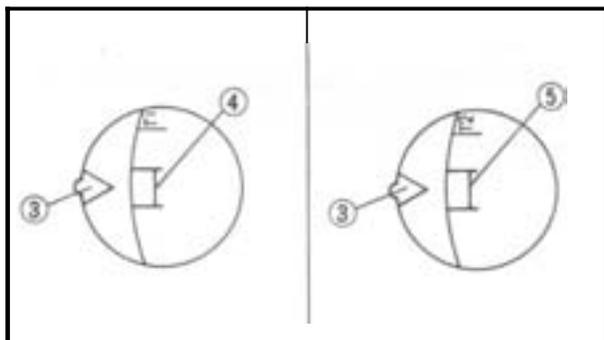
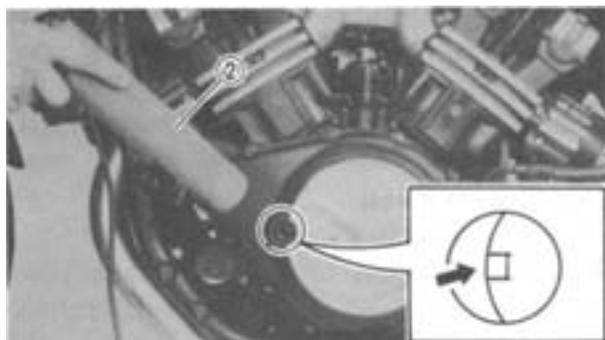
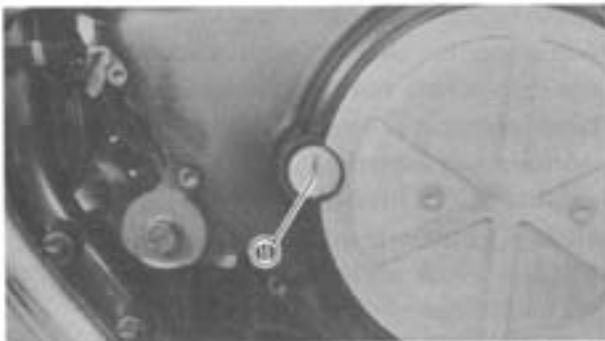
Never attempt even small repairs to the wheel.

2. Tighten:
 - **Valve stem locknut**

 **Valve Stem Locknut:**
1.5 Nm (0.15 rn-kg, 1.1 ft-lb)

WARNING: _____

Ride conservatively after installing a tire to allow it to seat itself properly on the rim.



ELECTRICAL

IGNITION TIMING CHECK

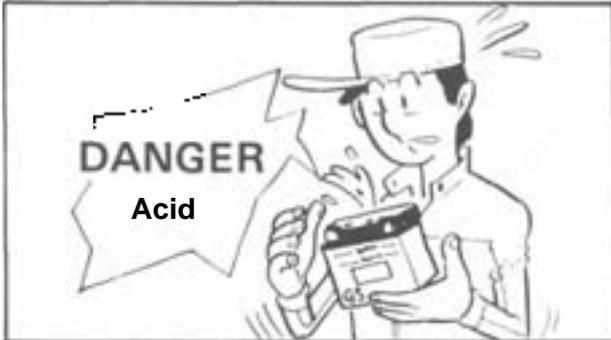
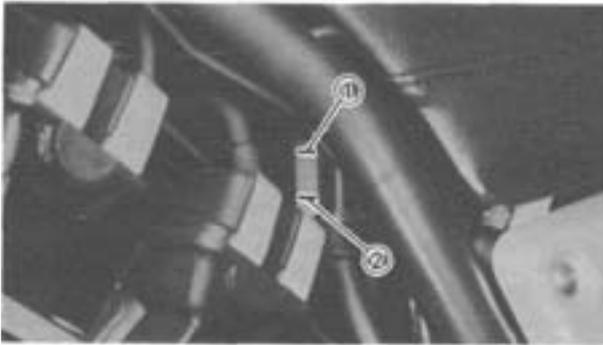
1. Check:
 - Ignition timing
By the following steps.

Ignition timing check steps:

- **Remove** the timing plug ①.
- **Connect** the Timing Light ② (YU-08037) to No. 1 or No. 2 cylinder spark plug lead.
- **Warm** up the engine and let it idle at the specified idle speed of 1,000 r/min.
- **Visually** check the stationary pointer ③ in the timing window to verify it is within the required firing range indicated on the flywheel.

Incorrect firing range - Check flywheel and/or pickup assembly (tightness damage). Refer to "CHAPTER 7, ELECTRICAL" for further information.

④ Firing range for the No. 1 cylinder
⑤ Firing range for the No. 2 cylinder



BATTERY INSPECTION

1. Inspect:
 - **Battery** fluid level
 - Battery fluid level low - Fill.
 - Fluid level should be between upper and lower level marks.

- ① Upper level
- ② Lower level

CAUTION: _____

Refill with distilled water only; tap water contains minerals harmful to a battery.

WARNING: _____

Battery electrolyte is dangerous; it contains sulfuric acid and therefore is poisonous and highly caustic.

Always follow these preventive measures:

- **Avoid** bodily contact with electrolyte as it can cause severe burns or permanent eye injury.
- **Wear** protective eye gear when handling or working near batteries.

Antidote (EXTERNAL):

- **SKIN** - Flush with water.
- **EYES** - Flush with water for 15 minutes and get immediate medical attention.

Antidote (INTERNAL):

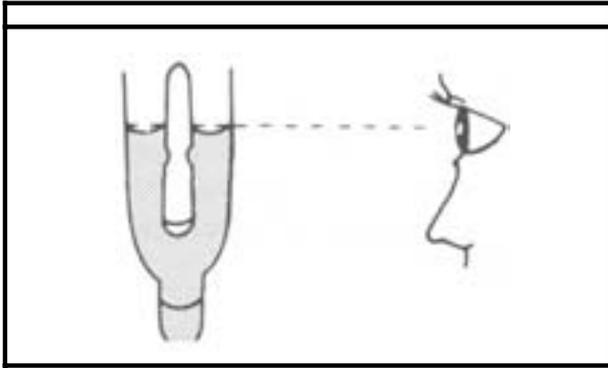
- **Drink** large quantities of water or milk follow with milk of magnesia beaten egg, or vegetable oil. Get immediate medical attention.

Batteries also generate explosive hydrogen gas, therefore you should always follow these preventive measures:

- **Charge** batteries in a well-ventilated area.
- Keep batteries away from fire, sparks, or open flames (e.g., welding equipment, lighted cigarettes, etc.)
- **DO NOT SMOKE** when charging or handling batteries.

KEEP BATTERIES AND ELECTROLYTE OUT OF REACH OF CHILDREN.

BATTERY INSPECTION

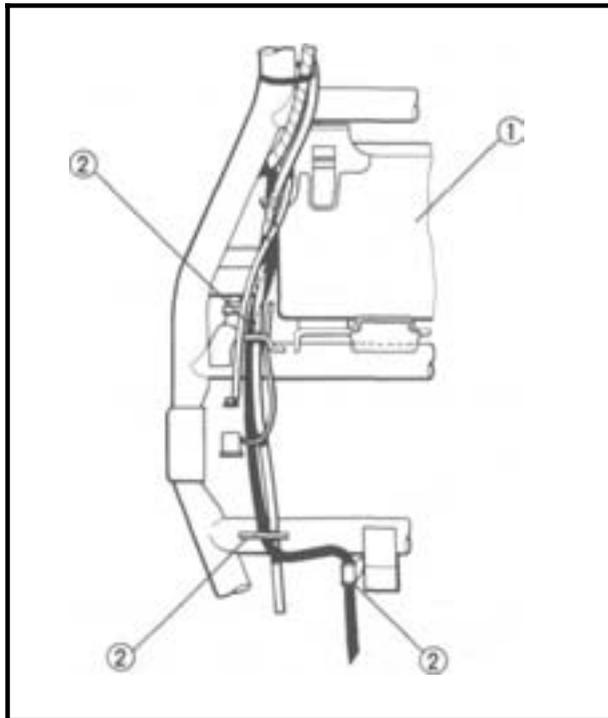


2. Remove:
 - **Battery**
3. Inspect:
 - Battery fluid specific gravity
Out of specification - Charge.

CAUTION: _____

Always charge a new battery before using it to ensure maximum performance.

Charging Current:
1.4 amps/10 hrs
Specific Gravity:
1.280 at 20° C (68° F)



4. Install:
 - Battery
5. Connect:
 - Breather hose
Be sure the hose is properly attached and routed.

CAUTION: _____

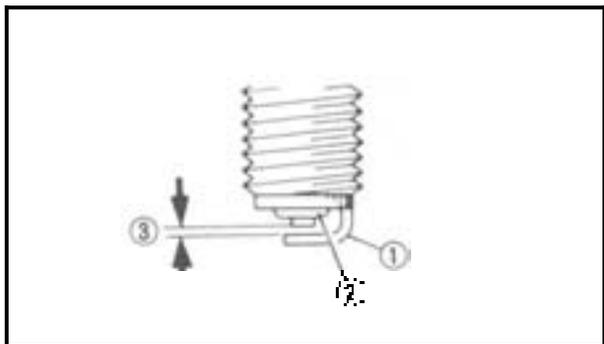
When inspecting the battery, be sure the breather hose is routed correctly. If the breather hose touches the frame or exits in such a way as to cause battery electrolyte or gas to exit onto the frame, structural and cosmetic damage to the motorcycle can occur.

- ① Battery
- ② Pass through guide

6. Inspect:
 - **Breather hose**
Obstruction - Remove.
Damage -- Replace.



**BRAKE LIGHT SWITCH ADJUSTMENT/
SPARK PLUG INSPECTION**



BRAKE LIGHT SWITCH ADJUSTMENT

1. Adjust:
 - **Brake** light operating timing
Hold the main body ① of the switch with your hand so it does not rotate, and turn the adjuster ② until the operating timing is correct.

SPARK PLUG INSPECTION

1. Inspect:
 - **Electrode** ①
Wear/Damage - Replace.
 - **Insulator color** ②
Normal condition is a medium to light tan color.
Distinctly different color - Check the engine condition.

③ **Spark plug gap**

2. Clean:
 - **Spark** plug
Clean the spark plug with a spark plug cleaner or wire brush.
3. Inspect:
 - **Spark** plug type
Incorrect - Replace

Standard Spark Plug:
DPR8EA-9 (NGK)
X24EPR-U9 (N.D.)

4. Measure:
 - **Spark** plug gap
Out of specification - Regap.
Use a wire gauge.

Spark Plug Gap:
0.8 ~ 0.9 mm (0.031 ~ 0.035 in)

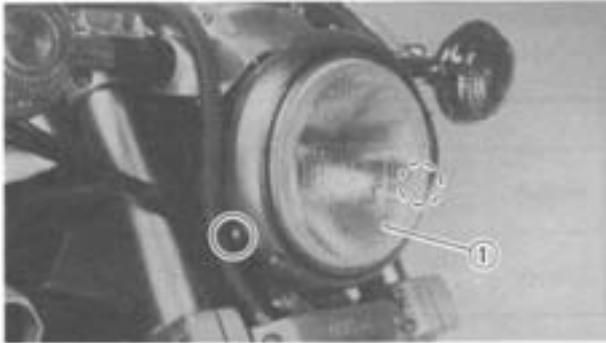
5. Tighten:
 - **Spark** Plug

NOTE: _____
Before installing a spark plug, clean the gasket surface and plug surface.

Spark Plug:
17.5 Nm (1.75 m-kg, 12.5 ft-lb)



NOTE: _____
 If a torque wrench is not available when you are installing a spark plug, a good estimate of the correct torque is 1/4 to 1/2 turns part finger tight. Have the spark plug torqued to the correct value as soon as possible with a torque wrench.



HEADLIGHT BULD REPLACEMENT

1. Remove:
 - Headlight lens unit ①
2. Disconnect:
 - ◆ Headlight lens unit leads



3. Remove:
 - ◆ Bulb
 Turn the bulb holder ① counterclockwise to release bulb.

WARNING: _____

Do not touch headlight bulb when it is on as the bulb generates enormous heat; keep flammable objects away.



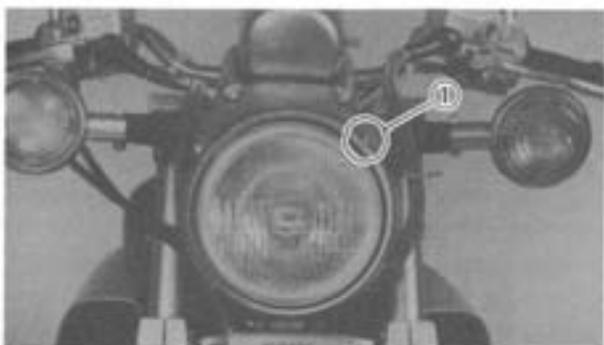
4. Install:
 - ◆ Bulb: (new)
 Secure the new bulb with the bulb holder.

CAUTION: _____

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

① Don't touch

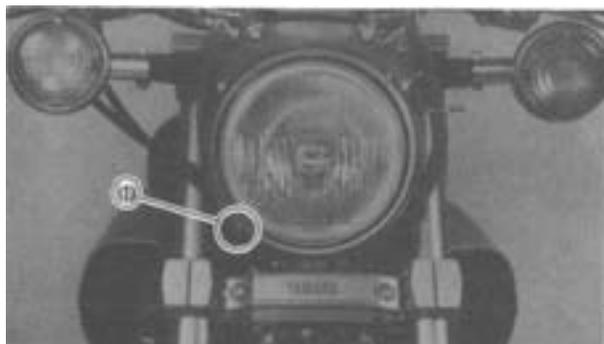
5. Install:
 - ◆ Headlight lens unit



HEADLIGHT BEAM ADJUSTMENT

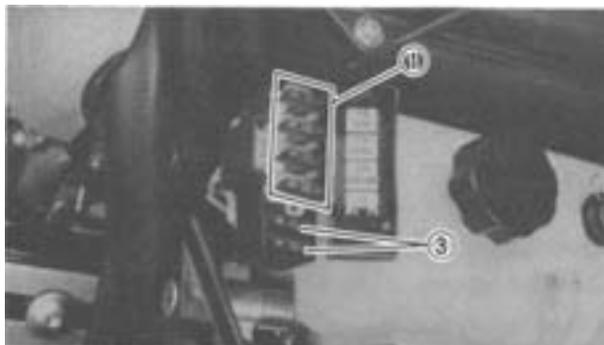
- Adjust:
 - Headlight beam (horizontally)

Horizontal Adjustment	
Right	Turn adjusting screw ① clockwise
Left	Turn adjusting screw ① counter-clockwise



- Adjust:
 - Headlight beam (vertically)

Vertical Adjustment	
Higher	Turn the adjusting screw ① clockwise
Lower	Turn the adjusting screw ① counter-clockwise.



FUSE INSPECTION

The fuse panel is located under the top cover and seat.

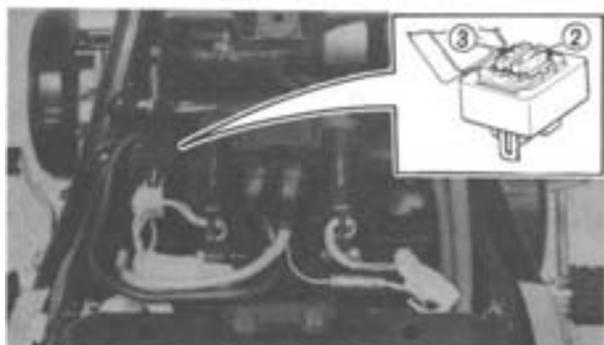
- Inspect:
 - Fuses ①
 - Main fuse ②

Defective - Replace.
Blown fuse (new) - Inspect circuit.

CAUTION:

Do not use fuses of higher amperage rating than those recommended.

Substitution of a fuse of improper rating can cause extensive electrical system damage and possibly a fire.



③ Spare fuses

Description	Amperage	Quantity
Main	30A	1
Headlight	15A	1
Signal	15A	1
Ignition	10A	1
Reserve	30A	1
	15A	1
	10A	1

CHAPTER 3. ENGINE OVERHAUL

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ENGINE OVERHAUL

ENGINE REMOVAL

NOTE: _____

It is not necessary to remove the engine in order to remove the following components:

- .Clutch
- Carburetor
- Water pump
- AC magneto

PREPARATION FOR REMOVAL

- 1 Remove all dirt, mud, dust, and foreign material before removal and disassembly.
- 2 Use proper tools and cleaning equipment. Refer to "CHAPTER 1. SPECIAL TOOL" section.

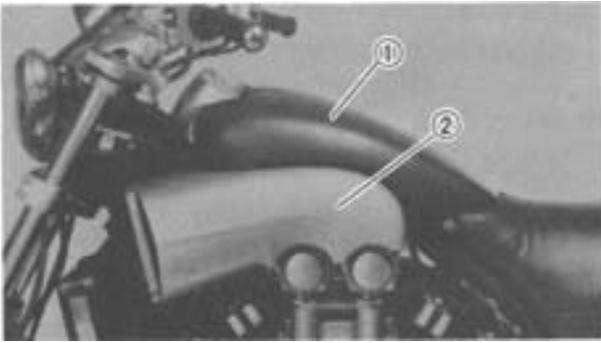
NOTE: _____

When disassembling the engine, keep mated parts together. This includes gears, cylinders, pistons, and other parts that have been "mated" through normal wear. Mated parts must be reused as an assembly or replaced.



3. During engine disassembly, clean all parts and place them in trays in the order of disassembly. This will speed up assembly time and help assure that all parts are correctly reinstalled in the engine.

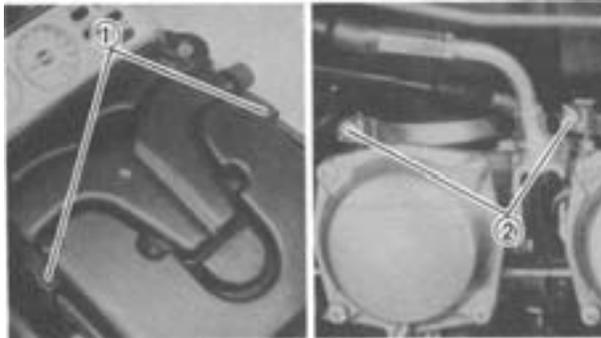
4. Drain engine oil completely. Refer to "CHAPTER 2. ENGINE OIL REPLACEMENT" section.
5. Drain coolant completely. Refer to "CHAPTER 4. COOLANT REPLACEMENT" section.



CARBURETOR

1. Remove:

- Top cover ①
- Covers (left and right) ②

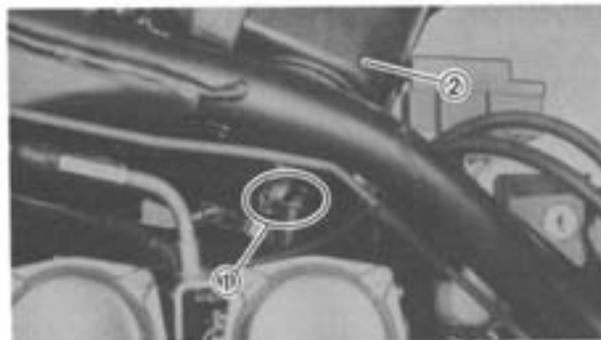


2. Remove:

- Holders (carburetor overflow hose) ①

3. Loosen:

- Screws (air cleaner joint) ②



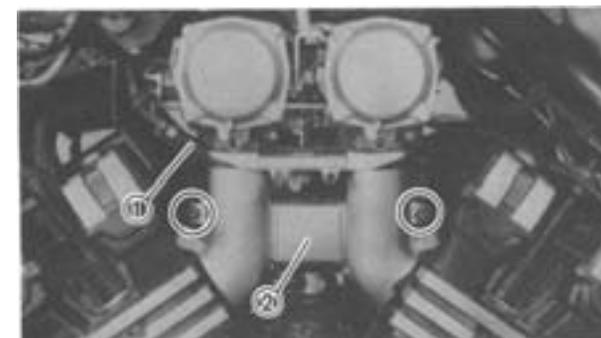
4. Remove:

- Ventilation hose (crankcase) ①
- Air cleaner assembly ②



5. Disconnect:

- Fuel hose ①



6. Disconnect:

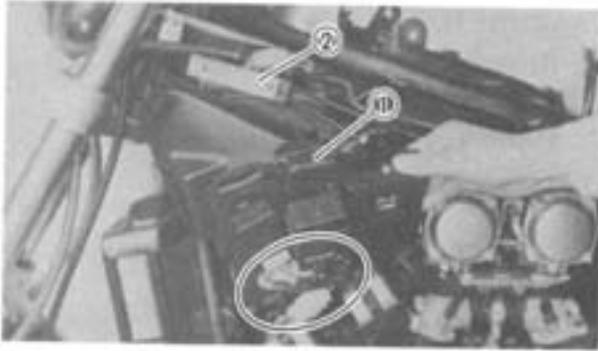
- Vacuum hose (ignition advance) ①

7. Loosen:

- Screws (carburetor joint)

8. Remove:

- Carburetor joint cover (left and right) ②



9. Remove:

- Electrical components board ①
- Throttle cable cylinder ②

10. Disconnect:

- All leads and cables

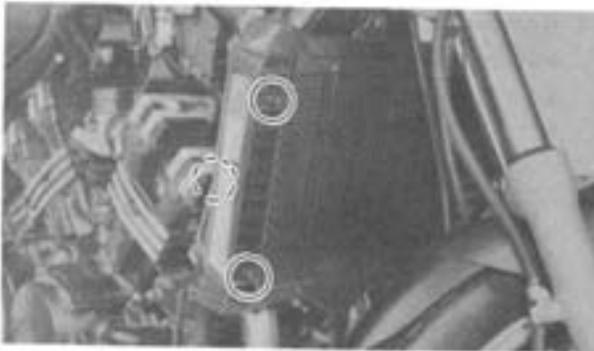


11. Remove:

- Carburetor assembly

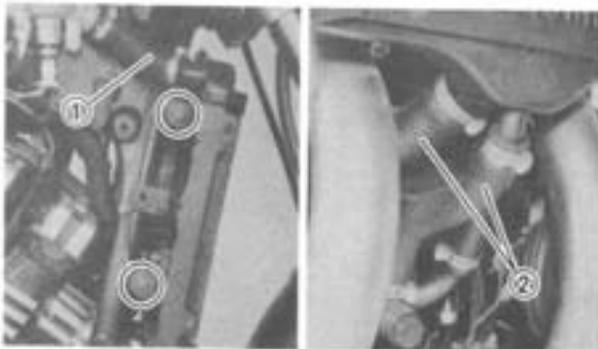
NOTE:

Cover the carburetor with a clean rag to prevent dirt or foreign matter into the carburetor.

**RADIATOR**

1. Remove:

- *Radiator covers



2. Remove:

- *Bolts (radiator)

3. Disconnect:

- *Upper hose ①
- Lower hoses ②



4. Disconnect:

- *Fan motor coupler

5. Remove:

- *Radiator assembly
- Horn

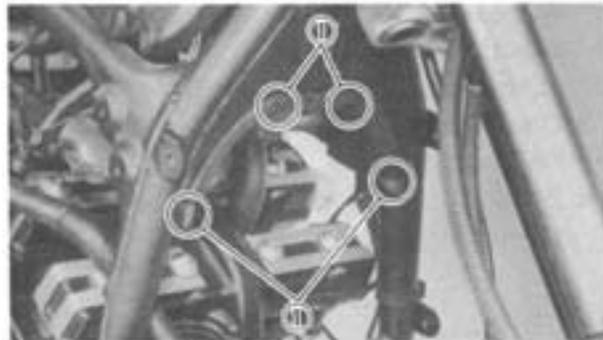


- 6. Disconnect:
 - Air hoses and leads (conduit)
- 7. Remove:
 - *Screws (conduit)

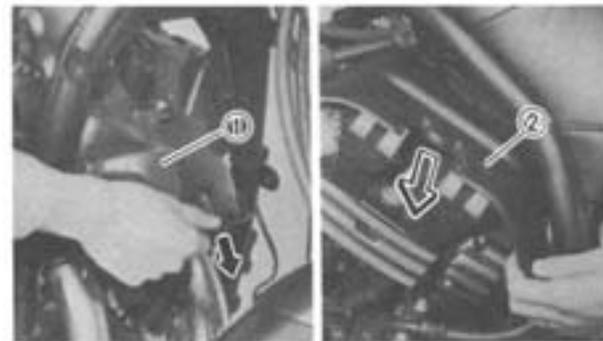


V-BOOST CONTROL CABLE AND AIR BAFFLE PLATE

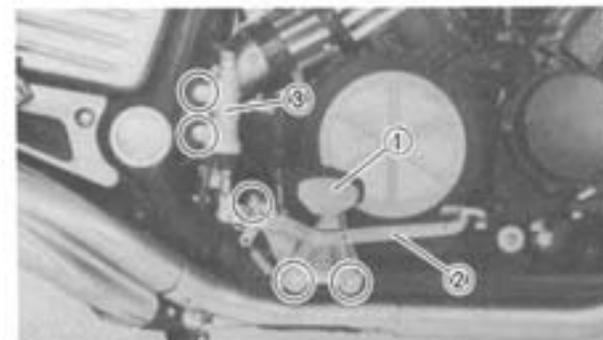
- 1. Disconnect:
 - *Control cable (V-boost) ①



- 2. Disconnect:
 - *Spark plug caps
- 3. Straighten:
 - *Tabs (front baffle plate) ①

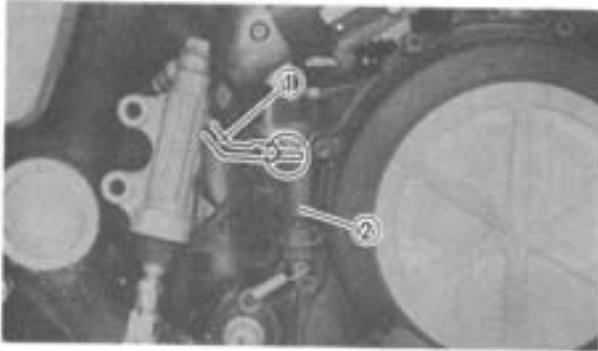


- 4. Remove:
 - Air baffle plate (front) ①
 - Air baffle plate (rear) ②



FOOTREST (RIGHT) AND BRAKE PEDAL

- 1. Remove:
 - *Footrest (right) ①
 - Brake pedal assembly ②
 - *Brake master cylinder ③

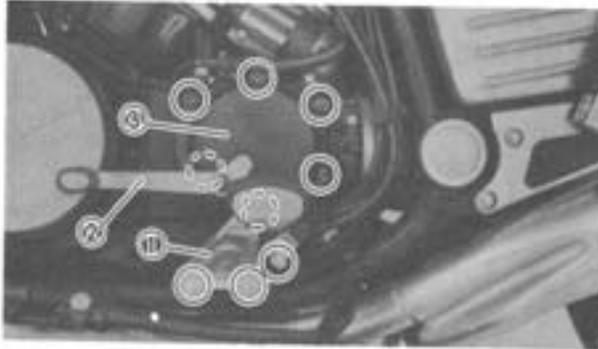


2. Disconnect:

- Ground lead (1)

3. Remove:

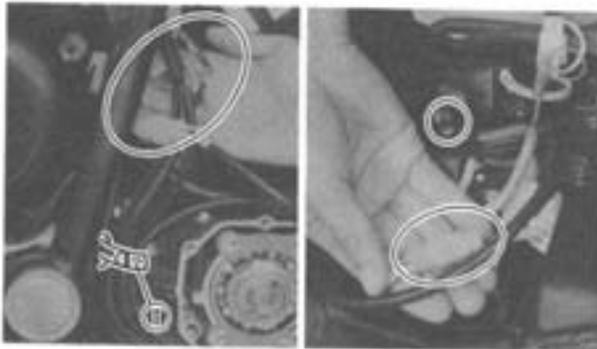
- Rear brake switch (2)



FOOTREST (LEFT) AND CLUTCH RELEASE CYLINDER

1. Remove:

- Footrest (left) (1)
- Change pedal assembly (2)
- Middle gear case cover (3)



2. Remove:

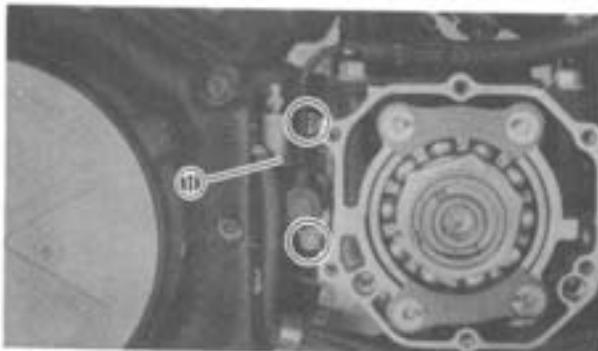
- Seat (1)
- Side cover (left) (2)

3. Disconnect:

- All leads (engine)

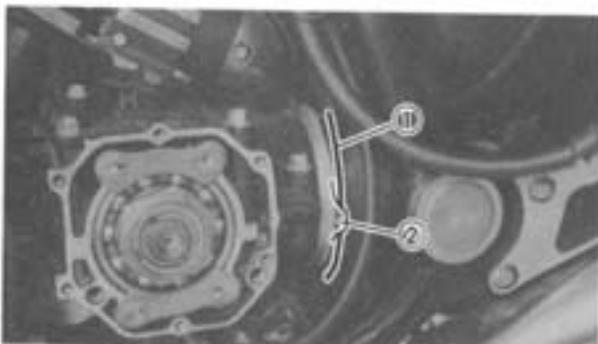
4. Remove:

- Band (1)



5. Remove:

- Clutch release cylinder (1)

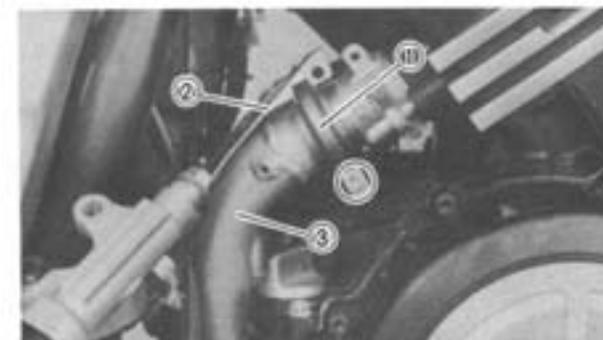
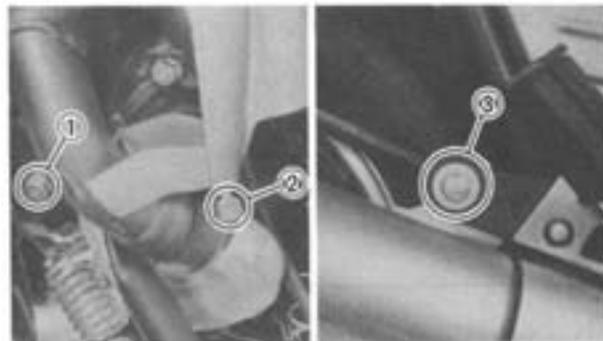
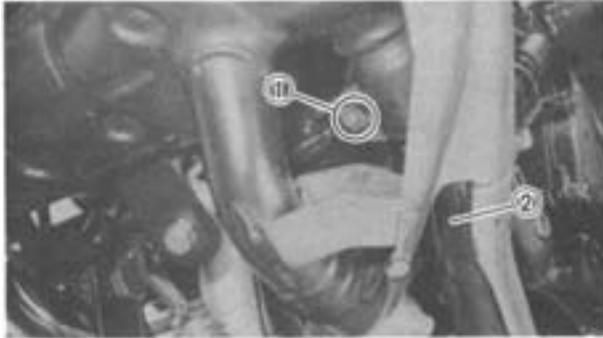


6. Remove:

- Spring (1)

7. Disconnect:

- Rubber boot (2)

**EXHAUST PIPE AND MUFFLER**

1. Remove:
 - Flange bolts (front exhaust pipe)

2. Loosen:
 - *Bolts (front exhaust pipe) ①

3. Remove:
 - Front exhaust pipes ②

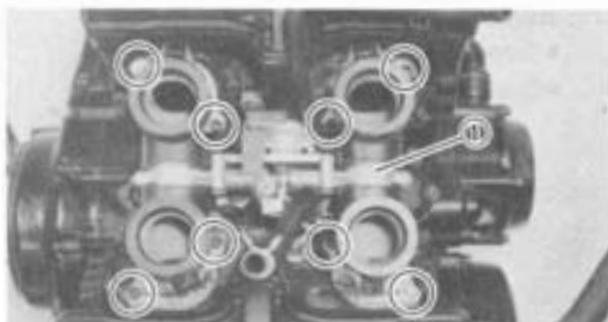
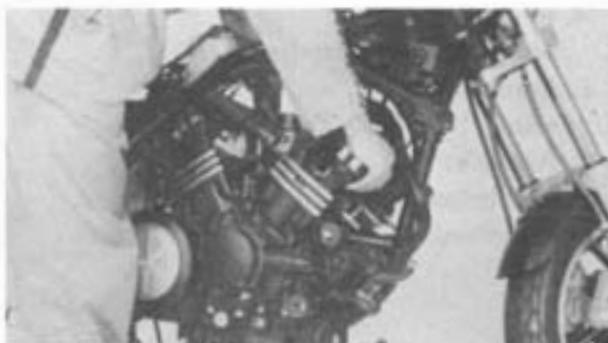
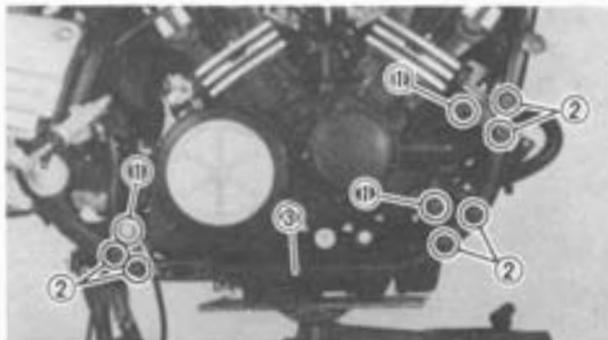
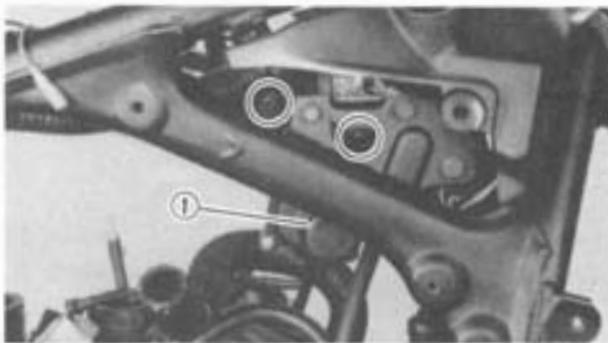
4. Remove:
 - *Bolt (muffler chamber) ①

5. Loosen:
 - *Bolts (muffler) ②

6. Remove:
 - *Bolts (muffler bracket) ③
 - Mufflers

7. Remove:
 - *Screws (rear exhaust protector)
 - Covers (rear exhaust) ①

8. Remove:
 - Clamps (rear exhaust pipes) ①
 - *Protector ②
 - Rear exhaust pipes ③



SERVO MOTOR

1. Remove:
 - *Screws (servo motor bracket)
 - *Servomotor ①
2. Disconnect:
 - *Servo motor coupler

ENGINE REMOVAL

1. Place a suitable stand under the engine.
2. Remove:
 - *Bolt (engine) ①
 - *Bolts (down tube) ②
 - *Down tube frame (right) ③

3. Remove:
 - *Engine assembly
from right side.

NOTE:

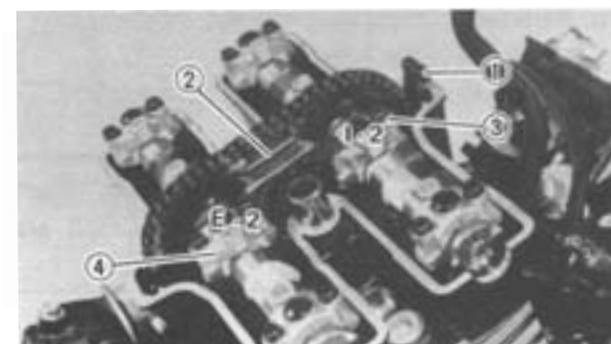
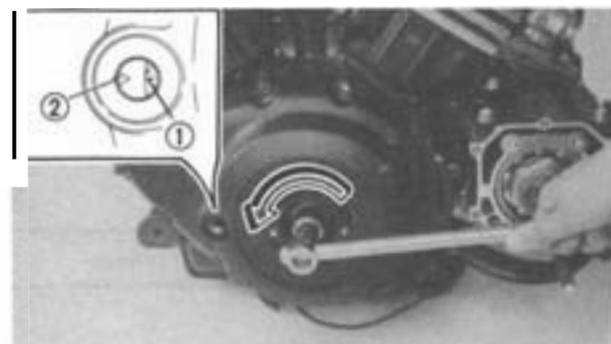
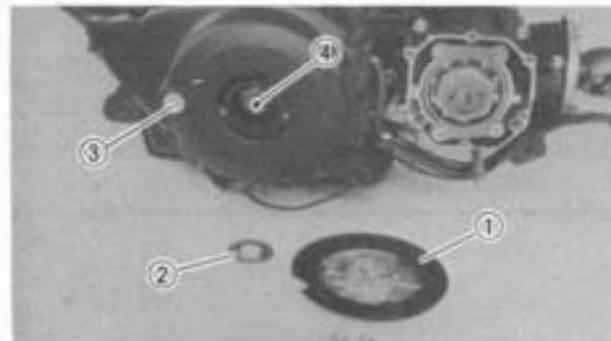
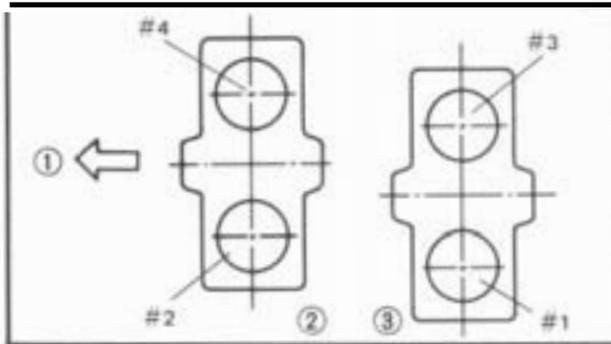
Remove the rear cylinder head cover if difficulties are encountered with any of the previous steps.

V-BOOST

1. Remove:
 - *V-boost assembly ①

NOTE:

Working in a crisscross pattern, loosen the bolts $\frac{1}{4}$ turn each. Remove them after all are loosened.



**ENGINE DISASSEMBLY
CYLINDER HEAD AND CAMSHAFT**

Rear Cylinder Head

1. Remove:
 - Cylinder head covers (rear and front)
 - Gaskets
 - Spark plugs

- ① Front
- ② Front cylinder
- ③ Rear cylinder

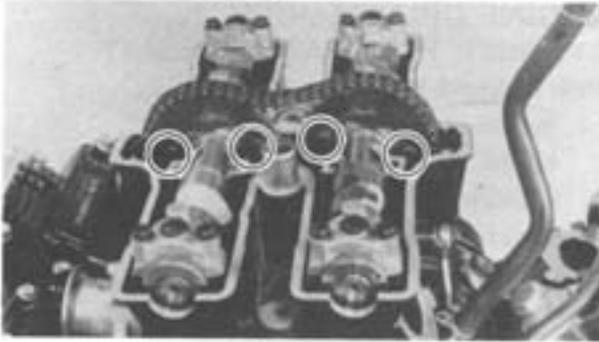
2. Remove:
 - Crankcase cover plate ①
 - Special washer ②
 - Timing plug ③

NOTE: _____
 Check for clog of oil passage ④ in the bolt.
 If any, clean the oil passage.

3. Align:
 - Flywheel "T-1" mark ① with stationary pointer ② on crankcase cover

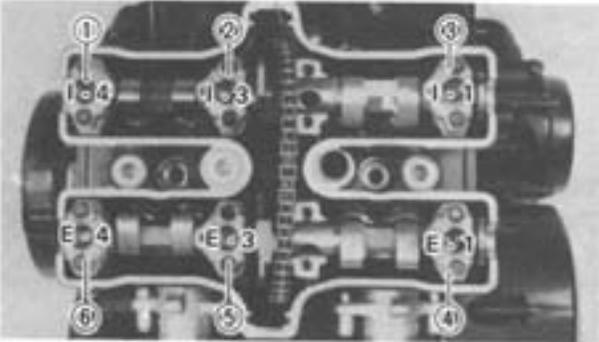
4. Remove:
 - Rear chain tensioner (rear) ①

5. Remove:
 - Chain guides ①, ②
 - Camshaft caps ③, ④
 - They were marked "1-2" ③ and "E-2" ④.



6. Remove:

- **Bolts** (cam chain sprocket)
Use 22 mm wrench to hold camshaft.

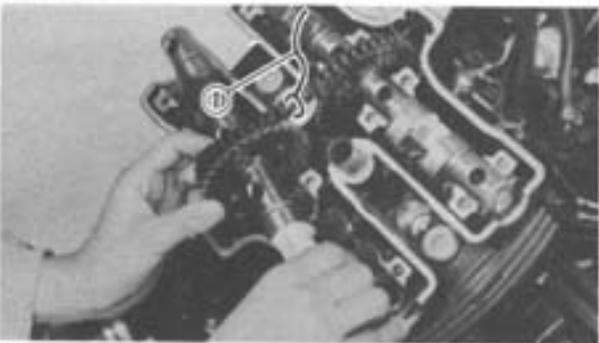


7. Remove:

- *Camshaft caps ①, ②, ③, ④, ⑤, ⑥

NOTE: _____

When loosening camshaft cap bolts, be sure camshaft cam lobes do not touching valve lifters.

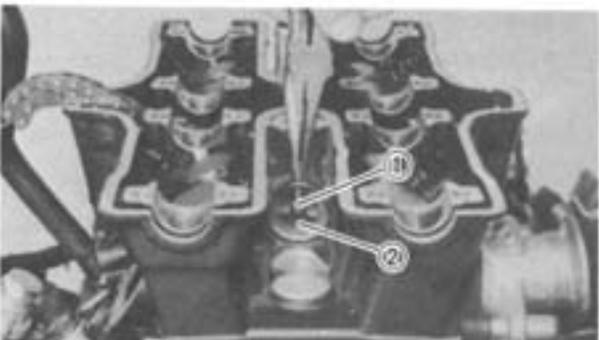


8. Remove:

- Camshafts
- Sprockets
Slip the sprockets from mounting boss on camshaft.

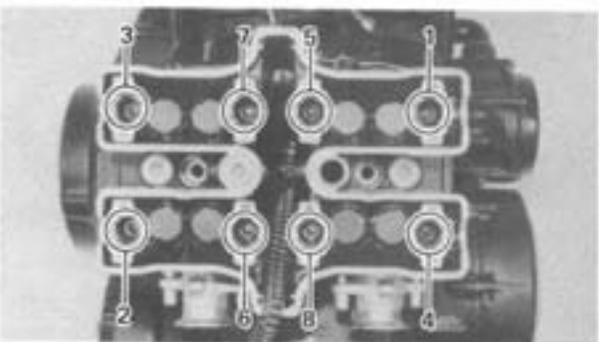
NOTE: _____

Fasten a safety wire ① to the cam chain.



9. Remove:

- **Lock pin** ①
- *Water jacket joint ②

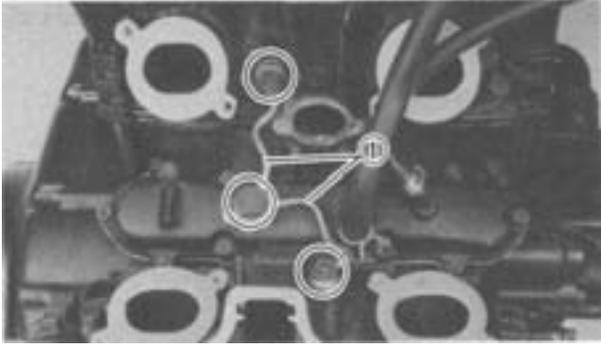


10. Remove:

- **Nuts** (cylinder head)
Use 8 mm Wrench Adapter (YM-28897).

NOTE: _____

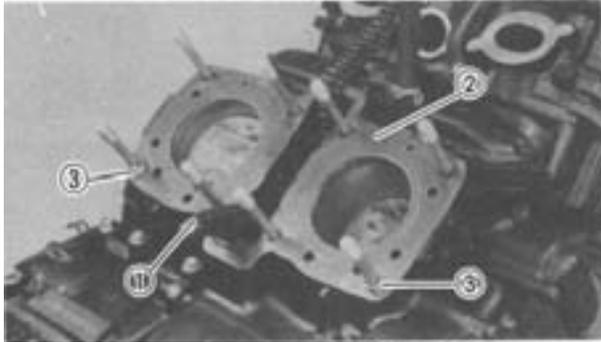
Follow numerical order shown in photo. Start by loosening each nut 1/2 turn until all are loose.



11. Remove:
- Oil delivery pipe ①

NOTE: _____
 When removing the pipe, be sure not to lose the washers that may fall out.

- Cylinder head

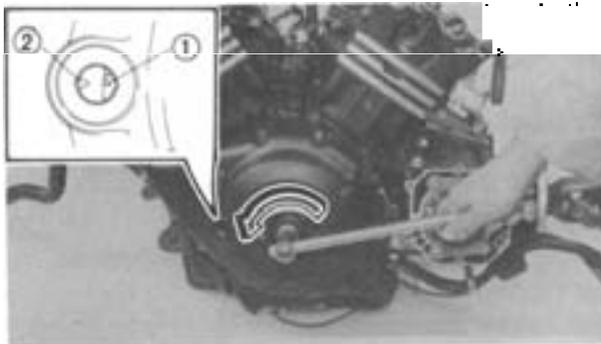


12. Remove:
- Cam chain guide (rear) ①
 - Gasket ②
 - Dowel pins ③

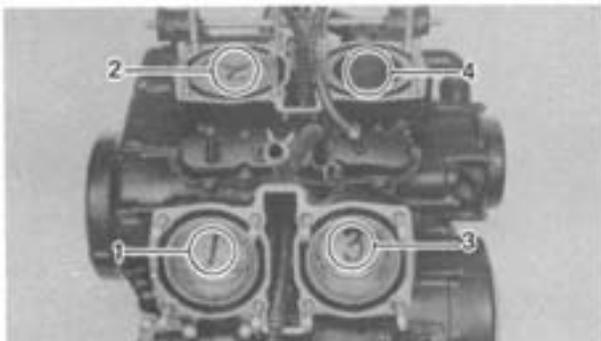
Front Cylinder Head

When removing the front cylinder head, repeat the rear cylinder head removal procedure. However, note the following points.

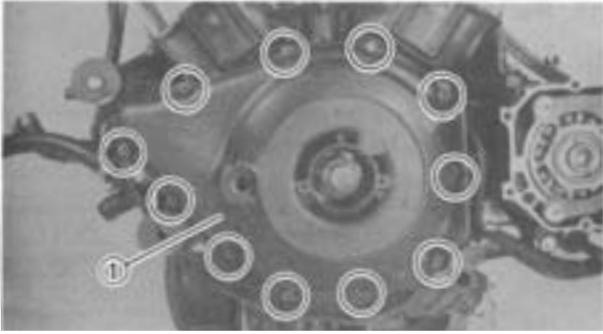
1. Rotate:
- Crankshaft
 Counterclockwise 360° plus an added 70° (430° total) from the "T-1" mark.



2. Align:
- Flywheel "T-2" mark ① with stationary pointer ② on crankcase cover

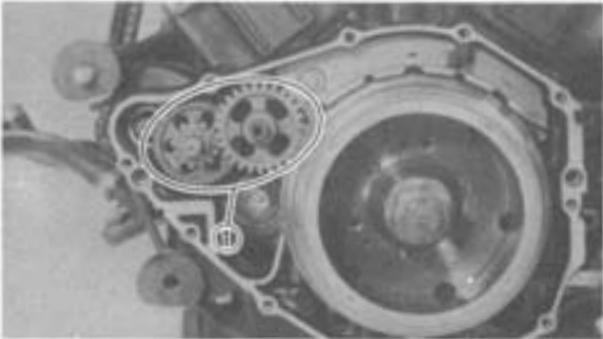


3. Mark:
- Pistons
 With piston number designations as shown.

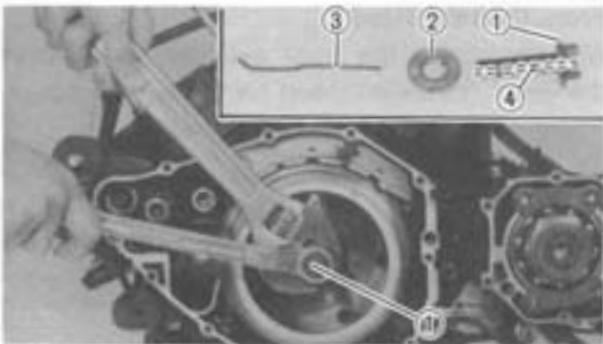


STARTER IDLE GEARS AND FLYWHEEL

1. Remove:
 - *Crankcase cover (left) ①
 - Gasket
 - Dowel pins



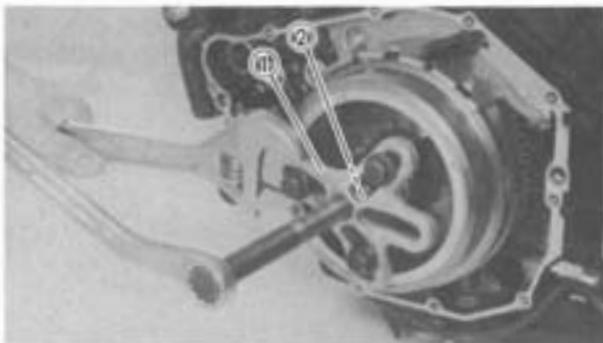
2. Remove:
 - *Starter idle gears ⑪



3. Remove:
 - Bolt (flywheel) ①
 - Plain washer ②
 - Puller ③

NOTE:

Check for clog of oil passage ④ in the bolt.
If any, clean the oil passage.

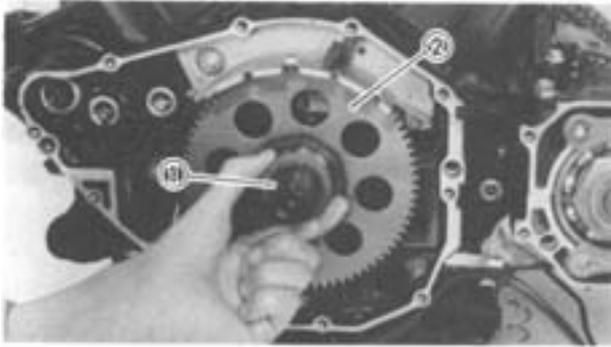


4. Remove:
 - Flywheel
 - Use the Flywheel Puller (YU-33270) ① with the Puller Adapter (YM-33282) ②.

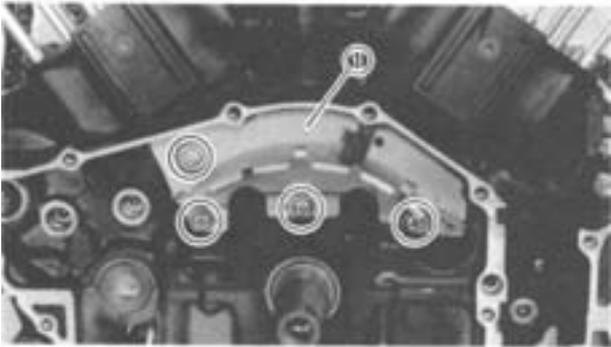
NOTE:

When removing the flywheel, do not allow the oil baffle plate ③ to touch the projections ④ on the flywheel.

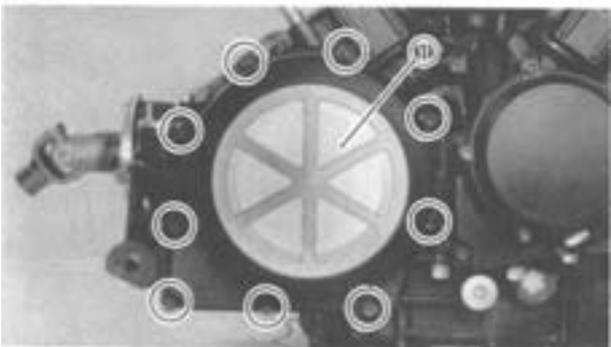




5. Remove:
- Woodruff key ①
 - Starter clutch gear ②



6. Remove:
- Oil baffle plate ①



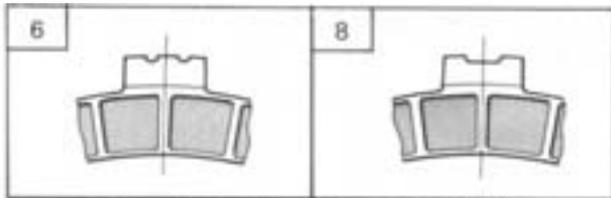
CLUTCH AND OIL PUMP DRIVE GEAR

1. Remove:
- Crankcase cover (right) ①

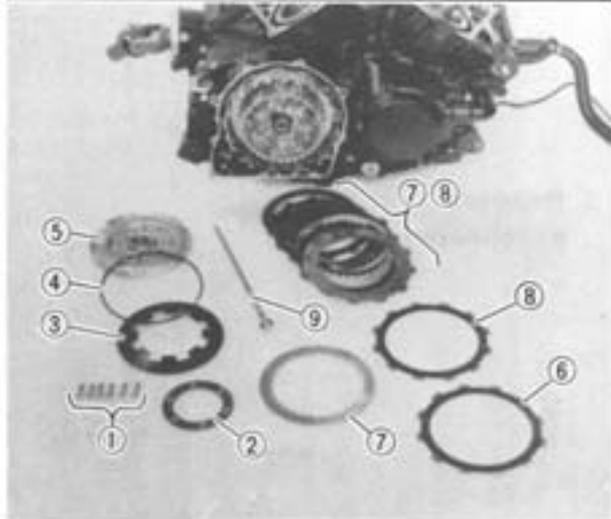
NOTE:

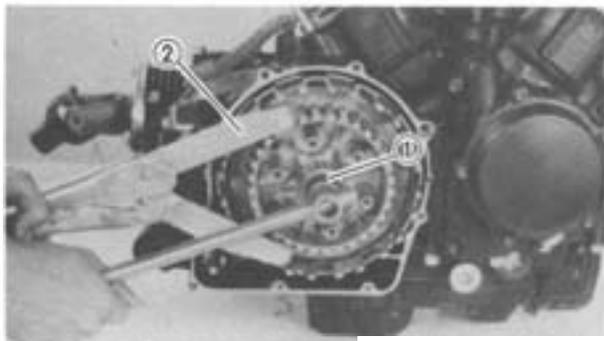
Working in a crisscross pattern, loosen the bolts 1/4 turn each. Remove them after all are loosened.

- Gasket
- Dowel pins



2. Remove:
- Bolts (clutch spring) ①
 - Plate washer ②
 - Clutch spring ③
 - Spring seat ④
 - Pressure plate ⑤
 - Friction plate ⑥
 - Clutch plates ⑦
 - Friction plates ⑧
 - Push rod ⑨

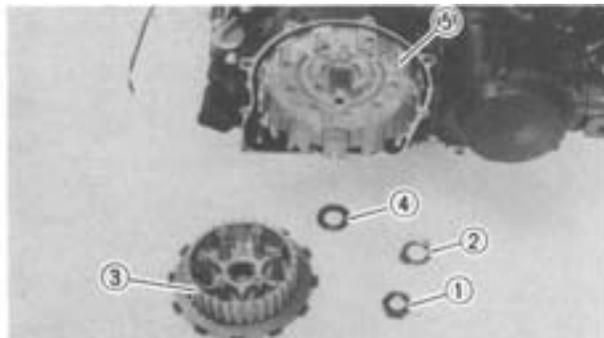




3. Straighten the lock washer tabs.

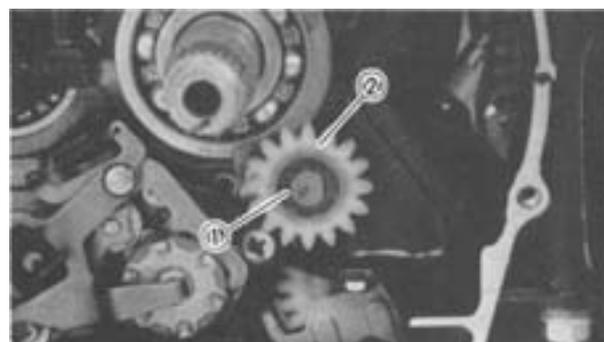
4. Loosen:

- Nut (clutch boss) (1)
- Use the Clutch Holder (YM-91042) (2) to hold the clutch boss.



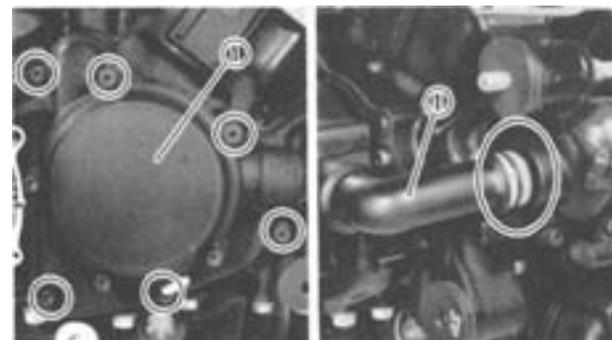
5. Remove:

- Nut (clutch boss) (1)
- Lock washer (2)
- Clutch boss (3)
- Thrust washer (4)
- Clutch housing (5)



6. Remove:

- Clip (1)
- Oil pump drive gear (2)



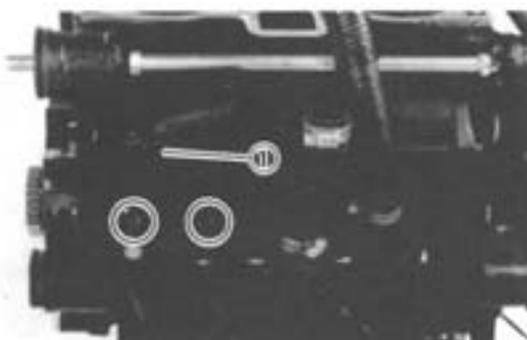
WATER PUMP AND THERMOSTATIC VALVE

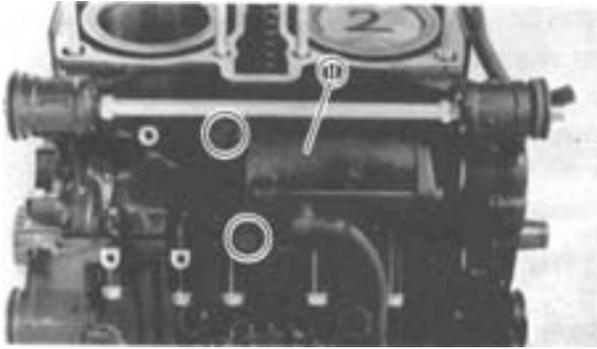
1. Remove:

- Water pump cover / Water pump cable (1)
- Gasket
- Dowel pins

2. Remove:

- Thermostat assembly (1)

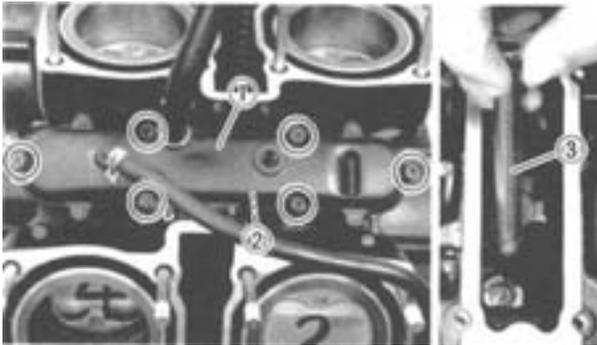




STARTER MOTOR AND BREATHER COVER

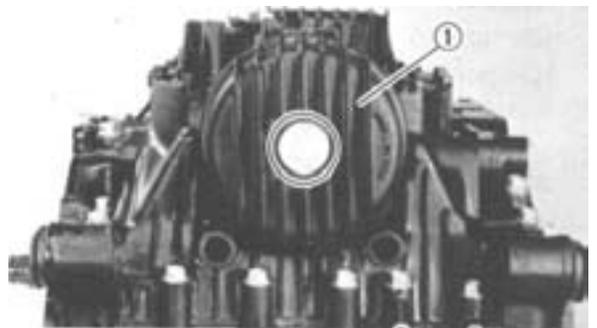
1. Remove:

- Starter motor (1)



2. Remove:

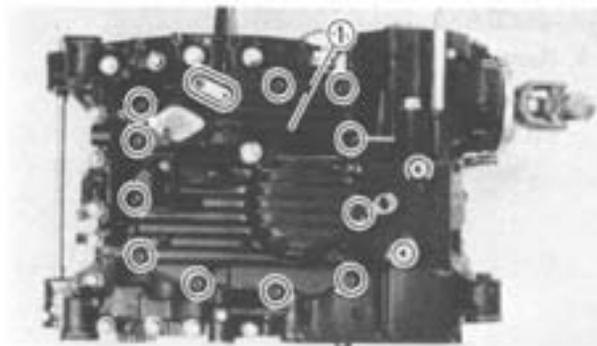
- Breather cover (1)
- Breather cover spacer (2)
- Oil pipe (3)



OIL PAN AND OIL PUMP

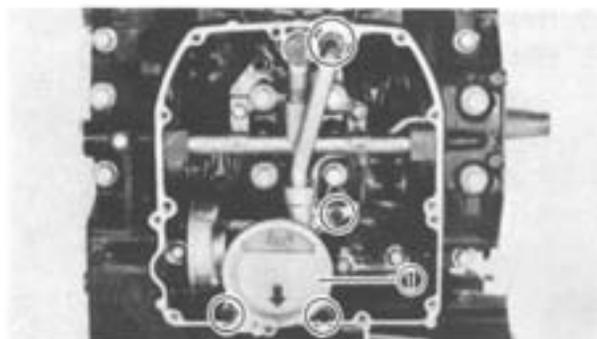
1. Remove:

- Oil filter cover (1)



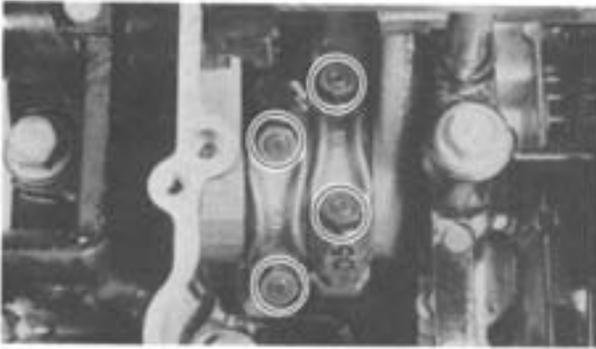
2. Remove:

- Oil pan (1)
- Gasket
- Dowel pins

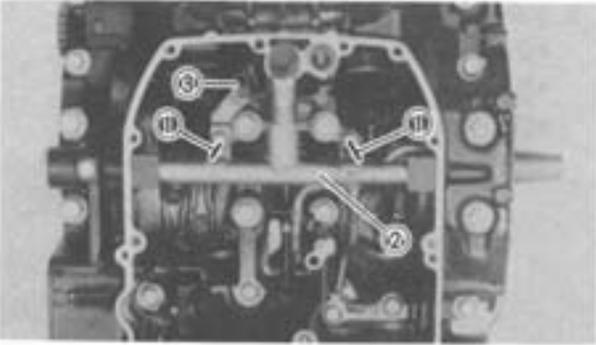


3. Remove:

- Oil pump assembly (1)
- Dowel pins

**NOTE:**

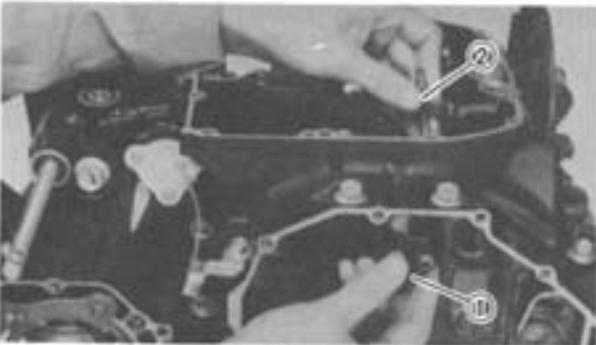
At this stage it is possible to replace the piston, connecting rod, and big-end bearing by simply removing the connecting rod nut. None of the steps below are necessary to replace the above components.



4. Straighten the bracket tabs ①.

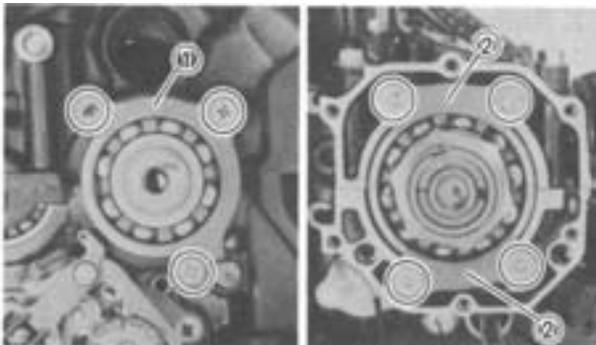
5. Remove:

- Oil pipe ②
- Main oil gallery pipe ③



6. Remove:

- Damper (oil pump pipe) ①
- Oil pump pipe ②

**CRANKCASE DISASSEMBLY**

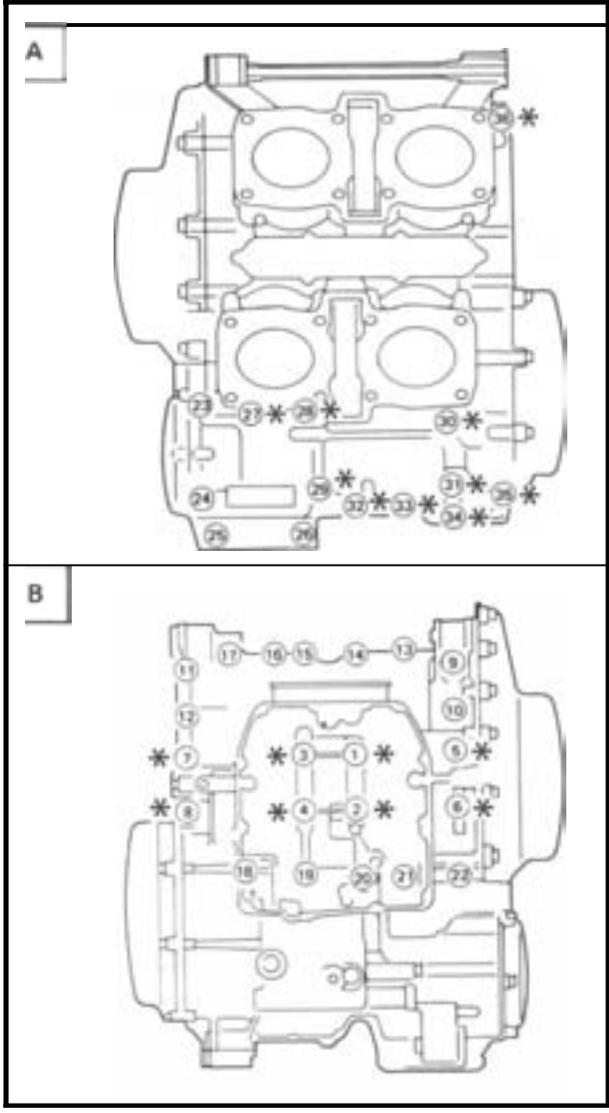
1. Remove:

- Retainer (main axle bearing) ①
 - Retainers (middle gear bearing) ②
- Use the **#40 Torx Driver (YU-29843-7)**.



2. Remove:

- Bolts (middle driven gear housing) ①

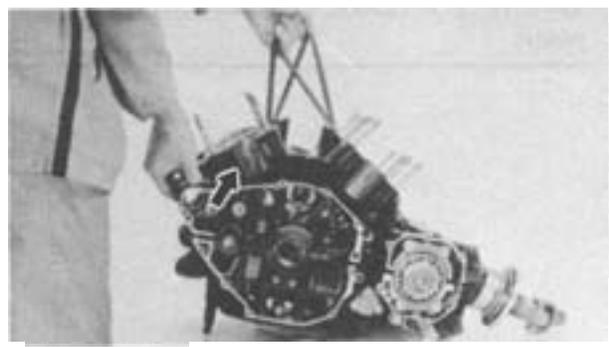


3. Remove:
- Bolts (crankcase)

NOTE:

- Remove the bolts starting with the highest numbered one.
- The embossed numbers in the crankcase designate the crankcase tightening sequence.

* With washer
 A UPPER CASE
 B LOWER CASE

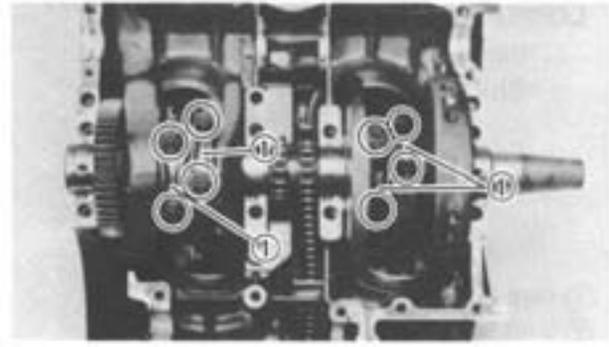


3. Remove:
- Crankcase (upper)
- Use a soft hammer.

NOTE:

Pull out the crankcase (upper) while pulling up the cam chain.

- Dowel pins



UPPER CRANKCASE

1. Remove:
- Connecting rod caps 11
 - Connecting rod/Piston assembly

CAUTION:

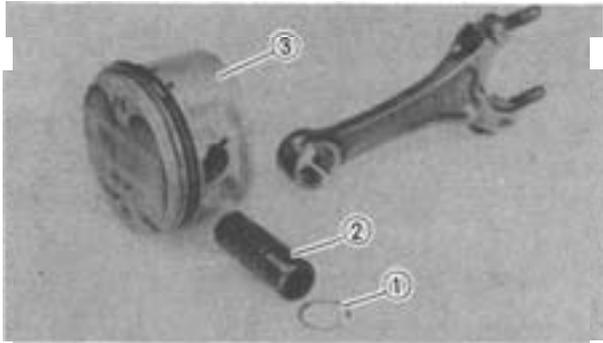
Do not hammer out the connecting bolts to remove the connecting rod assembly.

2. Remove:

- Crankshaft
- Plane bearings (crankshaft/connecting rods/balancer shaft)

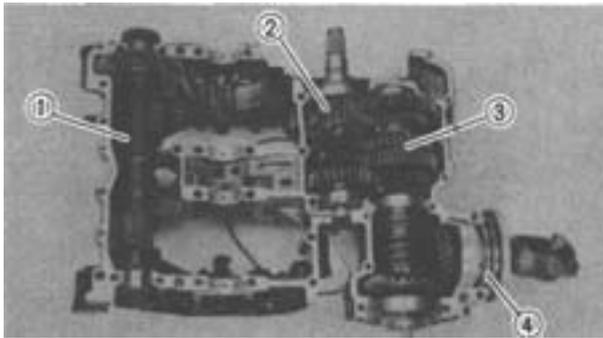
NOTE:

Identify each plane bearing position very carefully so that it can be reinstalled in its original place.



3. Remove:

- Piston pin clip (1)
- Piston pin (2)
- *Piston (3)



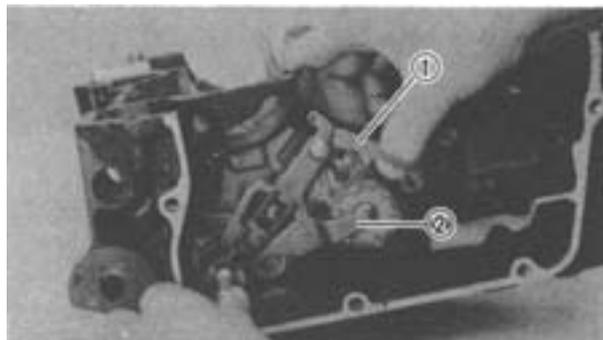
TRANSMISSION

1. Remove:

- Balancer shaft (1)
- *Main axle assembly (2)
- *Drive axle assembly (3)
- Middle driven gear assembly (4)
- Plane bearings (Crankshaft/balancer shaft)

NOTE:

Identify each plane bearing position very carefully so that it can be reinstalled in its original place.

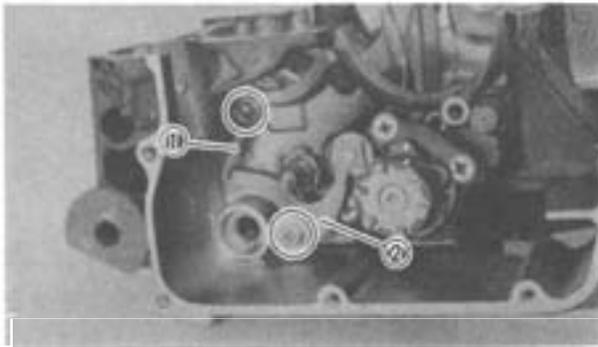


LOWER CRANKCASE

1. Remove:

- *Shift shaft assembly

- (1) Shift lever 1
- (2) Shift lever 2

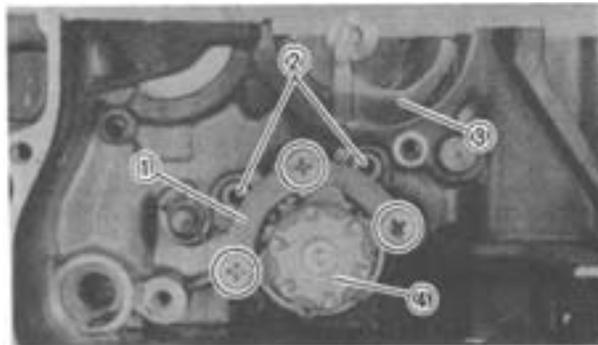


2. Unhook:

- Tension spring ①

3. Remove:

- Shift cam stopper lever ②

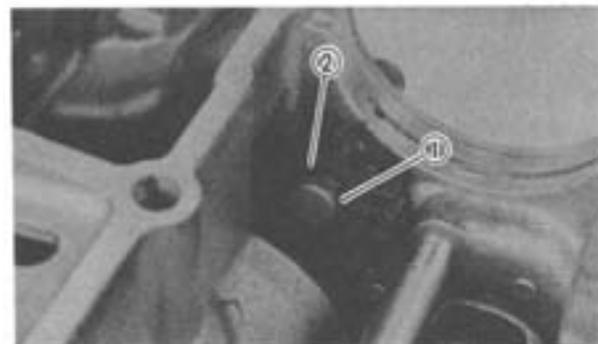


4. Remove:

- Bearing retainer (shift cam) ①
- Guide bars ②
- Shift forks ③
- Shift cam ④

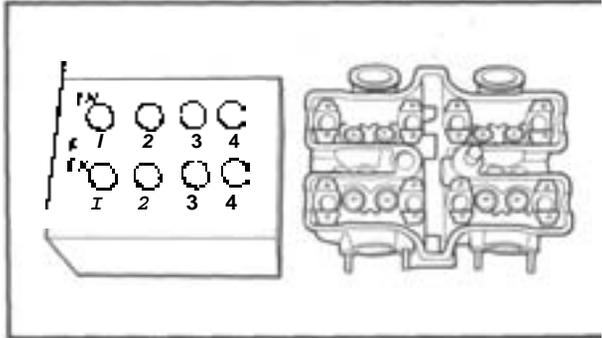
NOTE:

Note the position of each part. Pay particular attention to the location and direction of shift forks.



5. Remove:

- Circlip ①
- Oil pump idle gear ②

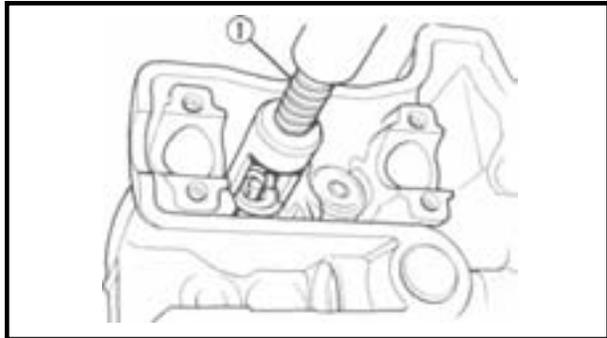


**INSPECTION AND REPAIR
CYLINDER HEAD**

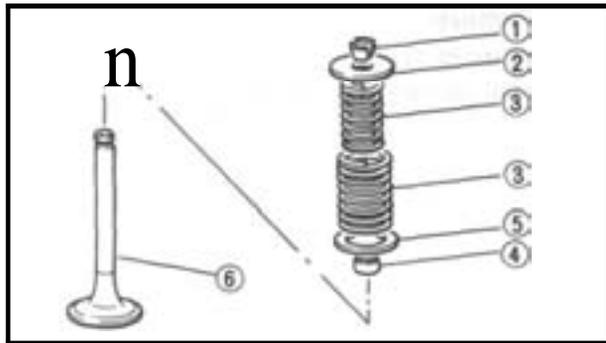
1. Remove:
 - Valve pads
 - Lifters
 - o Spark plugs

NOTE:

Identify each lifter and pad position very carefully so that it can be reinstalled in its original place.



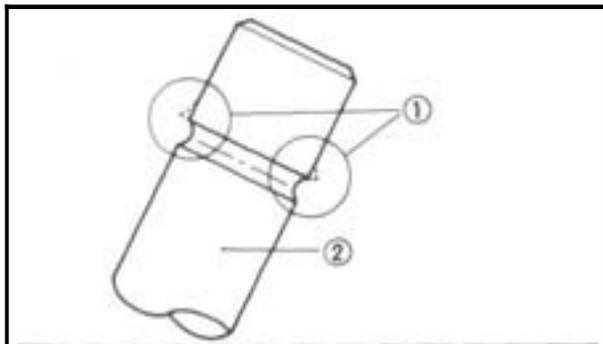
2. Attach:
 - o Valve Spring Compressor (YM-04019) ①



3. Remove:
 - Valve retainers ①
 - Valve spring seat ②
 - o Valve springs ③
 - Oil seal ④
 - o Valve spring seat ⑤
 - Valve ⑥

NOTE:

Deburr any deformed valve stem end. Use an oil stone to smooth the stem end.



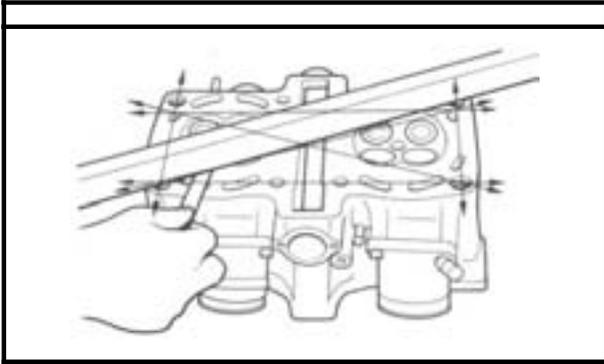
- ① Deburr
- ② Valve stem

4. Eliminate:
 - Carbon deposit
 - Use rounded scraper.

NOTE:

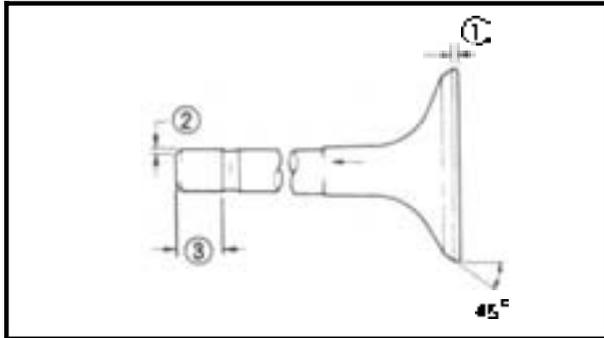
Do not use a sharp instrument and avoid damaging or scratching.

- Spark plug threads
- o Valve seat
- Cylinder head



5. Measure:
- **Cylinder head warpage**
Under specification → Resurface.
Over specification → Replace.

 Cylinder Head Warp Limit:
Less than **0.03 mm (0.0012 in)**

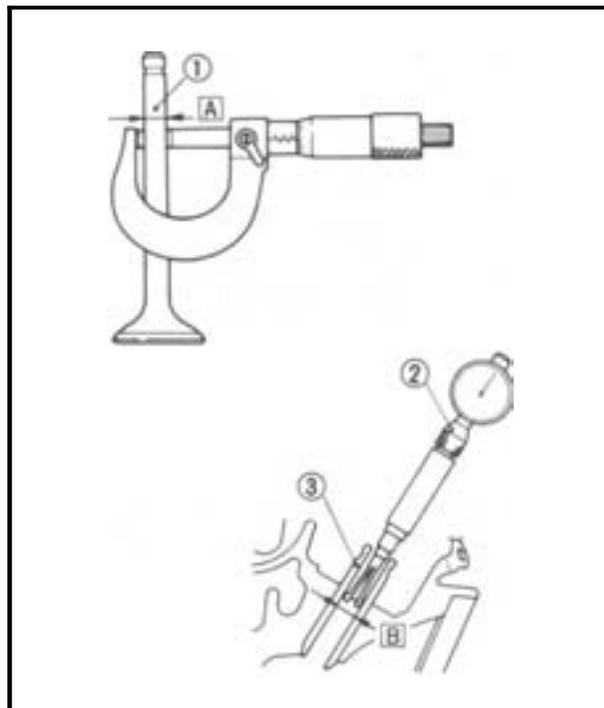


VALVE, VALVE GUIDE, AND VALVE SEAT

Intake and Exhaust Valve

1. Inspect:
- *Valve face
 - *Stem end
 - Wear/Pitting/Out of specification** → Replace.

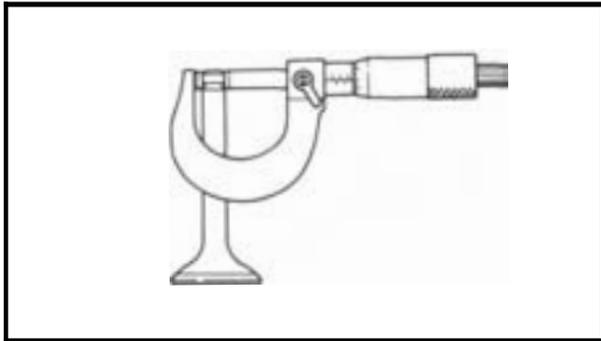
 Minimum Thickness (Service limit) ① :
0.7 mm (0.028 in)
Beveled ② : 0.5 mm (0.020 in)
Minimum Length (Service limit) ③ :
4.0 mm (**0.16 in**)



2. Measure:
- Valve stem clearance
Out of specification → Replace either valve and/or guide.
Use the Micrometer and Bore Gauge.

	Valve Stem Clearance	Maximum
Intake	0.010 ~ 0.037 mm (0.0004 ~ 0.0015 in)	0.08 mm (0.0031 in)
Exhaust	0.025 ~ 0.052 mm (0.0010 ~ 0.0020 in)	0.10 mm (0.0039 in)

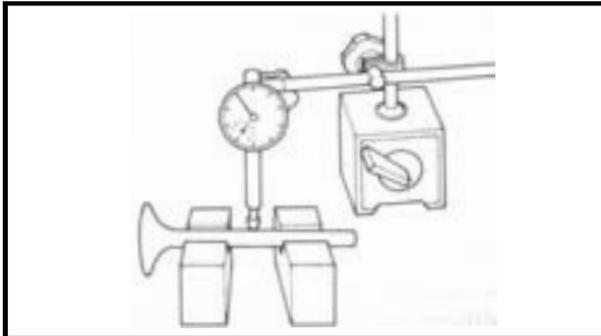
- ① Valve
- ② Bore Gauge
- ③ Valve guide
- A Valve stem outside diameter
- B Valve guide inside diameter



3. Inspect:

- Valve stem end

Mushroom shape/Larger diameter than rest of stem - Replace valve, valve guide, and oil seal.



4. Measure:

- Valve stem runout

Out of specification - Replace.



Maximum Runout:
0.01 mm (0.0004 in)

Valve Guide

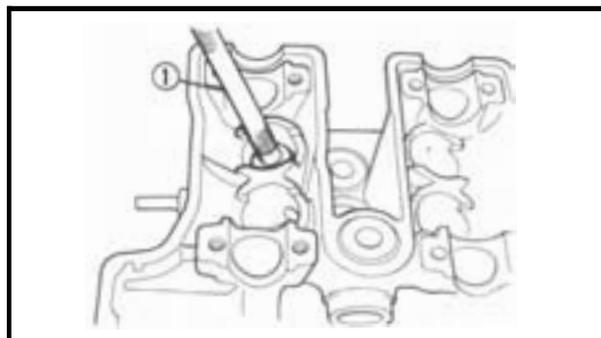
NOTE:

- Always replace valve guide if valve is replaced.
- Always replace oil seal if valve is removed.

1. Inspect:

- Valve guide

Wear/Oil leakage into cylinder → Replace.



2 Remove:

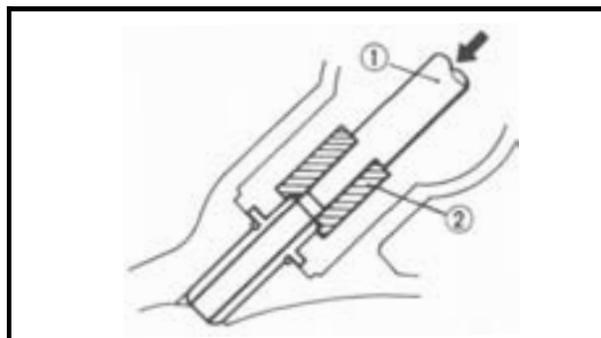
- Valve guide

Use the Valve Guide Remover (YM-01122;

①

NOTE:

Heat the head in an oven to 100°C (212°F) to ease guide removal and installation and to maintain correct interference fit.

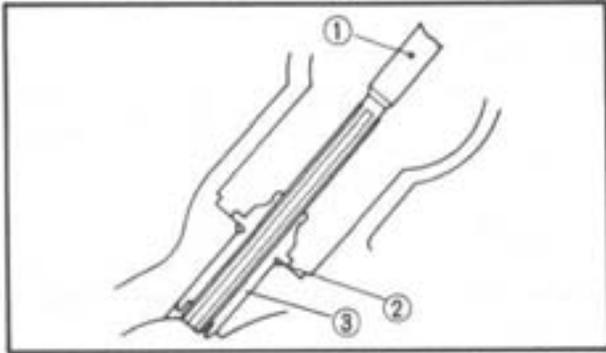


3. Install:

- O-ring (new)
- Valve guide (Oversize)

Use the Valve Guide Remover (YM-01122;

① with the Valve Guide Installer (YM-01129) ② .



NOTE :

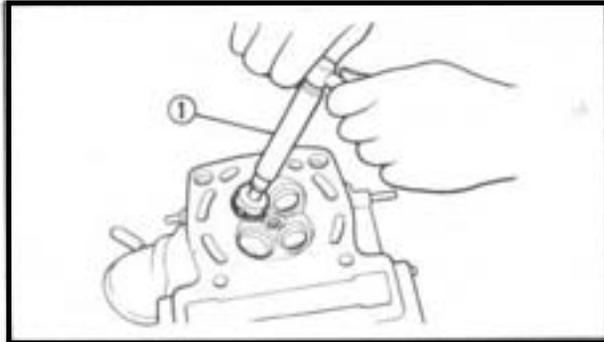
After installing valve guide:

*Use the 5.5 mm Valve Guide Reamer (YM-01196) (1) to obtain proper valve guide/valve stem clearance,

• Recut the valve seat.

(2) Circlip

(3) Valve guide



Valve Seat

1. Inspect

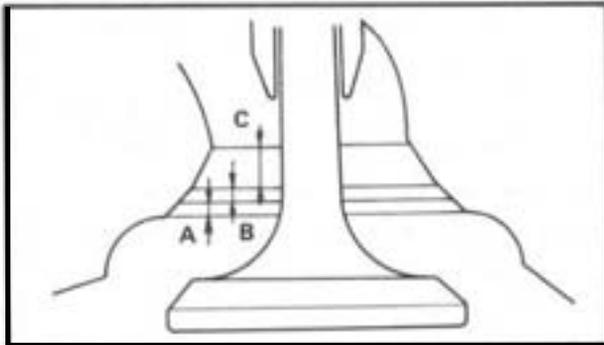
*Valve seat

Wear/Pitting/Valve replacement →

Resurface seat at 45° angle.

CAUTION:

Clean valve seat if pitted or worn using a 45° Valve Seat Cutter (YM-91043) (1), When twisting cutter, keep an even downward pressure to prevent chatter marks.



Cut sections as follows

Section	Cutter
A	30°
B	45°
C	60°

2. Measure:

- Valve seat width

3. Apply:

- Mechanics bluing dye (Dykem)

To valve and seat.

*Fine grinding compound (small amount)

Ground surface of valve face.

4. Position:

• Valves

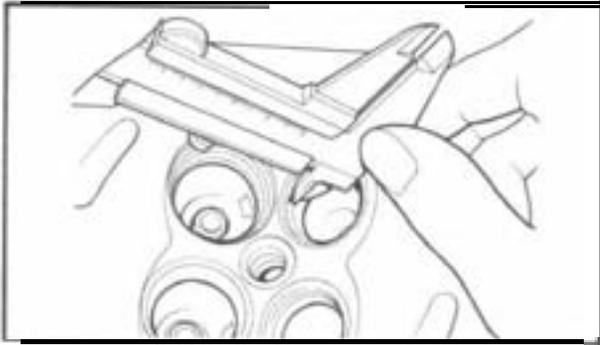
Into cylinderhead.

Spin it rapidly back and forth, then lift valve and clean off all grinding compound.

5. Inspect:

• Valve seat surface

Wherever valve seat and valve face made contact, bluing will have been removed.



6. Measure:

• Valve seat width

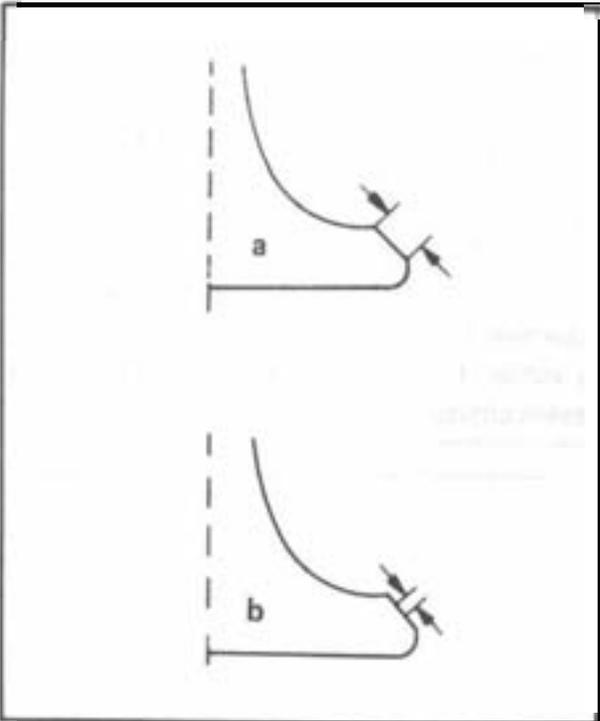
Out of specification/Remaining pitting/
Variation of valve seat width → Cut valve
further.

CAUTION:

Remove just enough material to achieve satisfac-
tory seat.



Seat Width:
Standard: 1.0 ± 0.1 mm
(0.039 ± 0.004 in)
Wear limit: 1.4 mm (0.055 in)



Valve seat recutting steps are necessary if:

*Valve seat is uniform around perimeter of
valve face but too wide or not centered on
valve face.

Valve Seat Cutter Set		Desired result
Use either	30° cutter	To center the seat or to reduce its width
	45° cutter	
	60° cutter	

•Valve face indicates that valve seat is
centered on valve face but is too wide (see
"a" diagram).

Valve Seat Cutter Set		Desired result
Use lightly	30° cutter	To reduce valve seat width to 1.0 mm (0.039 in)
	60° cutter	

•Valve seat is in the middle of the valve face
but too narrow (see "b" diagram).

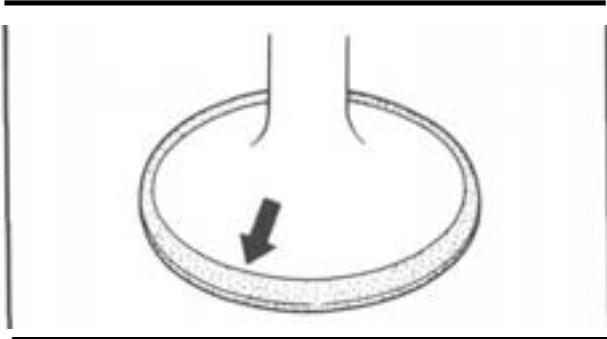
Valve Seat Cutter Set		Desired Result
Use	45° cutter	To achieve a uniform valve seat width of 1.0 mm (0.039 in)

•Valve seat is too narrow and right up near
valve margin (see "c" diagram).

Valve Seat Cutter Set		Desired Result
Use	30° cutter, first	To center the seat and to increase its width
	45° cutter	

• Valve seat is too narrow and is located down near the bottom edge of the valve face (see diagram "d").

Valve Seat Cutter Set		Desired Result
Use	60° cutter, first 45° cutter	To center the seat and to increase its width



Valve/Valve Seat Assembly Lapping

1. Apply:
 - Coarse lapping compound (small amount)
To valve face.
 - Molybdenum disulfide oil
To valve stem.
2. Position:
 - Valve
In cylinder head.
3. Rotate:
 - Valve
Turn until valve and valve seat are evenly polished, then clean off all compound.
4. Apply:
 - Fine lapping compound (small amount)
To valve face.
5. Repeat steps 2 and 3.

NOTE: _____
Be sure to clean off all compound from valve face after every lapping operation.

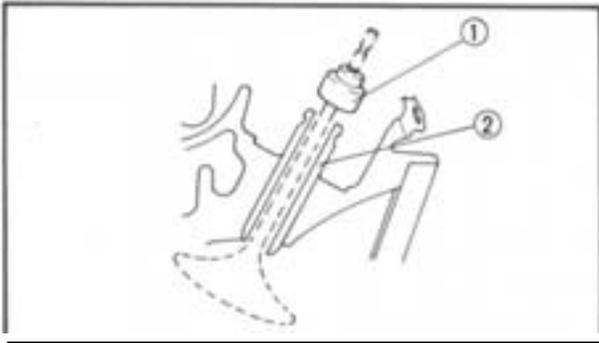
6. Inspect:
 - Valve face
Not yet uniformly smooth → Repeat procedure from step 1.
7. Apply:
 - Mechanics bluing dye (Dykem)
To valve face and seat.
8. Rotate:
 - Valve
9. Inspect:
 - Valve face
Valve must make full seat contact indicated by grey surface all around. The valve face where bluing was removed.
Faulty contact → Replace.
(See procedure below)



10. Apply:
 - .Solvent
 - Into each intake and exhaust port.

NOTE:

Pour solvent into intake and exhaust ports only after completion of all valve work and assembly of all head parts.

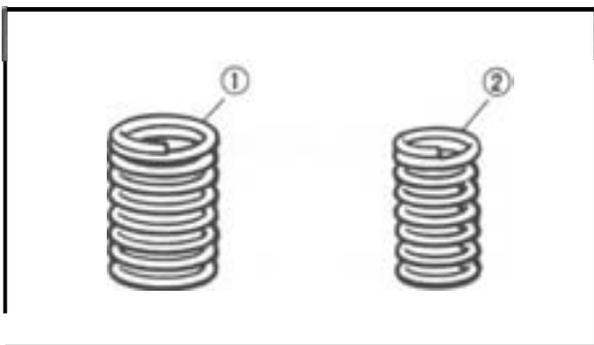


11. Check:
 - .valve seals (1)
 - Leakage past valve seat → Replace valve. (See procedure below)

(2) Valve guide

Relapping steps:

- **Disassemble** head parts.
- Repeat lapping steps using fine lapping compound.
- **Clear** all parts thoroughly.
- **Reassemble** and check for leakage again using solvent.
- **Repeat** steps as often as necessary to effect a satisfactory seal.



Valve Spring

This engine uses two springs of different sizes to prevent valve float or surging. Valve spring specifications show the basic valve characteristics.

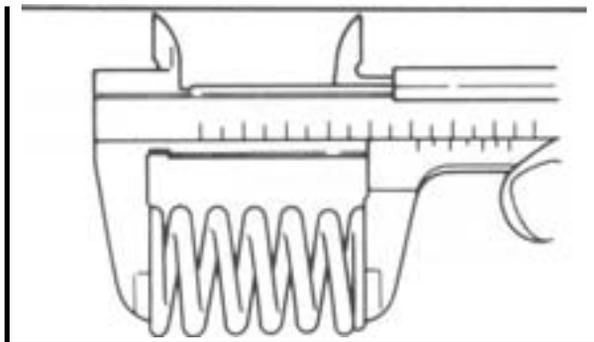
- (1) Outer spring
- (2) Inner spring

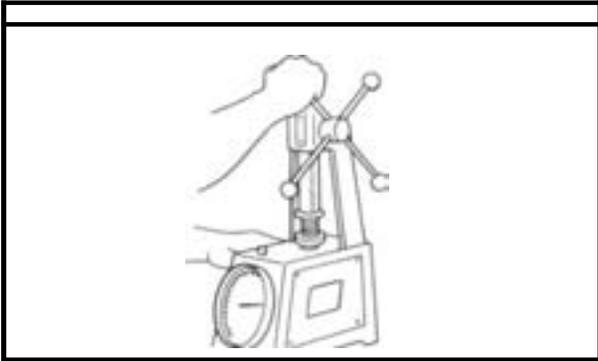
1. Measure:
 - **Spring** free length
 - Out of specification → Replace.



Minimum Free Length:

Outer: 38.90 mm (1.531 in)
Inner: 37.45 mm (1.474 in)

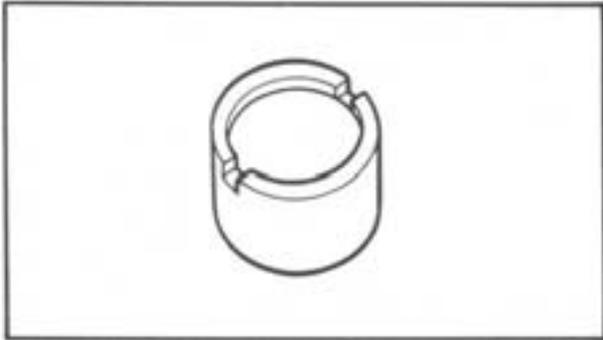




2. Measure:
- Spring force (installed length)
Out of specification → Replace.

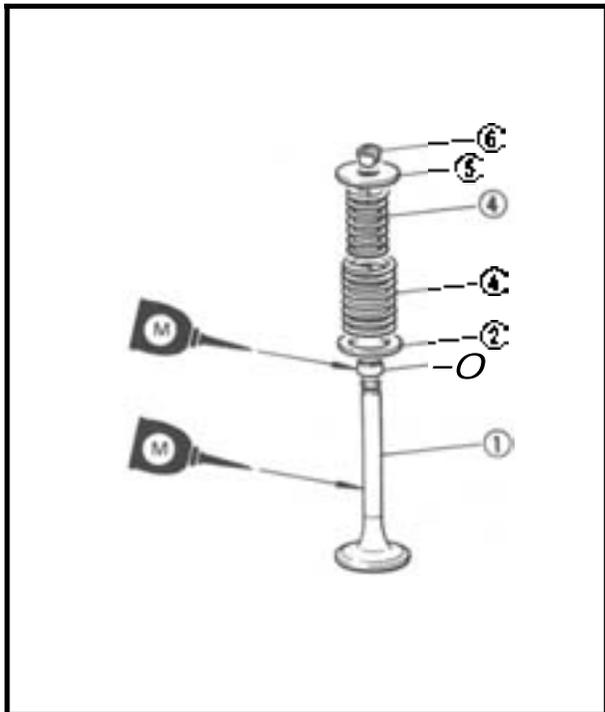
Valve Compressed Force:

- Outer:** 13.3 – 15.7 kg (29.3 ~ 34.6 lb)
at 33.8 mm (1.331 in)
- Inner:** 6.29 – 7.39 kg (13.9 ~ 16.3 lb)
at 31.8 mm (1.25 in)



Valve Lifter

1. Inspect:
- Valve lifter wall
Scratches/Damage → Replace both lifter and cylinder head.



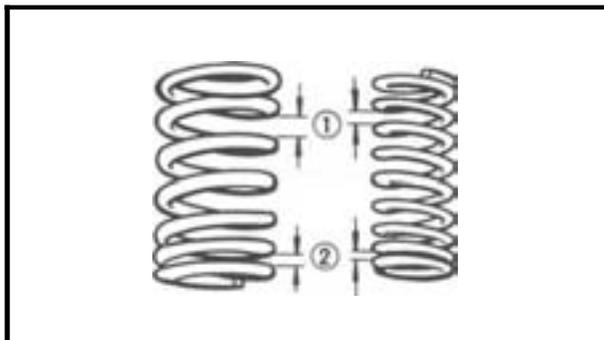
Valve Installation

1. Lubricate:
- Valve stem
 - Oil seal



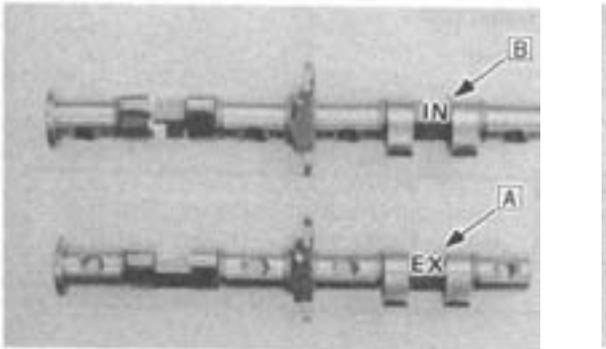
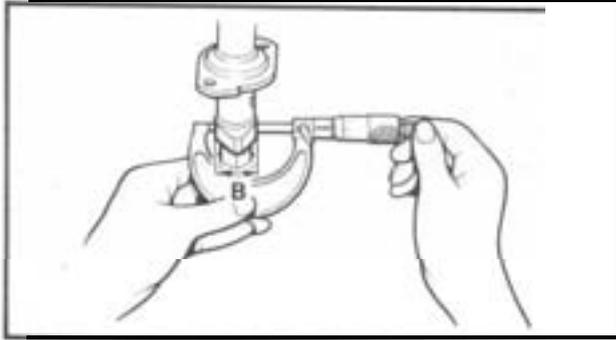
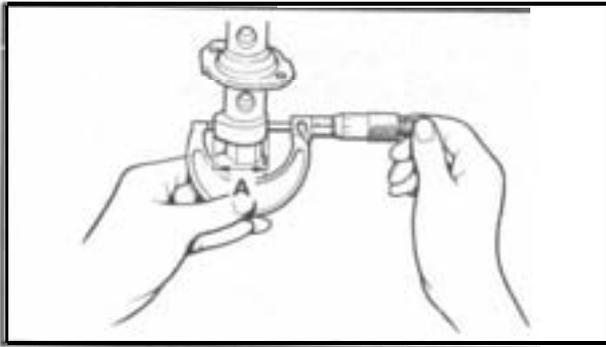
High-Quality Molybdenum Disulfide Motor Oil or Molybdenum Disulfide Grease

2. Install:
- Valve ①
 - Valve spring seat ②
 - Oil seal ③
 - Valve springs ④
 - Valve spring seat ⑤
 - Valve retainers ⑥



NOTE: _____
Install springs with wider-gapped coils facing upwards, as shown.

- ① Larger pitch
- ② Smaller pitch



CAM SHAFT, CAM CHAIN, AND CAM SPROCKET

Cam shaft

1. Inspect:

• Cam lobes

Pitting/Scratches/Blue discoloration → Replace.

2. Measure:

• Cam lobes

Use the Micrometer.

Out of specification → Replace.

	Cam Lobe "A" (Limit)	Cam Lobe "B" (Limit)
Intake	36.15 mm (1.423 in)	27.02 mm (1.064 in)
Exhaust	36.15 mm (1.423 in)	27.02 mm (1.064 in)

Cam shaft/Cap Clearance Measurement

1. Install:

*Cam shaft

2. Attach:

• **Plastigage** (VU-33210)

Onto cam shaft.

A For Exhaust

B For Intake

3. Attach:

*Cam shaft cap ("1-3" or "E-3")

4. Install:

*Cam shaft caps (others)

5. Tighten:

*Cam shaft cap bolts

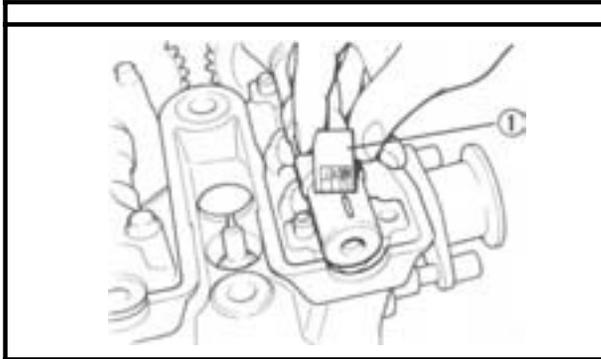
CAUTION:

First Tighten the Nos. 2, 4, and 1 cap bolts in that order, then the No. 3 cap bolts; otherwise, the No. 3 caps may be damaged or bent.

	<p>Camshaft Cap: 10 Nm (1.0 m·kg, 7.2 ft·lb)</p>
--	--

NOTE:

Do not turn the cam shaft when measuring clearance with Plastigauge®.



6. Remove:

- Camshaft caps

7. Measure:

- Width of Plastigage ^①

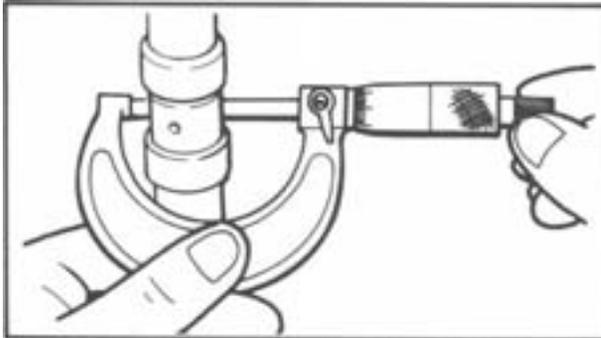
Out of specification - Follow step 8.



Camshaft-to-cap Clearance:

Standard: **0.020 ~ 0.054 mm**
(0.0008 ~ 0.0021 in)

Maximum: **0.160 mm** (0.006 in)



8. Measure:

- Camshaft outside diameter

Use a micrometer.

Out of specification → Replace camshaft.

Within specification → Replace cylinder head.



Camshaft Outside Diameter:

Standard: **24.967 ~ 24.980 mm**
(0.9830 ~ 0.9835 in)

Cam Cap Inside Diameter:

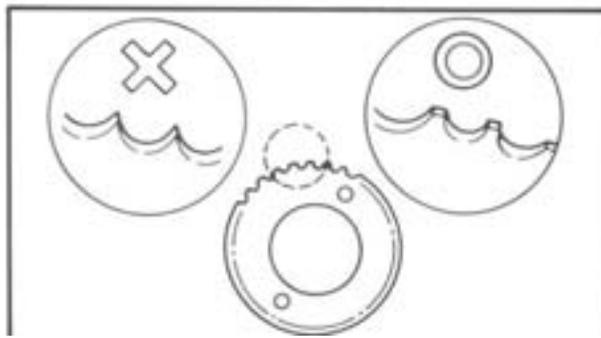
Standard: **25.000 ~ 25.021 mm**
(0.9843 ~ 0.9851 in)

Cam Chains

1. Inspect:

- Cam chains

Chain stretch/Cracks → Replace.

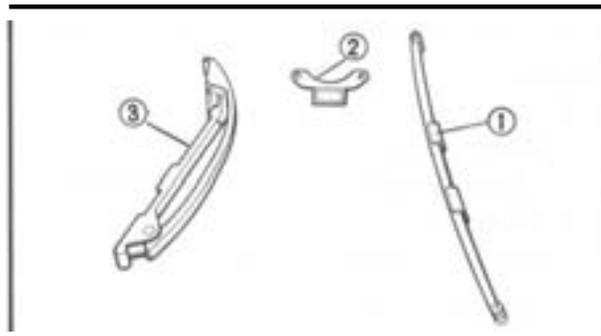


Cam Sprockets

1. Inspect:

- Cam sprockets

Wear/Damage → Replace.



Chain Dampers

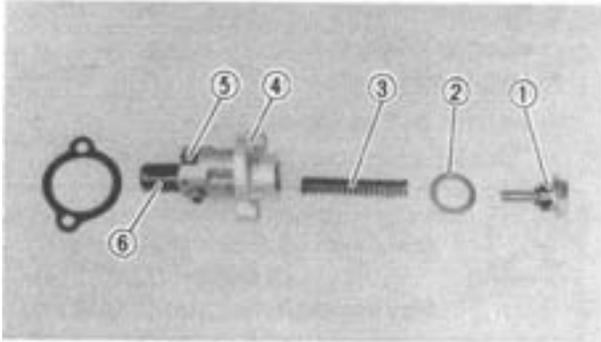
1. Inspect:

- Upper damper ^①

- Front damper ^②

- Rear damper ^③

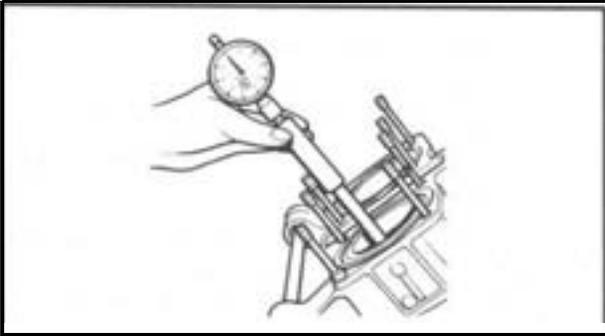
Wear → Replace.



Cam Chain Tensioner

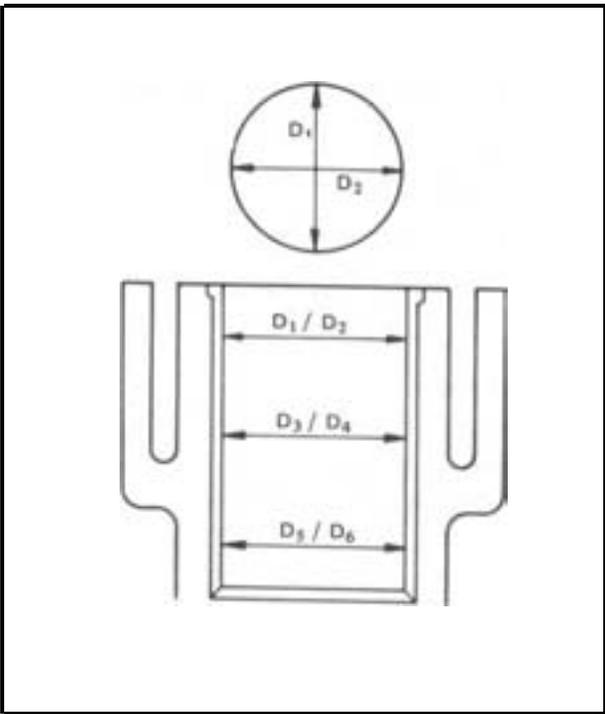
1. Check:
 - One-way cam operation
Unsmooth operation → Replace.
2. Inspect:
 - *All parts
Damage/Wear → Replace.

- | | |
|------------|------------------|
| ① End Plug | ④ Tensioner body |
| ② Washer | ⑤ One way cam |
| ③ Spring | ⑥ Tensioner rod |



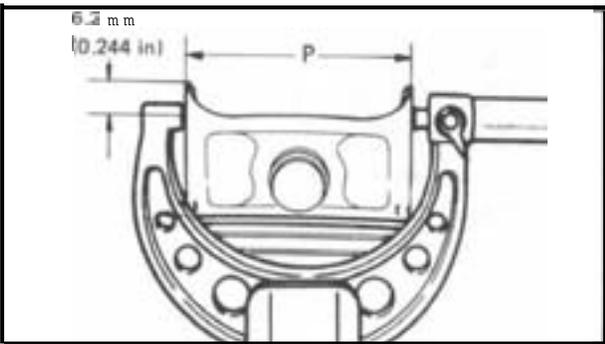
CYLINDER

1. Inspect:
 - *Cylinder wall
Wear/Scratches → Rebores or replace.
2. Measure:
 - Cylinder bore "C"
Use the Cylinder Bore Gauge
Out of specification → Rebores.



	Standard	Wear Limit
Cylinder Bore C:	75.07 ~ 76.02 mm (2.756 ~ 2.993 in)	76.1 mm (2.996 in)
Cylinder Taper T:	—	0.05 mm (0.002 in)

C = Maximum D
 T = Maximum (D₁ or D₂)
 — Minimum (D₃ or D₄)



PISTON, PISTON RING, AND PISTON PIN

Piston

1. Inspect:
 - *Piston wall
Wear/Scratches/Damage → Replace.
2. Measure:
 - Piston outside diameter "P"
Use a Micrometer,
Out of specification → Replace.

NOTE:
 Measurement should be made at a point 6.2 mm (0.244 in) above the bottom edge of the piston.

	Size "P"
Standard	75.905 ~ 75.955 mm (2.9884 ~ 2.9903 in)
Over size 1	76.25 mm (3.002 in)
Over size 2	76.50 mm (3.012 in)

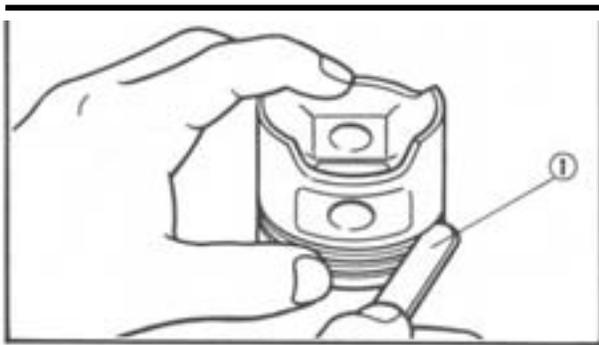
3. Measure:

• Piston clearance

Out of specification → Re-bore cylinder or replace piston.

	Piston Clearance = C - P: 0.055 ~ 0.075 mm (0.0022 ~ 0.0030 in)
---	--

C: Cylinder bore P: Piston outside diameter



Piston Ring

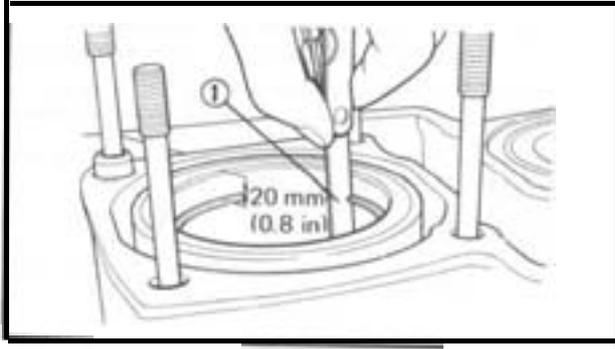
1. Measure:

• Side clearance

Use the Feeler Gauge (1).

Out of specification → Replace piston and/or rings.

	Side Clearance	
	Standard	Limit
Top Ring	0.03 ~ 0.07 mm (0.0012 ~ 0.0028 in)	0.12 mm (0.0047 in)
2nd Ring	0.02 ~ 0.06 mm (0.0008 ~ 0.0024 in)	0.12 mm (0.0047 in)



2. Position:

- Piston ring
Into cylinder.
Push the ring with the piston crown,

3. Measure:

- ≡ End gap
Use the Feeler Gauge ①.
Out of specification + Replace rings as set.

	End Gap	
	Standard	Limit
Top Ring	0.35 ~ 0.50 mm (0.0138 ~ 0.0197 in)	0.75 mm (0.0295 in)
2nd Ring	0.35 ~ 0.50 mm (0.0138 ~ 0.0197 in)	0.75 mm (0.0295 in)
Oil Ring	0.2~0.8mm (0.0080 ~ 0.032 in)	-

Oversize Piston Rings

- The oversize top and middle ring sizes are stamped on top of the ring.

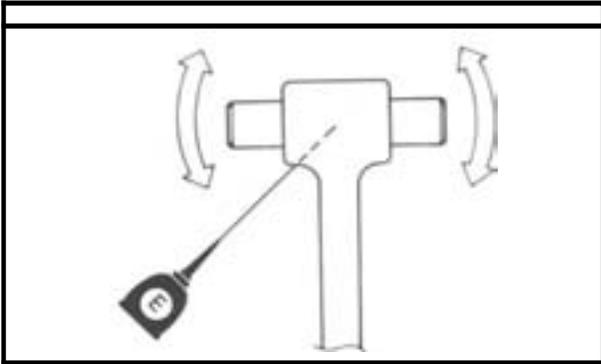
Oversize 1	0.25 mm (0.0098 in)
Oversize 2	0.50 mm (0.0197 in)

*The expander spacer of the bottom ring (oil control ring) is color-coded to identify sizes. The color mark is painted on the expander spacer.

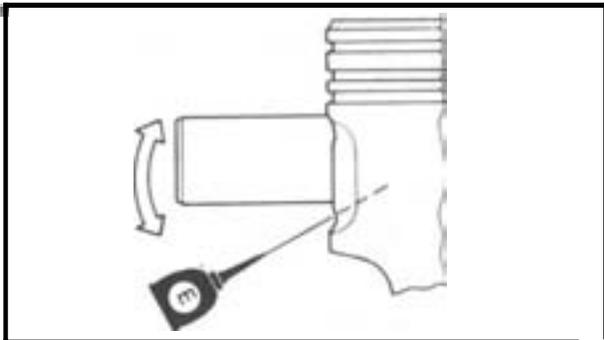
Size	Color
Oversize 1	Blue (Two)
Oversize 2	Red (One)

Piston Pin

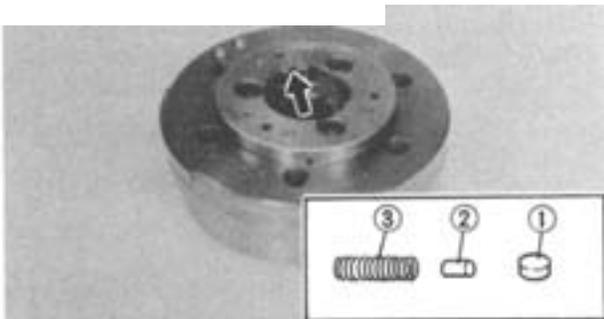
1. Lubricate:
 - *Piston pin (lightly)
2. Install:
 - Piston pin
Into small end of connecting rod.



3. Check:
 - Free play
Free play → Inspect connecting rod for wear.
 - Wear → Inspect connecting rod and piston pin.



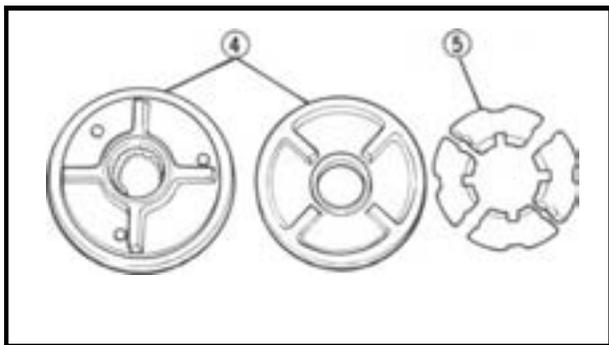
4. Position:
 - Piston pin
Into piston.
5. Check:
 - Free play
When pin is in place in piston.
Free play → Replace piston pin and/or piston.



STARTER DRIVES

Electric Starter Clutch

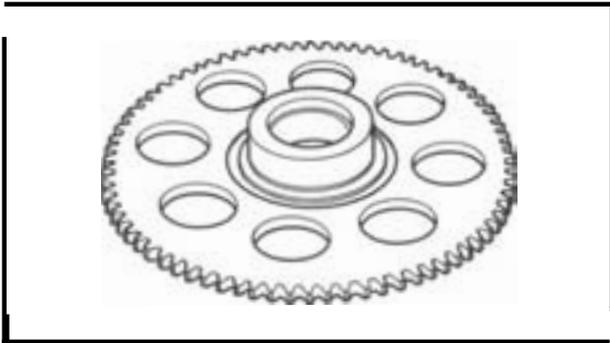
1. Check:
 - Ball ① operation
 - Spring cap ② operation
 - Spring ③ operation
 - Unsmooth operation → Replace one-way clutch.



2. Check:
 - Damper housing ④
 - Rubber dampers ⑤
Cracks/Wear/Damage - Replace.
3. Install:
 - Rubber damper
 - Damper housing
 - One-way clutch
4. Tighten:
 - Bolts (one-way clutch)

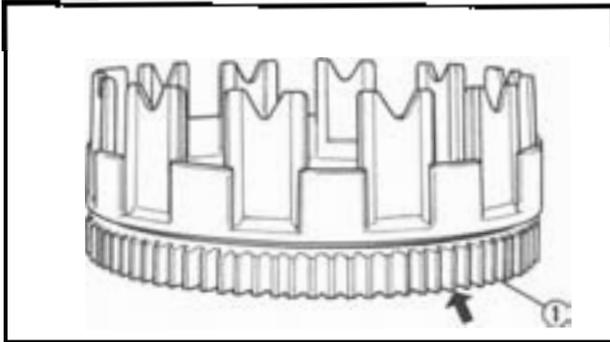


Bolts (Starter One-way Clutch):
24 Nm (2.4 m.kg, 17 ft.lb.)
LOCTITE
 Stake Over the End of the Bolt



Starter Gears

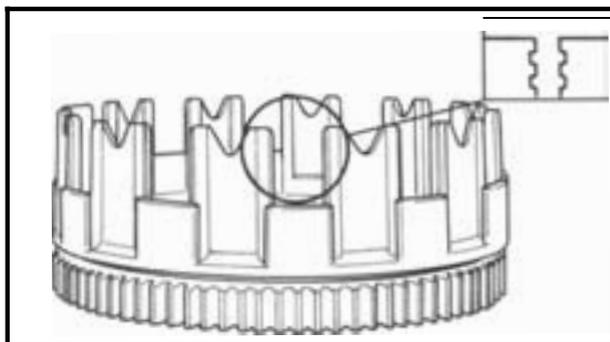
1. Inspect:
 - Idle gear surfaces
 - Pitting/Wear/Damage → Replace.



PRIMARY GEARS

The drive gear is mounted on the crankshaft; the driven gear is mounted on the transmission and is intergrated with the clutch assembly.

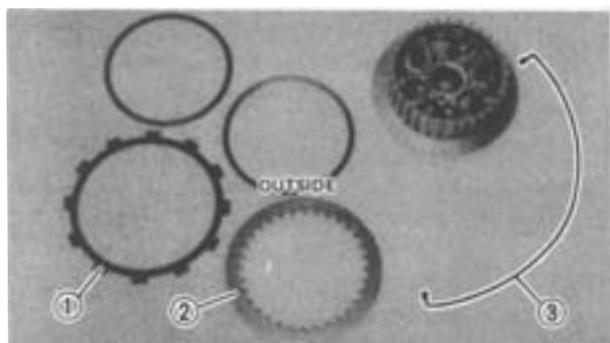
1. Inspect:
 - Drive gear
 - Scratches/Wear/Damage → Replace crankshaft.
 - Driver gear ①
 - Scratches/Wear/Damage → Replace clutch housing assembly.



CLUTCH

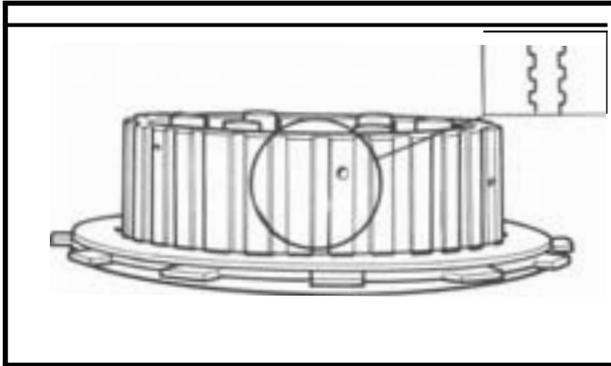
Clutch Housing

1. Inspect:
 - Dogs on the housing
 - Cracks/Wear/Damage → Deburr or replace.
 - Clutch housing bearing
 - Chafing/Wear/Damage → Replace.



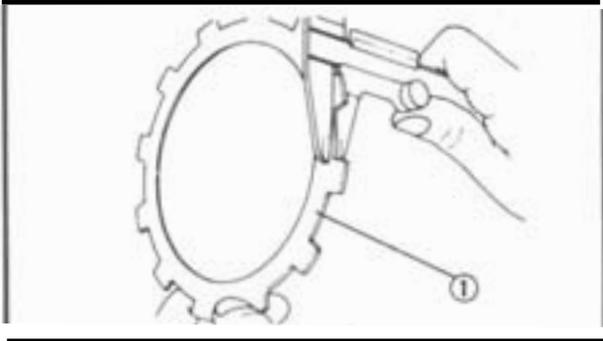
Clutch Boss

The clutch boss contains a built-in damper beneath the friction plate ① and clutch plate ②. It is not necessary to remove the wire circlip ③ and disassemble the built-in damper unless there is serious clutch chattering.



1. Inspect:
 - ◆ Clutch boss splines
 - Scoring/Wear/Damage → Replace clutch boss assembly.

NOTE: _____
 Scoring on the clutch plate splines will cause erratic operation.

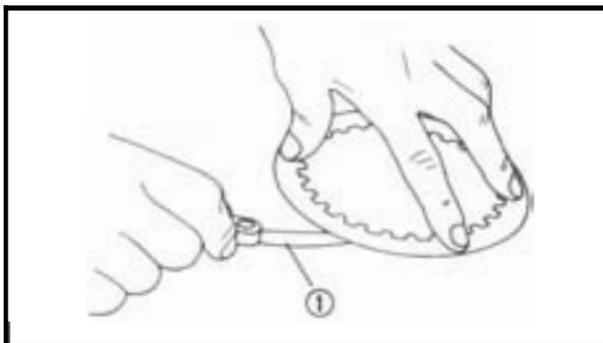


Friction Plates

1. Inspect:
 - Friction plate ①
 - Damage/Wear → Replace friction plate as a set.
2. Measure:
 - Friction plate thickness
 - Measure at all four points.
 - Out of specification → Replace friction plate as a set.



Wear Limit:
2.8 mm (0.11 in)

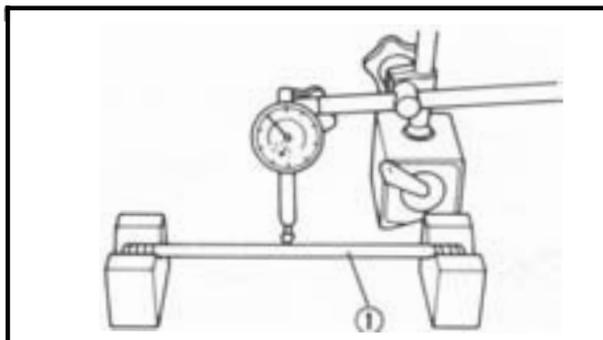


Clutch Plates

1. Measure:
 - ◆ Clutch plate warpage
 - Use the surface plate and the Feeler Gauge ①
 - Out of specification → Replace.



Warp Limit:
0.2 mm (0.008 in)



Push Rod

1. Measure:
 - ◆ Push rod runout ①
 - Use V-Blocks and the Dial Gauge (YU-03097).
 - Out of specification → Replace.



Bending Limit:
0.5 mm (0.02 in)

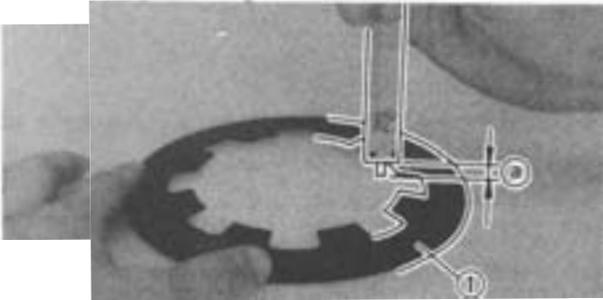


Clutch Bearing

1. Inspect:

• **Bearing**

Pitting/Damage - Replace.



Clutch Spring

1. Inspect:

• **Clutch spring** ①

Wear/Bends/Cracks - Replace.

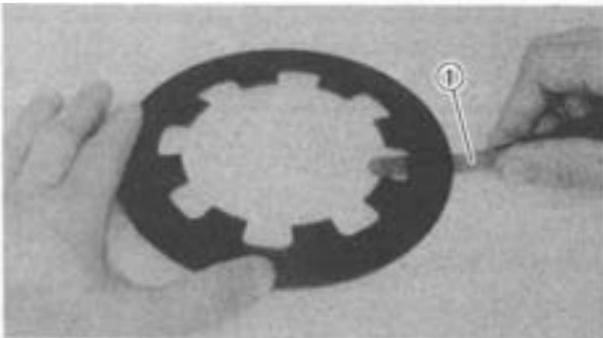
2. Measure:

• **Clutch spring free height** ②

Out of specification - Replace.



Clutch Spring Minimum Height:
6.5 mm (0.26 in)



3. Measure:

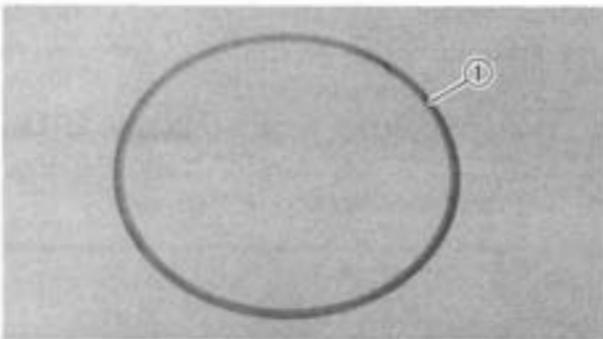
• **Clutch spring warpage**

Use a surface plate and the Feeler Gauge ①

Out of specification - Replace.



Warp Limit:
0.1 mm (0.004 in)

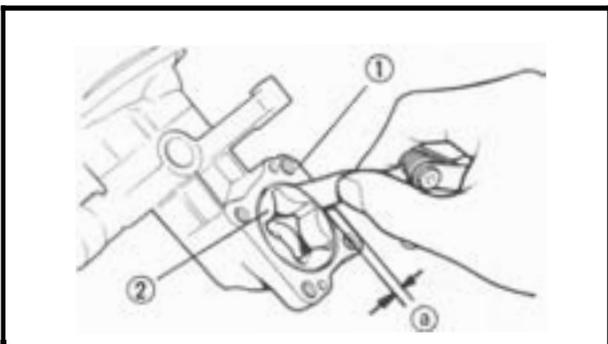


Clutch Spring Seat

1. Inspect:

• **Clutch spring seat** ①

Wear/Bends/Damage - Replace,



OIL PUMP

1. Measure:

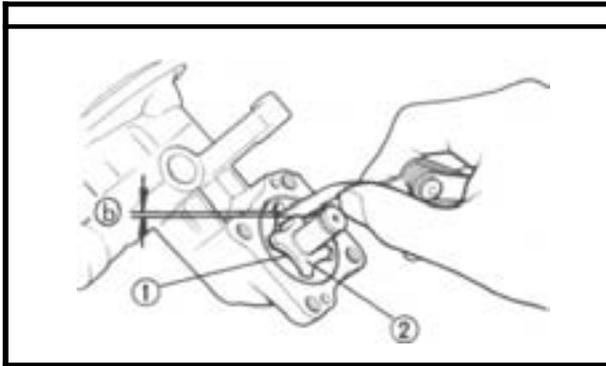
• **Housing** ① / **Outer rotor** ② clearance ③

Use the Feeler Gauge.

Out of specification - Replace oil pump assembly.



Side Clearance Limit:
0.08 mm (0.0031 in)



2. Measure:

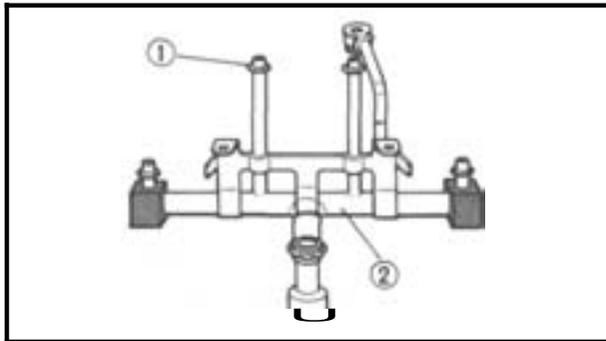
- Outer rotor (1) / Inner rotor (2) clearance (b)

Use the Feeler Gauge.

Out of specification → Replace oil pump assembly.



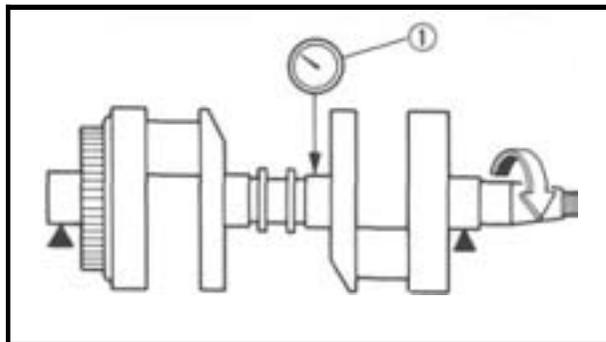
Tip Clearance Limit:
0.17 mm (0.0067 in)



OIL GALLERY PIPE

1. Inspect:

- O-rings (1)
Wear/Cracks/Damage → Replace.
- Gallery pipe (2)
Cracks/Damage → Replace.



CRANKSHAFT

Crankshaft

1. Measure:

- Runout
Use the V-Blocks and Dial Gauge (1) (YU-03097).
Out of specification → Replace.



Runout Limit:
0.03 mm (0.0012 in)

2. Inspect:

- Crankshaft bearing surfaces
Wear/Scratches → Replace.

Crankshaft Main Bearing Clearance Measurement

1. Clean all parts.
2. Position:
 - Crankcase half (upper)
Place on a bench in an upside down position.
3. Install:
 - Bearings
Install the upper crankcase.
 - Crankshaft



4. Attach:

• **Plastigage**® (YU-33210)

Onto the crankshaft journal surface.

NOTE: _____

Do not turn the crankshaft until clearance measurement has been completed.

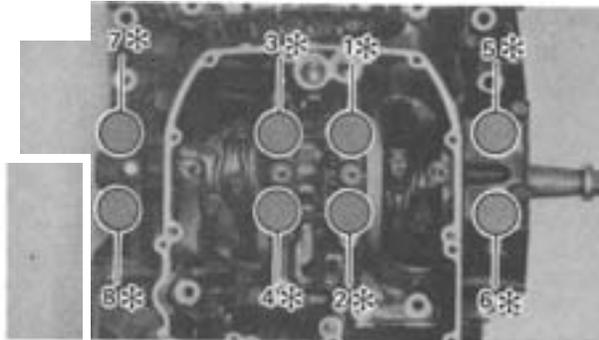
5. Install:

• Bearings

Into lower crankcase.

6. Tighten:

• Bolts



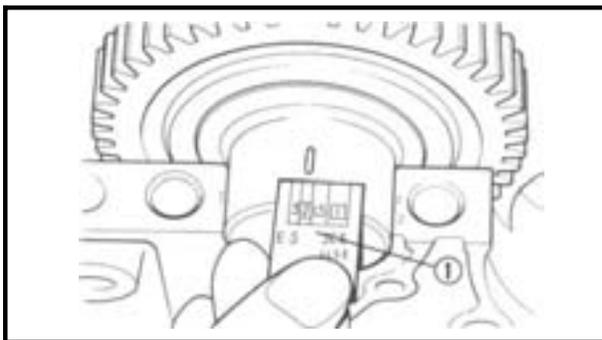
CAUTION: _____

Tighten to full torque in torque sequence as shown.



10 mm Bolts (Crankcase):
40 Nm (4.0 m·kg, 29 ft·lb)

* With a washer



7. Remove:

• Bolts

Reverse assembly order.

• Crankcase (lower)

Use care in removing.

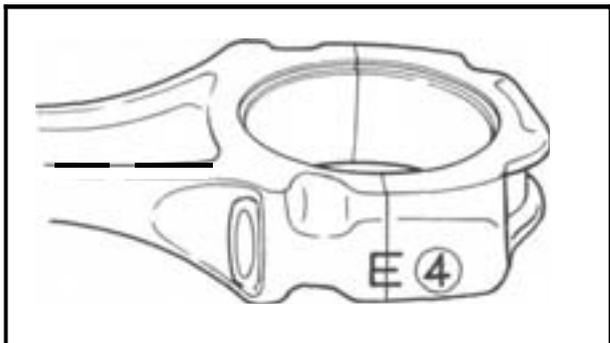
8. Measure:

• Width of **Plastigage**® (1)

Out of specification - Replace bearings;
replace crankshaft if necessary.



Main Bearing Oil Clearance:
0.020 ~ 0.044 mm
(0.0008 ~ 0.0017 in)



Connecting Rod Bearing Clearance Measurement

1. Clean all parts.
2. Install:
 - *Connecting rod bearings
Into connecting rod and cap.
3. Attach:
 - *Plastigage[®] (YU-33210)
Onto the crank pin.
4. Install:
 - Connecting rod
 - *Connecting rod cap

NOTE: _____

Be sure the letter on both components align to form perfect character.

5. Lubricate:
 - *Bolt threads (connecting rod)



Molybdenum Disulfide Grease

6. Tighten:
 - *Nuts (connecting rod cap)

NOTE: _____

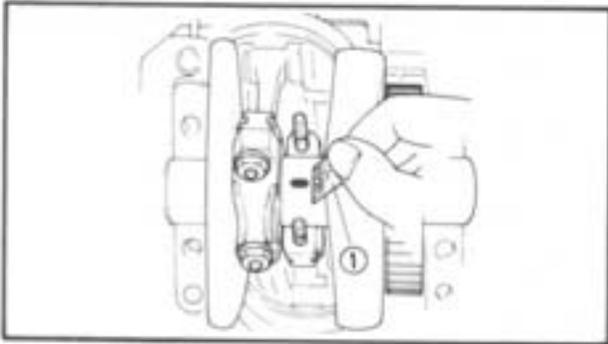
Do not turn connecting rod until clearance measurement has been completed.

CAUTION: _____

Tighten to full torque specification without pausing. Apply continuous torque between 3.0 and 3.8 m-kg. Once you reach 3.0 m-kg, DO NOT STOP TIGHTENING until final torque is reached. If tightening is interrupted between 3.0 and 3.8 m-kg, loosen nut to less than 3.0 m-kg and start again.



Connecting Rod Cap:
36 Nm (3.6m-kg, 25 ft-lb)



7. Remove:

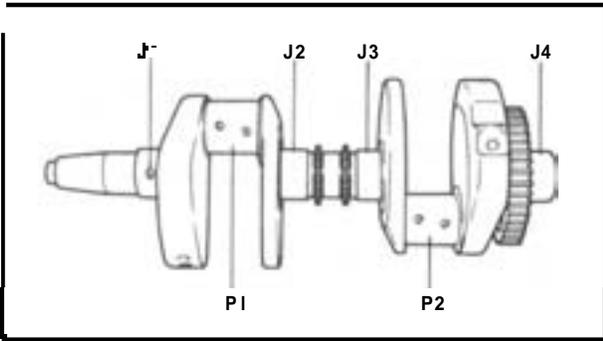
- Connecting rod cap
Use care in removing.

8. Measure:

- Width of Plastigage® (1)
Out of specification → Replace bearings and/or replace crankshaft if necessary.

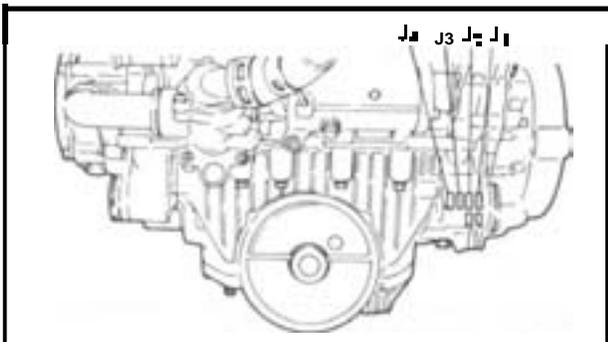
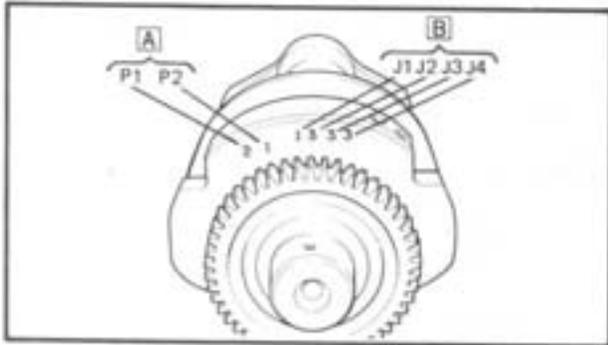


Connecting Rod Bearing Clearance:
0.021 – 0.045 mm
(0.0008 ~ 0.0018 in)

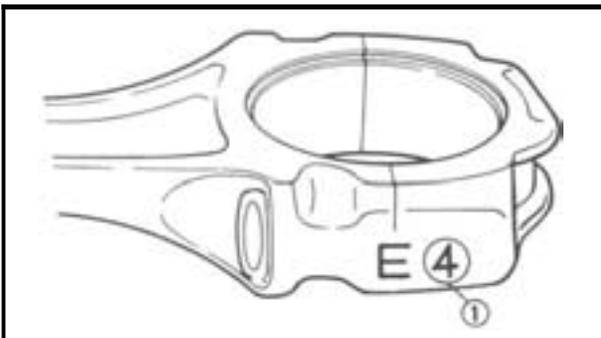


Crankshaft Main and Connecting Rod Bearing Selection

- Numbers used to indicate crankshaft journal sizes are stamped on the crankweb. The first two (2) [A] are main bearing journal numbers, starting with the left journal. The four (4) [E] rod bearing journal numbers follow in the same sequence.



- The lower crankcase half is numbered J1, J2, J3, and J4 on the front left boss as shown.



- The connecting rods are numbered 3 or 4. The numbers (1) are stamped in ink on the rod.



Example 1: Selection of the crankshaft main bearings;

• If the crankcase J1 and crankshaft J1 sizes are No. 4 and No. 1, respectively, the bearing size No. is:

Bearing Size No. =

Crankcase No. - Crankshaft No. =

4 - 1 = 3 (Brown)

BEARING COLOR CODE		
No. 1	I	Blue
No. 2	I	Black
No. 3		Brown
No. 4		Green
No. 5		Yellow
No. 6		Pink

Example 2: Selection of the connecting rod bearing;

• If the connecting rod P1 and crankshaft P1 sizes are No. 4 and No. 1, respectively, the bearing size No. is:

Bearing Size No. =

Connecting rod No. - Crankshaft No. =

4 - 1 = 3 (Brown)

BEARING COLOR CODE	
No. 1	Blue
No. 2	Black
No. 3	Brown
No. 4	Green
No. 5	Yellow
No. 6	Pink
No. 7	Red

BALANCER SHAFT

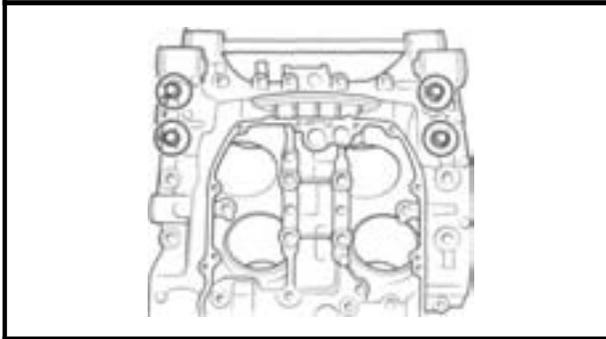
Balancer Shaft Bearing Clearance Measurement

1. Clean surfaces of balancer shaft and crankcase journal.
2. Position:
 - Crankcase half (upper)
 - Place on a bench in an upside down position.



3. Install:
 - Bearings
Into the upper crankcase.
4. Install:
 - Balancer shaft
Into the upper crankcase.
5. Attach:
 - Plastigage[®] (YU-33210)
Onto the balancer shaft journal surface.

NOTE: _____
Do not move balancer shaft until clearance measurement has been completed.



6. Install:
 - Bearings
Into lower crankcase.
7. Tighten:
 - Bolts (crankcase)

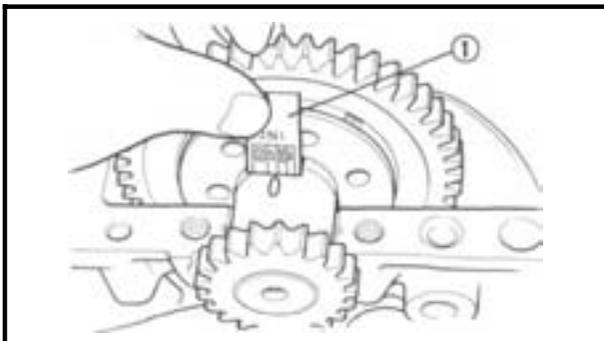
CAUTION: _____

Tighten to full torque in torque sequence cast on the crankcase.

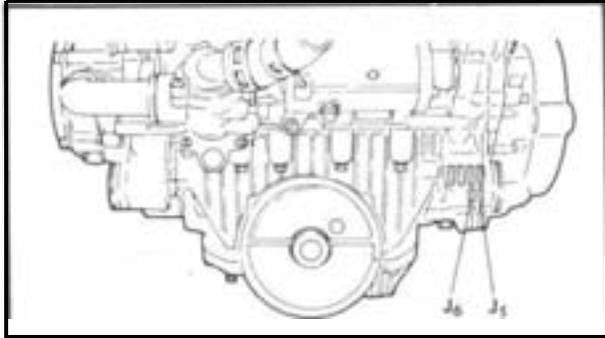
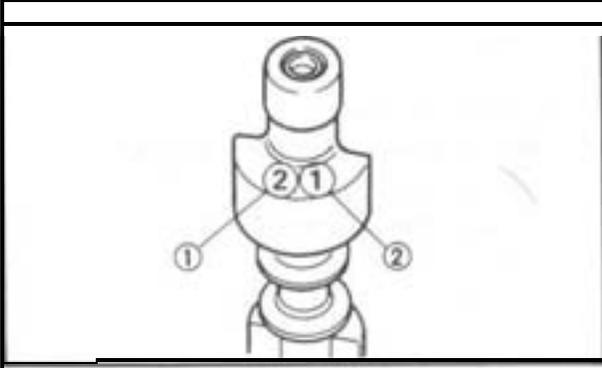


8 mm Bolt (Crankcase):
24 Nm (2.4 m·kg, 9.6 ft·lb)

8. Remove:
 - Bolts
Reverse assembly order.
 - Crankcase (lower)
Use care in removing.
9. Measure:
 - Plastigage[®] width (C)
Out of specification - Replace bearings;
replace balancer shaft in necessary.



Balancer Shaft Bearing Oil Clearance:
0.020 - 0.048 mm
(0.0008 - 0.002 in)



Balancer Shaft Bearing Selection

- Numbers used to indicate balancer shaft journal sizes are stamped on the RH balancer web corner, starting with the left journal.

- ① Left balancer shaft journal size number
- ② Right balancer shaft journal size number

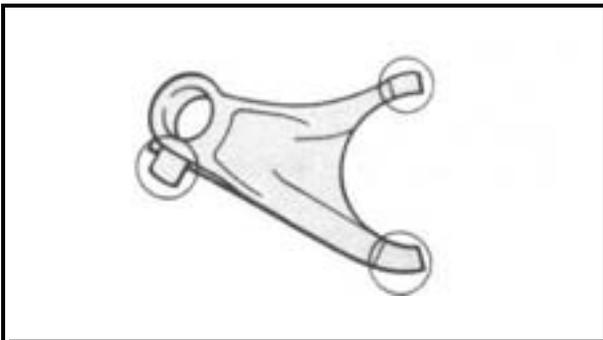
- The lower crankcase half is numbered J5, and J6 as shown.

Example: Selection of the balancer shaft bearings;

- If the crankcase J5 and left balancer shaft sizes are No. 4 and No. 1, respectively, the left balancer bearing size No. is:

Bearing Size No. =
Crankcase No. — Balancer Shaft No. =
4 — 1 + 3 (Brown)

BEARING COLOR CODE	
No. 1	Blue
No. 2	Black
No. 3	Brown
No. 4	Green
No. 5	Yellow
No. 6	Pink



TRANSMISSION

Shift Fork

1. Inspect:

- Shift forks

On the gear and shift cam contact surfaces.

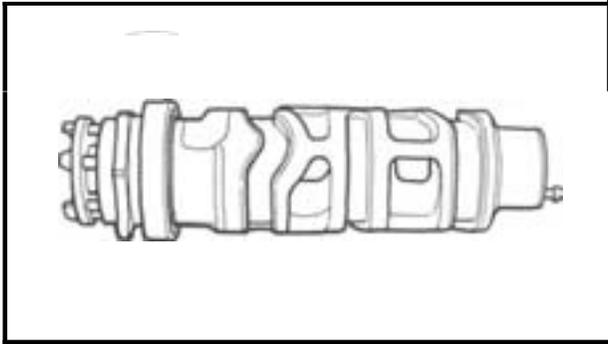
Wear/Chafing/Bends/Damage ⇒ Replace.

2. Check:

- Shift fork movement

On its guide bar.

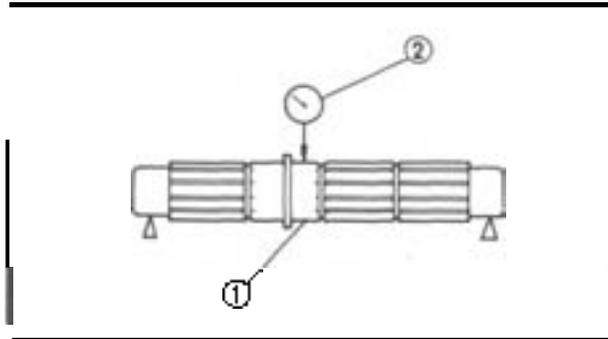
Unsmooth operation ⇒ Replace fork and/or guide bar.



Shift Cam

1. Inspect:

- Shift cam grooves
Wear/Damage/Scratches - Replace.
- Shift cam segment
Damage/Wear - Replace.
- *Shift cam bearing
Pitting/Damage - Replace.



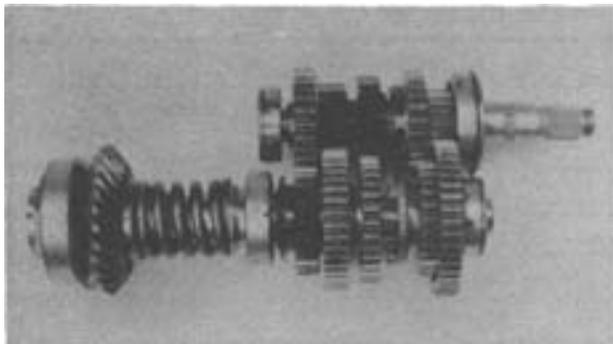
Main and Drive Axles

1. Measure:

- Axle runout (1)
Use the centering device and Dial Gauge (YU-03097) (2).
Out of specification - Replace.



Runout Limit: 0.08 mm (0.0031 in)



Gears

1. Inspect:

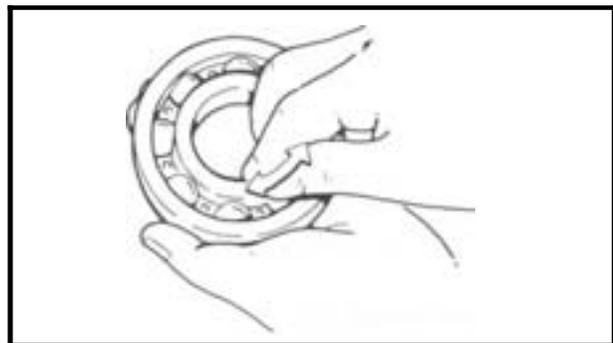
- Gears
Damage/Wear - Replace.

2. Check:

- Gear movement
Unsmooth operation - Replace.

3. Inspect:

- Mating dogs
Cracks/Wear/Damage - Replace.



BEARINGS

1. Inspect:

- Axle bearings
- *Shift cam bearing
Pitting/Damage - Replace.

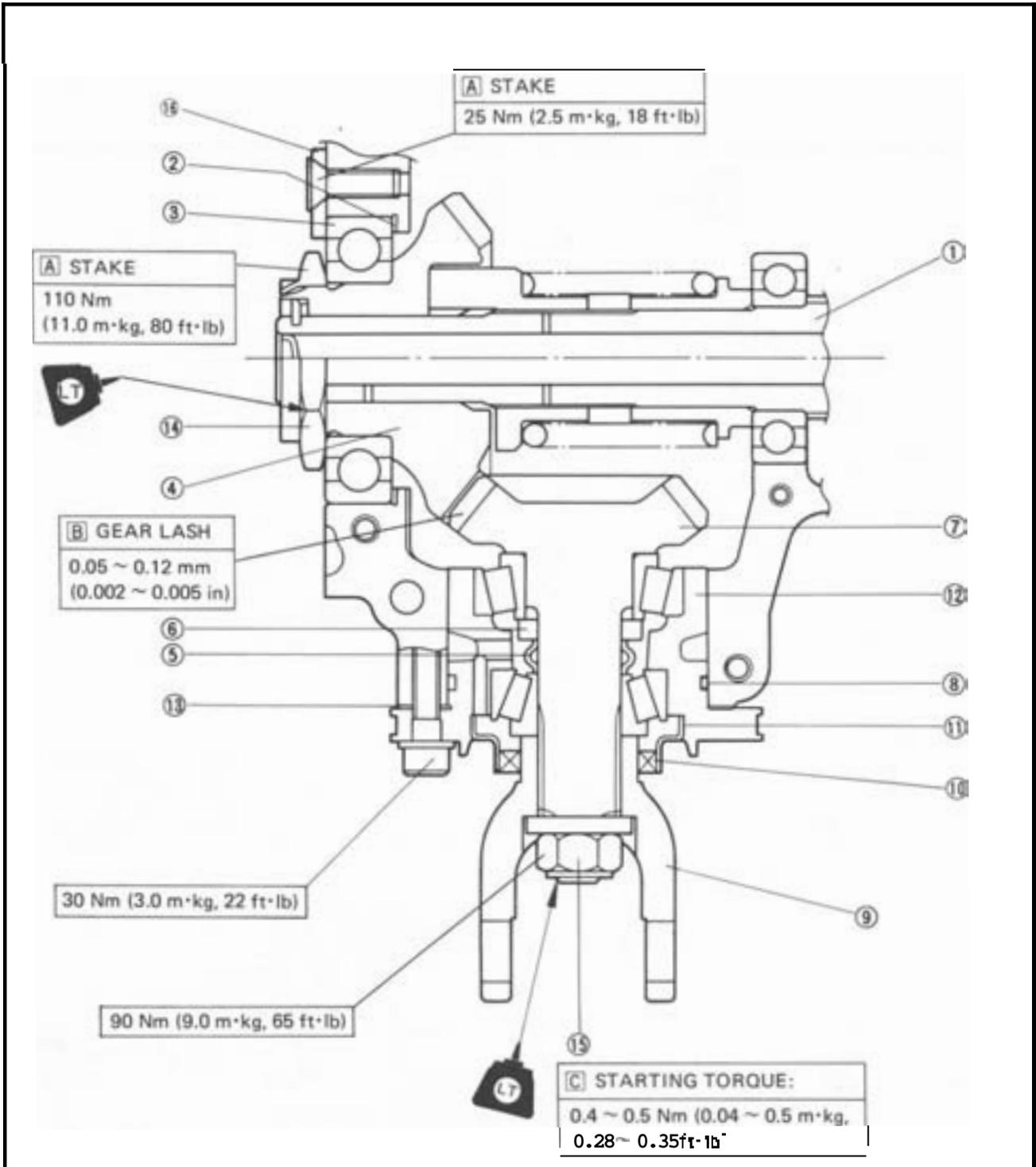
CIRCLIPS AND WASHERS

1. Inspect:

- Circlips
- Washers
Damage/Looseness/Bends - Replace.

MIDDLE GEAR SERVICE

- ① Drive axle
- ② Drive pinion gear shim
- ③ Bearing
- ④ Middle drive pinion gear
- ⑤ Collapsible collar
(Always use a new one)
- ⑥ Spacer
- ⑦ Middle driven pinion gear
- ⑧ O-ring
- ⑨ Universal joint
- ⑩ Oil seal
- ⑪ Bearing retainer
- ⑫ Bearing housing
- ⑬ Driven pinion gear shim
- ⑭ Nut (drive pinion gear)
- ⑮ Nut (driven pinion gear)
- @ Bearing stopper



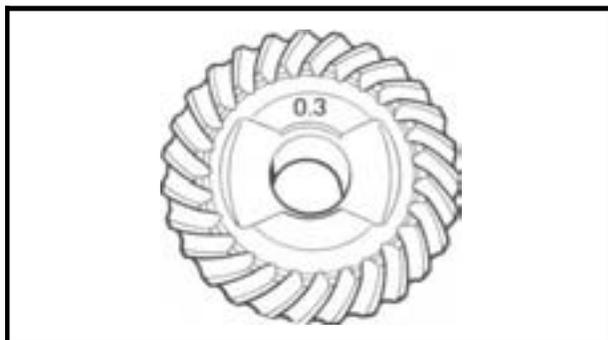
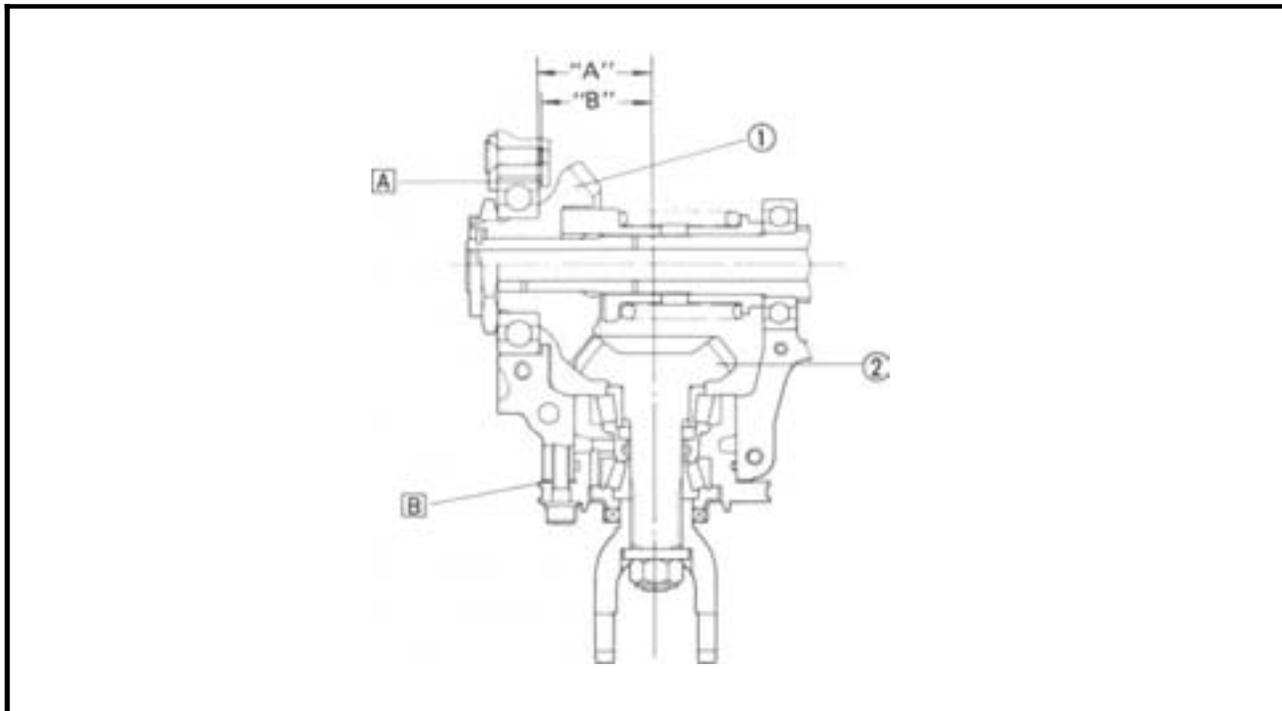


DRIVE AXLE POSITIONING

When the crankcase assembly and/or the drive axle are replaced, you must position the drive axle in place.

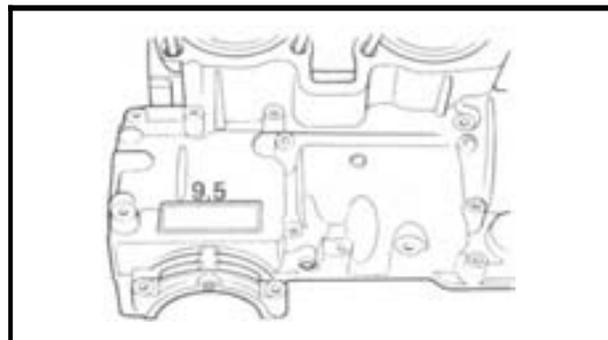
Refer to "Drive Pinion Gear Shim Selection and Middle Gear Lash Adjustment" section.

- ① Drive pinion gear
- ② Driven pinion gear
- A Drive pinion gear shim
- B Driven pinion gear shim



Drive Pinion Gear Shim Selection

- "A" = 54.5 plus or minus the number stamped on the drive pinion gear.



- "B" = 53 plus the number stamped on the left-side rear of the upper crankcase.

Example: Selection of the drive pinion gear shim ;

Shim Thickness =

Distance "A" - Distance "B"

■ If the drive pinion gear is stamped "03" (plus (+ 03) is implied here since only the minus (-) designations are stamped alongside the numbers), then:

$$\begin{aligned} \text{"A"} &= 53 - 0.03 \\ &= 54.53 \end{aligned}$$

NOTE:

All stamped numbers are in hundredths of a mm .

■ If the left-side-rear of the upper crankcase is stamped "95", then:

$$\begin{aligned} \text{"B"} &= 53 + 0.95 \\ &= 53.95 \end{aligned}$$

Therefore:

$$\begin{aligned} T &= A - B \\ &= 54.53 - 53.95 \\ &= 0.58 \text{ mm} \end{aligned}$$

■ The calculated shim thickness is 0.58 mm . Because shim can only be selected in 0.05 mm increments, use the following chart to round off the hundredths digit of the calculated thickness and select the appropriate shim ,

Hundredths Digit	Rounded Value
0, 1, 2	0
3, 4, 5, 6	5
7, 8, 9	10

■ Using the above example, the calculated shim thickness of 0.58 mm is rounded off to 0.60 mm . Therefore, you may choose either 4 - 0.15 mm shims, 2 - 0.30 mm shims, or 1 - 0.30 mm and 2 - 0.15 mm shims as selected from the shim thickness chart below . Shim size are supplied in the following thicknesses:



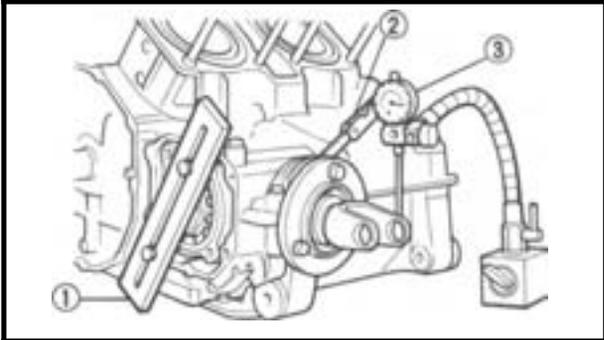
Drive Pinion Gear Shim

Thickness (mm)	0.15	0.30
	0.40	0.50



Middle Gear Lash Adjustment

1. Attach:
 - Middle Drive Gear Holder ① (YM-33222)
This tool will prevent the drive axle from turning.
2. Install:
 - Bolts (three)
On driven bearing housing.
Finger-tighten the bolts.



NOTE:

Clearance between the crankcase and driven bearing housing should be about 2 mm.
Measure gap with Feeler Gauge ②.

3. Position:
 - Dial Gauge ③ (YU-03097)
On the outside edge of U-joint.

NOTE:

Be sure the gauge is positioned over the center-line of the yoke bearing hole.

4. Rotate:
 - U-joint
Move it gently back and forth.
5. Measure:
 - Gear lash
Over specification → Follow next steps.
Under or same specification → Incorrect; check for faulty parts and/or reassemble bearing housing.



Middle Gear Lash:
0.05 ~ 0.12 mm (0.002 ~ 0.005 in)

CAUTION:

Do not hammer the U-joint or the collapsible collar of the driven pinion gear may be distorted. This will result in a change in the standard starting torque, requiring replacement of the collapsible collar and reassembly of the driven gear assembly.

NOTE:

Check the gear lash at four positions. Rotate the U-joint 90 degrees each time and repeat the gear lash check.

6. Tighten:
- Bolt (Three)
Tighten carefully one-thread turn only. Push in bearing housing and hold in position while tightening bearing housing bolts.

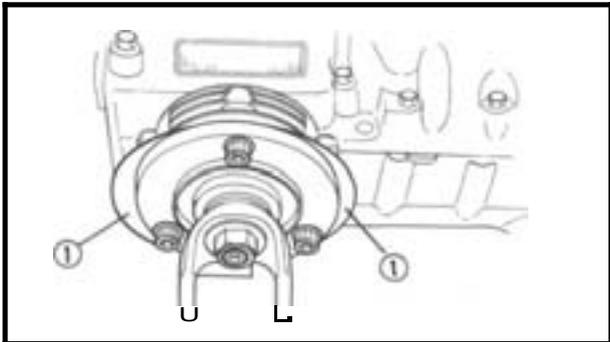
CAUTION:

Do not overtighten bearing housing bolts or you may obtain too little gear lash and cause damage to gears. If over tightened, loosen the 3 bolts so that crankcase/bearing housing clearance is about 2 mm (0.08 in) and repeat all previous steps.

7. Repeat steps 4 and 5 until correct gear lash is achieved.



Middle Gear Lash:
0.05 ~ 0.12 mm (0.002 ~ 0.005 in)



8. Measure:
- Crankcase/bearing housing clearance
Use a Feeler Gauge.
9. Select:
- Shim(s) 
- By the following steps.

Example: Selection of the driven pinion gear shim;

- If the clearance is 0.46 mm.
- The shim can only be selected in 0.05 mm increments, round off hundredths digit and select appropriate shim(s)

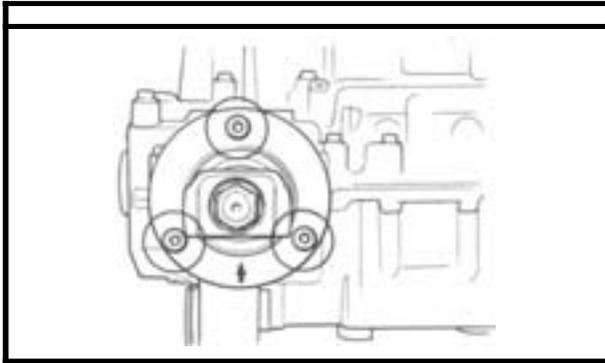
Hundredths	Round Value
0, 1, 2	0
3, 4, 5, 6	5
7, 8, 9	10

- In the example above, the measured shim thickness is 0.46 mm. The chart instructs you, however, to round off the 6 to 5. Thus you should use 0.15 mm and 0.30 mm shims.

- Shim sizes are supplied in the following thickness.



	Driven Pinion Gear Shim		
Thickness (mm)	0.10	0.15	0.30
	0.40	0.50	0.60



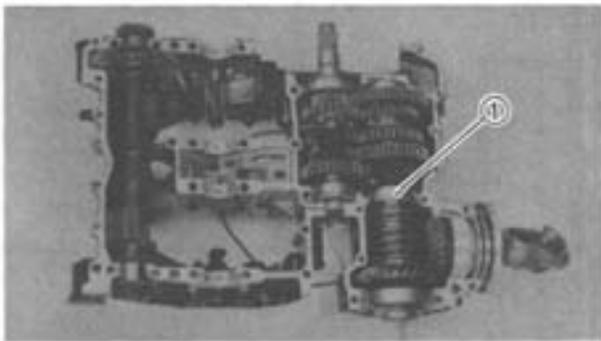
10. Tighten:
- Bolts (bearing housing)



Bolts (Bearing Housing):
30 Nm (3.0m·kg, 22 ft·lb)

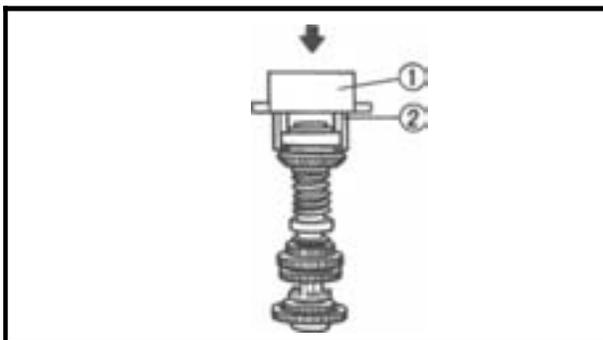
NOTE: _____
Before tightening the bolts, make sure that the arrow on the bearing housing points to the upper crankcase.

11. Measure:
- Gear lash

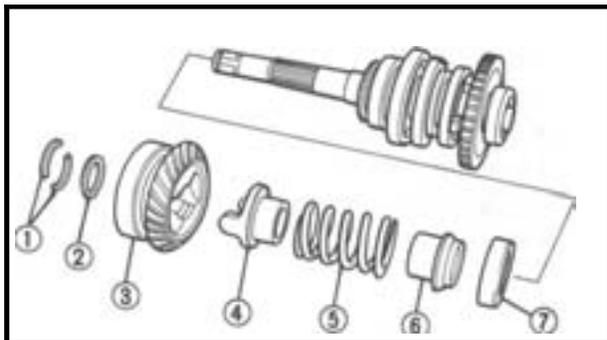


REMOVAL

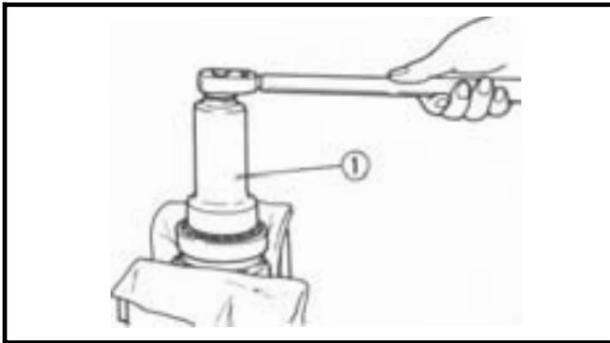
1. Remove:
- Drive axle assembly ①



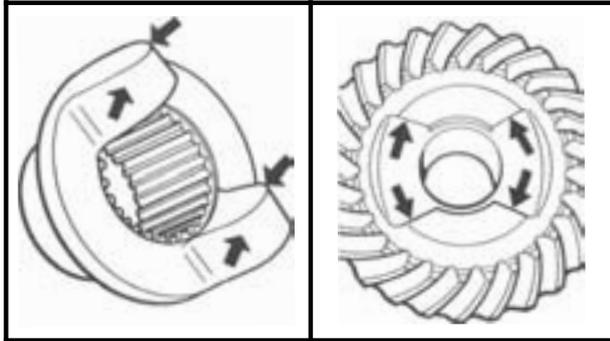
2. Attach:
- Damper Spring Plate (YM-33286) ①
 - Middle Drive Gear Holder (YM-33222) ②
- Onto drive pinion.
3. Position:
- Drive axle shaft assembly
- Onto a Hydraulic Press.
4. Compress the damper spring on the drive axle shaft assembly.



5. Remove:
- Retainers ①
 - Washer ②
 - Drive pinion gear ③
 - Damper cam ④
 - Damper spring ⑤
 - Spring seat ⑥
 - Bearing ⑦

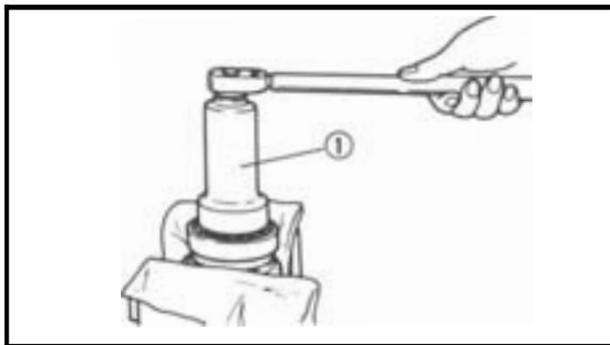


6. Remove:
- Nut (drive gear)
Use the Offset Wrench ① (YM-04054).
 - Bearing
 - Shim(s)



INSPECTION

1. Inspect:
 - Damper cam surfaces
Wear/Scratches → Replace damper and drive pinion gear as a set.
2. Inspect:
 - Damper spring
Damage/Cracks → Replace.

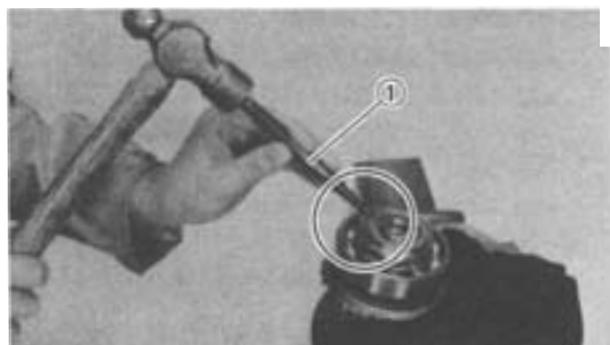


ASSEMBLY

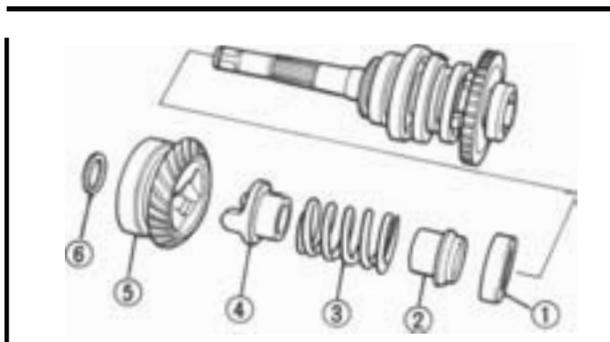
1. Install:
 - Shim(s)
 - Bearing
 - Nut (drive gear)
Use the Offset Wrench ① (YM-04054).



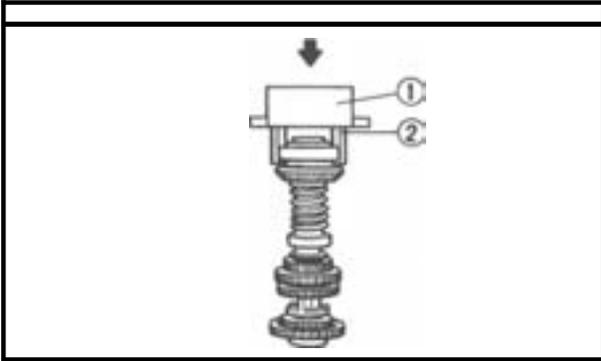
110 Nm (11 m·kg, 80 ft·lb)
LOCTITE®



2. Lock the threads with center punch ① as shown.



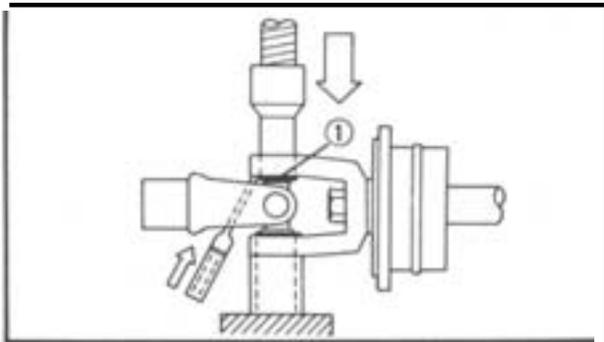
3. install:
 - Bearing ①
 - Spring seat ②
 - Damper spring ③
 - Damper cam ④
 - Drive gear assembly ⑤
 - Washer ⑥



4. Attach:
 - Damper Spring Plate (YM-33286) ①
 - Middle Drive Gear Holder (YM-33222) ②
5. Position:
 - Drive axle shaft assembly
Onto a Hydraulic Press.
6. Compress the damper spring on the drive axle assembly.
7. Install:
 - Retainers
Into drive axle shaft groove.
 - Drive axle shaft assembly
Onto the crankcase.

MIDDLE DRIVEN GEAR BEARINGS

The following procedures should be performed only if the middle driven gear or middle drive shaft bearing(s) must be replaced.



Universal Joint Removal

1. Remove:
 - Universal joint
By the following.

Universal joint removal steps:

- Remove the circlip ①
- Place the U-joint in a press.
- ▶ With a suitable diameter pipe beneath the yoke, press the bearing into the pipe as shown.

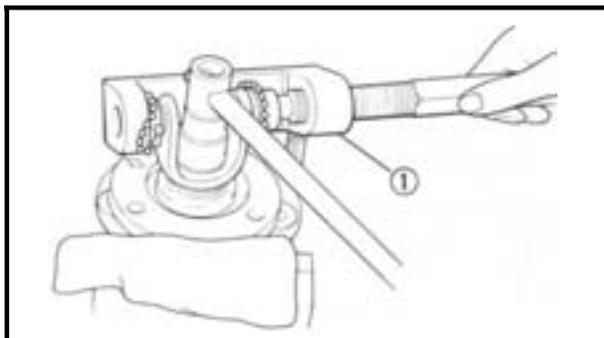
NOTE: _____

It may be necessary to lightly tap the yoke with a punch.

- Repeat the steps for the opposite bearing.
- Remove the yoke.

NOTE: _____

It may be necessary to lightly tap the yoke with a punch.



2. Attach:
 - Universal Joint Holder ① (YM-04062)
Onto the universal joint yoke.



3. Remove:

- Nut (driven pinion gear)
- Washer
- *Yoke
- Bearing
- Bearing housing
- *Collapsible collar
- Spacer

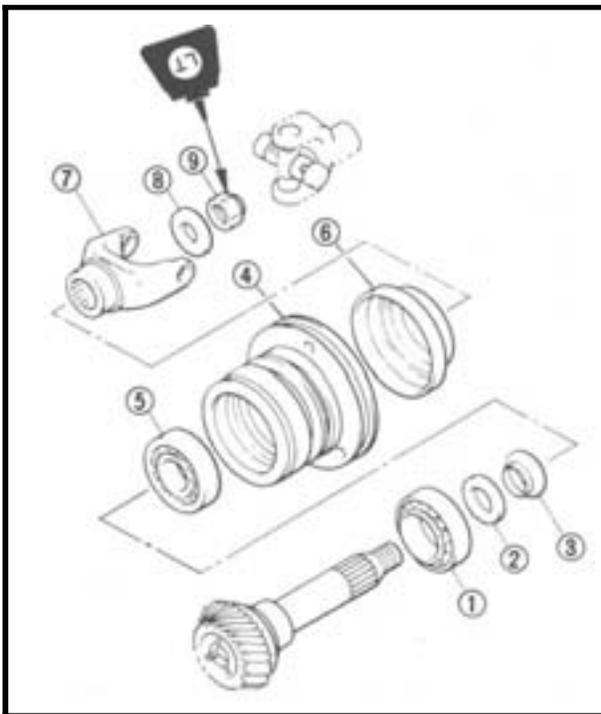
Inspection

1. Inspect:

- Gear teeth
Pitting/Galling/Wear -- Replace middle gear as a set.
- Bearings
Pitting/Damage -- Replace.

2. Check:

- U-joint movement
Roughness -- Replace U-joint.



Assembly

1. Install:

- Bearing outer race
Into the bearing housing.

CAUTION:

Do not press the bearing outer race. Always press the inner race with care when installing.

2. Install:

- Inner bearing (1)
- *Spacer (2)
- Collapsible collar (3) (new)
- Bearing housing (4)
- Outer bearing (5)
- Dust seal (6)
- *Yoke (7)
- Washer (8)
- Nut (driven pinion gear) (9)

3. Attach:

- Universal Joint Holder (YM-04062)
Onto the universal joint yoke.

4. Tighten:

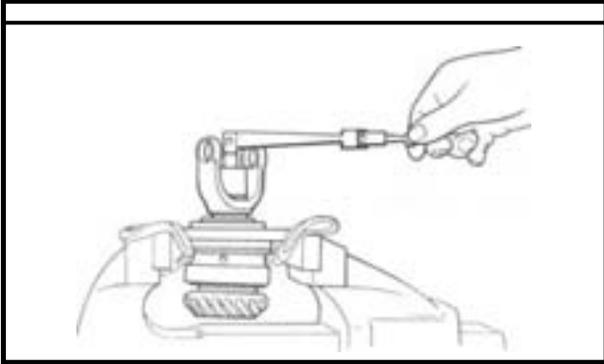
- Nut (driven pinion gear)
Torque nut carefully, little by little.



Nut (Driven Pinion Gear):
90 Nm (9.0 m·kg, 65 ft·lb)
LOCTITE

MIDDLE GEAR SERVICE

ENG



5. Measure:

*Starting torque (driven pinion gear)

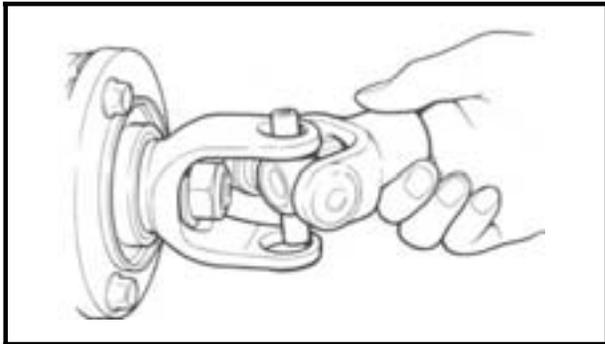
Under specification - Repeat steps from 4.



Starting Torque (Driven Pinion Gear):
0.4 ~ 0.5 Nm (0.04 ~ 0.05 m·kg,
0.29 ~ 0.36ft·lb)

CAUTION:

- Never exceed the standard starting torque.
- *Be sure to tighten the driven pinion gear nut slowly, carefully checking measurements each time. Exceeding the standard starting torque may depress the collapsible collar, requiring reassembly.
- To reassemble, you must replace the collapsible collar and repeat the steps in 4 and 5 to obtain the standard starting torque.



6. Position:

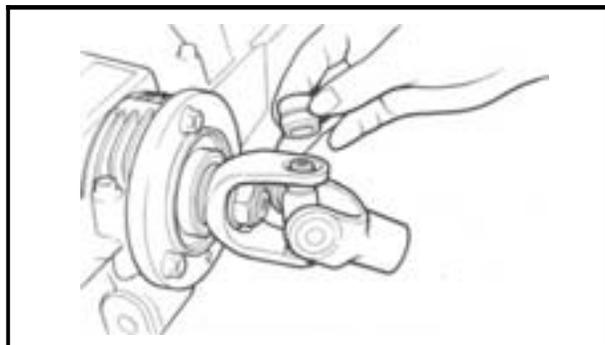
- Yoke
Into the U-joint.

7. Lubricate:

- Bearings



Wheel Bearing Grease

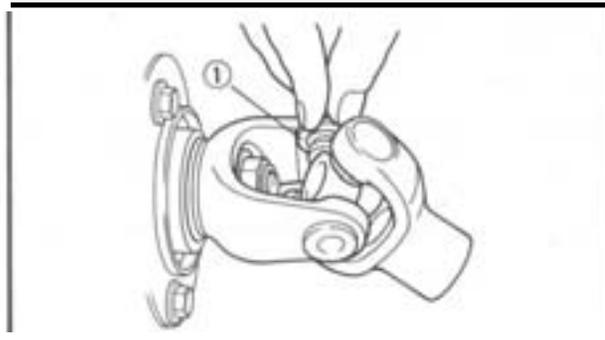


8. Install:

- Bearings
Onto the yoke.

CAUTION:

Check each bearing. The needles can easily fall out of their races. Slide the yoke back and forth on the bearings; the yoke will not go all the way onto a bearing if a needle is out of place.



9. Press each bearing into U-joint using a suitable socket.

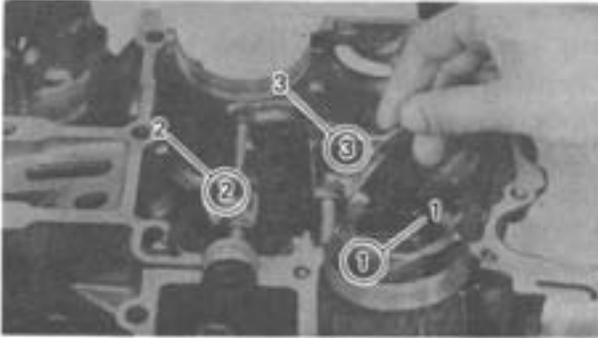
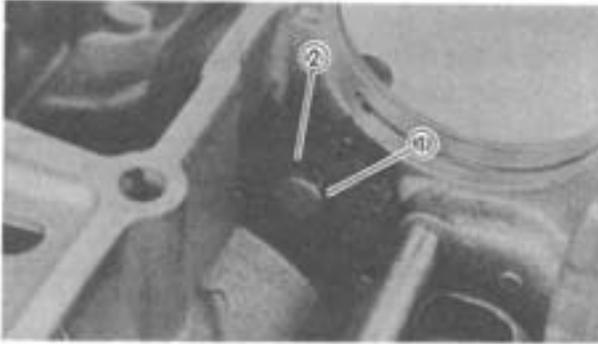
NOTE:

Bearing must be inserted far enough into U-joint so that circlip can be installed.

10. Install:

- Circlips ①

Into groove of each bearing.



ENGINE ASSEMBLY AND ADJUSTMENT

LOWER CRANKCASE

1. Install:

- Oil pump idle gear (2)
- Circlip (1)

2. Install:

- Shift cam
- Shift forks (No. 1, 2, 3)
- Guide bars

NOTE:

All numbers should face the left side and be in sequence (1, 2, 3), beginning from the left.

3. Install:

- Bearing retainer (shift cam)

4. Tighten:

- Screws (bearing retainer)



Screws (Bearing Retainer):

LOCTITE[®]

7 Nm (0.7 m·kg, 5.1 ft·lb)



5. Rotate the shift cam to neutral position.

6. Install:

- Shift cam stopper lever (1)
- Tension spring (2)
- Washer (3)
- Bolt (shift cam stopper lever) (4)

7. Tighten:

- Bolt (shift cam stopper lever)



Bolt (Shift Cam Stopper Lever):

8 Nm (0.8 m·kg, 5.8 ft·lb)

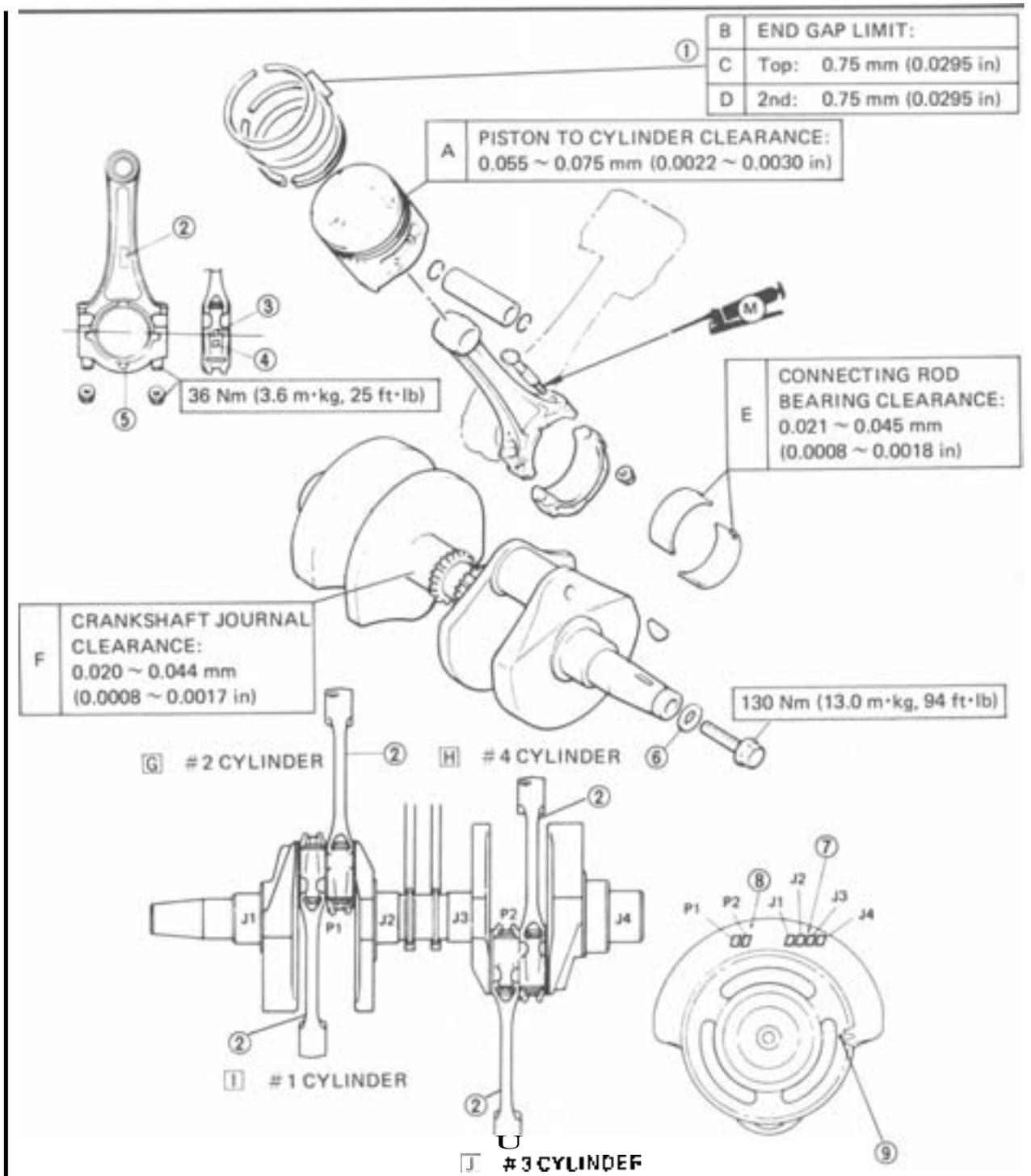
LOCTITE[®]

NOTE:

Check for smooth operation after tightening the stopper lever.

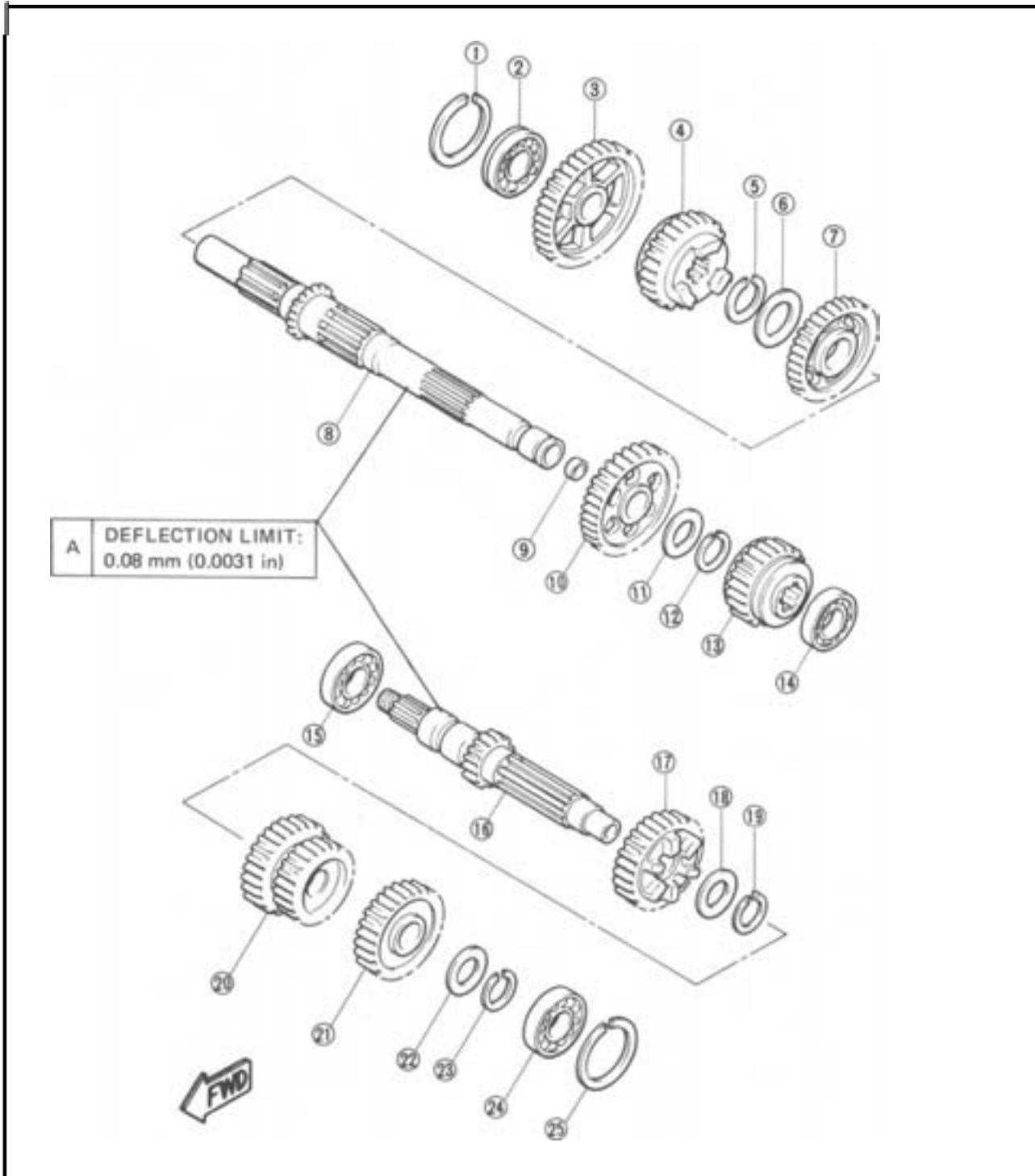
CRANKSHAFT/CONNECTING ROD/PISTON

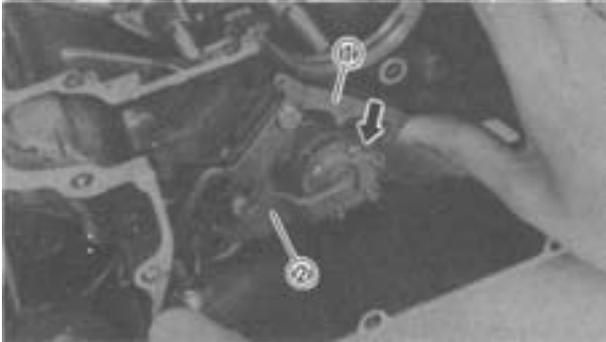
- ① Piston ring
- ② "Y" mark
- ③ Matching mark
- ④ Connecting rod bearing size
- ⑤ Projection
- ⑥ Washer
- ⑦ Journal bearing size
- ⑧ Crank pin size
- ⑨ Balancer matching mark



TRANSMISSION

- | | | |
|------------------------|-------------------------|---------------------------------|
| ① Circle | ⑩ 2nd wheel gear (39T) | ⑮ Circle |
| ② Bearing | ⑪ Washer | ⑯ 2nd, 3rd pinion gear (22/23T) |
| ③ 1st wheel gear (43T) | ⑫ Circle | ⑰ 5th pinion gear (28T) |
| ④ 4th wheel gear (28T) | ⑬ 5th wheel gear (26T) | Ⓜ Washer |
| ⑤ Circle | ⑭ Bearing | ⑳ Circle |
| ⑥ Washer | ⑮ Bearing | ㉑ Bearing |
| ⑦ 3rd wheel gear (31T) | ⑯ Main axle | ㉒ Circle |
| ⑧ Drive axle | ⑰ 4th pinion gear (26T) | |
| ⑨ Plug | ⑱ Washer | |





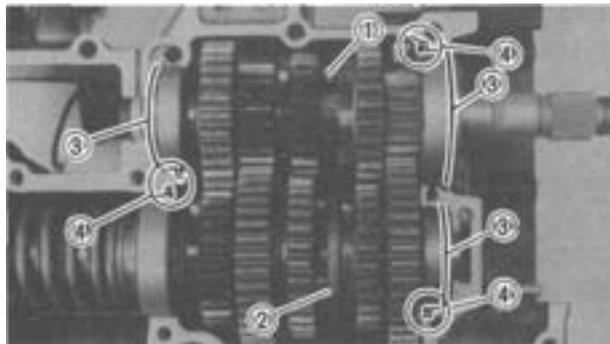
8. Install:
 - Shift shaft assembly

- ① Shift lever 1
- ② Shift lever 2

TRANSMISSION

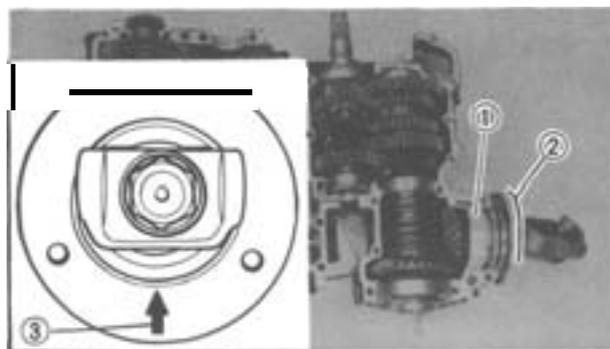
1. Install:
 - Plane bearings (crankshaft/balancer shaft)

NOTE: _____
 Identify each plane bearing position very carefully so that it can be reinstalled in its original place.



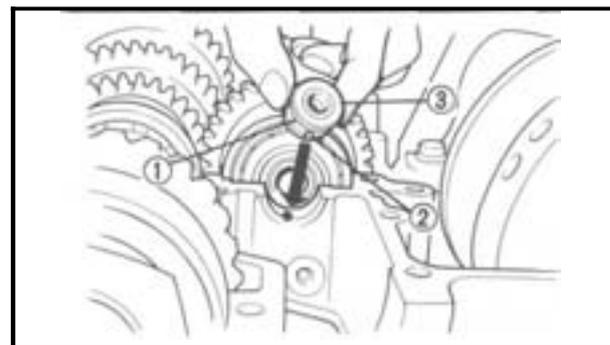
2. Install:
 - Main axle assembly ①
 - Drive axle assembly ②

NOTE: _____
 • Insert the bearing circlips ③ completely into lower crankcase positioning grooves.
 • Position the bearing pin ④ as shown.



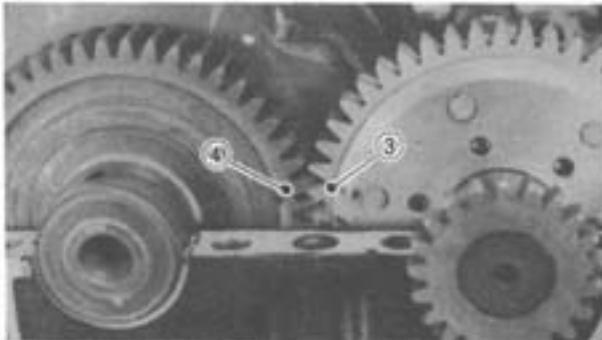
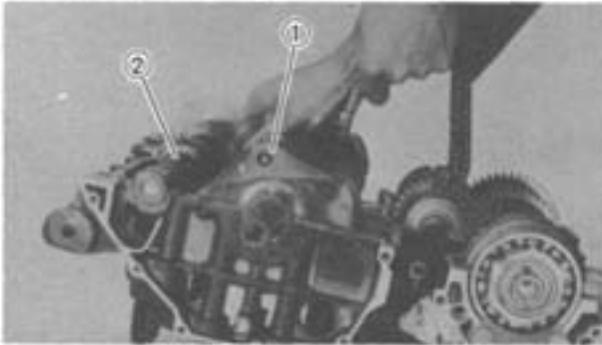
3. Install:
 - Middle driven pinion gear assembly ①

NOTE: _____
 • Be careful not to damage the O-ring ② during installation.
 • The arrow mark ③ on the bearing housing points to the upper crankcase.



4. Install:
 - Push rod support bearing ①

NOTE: _____
 • Insert the bearing pin ② into the crankcase hole.
 • Position the oil seal ③ snugly against the bearing.
 • Lightly apply grease to the oil seal lips.



5. Check:
 - *Transmission and shifter operation
 - Unsmooth operation - Repair.

NOTE: _____
 Oil each gear and bearing thoroughly.

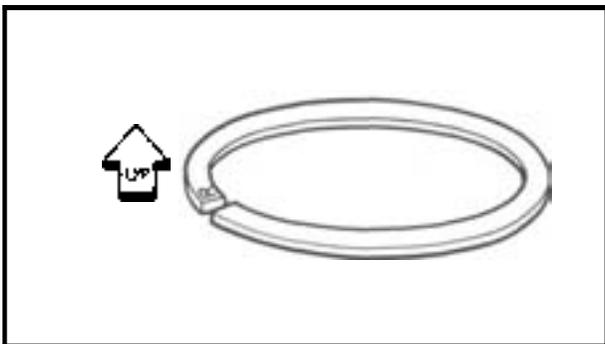
6. Install:
 - *Crankshaft with cam chains (1)
 - Balancer shaft (2)

NOTE: _____
 Align the mark (3) on the balancer shaft gear with the mark (4) on the crankshaft gear.

UPPER CRANKCASE

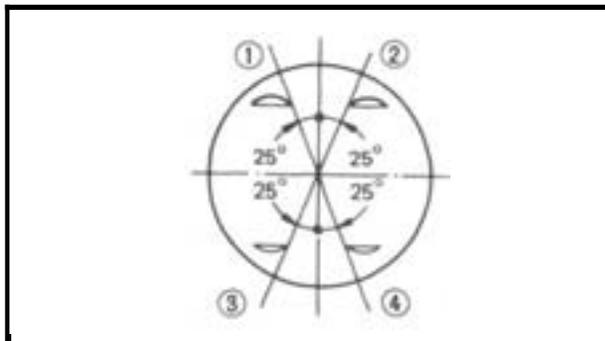
1. Install:
 - Plane bearings (crankshaft/balancer gear)

NOTE: _____
 Identify each plane bearing position very carefully so that it can be reinstalled in its original place.



2. Install:
 - Piston rings

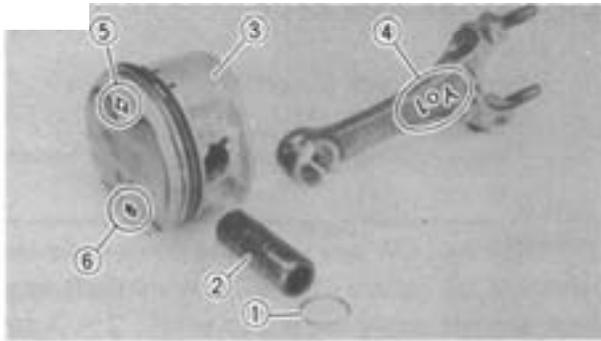
NOTE: _____
 Be sure to install rings so that Manufacturer's marks or numbers are located on the top side of the rings.



3. Oil liberally:
 - Pistons
 - Rings
 - Cylinders
4. Set:
 - Piston ring ends

CAUTION: _____
 Make sure the ends of the oil ring expanders do **not** overlap.

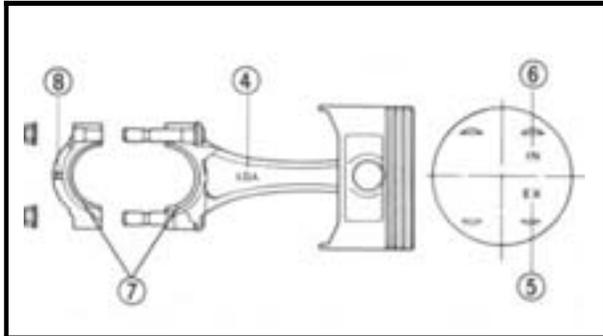
- (1) TOP (2) OIL RING (LOWER RAIL)
 (3) OIL RING (UPPER RAIL) (4) 2ND



5. Install:
- *Piston ③
 - Piston pin ②
 - Piston pin clip ①

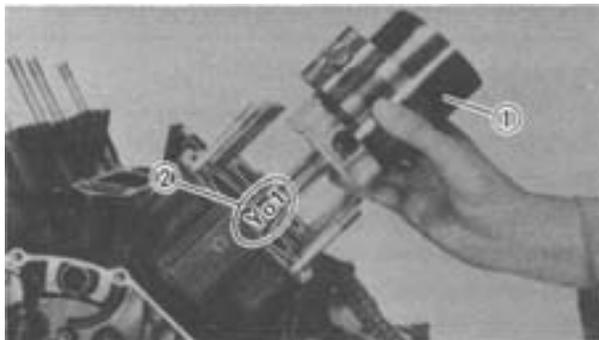
NOTE:

- Be sure the piston is positioned correctly as shown.
- *Always install new piston pin clips.



- Plane bearings (connecting rods) ⑦
- Onto the connecting rod and cap.

- ④ "Y" Mark
- ⑤ "EX" Exhaust side
- ⑥ "IN" Intake side
- ⑧ Projection



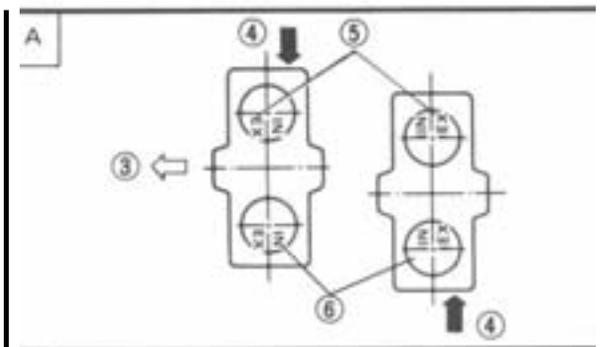
6. Install:
- Piston/Connecting rod assembly (#1 ~ #4)
 - Into the upper crankcase.
 - By the following steps.

Piston/Connecting rod assembly installation steps:

- Attach the Piston Ring Compressor ① (YM-8037) to the piston.
- Install the piston to the cylinder.

NOTE:

- The stamped "Y" mark ② on the No. 2 and No. 4 connecting rods should face towards the RIGHT side of the crankcase.
- The stamped "Y" mark ② on the No. 1 and No. 3 connecting rods should face towards the LEFT side of the crankcase.



- A Top view**
- ③ Front
 - ④ "Y" mark facing direction
 - ⑤ Piston exhaust mark
 - ⑥ Piston intake mark



CRANKCASE ASSEMBLY

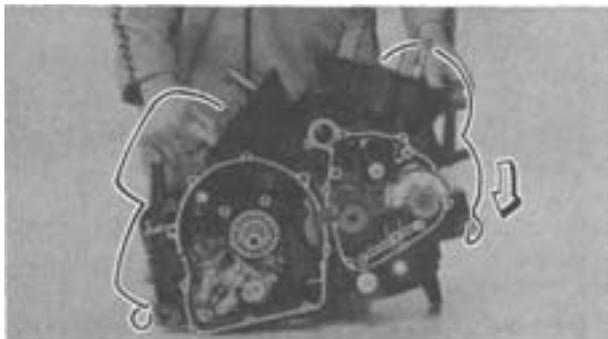
1. Apply:

- Sealant (Quick Gasket@)
(ACC-11001-05-01)

To the mating surfaces of both case halves.

NOTE: _____

DO NOT ALLOW any sealant to come in contact with the oil gallery O-ring, or crankshaft bearings. Do not apply sealant to within 2 ~ 3 mm (0.08 ~ 0.12 in) of the bearings.



2. Set shift cam and transmission gears in NEUTRAL position.

3. Install:

- Upper crankcase
- Dove pins

To the lower crankcase.

NOTE: _____

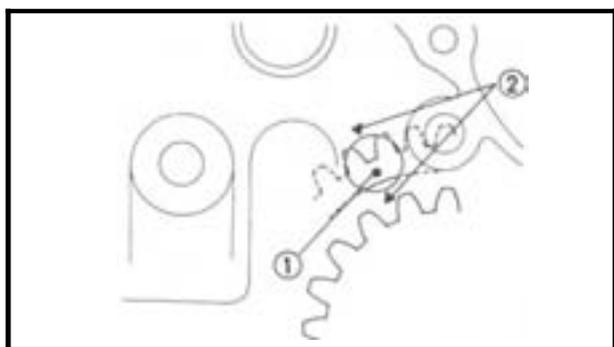
Attach a length of wire to each cam chain and place cam chains on timing gear sprockets.

CAUTION: _____

Before tightening the crankcase bolts, check the following points:

- Be sure the gear shifts correctly while hand-turning the shift cam.
- Be sure the balancer shaft gear is aligned so that the dot mark lines up between the triangular timing marks on the upper crankcase when the No. 1 piston is at TDC.

- ① Balancer shaft mark
- ② Triangular timing marks



4. Finger-tighten the several crankcase bolts, preferably wide apart. Then, turn the crankcase assembly upside down.

NOTE: _____

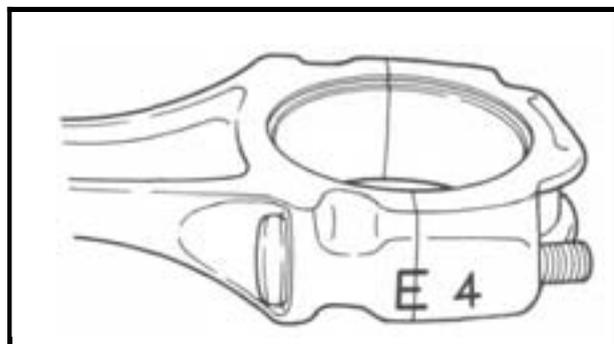
Be careful not to let pistons fall out of the cylinders.

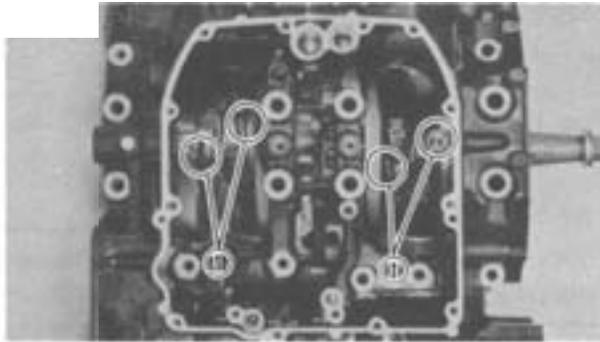
5. Install:

- Rod caps

NOTE: _____

Be sure the letters on both components align to form a perfect character.





6. Tighten:
- Nuts (connectingrod cap)



Nut (Connecting Rod):
36 Nm (3.6 m·kg, 25 ft·lb)

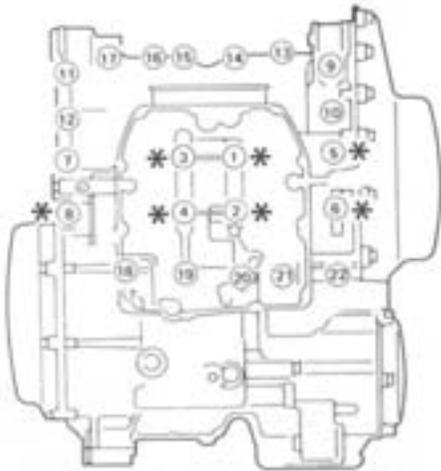
NOTE:

- Apply Molybdenum disulfide grease to the rod cap bolt threads and nut surfaces.
- The projection (1) on the connecting rod cap should face the crankshaft web.

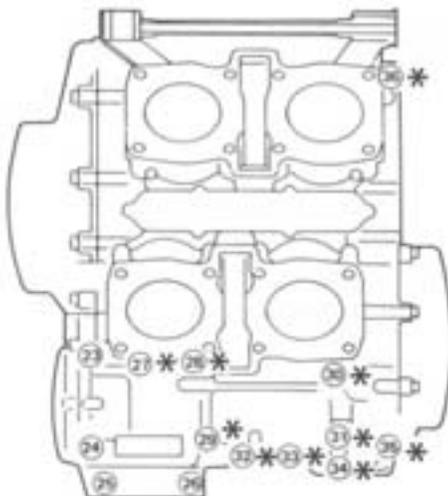
CAUTION:

When tightening the rod cap, apply continuous torque between 3.0 and 3.8 m·kg. Once you reach 3.0 m·kg of torque, DO NOT STOP TIGHTENING until final torque is reached. If tightening is interrupted between 3.0 and 3.8 m·kg, loosen the nut to less than 3.0 m·kg, and start again. Tighten to full-torque specification without pausing.

A 1



B



7. Tighten:
- Bolts (crankcase)

NOTE:

Tighten the bolts starting with the lowest numbered one.

- With washer
- LOWERCASE
- ▣ UPPERCASE



6 mm Bolt:
12 Nm (1.2 m·kg, 8.7 ft·lb)

8 mm Bolt:
24 Nm (2.4 m·kg, 17 ft·lb)

10 mm Bolt:
40 Nm (4.0 m·kg, 29 ft·lb)

NOTE:

- Install the oil pipe bracket on Bolt Nos. 1 and 3.
- Install the lead wire bracket on Bolt No. 22.
- Install the battery ground lead on Bolt No. 36.
- Install the copper washers on Bolt Nos. 28 and 30.



8. Check:

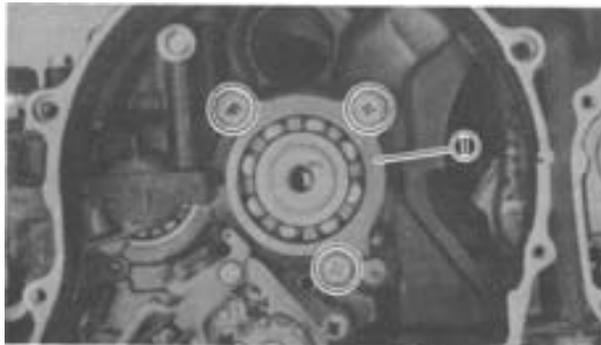
- Crankshaft operation
Unsmooth operation → Repair.

9. Install:

- Bolts (middle driven gear housing)

NOTE:

The arrow mark (1) on the bearing housing points to the upper crankcase.



10. Install:

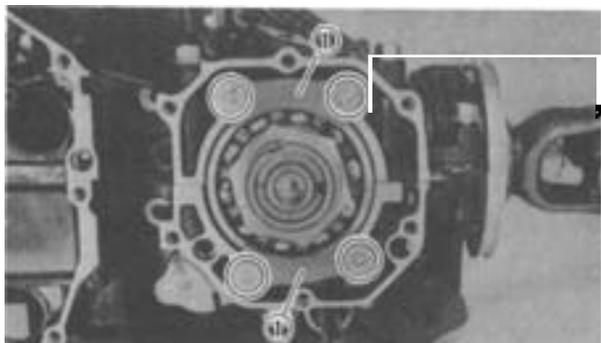
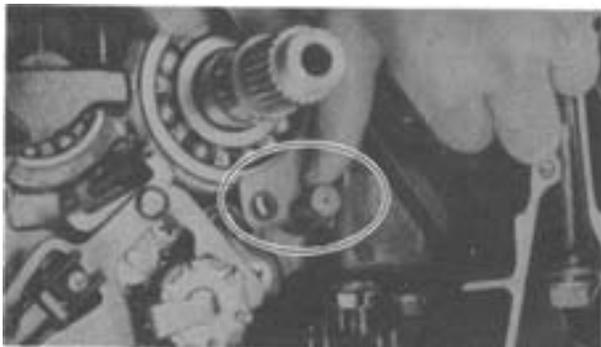
- Retainer (main axle bearing) (1)

NOTE:

Be sure that the groove in the shaft mesh with the slot in the retainer.



Retainer (Main Axle Bearing):
7 Nm (0.7 m·kg, 5.1 ft·lb)
LOCTITE®

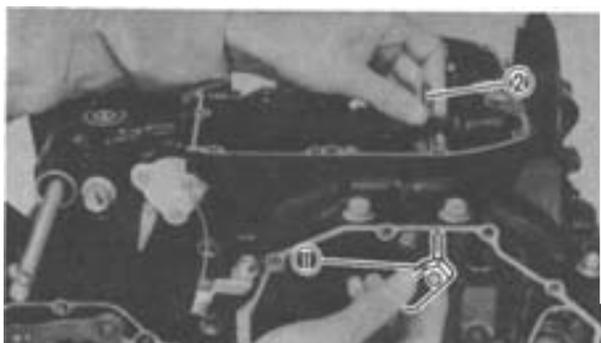


11. Install:

- Retainers (middle gear bearing) (1)
Use the #40 Torx Drive (YU-29843-7).
Stake screw head with center punch to lock.



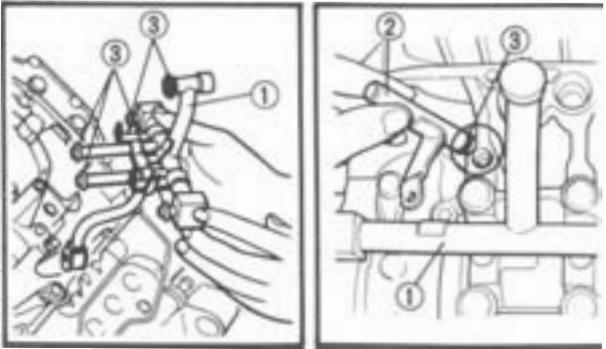
Retainers (Middle Gear Bearing):
25 Nm (2.5 m·kg, 18 ft·lb)



OIL PUMP AND OIL PAN

1. Install:

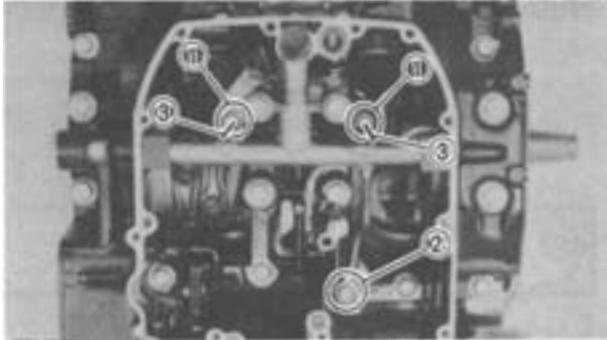
- Damper (oil pump pipe) (1)
- Oil pump pipe (2)



2. Install:
 - Main oil gallery pipe ①
 - Oil pipe ②

NOTE:

Make sure the correct O-rings ③ are installed on gallery pipe.

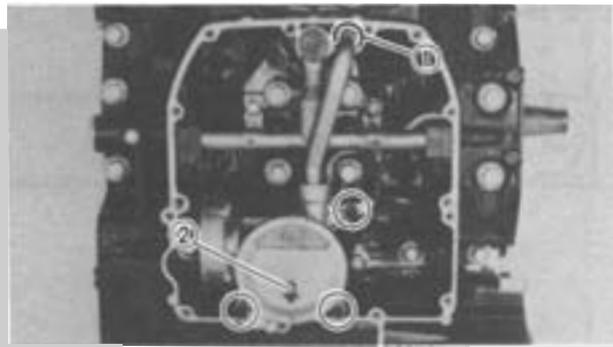


3. Tighten:
 - ◆ Bolts (main oil gallery pipe) ①, ②



6 mm Flange Bolt ① :
 12 Nm (1.2 m·kg, 8.7 ft·lb)
8 mm Union Bolt ② :
 18 Nm (1.8 m·kg, 14 ft·lb)

4. Bend the bracket tabs ④ .



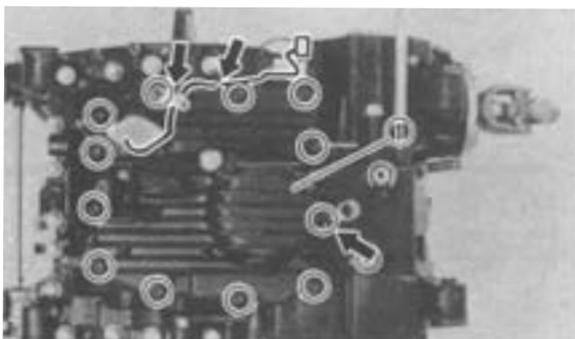
5. Install:
 - ◆ Dowel pins
 - Oil pump assembly

NOTE:

- ◆ Make sure the correct O-ring ① is installed on oil pump pipe.
- ◆ The arrow mark ② on the oil pump should face toward the rear.



Oil Pump:
 10 Nm (1.0 m·kg, 7.2 ft·lb)

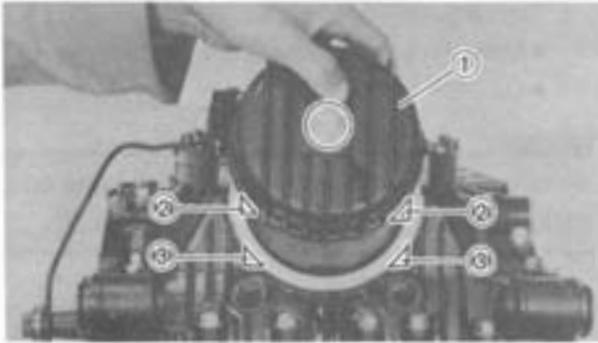


6. Install:
 - Gasket
 - Dowel pins
 - Oil pan ①



Oil Pan:
 10 Nm (1.0 m·kg, 7.2 ft·lb)

7. Clamp the oil level gauge lead.



8. Install:
- Oil filter cover ①

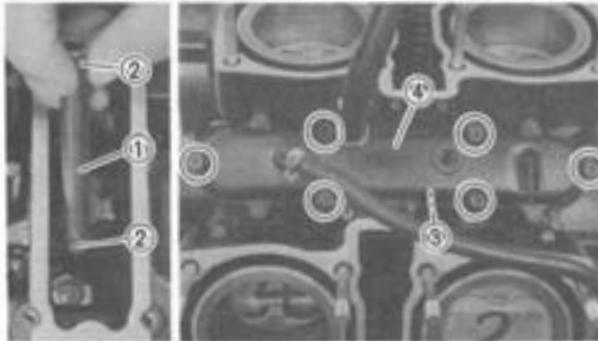
NOTE:

Be sure that the projections ② on the filter cover mesh with the slots ③ on the crankcase.



Oil Filter Cover:
32 N·m (3.2 m·kg, 23 ft·lb)

BREATHER COVER AND STARTER MOTOR



1. Install:
- Oil pipe ①
 - Breather cover spacer ③
 - Breather cover ④



Bolt (Breather Cover):
10 N·m (1.0 m·kg, 7.2 ft·lb)

② O-ring

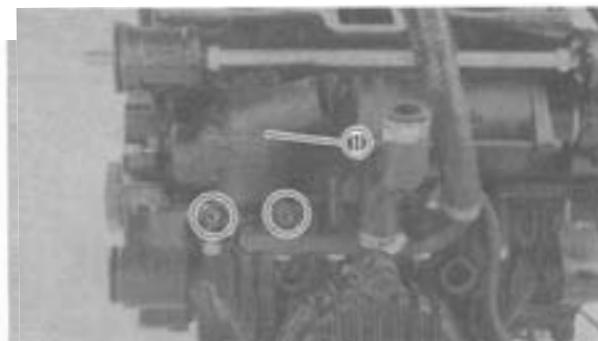
2. Install:
- *Starter motor ①



Bolts (Starter Motor):
10 N·m (1.0 m·kg, 7.2 ft·lb)



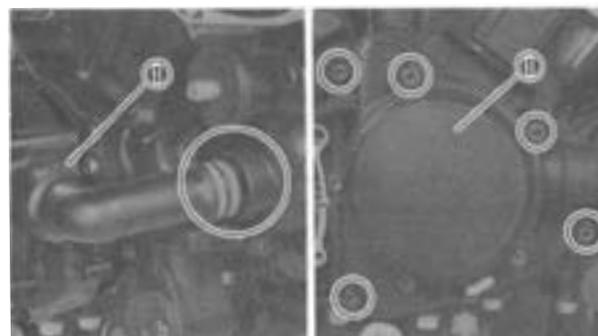
WATER PUMP AND THERMOSTATIC VALVE



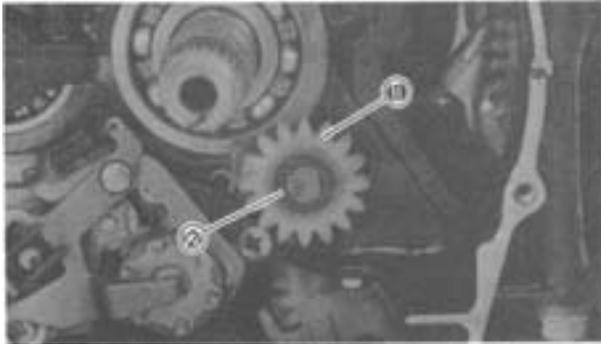
1. Install:
- Thermostat assembly ①



Thermostatic Valve Housing:
10 N·m (1.0 m·kg, 7.2 ft·lb)



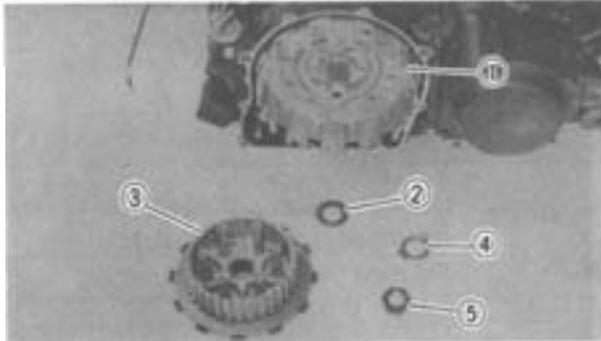
Water Pump Case and Housing:
10 N·m (1.0 m·kg, 7.2 ft·lb)



CLUTCH AND OIL PUMP DRIVE GEAR

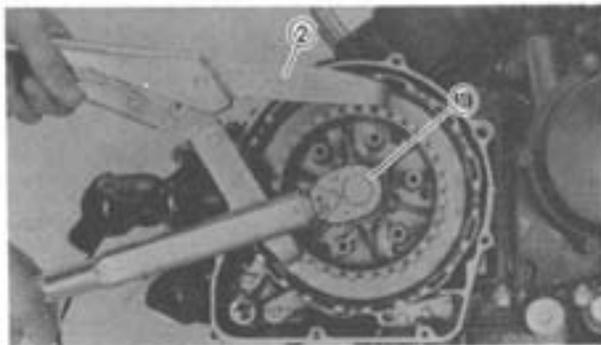
1. Install:

- Oil pump drive gear (1)
- Circlip (2)



2. Install:

- Clutch housing (1)
- Thrust washer (2)
- Clutch boss (3)
- o Lock washer (new) (4)
- Nut (clutch boss) (5)

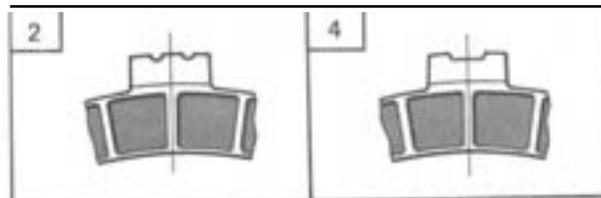


3. Tighten:

- Nut (clutch boss) (1)
- Use the Clutch Holder (YM-91042) (2) to hold the clutch boss.



Nut (Clutch Boss):
70 Nm (7.0m·kg, 50 ft·lb)



4. Bend the lock washer tabs along the nut flat.

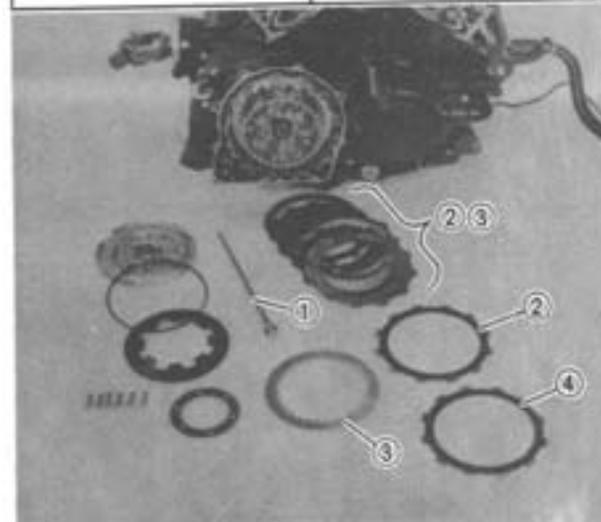
5. Install:

- Push rod (1)
- Friction plates (2), (4)
- Clutch plates (3)

NOTE:

Install the friction plates and clutch plates alternately on the clutch boss, starting with a friction plate and ending with a friction plate.

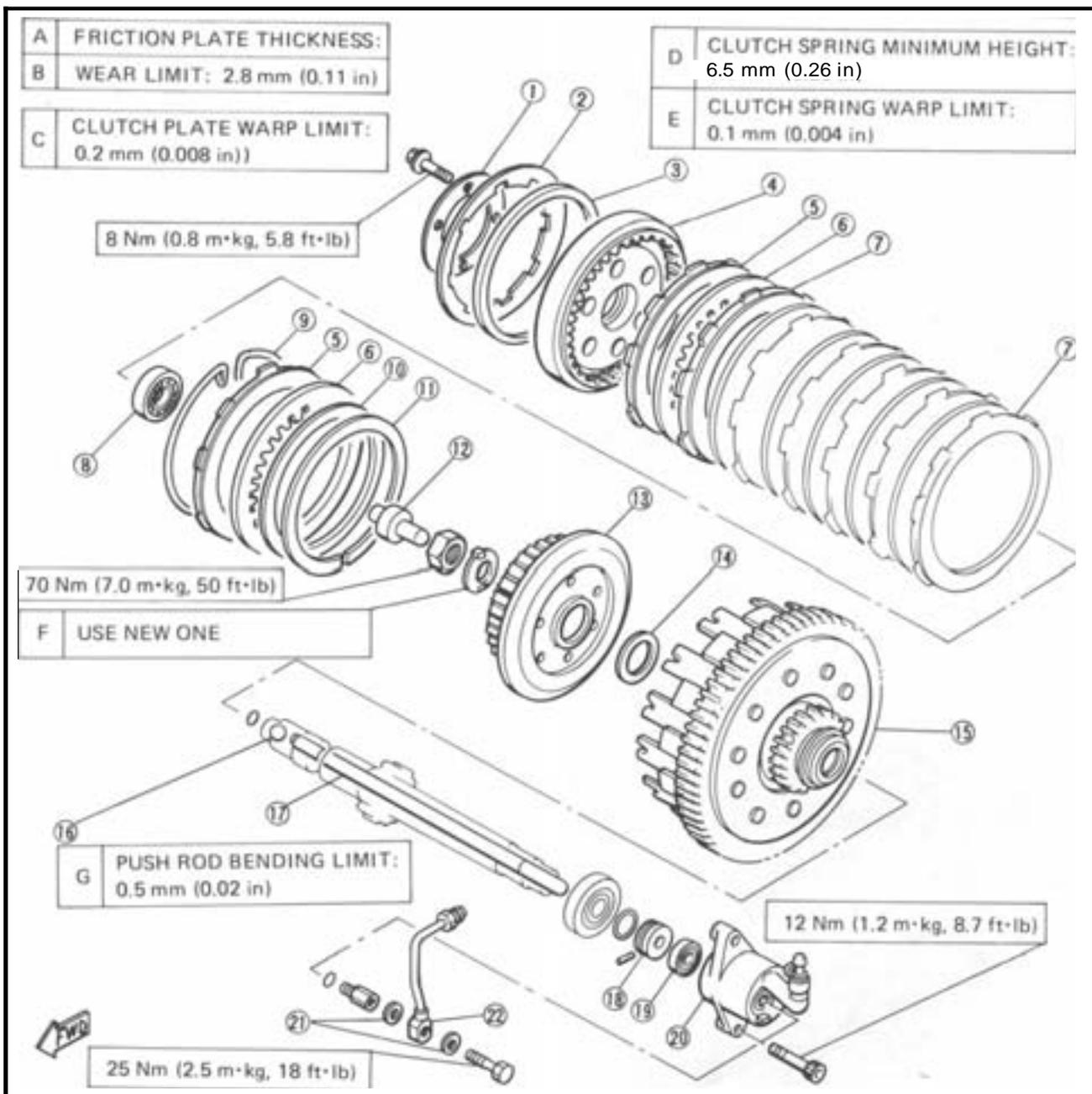
By the following installation steps.

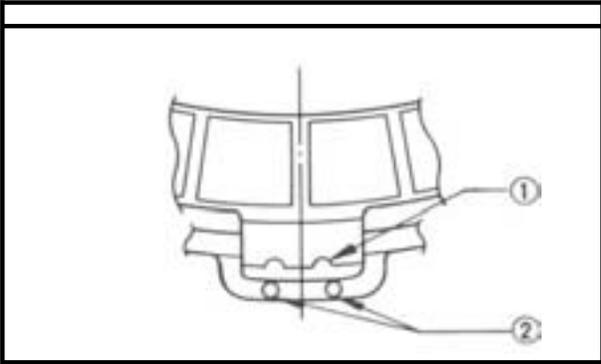




CLUTCH AND OIL PUMP DRIVE GEAR

- ① Washer
- @ Clutch spring
- @ Spring seat
- @ Pressure plate
- @ Friction plate (2 pcs)
- ⑥ Clutch plate (7 pcs)
- @ Friction plate (6 pcs)
- @ Bearing
- ⑨ Push rod (No. 1)
- ⑩ O-ring
- ⑪ Ball
- @ Push rod (No. 2)
- ⑬ Circlip
- ⑭ Spring washer
- ⑮ Clutch boss
- @ Thrust washer
- ⑰ Clutch housing
- ⑱ Collar
- ⑲ Oil pump drive gear (36T)
- ⑳ Oil pump axle
- ㉑ O-ring
- ㉒ Flange pin
- ㉓ Oil pump
- ㉔ Oil pump driven gear (32T)



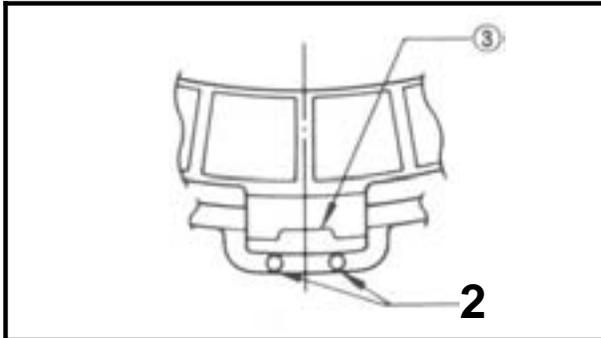


Friction plates and clutch plates installation steps:

- Install the six friction plates (with the double semi-circular slots) and the six clutch plates.

NOTE:

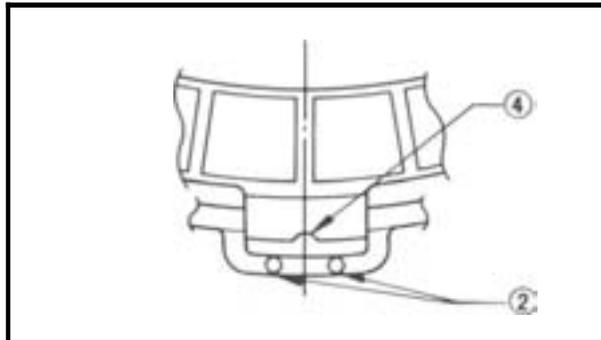
Be sure the double semi-circular slots (1) on the friction plate is aligned with the clutch housing embossed match marks (2).



- Install the clutch plate and the friction plate (with the wide square slot).

NOTE:

Be sure the wide square slot (3) on the friction plate is aligned with the clutch housing embossed match marks (2).



- If the clutch does not release due to hard meshing between the friction plates and the clutch housing, check to see if any of the friction plates fit too snugly into the clutch housing. Any tight-fitting friction plates must be repositioned as follows.

- Remove the friction plates and the clutch plates.
- Install the six friction plate (with the double semi-circular slots) and the six clutch plates.

NOTE:

- Invert the friction plates.

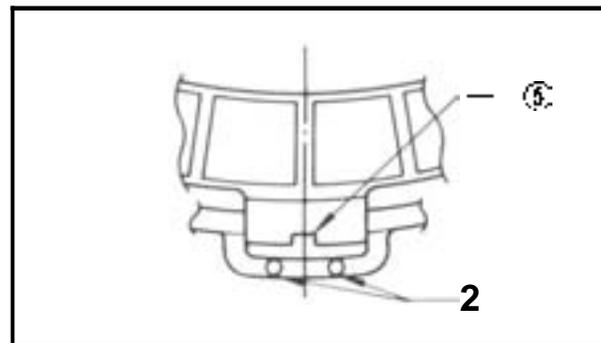
- Be sure the single semi-circular slot (4) on the friction plate is aligned with the clutch housing embossed match marks (2).

- Install the clutch plate and the friction plate (with the wide square slot).

NOTE:

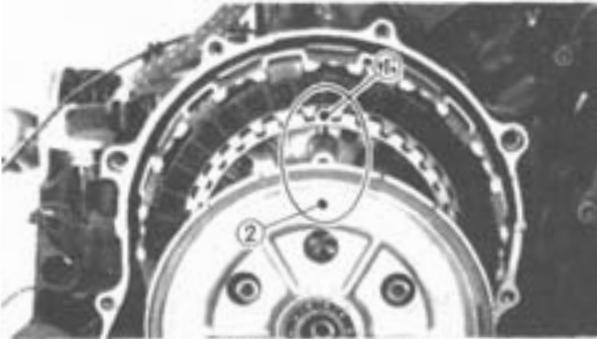
- Invert the friction plates.

- Be sure the narrow square slot (5) on the friction plate is aligned with the clutch housing embossed match marks (2).





ENGINE ASSEMBLY AND ADJUSTMENT



- 6. Install:
 - o Pressure plate

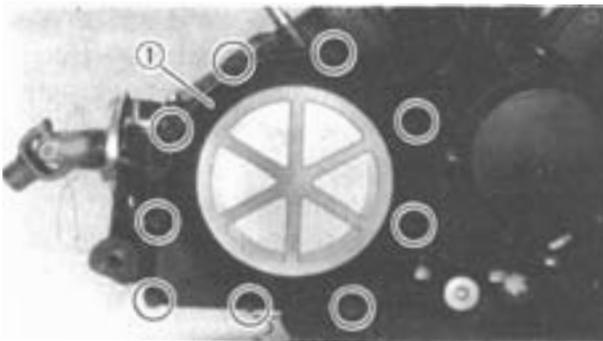
NOTE:

Be sure the match mark ① on the clutch boss is aligned with the match mark ② on the pressure plate.

- 7. Install:
 - o Spring seat
 - o Clutch spring
 - Plate washer
 - Bolts (clutch spring)



Bolt (Clutch Spring):
8 Nm (0.8 m·kg, 5.8 ft·lb)



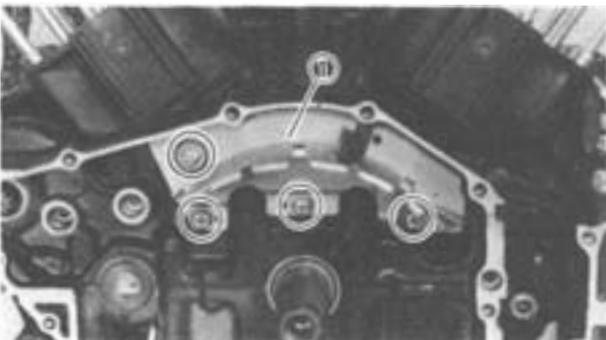
- 8. Install:
 - Dowel pins
 - o Gasket
 - Crankcase cover (right) ①

NOTE:

Tighten the bolts in a crisscross pattern.



Crankcase Cover (Right):
10 Nm (1.0 m·kg, 7.2 ft·lb)

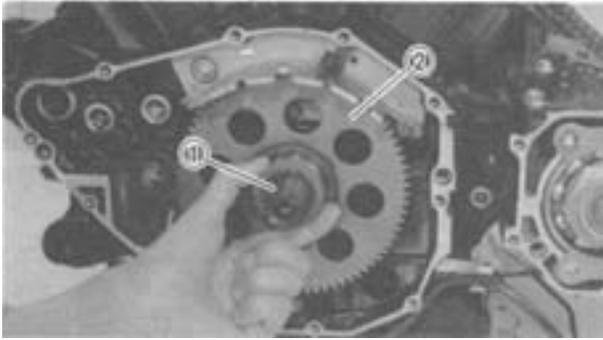


FLYWHEEL AND STARTER IDLE GEAR

- 1. Install:
 - o Oil baffle plate ①



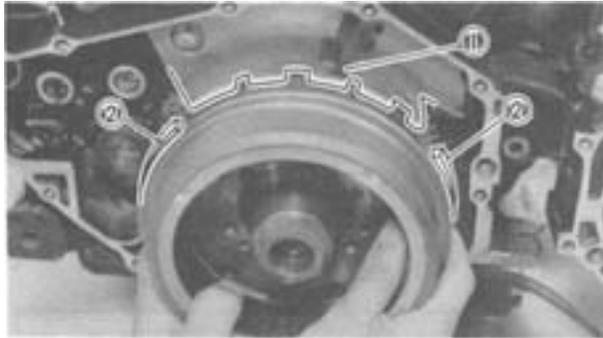
Oil Baffle Plate:
7 Nm (0.7 m·kg, 5.1 ft·lb)



2. Install:
 - Starter clutch gear (1)
 - Woodruff key (2)

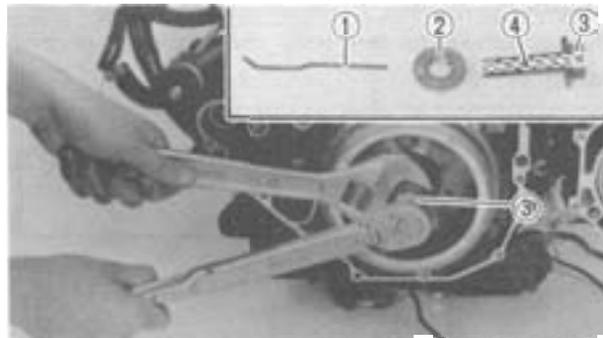
CAUTION:

Be sure to remove any **oil** and or grease from the tapered portion of the crankshaft and rotor with a thinner.



3. Install:
 - Flywheel

NOTE:
When installing the flywheel, do not allow the oil baffle plate (1) to touch the projections (2) on the flywheel.

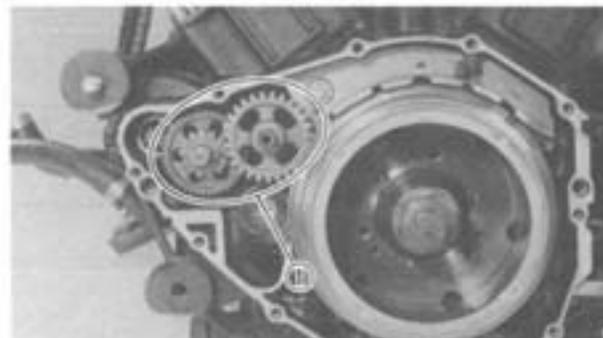


4. Install:
 - Pin (1)
 - Plain washer (2)
 - Bolt (flywheel) (3)

NOTE:
Check for clot of oil passage (4) in the bolt. If any, clean the oil passage.



Bolt (Flywheel):
130 Nm (13.0 m·kg, 94 ft·lb)



5. Install:
 - Starter idle gears (1)

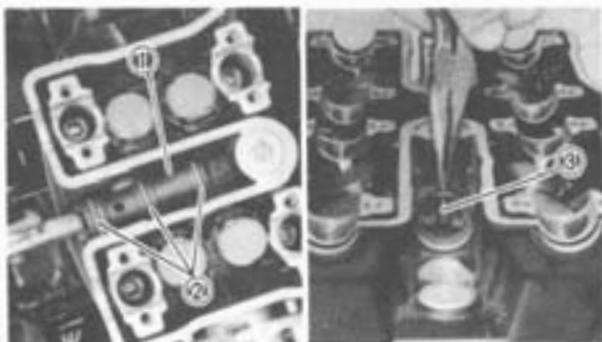
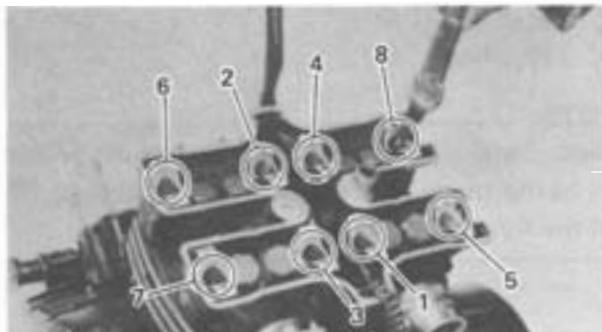
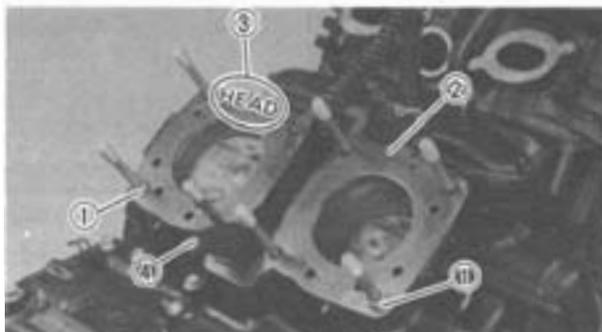


6. Install:
 - Dowel pins
 - Gasket
 - Crankcase cover (left) (1)

NOTE:
Tighten the bolts in a crisscross pattern.



Crankcase Cover (Left):
10 Nm (1.0 m·kg, 7.2 ft·lb)



CYLINDER HEAD AND CAMSHAFT

Rear Cylinder Head

1. Install:
 - Dowel pins ①
 - Gasket ②
 - Rear cam chain guide ④

NOTE: _____

- The gasket "HEAD" mark ③ should be upward.
- The lower end of chain guide must rest in the cam chain guide slot in the crankcase.

- Cylinder head
Pass cam chain through cam chain cavity.

2. Install
 - Nuts (cylinder head)
Use 8 mm Wrench Adapter (YM-28897).

NOTE: _____

- In sequence as shown and torque nuts in two stages.
- Never lubricate the bolt threads with engine oil.



Nuts (Cylinder Head):
43 Nm (4.3 m·kg, 31 ft·lb)

3. Install:
 - Water jacket joints ③

NOTE: _____

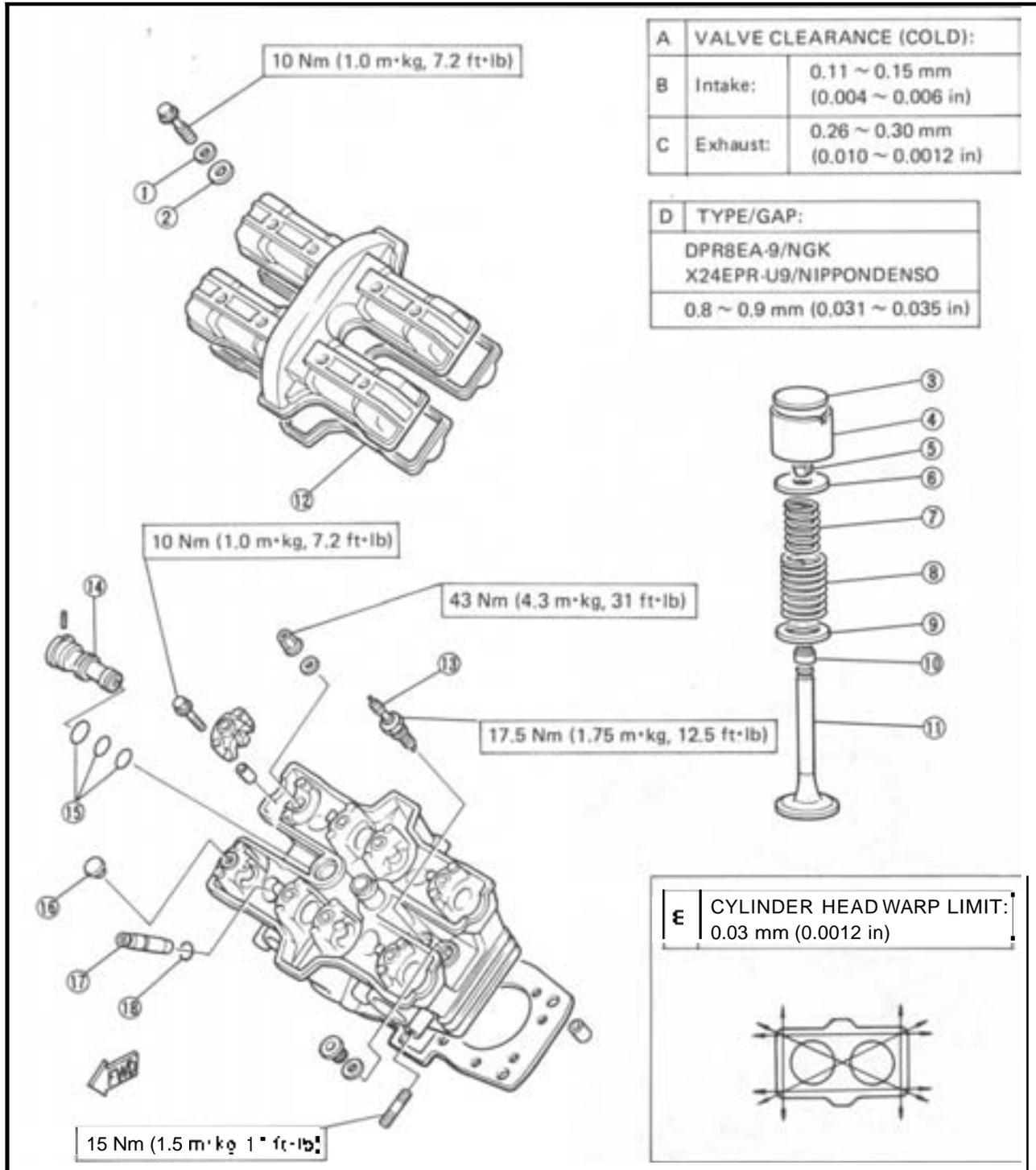
Be sure each joint passes through its corresponding cam chain.

- Lock pin ④

② O-ring

CYLINDER HEAD AND CAMSHAFT

- ① Washer
- ② Rubber washer
- ③ Pad
- ④ Valve lifter
- ⑤ Valve retainer
- ⑥ Spring seat
- ⑦ Inner spring
- ⑧ Outer spring
- ⑨ Spring seat
- ⑩ O seal
- ⑪ Valve
- ⑫ Gasket
- ⑬ Spark plug
- ⑭ Joint
- ⑮ O-ring
- ⑯ Oil plug
- ⑰ Valve guide
- ⑱ Oil seal



10 Nm (1.0 m·kg, 7.2 ft·lb)

10 Nm (1.0 m·kg, 7.2 ft·lb)

43 Nm (4.3 m·kg, 31 ft·lb)

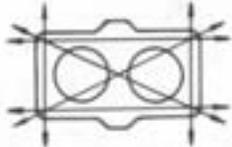
17.5 Nm (1.75 m·kg, 12.5 ft·lb)

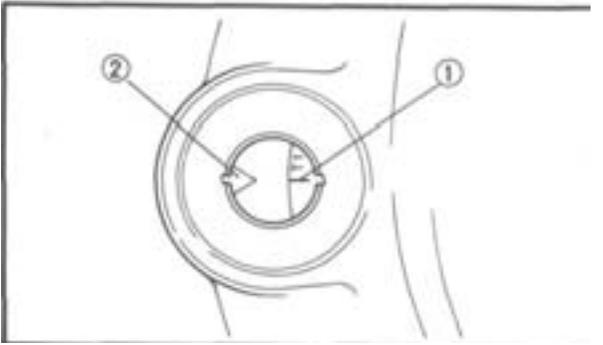
15 Nm (1.5 m·kg, 11 ft·lb)

A VALVE CLEARANCE (COLD):	
B Intake:	0.11 ~ 0.15 mm (0.004 ~ 0.006 in)
C Exhaust:	0.26 ~ 0.30 mm (0.010 ~ 0.012 in)

D TYPE/GAP:	
DPR8EA-9/NGK X24EPR-U9/NIPPONDENSO	
0.8 ~ 0.9 mm (0.031 ~ 0.035 in)	

E	CYLINDER HEAD WARP LIMIT: 0.03 mm (0.0012 in)
----------	---





4. Install:

- Camshafts

By the following installation steps.

Camshaft installation steps :

- Align the "T-1" mark (1) on the flywheel with the stationary pointer (2) on the crankcase cover use 32 mm wrench.

CAUTION:

- Never turn the flywheel installing bolt. Rotating the bolt may loosen it, causing the rotor to fall out.
- Do not turn the crankshaft during the camshafts installation.

- Install the cam chain sprockets onto the camshafts.

VOTE:

- Make sure the "REAR" mark (3) on the cam chain sprockets face away from the "IN" mark (4) and "EX" mark (5) on the camshafts.

- Apply engine oil to the camshaft bearing surfaces.

- Install the "IN" marked camshaft onto the intake side and "EX" marked camshaft onto the exhaust side.

- Turn the camshafts by hand so that the timing marks (6) (∅: small hole) on the camshaft face upward.

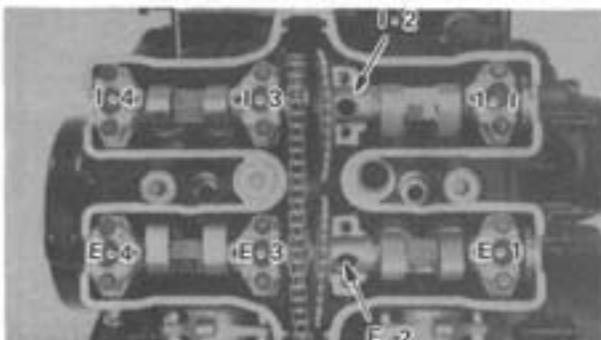
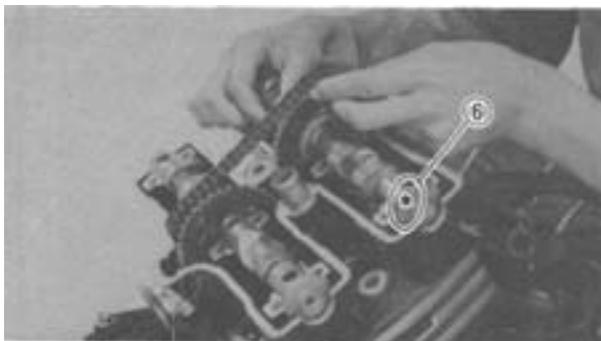
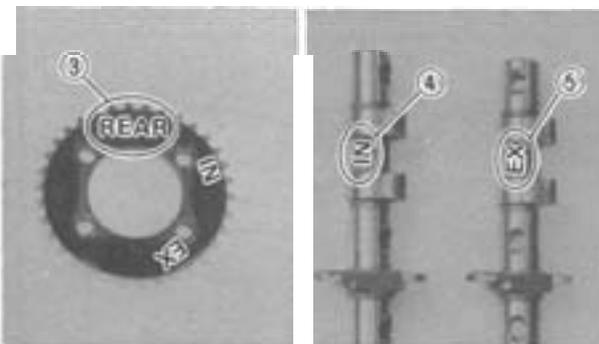
- Install the dowel pins into the cam caps.

- Install the cam caps (Nos. 3, 4) onto the camshaft.

NOTE:

- Do not install No. 2 intake and No. 2 exhaust cam caps at this stage.

- The numbers are punched on the camshaft caps in increments from right to left.





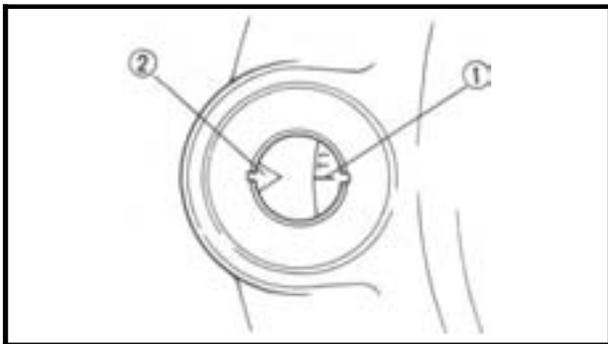
- Tighten the cap bolts.

NOTE:

First tighten the No. 3, 1 and 4 cap bolts in that order, then the No. 2 cap bolts,



Camshaft Cap:
10 Nm (1.0 m·kg, 7.2 ft·lb)



5. Install:

- Cam chain sprockets

By the following installation steps.

Cam chain sprockets installation steps:

Align the "T-1" mark (1) on the flywheel with the stationary pointer (2) on the crankcase cover use 32 mm wrench.

CAUTION:

• **Never** turn the flywheel installing bolt. Rotating the bolt may loosen it, causing the rotor to fall out.

• **Do not** turn the crankshaft during the sprocket installation.

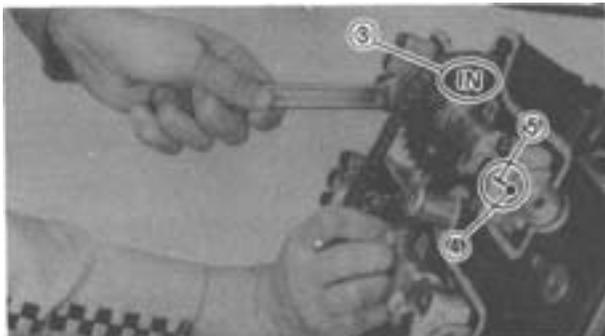
• **Place** the cam chain onto the intake sprocket.

• **Install** the sprocket with the punched mark "REAR" facing outward and finger-tighten the sprocket bolts.

NOTE:

Align the "IN" mark (3) hole on the sprocket with the thread hole on the camshaft.

• **Rotate** the intake camshaft to align the timing mark (4) (small hole) on the camshaft with the embossed match mark @ on the camshaft cap (1.4)



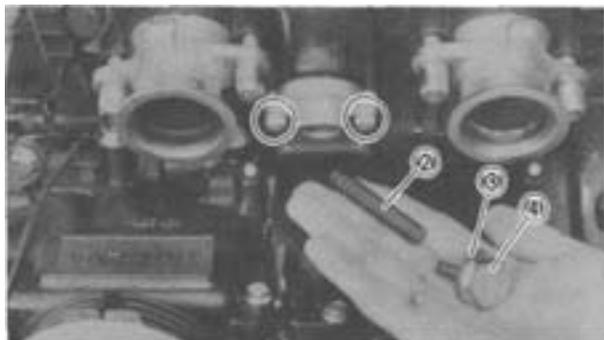
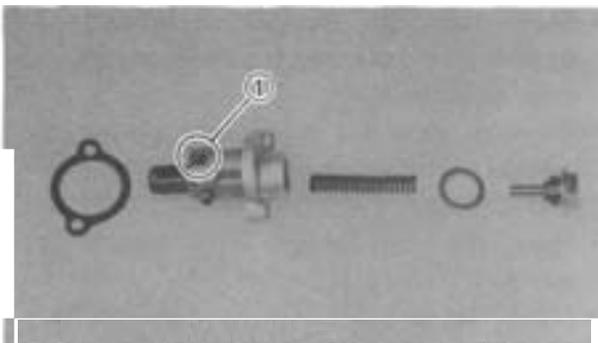


- ◆ Force the intake camshaft counterclockwise to remove the cam chain slack.
- ◆ Place the cam chain onto the exhaust sprocket.
- ◆ Install the sprocket with the punched mark "REAR" facing outward and finger-tighten the sprocket bolt.

NOTE:

Align the "EX" mark hole on the sprocket with the thread hole on the camshaft.

- ◆ Rotate the exhaust camshaft to align the timing mark (small hole) on the camshaft with the embossed match mark on the camshaft cap (E-4).
- ◆ Force the exhaust camshaft clockwise to remove all the cam chain slack.
- ◆ Insert your finger into the cam chain tensioner hole, and push the cam chain guide inward.
- ◆ While pushing the cam chain guide, be sure camshaft embossed match marks align with the timing marks on the camshaft.
- ◆ If marks do not align, change the meshing position of sprocket and cam chain.



6. Install:

- Cam chain tensioner

By the following installation steps.

Cam chain tensioner installation steps:

- ◆ Remove the tensioner end cap bolt and spring.
- ◆ Release the cam chain tensioner one-way cam ①.
- ◆ Install the tensioner with a new gasket into the cylinder.



Cam Chain Tensioner Body:
12 Nm (1.2 m·kg, 8.7 ft·lb)

Install the tensioner spring ②, copper washer ③, and end cap bolt ④.



End Bolt (Cam Chain Tensioner):
20 Nm (2.0 m·kg, 14 ft·lb)

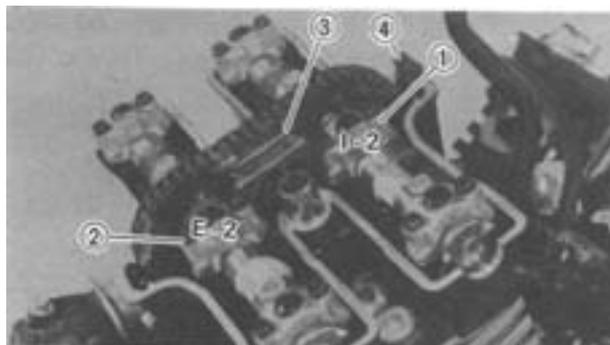
7. Turn the crankshaft and tighten the cam sprocket bolts.



Camshaft Sprocket:
24 Nm (2.4 m·kg, 17 ft·lb)

CAUTION:

Be sure to attain the specified torque value to avoid the possibility of these bolts coming loose and causing damage to the engine.



8. Install:

- Cam caps ("I-2" and "E-2"): ①, ②



Camshaft Cap:
10 Nm (1.0 m·kg, 7.2 ft·lb)

- Cam chain guides ③, ④

9. Apply:

- Engine oil
To the cam chain, sprockets, camshaft and valves.

Front Cylinder Head

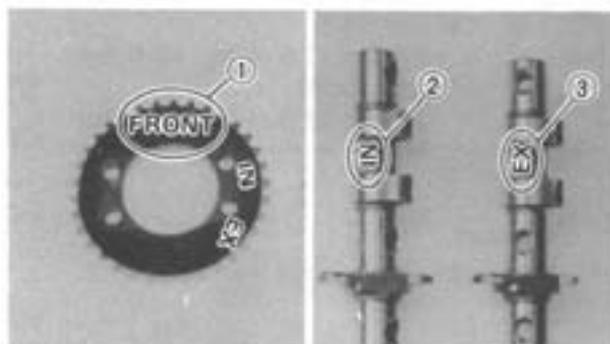
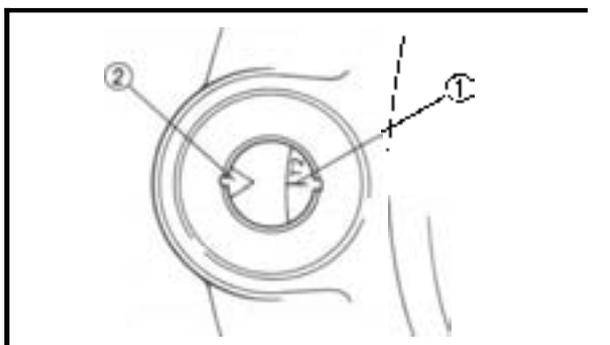
When installing the front cylinder head, repeat the rear cylinder head installation procedure. However, note the following points.

1. Install:

- Camshafts
 - 1) Rotate the crankshaft counterclockwise 360° plus and added 70° (430° total) from the "T-1" mark.
 - 2) Align the "T-2" ① mark on the flywheel with the stationary pointer ② on the crankcase cover use 32 mm wrench.
 - 3) Install the cam chain sprockets onto the camshafts.

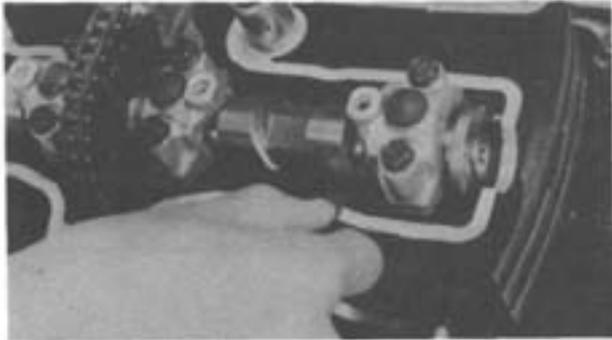
NOTE:

Make sure the "FRONT" mark ① on the cam chain sprockets face away from the "IN" mark ② and "EX" mark ③ on the camshaft.

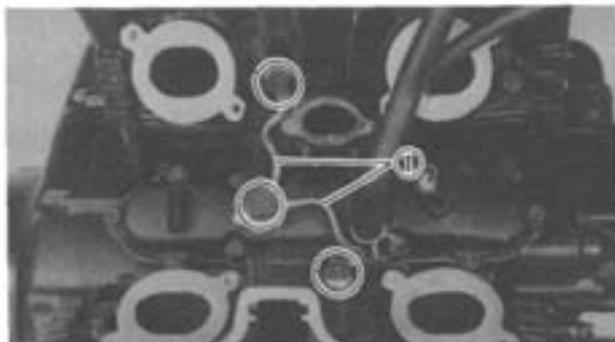


- 4) Turn the camshafts by hand so that the timing marks (⊙ big hole) on the camshaft face upward.

2. Install:
 - Cam chain sprocket
 - 1) Align the "T-2" mark on the flywheel with the stationary pointer on the crankcase cover use 32 mm wrench.
 - 2) Install the sprocket with the punched mark "FRONT" facing outward and finger-tighten the sprocket bolts.
 - 3) Rotate the intake and exhaust camshafts to align the timing mark (O: big hole) on the camshaft with the embossed match marks on the camshaft caps (1-4 and E-4).
3. Measure:
 - Valve clearance
 - Out of specification → Adjust.
 - Refer to "CHAPTER 2. VALVE CLEARANCE ADJUSTMENT" section.



	Valve Clearance (Cold):	
	Intake:	0.11 ~ 0.15 mm (0.004 ~ 0.006 in)
	Exhaust:	0.26 ~ 0.30 mm (0.010 ~ 0.012 in)

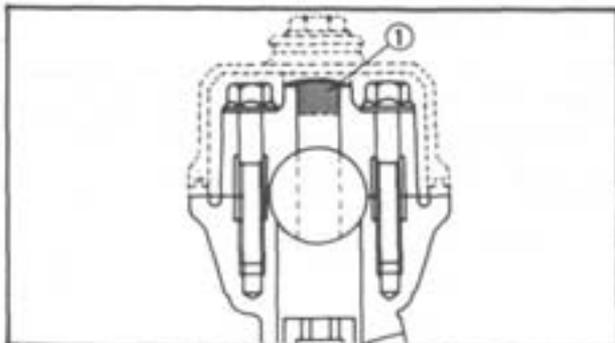


OIL DELIVERY PIPE AND CYLINDER HEAD COVER

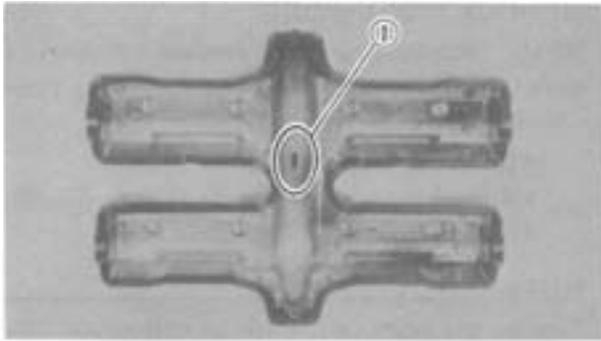
1. Install:
 - Oil delivery pipe 

NOTE: _____
Tighten the three union bolts evenly, then torque them to specification.

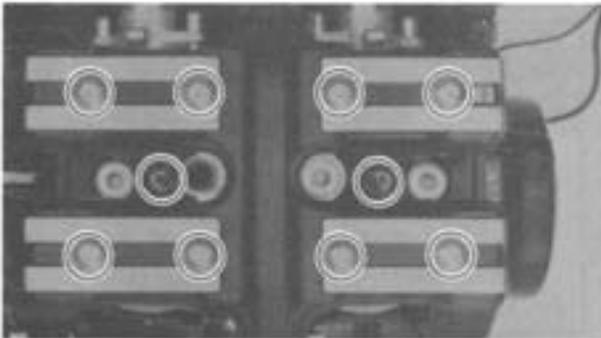
	Oil Delivery Pipe:	
	8 mm Bolt:	18 Nm (1.8 m·kg, 13 ft·lb)
	10 mm Bolt:	20 Nm (2.0 m·kg, 14 ft·lb)



2. Install:
 - Gasket
 - Cylinder head covers (rear and front)

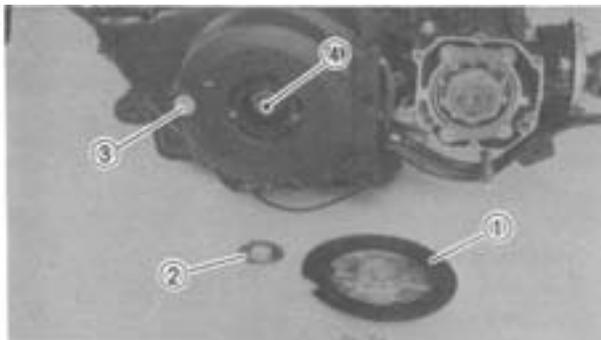


- NOTE:**
- Be sure all cam caps are covered with oil plugs.
 - Arrow mark ① on the cover should face toward the exhaust side.
 - ~~Inspect~~ the head cover gasket and replace it if damaged.



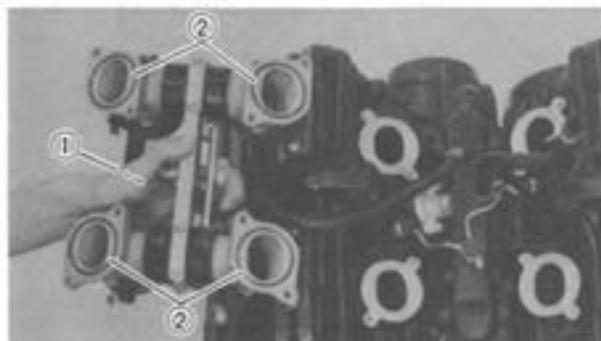
3. Tighten:
- Bolts (cylinder head cover)
 - *Spark plugs

	Cylinder Head Cover:
	10 Nm (1.0 m·kg, 7.2 ft·lb)
	Spark Plug:
	17.5 Nm (1.75 m·kg, 12.5 ft·lb)



4. Install:
- Timing plug ③
 - *Special washer ②
 - Crankcase cover plate ①

NOTE: Check for clog of oil passage ④ in the bolt. If any, clean the oil passage.



- V-BOOST**
- 1 Install:
- V-boost assembly ①

NOTE:

- ~~Inspect~~ the O-ring ② on the V-boost, and replace it if damaged.
- Tighten the bolts in a crisscross pattern.

	V-boost:
	10 Nm (1.0 m·kg, 7.2 ft·lb)



ENGINE ASSEMBLY AND ADJUSTMENT

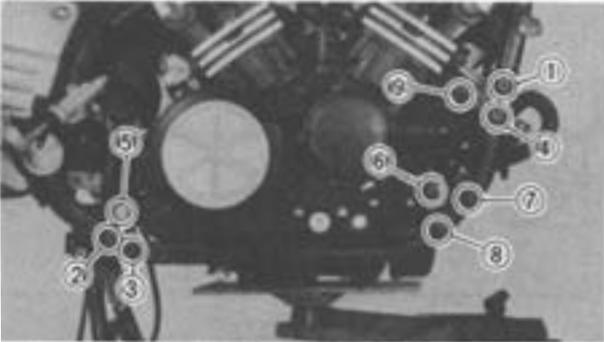
REMounting ENGINE

When remounting the engine, reverse the removal procedure. Note the following points.

1. Install:

- ◆ Down tube frame (right)
- ◆ Bolts (down tube) ①, ②, ③, ④, ⑦, ⑧
- ◆ Bolts (engine) ⑤, ⑥, ⑨

NOTE: _____
Tighten the bolts (#1 ~ #9) in that order.



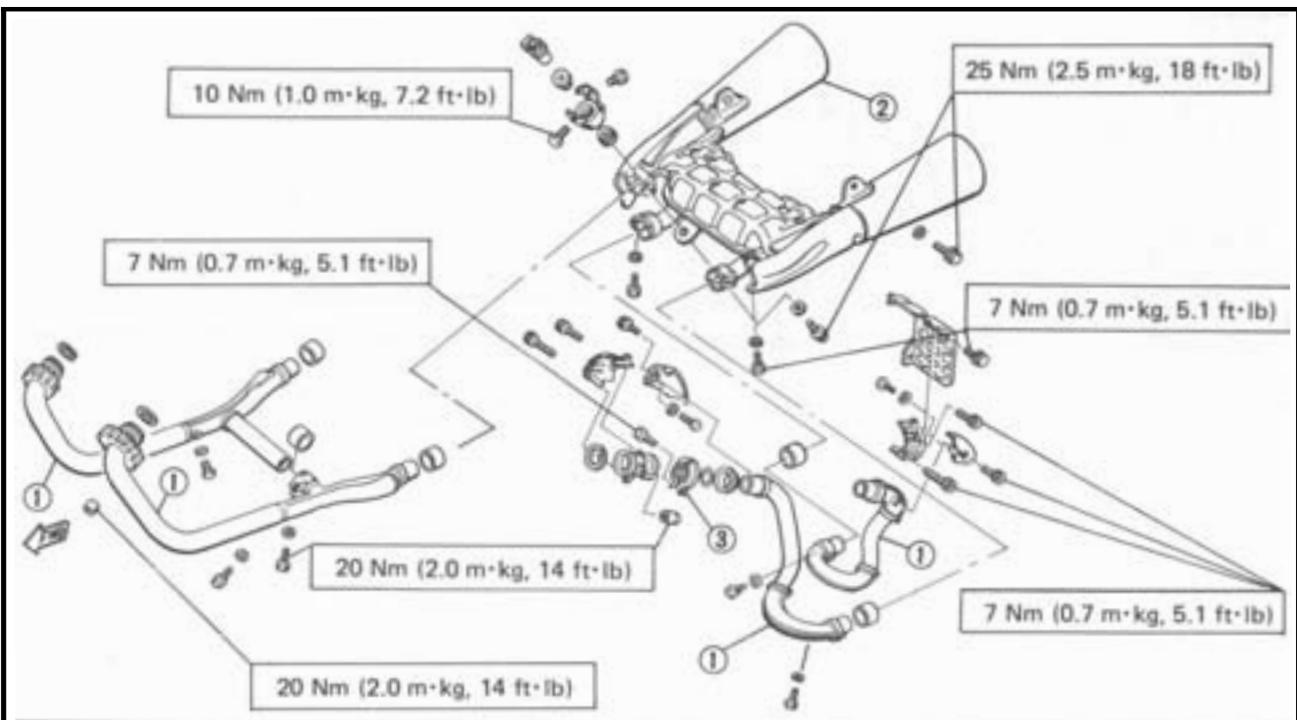
Engine Mounting:

- Bolts (Down Tube) @, ②, ③, ④:
45 Nm (4.5 m·kg, 32 ft·lb)
- Bolts (Engine) ⑤ :
70 Nm (7.0 m·kg, 50 ft·lb)
- Bolts (Engine) @, ⑨ :
40 Nm (4.0 m·kg, 29 ft·lb)
- Bolts (Down Tube) ⑦, ⑧ :
15 Nm (1.5 m·kg, 11 ft·lb)

2. Tighten:

- ◆ Exhaust pipes
- ◆ Muffler

- ① Exhaust pipe
- @ Muffler
- ③ Clamp

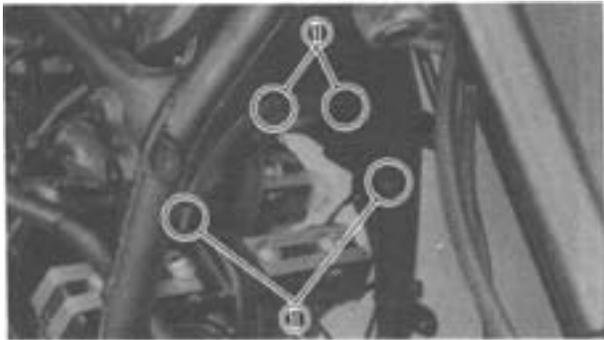




3. Tighten:

- All nuts or bolts
By the following specification torque.

	Clutch Release Cylinder:	12 Nm (1.2 m·kg, 8.7 ft·lb)
	Middle Gear Case Cover:	10 Nm (1.0 m·kg, 7.2 ft·lb)
	Change Pedal:	10 Nm (1.0 m·kg, 7.2 ft·lb)
	Footrest (Left):	40 Nm (4.0 m·kg, 29 ft·lb)
	Footrest (Right):	23 Nm (2.3 m·kg, 17 ft·lb)
	Rear Brake Master Cylinder:	23 Nm (2.3 m·kg, 17 ft·lb)



4. Adjust:

- o Rear brake switch

Refer to "CHAPTER 2. REAR BRAKE SWITCH ADJUSTMENT" section,

- 5. Bend the tabs ① on the air baffle plate (front) as shown.



6. Adjust:

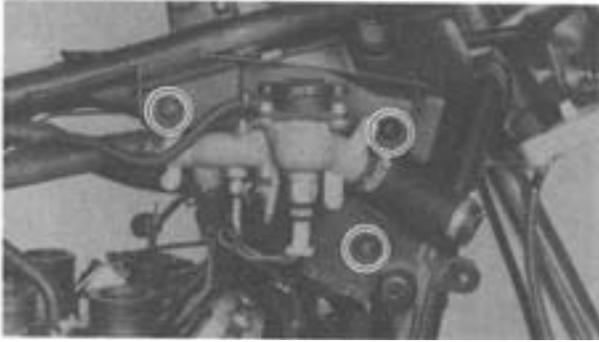
- Control cable (V-boost) ①

Refer to "CHAPTER 5. CARBURETION, V-BOOST" section.

7. Tighten:

- All nuts or bolts.
By the following specification torque.

	Conduit:	7 Nm (0.7 m·kg, 5.1 ft·lb)
	Radiator:	7 Nm (0.7 m·kg, 5.1 ft·lb)
	Radiator Cover:	4 Nm (0.4 m·kg, 2.9 ft·lb)
	Carburetor Joint:	10 Nm (1.0 m·kg, 7.2 ft·lb)



8. Connect:

- All hoses and lead (conduit)

Refer to "CHAPTER 4. COOLING SYSTEM, RADIATOR AND CONDUIT" section.

9. Adjust:

- ◆ Throttle cable free play

Refer to "CHAPTER 5. CARBURETION, THROTTLE CABLE CYLINDER" section.

10. Add:

- Engine oil

Refer to "CHAPTER 2. ENGINE OIL REPLACEMENT" section.

11. Add:

- Coolant

Refer to "CHAPTER 4. COOLING SYSTEM, COOLANT" section.

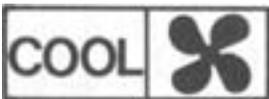


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CHAPTER 4. COOLING SYSTEM

COOLANT	4-1
COOLANT FLOW	4-1
COOLANT REPLACEMENT	4-2
WATER PUMP	4-5
DISASSEMBLY	4-5
INSPECTION	4-5
BEARING AND SEAL REPLACEMENT	4-5
ASSEMBLY	4-7
THERMOSTATIC VALVE	4-8
REMOVAL	4-8
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COOLANT DRAIN VALVE	4-9
DISASSEMBLY	4-9
INSPECTION	4-9
ASSEMBLY	4-9
CYLINDER HEAD WATER JACKET JOINT	4-10
REMOVAL	4-10
INSPECTION	4-10
ASSEMBLY	4-10
RADIATOR AND CONDUIT	4-10
DISASSEMBLY	4-10
INSPECTION	4-11
ASSEMBLY	4-12



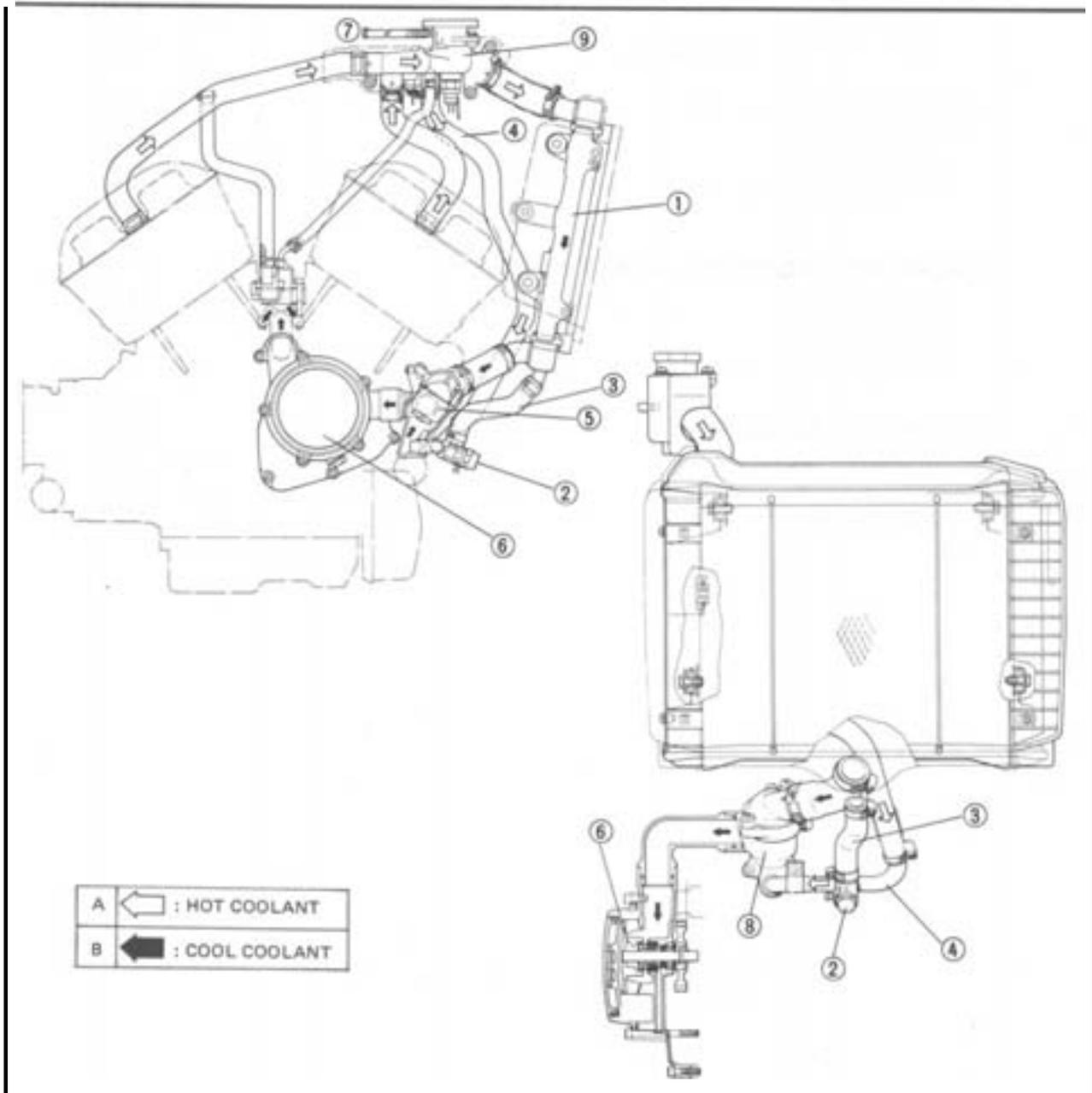
COOLANT

COOLING SYSTEM

COOLANT

COOLANT FLOW

- ① Radiator
- ② Coolant drain valve
- ③ Bypass pipe to the coolant drain valve
- ④ Bypass pipe to the thermostatic valve
- ⑤ Thermostatic valve
- ⑥ Water pump
- ⑦ To the reservoir tank
- ⑧ Thermostat housing
- ⑨ Conduit





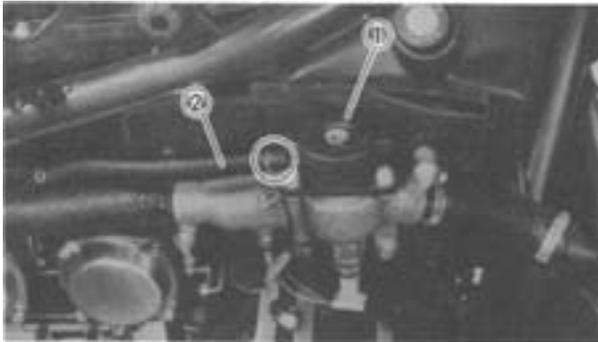
COOLANT REPLACEMENT

WARNING:

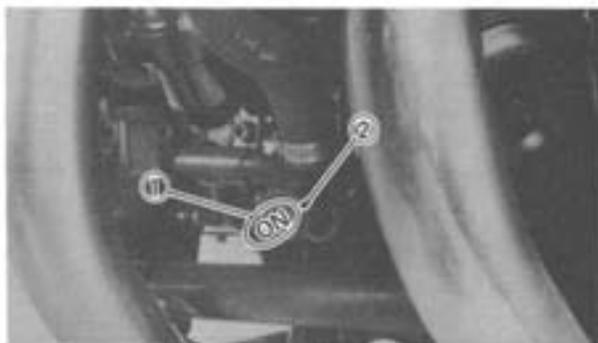
Do not remove the radiator cap when the engine and radiator are hot. Scalding hot fluid and steam may be blown out under pressure, which could cause serious injury. When the engine has cooled, open the radiator cap by the following procedure:

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

1. Place a receptacle under the coolant drain bolt.



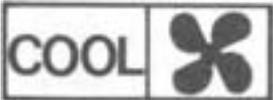
2. Remove:
 - *Cover (right)
 - T cover
 - Radiator cap ①
 - *Feed hose (reservoir tank) ②



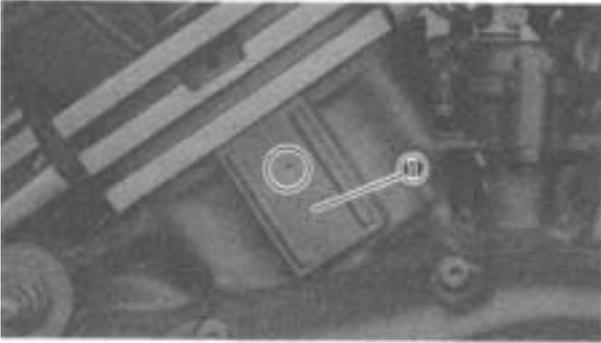
3. Align:
 - Coolant drain valve "ON" ① mark with match mark ② on drain valve housing



4. Remove:
 - *Drain bolt ①
 Drain the coolant.

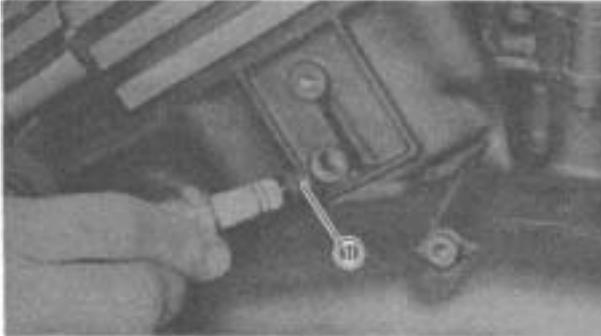


COOLANT



5. Remove:

- Side covers (cylinder) ①



6. Remove:

- Rubber plugs ①

Drain the coolant.

NOTE: _____

To facilitate removal of the rubber plugs, screw a spark plug into the threaded hole and hand-pull the spark plug firmly.

7. Drain:

- *Coolant (completely)

NOTE: _____

Thoroughly flush the cooling system with clean tap water,

8. Inspect:

- *Rubber plugs

Damage ⇒ Replace,

9. Tighten:

- Drain bolt



Drain Bolt:

43 Nm (4.3 m kg, 31 ft.lb)

10. Fill:

- Cooling system

By the following steps.

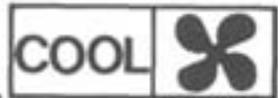


Recommended Coolant:

High Quality Ethylene Glycol
Anti-Freeze Containing Anti-
Corrosion for Aluminum Engine
Inhibitors

Coolant and Water Mixed Ratio:
50% /50%

Total Amount:
3.05 L (2.69 Imp qt, 3.22 US qt)



Reservoir Tank Capacity:
0.30 L (0.26 Imp qt, 0.32 US qt)
 From "LOW" to "FULL" Level:
0.20 L (0.18 Imp qt, 0.21 US qt)

CAUTION:

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

• **Do not** mix more than one type of ethlen glycol antifreeze containing corrosion for aluminum engine inhibitors.

Coolant filling steps:

• **Fill** the coolant into the conduit until the conduit is full.

***Start** the engine (coolant level decreases.)

CAUTION:

Always check ~~coolant~~ level, and check for coolant leakage before starting engine.

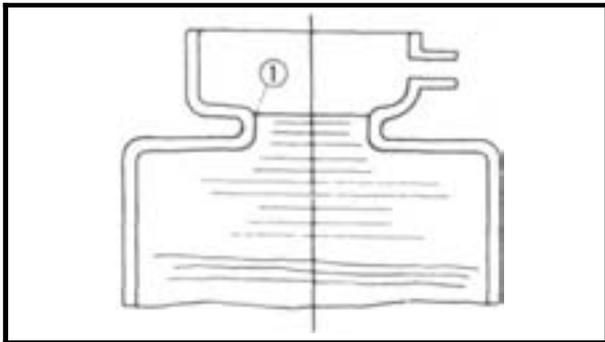
• **Adjust** the coolant while engine is running.

***Stop** the engine when coolant level stabilizes.

• **Adjust** the coolant again to specified level ①.

***Install** the radiator cap.

***Align** the coolant drain valve "OFF" mark ② with the match mark ③ on drain valve housing.



11. Connect:

*Feed hose (reservoir tank)

12. Fill:

*Reservoir tank

Add the coolant until liquid reaches "FULL" level mark.

① "FULL" level

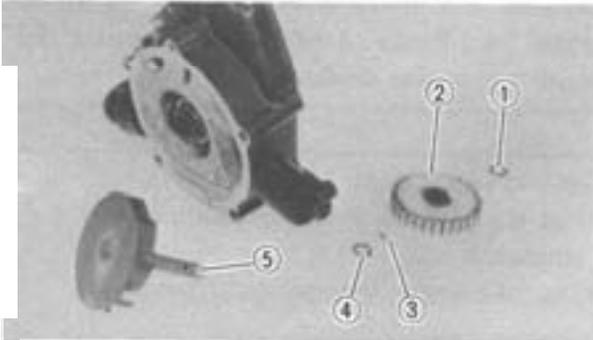
② "LOW" level

WATER PUMP

DISASSEMBLY

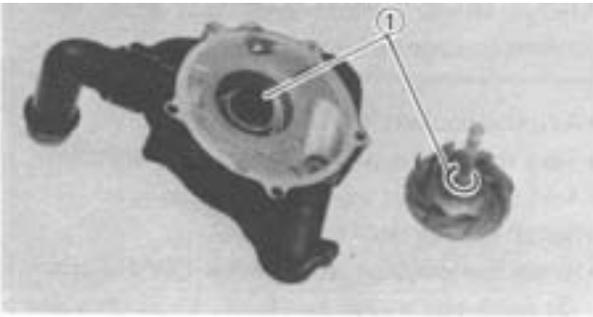
NOTE:

- **Be** sure to drain the coolant before disassembly of the cooling system components.
- *Refer to Engine Disassembly for water pump disassembly.



1. Remove:
 - **Circclip** ①
 - ***Drive gear** ②
 - ***Gear stopper pin** ③
 - **Circclip** ④
 - ***Impeller shaft** ⑤
2. Eliminate:
 - **Debris**

From the impeller and water pump housing.



INSPECTION

1. Inspect:
 - ***Bearing**
 - Wear/Damage** - Replace.
 - **Oil seal**
 - Wear/Damage** - Replace.
 - **Impeller**
 - Cracks/Wear/Damage** - Replace.
 - ***Water pump seal set** ①
 - Wear/Damage** - Replace.

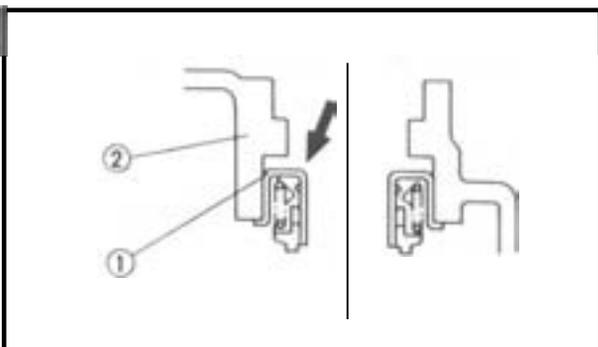
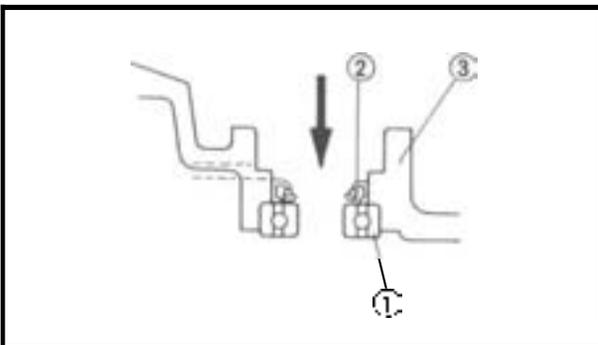
BEARING AND SEAL REPLACEMENT

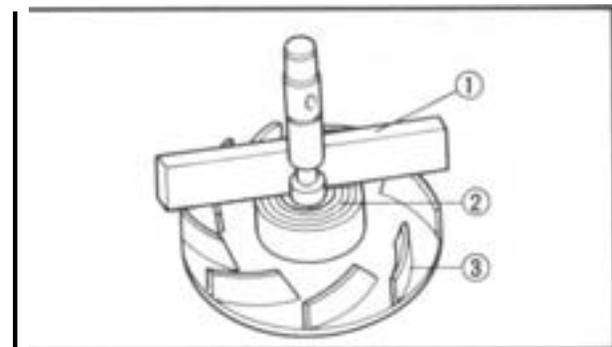
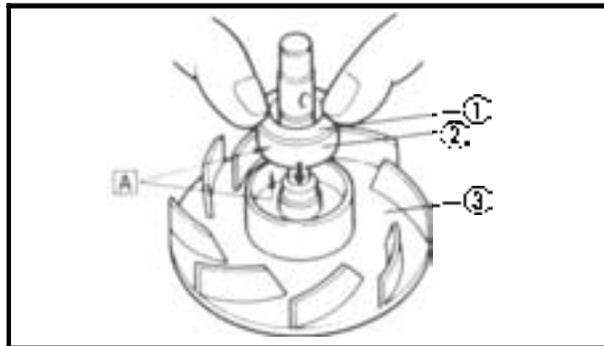
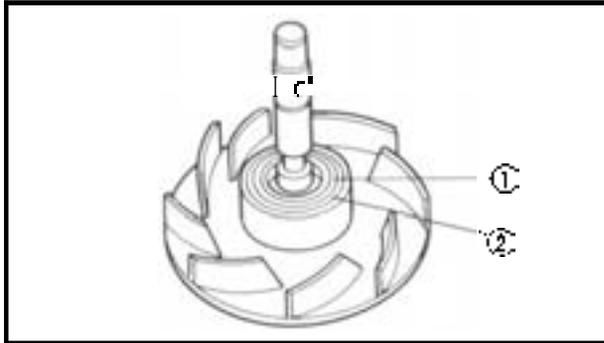
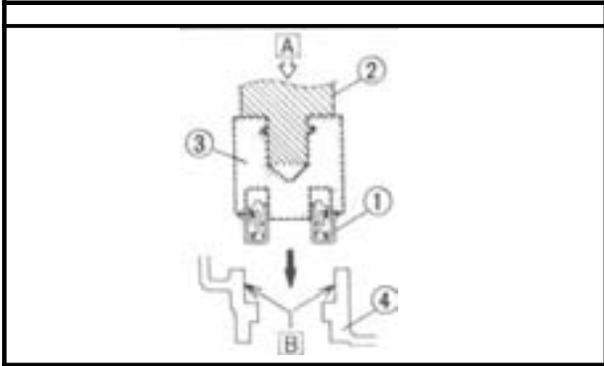
1. Remove:
 - ***Bearing** ①
 - **Oil seal** ②

Tap off both components from water pump seal side.

③ Crankcase cover

2. Remove:
 - **Water pump seal (crankcase side)** ①
 - Tap it off from the cover ②.





3. Install:
 - Water pump seal ①
 - Use Water Pump Seal Installer (YM-04058-1 ②, YM-33221 ③).
 - Apply Sealant (Quick Gasket®) to crankcase cover @ before installing seal.

- A** PRESS
- APPLY SEALANT (QUICK GASKET®)

4. Remove:
 - Seal No. 2 ①
 - From impeller.
 - Pry out with a small screwdriver.

NOTE: _____
 Be careful not to scratch or bend the impeller shaft.

② Damper rubber

5. Apply:
 - Water or coolant
 - To outer surface of damper rubber ② and impeller hub.

CAUTION: _____
 Never apply oil or grease to water pump seal surfaces.

6. Assemble:
 - Seal No. 2 / Damper rubber ②
 - To impeller hub.

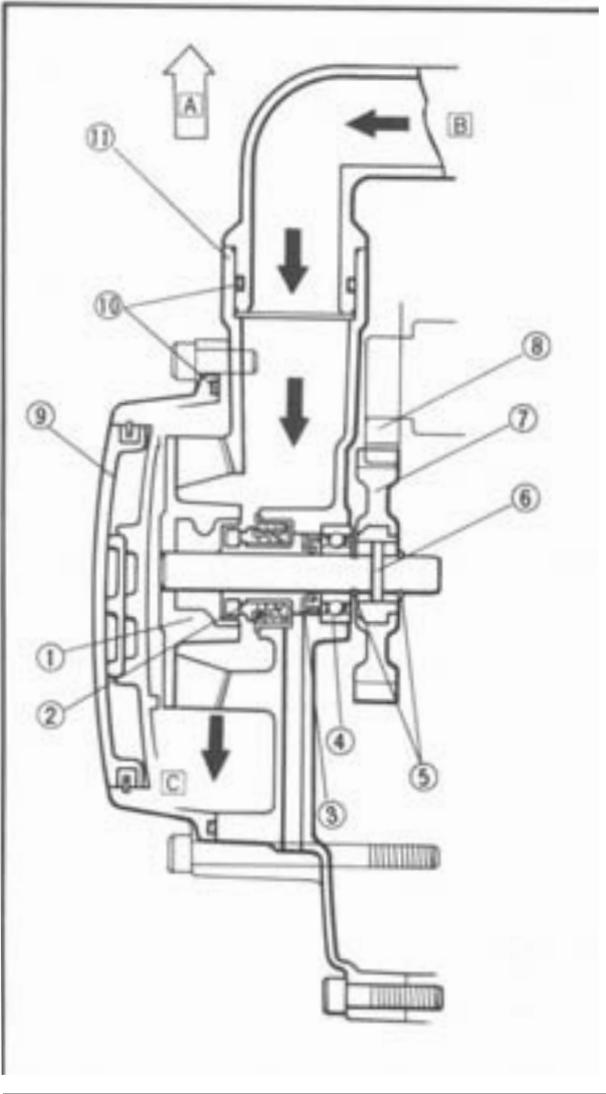
- ① Slip ring
- ③ Impeller
- A** APPLICATION OF WATER OR COOLANT

7. Measure:
 - *Tilt
 - Out of specification - Repeat the above steps "4 ~ 6".

NOTE: _____
 Be sure seal No. 2 fits squarely.

Tilt Limit: 0.15 mm (0.006 in)

- ① Straight edge
- ② Seal NO. 2
- ③ Impeller



ASSEMBLY

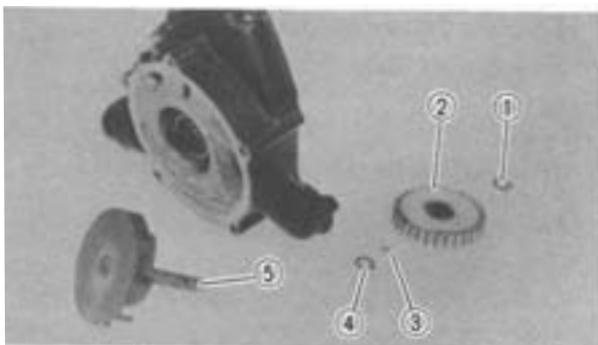
- ① Impeller
- ② Mechanical seal
- ③ O-ring
- ④ Bearing
- ⑤ Circlip
- ⑥ Gear stopper pin
- ⑦ Drivengear
- ⑧ Drive gear
- ⑨ Water pump cover
- ⑩ O-ring
- ⑪ Crankcase cover
- ▲ FRONT
- ◄ FROM RADIATOR
- ◻ TO CYLINDER

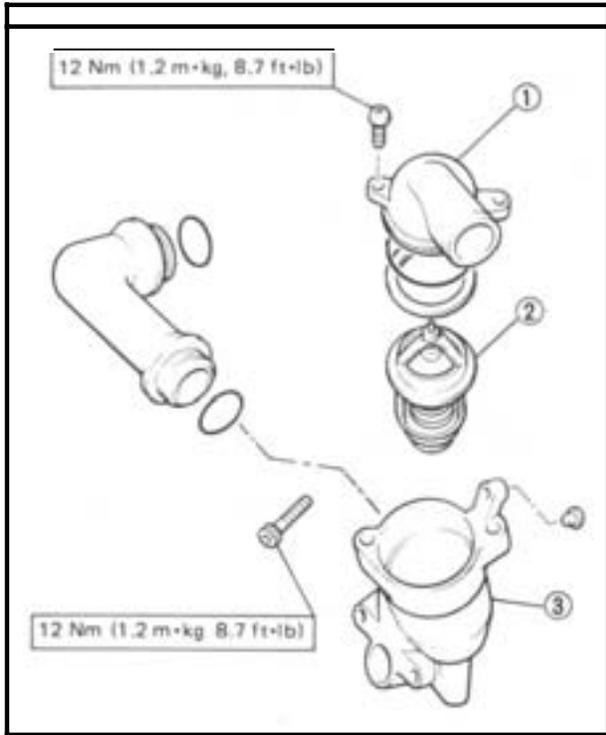
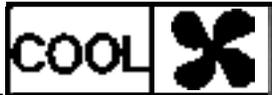
1. Install:

- Impeller shaft ⑤
- Circlip ④
- Gear stopper pin ⑥
- Drive gear ⑦
- Circlip ①

CAUTION:

- Be sure not to scratch the water pump mechanical seal while installing.
- Replace any scratched seal.



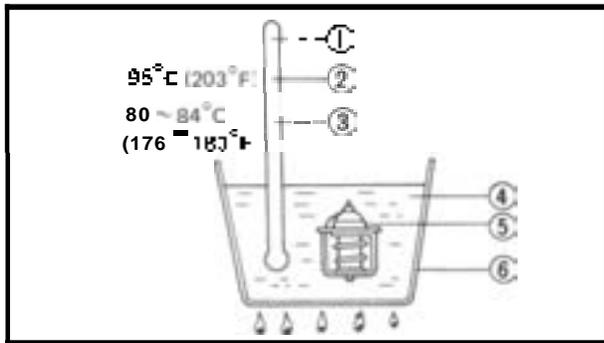


THERMOSTATIC VALVE

REMOVAL

1. Remove:
 - Thermostat cover ①
 - Thermostatic valve ②

③ Thermostat housing

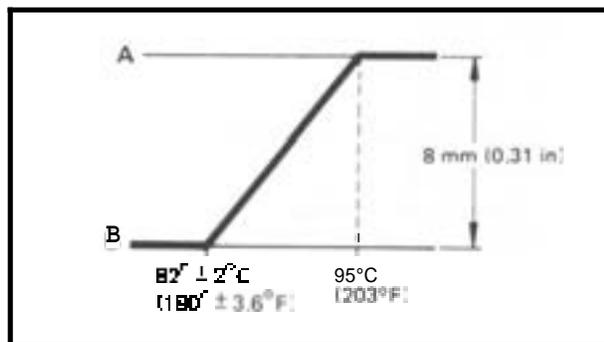


INSPECTION AND ASSEMBLY

1. Inspect:
 - Thermostatic valve
 - Valve does not open at **80 ~ 84°C (176 ~ 183°F)** → Replace.
- By the following inspection steps.

Thermostatic valve inspection steps:

- Suspend thermostatic valve in a vessel or water.
- Place reliable thermometer in water.
- Heat water slowly.
- Observe thermometer, while stirring water continually.

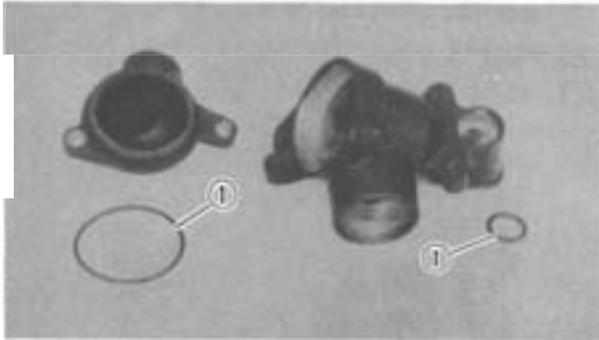


- | | |
|---------------------------|----------------------|
| ① Thermometer | ④ Water |
| ② Full open | ⑤ Thermostatic valve |
| ③ Opening sequence begins | ⑥ Vessel |
| Ⓐ OPEN | Ⓑ CLOSE |

NOTE:

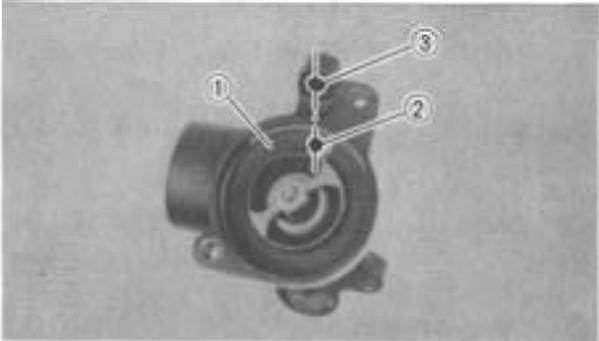
Thermostat is sealed and its setting is specialized work. If its accuracy is in doubt, always replace it. A faulty unit could cause serious overheating or overcooling.

COOLANT DRAIN VALVE



2. Inspect:

- O-ring ①
Wear/Damage - Replace.



3. Install:

- Thermostatic valve ①

NOTE:

Line up the valve breather hole ② with the housing projection ③.

- Thermostat cover
- Thermostat housing

COOLANT DRAIN VALVE

DISASSEMBLY

1. Remove:

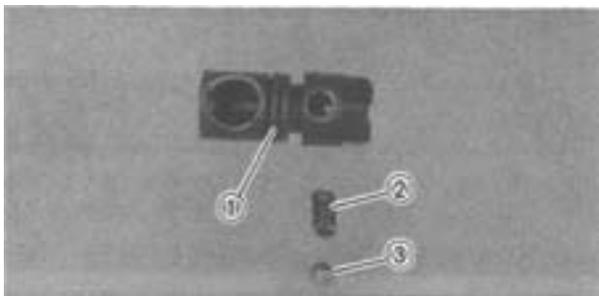
- Retaining screw ①
- Valve assembly



INSPECTION

1. Inspect:

- O-ring ①
Wear/Damage - Replace.
- Spring ②
Damage - Replace.
- Stopper ball ③
Wear/Damage - Replace.

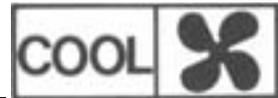


ASSEMBLY

1. Install:

- Valve assembly
Be sure stopper ball falls into body cavity.

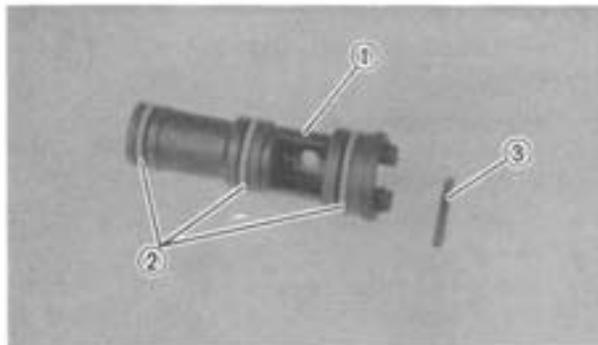
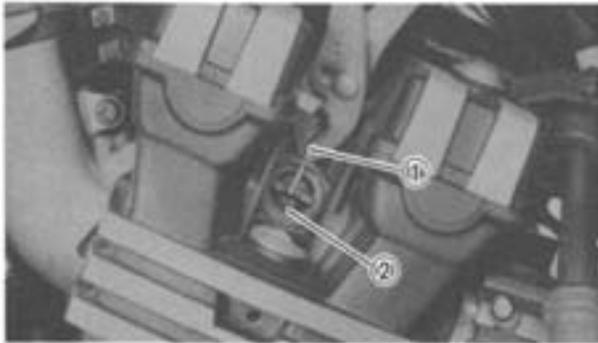
2. Secure valve assembly with retaining screw.



CYLINDER HEAD WATER JACKET JOINT

CAUTION:

- **Be** sure to drain the coolant before you disassemble the water jacket joints otherwise the coolant will flow into the crankcase.
- **Do** not remove the water jacket joints unless absolutely essential; e.g., when overhauling the engine.



REMOVAL

1. Remove:
 - Stopper pins ①
 - Water jacket joints ②

INSPECTION

1. Inspect:
 - Water jacket joint ①
Clogging → Clean.
 - O-rings ②
Wear/Damage - Replace.
 - Stopper pin ③
Wear/Bends - Replace.

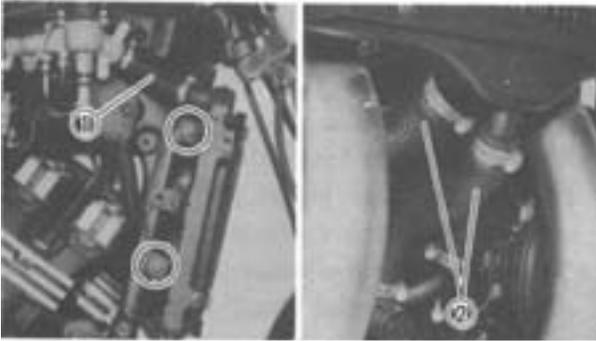
ASSEMBLY

1. Install:
 - Water jacket joints ①
 - Stopper pins ②

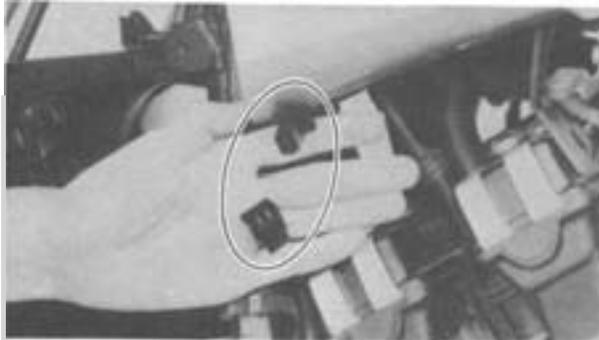
RADIATOR AND CONDUIT

DISASSEMBLY

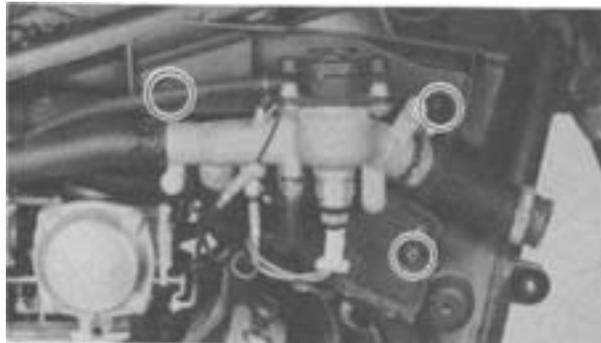
1. Drain:
 - Coolant (completely)
Refer to "COOLANT REPLACEMENT" section.



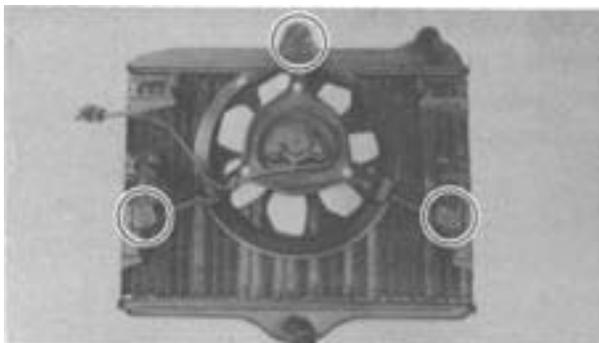
2. Remove:
 - **Bolts** (radiator)
3. Disconnect:
 - **Upper hose** ①
 - **Lower hoses** ②



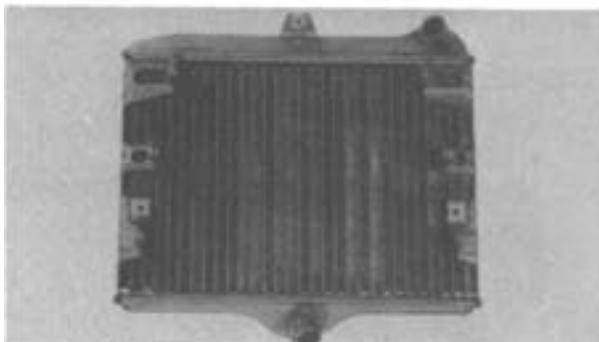
4. Disconnect:
 - **Fan** motor coupler
5. Remove:
 - **Radiator** assembly



6. Disconnect:
 - **All** hoses and leads (conduit)
7. Remove:
 - **Screws** (conduit)



8. Remove:
 - **Fan** motor assembly

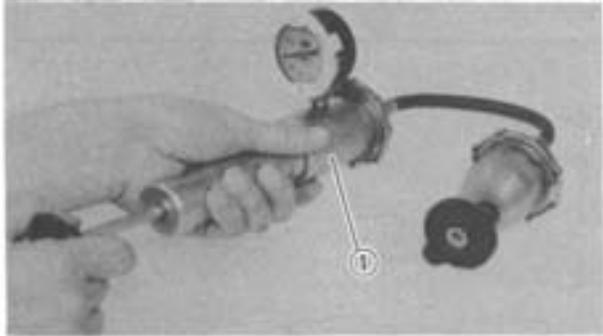


INSPECTION

1. Inspect:
 - **Radiator**
Obstruction -- Blow out with compressed air through rear of radiator.
Flattened fins -- Repair.
 - **Coolant hoses**
Cracks/Damage -- Replace.

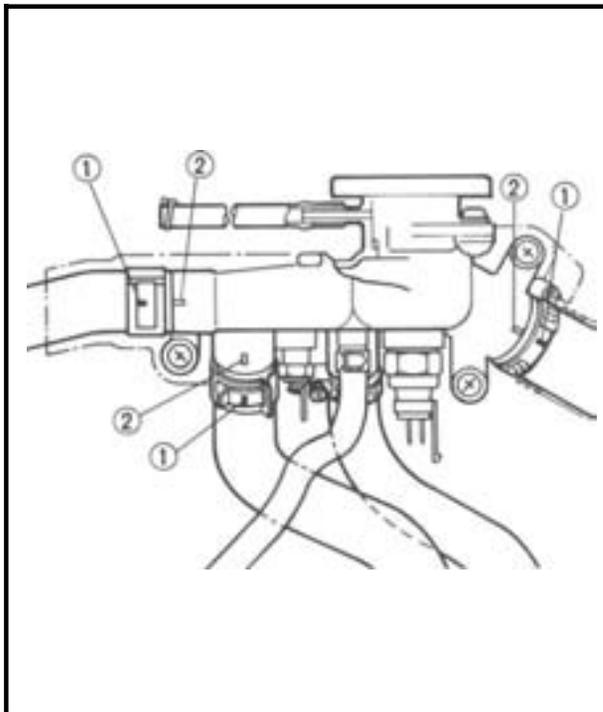


2. Inspect:
 - *Vacuum valve spring
Fatigue → Replace.
 - *Vacuum valve seating condition
Poor condition → Replace.
3. Measure:
 - *Valve opening pressure
By the following measurement steps.



Valve opening pressure measurement steps:
 • Measure the radiator cap pressure using the Radiator Cap Tester ① (YU-24460).
 Valve opens at pressure below specified valve or defective → Replace.

Valve Opening Pressure:
73.6 ~ 103.0 kPa (0.75 ~ 1.05 kg/cm² , 10.7 ~ 14.9 lb/in²)



ASSEMBLY

When installing the radiator and conduit, reverse the removal procedure. Note the following points.

1. Install:
 - Conduit

 Screws (Conduit):
7 Nm (0.7 m.k.g., 5.1 ft.lb.)

2. Connect:
 - All hoses and leads (conduit)

NOTE: _____
 Align the hose match marks ① with the match marks ② on the conduit.

3. Install:
 - Radiator assembly

 Bolts (Radiator):
7 Nm (0.7 m.k.g., 5.1 ft.lb.)

4. Fill:
 - *Cooling system
Refer to "COOLANT REPLACEMENT" section.



5. Inspect

*Cooling system

By the following inspection steps.

Cooling system inspection steps:

- Connect Radiator Cap Tester (YU-24060;



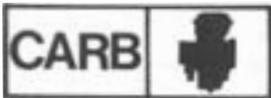
*Apply 1.0 kg/cm² (14 lb/in²) pressure.

*Measure pressure with gauge.

Decrease of pressure (leaks) → Repair at required.

CHAPTER 5. CARBURETION

CARBURETOR	5-1
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DISASSEMBLY	5-3
INSPECTION	5-6
ASSEMBLY	5-7
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THROTTLE CABLE CYLINDER	5-10
ADJUSTMENT	5-10
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REMOVAL	5-13
INSPECTION	5-13
ADJUSTMENT	5-13
INSTALLATION	5-15
AIR CLEANER AND CRANKCASE VENTILATION SYSTEM	5-16



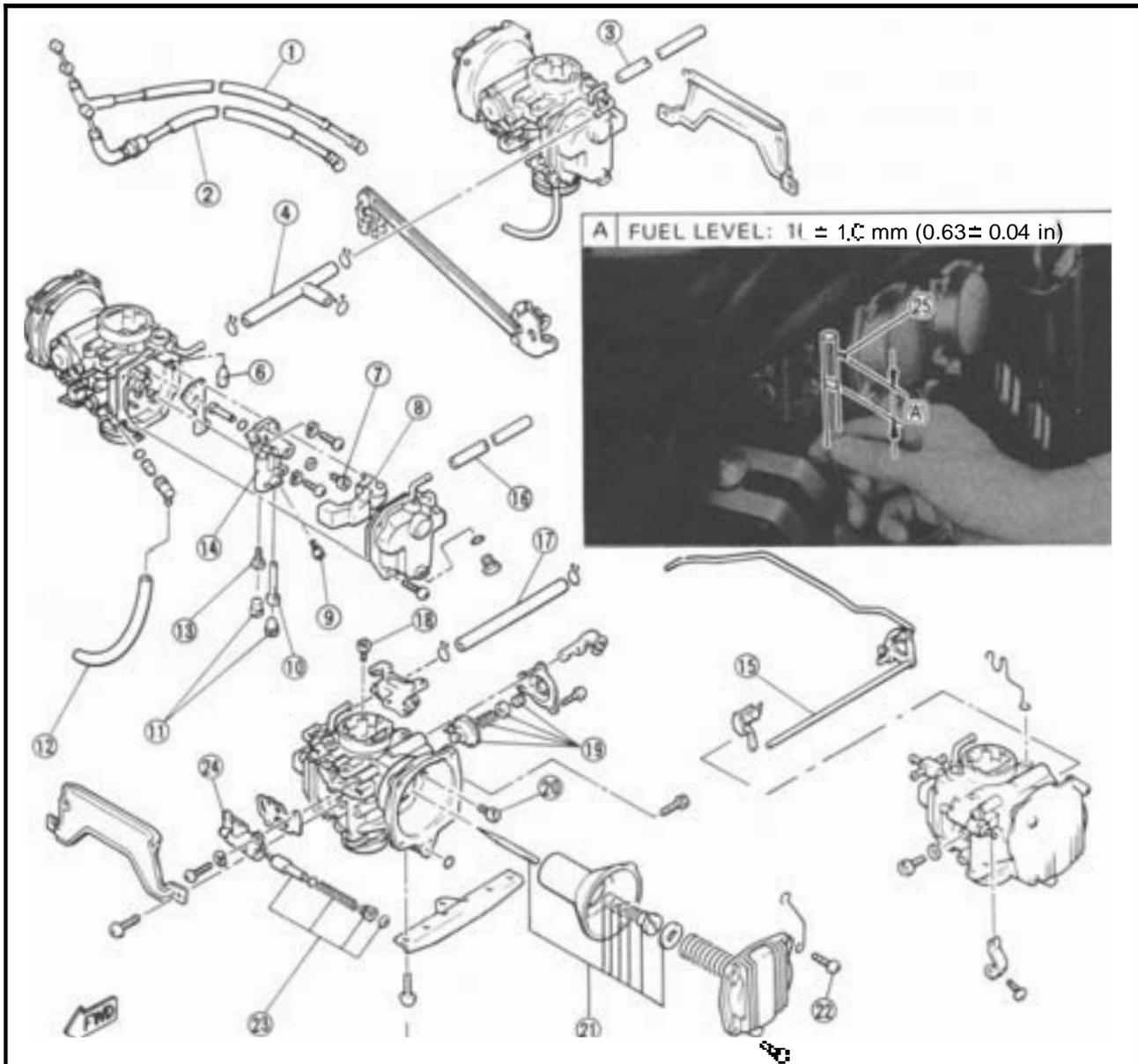
CARBURETOR

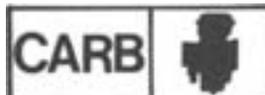
CARBURETION

CARBURETOR

- ① Throttle cable (Close side)
- ② Throttle cable (Open side)
- ③ Fuel overflow hose
- ④ Fuel feed hose
- ⑤ Synchronization rod
- ⑥ Float needle valve
- ⑦ Needle jet screw
- ⑧ Float
- ⑨ Main jet
- ⑩ Main bleed pipe
- ⑪ Rubber plug
- ⑫ Fuel drain hose
- ⑬ Pilot jet
- ⑭ Jet block
- ⑮ Starter lever shaft
- ⑯ Fuel overflow hose
- ⑰ Fuel feed hose
- ⑱ Pilot air jet No. 1
- ⑲ Coasting enrichment valve assembly
- ⑳ Pilot air jet No. 2
- ㉑ Piston valve assembly
- ㉒ Tamper proof screw
- ㉓ Starter plunger assembly
- ㉔ Starter body
- ㉕ Piston valve center mark

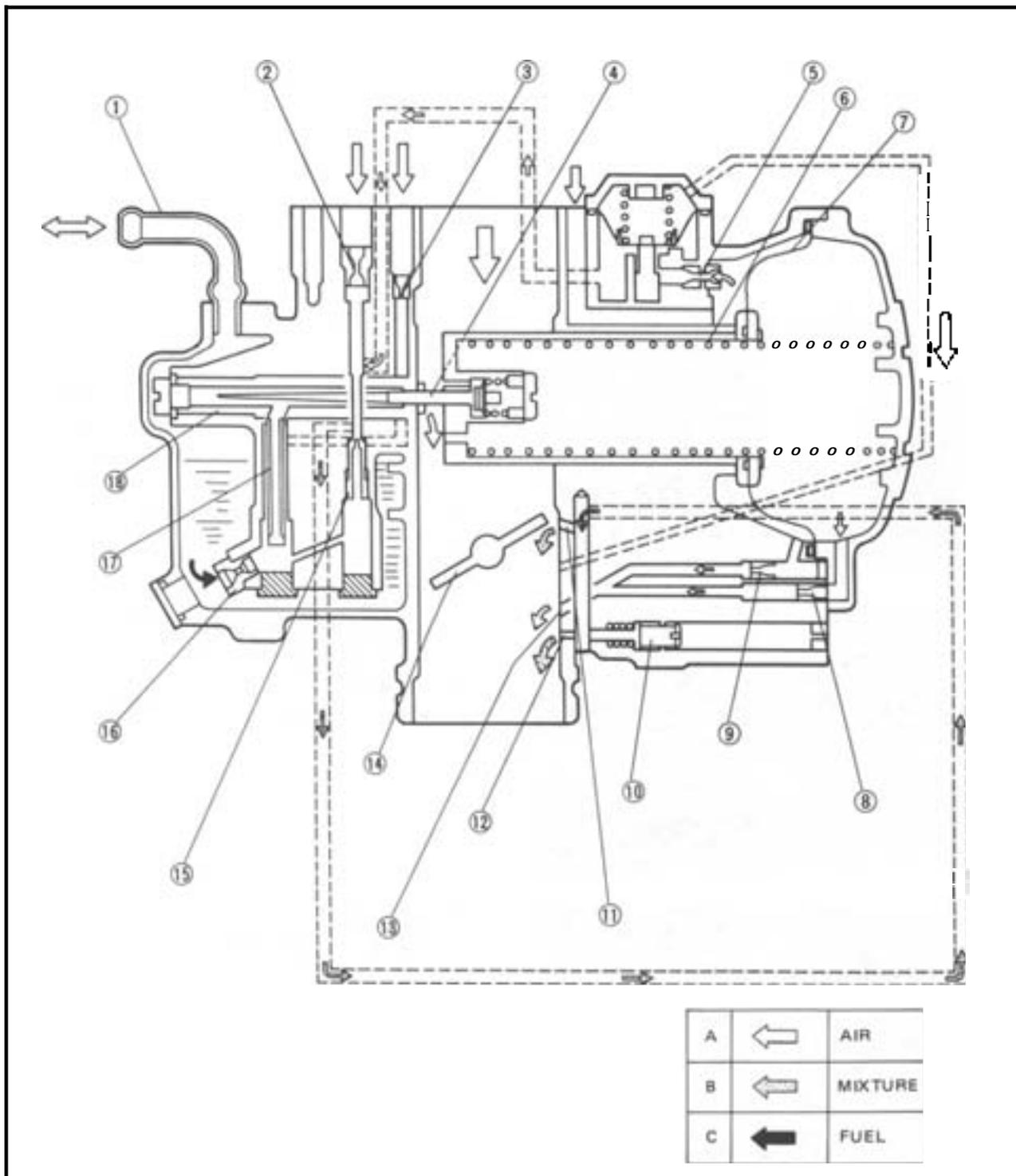
Main jet	$\varnothing 2.5 \# 3 = 152 \text{ \mu}$ $\varnothing 2.5 \# 4 = 150$
Main air jet	$\varnothing 2.0$
Jet needle	5E242
Needle jet	Y-0
Pilot jet	# 37.5
Fuel level	$16 \pm 1.0 \text{ mm}$ $(0.63 \pm 0.04 \text{ in})$
Pilot screw	Preset
Valve seat size	1.5
Engine idle speed	$1,000 \pm 50 \text{ r/min}$





SECTION VIEW

- ① Air vent
- ② Pilot air jet No. 1
- ③ Main air jet
- ④ Jet needle
- ⑤ Pilot air jet No. 2
- ⑥ Piston valve
- ⑦ Diaphragm
- ⑧ Purge jet No. 2
- ⑨ Purge jet No. 1
- ⑩ Pilot screw
- ⑪ Bypass hole
- ⑫ Pilot outlet
- ⑬ Purge hole
- ⑭ Throttle valve
- ⑮ Pilot jet
- ⑯ Main jet
- ⑰ Main bleed pipe
- ⑱ Needle jet



A	←	AIR
B	←	MIXTURE
C	←	FUEL

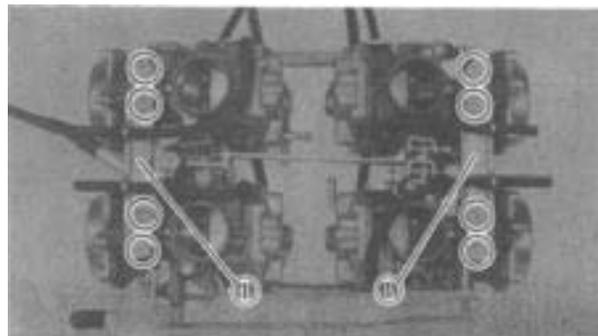
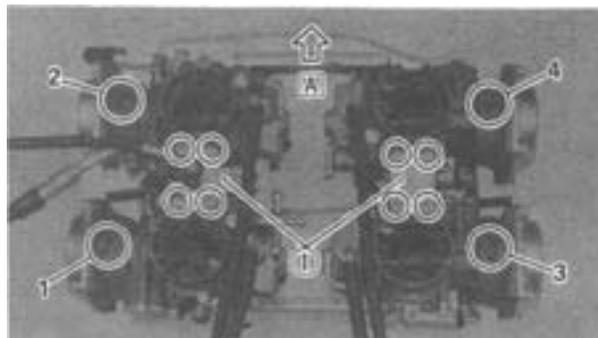
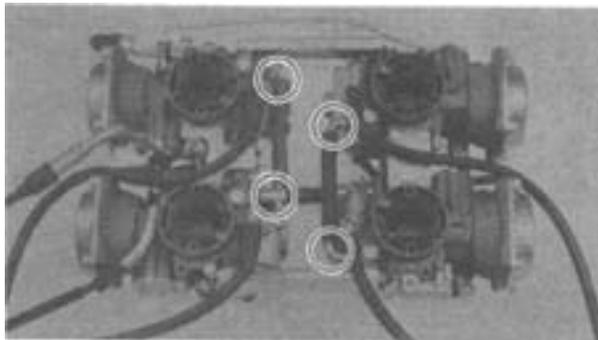
REMOVAL

1. Remove:
 - Carburetor assembly
Refer to engine removal section.

NOTE: _____

The following parts can be cleaned and inspected without disassembly.

- Piston valve
- Starter plunger
- Choking enrichment valve



DISASSEMBLY

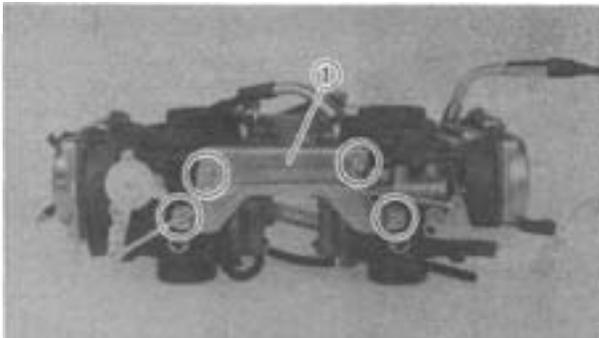
CAUTION: _____

The plastic piston valve is fragile and highly susceptible to damage. Be sure to handle with extreme care. Do not drop the valve or subject it to undue abuse as this can cause cracks that could severely weaken the piston valve.

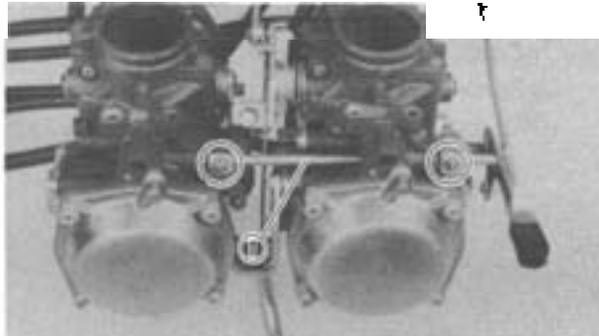
1. Remove:
 - Fuel lines
2. Number each carburetor before removing it from carburetor bracket.
3. Remove:
 - Upper brackets (1)

(A) FRONT

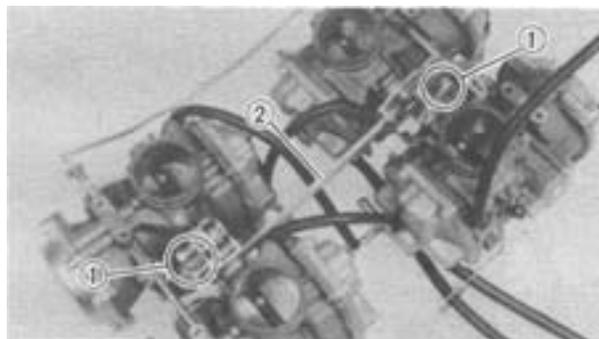
4. Remove:
 - Lower brackets (2)



5. Remove:
 • Side brackets ①

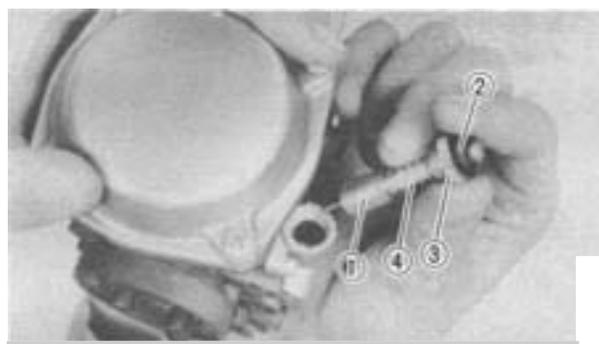


6. Remove:
 • Starter lever shafts ①



7. Remove:
 *Synchronization screws ①
 *Synchronization rod ②

NOTE: _____
 When separating the carburetors be sure not to lose the small spring that may fall out. This spring connects the throttle levers.



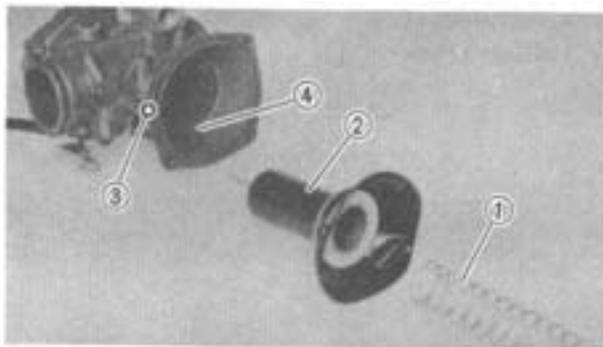
8. Remove:
 • Starter plunger ①
 • Starter plunger body ②

- ③ Nut
 ④ Spring



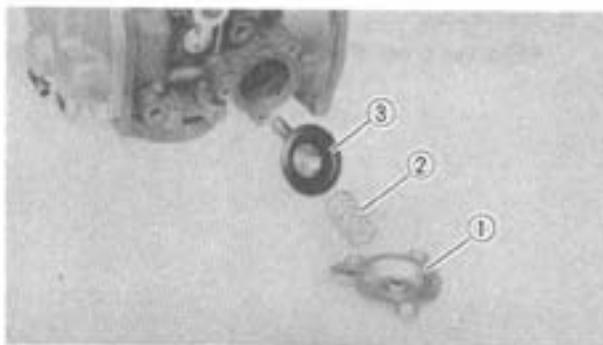
9. Remove:
 *Vacuum chamber cover ①
 Use the Special Torx Driver (YU-25359-2).

- ② Tamper-proof screw



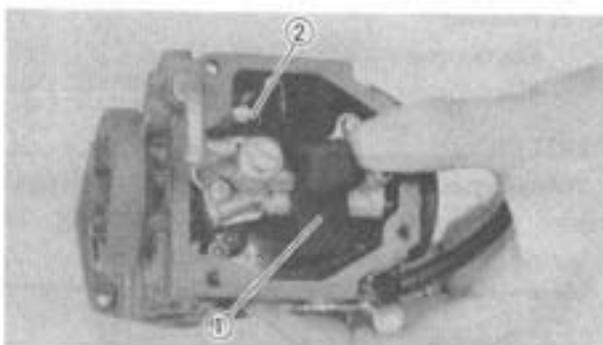
10. Remove:

- Spring ①
- Vacuum piston ②
- O-ring ③
- Pilot air jet No. 2 ④



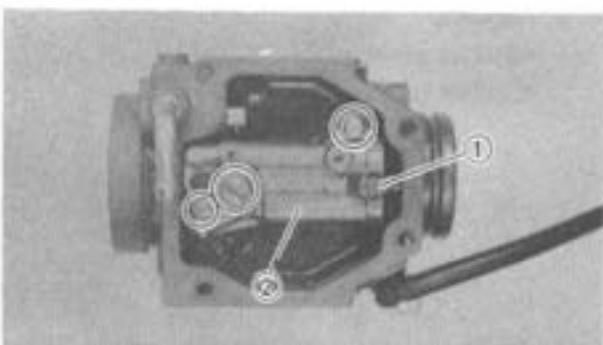
11. Remove:

- Coating enrichment cover ①
- Spring ②
- Diaphragm ③



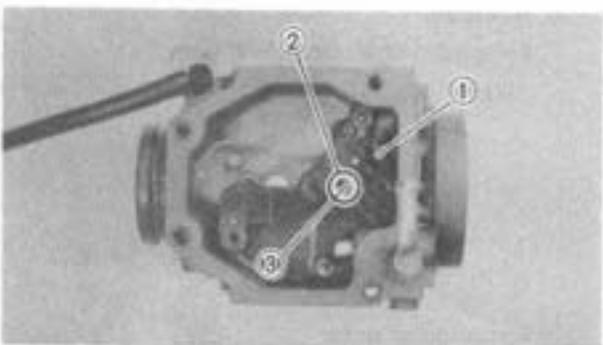
12. Remove:

- Float chamber cover ①
- Float ②
- Needle valve ③



13. Remove:

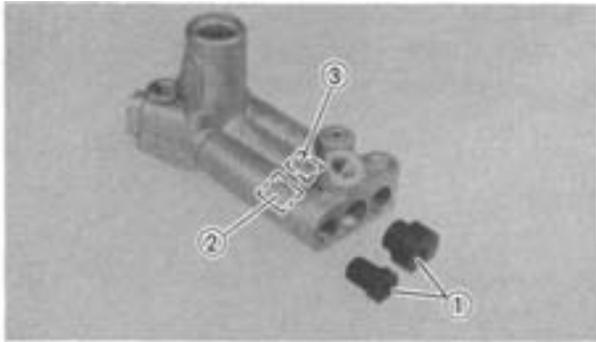
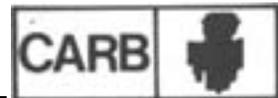
- Main jet ①
- Jet block ②



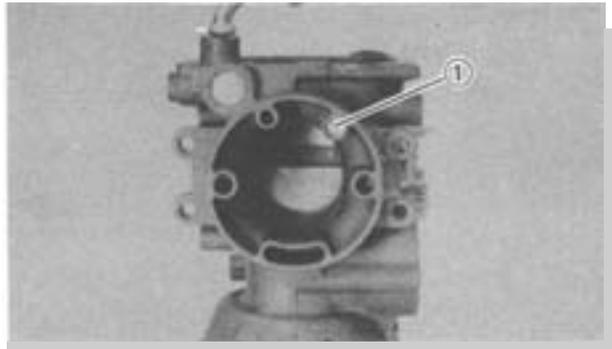
14. Remove:

- Gasket ①
- O-ring ②
- Needle jet ③

NOTE: Move the needle jet toward the vacuum piston.



15. Remove:
- Rubber caps ①
 - Pilot jet ②
 - Air bleed pipe ③

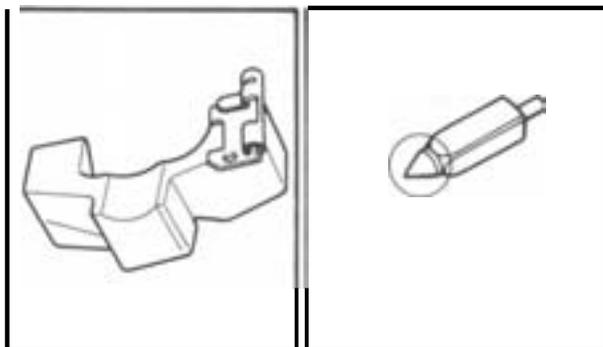


16. Remove:
- Pilot air jet No. 1 ①

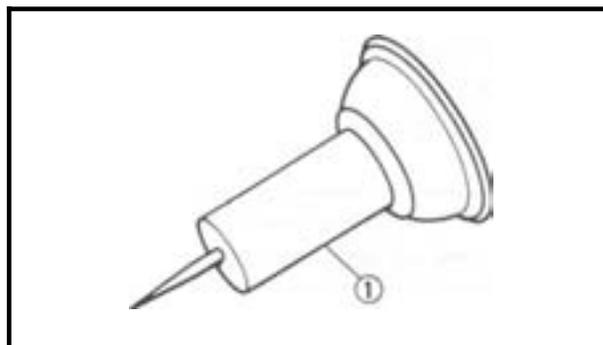
INSPECTION

1. Inspect:
- Carburetor body
Contamination → Clean.

NOTE: _____
Use a petroleum based solvent for cleaning. Blow out all passages and jets with compressed air.

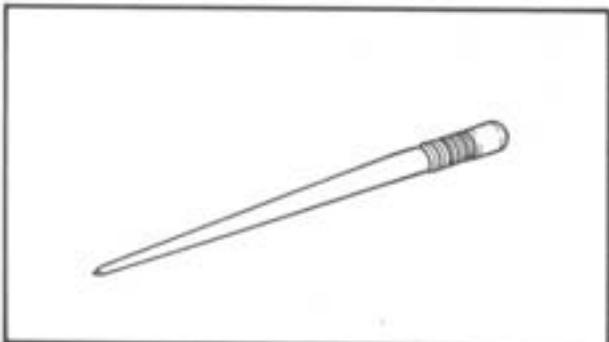


2. Inspect:
- Float
Damage → Replace.
 - Needle valve
Wear/Contamination → Replace.

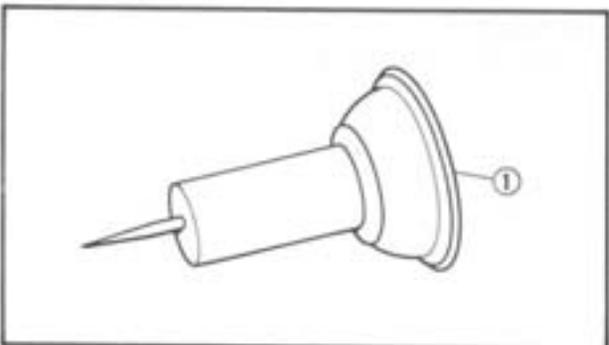


3. Inspect:
- Vacuum piston ①
Cracks → Replace.

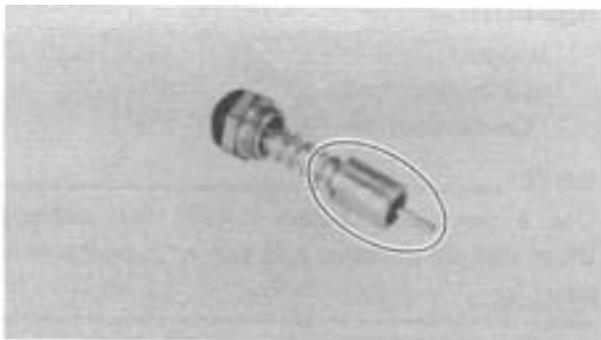
NOTE: _____
If you suspect the piston valve has been damaged, check the component for cracks by pouring gasoline into the valve. If it leaks, replace with a new piston valve.



4. Inspect:
 - **Jet: needle**
Bends/Wear - Replace.



5. Inspect:
 - **Diaphragm ①**
Tears → Replace.



6. Inspect:
 - **Starter plunger**
Damage/Wear - Replace.

7. Inspect:
 - **O-ring**
 - **Gasket**
Damage -- Replace.

ASSEMBLY

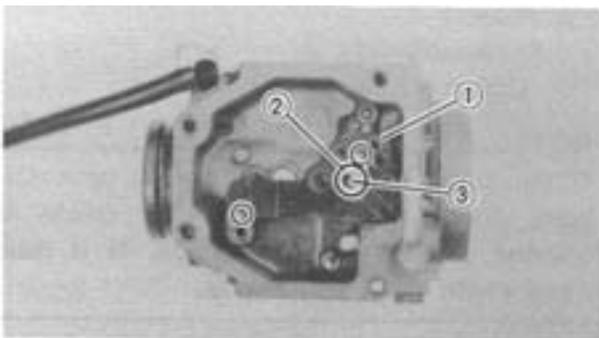
To assemble the carburetors, reverse the disassembly procedures. Note the following points.

CAUTION: _____

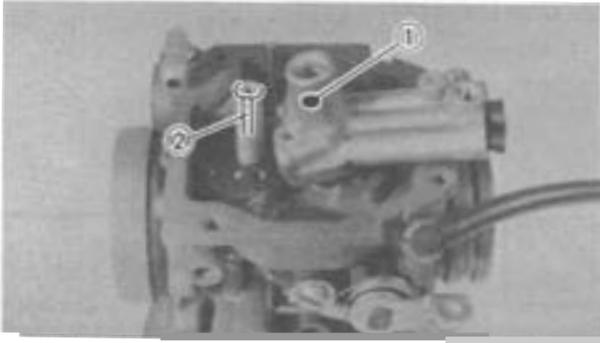
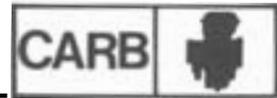
- **Before** reassembling, wash all parts in clean gasoline.
- **Always** use a new gasket.

1. Install:
 - **Needle jet ③**
 - **O-ring ②**
 - **Gasket ①**

NOTE: _____
Make sure the projections on the carburetor body are meshed with the holes on the gasket.



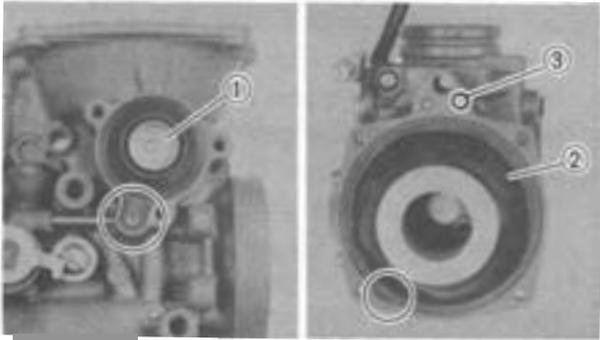
CARBURETOR



2. Install:
- Jet block

NOTE:

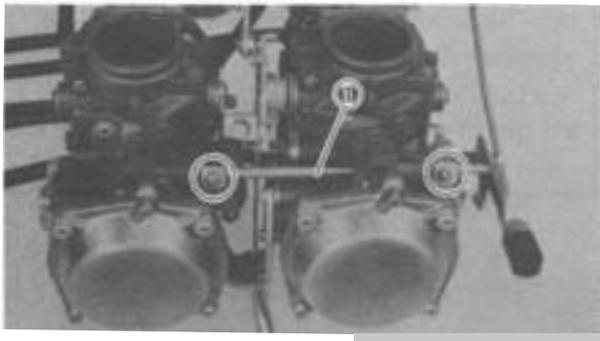
Make sure the projection (1) on the jet block is meshed with the groove (2) on the needle jet.



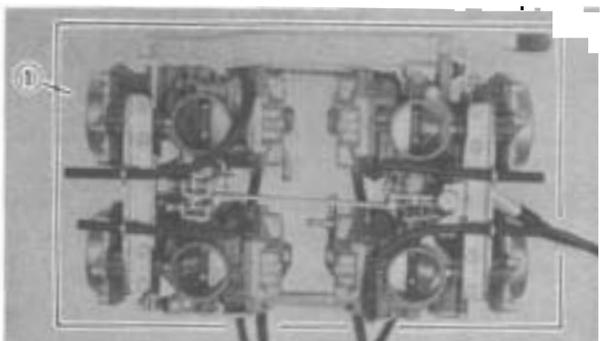
3. Install:
- Coasting enricher (1)
 - Vacuum piston (2)
 - O-ring (3)

NOTE:

There is a tab on the rubber diaphragm and a matching recess in the carburetor body to accept the diaphragm tab.



4. Install:
- Starter lever shafts (1)
- Apply **LOCTITE** to the starter plunger lever securing screws.



5. Install:
- Mounting brackets:
- Apply **LOCTITE** to the bracket securing screws.

NOTE:

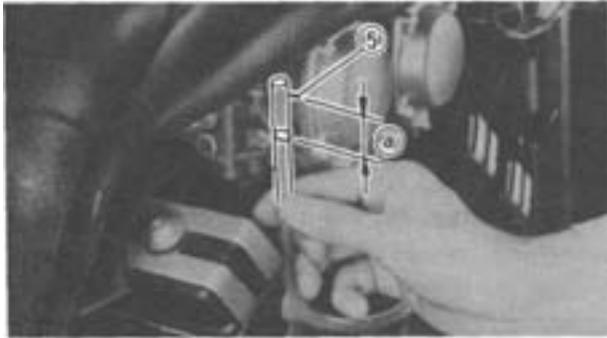
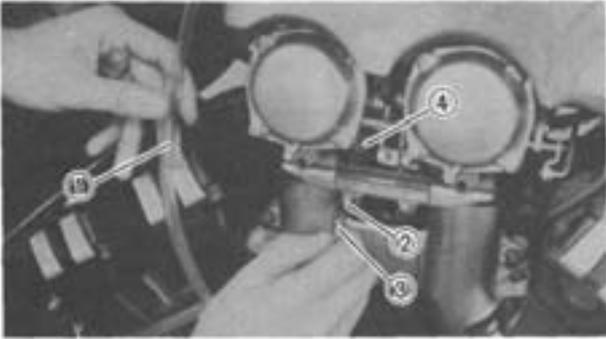
When reassembling, the surface plate (1) should be used for proper carburetor alignment.



Screws (Mounting Brackets):
5 Nm (0.5 m.kg, 3.6 ft.lbs)

INSTALLATION

1. Install:
- Carburetors
- Reverse the removal steps



ADJUSTMENT

1. Measure:

• Fuel level

Out of specification ⇒ Adjust.

By the following measurement steps.

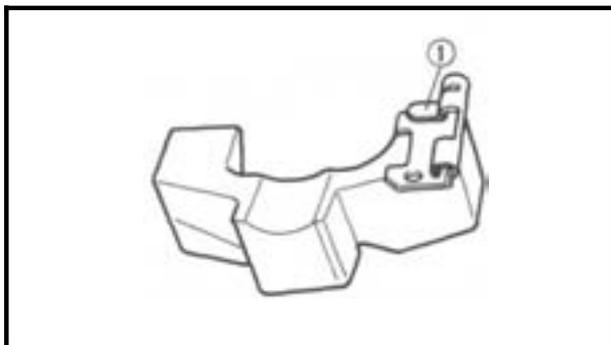


Fuel Level:

$16 \pm 1.0 \text{ mm}$ ($0.63 \pm 0.04 \text{ in}$) Below the Carburetor Piston Valve Center

Fuel level measurement steps:

- **Place** the motorcycle on a level surface.
- **Use** a garage jack under the engine to ensure that the carburetor is positioned vertically.
- **Connect** the Fuel Level Gauge ① (YM-01312) to the drain pipe ② using a level gauge adapter ③.
- **Loosen** the drain screw ④ and warm up the engine for several minutes.
- **Measure** the fuel level ⑤ with the gauge. ⑤ Piston valve center mark
- **Repeat** the above procedure for other carburetors.
- **If** the fuel level is incorrect, adjust the fuel level.



2. Adjust:

• Fuel level

By the following adjustment steps.

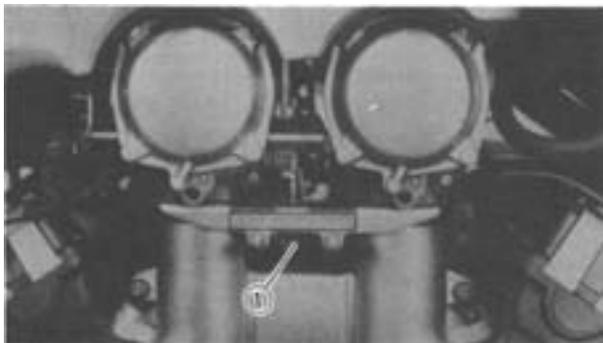
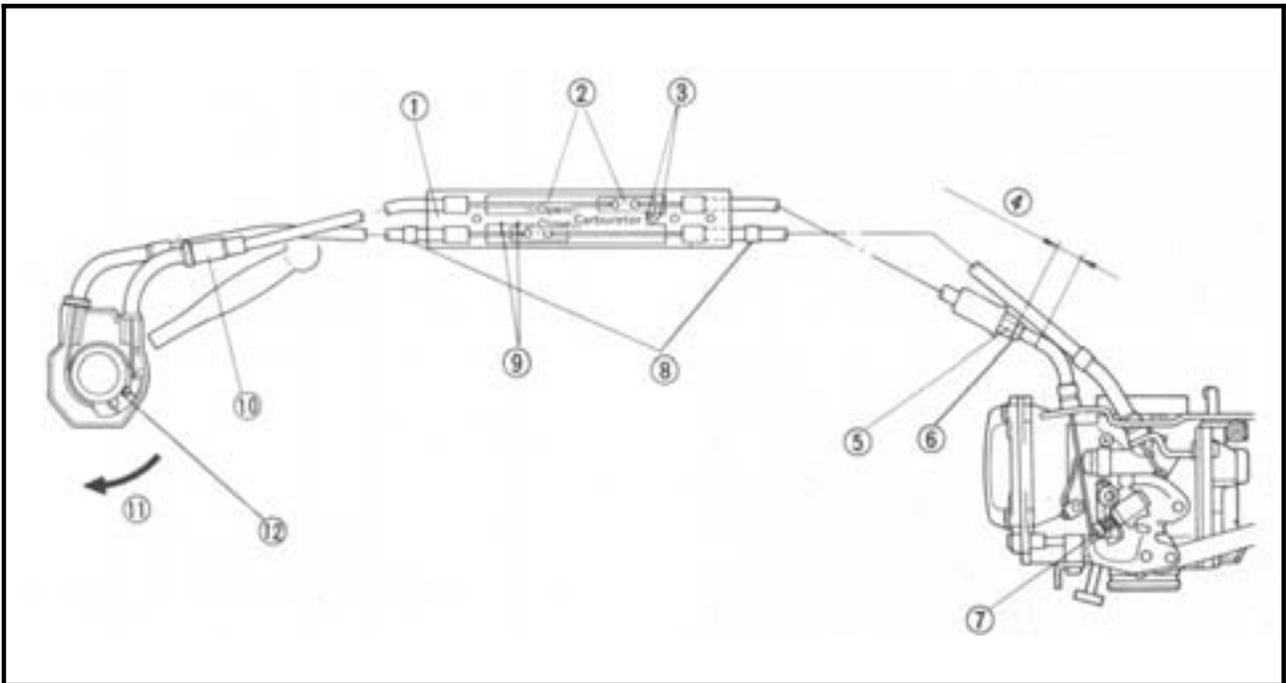
Fuel level adjustment steps:

- **Remove** the carburetors.
- **Inspect** the needle valve.
- **If** it is worn, replace it.
- **If** it is fine, adjust float level by bending the float tang ① slightly.
- **Repeat** the procedure for the other carburetors.

THROTTLE CABLE CYLINDER

THROTTLE CABLE CYLINDER

- | | |
|-------------------------------------|---------------------------------------|
| ① Cable cylinder | ⑦ Throttle stop screw |
| ② Slider | ⑧ Silver tape |
| ③ Cable adjustment mark (Open side) | ⑨ Cable adjustment mark (Close side) |
| ④ Standard adjuster distance | ⑩ Cable adjuster (Throttle grip side) |
| ⑤ Cable adjuster (Carburetor side) | ⑪ Turning direction |
| ⑥ Locknut (Carburetor side) | ⑫ Free play (Throttle grip) |



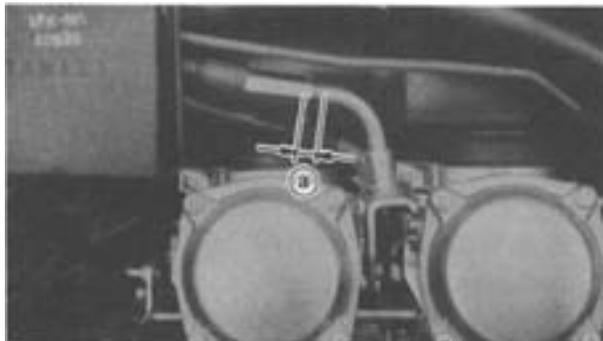
ADJUSTMENT

1. Loosen:

- Throttle stop screw ⑦
To set the throttle valve to full closed.

2. Adjust:

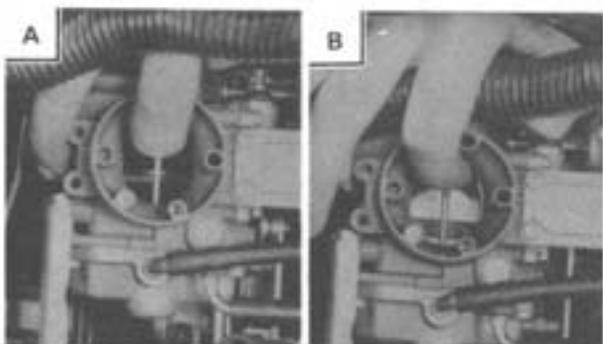
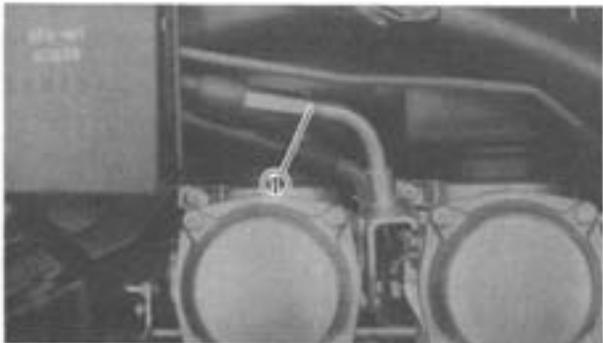
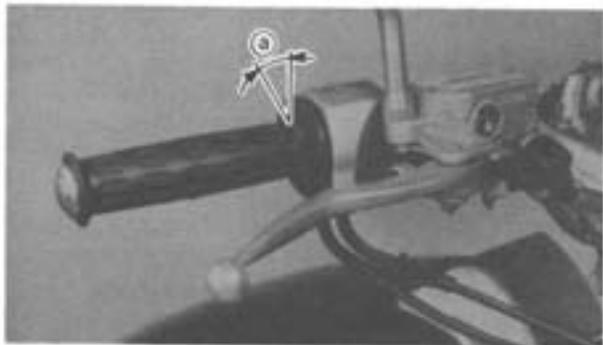
- Distance ④
Between the threaded end of the tubular control cable guide and the adjuster.



**Standard Carburetor Side Adjuster
Distance:
15 mm (0.59 in)**



THROTTLE CABLE CYLINDER



3. Measure:

- Free play (throttle grip) (a):
Out of specification → Adjust.



Throttle Grip Free Play :
4 ~ 7 mm (0.16 ~ 0.28 in)

4. Check:

- **No. 2** carburetor throttle valve operation
By the following checking steps.

No. 2 carburetor throttle valve operation checking steps:

- Loosen the locknut (carburetor side) (1).
- Turn throttle grip back and forth.
- **Check** No. 2 carburetor to see if the throttle valve operates at full open and full closed.
Operation of throttle valve normal → Tighten locknut (1).
Throttle valve fails to operate at full closed
- Adjust.

A THROTTLE VALVE FULLY OPEN

B THROTTLE VALVE FULLY CLOSED

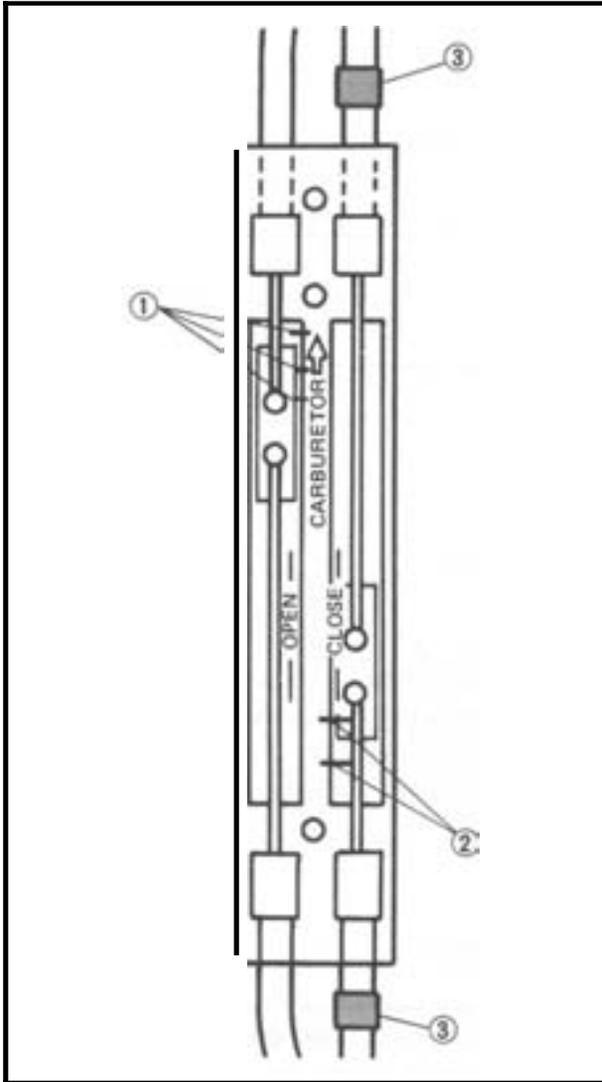
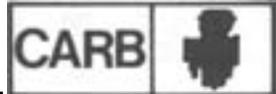
5. Adjust:

- **No. 2** carburetor throttle valve operation
By the following adjustment steps.

No. 2 carburetor throttle valve operation adjustment steps:

First step:

- Loosen the locknut (carburetor side).
- Turn the adjuster (carburetor side) clockwise a little.
- Turn the adjuster (throttle grip side) counterclockwise and adjust free play (throttle grip) to within 4 ~ 7 mm (0.16 ~ 0.28 in).
- Check to see if throttle valve operates at full closed.
If not, repeat steps a ~ d.
- Set the throttle valve at full closed and tighten locknut (carburetor side).
- Check to see if throttle valve operates at full open.
Throttle valve fails to operate at full open
→ Perform the next step.



Second step:

- a. Loosen the locknut (carburetor side).
- b. Turn the adjuster (carburetor side) counter-clockwise a little.
- c. Turn adjuster (throttle grip side) clockwise so that the free play (throttle grip) is within 4 – 7 mm (0.16 – 0.28 in).
- d. Check to see if throttle valve operates at full open.

If not, repeat steps a – d.

- e. Tighten locknut (carburetor side).
- f. Check to see if throttle valve operates at full open or full closed.

Throttle valve fails to operate at full open or full closed - Perform the next step.

Third step:

- Check to see if throttle cable installation is correct.

NOTE:

Be sure that the silver throttle cable (3) is positioned opposite the adjusters.

Check the position of the control cable sliders in the throttle cable cylinder.

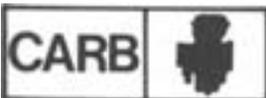
NOTE:

- Be sure the open side slider (silver cable side) falls between the three adjustment marks on the carburetor side.
- Be sure the closed side slider falls between the two adjustment marks on the throttle grip side.

- If the slider(s) fall outside the adjustment marks then the throttle cable(s) must be replaced.

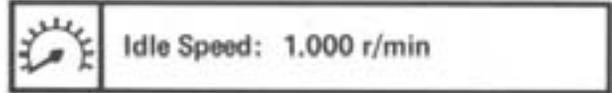
① Cable adjustment mark (Open side)

② Cable adjustment mark (Closed side)



V-BOOST

6. Install:
 - Air cleaner
7. Set engine idle speed.



V-BOOST

REMOVAL

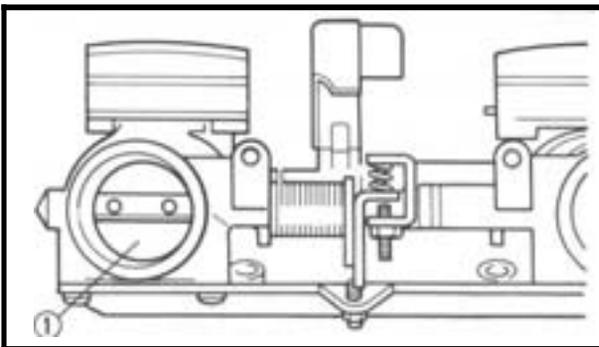
1. Remove:
 - V-boost assemblyRefer to engine removal section.

NOTE:

The V-boost can be inspected without the disassembly. It is not necessary to disassemble the V-boost.

INSPECTION

1. Inspect:
 - V-boost body
 - Contamination → Clean.
 - Use a petroleum based solvent.
 - Butterfly valves ①
 - Damage/Wear → Replace V-boost assembly.



ADJUSTMENT

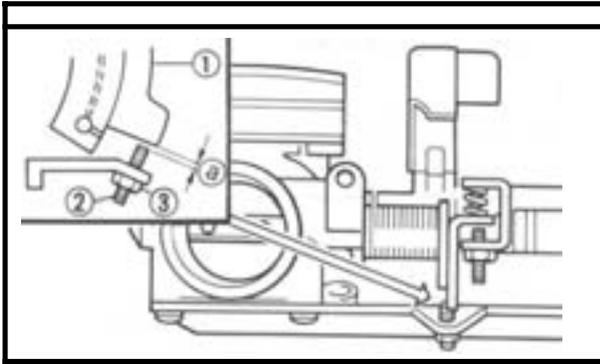
NOTE:

These adjustments are only required when following part(s) is replaced.

- Servo motor
 - Control cable
 - Control cable joint
- Carburetor joint

Control Cable Adjustment

1. Turn on the main switch for the servo motor initial operation (valve closed position).



2. Measure:

• **Clearance (a)**

Between the pulley (1) and the adjuster (2).
Out of specification ⇒ Adjust.

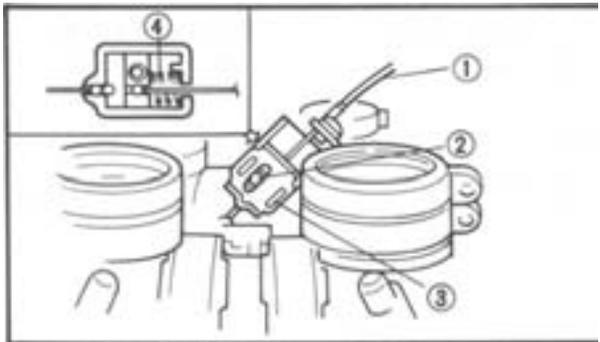
	<p>Clearance (a) : $0.3 \pm 0.1 \text{ mm (} 0.012 \pm 0.004 \text{ in)}$</p>
---	--

(3) Locknut

3. Adjust:

• **Clearance**

By the following adjustment steps.



Clearance adjustment steps:

First step:

NOTE:

Do not loosen the locknut (3) in this stage.

• **Loosen** the lock bolt (4).

• **Turn** on the main switch for the servo motor initial operation (valve closed position).

NOTE:

By performing these steps, and appropriate tension for the control cable 1 (1) can be obtain with the spring (4) in the joint (3).

• **Tighten** the lock bolt to specification.



Lock Bolt:

3.5 Nm (0.35 m.kg, 2.5 ft.lb)

• **Measure** the clearance (a). If not, perform the next step.

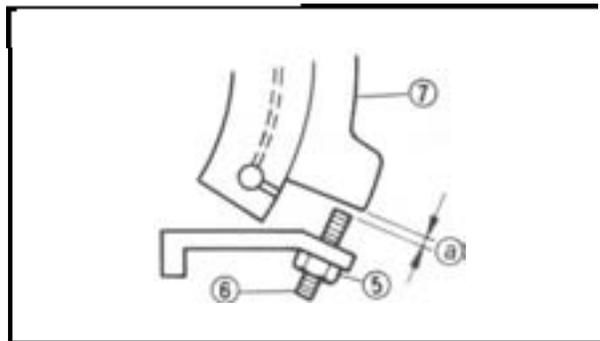
Second step:

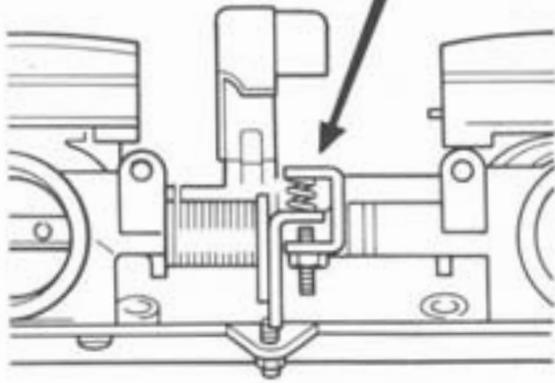
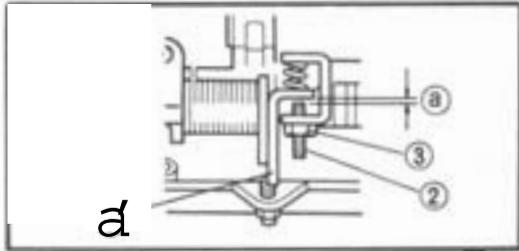
• **Loosen** the locknut (3)

• **Turn** the adjuster (6) clockwise or counter-clockwise until proper clearance is attained.

• **Tighten** the locknut. Apply **LOCTITE** to the locknut.

(7) Pulley





V-boost Synchronization

NOTE:

Before synchronizing the V-boost, the control cable should be adjusted.

①



Clearance a

$0.4 \pm 0.1 \text{ mm (} 0.016 \pm 0.004 \text{ in)}$

2. Adjust:

- **Clearance**

By the following adjustment steps.

V-boost synchronization adjustment step:

- **Loosen** the locknut ①.
- **Turn** the adjuster ② clockwise or counter-clockwise until proper clearance is attained.
- **Measure** the clearance. If not, repeat above step.
- **Tighten** the locknut. Apply **LOCTITE**® to the locknut.

INSTALLATION

1. Install:

- V-boost assembly

Reverse the removal steps.

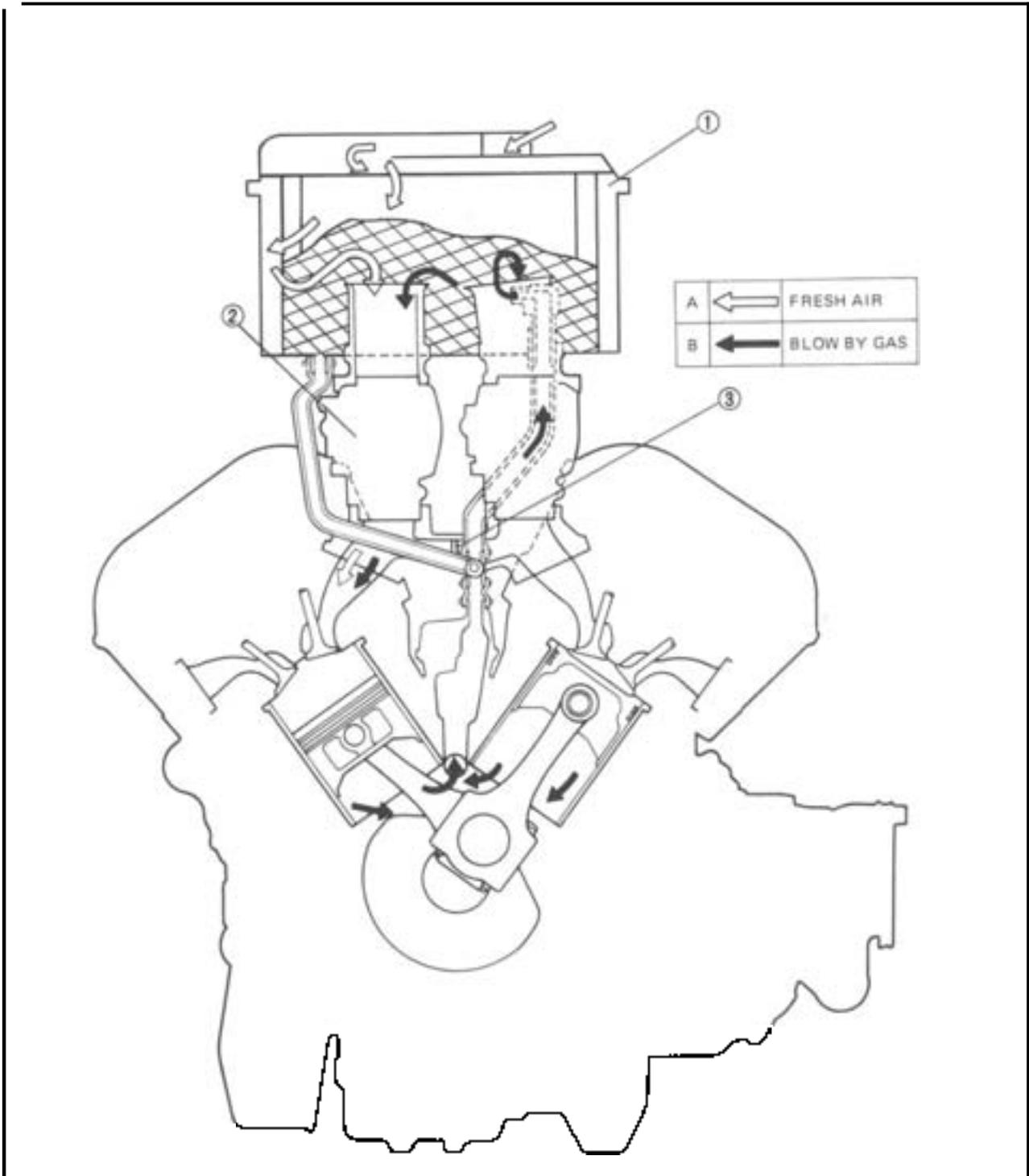
AIR CLEANER AND CRANKCASE VENTILATION SYSTEM



AIR CLEANER AND CRANKCASE VENTILATION SYSTEM

Refer to "CHAPTER 2" for the air cleaner maintenance.

- ① Air cleaner
- ② Carburetor
- ③ V-boost



CHAPTER 6. CHASSIS

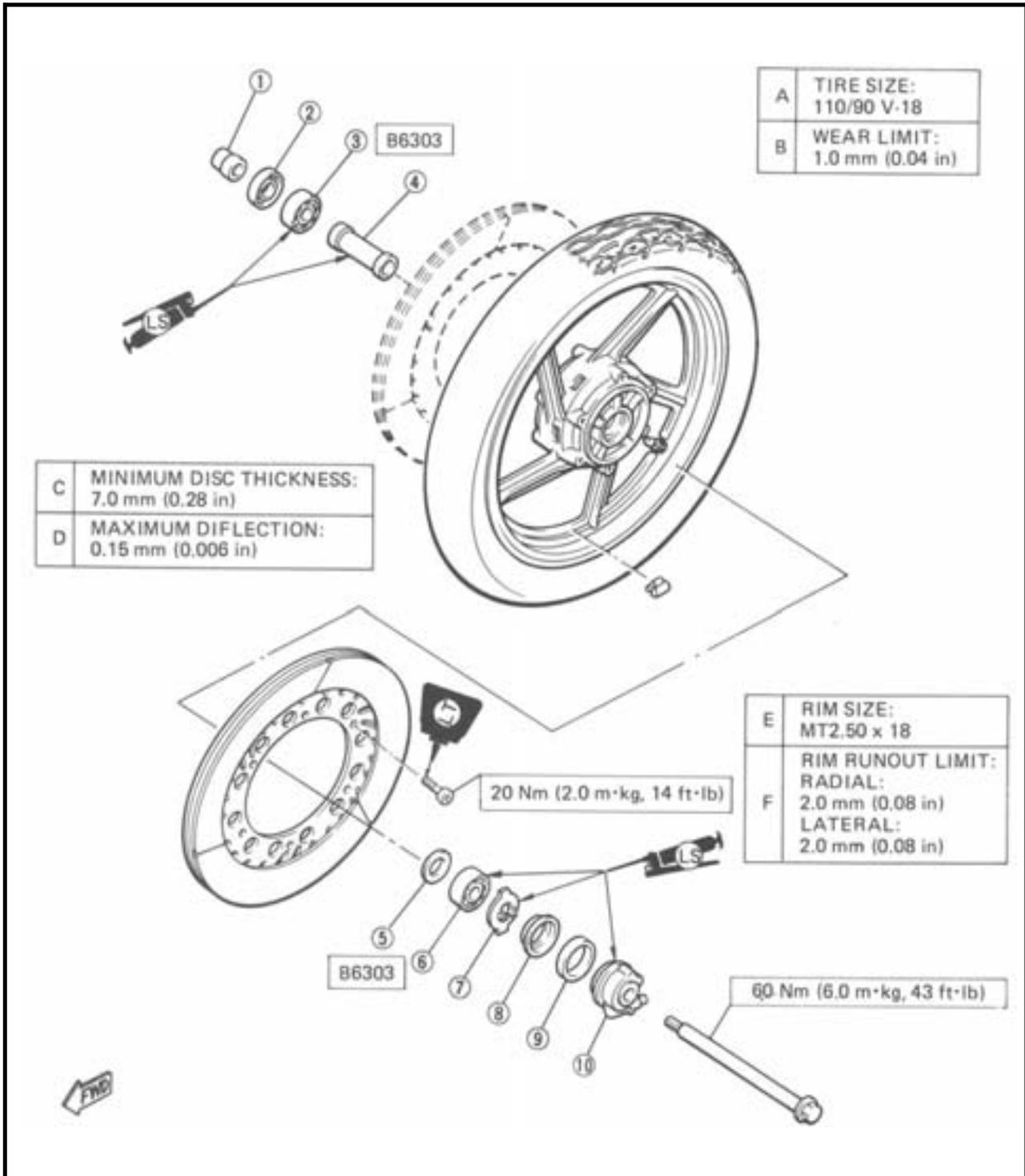
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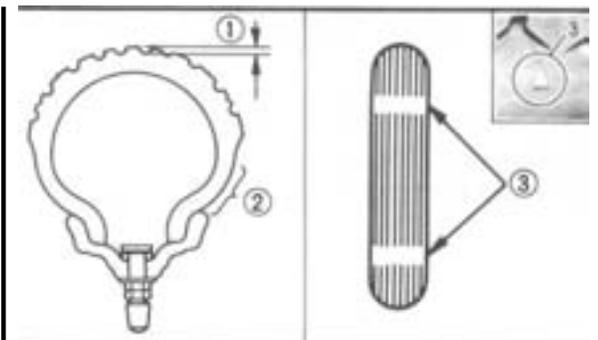
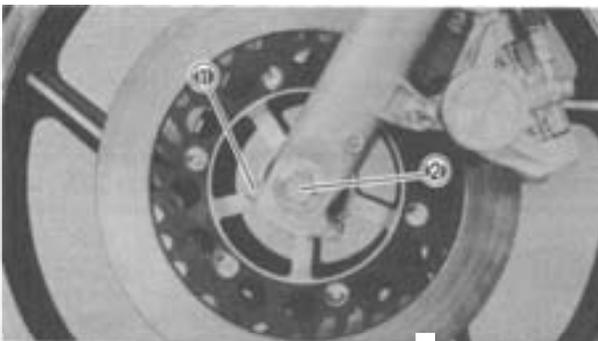
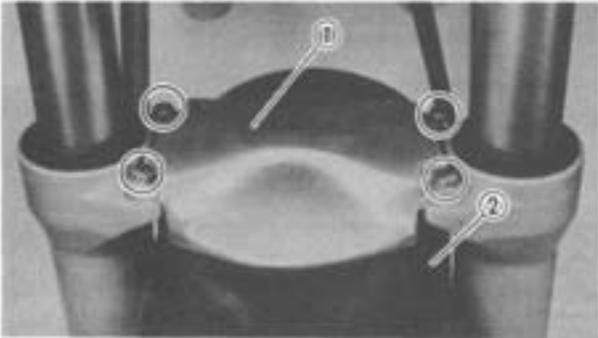
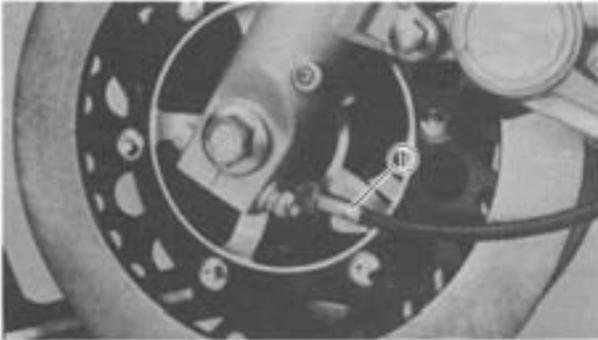
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CHASSIS

FRONT WHEEL

- ① Collar
- ② Oil seal
- ③ Bearing
- ④ Spacer
- ⑤ Spacer flange
- ⑥ Bearing
- ⑦ Meter clutch
- @ Clutch retainer
- ⑨ Oil seal
- ⑩ Gear unit assembly





REMOVAL

WARNING:

Securely support the motorcycle so it won't fall over when the front wheel.

1. Place the motorcycle on its centerstand.
2. Remove:
 - @Speedometer cable ①

3. Remove:
 - Fork brace ①
 - Front fender ②

4. Loosen:
 - Pinch bolt (front axle) ①
 - Front axle ②

5. Elevate the front wheel by placing a suitable stand under the engine.

6. Remove:

- Front axle
- Front wheel

Lower the wheel until the brake discs come off the calipers. Turn the brake calipers outward so they do not obstruct the wheel.

NOTE:

Do not squeeze the brake lever while the wheel is off the motorcycle.

INSPECTION

1. Inspect:

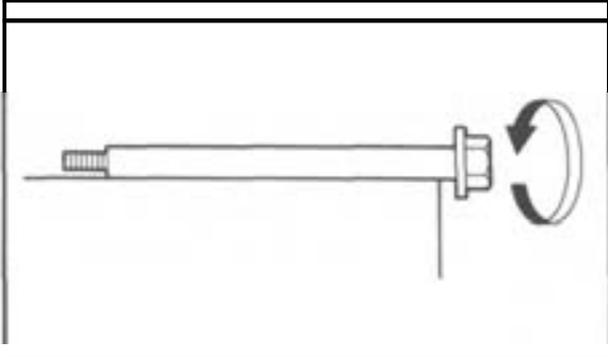
- Tire

Tire tread shows crosswise lines (minimum tread depth); Cracks -- Replace.



Minimum Tire Tread Depth:
1.0 mm (0.04 in)

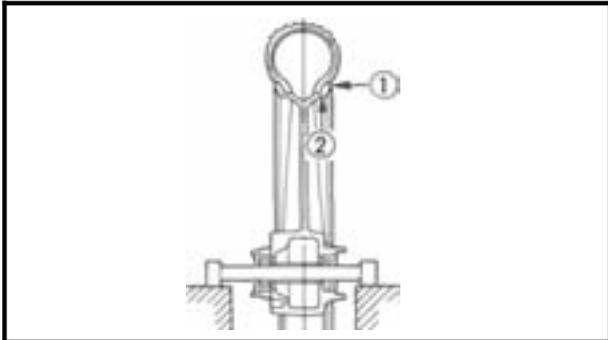
① Tread depth ② Side wall ③ Wear indicator



2. Inspect:
 - Front axle
 - Bends - Replace.
 - Roll the axle on a flat surface.

WARNING:

Do not attempt to straighten a dent axle.

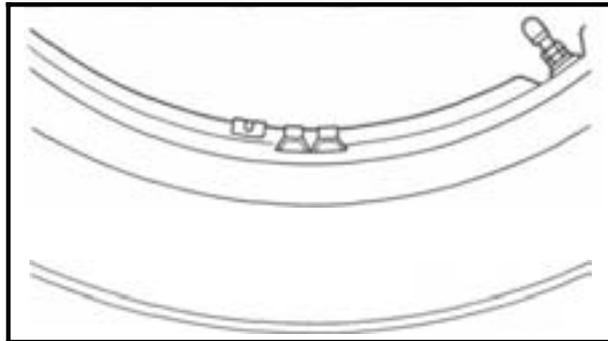


3. Inspect:
 - Wheel
 - Cracks/Bends/Warpage - Replace.
4. Measure:
 - Wheel runout
 - Over specified limit -- Replace.



Rim Runout Limits:

Radial ①: 2.0 mm (0.08 in)
Lateral ②: 2.0 mm (0.08 in)



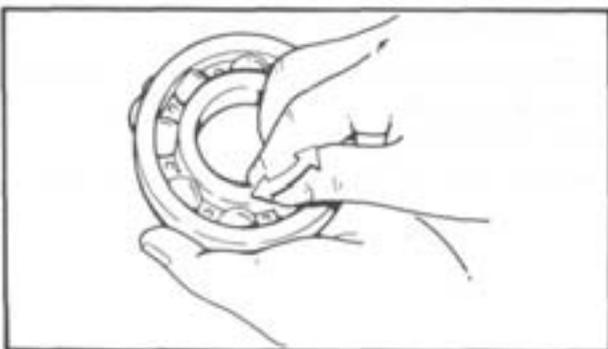
5. Check:
 - Wheel balance
 - Out of balance -- Adjust.

NOTE:

Balance wheels with the brake discs installed.

CAUTION:

Be sure the valve stem locknut is tightened securely after repairing or replacing a tire and/or wheel.



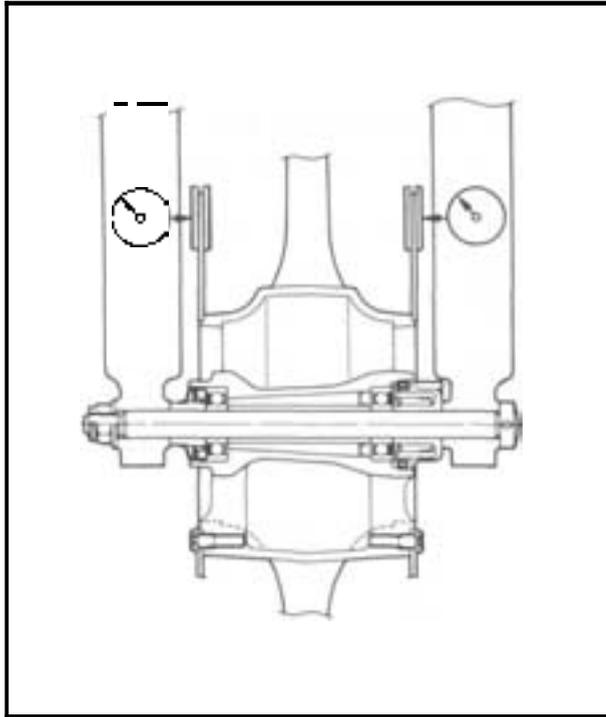
WARNING:

Ride conservatively after installing a tire to allow the tire to seat itself correctly on the rim.

6. Inspect:
 - Wheel bearings
 - Bearings allow play in the wheel hub or wheel turns roughly - Replace.
 - By the following replacement steps.

Wheel bearing replacement steps:

-  **ear** the outside of the wheel hub.
- Drive out the bearing.



WARNING:

Eye protection is recommended when using striking tools.

- Install the new bearing by reversing the previous steps.

NOTE:

Use a socket that matches the outside diameter of the race of the bearing.

CAUTION:

Do not strike the center race or balls of the bearing. Contact should be made only with the outer race.

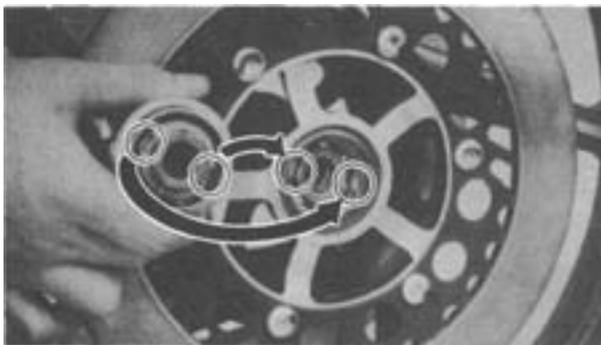
7. Inspect:

- Brake disc
Wear over specified limit - Replace.



Maximum Deflection
(Front and Rear):
0.15 mm (0.006 in)

Minimum Disc Thickness
(Front and Rear):
7.0 mm (0.28 in)



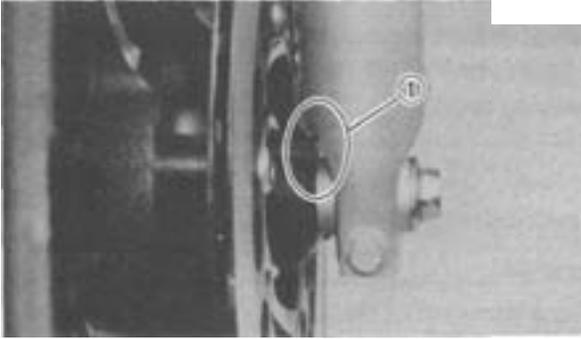
INSTALLATION

When installing the front wheel, reverse the removal procedure. Note the following points.

1. Apply:
 - Lithium base grease
Lightly grease to the oil seal and gear unit.
2. Install:
 - Gear unit assembly

NOTE:

Be sure that the two projections inside the wheel hub mesh with the two slots in the gear unit assembly.



3. Install:

- Front wheel

NOTE:

- Be sure that the projecting portion (torque stopper) ① of the gear unit housing is positioned correctly.

Compress the front forks several times to confirm proper fork operation before tightening the pinch bolt.

4. Tighten:

- Front axle

	Front Axle:
	60 Nm (6.0 m·kg, 43 ft·lb)

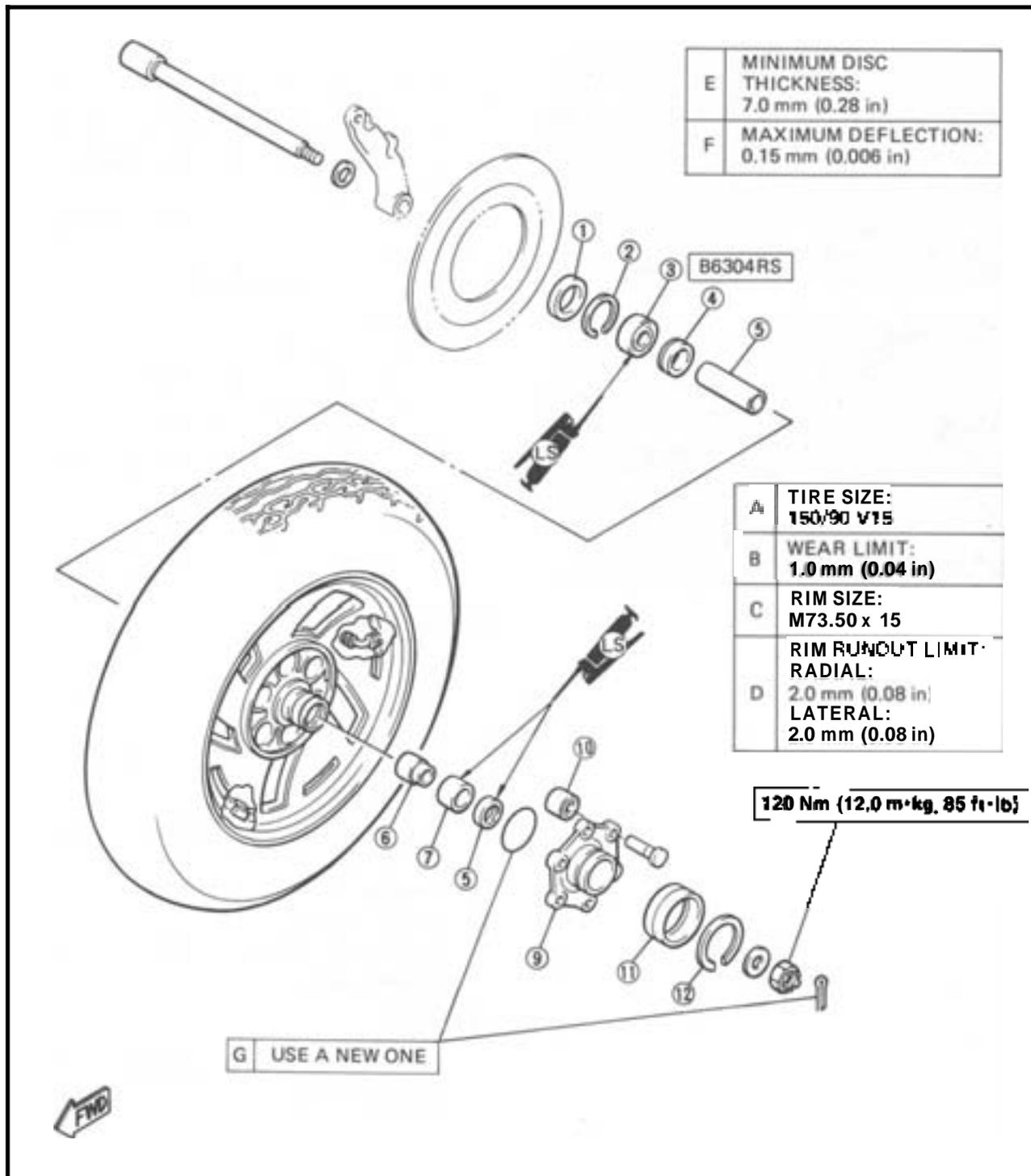
5. Tighten:

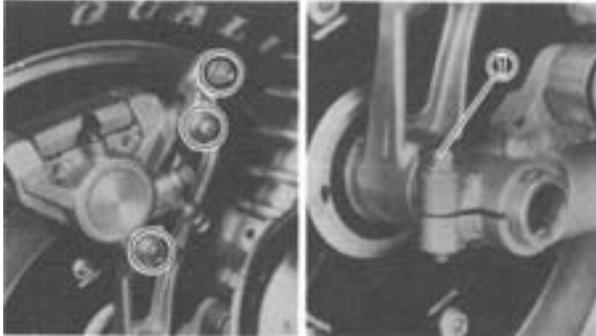
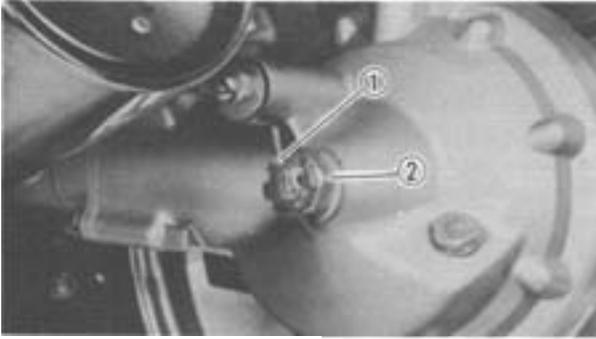
- Pinch bolt (front axle)
- Fork brace
- Front fender

	Pinch Bolt (Front Axle):
	20 Nm (2.0 m·kg, 14 ft·lb)
	Nuts (Fork Brace):
	9 Nm (0.9 m·kg, 6.5 ft·lb)

REAR WHEEL

- ① O-ring
- ② Circlip
- ③ Bearing
- ④ Spacer flange
- ⑤ Spacer
- ⑥ Collar
- ⑦ Cylinder bearing
- ⑧ Oil seal
- ⑨ Clutch hub
- ⑩ Damper
- ⑪ Hub dust seal
- ⑫ Circlip





REMOVAL

1. Place the motorcycle on its centerstand.
2. Remove:
 - *Cotter pin ①
 - *Axle nut ②
 - Washer

3. Remove:
 - Rear caliper
 - Tension bar

NOTE: Do not depress the brake pedal when the wheel is off the motorcycle as the brake pads will be forced.

4. Loosen:
 - Pinch bolt (rear axle) ①
5. Remove:
 - Rear axle
While supporting the brake caliper, pull out the rear axle.
 - Rear wheel
Move the wheel to the right side to separate it from the final gear case.

INSPECTION

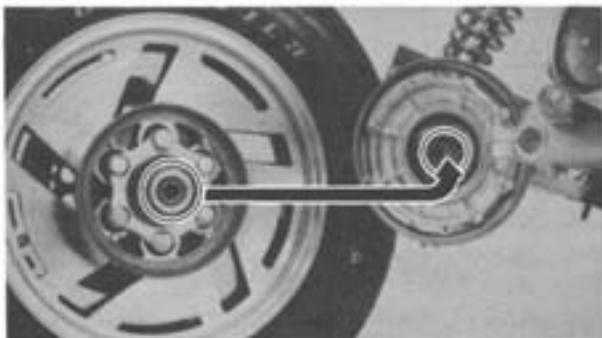
1. Inspect:
 - *Tire
 - Rear axle
 - Wheel
 - Wheel bearings
 - Brake disc
Refer to "FRONT WHEEL – INSPECTION" section.
2. Measure:
 - Wheel runout
Refer to "FRONT WHEEL – INSPECTION" section.
3. Check:
 - Wheel balance
Refer to "FRONT WHEEL – INSPECTION" section.

INSTALLATION

When installing the rear wheel, reverse the removal procedure. Note the following points.

1. Apply:
 - Lithium base grease
Lightly grease to the final gear case splines.
2. Install:
 - Rear wheel assembly

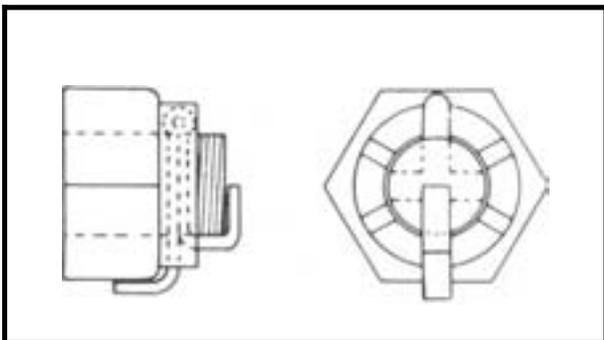
NOTE: _____
Be sure the splines on the wheel hub fit into final gear case.



3. Tighten:
 - Wheel axle

	Axle Nut:
	120 Nm (12.0 m·kg, 85 ft·lb)
	Pinch Bolt (Rear Wheel):
	20Nm (2.0 m·kg, 14 ft·lb)

CAUTION: _____
Always use a new cotter pin on the rear axle nut.

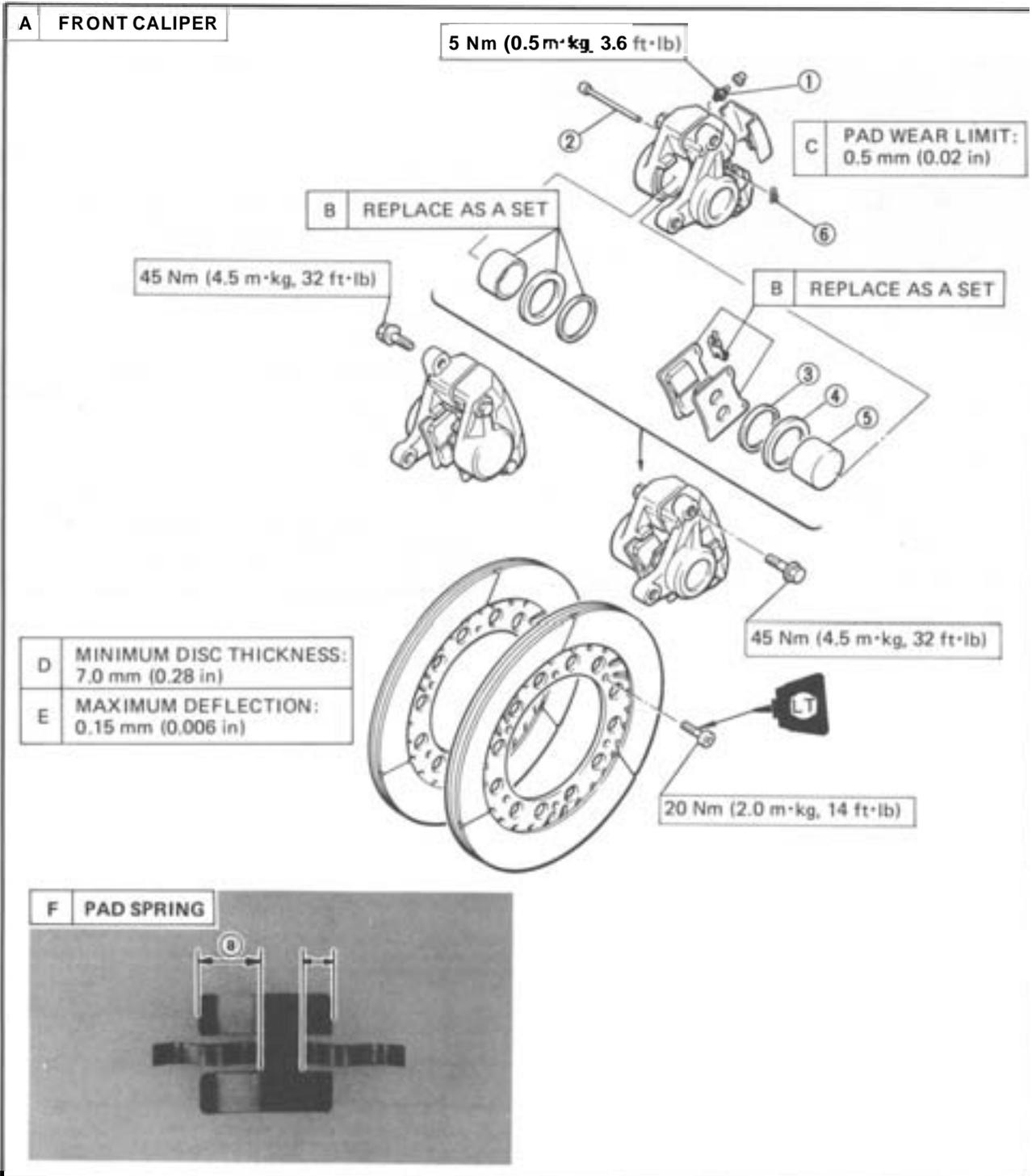


4. Tighten:
 - *Tension bar
 - Rear caliper

	Rear Caliper:
	45 Nm (4.5 m·kg, 32 ft·lb)

FRONT AND REAR BRAKE

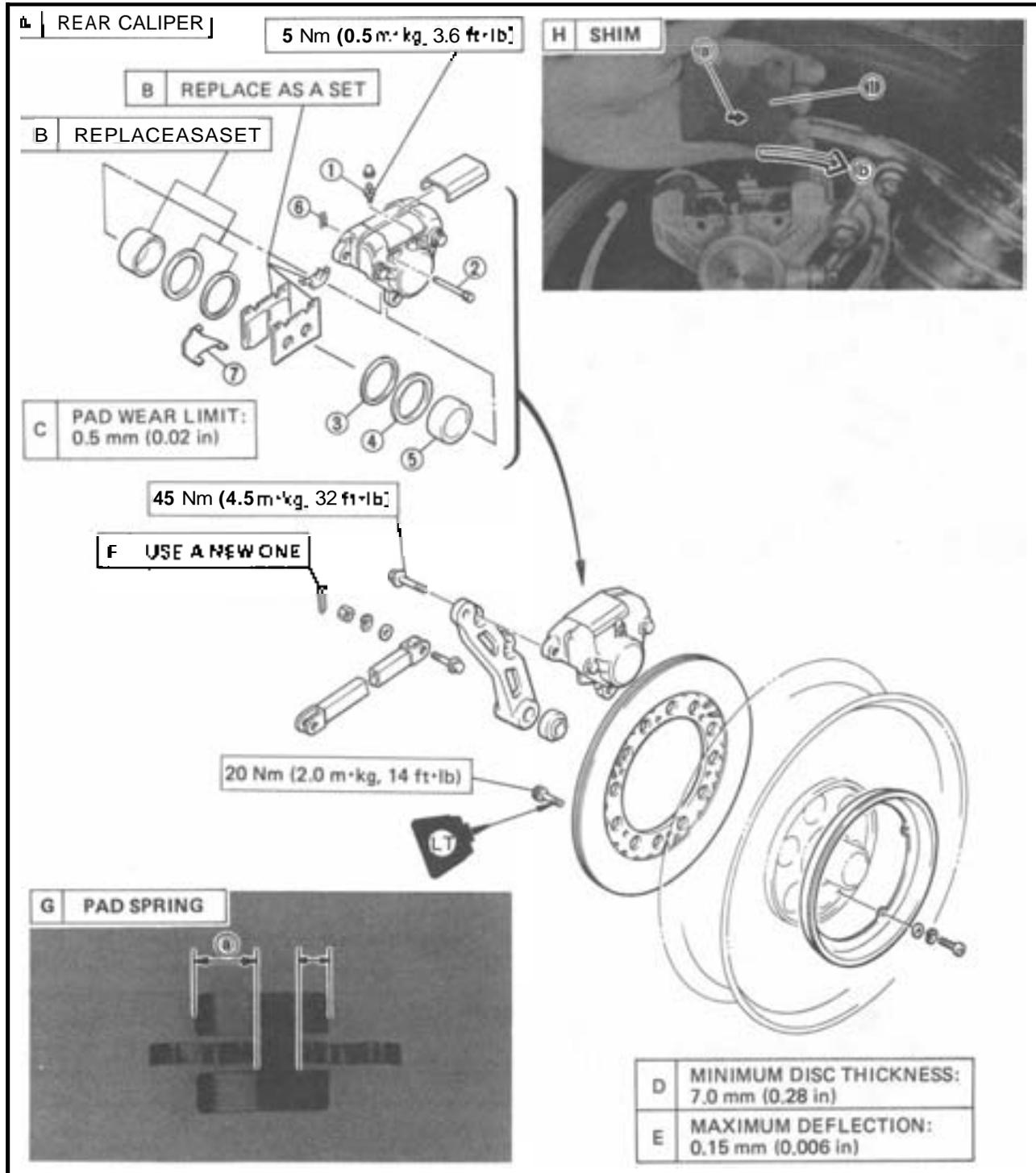
- ① Air bleed screw
 - ② Retaining pin
 - ③ Dust seal
 - ④ Piston seal
 - ⑤ Piston
 - ⑥ Circlip
- E - ② : Install the pad spring with its longer tangs ③ in the disc rotating direction.

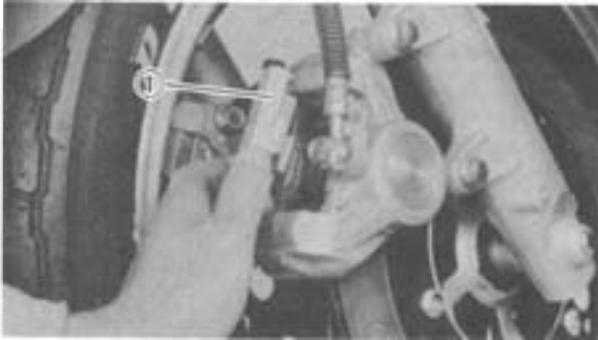


- ① Air bleed screw
- ② Retaining pin
- ③ Dust seal
- ④ Piston seal
- ⑤ Piston
- ⑥ Caliper
- ⑦ Shim

E - ③
Install the pad spring with its longer tangs ③ in the disc rotating direction.

F - ②:
Be sure to position the shim ① so that its arrow mark ② points in the rotating direction ③ of the disc plate rotation.

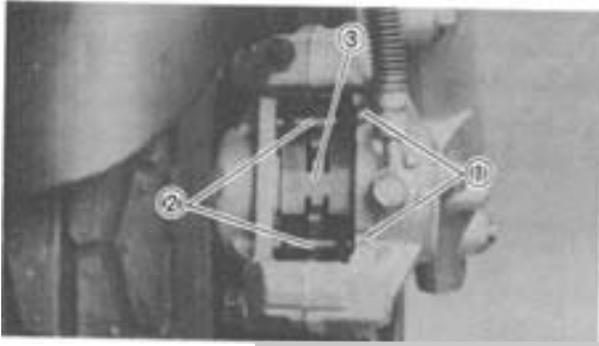




CALIPER PAD REPLACEMENT

It is not necessary to disassemble the brake caliper and brake hose to replace the brake pads.

1. Remove:
 - Cover ①



2. Remove:
 - Retaining clips ①
 - Retaining pins ②
 - Pad spring ③

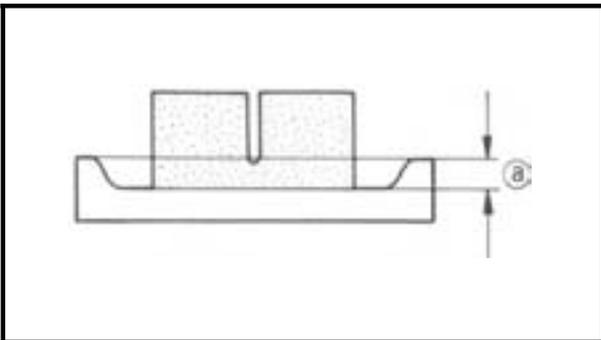


3. Remove:
 - Pads

NOTE:

- Replace the pad spring if pad replacement is required.
- Replace the pads as a set if either is found to be worn to the wear limit.

	<p>Wear Limit (a) 0.5 mm (0.02 in)</p>
---	---

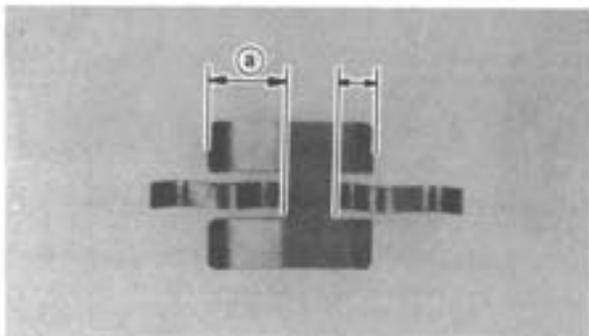


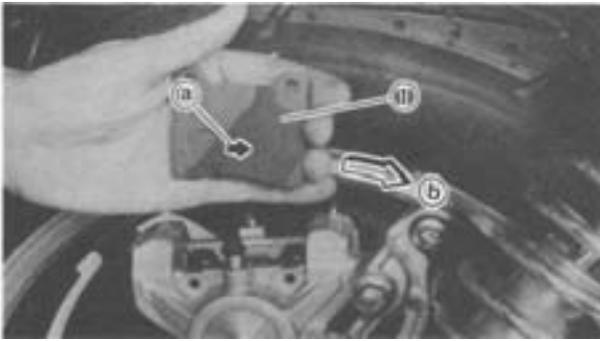
4. Install:
 - Components in above list (steps "3 ~ 1")

NOTE:

• **FRONT AND REAR BRAKE:**

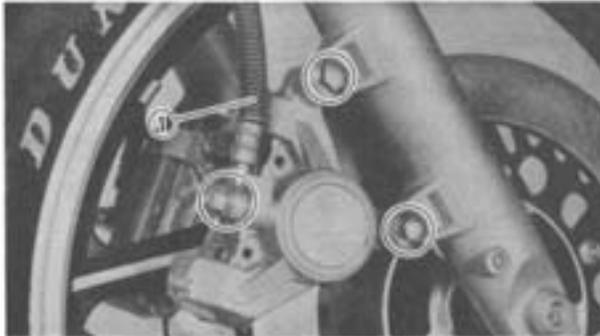
- Install the pad spring with its longer tangs (a) facing towards the disc rotating direction.





◆ REAR BRAKE ONLY:

Be sure to position the shim (a) so that its arrow mark (b) points in the rotating direction (c) of the disc plate rotation.



CALIPER DISASSEMBLY

1. Remove:

- ◆ Pads

Refer to "CALIPER PAD REPLACEMENT" section.

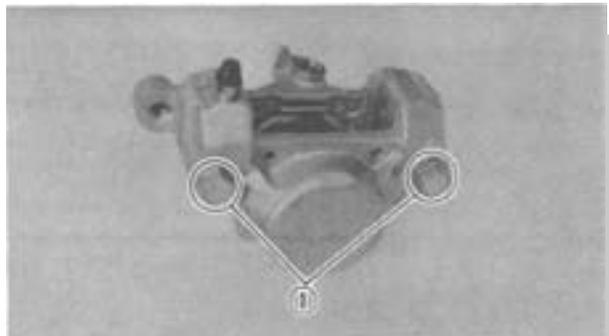
2. Remove:

- ◆ Brake hose (a)

Place the open hose end into a container and pump the old fluid out carefully.

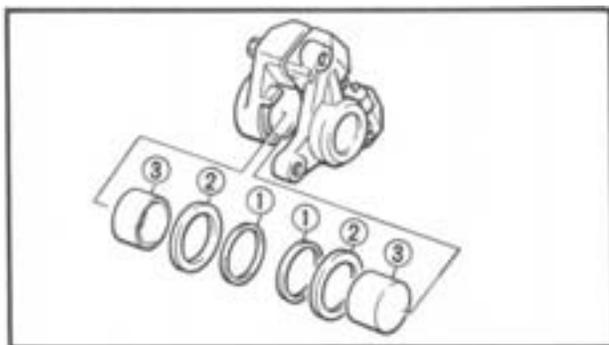
3. Remove:

- ◆ Caliper



CAUTION:

Never loosen the bridge bolts (a) on either side of the caliper.



4. Remove:

- ◆ Dust seals (1)
- ◆ Piston seals (2)
- ◆ Pistons (3)

By the following removal steps.

Caliper piston removal steps:

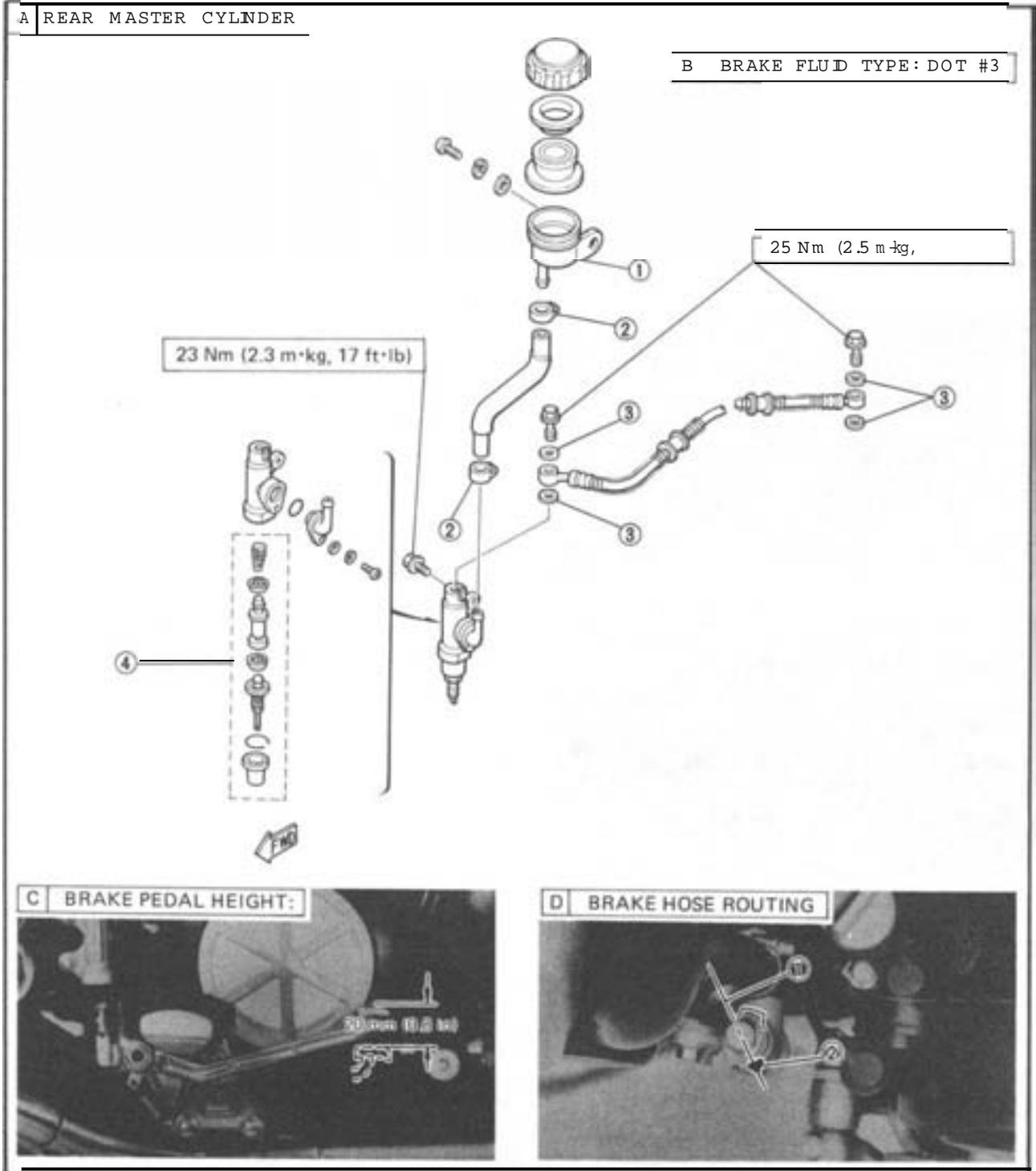
- ◆ Insert a piece of wooden board (4) into the caliper to lock the right side piston.
- ◆ Blow compressed air into the tube joint opening to force out the left side piston from the caliper body.
- ◆ Repeat previous step to force out the right side piston from the caliper body.

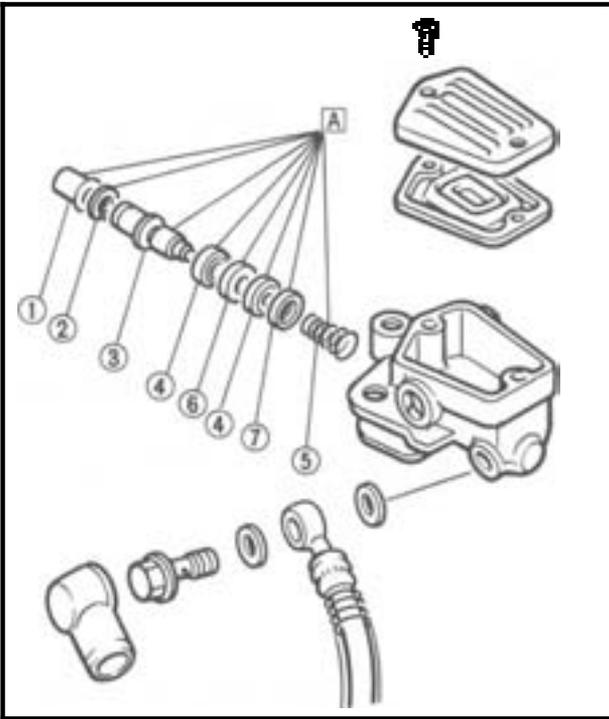


- ① Reservoir tank
- ② Band
- ③ Copper washer
- ④ Master cylinder kit
- ⑤ Locknut
- ⑥ Adjusting rod (For brake pedal height)

D BRAKE HOSE ROUTING:

When installing the rear brake hose, align the brake pipe ① with the front projection 2 on the master cylinder.



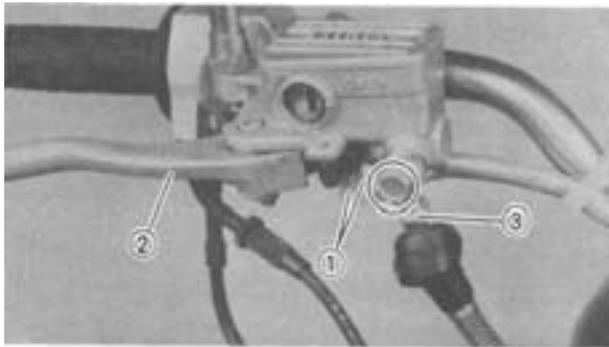


Front Brake Master Cylinder Disassembly

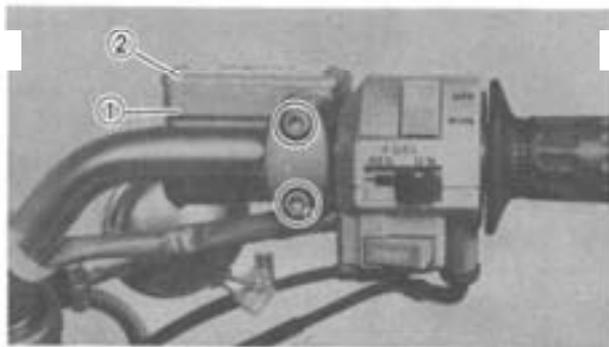
NOTE:

Drain the brake fluid before removing master cylinder.

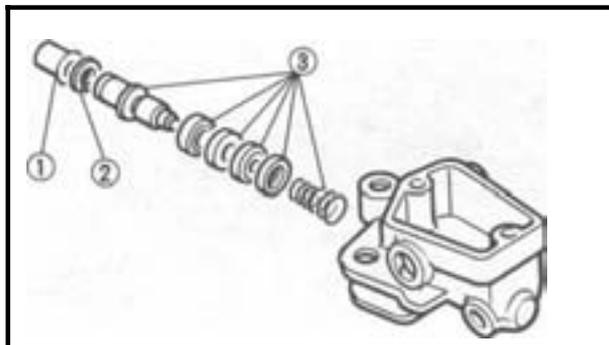
- ① Dust boot
- ② Circlip
- ③ Piston
- ④ Piston cups
- ⑤ Return spring
- ⑥ Washer
- ⑦ Seat
- Ⓐ MASTER CYLINDER KIT (Replace as a set)



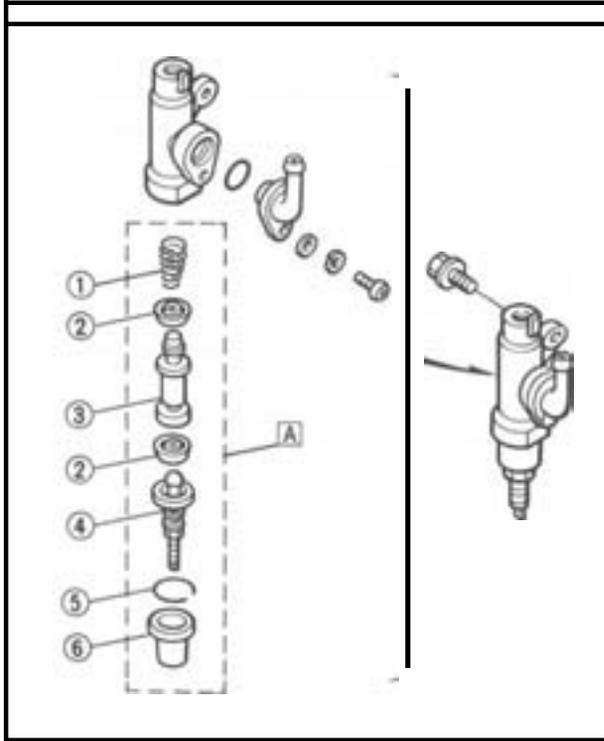
1. Remove:
 - Brake light switch leads ①
 - Brake lever ②
 - Lever spring
2. Disconnect:
 - Brake hose ③
 Drain the fluid.



3. Remove:
 - Master cylinder ①
 - Master cylinder cap ②



4. Remove:
 - Dust boot ①
 - Circlip ②
 - Master cylinder kit ③



Rear Brake Master Cylinder Disassembly

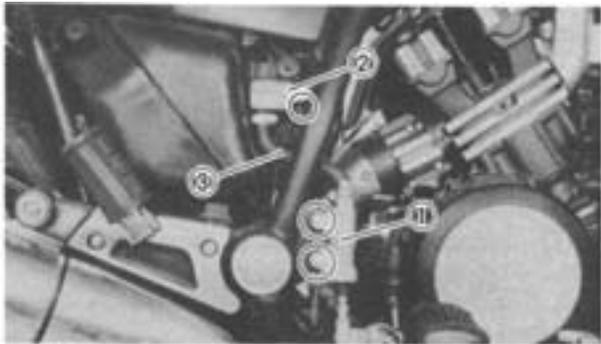
NOTE:

Drain the brake fluid before removing master cylinder.

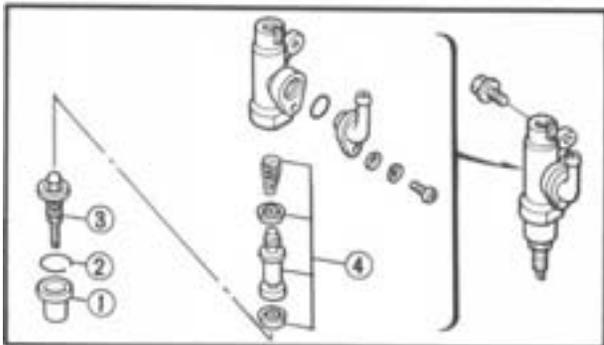
1. Remove:
 - Side cover (right)
2. Disconnect:
 - Brake hose

- ① Spring
- ② Piston cup
- ③ Piston
- ④ Adjusting rod
- ⑤ Circlip
- ⑥ Dust boot
- A MASTER CYLINDER KIT (Replace as a set)

3. Remove:
 - Master cylinder ①
 - Fluid reservoir tank ②
 Drain the fluid.
4. Disconnect:
 - Tank hose ③



5. Remove:
 - Dust boot ①
 - Circlip ②
 - Adjusting rod ③
 - Master cylinder kit ④
 Drain the excess fluid.



BRAKE INSPECTION AND REPAIR

Recommended Brake Component Replacement Schedule:	
Brakepads	As required
Piston seal, dust seal	Every two years
Brake hoses	Every four years
Brake fluid	Replace only when brakes are disassembled

WARNING:

All internal parts should be cleaned in new brake fluid only. Do not use solvents will cause seals to swell and distort.

1. Inspect:

- Brake pads
Over specified limit ⇒ Replace.



Wear Limit (a):
0.5 mm (0.02 in)

2. Inspect:

- Caliper piston
Rust/Wear/Damage ⇒ Replace.
- Dust seal/Piston seal
Damage ⇒ Replace.

WARNING:

Replace the piston and dust seals whenever a caliper is disassembled.

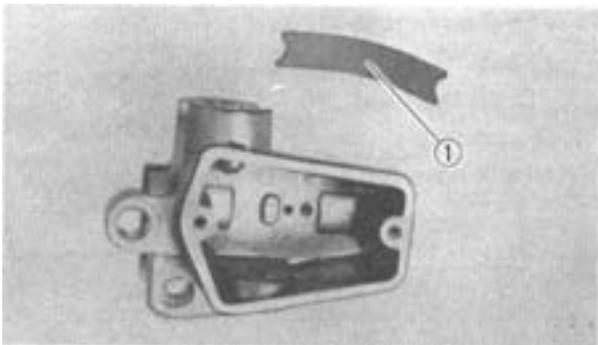
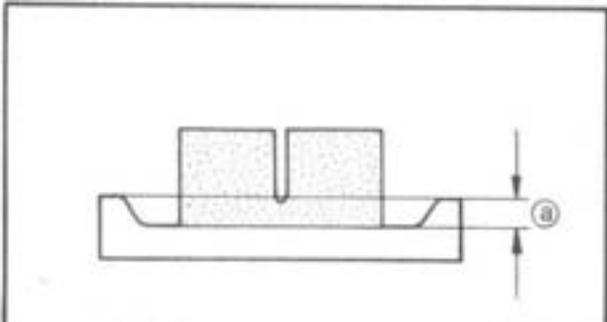
- Master cylinder kit
- Master cylinder body
Scratches/Wear ⇒ Replace.

NOTE:

Clean all passages with new brake fluid.

① Oil baffle plate

- Brake hose
Cracks/Wear/Damage ⇒ Replace.



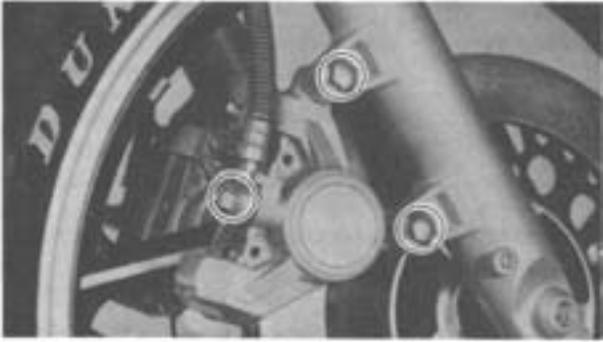
BRAKE REASSEMBLY

WARNING:

- * All internal parts should be cleaned in new brake fluid only.
- Internal parts should be lubricated with brake fluid when installed.



Brake Fluid:
DOT #3



Caliper Reassembly

When assembling the caliper, reverse the disassembly procedure. Note the following points.

1. Install:
 - Brake calipers
 - Brake hoses



Brake Caliper:
45 Nm (4.5 m·kg, 32 ft·lb)

Brake Hose:
25 Nm (2.5 m·kg, 18 ft·lb)

2. Bleed the air completely from the brake system.

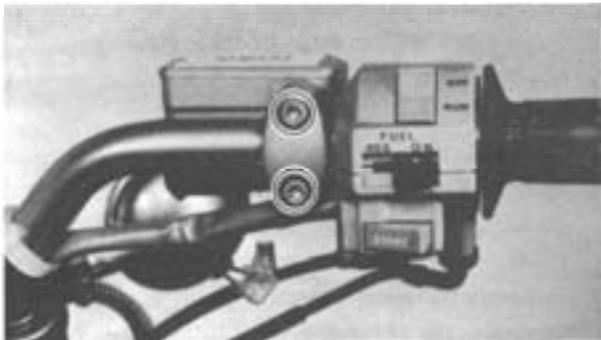
Master Cylinder Reassembly

When assembling the master cylinder, reverse the disassembly procedure. Note the following points.

1. Install:
 - Master cylinder kit

WARNING:

Internal parts should be lubricated with brake fluid when installed.



2. Install:

- Master cylinders (front and rear)
- ◆ Brake hoses



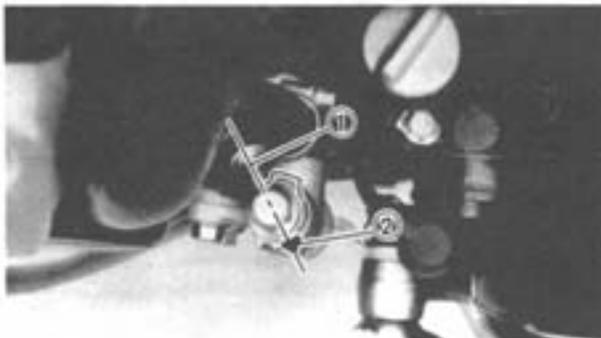
Front Master Cylinder:
9 Nm (0.9 m·kg, 6.5 ft·lb)

Rear Master Cylinder:
23 Nm (2.3 m·kg, 17 ft·lb)

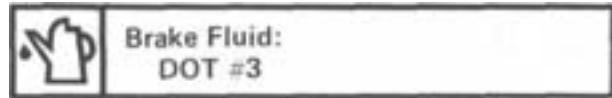
Brake Hose:
25 Nm (2.5 m·kg, 18 ft·lb)

CAUTION:

When installing the rear brake hose, align the brake pipe (1) with the front projection (2) on the master cylinder.



3. Fill:
 - Master cylinders



4. Bleed the air completely from the brake system.

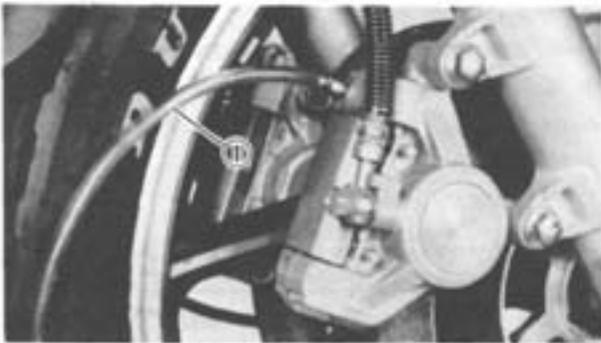
AIR BLEEDING

WARNING:

Bleed the brake system if:

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

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



1. Bleed:
 - Brake fluid

By the following steps.

Air bleeding steps:

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



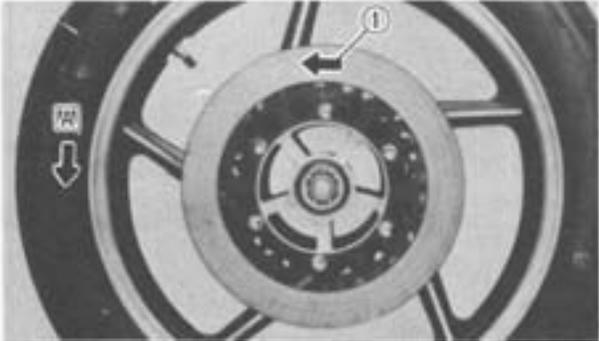
Bleed Screw:
6 Nm (0.6 m·kg, 4.3 ft·lb)

- i. Repeat steps  to  until of the air bubbles have been removed from the system.

NOTE:

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

- j. Add brake fluid to the level line on the reservoir.

**BRAKE DISC INSTALLATION**

1. Install:

- Brake disc (5)

NOTE:

- ◆ The brake disc should be installed with the arrow mark **B** face outward.
- ◆ The arrow mark **B** on the disc must point toward the rotating direction **A** of the wheel.

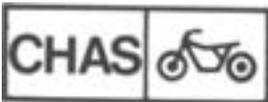
2. Tighten:

- Bolts (disc)

**Bolts (Brake Disc):**

20 Nm (2.0 m·kg, 14 ft·lb)

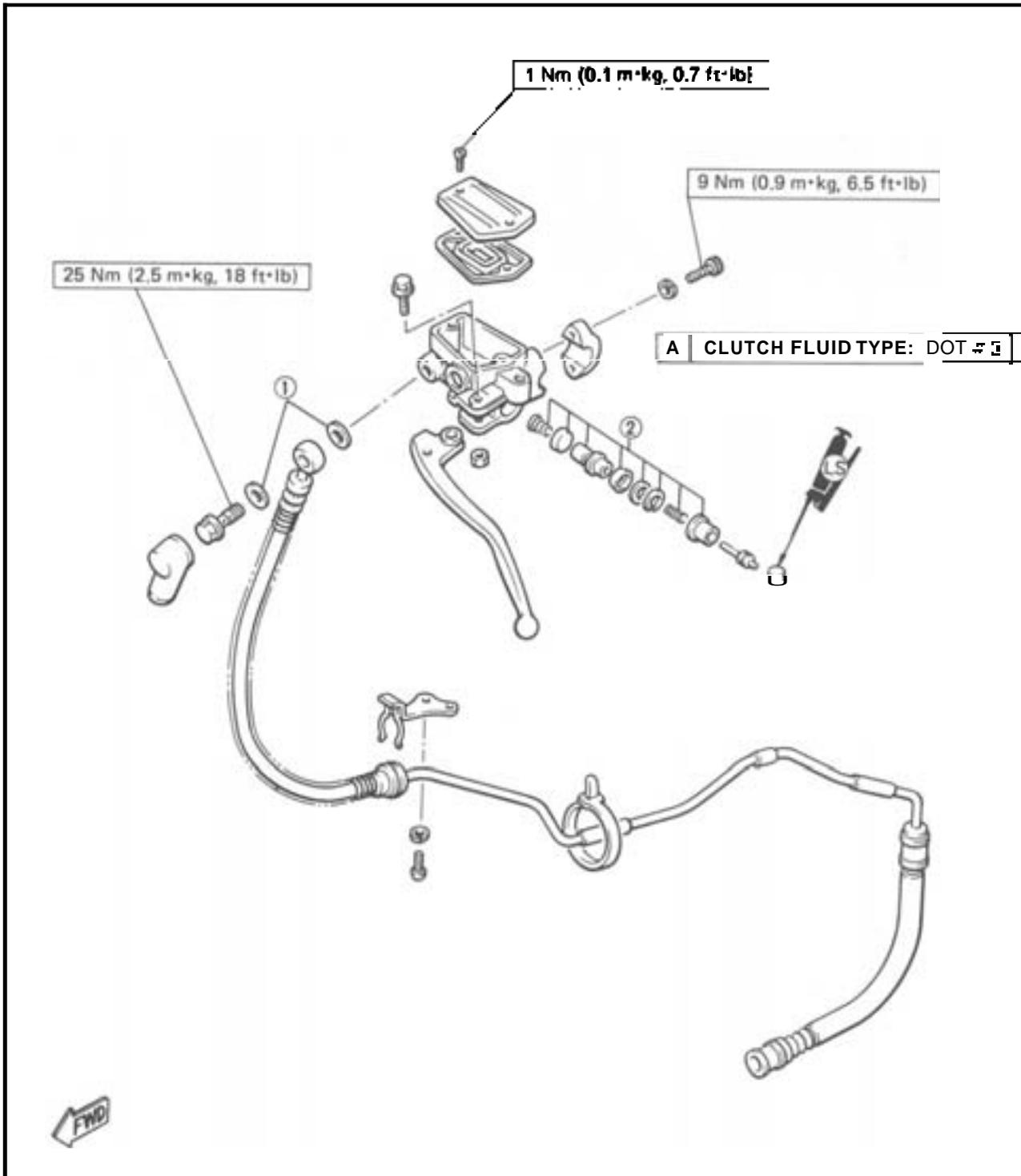
LOCTITE®

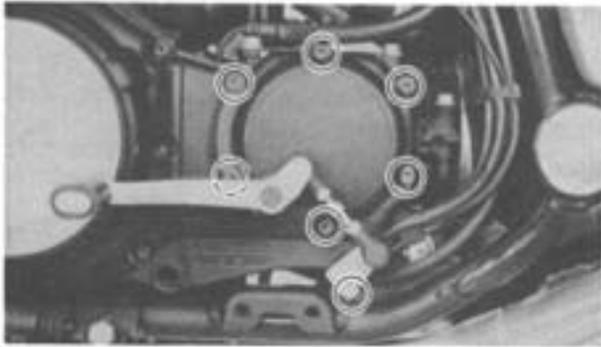


HYDRAULIC CLUTCH

HYDRAULIC CLUTCH

- ① Copper washer
- ② Master cylinder kit
(Replace as a set)

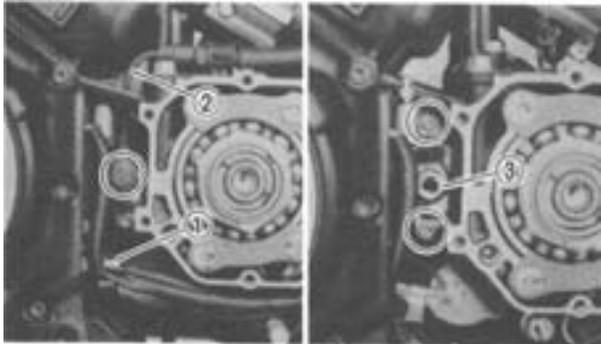




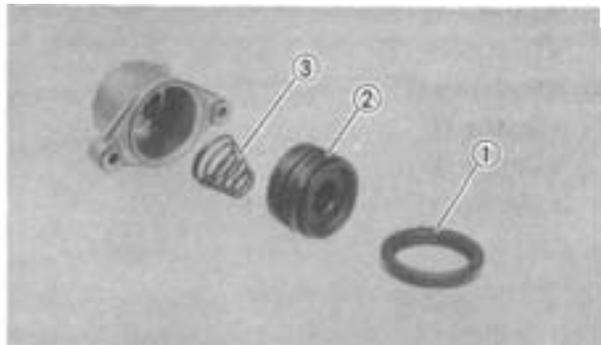
CLUTCH RELEASE DISASSEMBLY

1. Remove:
- Footrest
 - Change pedal
 - Middle gear case cover

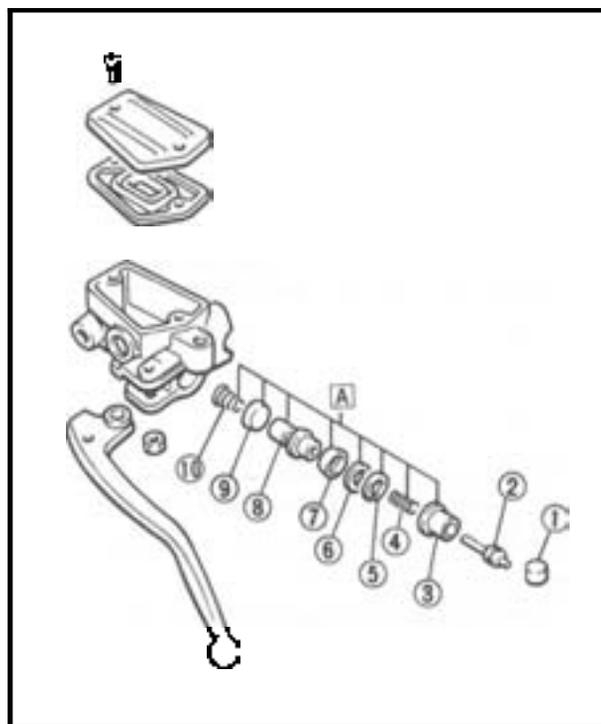
NOTE: _____
 When removing the middle gear case cover, be sure oil does not leak out of the case.



2. Remove:
- Clamp ①
 - Clutch hose ②
 - Drain the fluid.
 - Clutch release assembly ③



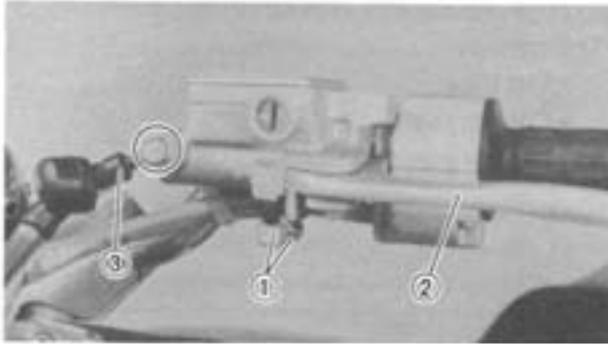
- 3 Remove:
- Dust seal ①
 - Piston assembly ②
 - Spring ③



MASTER CYLINDER DISASSEMBLY

NOTE: _____
 Drain the clutch fluid before removing master cylinder.

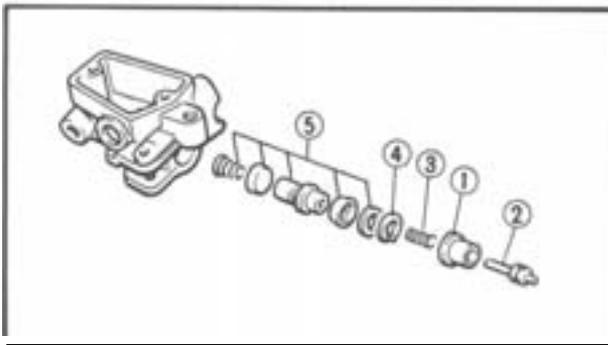
- ① Bush
- ② Push rod
- ③ Dust boot
- ④ Spring
- ⑤ Circlip
- ⑥ Washer
- ⑦ Piston cup
- ⑧ Piston
- ⑨ Seal
- ⑩ Return spring
- A Master cylinder kit (Replace as a set)



1. Remove:
 - Clutch switch leads ①
 - Clutch lever ②
 - Clutch hose ③
 Drain the fluid.



2. Remove:
 - Master cylinder ①
 - Cap ②
 Drain the excess fluid.



3. Remove:
 - Dust boot ①
 - Push rod ②
 - Spring ③
 - Circlip ④
 - Master cylinder kit ⑤

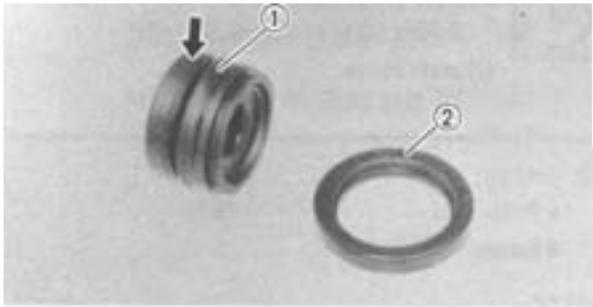
CLUTCH INSPECTION AND REPAIR

Recommended Clutch Component Replacement Schedule:	
Piston seal, dust seal	Every two years
Clutch hoses	Every four years
Clutch fluid	Replace only when clutch is disassembled

1. Inspect:
 - Cylinder body
Scratches/Wear -- Replace.

NOTE: _____
Clean all passages with new brake fluid.

- Clutch hoses
Cracks/Wear/Damage -- Replace.



3. Inspect:

- Piston ①
Scratches/Wear → Replace.
- Piston seal ②
Wear → Replace.

CLUTCH REASSEMBLY

WARNING:

- All internal parts should be cleaned in new brake fluid only.
- Internal parts should be lubricated with brake fluid when installed.

	Brake Fluid: DOT #3
---	------------------------

Clutch Release Reassembly

When assembling the clutch release, reverse the disassembly procedure. Note the following points.

1. Install:
 - Clutch release assembly
 - Clutch hose

	Clutch Release Assembly: 12 Nm (1.2 m·kg, 8.7 ft·lb)
	Clutch Hose: 25 Nm (2.5 m·kg, 18 ft·lb)

Master Cylinder Reassembly

When assembling the master cylinder, reverse the disassembly procedure. Note the following points.

1. Install:
 - Master cylinder
 - Clutch hose



	Master Cylinder:
	9 Nm (0.9 m·kg, 6.5 ft·lb)
	Clutch Hose:
	25 Nm (2.5 m·kg, 18 ft·lb)

2. Install:
 - Push rod
 - o Lever

NOTE: _____
Grease the pivot point ① .

3. Fill:
 - o Master cylinder

	Brake Fluid:
	DOT #3

4. Bleed the air completely from the clutch system.

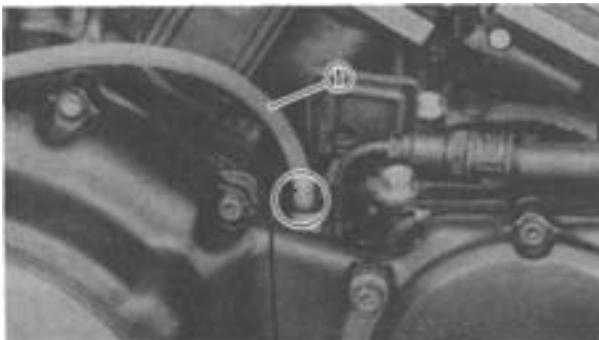
AIR BLEEDING

WARNING: _____

Bleed the clutch system if:

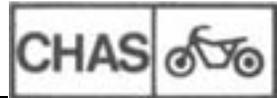
- o The system has been disassembled.
- A clutch hose has been loosened or removed.
- The clutch fluid is very low.
- The clutch operation is faulty.

1. Bleed:
 - Clutch fluid (brake fluid)
 By the following steps.



Air bleeding steps: a. Add proper brake fluid to the reservoir. b. Install the diaphragm. Be careful not to spill any fluid or allow the reservoir to overflow. c. Connect the clear plastic hose ① to the bleed screw. d. Place the other end of the tube into a container. e. Slowly apply the clutch lever several times. f. Pull in the lever and hold it in position. g. Loosen the bleed screw and allow the lever to travel slowly toward its limit. h. Tighten the bleed screw when the lever has reached its limit, then release the lever

	Bleed Screw:
	6 Nm (0.6 m·kg, 4.3 ft·lb)



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

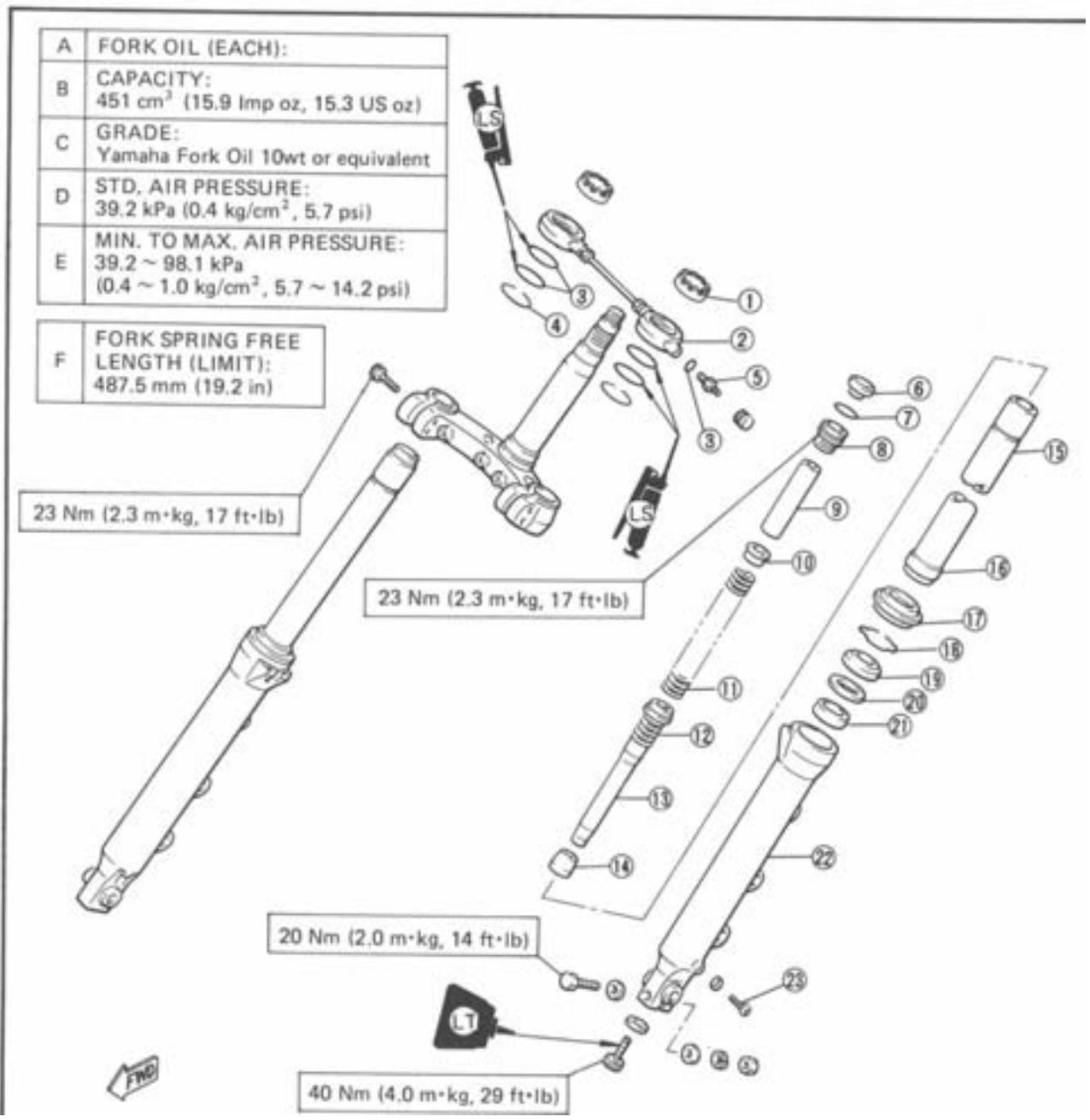
NOTE:

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

j Add brake fluid to the level line on the reservoir.

FRONT FORK

- | | |
|------------------|---------------------|
| ① Damper | ⑬ Cylinder complete |
| ② Air joint | ⑭ Oil lock piece |
| ③ O-ring | ⑮ Inner fork tube |
| ④ Circlip | @ Guide bush |
| ⑤ Air valve | ⑰ Dust cover |
| ⑥ Fork cap | ⑱ Retaining clip |
| ⑦ O-ring | ⑲ O-ring |
| ⑧ Cap bolt | ⑳ Sea spacer |
| ⑨ Collar | ㉑ Slide bush |
| ⑩ Spring seat | @ Outer fork tube |
| ⑪ Fork spring | ㉒ Drain screw |
| ⑫ Rebound spring | |



REMOVAL

WARNING:

Securely support the motorcycle so it won't fall over when the front wheel and front forks are removed.

1. Remove:

- Front wheel
Refer to "FRONT WHEEL" section.
- Brake calipers
- Cable holders

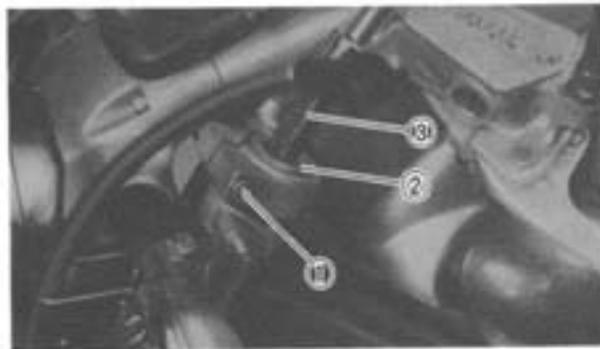
2. Remove:

- Air valve cap (left)
- Fork cap ①
Depress the valve until all of the air has been released.



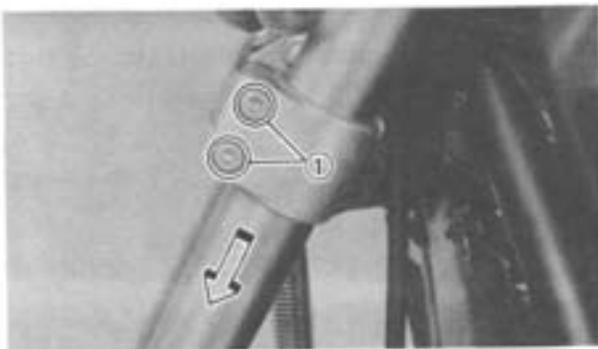
3. Loosen:

- Pinch bolt (steering crown) ①
- Cap bolt ②
Use the Front Fork Cap Socket ③ (YMA-01104).



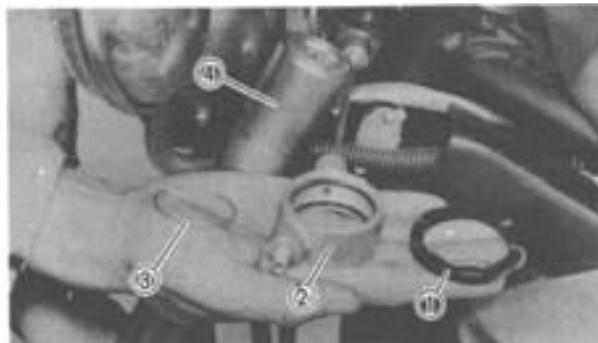
4. Loosen:

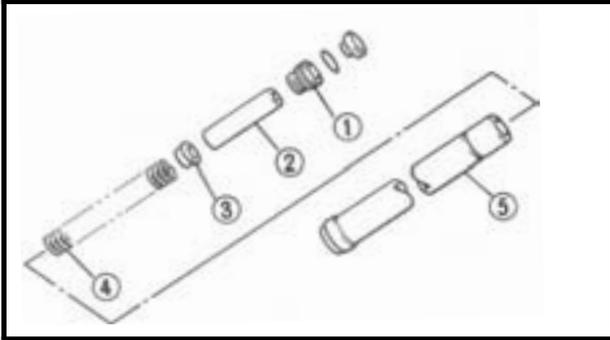
- Pinch bolts (under bracket) ①



5. Remove:

- Rubber damper ①
- Air joint bracket ②
- Circlip ③
- Front forks ④





DISASSEMBLY

1. Remove:

- Cap bolt (1)

Use the Front Fork Cap Socket (YM-01104).

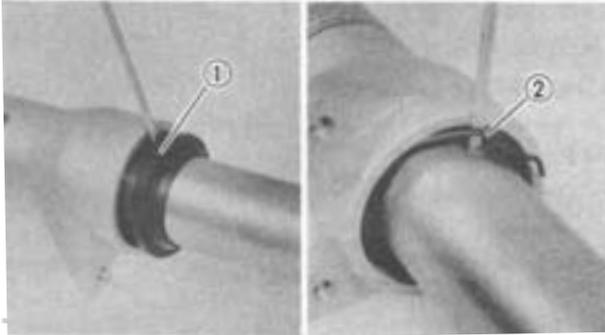
- Collar (2)
- Spring seat (3)
- Fork spring (4)

(5) Inner fork tube

2. Remove:

- Dust cover (1)
- Retaining clip (2)

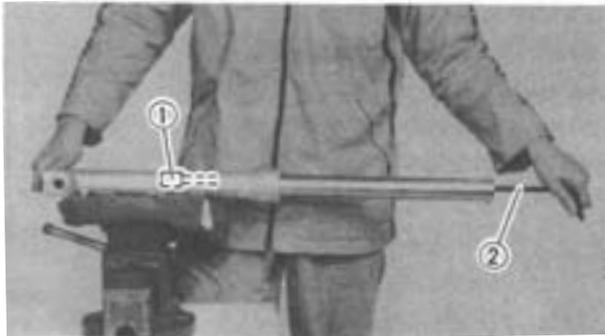
Use a thin screwdriver, and be careful not to scratch the inner fork tube.



3. Remove:

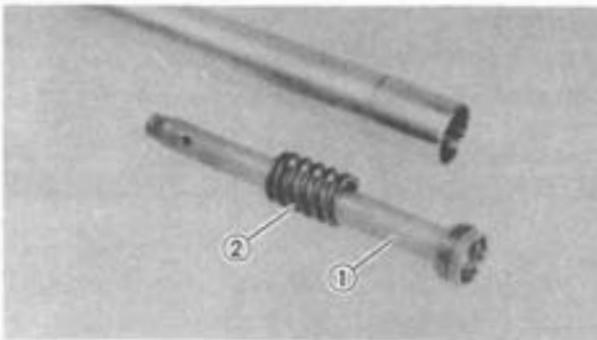
- Bolt (cylinder complete)

Use the Damper Rod Holder (1) (YM-01328) and the T-Handle (2) (YU-01326) to lock the damper rod.



4. Remove:

- Damper rod (cylinder complete) (1)
- Rebound spring (2)



5. Remove:

- Inner fork tube

By the following removal steps.

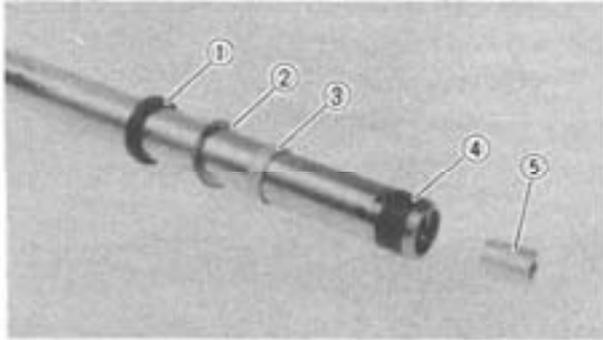


inner fork **tube** removal steps:

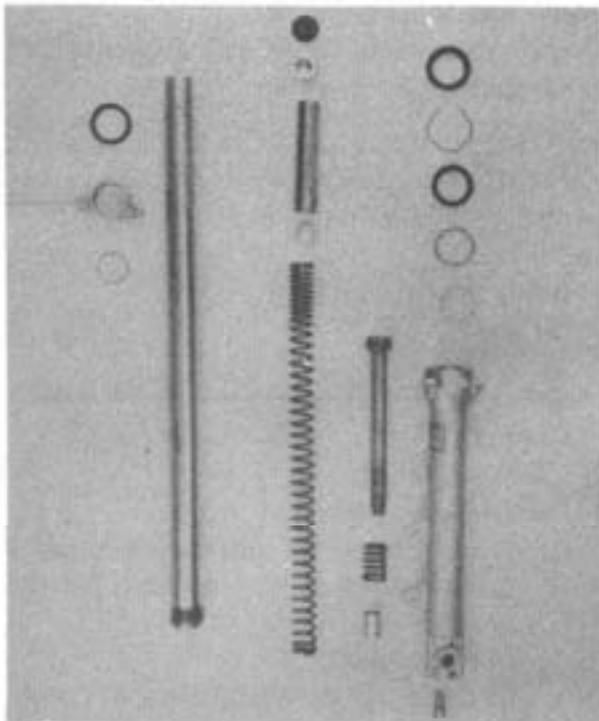
- Hold fork leg horizontally.
- **Clamp** the caliper mounting boss of the outer tube securely in a vise with soft jaws.
- **Pull** out the inner fork tube from the outer tube by forcefully, but carefully, with drawing the inner tube.

NOTE: _____

- Excessive force will damage the oil seal and/or the bushes, Damaged oil seal and bushing must be repared.
- **Avoid** bottoming the inner tube in the outer tube during the above procedure, as the oil lock piece will be damaged.



6. Remove:
- Oil seal ①
 - Seal spacer ②
 - * Slide bush ③
 - Guide bush ④
 - * Oil lock piece ⑤



INSPECTION

1. Inspect:
- Inner fork tube
Scratches/Bends → Replace.

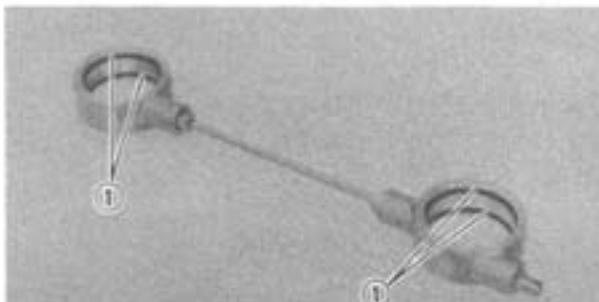
WARNING: _____

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

- Outer fork tube
Scratches/Bends/Damage → Replace.
- Fork spring
Over specified limit → Replace.

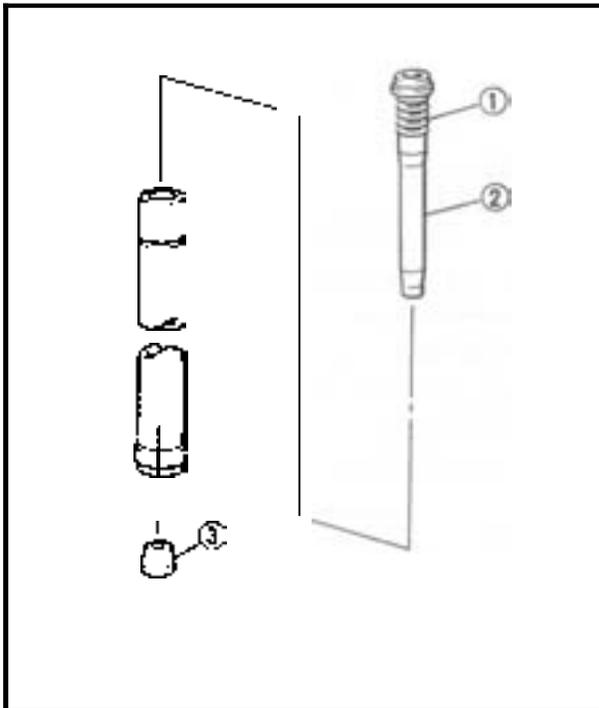
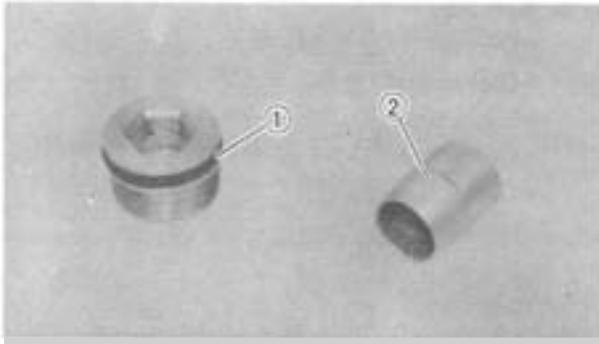
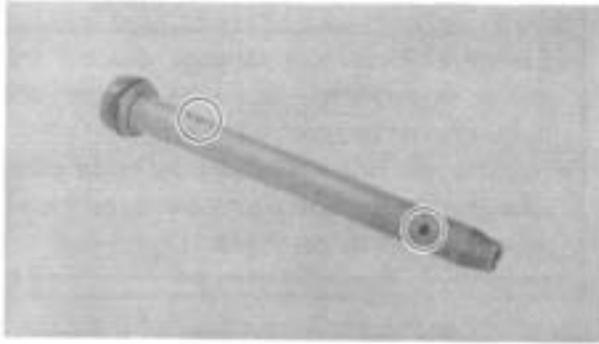


Fork Spring Free Length (Limit):
487.5 mm (19.2 in)



2. Inspect:
- Air joint bracket
* Air hose
Cracks/Damage → Replace.
 - O-ring ①
Damage → Replace.

FRONTFORK



3. Inspect:

- Damper rod
Wear/Damage - Replace.
Contamination - Blow out all oil passages with compressed air.

4. Inspect:

- @O-ring (cap bolt) ①
- Oil lock piece ②
Damage - Replace.
- Seals
Wear/Damage - Replace.

ASSEMBLY

Before assembling, clean and inspect all parts and replace when necessary.

NOTE:

In front fork assembly, be sure to use following new parts. Do not reuse them.

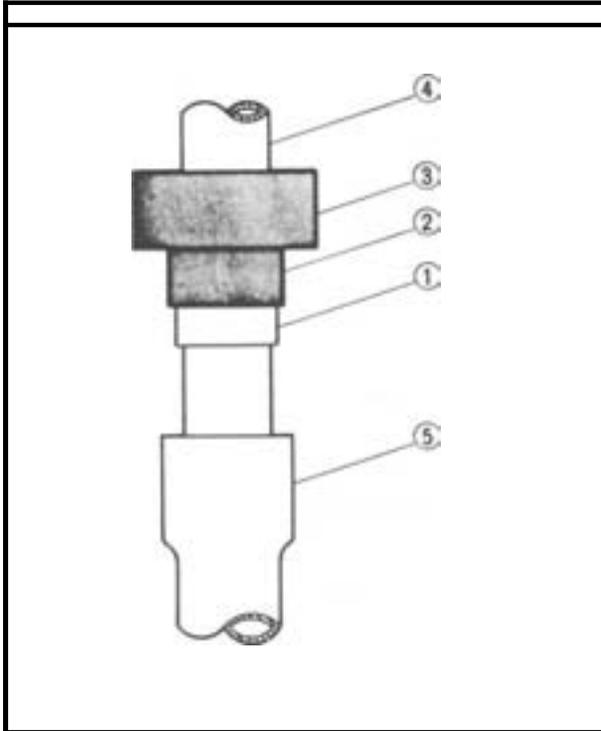
- Slide bush
- Guide bush
- Oil seal
- Dust seal

1. Install:

- Rebound spring ①
- Damper rod ②
Allow the rod to slide slowly down the tube until it protrudes from the bottom.
- Oil lock piece ③
Fit oil lock piece over damper rod sticking out of the inner fork tube.

2. Install:

- Inner fork tube
Into outer tube.



3. Tighten:

- Bolt (cylinder complete)

Use the Damper Rod Holder (YM-01328) and the T-Handle (YC-01326)



Bolt (Cylinder Complete):
40 Nm (4.0 m·kg, 29 ft·lb)
LOCTITE[®]

4. Install:

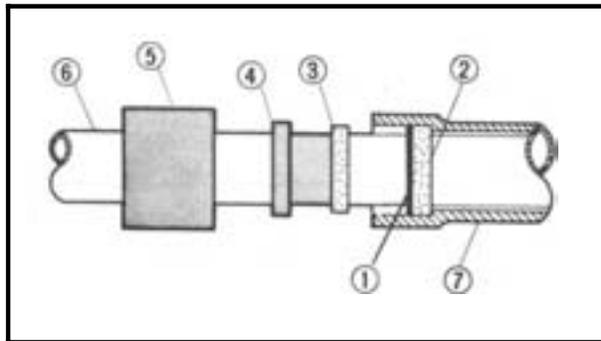
- *Slide bush ①

into outer tube.

Use the Fork Seal Driver Weight ③ (YM-33963) and the Adapter ② (YM-33964).

@inner tube

⑤ Outer tube



5. Install:

- Shim spacer ①

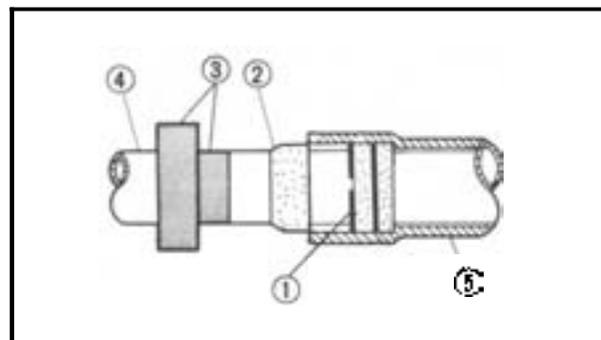
On top of the slide bush ②

- Oil seal ③

Use the Fork Seal Driver Weight ⑤ (YM-33963) and the Adapter ④ (YM-33964), and install with numbered side up.

⑥ inner tube

⑦ Outer tube



6. Install:

- Retaining clip ①

- Dust seal ②

Use the Special Tools ③ (YM-33963, YM-33964)

④ inner tube

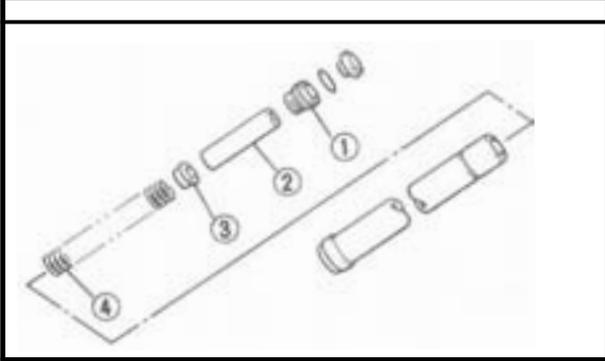
⑤ Outer tube

7. Fill:

- Front fork



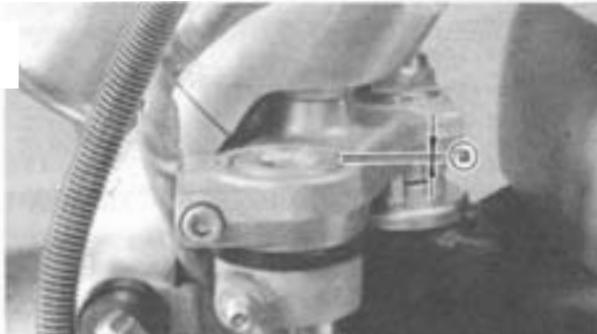
Each Fork:
451 cm³ (15.9 Impoz, 15.3 USoz)
Yamaha Fork Oil 10W or equivalent
After filling, slowly pump the fork up and down to distribute oil.



8. Install:
- Fork spring **4**
With smaller pitch side up.
 - *Spring seat **3**
 - Collar **2**
 - *Cap bolt **1**
Temporarily tighten the cap bolt.

INSTALLATION

1. Install:
- Front fork [5]
 - Into underbracket.
 - Circlip
Onto inner tube.
Apply a light coat of lithium base grease to the O-rings in the air joint bracket.
 - Air joint bracket
 - Rubber damper
Over inner fork tube.
2. Tighten:
- Pinch bolts (under bracket)
Temporarily tighten the pinch bolts.



NOTE: _____
Position the inner tube end so that it is flush **a** with the top of the steering crown.

3. Tighten:
- Pinch bolts (under bracket)

	Pinch Bolts (Under Bracket): 23 Nm (2.3 m·kg, 17 ft·lb)
---	--

NOTE: _____
Do not tighten the pinch bolt (steering crown) in this stage.

4. Tighten:
- *Cap bolt **2**
Use the Front Fork Cap Socket **3** (Y/M 01104).
 - *Pinch bolt (steering crown) **1**



	Cap Bolt 23 Nm (2.3 m·kg, 17 ft·lb)
	Pinch Bolts (Steering Crown): 20 Nm (2.0 m·kg, 14 ft·lb)

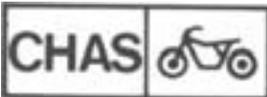
FRONT FORK

5. Adjust:

- **Front fork air pressure**
Refer to "CHAPTER 2. FRONT FORK ADJUSTMENT" section.

6. Install:

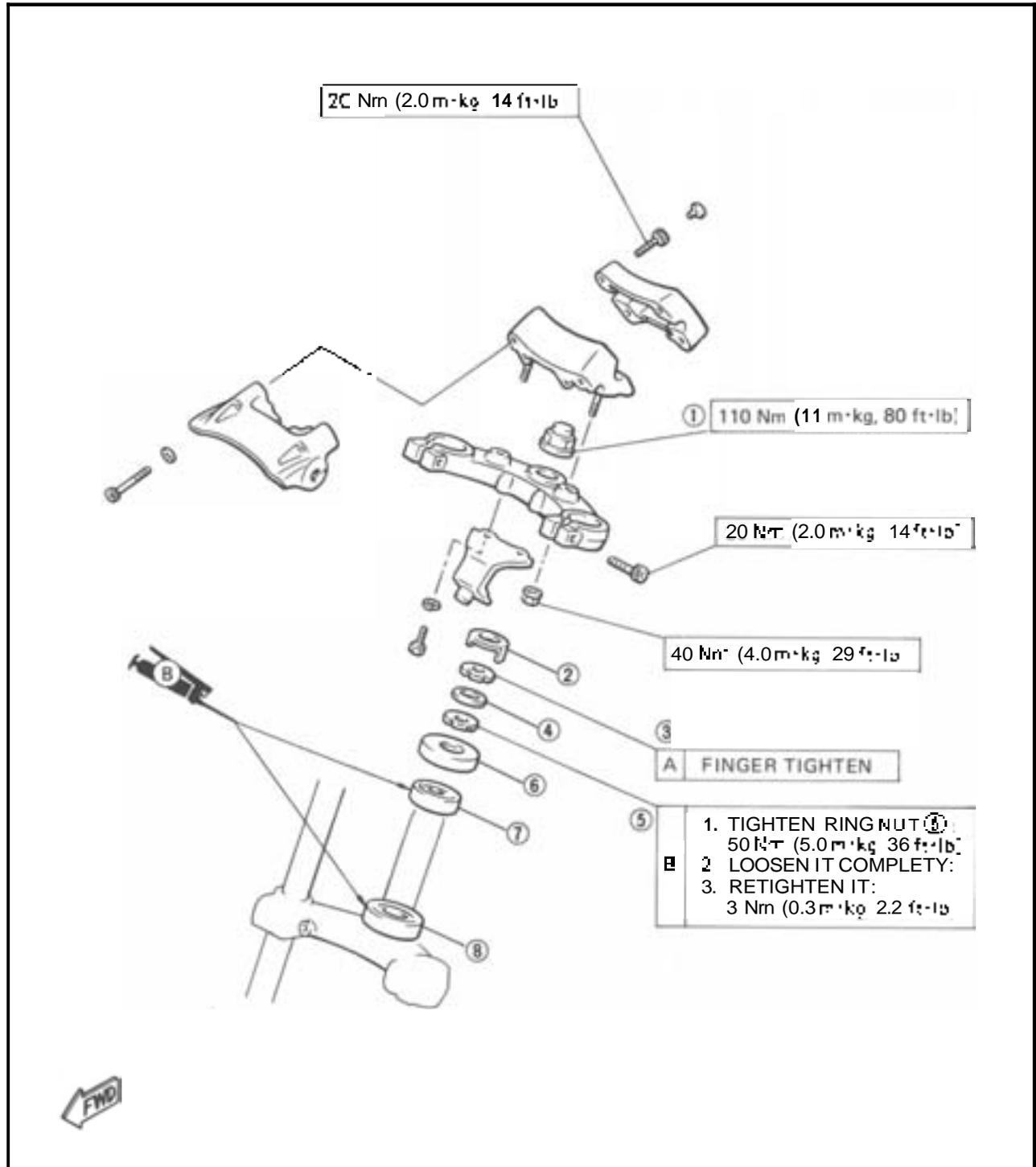
- **Air valve cap**
- **Fork cap**
- **Brake calipers**
- ***Cable holders**
Refer to "FRONT AND REAR BRAKE" section.
- **Front wheel**
Refer to "FRONT WHEEL" section.



STEERING HEAD

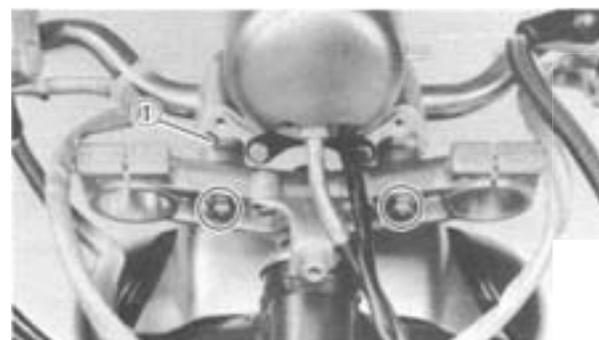
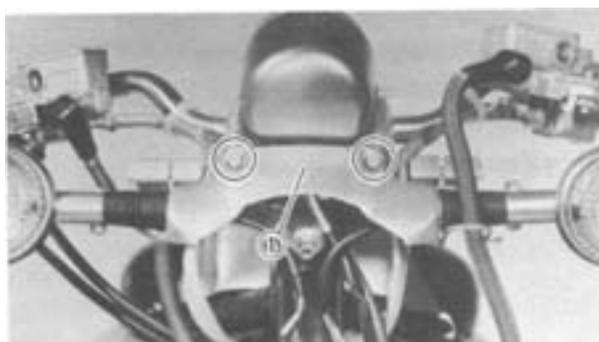
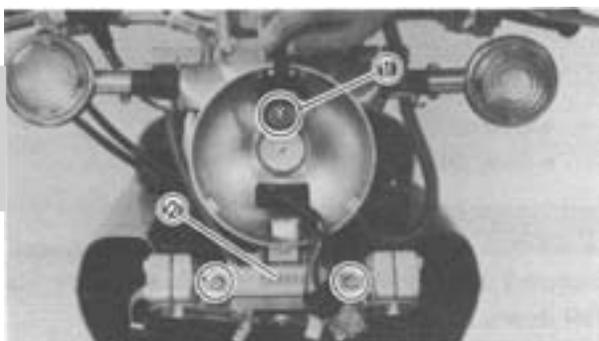
STEERING HEAD

- @ Steering stem nut
- ① Lock washer
- ② Ring nut (Upper)
- @ Washer
- ③ Ring nut (Lower)
- ④ Bearing cover
- ⑤ Bearing (Upper)
- ⑥ Bearing (Lower)



REMOVAL**WARNING:**

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

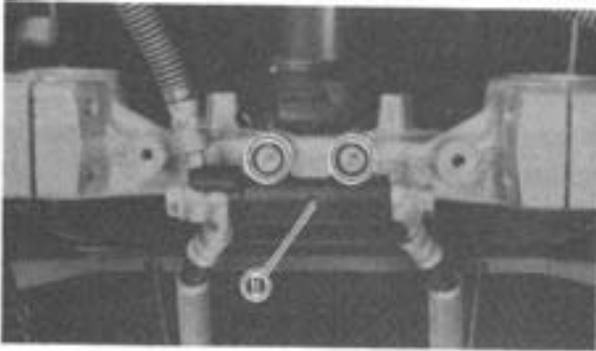


1. Remove:
 - Front wheel
 - Front forks
2. Remove:
 - Headlight lens unit ①
3. Disconnect:
 - AI leads (in the headlight body)

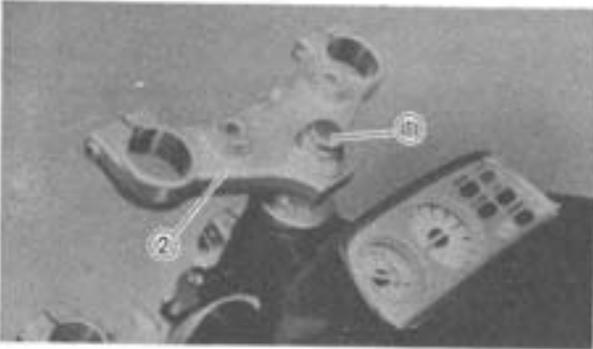
4. Remove:
 - *Bolt (headlight body bracket) ②
 - Emblem ③

5. Remove:
 - Flasher light bracket assembly ④

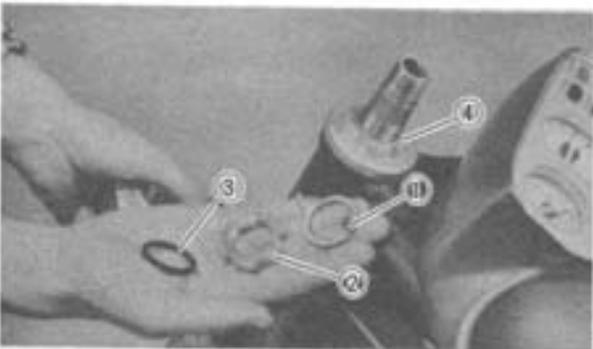
6. Remove:
 - Handlebar holder assembly ⑤



7. Remove:
- Brake hose joint ①



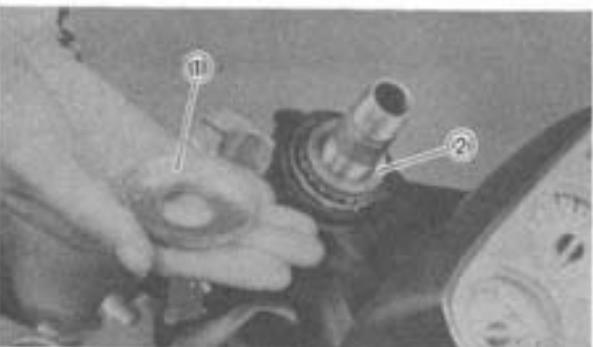
8. Remove:
- Nut (steering crown) ①
 - Steering crown ②



9. Remove:
- Lock washer (ring nut) ①
 - Ring nut (upper) ②
 - Washer ③
 - Ring nut (lower) ④

WARNING:

Support the under bracket so that it may not fall down.



10. Remove:
- Steering stem
 - Bearing cover ①
 - Bearing (upper) ②
 - Bearing (lower) ③

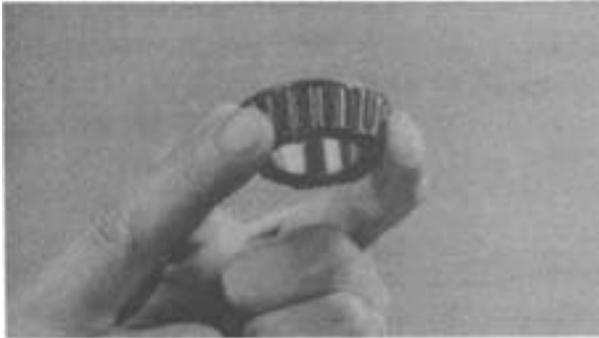


INSPECTION

1. Wash the bearing in a solvent.
2. Inspect:
 - Bearings
 - Bearing race**Fitting/Damage** - Replace.

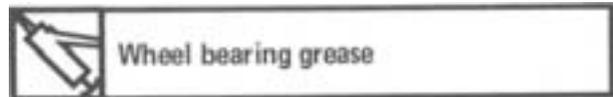
NOTE: _____

Always replace bearing and race as a set.



INSTALLATION

1. Lubricate:
 - Bearing and races



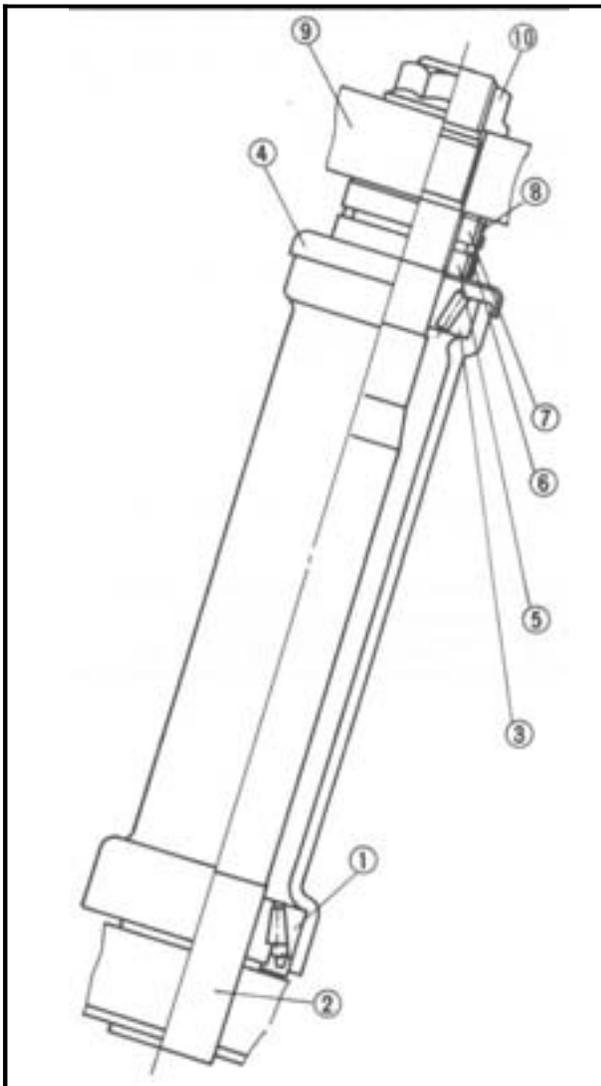
2. Install:
 - Bearing (lower) ①
 - Onto steering stem.
 - Steering stem ②

CAUTION: _____

Hold the steering stem until it is secured.

- Bearing (upper) ③
- Ball race cover ④
- Ring nut (lower) ⑤

3. Tighten:
 - Ring nuts (lower and upper)
 By the following tightening steps.



Ring nuts tightening steps:

- Install the ring nut (lower) ⑤.

NOTE: _____

The tapered side of ring nut must face downward.

- Tighten the ring nut ⑤ using the Ring Nut Wrench (YU-33975)



Ring Nut ⑤ (Initial Tightening):
50 Nm (5.0 m·kg, 36 ft·lb)

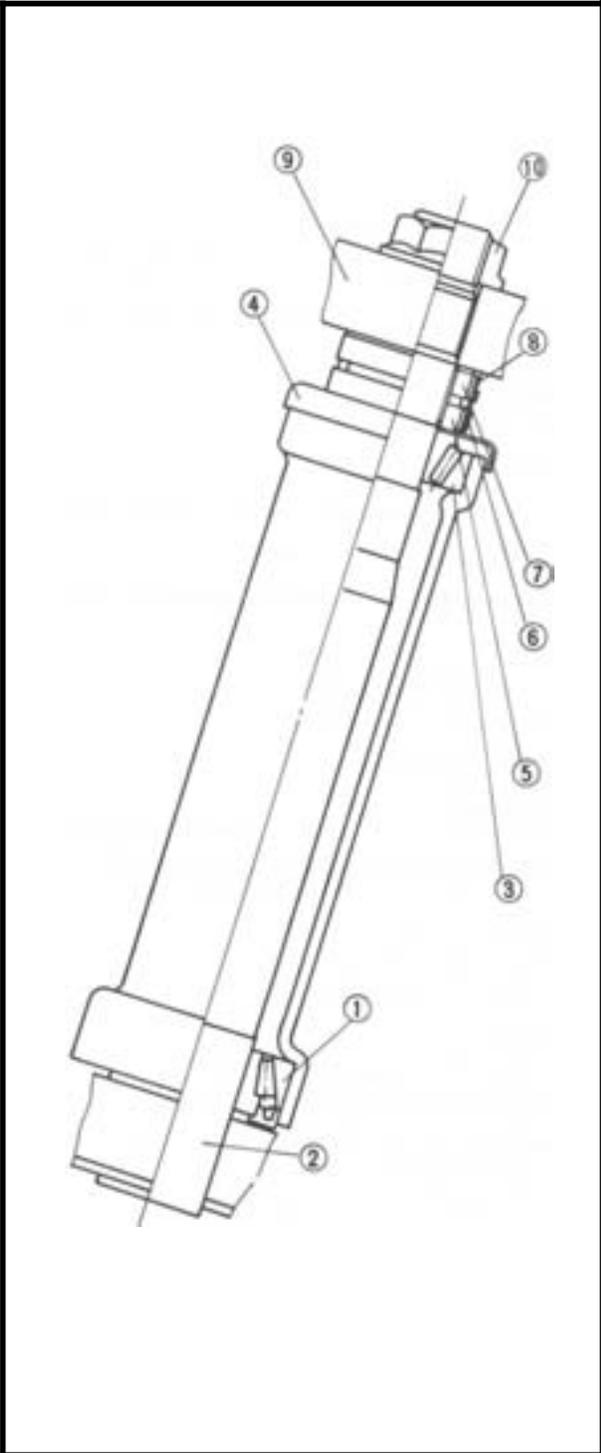
- Loosen the ring nut ⑤ completely and retighten it to specification.

WARNING: _____

Do not over-tightening.



Ring Nut ⑤ (Final Tightening):
3 Nm (0.3 m·kg, 2.2 ft·lb)



@Check the steering stem by turning it lock to lock. If there is any binding, remove the steering stem assembly and inspect the steering bearings ①, ③.

- Install the washer ⑥
- Install the ring nut (upper) ⑦

NOTE:
The tapered side of ring nut must face downward.

- **Finger** tighten the ring nut ⑦, then align the slots of both ring nuts. If not aligned, hold the lower ring nut ⑤ and tighten the other until they are aligned.
- Install the lock washer ⑧

NOTE:
Make sure the lock washer tab is placed in the slots.

- Install the steering crown ① and tighten the steering stem nut ② to specification.

 **Nut (Steering Stem):**
110 Nm (11.0 m·kg, 80 ft·lb)

- **Tighter** the pinch bolts to specification.

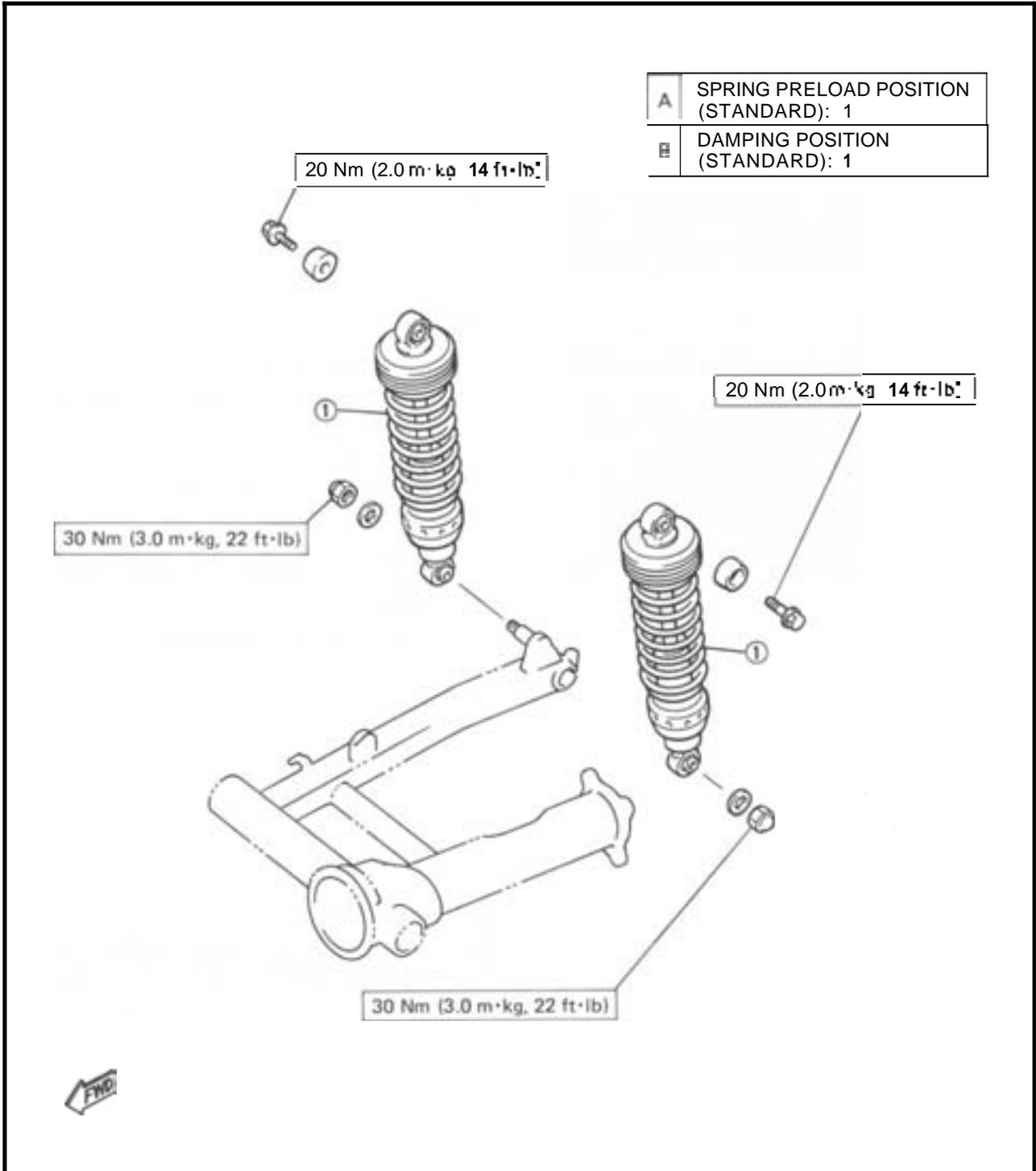
 **Pinch Bolt (Steering Crown):**
20 Nm (2.0 m·kg, 14 ft·lb)

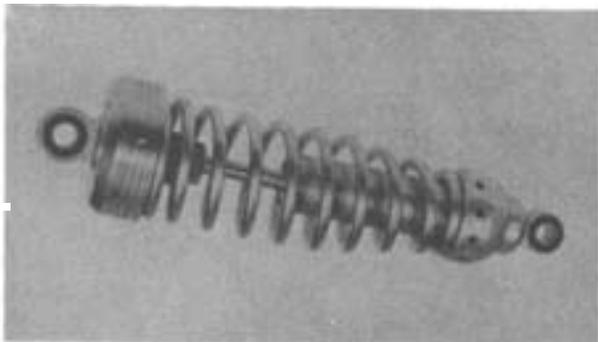
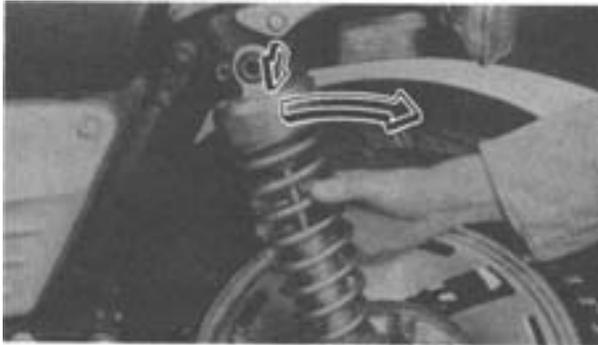
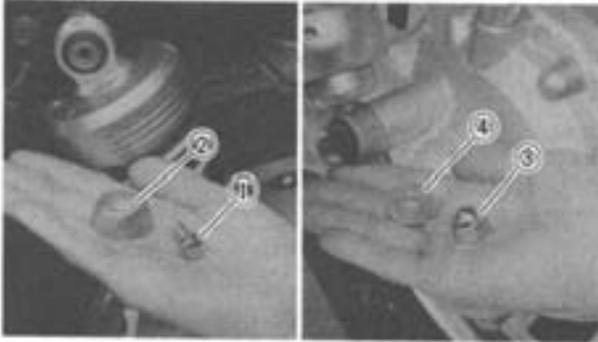
5. Install:
- Components in aforementioned list (steps "7 - 1")

 **Handlebar Lower Holder:**
40 Nm (4.0 m·kg, 29 ft·lb)

REAR SHOCK ABSORBER

① Rear shock absorber assembly





REMOVAL

1. Remove:
 - Bolt (shock absorber top) ①
 - Special washer ②
 - Nut (shock absorber bottom) ③
 - *Plain washer ④
2. Pull out the shock absorber top, and turn the shock absorber clockwise.
3. Remove:
 - Rear shock absorber

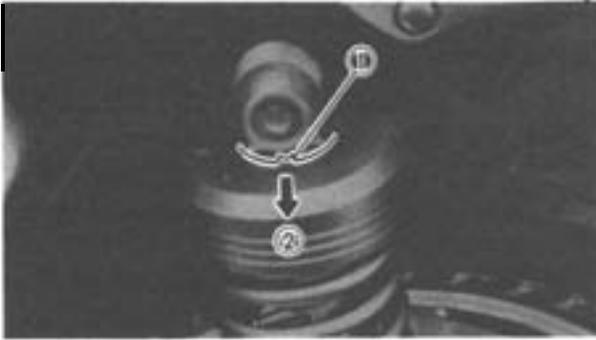
INSPECTION

1. Inspect:
 - Shock absorber rod
 - Bends/Damage → Replace the shock absorber assembly.
 - *Shock absorber
 - Oil leaks → Replace the shock absorber assembly.
 - Spring
 - Fatigue → Replace the shock absorber assembly.
 - Move the spring up and down.

INSTALLATION

When installing the rear shock absorber, reverse the removal procedure. Note the following points.

1. Apply:
 - Lithium base grease
 - To the pivot points.



2. Install:
 - Rear shock absorber

NOTE: _____
 The rear shock absorber should be installed so that the damping match mark (1) on the shock absorber faces outward (2) .

3. Tighten:
 - Bolt (shock absorber top)
 - Nut (shock absorber bottom)

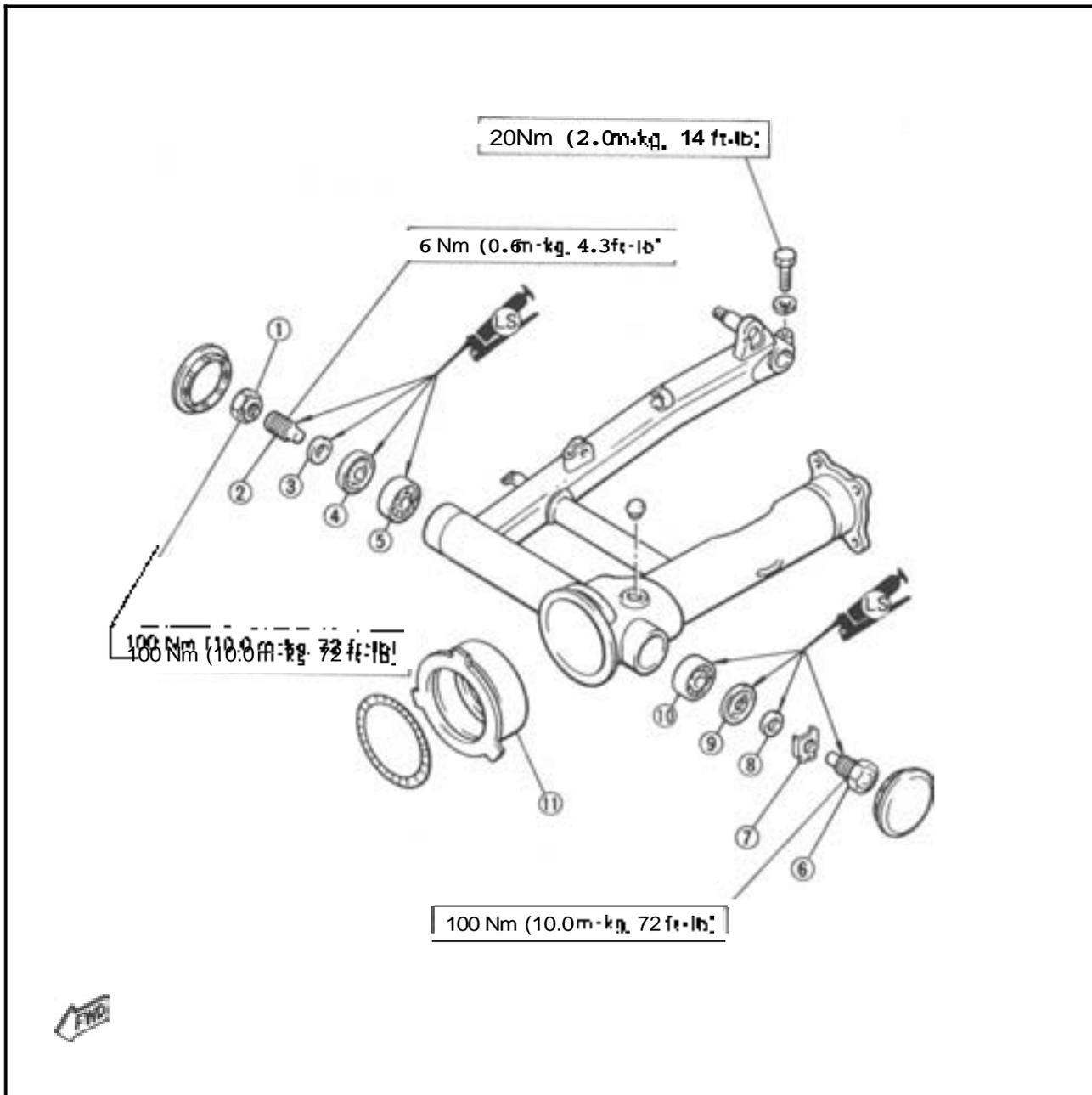
	Bolt (Shock Absorber Top): 20 Nm (2.0 m·kg, 14 ft·lb)
	Nut (Shock Absorber Bottom): 30 Nm (3.0 m·kg, 22 ft·lb)

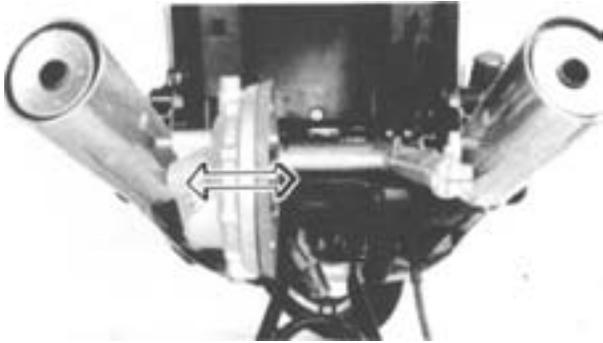
4. Adjust:
 - Spring preload
 - Damping force

Refer to "CHAPTER 2. REAR SHOCK ABSORBER ADJUSTMENT" section.

SWINGARM

- ① Locknut
- ② Pivot shaft (right)
- ③ Collar
- ④ Oil seal
- ⑤ Taper roller bearing
- ⑥ Pivot shaft (left)
- ⑦ Lock washer
- ⑧ Collar
- ⑨ Oil seal
- ⑩ Taper roller bearing
- ⑪ Rubber boot





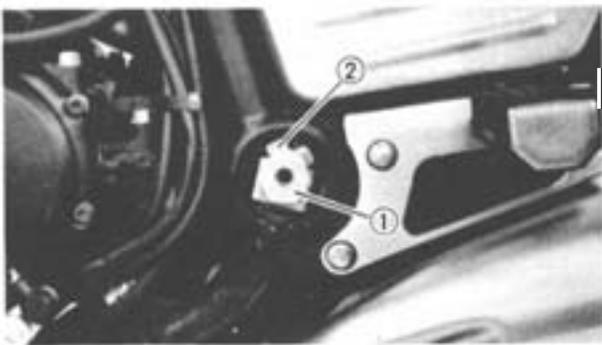
FREE PLAY INSPECTION

1. Remove:
 - Rear wheel
 - Rear shock absorbers
2. Check:
 - Swingarm (side play)
 - Side play - Replace taper roller bearings and collars.
 - Move the swingarm from side to side.
 - There should be no noticeable side play.
3. Check:
 - Swingarm (vertical movement)
 - Tightness/Binding/Rough spots - Replace bearings.
 - Move the swingarm up and down.

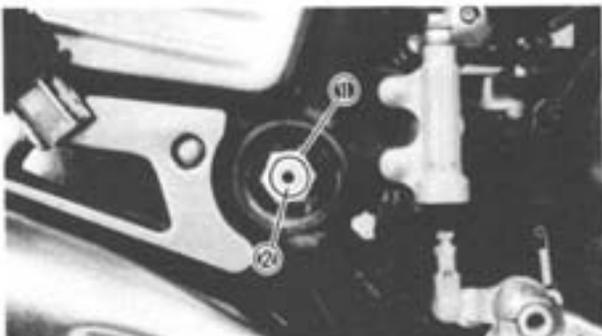
REMOVAL

1. Remove:
 - Rear wheel
 - Rear shock absorbers
 - Pivot shaft caps
2. Flatten:
 - Lock washer tab
 - Use a blunt chisel.

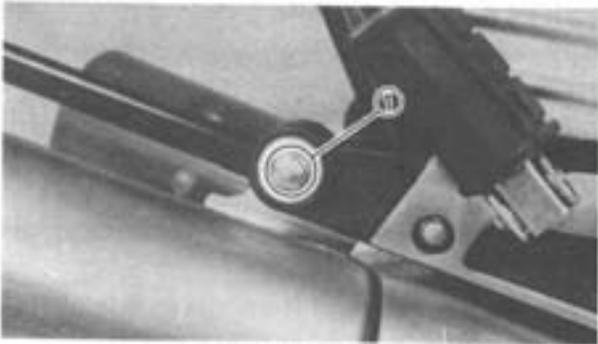
3. Remove:
 - ◆ Pivot shaft (left) ①
 - Lock washer ②



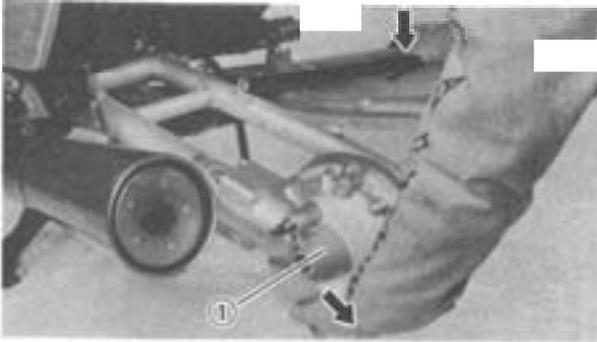
4. Remove:
 - Nut ①
 - ◆ Pivot shaft (right) ②



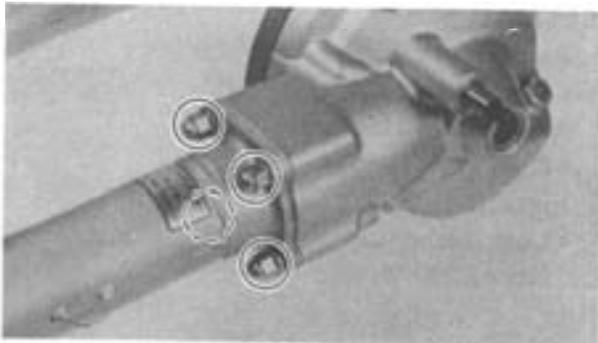
SWINGARM



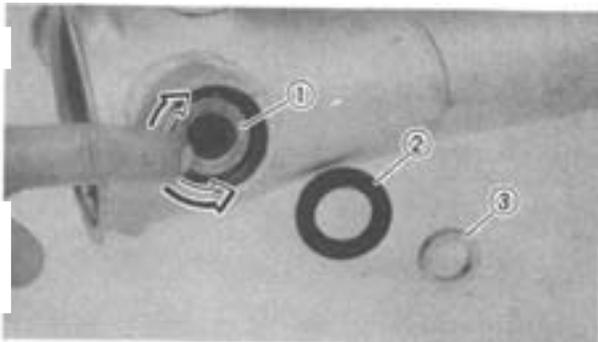
5. Remove:
- Rubber boot
 - Bolts (muffler) ①



6. Remove:
- Swingarm ①
- Push down the muffer.



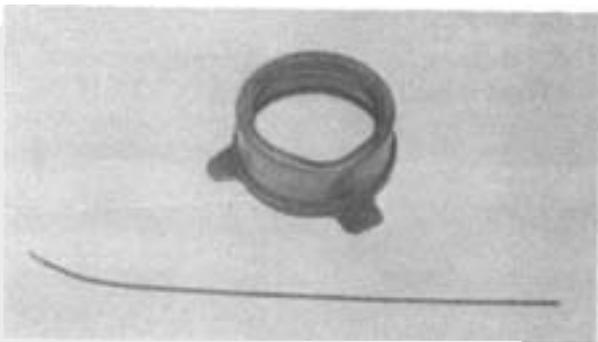
7. Remove:
- Final gear assembly



INSPECTION

1. Wash the bearings in a solvent.
2. Inspect:
 - Bearings (race/rollers) ①
Pitting/Damage → Replace.
 - Oil seals ②
 - Collars ③
Damage → Replace.

3. Inspect:
 - Rubber boot
Damage → Replace.



INSTALLATION

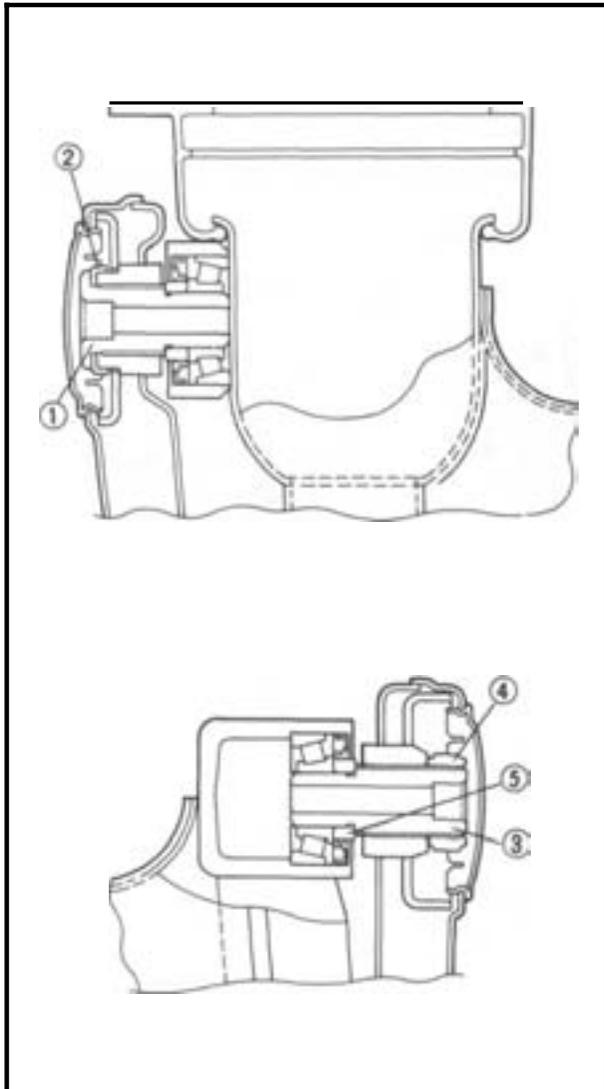
When installing the swingarm, reverse the removal steps. Note the following points.

1. Lubricate:
 - Bearing
 - Oil seals

	Lithium Base Waterproof Wheel Bearing Grease
---	--

2. Install:
 - Swingarm
 - Pivot shafts
3. Tighten:
 - Pivot shafts

By the following tightening steps.



Pivot shaft tightening steps:	
• Tighten the pivot shaft (left) (1) to specification,	
	Pivot Shaft (Left): 100 Nm (10.0 m·kg, 72 ft·lb)
• Tighten the pivot shaft (right) (3) until it contacts the collar (5).	
	Pivot Shaft (Right): 6 Nm (0.6 m·kg, 4.3 ft·lb)
• Tighten nut (right pivot shaft) (4) to specification.	
	Nut (Right Pivot Shaft): 100 Nm (10.0 m·kg, 72 ft·lb)
• Bend the lock washer tab (2) along the nut flat.	

4. Apply:
 - Sealant: (Quick Gasket@)
TACC-11001-05-01

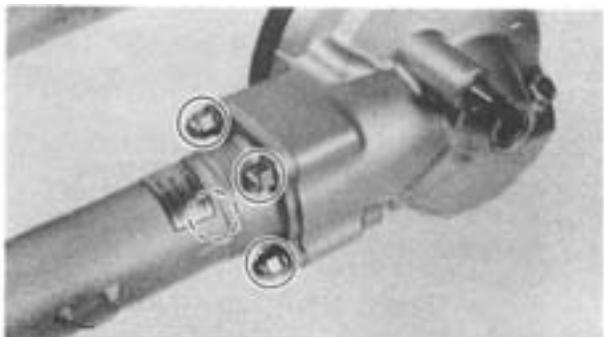
To the mating surfaces of both case halves.

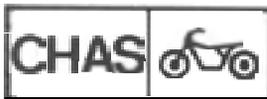
5. Install:
 - Final gear assembly

	Nuts (Final Gear Case): 42 Nm (4.2 m·kg, 30 ft·lb)
---	---

6. Check:
 - Swingarm (side play)
 - Swingarm (vertical movement)

Refer to "FREE PLAY INSPECTION" section,

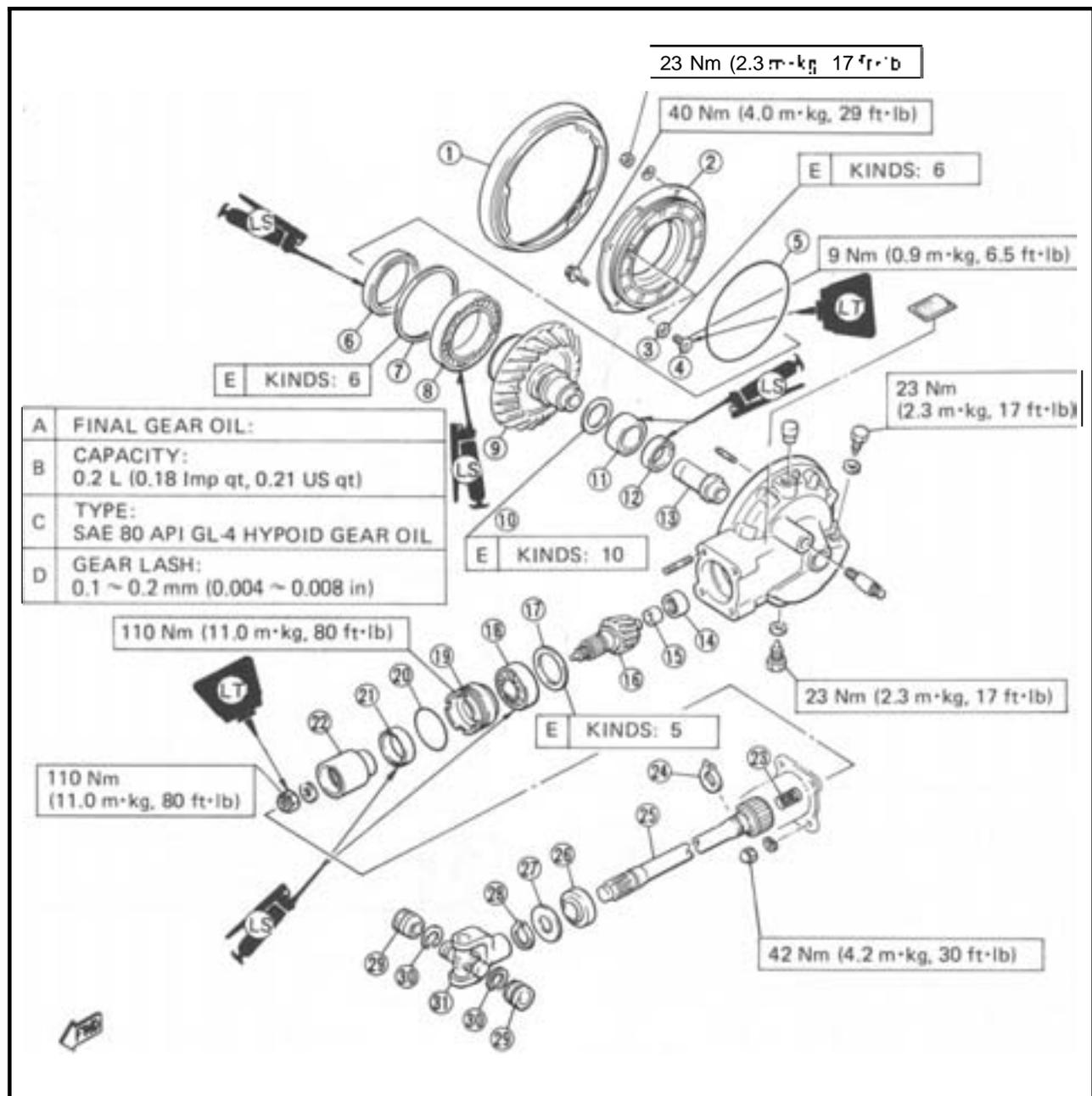


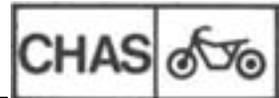


SHAFT DRIVE

SHAFT DRIVE

- | | | |
|--------------------------|-------------------------|-------------------|
| ① Dust cover | ⑭ Bearing | ⑳ Bearing |
| ② Bearing housing | ⑮ Drive pinion gear | ㉑ Circle |
| ③ Ring gear Stopper shim | ⑯ Final drive gear shim | ㉒ Universal joint |
| ④ Ring gear stopper | ⑰ Bearing | |
| ⑤ O-ring | ⑱ Bearing retainer | |
| ⑥ Oil seal | ⑲ O-ring | |
| ⑦ Ring gear shim | ㉓ Oil seal | |
| ⑧ Bearing | ㉔ Coupling gear | |
| ⑨ Ring gear | ㉕ Spring | |
| ⑩ Thrust washer | ㉖ Circle | |
| ⑪ Bearing | ㉗ Drive shaft | |
| ⑫ Oil seal | ㉘ Oil seal | |
| ⑬ Collar | ㉙ Washer | |
| ⑭ Bearing | ㉚ Circle | |





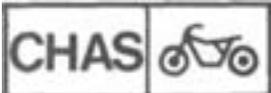
TROUBLESHOOTING

The following conditions may indicate damaged shaft drive components:

A Symptoms	B Possible Causes
<ol style="list-style-type: none"> 1. A pronounced hesitation or "jerky" movement during acceleration, deceleration, or sustained speed. (This must not be confuse with engine surging or tansmission characteristics.) 2. A "rolling rumble" noticeable at low speed; a high-piched whine; a "clunk" from a shaft drive component or area. 3. A locked-up condition of the shaft drive mechanism; no power transmitted from engine to rear wheel. 	<ol style="list-style-type: none"> A. Bearing damage. B. Improper gear lash. C. Gear tooth damage. D. Broken drive shaft. E. Broken gear teeth. F. Seizure due to lack of lubrication. G. Small foreign object lodged between moving parts.

NOTE:

Areas A, B, and C above may be extremely difficult to diagnose. The symptoms are quite subtle and difficult to distinguish from normal motorcycle operating noise. If there is reason to believe these components are damaged, remove the components for specific inspection.



Inspection Notes

1 Investigate any unusual noises

The following "Noises" may indicate a mechanical defect:

a. A "rolling rumble" noise during coasting, acceleration, or deceleration. The noise increases with rear wheel speed, but it does not increase with higher engine or transmission speeds.

Diagnosis: Possible wheel bearing damage.

b. A "whining" noise that varies with acceleration and deceleration.

Diagnosis: Possible incorrect reassembly, too-little gear lash.

CAUTION:

Too-little gear lash is extremely destructive to the gear teeth. If a test ride following reassembly indicates this condition, stop riding immediately to minimize gear damage.

c. A slight "thunk" evident at low speed operation. This noise must be distinguished from normal motorcycle operation.

Diagnosis: Possible broken gear teeth.

WARNING:

Stop riding immediately if broken gear teeth are suspected. This condition could result in a locking-up of the shaft drive assembly, causing loss of control of the bike and possible injury to the rider.

2. Inspect:

- Drained oil

Drain plug shows large amount of metal.

Particles - Check bearing for seizure.

NOTE: _____

A small amount of metal particles in the oil is normal.

3. Inspect:

- Oil leakage

By the following inspection steps.

Oil leakage inspection steps:

o Clean the entire motorcycle thoroughly, then dry it.

• Apply a leak-localizing compound or dry powder spray to the shaft drive.

• Ride test the motorcycle for the distance necessary to locate the leak,

Leakage - Inspect component housing, gasket, and/or seal for damage.

Damage - Replace component.

① Oil seal

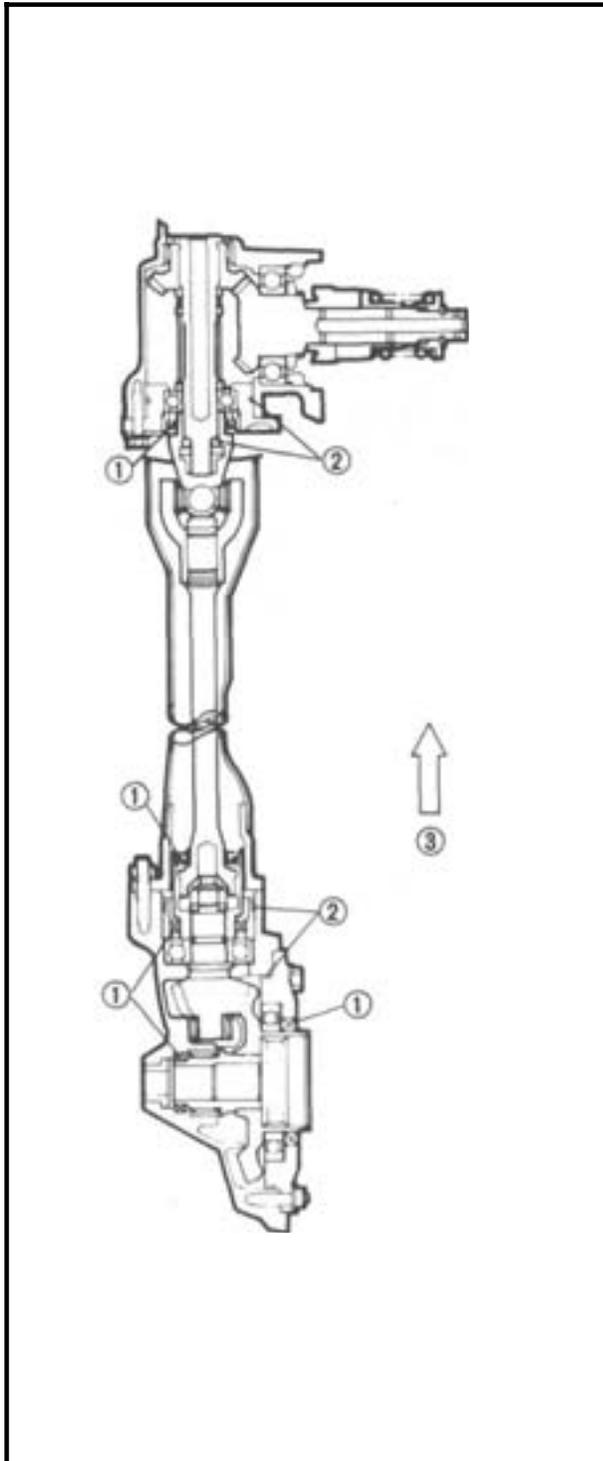
② O-ring

③ Forward

NOTE:

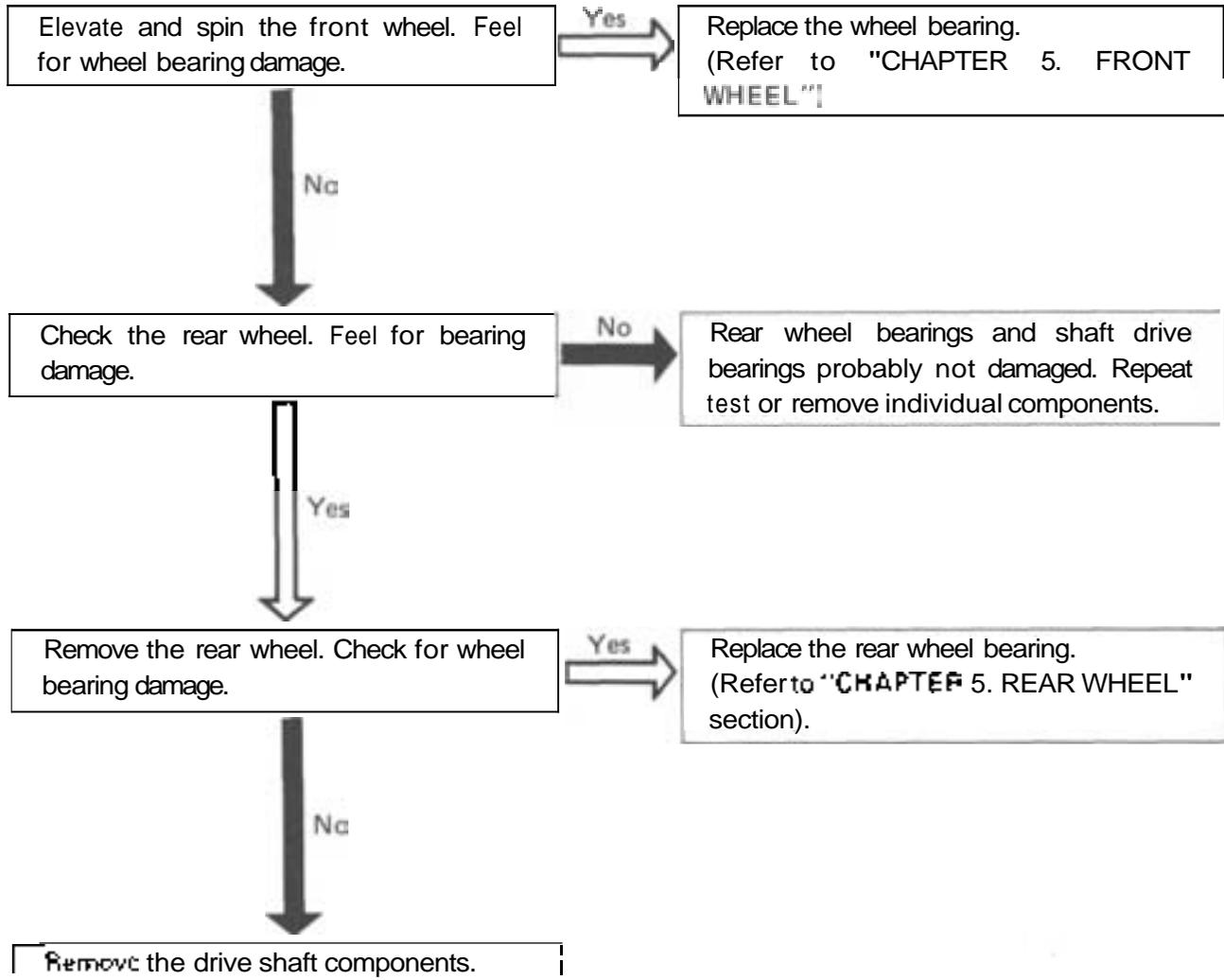
• An apparent oil leak on a new or nearly new motorcycle may be the result of a rest-preventative coating or excessive seal lubrication.

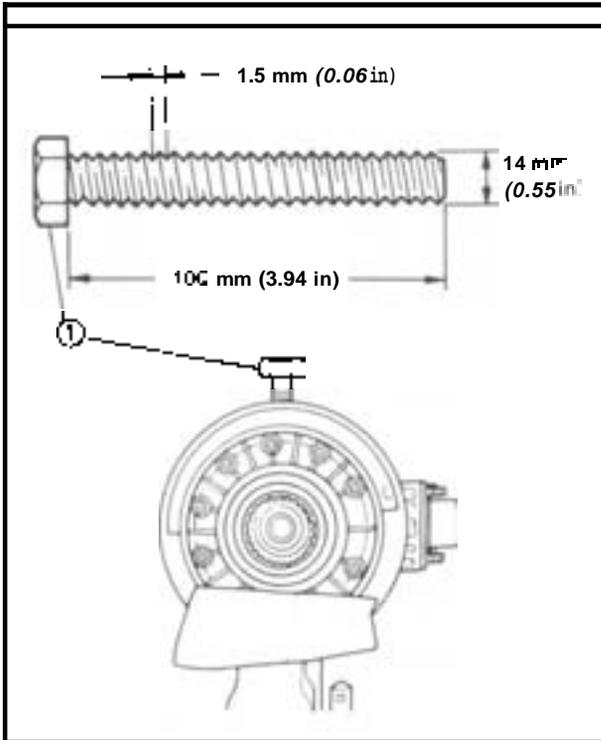
• Always clean the motorcycle and recheck the suspected location of an apparent leakage.



Troubleshooting Chart

When basic conditions "a" and "b" above exist, check the following points:



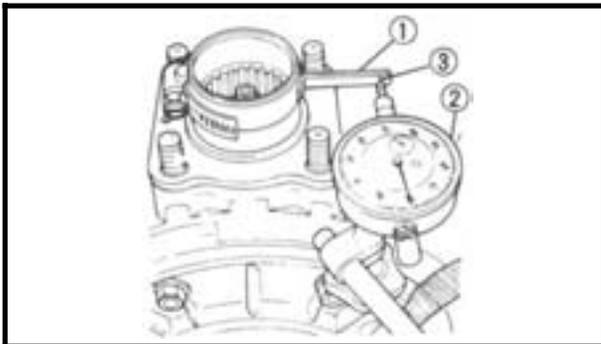


FINAL DRIVE GEAR

Gear Lash Measurement

1. Secure the gear case in a vise or other support.
2. Remove:
 - Drain plug
 - Drain the oil.
3. Install:
 - A specified bolt ①
 - Into the drain plug hole.
4. Finger tighten the bolt until it holds the ring gear.

NOTE: _____
Do not over tighten the bolt; finger-tight is sufficient.



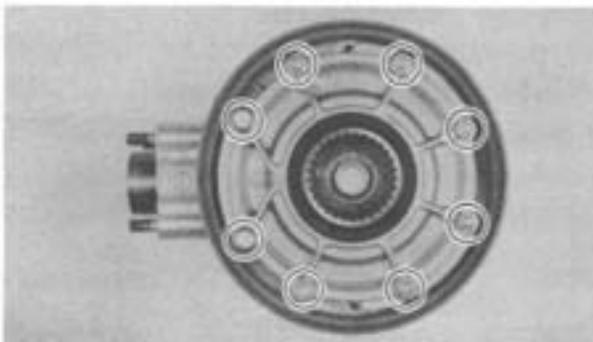
5. Attach:
 - Gear Lash Measurement Tool ① (YM-01230)
 - Dial Gauge ② (YU-03097)

③ Position mark

6. Measure:
 - Gear lash
 - Gently rotate the gear coupling from engagement to engagement.
 - Over specified limit - Adjust.

 Final Gear Lash:
0.10 - 0.20 mm (0.004 - 0.008 in)

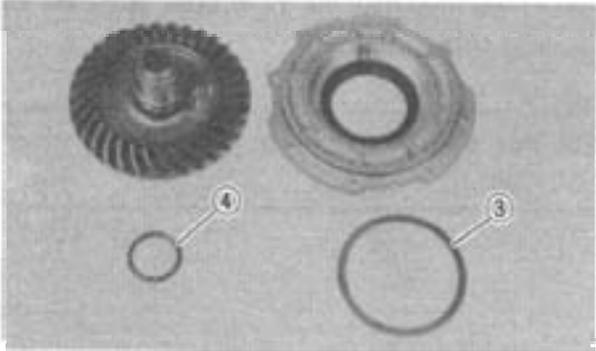
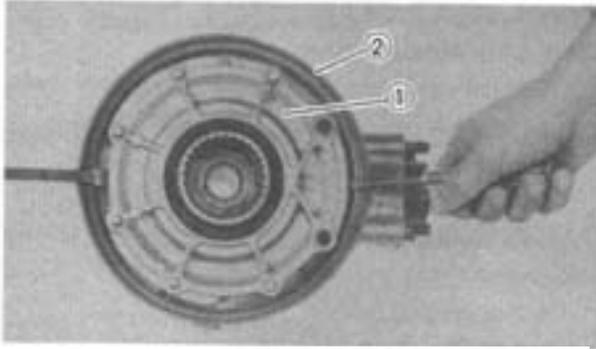
NOTE: _____
Measure the gear lash at 4 positions. Rotate the shaft 90° each time.



Gear Lash Adjustment

1. Remove:
 - Nuts (bearing housing)
 - Bolts (bearing housing)

NOTE: _____
Working in a crisscross pattern, loosen nut 1/4 turn each. Remove them after all are loosened.



2. Remove:

- Bearing housing ①
- Dust cover ②
- Ring gear
- Shim (s) ③
- Thrust washer ④

3. Adjust:

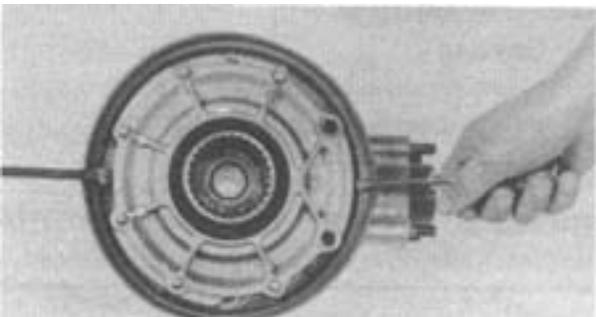
- Gear lash

By the following adjustment steps.

Gear lash adjustment steps:

- Select the suitable shim s and thrust washer by the following chart.

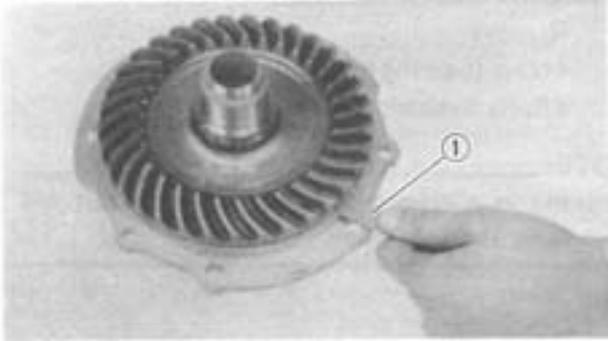
Too-little gear lash → Reduce shim thickness.	
Too-large gear lash → Increase shim thickness.	
To Add or Reduce Ring Gear Shim Thickness	
Increase by more than 0.1 mm (0.004 in)	Reduce by more than 0.1 mm (0.004 in)
Reduce thrust washer thickness by 0.1 mm (0.004 in) for every 0.1 mm of ring gear shim increase.	Reverse procedure
Ring Gear Shim	
Thickness (mm)	0.25 0.30 0.35 0.40 0.45 0.50
Thrust Washer	
Thickness (mm)	1.4 1.5 1.6 1.7 1.8 1.9 2.0 2.1 2.2 2.3



Ring Gear Stopper Clearance Measurement

1. Remove:

- Bearing housing with ring gear
- Refer to 'Gear Lash Adjustment' section.

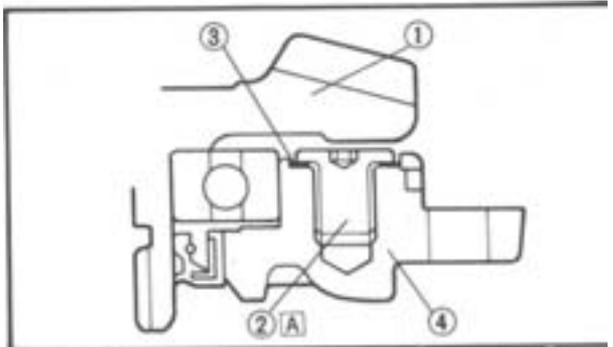
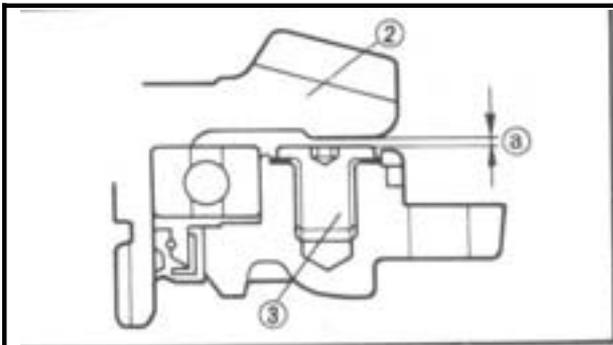


2. Measure:
- ◆ Ring gear stopper clearance (a)
 - Use the Feeler Gauge (1)
 - Out of specification – Adjust.

Ring Gear Stopper Clearance (a) :
0.30 ~ 0.60 mm (0.012 ~ 0.024 in)

- (2) Ring gear stopper
- (3) Ring gear

3. Install:
- ◆ Bearing housing with ring gear



Ring Gear Stopper Clearance Adjustment

1. Remove:
- ◆ Ring gear (1)
 - ◆ Ring gear stopper (2)
 - ◆ Shim(s) (3)

- (4) Bearing housing
- Left-hand-threads

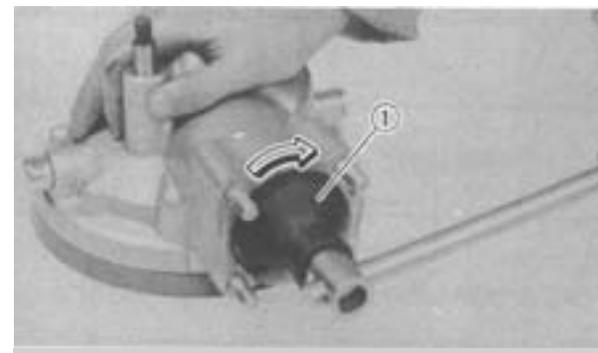
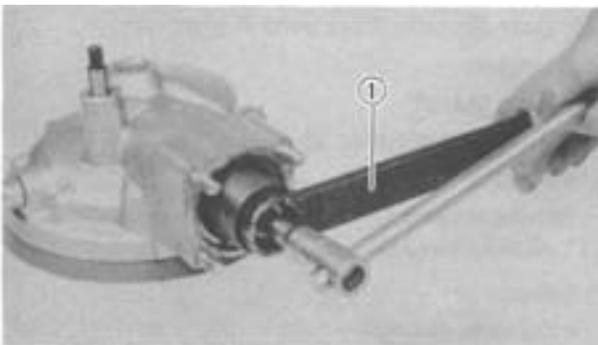
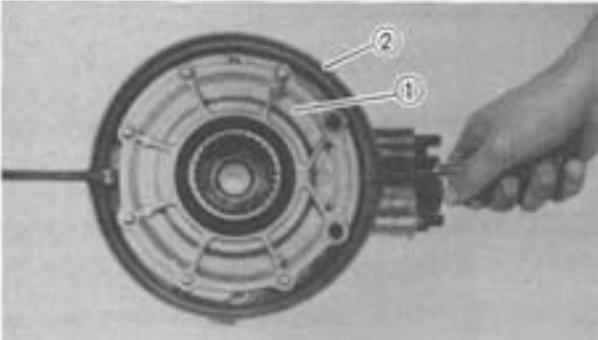
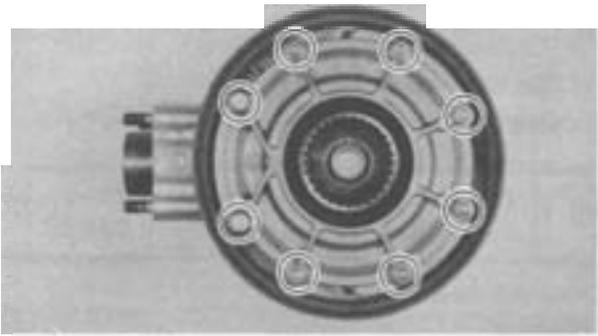
2. Select:
- ◆ Suitable shim(s).
- By the following chart.

	Shim	
Thickness (mm)	0.10 0.20	0.15 0.30
	0.40	0.50

3. Install:
- ◆ Components in above list (step "1")

Ring Gear Stopper:
9 Nm (0.9 m·kg, 6.5 ft·lb)
LOCTITE®

4. Measure:
- ◆ Ring gear stopper clearance



Final Drive Gear Disassembly

1. Remove:
 - ✦ Nuts (bearinghousing)
 - ✦ Bolts (bearinghousing)

NOTE: _____
 Working in a crisscross pattern, loosen nut 1/4 turn each, Remove them after all loosened.

2. Remove:
 - ✦ Bearing housing ①
 - ✦ Dust cover ②
 - ✦ Shim(s)
 - ✦ Thrust washer

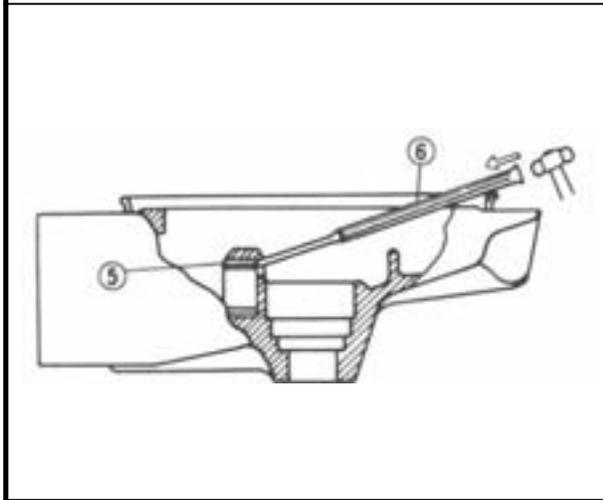
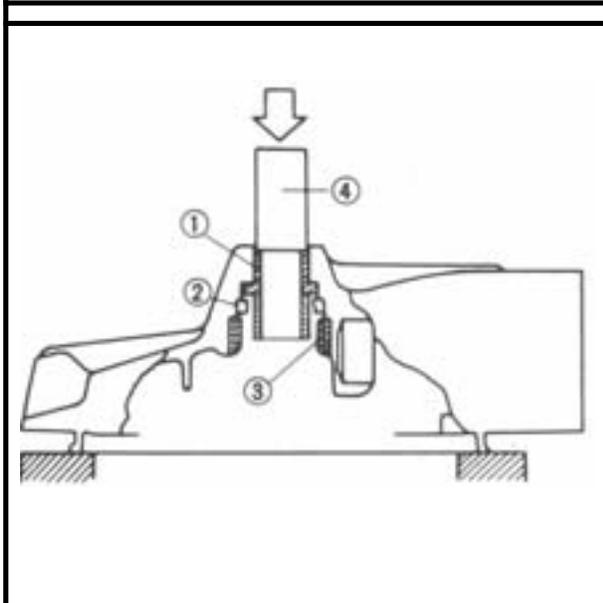
3. Remove:
 - ✦ Self-locking nut (coupling gear)
 Use a Final Drive Shaft Holder ① (YM-01229)
 - ✦ Coupling gear

4. Remove:
 - ✦ Bearing retainer (final drive shaft)
 Use a Final Drive Shaft Bearing Retainer ① (YM-04050).

CAUTION: _____
 Finaldrive-shaft-bearing-retainer has left-hand threads. Turn retainer clockwise to loosen it.

- ✦ Final drive shaft assembly
 Tap lightly on the final drive shaft end with a soft hammer.

CAUTION: _____
 Final drive shaft removal should be performed only if gearing replacement is necessary. Do not reuse bearings or races after removal.



Bearing Removal and Reassembly

1. Remove:

*Guide collar (1)

● Oil seal (2)

● Roller bearing (3)

Use a suitable press tool (4) and an appropriate support for the main housing.

2. Inspect:

● Roller bearing

Damage - Replace.

NOTE: _____

Reuse of roller bearing OK, but Yamaha recommends installation of new bearing. Do not reuse the oil seal.

3. Remove:

● Final drive shaft roller bearing (5)

By the following removal steps.

Final drive shaft roller bearing removal steps:

■ Heat the bare housing to 150°C (302°F)

● Remove the roller bearing outer race with an appropriately shaped punch (6)

*Remove the inner race from the final drive shaft.

NOTE: _____

The removal of the final drive shaft roller bearing is difficult and seldom necessary.

4. Install:

● ~~Rear~~ final drive shaft roller bearing (new)

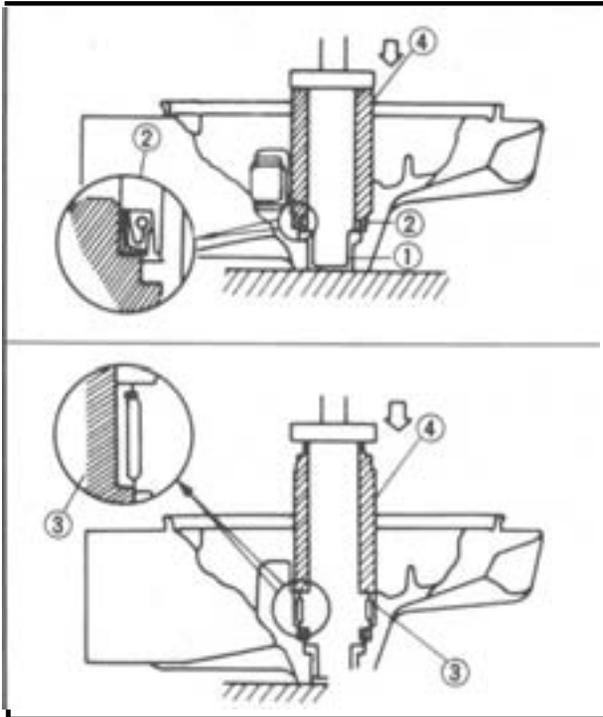
By the following installation steps.

Final drive shaft roller bearing installation steps:

● Heat the bare bearing to 150°C (302°F)

● Install the roller bearing outer race using the proper adapted.

■ Install the inner race onto the drive shaft.



5. Install:

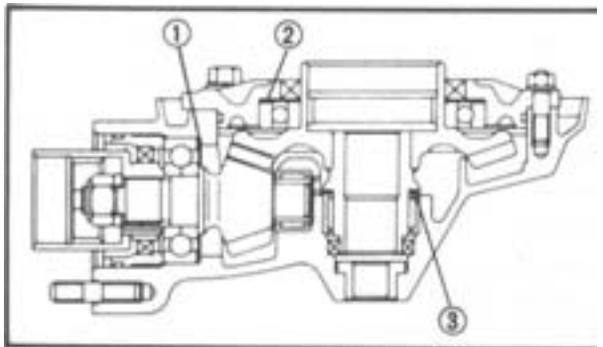
- Guide collar (1)
 - Oil seal (new) (2)
 - Roller bearing (outer race) (3)
- Use a suitable press tool (4) and a press to install the above components into the main housing.

Final Drive/Ring Gear Positioning

NOTE:

Gear positioning is necessary when any of the following parts are replaced:

- Final gear case
- Ring gear bearing housing
- Bearings:



1. Select:

- Final drive gear shim (1)
- Ring gear shim (2)

By the following selection steps.

Final drive/ring gear shim selection steps:

- Position final drive shaft gear and ring gear by using shims (1) and (2) with their respective thicknesses calculated from information marked on final gear case and drive gear end.

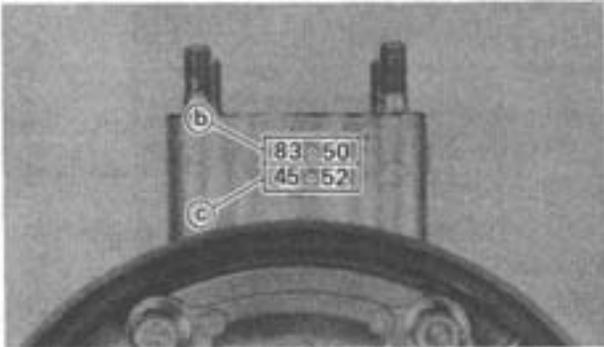
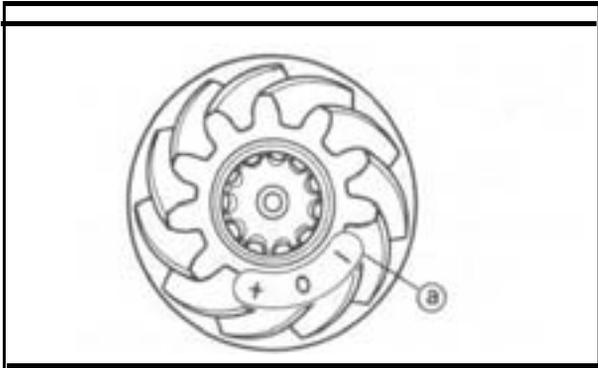
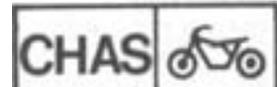
- ① Shim thickness "A"
- ② Shim thickness "B"
- ③ Thrust washer

- To find shim thickness "A" use following formula:

Final Drive Gear Shim Thickness:

$$A = a - b$$

SHAFT DRIVE



Where:

a = a numeral (usually a decimal number) on the gear is either added to or subtracted from "84".

b = a numeral on the gear case (ie. 83.50)

Example:

1) If final drive shaft gear is marked "+01" . . . "a" is 84.01.

2) If the gear case is marked "83.50" . . . "b" is 83.50.

$$A = 84.01 - 83.50$$

$$= 0.51$$

3) Therefore, shim thickness is 0.51 mm.

Shim sizes are supplied in following thicknesses:

	Final Drive Gear Shim	
	0.15	0.30
Thickness (mm)	0.40	0.50
	0.60	

Because shims can only be selected in 0.05 mm increments, round off hundredths digit and select appropriate shim(s).

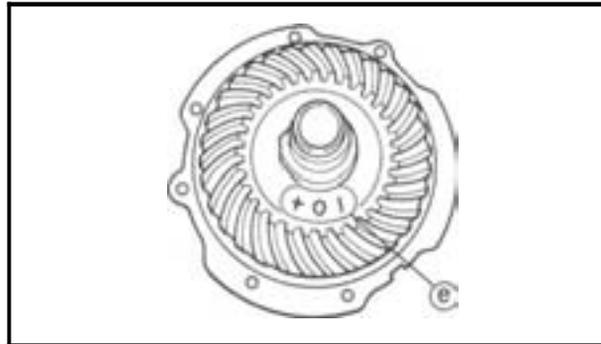
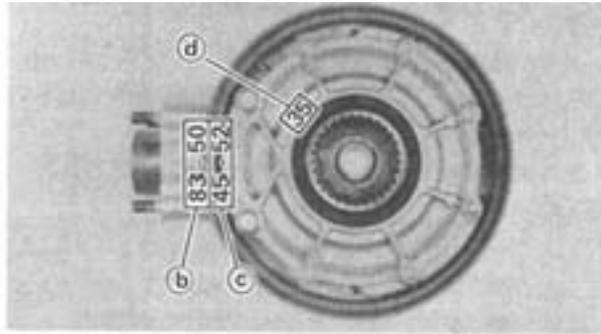
Hundredths	Round value
0 1 2	0
3 . 4 . 5 . 6 . 7	5
8 . 9	10

In the example above, the calculated shim thickness is 0.51 mm. The chart instructs you, however, to round off the 1 to 0. Thus you should use a 0.50 mm shim.

To find shim thickness use following formula:

Ring Gear Shim Thickness:

$$B = c + d - (e + f)$$



Where

- c = numeral on gear case (i.e. 45.52)
- d = numeral (usually a decimal number) on outside of ring gear bearing housing and added to 3.
- e = numeral (usually a decimal number) on inside of ring gear either added to or subtracted from 35.40.
- f = bearing thickness (considered constant).



Bearing Thickness "f" = 13.00 mm

Example:

- 1) If gear case is marked "45.52" ... "c" is 45.52.
- 2) If ring gear bearing housing is marked "35" ... "d" is $0.35 + 3 = 3.35$.
- 3) If ring gear is marked "+01" ... "e" is $35.40 + 0.01 = 35.41$.
- 4) "f" is 13.00.

$$c + d - (e + f)$$

$$= 45.52 + 3.35 - (35.41 + 13.00)$$

$$= 48.87 - (48.41)$$

$$= 0.46$$
- 5) Therefore, shim thickness is 0.46 mm. Shim sizes are supplied in following thickness:



Ring Gear Shim

Thickness (mm)	0.25	0.30	0.35
	0.40	0.45	0.50

Because shims can only be selected in 0.05 mm increments, round off hundredths digit and select appropriate shim.

Hundredths	Round value
0, 1, 2	0
3, 4, 5, 6, 7	5
8, 9	10

In the example above, the calculated shim thickness is 0.46 mm. The chart instructs you, however, to round off the 6 to 5. Thus you should use a 0.45 mm shim.



2. Install:

*Shims (proper size as calculated)

- Final drive shaft assembly
- Bearing retainer (final drive shaft)

Use a Final Drive Shaft Bearing Retainer Wrench (YM-04050)

NOTE:

The bearing retainer has left-hand threads; turn retainer counterclockwise to tighten it.



Bearing Retainer:

110 Nm (11.0 m·kg, 80 ft·lb)

3. Install:

- Coupling gear
- Self-locking nut (coupling gear)

Use a Final Drive Shaft Holder (YM-01229)



Self-locking Nut (Coupling Gear)

110 Nm (11.0 m·kg, 80 ft·lb)

LOCTITE®

4. Install:

- Ring gear assembly (without thrust washer)

5. Adjust:

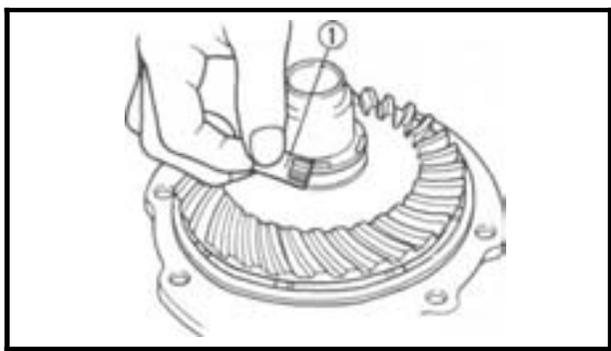
- Gear lash

Refer to "Gear Lash Measurement and Adjustment" section.

6. Measure/Select:

- Ring gear thrust clearance

By the following measurement and selection steps.



Thrust clearance measurement steps:

- Remove the ring gear assembly.
- Place four pieces of **Plastigage** between originally fitted thrust washer and ring gear.
- Install the ring gear assembly and tighten the bolts and nuts to specification.

 Bolts (Bearing Housing):
40 Nm (4.0 m·kg, **29 ft·lb**)

Nuts (Bearing Housing):
23 Nm (2.3 m·kg, 17 ft·lb)

NOTE: _____

Do not turn the shaft drive and ring gear when measuring clearance with **Plastigage**.

- Remove the ring gear assembly.
- Measure the thrust clearance. Calculate width of flattened **Plastigage** ①.

 Ring Gear Thrust Clearance:
0.1 ~ 0.2 mm (0.004 ~ 0.008 in)

- If the correct clearance, install the ring gear assembly.
- If the out of specification, select the correct washer.

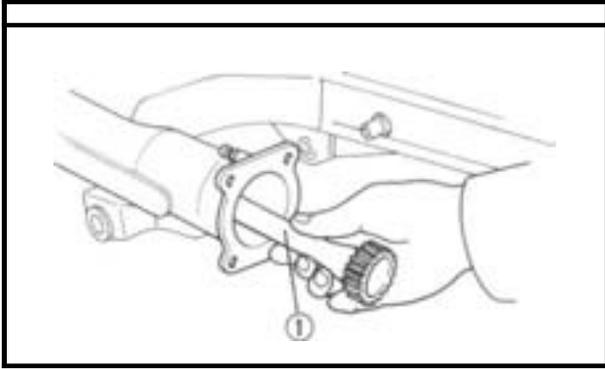
Thrust washer selection steps:

- **Select** the suitable thrust washer by the following chart.

Thrust Washer			
	1.4	1.5	1.6
	1.7	1.8	1.9
Thickness (mm)	2.0	2.1	2.2
	2.3		

- Repeat measurement steps until the ring gear thrust clearance is within the specified limits.

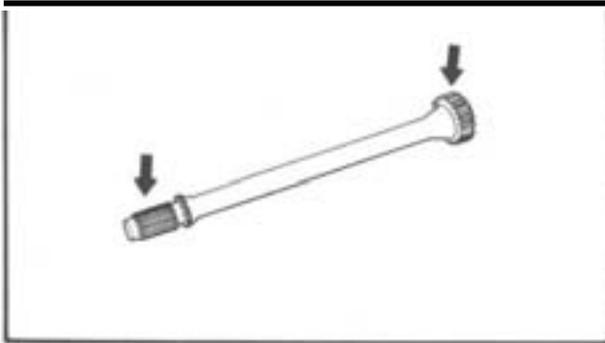
 Ring Gear Thrust Clearance:
0.1 ~ 0.2 mm (0.004 ~ 0.008 in)



DRIVE SHAFT

Removal

1. Remove:
 - Rear wheel
 - Final gear assembly
 - Drive shaft ①



Inspection

1. Inspect:
 - Drive shaft splines
 Wear/Damage → Replace.

Installation

When installing the drive shaft, reverse the removal procedure. Note the following points.

1. Lubricate:
 - Shaft splines



Molybdenum Disulfide Grease

2. Install:
 - Drive shaft

NOTE:

Before installing, first set the universal joint in place on the middle case side.

3. Apply:
 - *Sealant (Quick Gasket[®]):
(ACC-11001-05-01)
To the mating surfaces of both case halves.
4. Tighten:
 - Nuts (final gear case)



Nuts (Final Gear Case):
42 Nm (4.2 m·kg, 30 ft·lb)

CHAPTER 7. ELECTRICAL

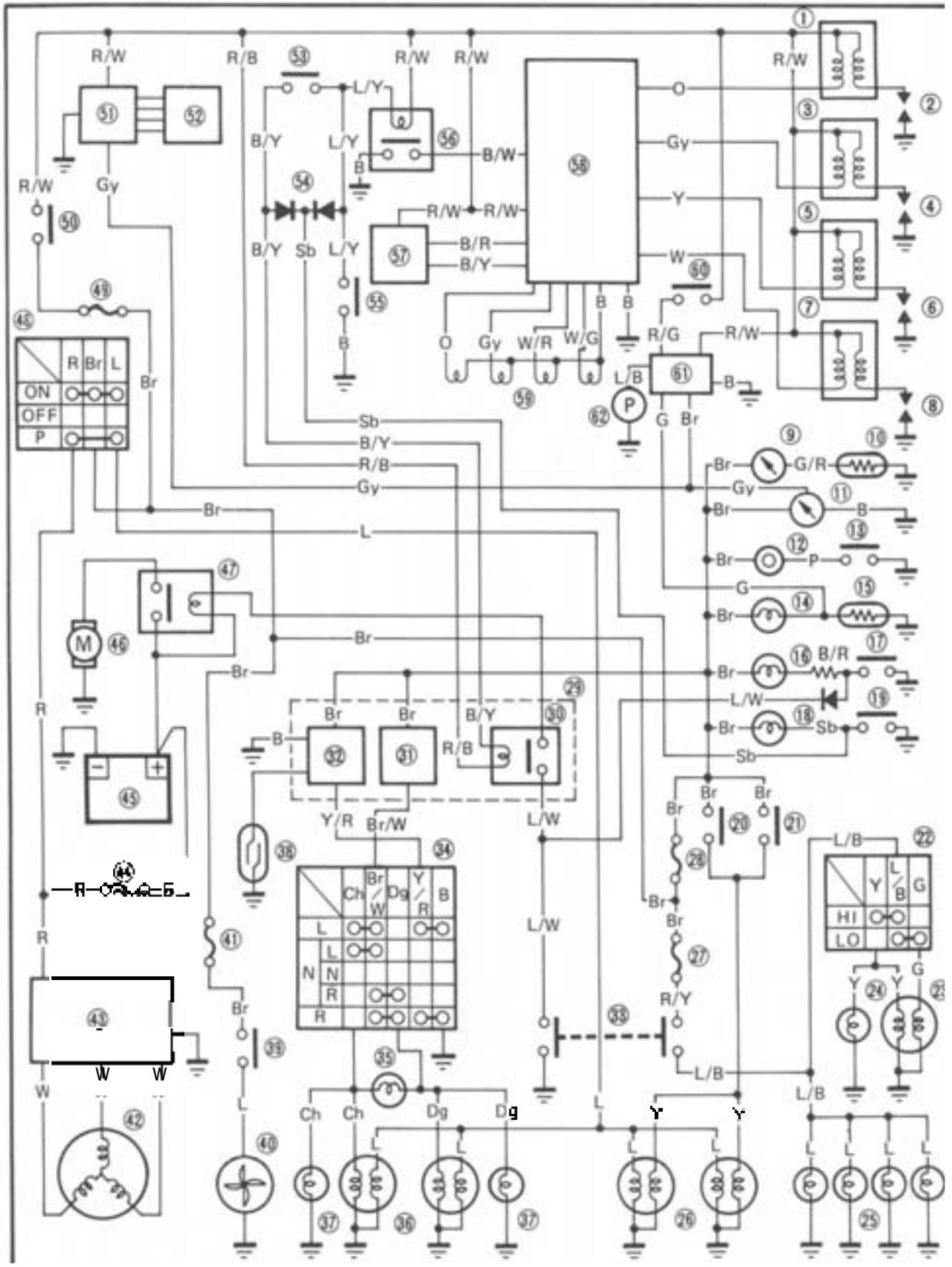
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ELECTRICAL

VMX12N/NC CIRCUIT DIAGRAM



CIRCUIT DIAGRAM



- 1 Ignition coil #1
- 2 Spark plug #1
- 3 Ignition coil #2
- 4 Spark plug #2
- 5 Ignition coil #3
- 6 Spark plug #3
- 7 Ignition coil #4
- 8 Spark plug #4
- 9 Temperature meter
- 10 Thermo-unit
- 11 Tachometer
- 12 Horn
- 13 "HORN" switch
- 14 "FUEL" indicator light
- 15 Fuel sender unit
- 16 "OIL LEVEL" warning indicator light
- 17 Oil level gauge
- 18 "NEUTRAL" indicator light
- 19 Neutral switch
- 20 Front brake switch
- 21 Rear brake switch
- 22 "LIGHTS" (Dimmer) switch
- 23 Headlight
- 24 "HIGH BEAM" indicator light
- 25 Meter light
- 26 Tail brake light
- 27 Fuse (HEAD)
- 28 Fuse (SIGNAL)
- 29 Relay unit
- 30 Starting circuit cut-off relay
- 31 Flasher relay

- 32 Cancelling unit
- 33 Starter switch
- 34 "TURN" switch
- 35 "TURN" indicator light
- 36 Parking/Brightness light
- 37 Flasher light
- 38 Reed switch
- 39 Thermo switch
- 40 Electric fan
- 41 Fuse
- 42 AC Magnet
- 43 Rectifier with regulator
- 44 Main fuse
- 45 Battery
- 46 Starter motor
- 47 Starter relay
- 48 Main switch
- 49 Fuse (IGNITION)
- 50 "ENGINE STOP" switch
- 51 V-boost valve control unit
- 52 Servo motor
- 53 Clutch switch
- 54 Diode
- 55 Sidestand switch
- 56 Sidestand relay
- 57 Pressure sensor
- 58 Ignitor unit
- 59 Pick-up coil (#1 ~ #4)
- 60 "FUEL" (RESERVE) switch
- 61 Fuel pump relay
- 62 Fuel pump

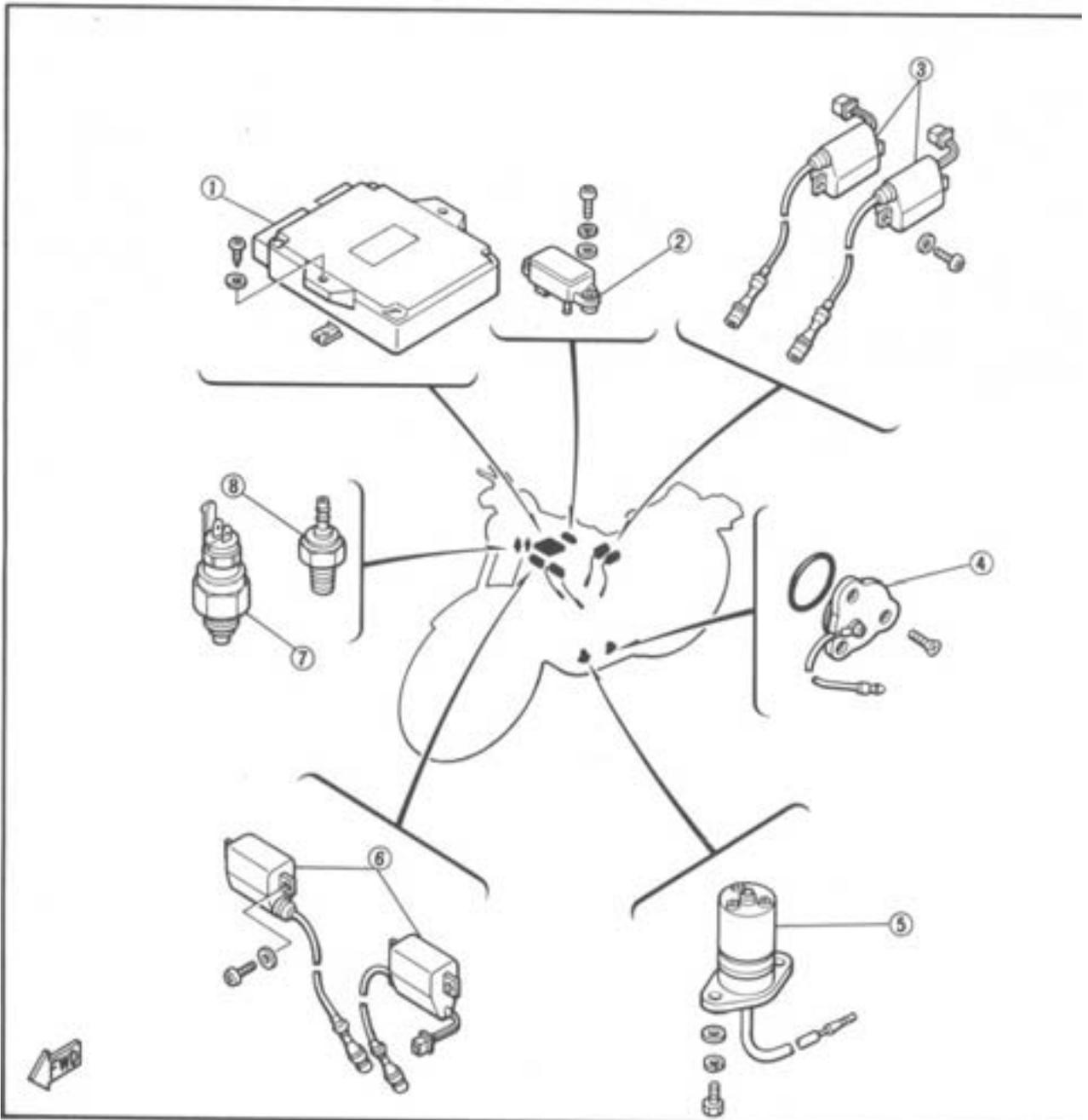
COLOR CODE

- BBlack
- LBlue
- OOrange
- GGreen
- RRed
- PPink
- YYellow
- WWhite
- Br.Brown
- DgDark green
- ChChocolate
- SbSky blue
- GyGray
- G/RGreen/Red
- G/YGreen/Yellow
- B/RBlack/Red
- B/WBlack/White
- B/YBlack/Yellow
- L/YBlue/Yellow
- LIB.Blue/Black
- LANBlue/White
- R/WRed/White
- RIGRed/Green
- RIBRed/Black
- R/YRed/Yellow
- W/RWhite/Red
- WIGWhite/Green
- W/BWhite/Black
- Y/RYellow/Red
- Y/LYellow/Blue
- Br/WBrown/White

ELECTRICAL COMPONENTS (1)

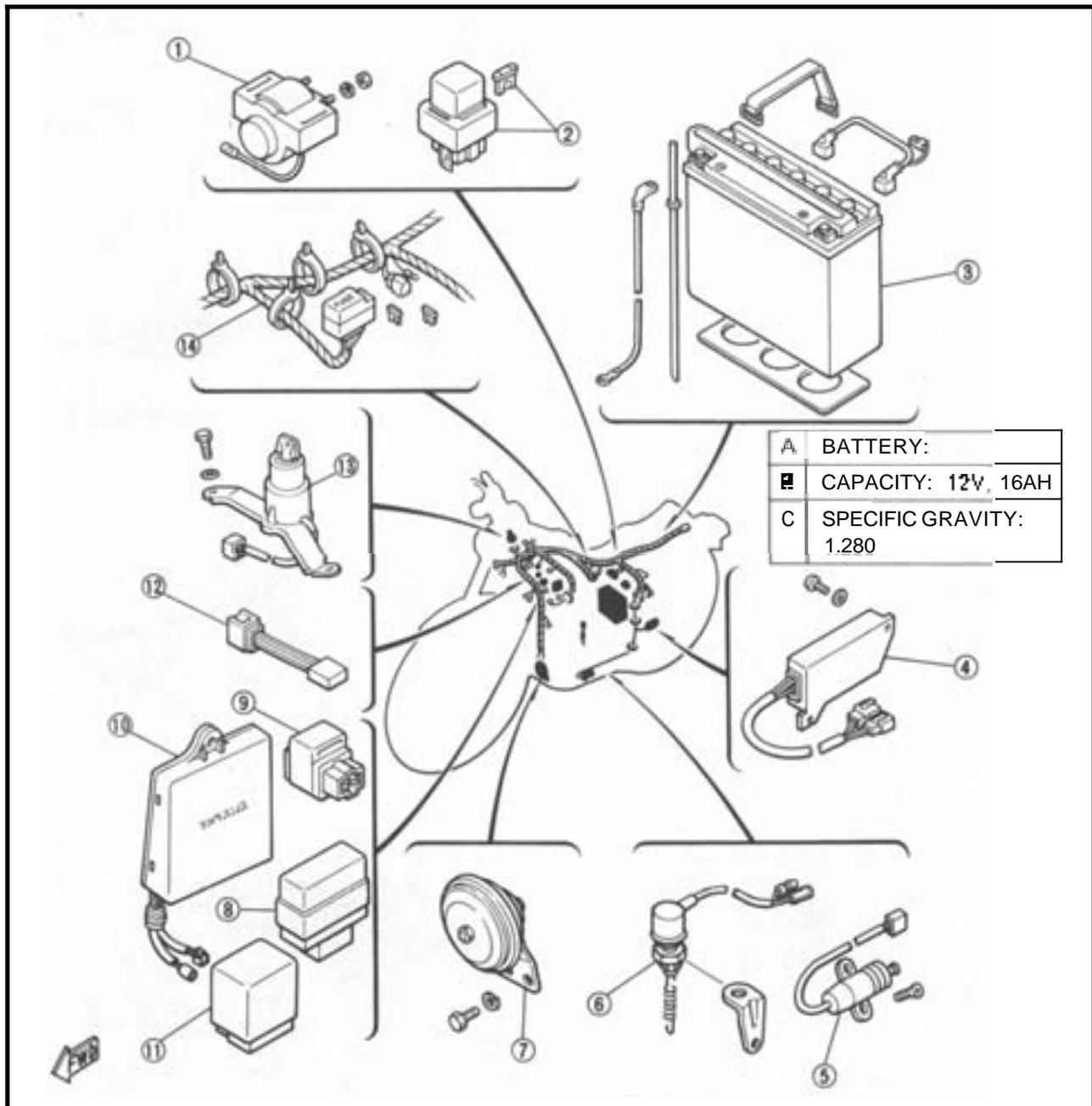
- ① TCI unit
- ② Pressure sensor
- ③ Ignition coil (#1 & #3)
- ④ Neutral switch
- ⑤ Oil level gauge
- ⑥ Ignition coil (#2 & #4)
- ⑦ Thermostatic switch
- ⑧ Thermo-unit

SPECIFICATIONS	RESISTANCE
IGNITION COIL:	
PRIMARY	2.752 ± 10%
SECONDARY	13.2 kΩ ± 20%
PICK-UP COIL:	110Ω ± 15%



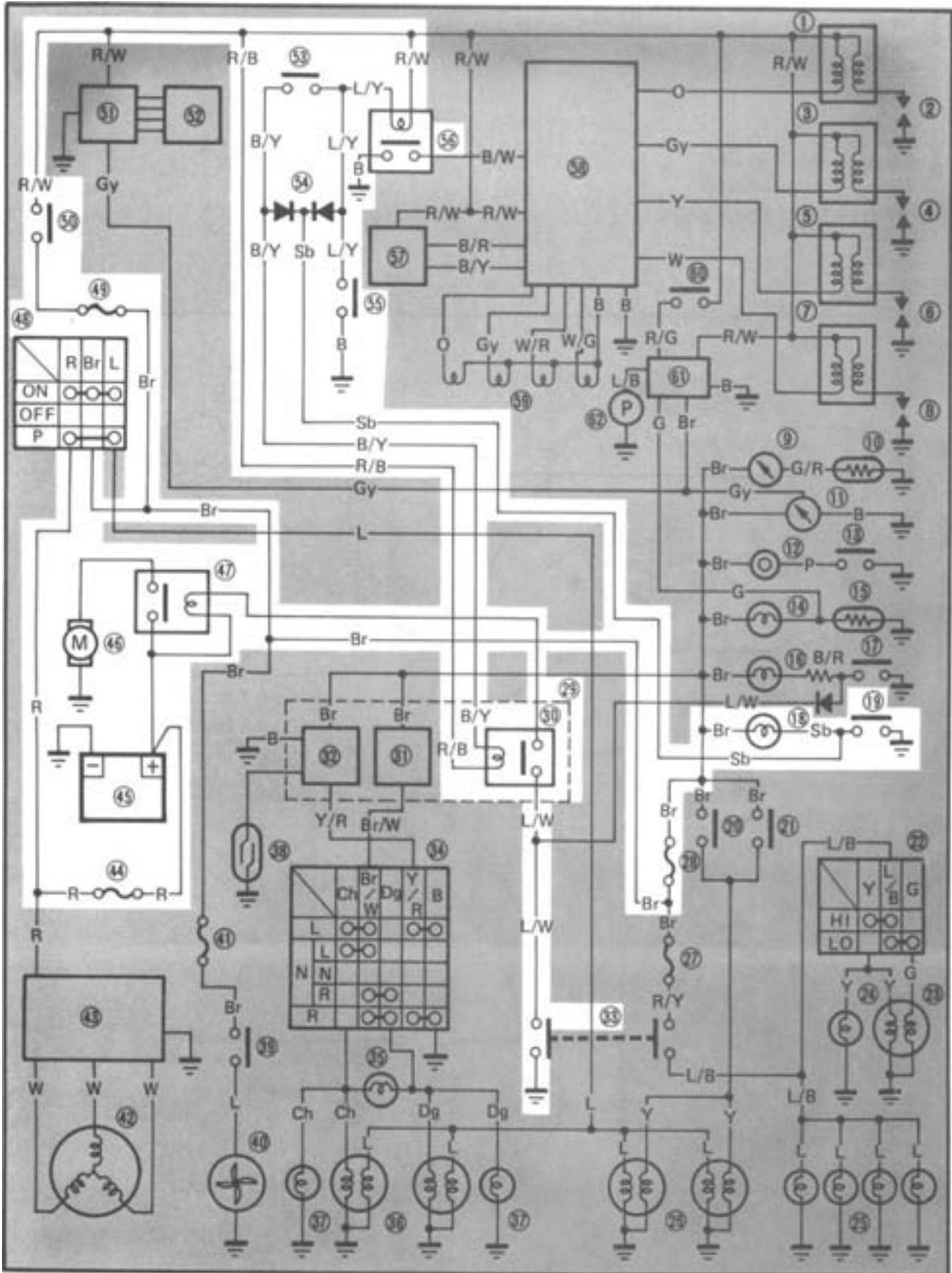
ELECTRICAL COMPONENTS (2)

- ① Starter relay
- ② Main fuse
- ③ Battery
- ④ Rectifier with regulator
- ⑤ Sidestand switch
- ⑥ Rear brake switch
- ⑦ Horn
- ⑧ Relay unit
- ⑨ Sidestand relay
- ⑩ V-boost valve control unit
- ⑪ Fuel pump relay
- ⑫ Diode
- ⑬ Main switch
- ⑭ Wire harness



ELECTRIC STARTING SYSTEM

CIRCUIT DIAGRAM

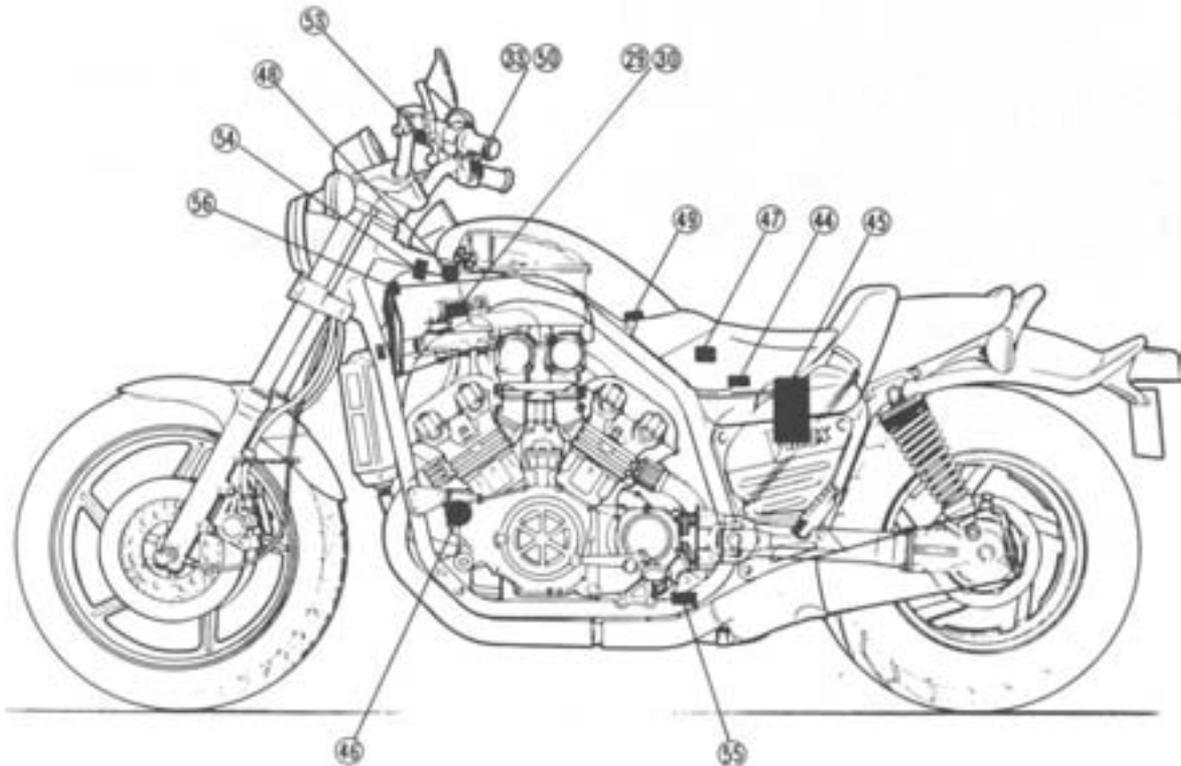


Aforementioned circuit diagram shows electrical starting circuit in wiring diagram.

NOTE:

For the encircled numbers and color cords, see page 7-2.

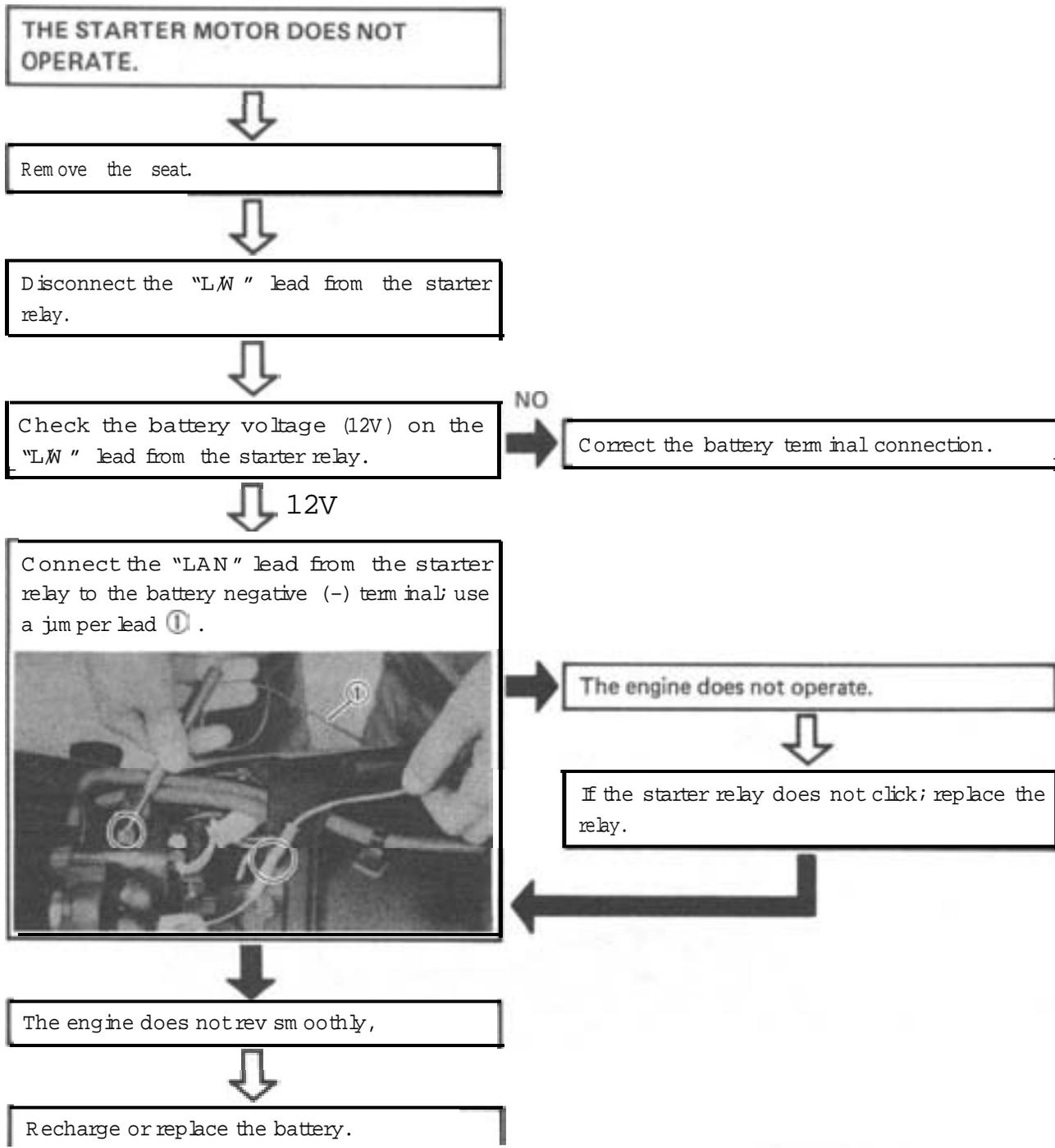
- 29 Relay unit
- 30 Starting circuit cut-off relay
- 43 Starter switch
- 44 Main fuse
- 45 Battery
- 46 Starter motor
- 47 Starter relay
- 48 Main switch
- 49 Fuse (IGNITION)
- 50 "ENGINE STOP" switch
- 53 Clutch switch
- 54 Diode
- 55 Sidestand switch
- 56 Sidestand relay





TROUBLESHOOTING

Troubleshooting Chart (1)



Troubleshooting Chart (2)

THE STARTER MOTOR DOES NOT OPERATE.



Check the starter relay and starter motor; refer to CHART (1).



Remove the cover (left) and disconnect the relay unit connector.



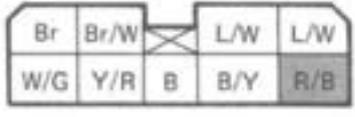
Main and engine stop switches are turned to "ON".



Check the battery voltage (12V) on the "R/B" lead.

NO

Check for an open or poor connection between the main switch and relay unit.

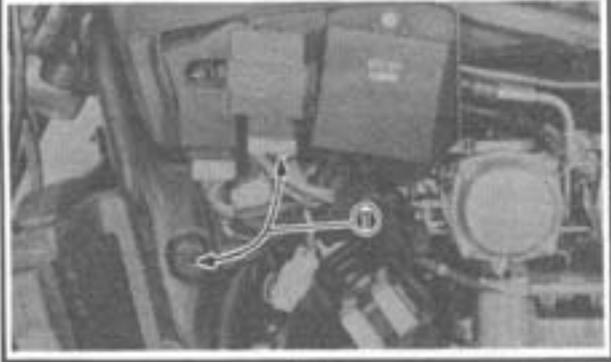


12V

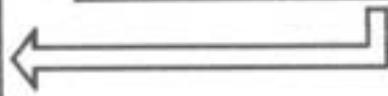
Connect the relay unit connector.



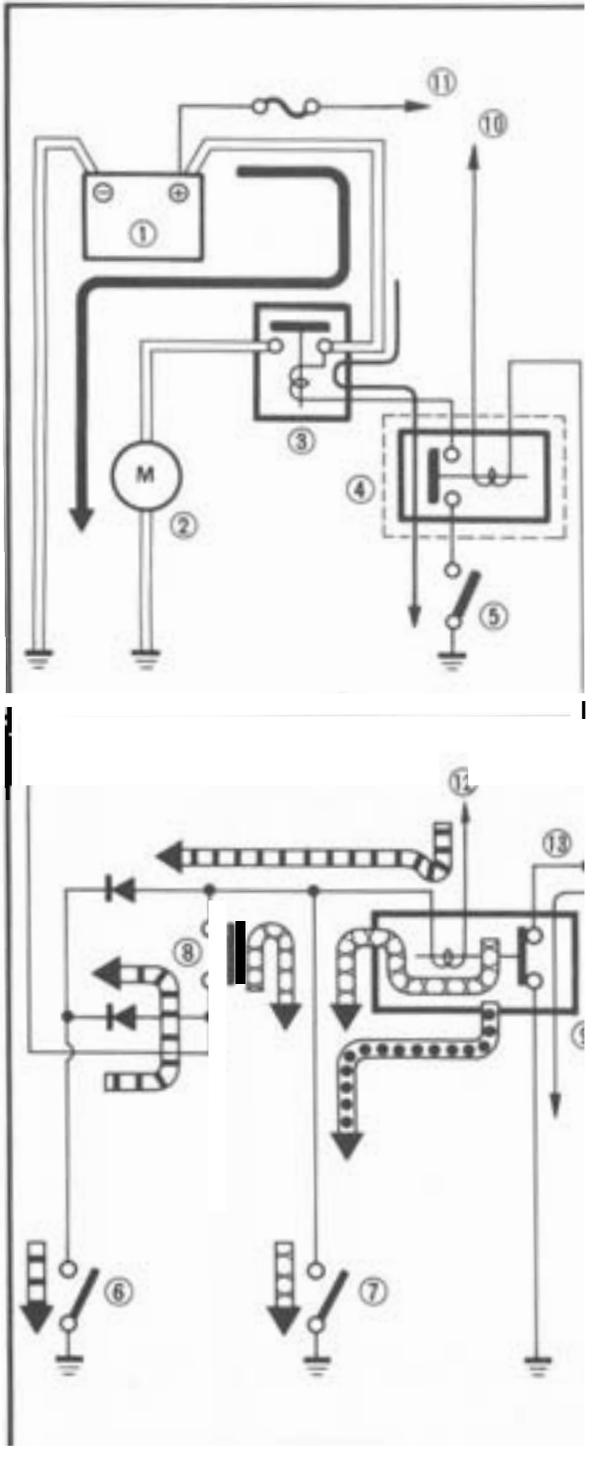
Connect "B/Y" lead to "ground" on the frame; use a jumper lead .



If the relay unit does not click, replace the relay unit.



If the relay unit clicks, check the starter, clutch and neutral switches. Replace switch(es) if necessary.



STARTING CIRCUIT CUT-OFF SYSTEM

A starting circuit cut-off system is employed, and operates as follows:

Starting Circuit Operation

The starting circuit on this model consist of the starter motor, starter relay, and the relay unit (starting circuit cut-off relay). If the engine stop switch and the main switch are both on, the starter motor can operate only if:

- The transmission is in neutral (the neutral switch is on).
- or if
- The clutch lever is pulled to the handlebar (the clutch switch is on) and the sidestand is up (the sidestand switch is on.)

The starting circuit cut-off relay prevents the starter from operating when neither of these conditions has been met. In this instance, the starting circuit cut-off relay is off so current cannot reach the starter motor.

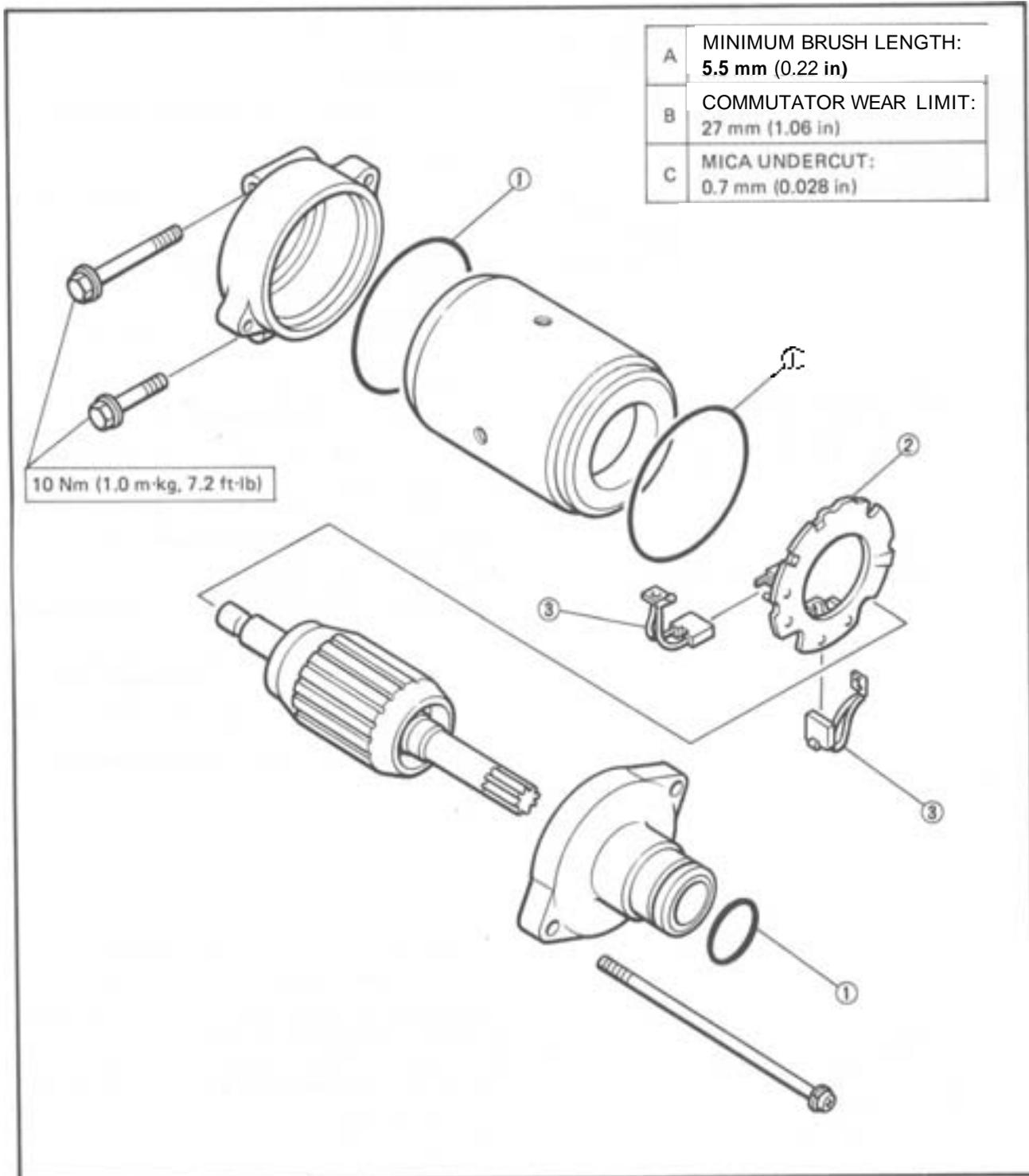
When one of both of the above conditons have been met, however, the starting circuit cut-off relay is on, and the engine can be started by pressing the starter switch.

- WHEN THE TRANSMISSION IS IN NEURTAL
- WHEN THE SIDESTAND IS UP AND THE CLUTCH LEVER IS PULLED IN
- WHEN THE ENGINE IS RUNNING

- ① Battery
- ② Starter motor
- ③ Starter relay
- ④ Starting circuit cut-off relay
- ⑤ Starter switch
- ⑥ Neutral switch
- ⑦ Sidestand switch
- ⑧ Clutch switch
- ⑨ Sidestand relay
- ⑩ To V-boost valve control unit
- ⑪ To main switch
- ⑫ To engine stop switch
- ⑬ TO ignitor unit

STARTER MOTOR TEST

- ① O-ring
- ② Brush holder assembly
- ③ O₂ seal
- ④ Brush





Removal

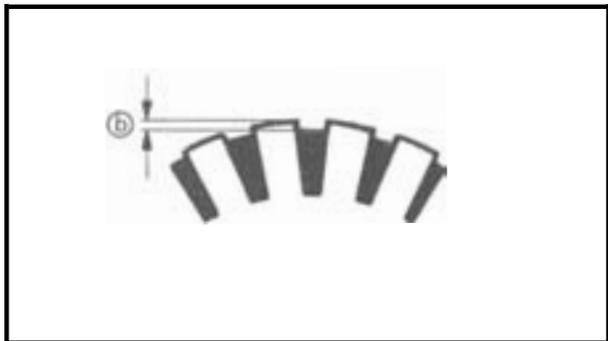
1. Remove:
 - **Starter motor**
 Refer to "CHAPTER 3. ENGINE DIS-ASSEMBLY" section.



Inspection and Repair

1. Inspect:
 - Commutator
 - Dirty → Clean with #600 grit sandpaper.
2. Measure:
 - Commutator diameter (a)
 - Out of specification → Replace starter motor.

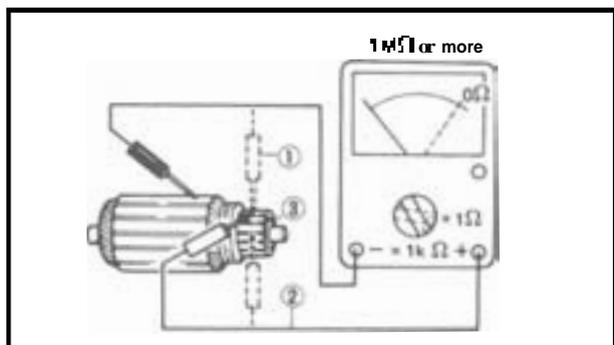
	Commutator Wear Limit: 27 mm (1.06 in)
--	---



3. Measure:
 - **Mica undercut (b)**
 - (between commutator segments)
 - Out of specification → Scrape mica to proper value.
 - Use a hacksaw blade that is ground to fit.

	Mica Undercut: 0.7 mm (0.028 in)
--	-------------------------------------

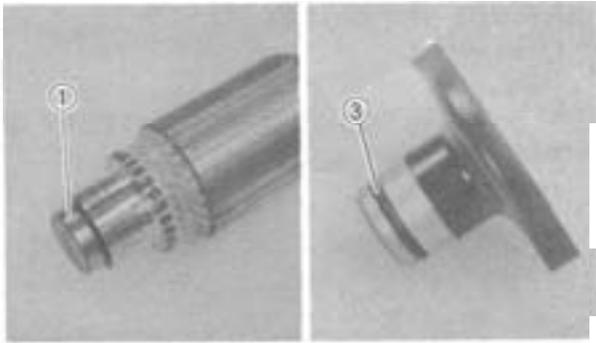
NOTE: _____
 The mica insulation of the commutator must be undercut to ensure proper operation of the commutator.



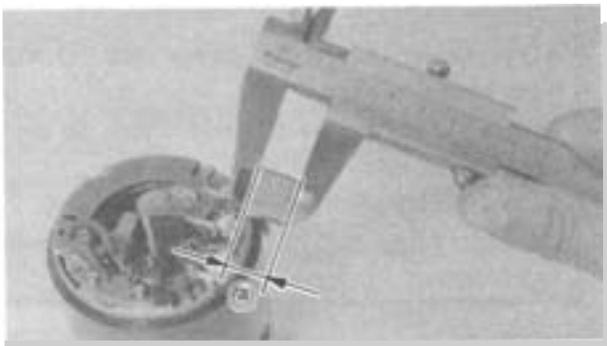
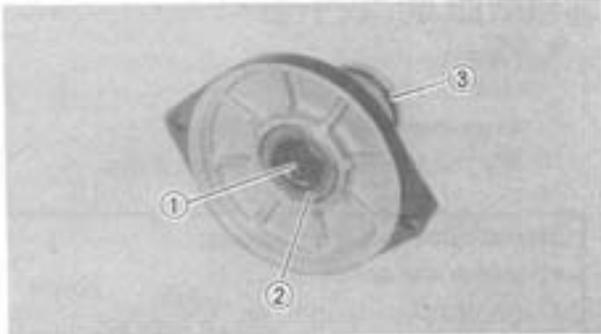
4. Measure:
 - **Armature coil insulation/continuity**
 - Defects → Replace starter motor.

	Insulation Resistance: 1 Mi2 or more at 20°C (68°F)
--	--

- ① Continuity check
- ② Insulation check
- ③ Armature coil



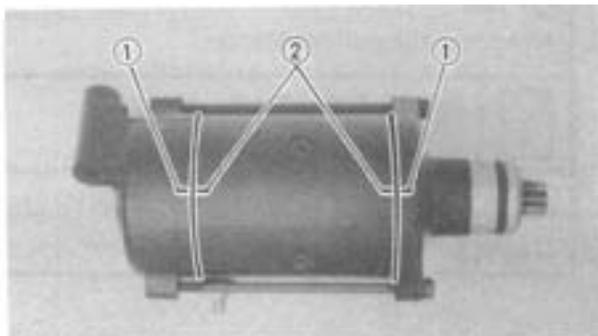
5. Inspect:
- Bearings (1)
 - Oil seal (2)
 - O-ring (3)
- Wear/Damage -- Replace



6. Inspect:
- Commutator brushes
- Damage -- Replace.
7. Measure:
- Brush length (3)
- Out of specification -- Replace.

Minimum Brush Length:
5.5 mm (0.22 in)

8. Inspect:
- Brush springs
- Compare with new spring.
- Wear/Damage -- Replace.



Installation

1. Install:
- Starter motor

NOTE: _____
Align the match marks (1) on the brackets with the match marks (2) on the housing.



BATTERY INSPECTION

1. Inspect:

- **Battery**

Refer to "CHAPTER 2 BATTERY INSPECTION" section.



STARTER RELAY TEST

1. Inspect:

- **Starter relay**

Poor condition → Replace.

By the following inspection steps.

Starter relay inspection steps:

- **Remove** the seat.
- **Turn** ignition switch to "ON", engine stop switch to "RUN" and shift pedal to "NEUTRAL".
- **Disconnect** the starter motor lead ① from the starter motor.
- **Push** the starter switch and check to see if the starter relay clicks.
Starter relay clicking = Starter relay OK.
Starter relay not clicking → Measure coil resistance.

2. Measure:

- **Starter relay resistance**

Out of specification = Replace.

By the following measurement steps.

Starter relay resistance measurement steps:

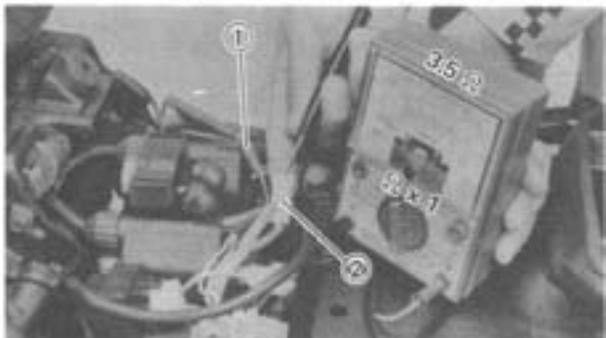
- **Disconnect** the "L/W" lead and the battery positive lead.
- **Connect** the Pocket Tester (YU-03112) leads to the starter relay.
 - ① Blue/White
 - ② Red
- **Measure** the coil resistance.

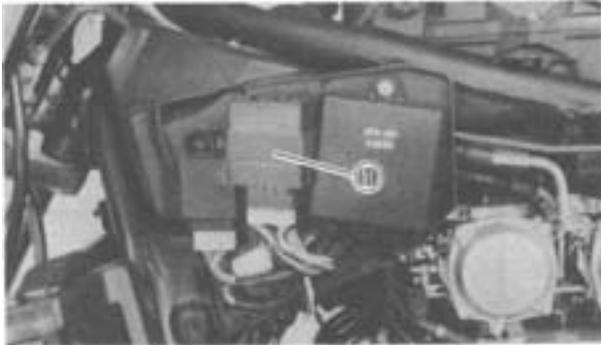


Starter Relay Resistance:

3.5 Ω ± 10% at 20°C (68°F)

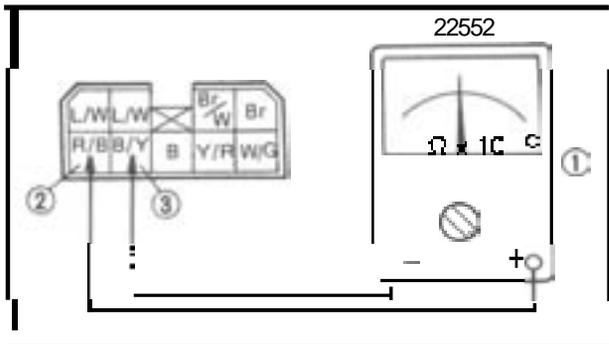
- **If** the resistance is not within specification, replace the starter relay.





STARTING CIRCUIT CUT-OFF RELAY TEST

1. Remove:
 - Top cover
 - Cover (left)
 - Relay unit ①
2. Disconnect:
 - Relay unit connector

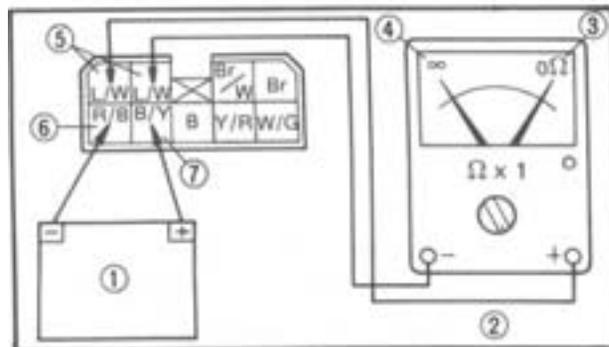


3. Measure:
 - Starting circuit cut-off relay resistance
 - Use the Pocket Tester ① (YU-03112).
 - Out of specification → Replace.



Starting Circuit Cut-off Relay Resistance:
 $225 \Omega \pm 10\%$ at 20°C (68°F)

- ② Red/Black
- ③ Black/Yellow

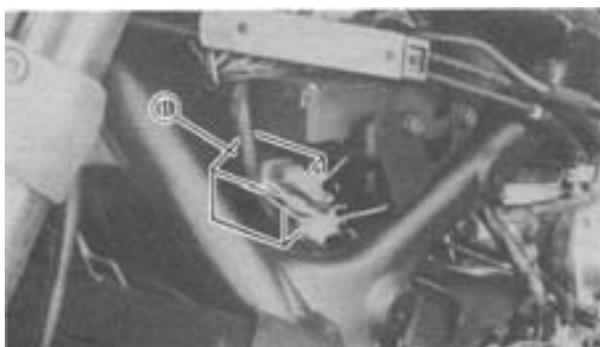


4. Check:
 - Starting circuit cut-off relay contacts
 - Use 12V battery ① and the Pocket Tester ② (YU-03112).
 - Out of specification → Replace.



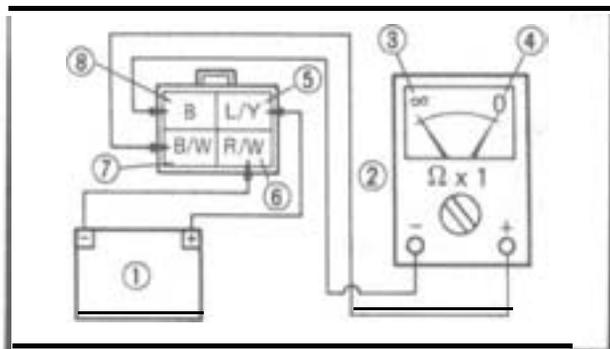
Battery Connected ③ : 0Ω
Battery Disconnected ④ : ∞

- ⑤ Blue/White
- ⑥ Red/Black
- ⑦ Black/Yellow



SIDESTAND RELAY TEST

1. Remove:
 - Top cover
 - Cover (left)
 - Electrical components board
 - Sidestand relay ①



2. Check:

• Sidestand relay contacts

Use 12V battery (1) and the Pocket Tester (2) (YU-03112).

Out of specification → Replace relay.

Battery Connected (3) : ∞
 Battery Disconnected (4) : 0Ω

- (5) Blue/Yellow
- (6) Red/White
- (7) Black/White
- (8) Black



DIODE TEST

1. Remove:

• Top cover

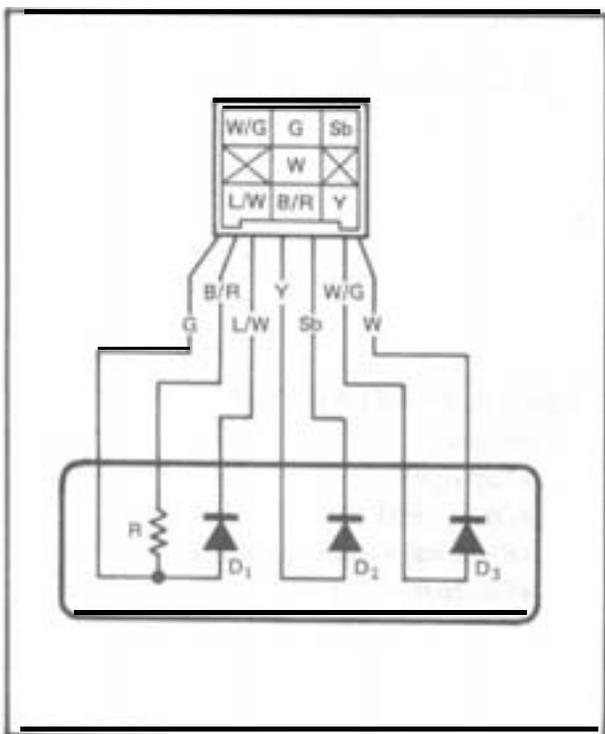
• Meter panel

• Diode (1)

2. Check:

• Diode continuity/discontinuity

Defective element(s) → Replace diode.

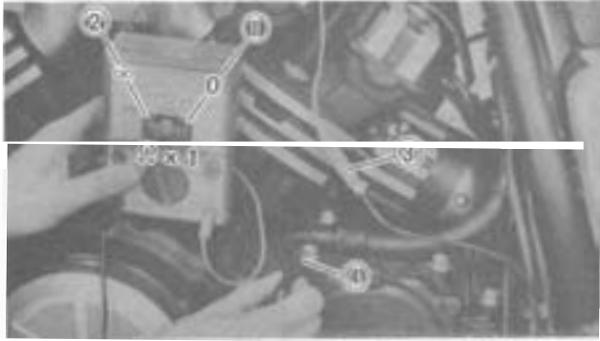


Checking element	Pocket tester connecting point		Good
	(+) (Red)	(-) (Black)	
D ₁	G	L/W	○
	L/W	G	X
D ₂	Y	Sb	○
	Sb	Y	X
D ₃	W/G	W	○
	W	W/G	X
R	G	B/R	8.2Ω

○ : Continuity (0Ω) (Scale Ω x 1 K)
 X : Discontinuity (∞) (Scale Ω x 1)

NOTE : _____
 The results "○" or "X" should be reversed according to the Pocket Tester polarity.

ELECTRIC STARTING SYSTEM

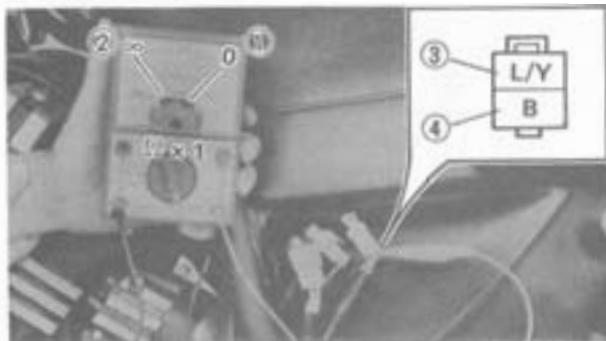


NEUTRAL SWITCH TEST

1. Disconnect:
 - One lead (Blue)
2. Check:
 - Neutral switch contact
 - Out of specification -- Replace switch.

	In Neutral ① : 0Ω
	In Gear ② : ∞

- ③ Blue
- ④ Ground



SIDESTAND SWITCH TEST

1. Remove:
 - Side cover (left)
2. Disconnect:
 - 02-pin connector (Blue/Yellow and Black)
3. Check:
 - Sidestand switch contacts
 - Out of specification -- Replace switch.

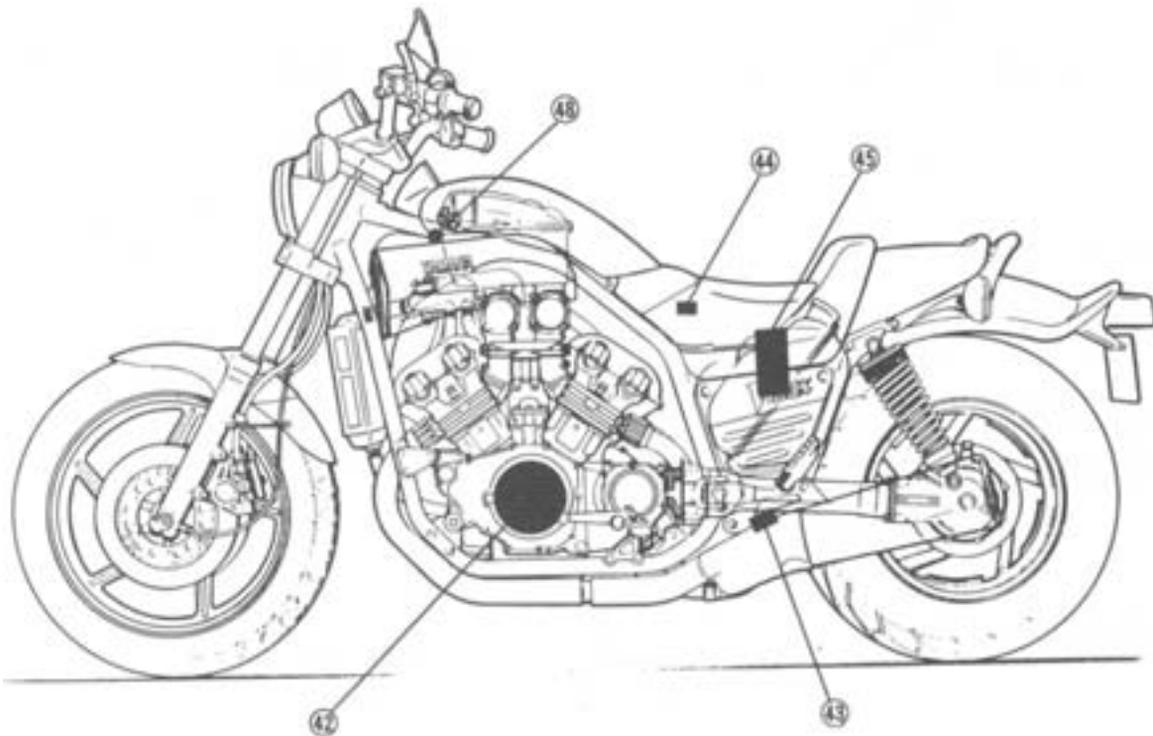
	Sidestand Up ① : 0Ω
	Sidestand Down ② : ∞

- ③ Blue/Yellow
- ④ Black

Afcrementioned circuit diagram shows charging circuit in wiring diagram.

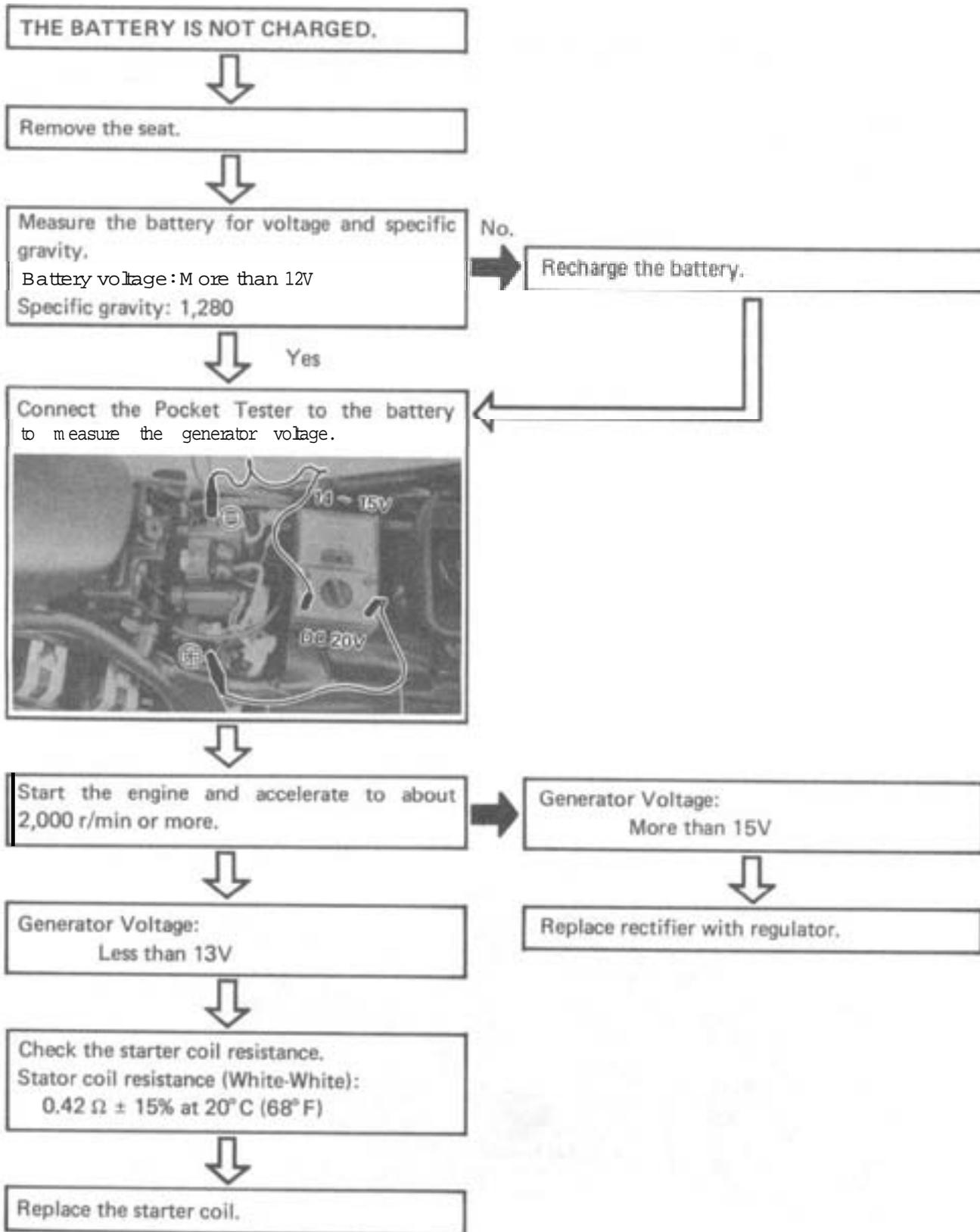
NOTE: _____
For the encircled numbers and color codes, see page 7-2.

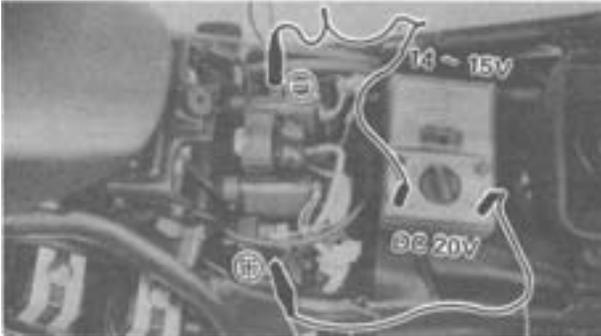
- 42 AC Magneto
- 43 Rectifier with regulator
- 44 Main fuse
- 45 Battery
- 46 Main switch





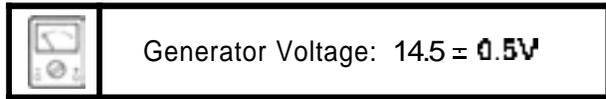
TROUBLESHOOTING





CHARGING VOLTAGE TEST

1. Remove:
 - *Seat
2. Connect:
 - Pocket Tester (YU-03112)
 - To battery terminals.
3. Start the engine and accelerate to about 2,000 r/min or more.
4. Measure:
 - Generator voltage
 - Out of specification → Check battery, stator coil, and rectifier/regulator.



CAUTION: _____

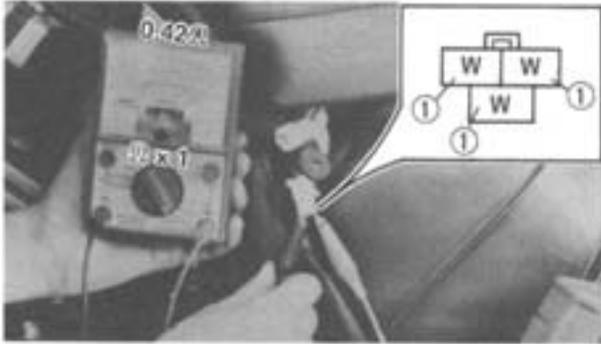
Never disconnect the wires from the battery while the generator is operating, otherwise the voltage across the generator terminals will increase and damage the semiconductors.

BATTERY INSPECTION

Refer to "CHAPTER 2 BATTERY INSPECTION" section.

STATOR COIL RESISTANCE TEST

1. Remove:
 - *Side cover (left)
2. Disconnect:
 - 03-pin connector (White, White and White)
 - From rectifier/regulator.
3. Connect:
 - Pocket Tester (YU-03112)



4. Measure:

◆ **Stator coil resistance**

Out of specification → Replace stator coils.

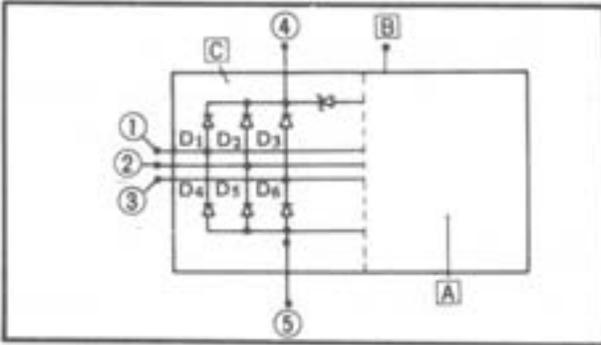
Stator Coil Resistance:
0.42 ± 15% of 20°C (68°F)
 (White – White)

① White

RECTIFIER TEST

1. Check:

◆ **Defective element** → Replace rectifier.



① White

A IC Regulator

② White

B Brown

③ White

C Rectifier

④ Red

⑤ Black

Checking Element	Pocket Tester Connecting Point		Good	Replace (Element shorted)	Replace (Element opened)
	(+) (Red)	(-) (Black)			
D₁	d	a	O	O	X
	a	d	X	O	X
D₂	d	b	O	O	X
	b	d	X	O	X
D₃	d	c	O	O	X
	c	d	X	O	X
D₄	a	e	O	O	X
	e	a	X	O	X
D₅	b	e	O	O	X
	e	b	X	O	X
D₆	c	e	O	O	X
	e	c	X	O	X

O Continuity **X** : Discontinuity

NOTE:

The results "O" or "X" should be reversed according to the Pocket Tester polarity.

CAUTION:

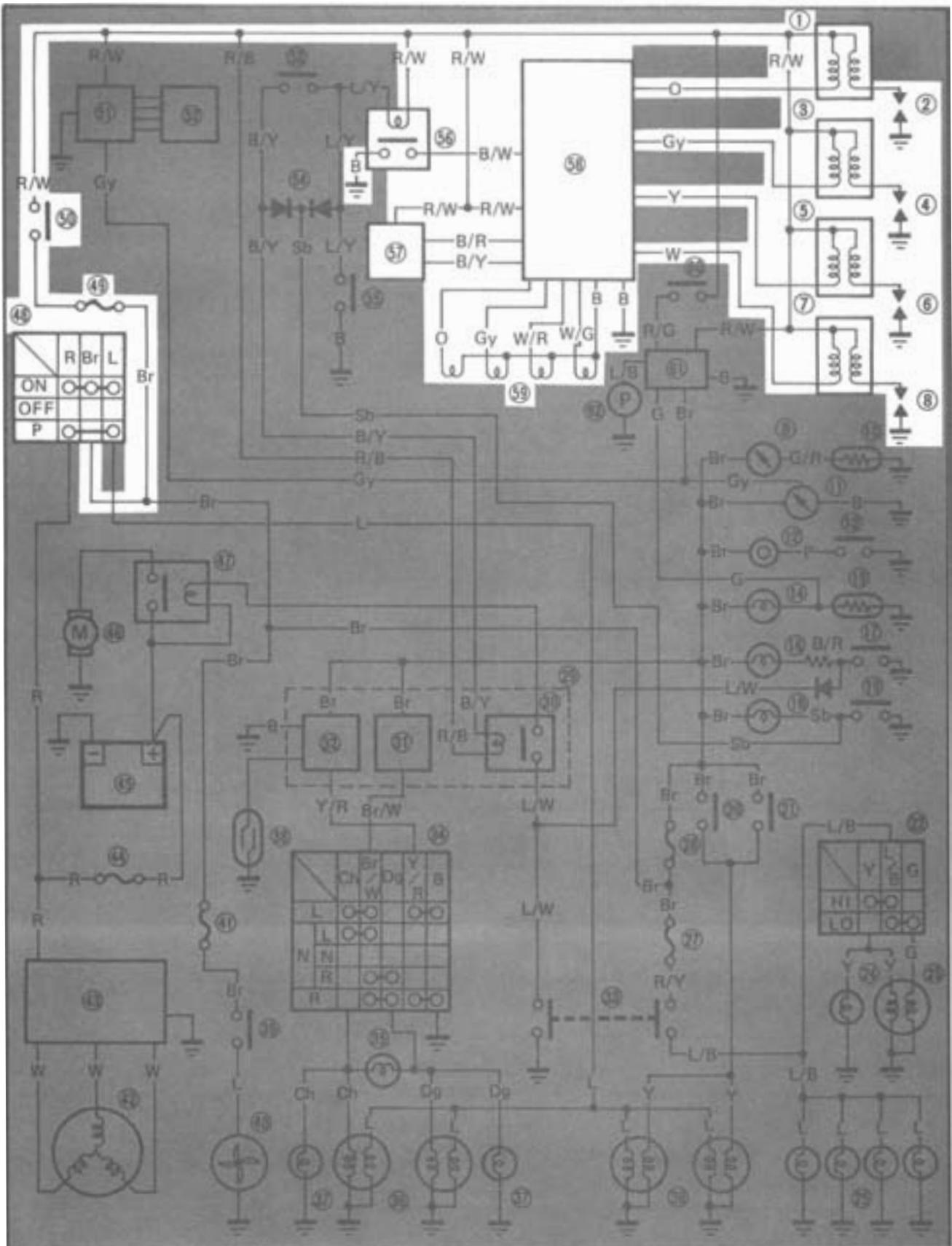
Do not overcharge rectifier or damage may result. Avoid:

- ◆ **A short circuit**
- ◆ **Inverting + and - battery leads.**
- ◆ **Direct connection of rectifier to battery.**



IGNITION SYSTEM

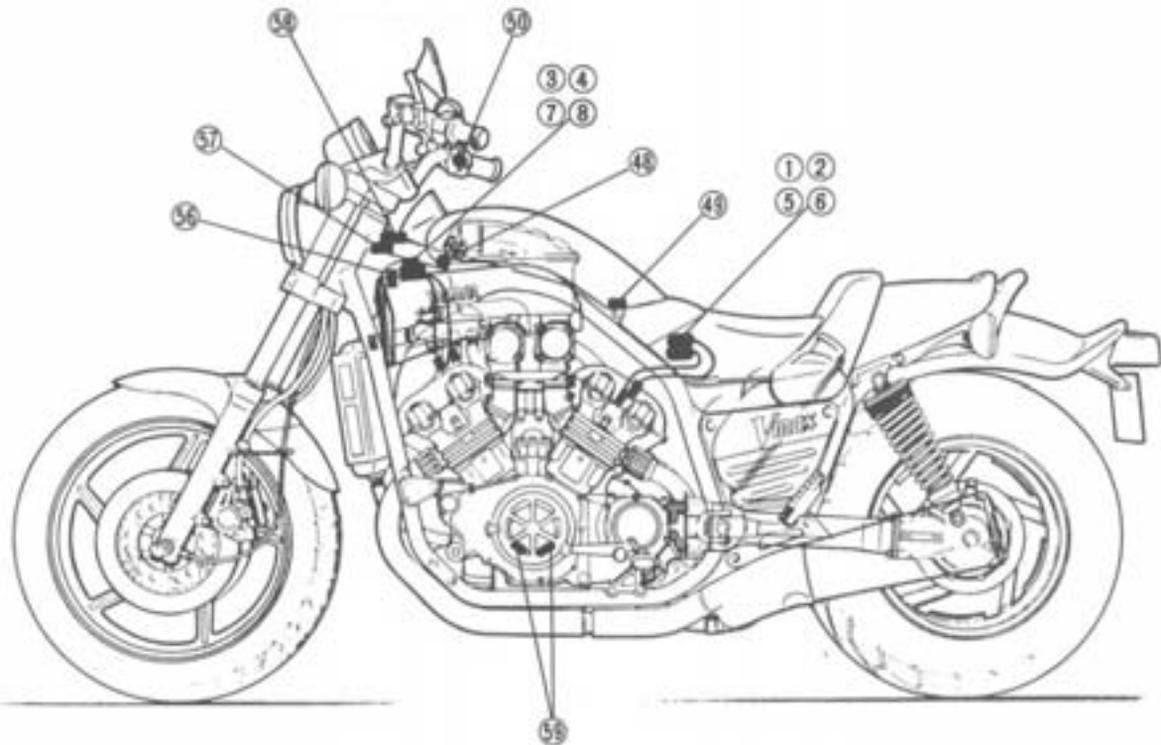
CIRCUIT DIAGRAM



Aforementioned circuit diagram shows ignition circuit in wiring diagram.

NOTE: _____
 For the encircled numbers and color codes, see page 7-2

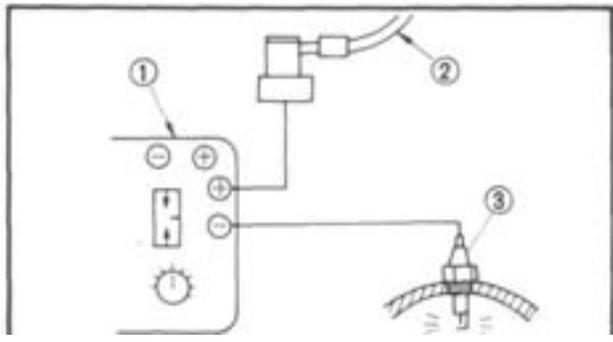
- | | |
|-----------------|-------------------------|
| ① Ignition coil | ④⑤ Main switch |
| ② Spark plug | ④⑥ Fuse (IGNITION) |
| ③ Ignition coil | ⑤⑦ "ENGINE STOP" switch |
| ④ Spark plug | ⑥⑧ Sidestand relay |
| ⑤ Ignition coil | ⑦⑨ Pressure sensor |
| ⑥ Spark plug | ⑧⑩ Ignitor unit |
| ⑦ Ignition coil | ⑨⑪ Pick-up coil |
| ⑧ Spark plug | |



**TROUBLESHOOTING**

The entire ignition system can be checked for misfire and weak spark by using the Electro Tester.

1. Warm up the engine so that all of the electrical components are at operating temperature.



2. Connect:
 - Electro Tester (YL-33260; ①)
3. Start the engine, and increase the spark gap until misfire occurs. (Test at various r/min between idle and red line.)

- ② Spark plug lead
- ③ Spark plug

CAUTION:

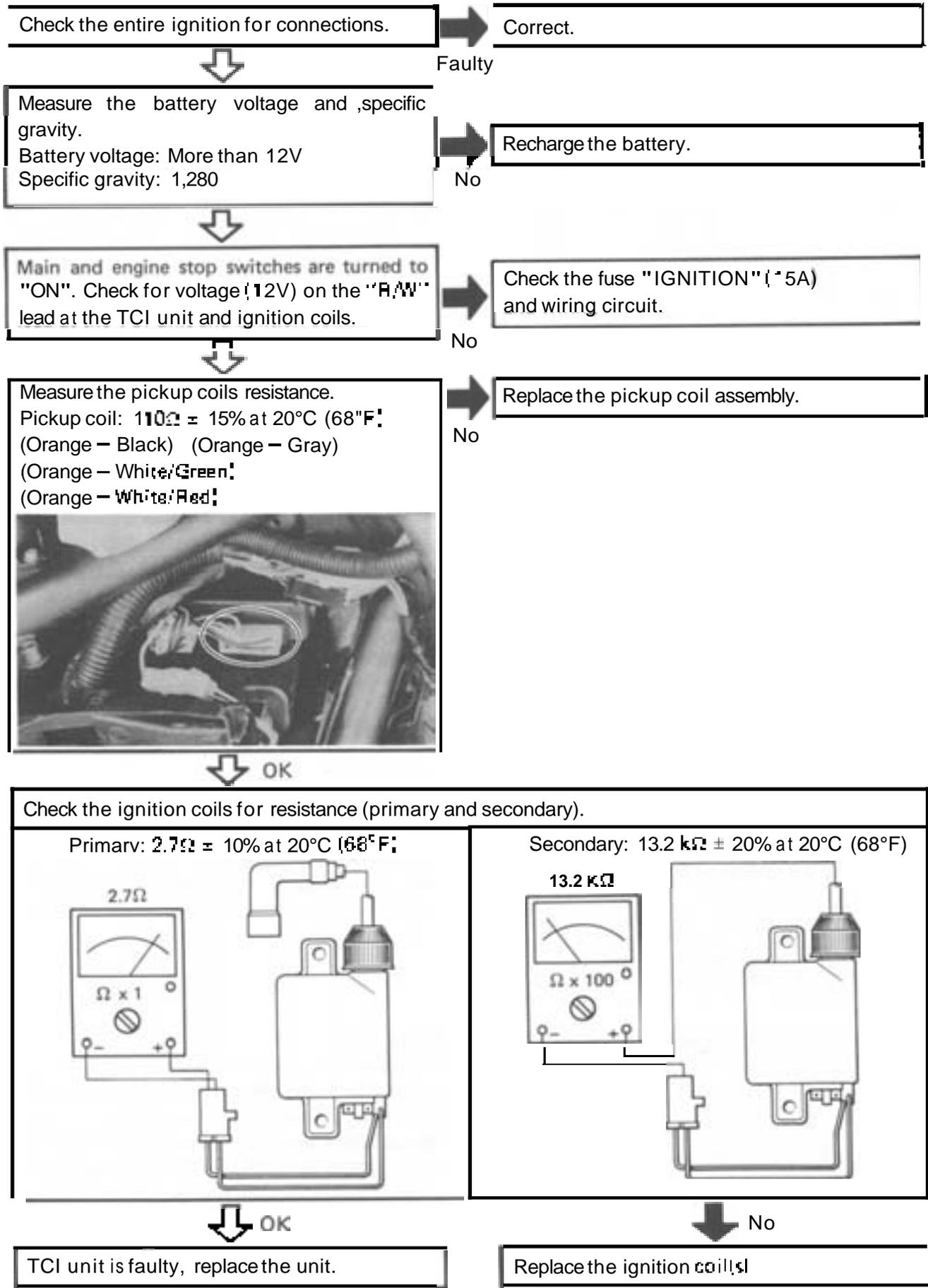
Do not run the engine in neutral above 6,000 r/min for more than 1 or 2 seconds.



Minimum Spark Gap: 6 mm (0.24 in)

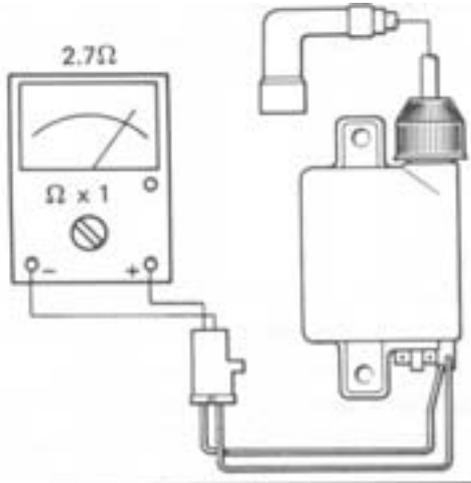
Faulty ignition system operation (at the minimum spark gap or smaller) - Follow the troubleshooting chart until the source of the problem is located.

Troubleshooting Chart



Check the ignition coils for resistance (primary and secondary).

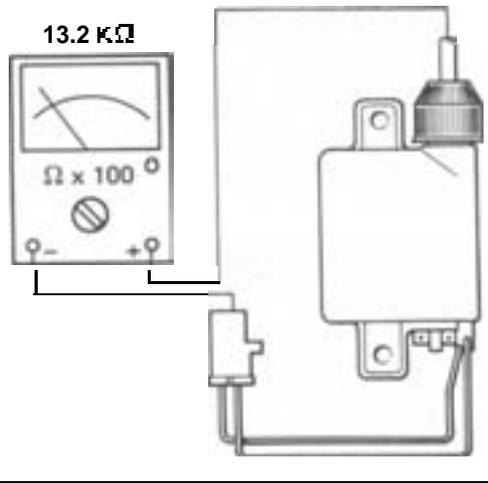
Primary: $2.7\Omega \pm 10\%$ at 20°C (68°F)



OK

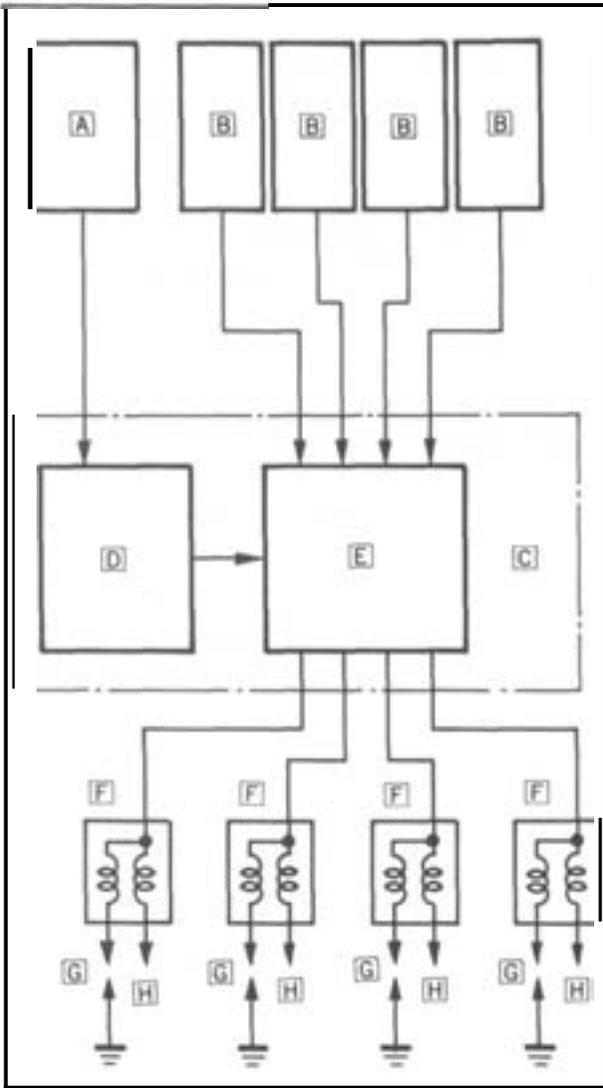
TCI unit is faulty, replace the unit.

Secondary: $13.2\text{ k}\Omega \pm 20\%$ at 20°C (68°F)



No

Replace the ignition coils



DESCRIPTION

This model is equipped with a battery operated, fully transistorized, breakerless ignition system. By using magnetic pickup coils, the need for contact breaker points is eliminated. This adds to the dependability of the system by eliminating frequent cleaning and adjustment of points and ignition timing. The TCI (Transistor Control Ignition) unit incorporates an automatic advance circuit controlled by signals generated by the pickup coil. This adds to the dependability of the system by eliminating the mechanical advancer. This TCI system consists of two units; a pickup unit and an ignitor unit.

- A** Pressure sensor
- B** Pickup coil
- C** Ignitor unit
- D** Advance control
- E** Electronic advance circuit
- F** Ignition coil x 4
- G** Spark plug x 4
- H** Battery

OPERATION

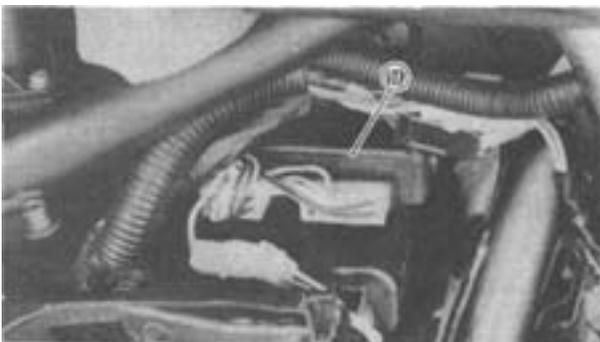
TCI Unit

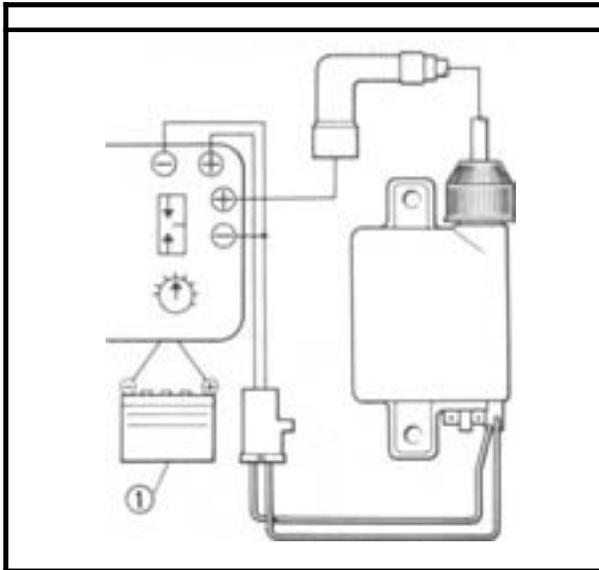
The TCI functions on the same principle as a conventional DC ignition system with the exception of using magnetic pickup coils and a transistor control box (TCI) in place of contact breaker points.

TCI unit

Pickup Unit

The pickup unit consists of two pickup coils (C) and a flywheel mounted onto the crankshaft. When the projection on the flywheel passes a pickup coil, a signal is generated and transmitted to the ignitor unit. The width of the projection on the flywheel determines the ignition advance. The pickup coils are located in the right crankcase cover.





IGNITION SPARK GAP TEST

1. Remove:
 - Top cover
 - Seat
 - Cover (left)
 - Electrical component board
2. Disconnect:
 - Ignition coil leads
 - Spark plug leads
3. Connect:
 - Electric Tester (YU-33260)

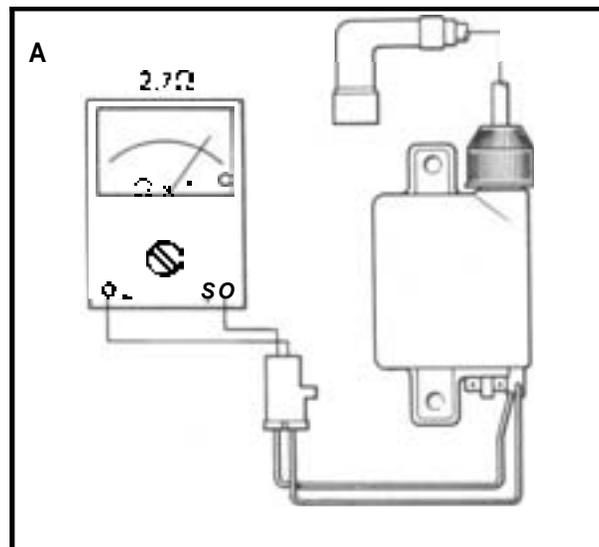
NOTE:

Be sure to use a fully charge 12V battery  .

4. Turn the spark plug gap adjuster and increase the gap to the maximum limit unless misfire occurs first.



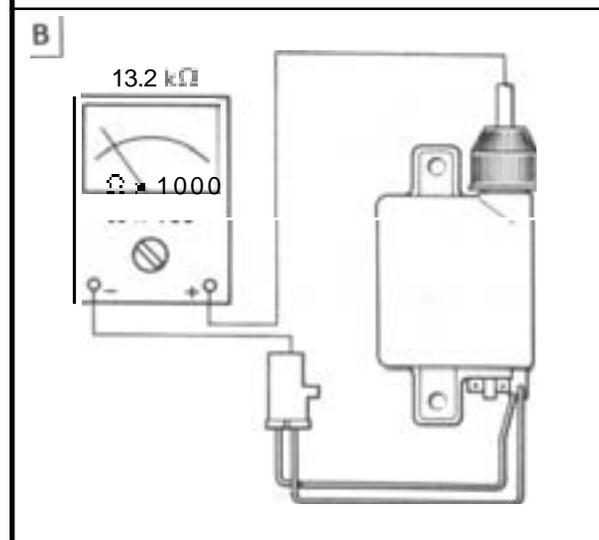
Minimum Spark Gap: 6 mm (0.24 in)



IGNITION COIL RESISTANCE TEST

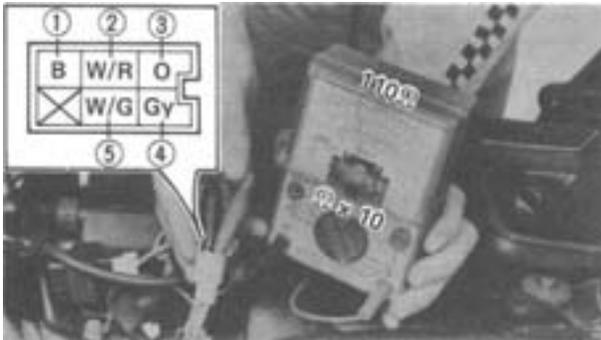
1. Connect:
 - Pocket Tester (YU-D3112)
2. Measure:
 - Primary coil resistance **A**
 - Secondary coil resistance **B**

Out of specification – Replace.



Primary Coil Resistance:
 $2.7\Omega \pm 10\%$ at 20°C (68°F)
Secondary Coil Resistance:
 $13.2\text{ k}\Omega \pm 20\%$ at 20°C (68°F)
Spark Plug Cap:
 $10\text{ k}\Omega \pm 10\%$

1



PICKUP COIL RESISTANCE TEST

1. Remove:
 - Seal
2. Disconnect:
 - 5-pin connector (Black, White/Red, Orange, White/Green and Gray)
3. Measure
 - Pickup coil resistance
 - Use a Pocket Tester (YU-D3112).
 - Out of specification— Replace.

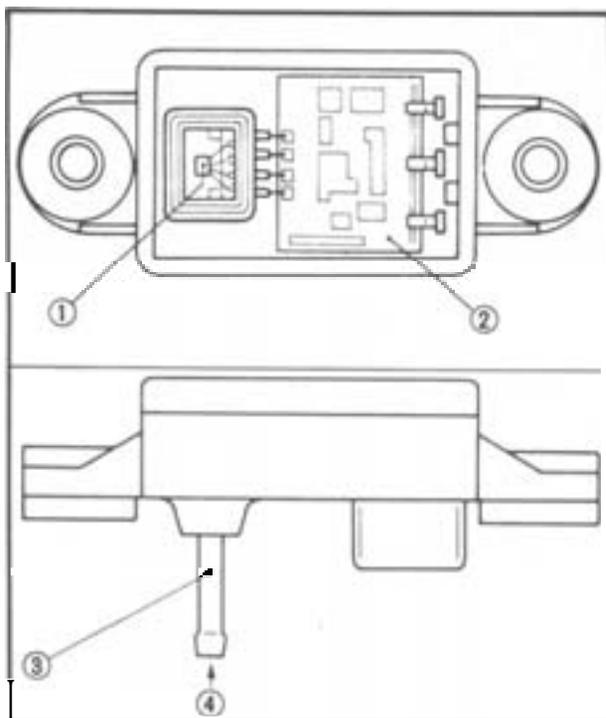


Pickup Coil Resistance:
 $110\Omega \pm 10\%$ at 20°C (68°F)
 (O - B), (O - Gy), (O - W/G),
 (O - W/R)

- ① Black
- ② White/Red
- ③ Orange
- ④ Gray
- ⑤ White/Green

SPARK PLUG INSPECTION

Refer to "CHAPTER 2 SPARK PLUG INSPECTION" section.

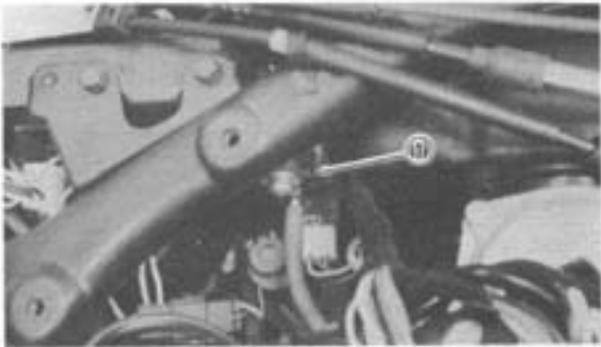


PRESSURE SENSOR

Operation

This pressure sensor unit consists of a semiconductor strain gauge and an amplifying circuit. Pressure to the carburetor joint (venturi portion) is sensed by the strain gauge and amplified in the circuit connected with this gauge. The amplified pressure signals are then transmitted to the ignition system for the control of ignition timing advance.

- ① Strain gauge
- ② Amplifying circuit
- ③ Pressure intake tube
- ④ From carburetor joint



Removal

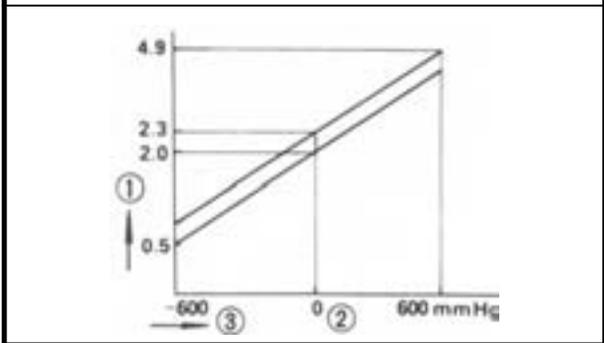
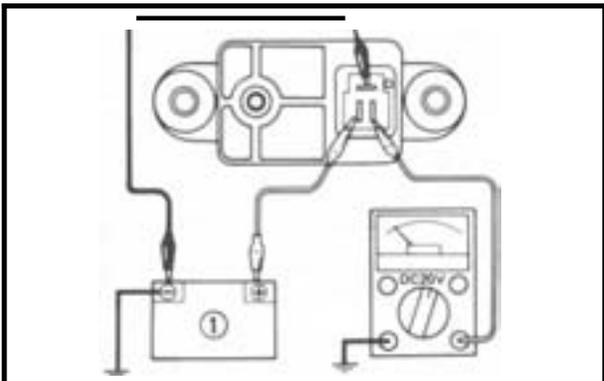
1. Remove:
 - Top cover
 - Cover (left)
 - Electrical component board
2. Disconnect:
 - Sensor connector
 - Vacuum hose
3. Remove:
 - Pressure sensor ①

Inspection

1. Connect:
 - Pocket Tester (YU-03112)
 - Battery (12V) ①
2. Measure:
 - Output voltage

Out of specification → Replace.

	Output Voltage: About 2.0 DC Volt
---	--



- ① Output voltage
- ② Atmospheric pressure
- ③ Pressure

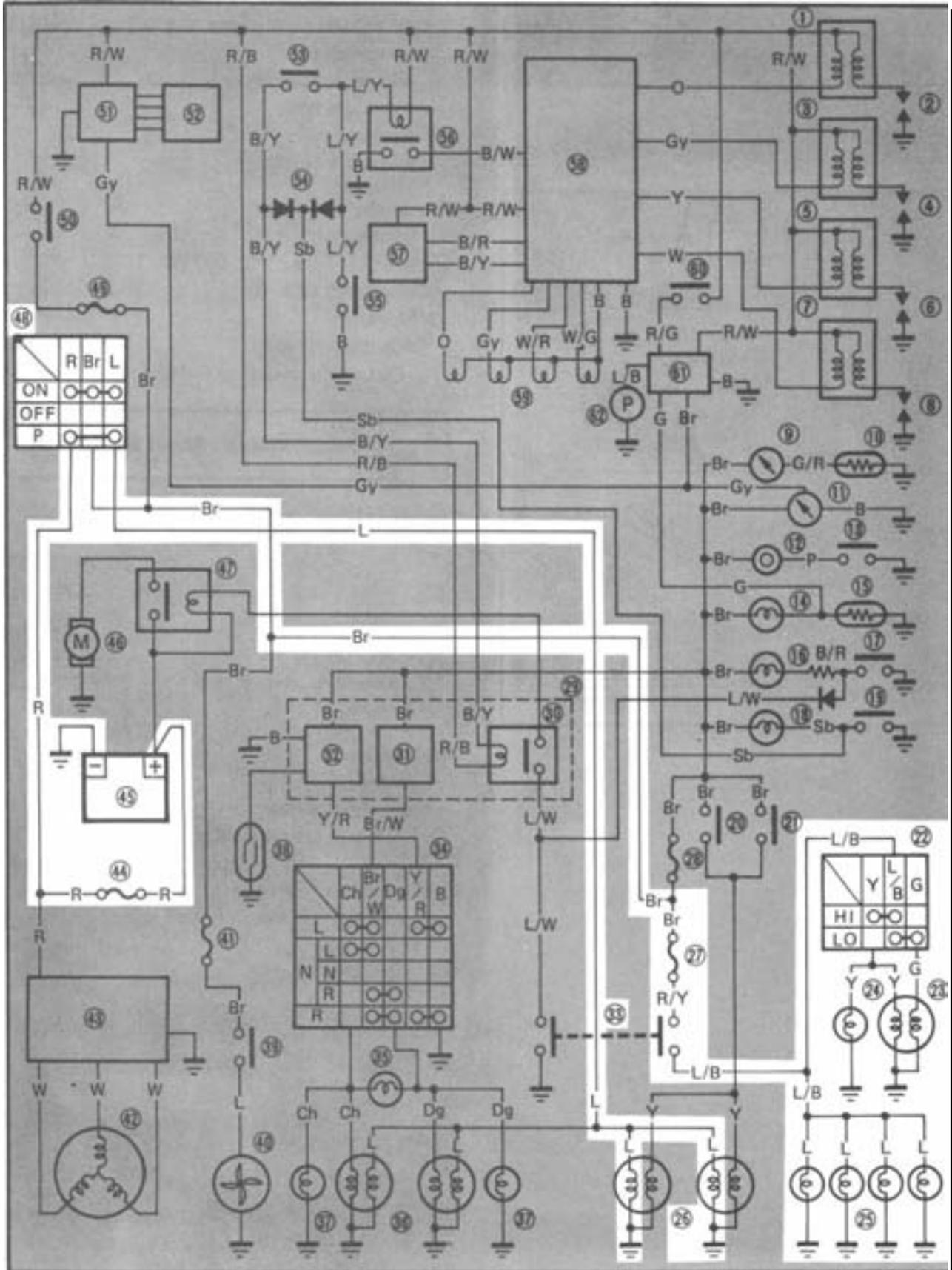
Installation

1. Install:
 - Pressure sensor

Reverse the removal procedure.

LIGHTING SYSTEM

CIRCUIT DIAGRAM

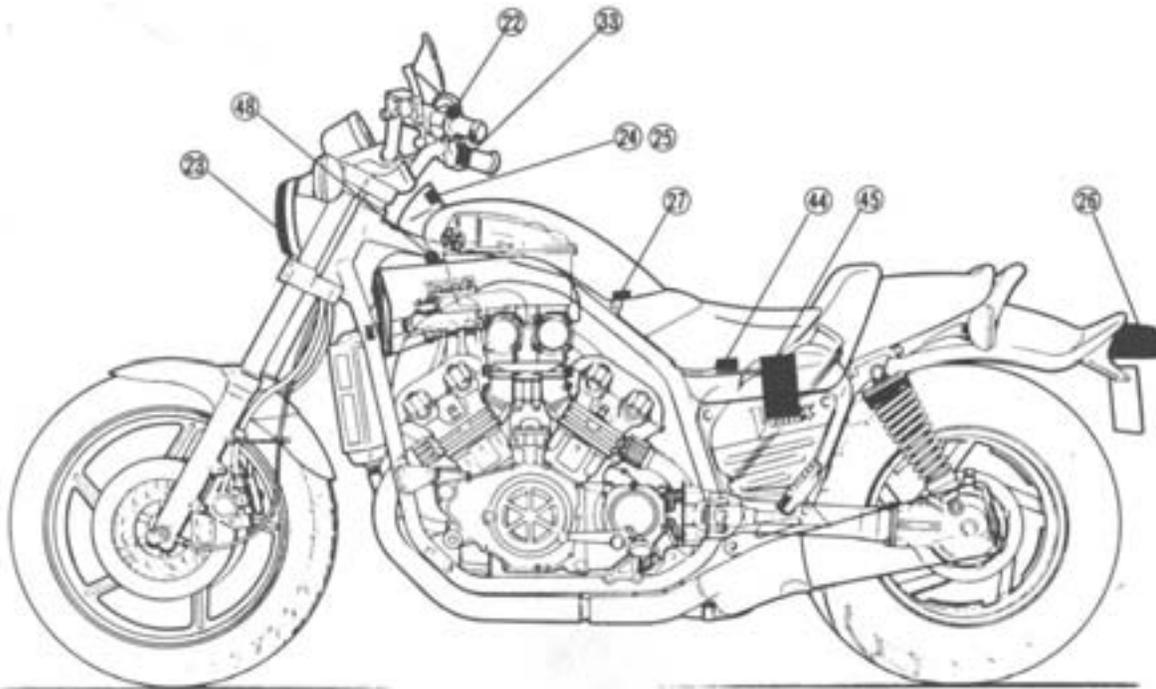


Aforementioned circuit diagram shows lighting circuit in wiring diagram.

NOTE:

For the encircled numbers and color codes, see page 7-2.

-  "LIGHTS" (Dimmer) switch
-  Headlight
-  "HIGH BEAM" indicator light
-  Meter lights
-  Tail/brake light
-  Fuse (HEAD)
-  Starter switch
-  Main fuse
-  Battery
-  Main switch



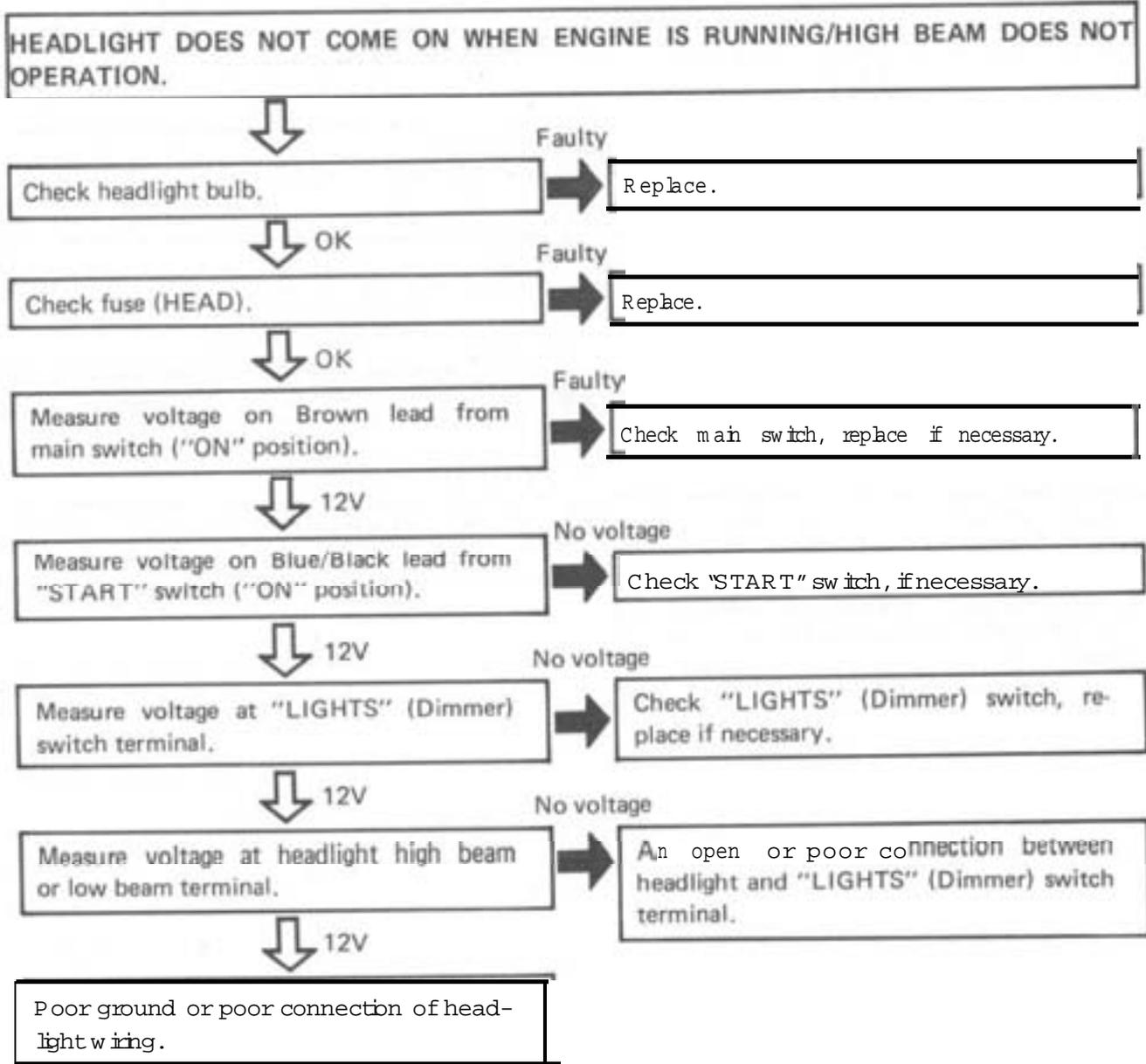
**LIGHTING TESTS AND CHECKS**

The battery provides power for operation of the headlight, taillight, and meter lights. If none of the above fail to operate proceed further. Low battery voltage indicates either a faulty battery, low battery fluid level, or a defective charging system.

Also check fuse condition. Replace any "open" fuses. There are individual fuses for various circuits (see complete Circuit Diagram).

NOTE: _____
Check each bulb first before performing the following check.

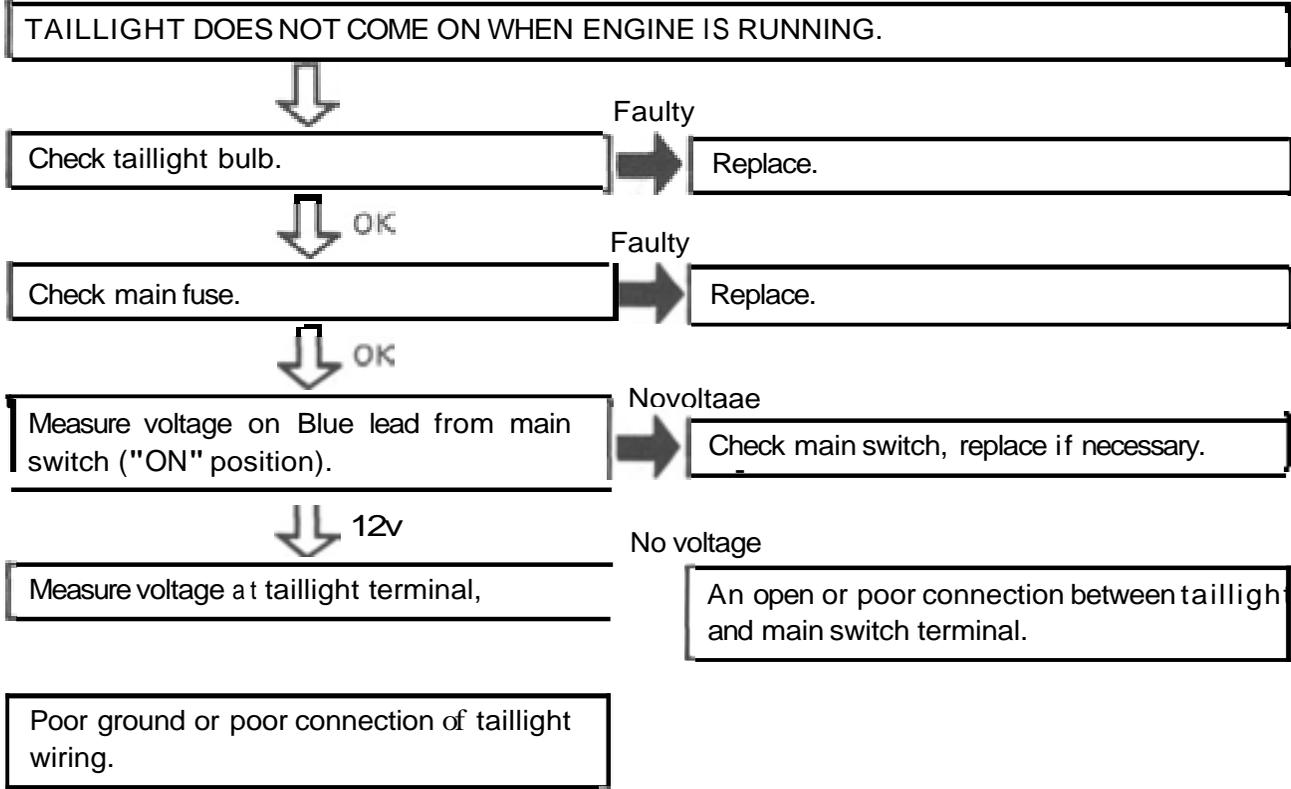
Headlight Troubleshooting

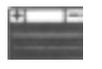




LIGHTING SYSTEM

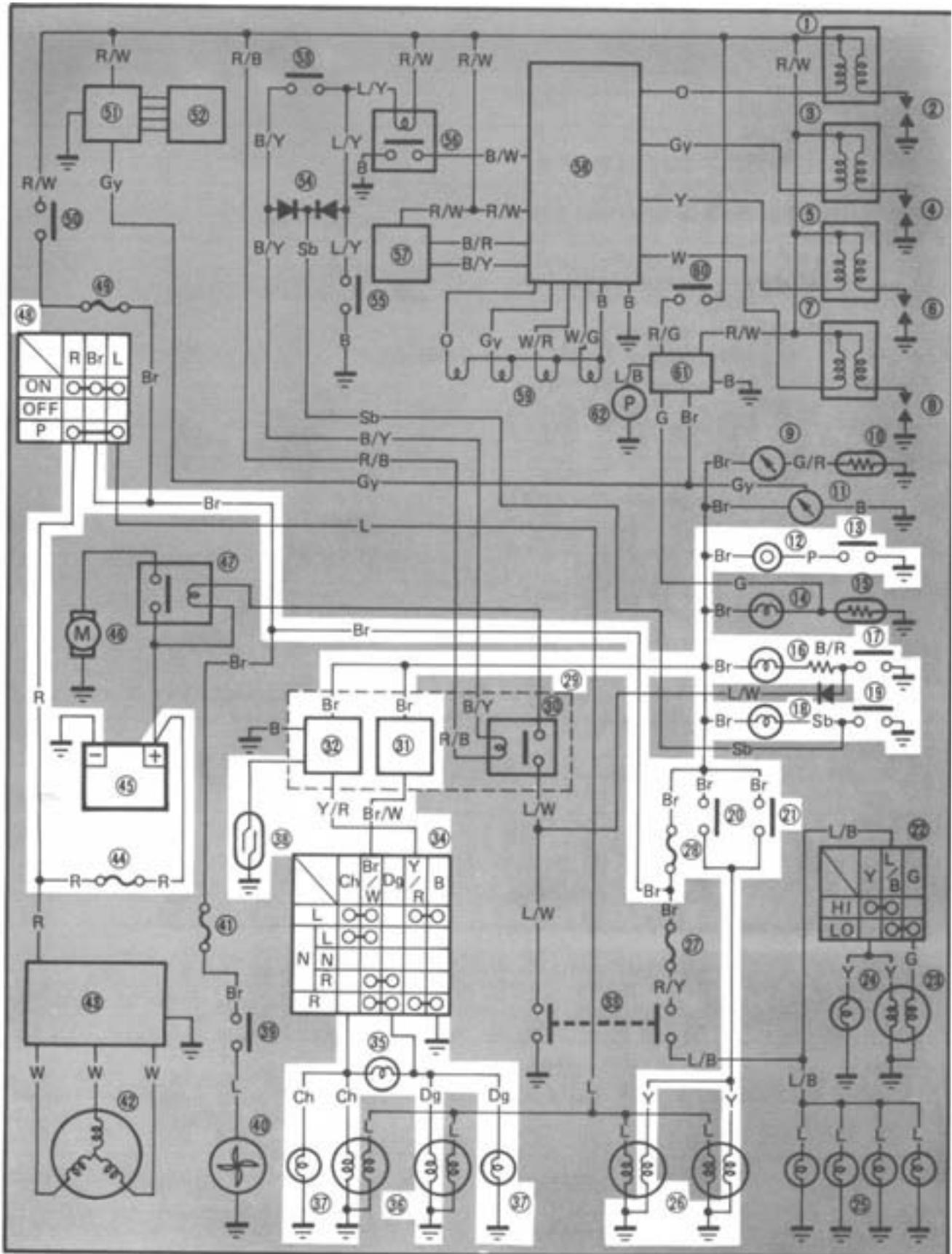
Taillight Troubleshooting





SIGNAL SYSTEM

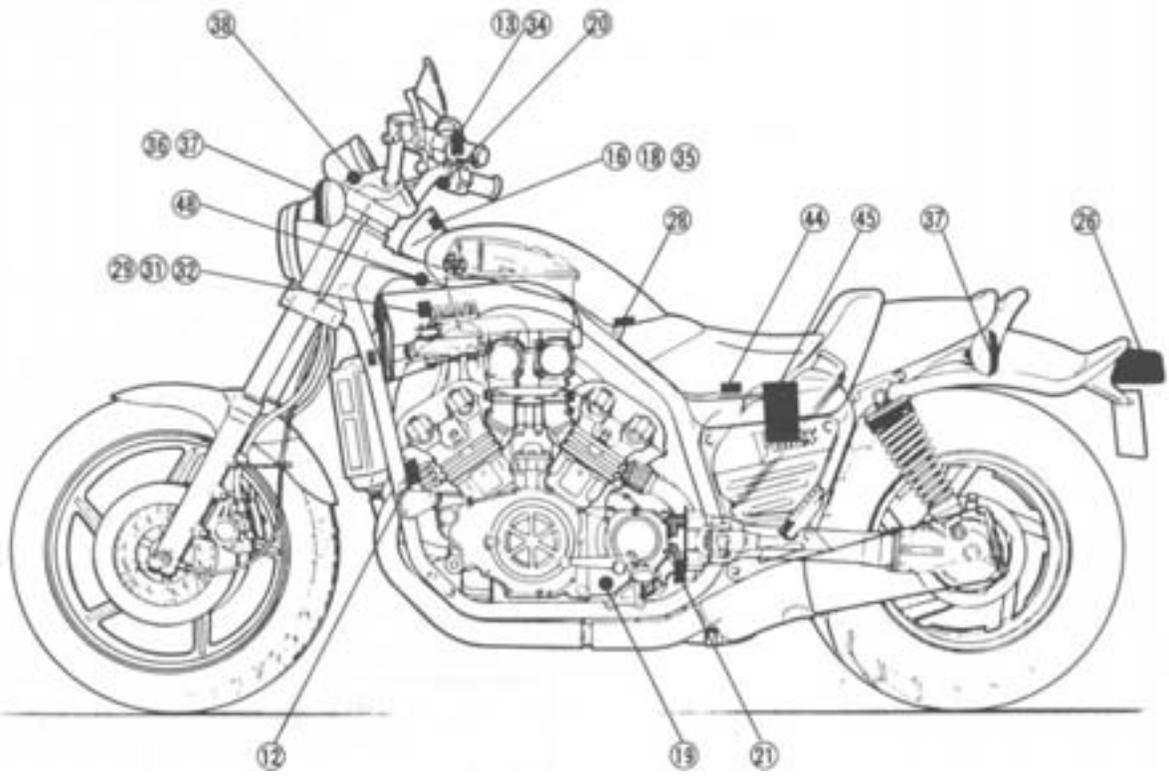
CIRCUIT DIAGRAM



Aforementioned circuit diagram shows signal circuit in wiring diagram.

NOTE: For the encircled numbers and color codes, see page 7-2.

- | | |
|---|--|
|  Horn |  Flasher relay |
|  "HORN" switch |  Cancelling unit |
|  "OIL LEVEL" warning indicator light |  "TURN" switch |
|  Oil level gauge |  "TURN" indicator light |
|  "NEUTRAL" indicator light |  Parking/Running light |
|  Neutral switch |  Flasher light |
|  Front brake switch |  Reedswitch |
|  Rear brake switch |  Main fuse |
|  Tail/brake light |  Battery |
|  Fuse (SIGNAL) |  Main switch |
|  Relay assembly | |





SIGNAL SYSTEM TESTS AND CHECKS

The battery provides power for operation of the horn, brakelight, indicator lights and flasher lights. If none of the above operates, always check battery voltage before proceeding further.

Battery

1. Check:

- Battery voltage

Defective components → Replace.

Check for:	Faulty battery
	Low battery fluid level
	Defective charging system
	Faulty fuse(s)

Horn

1. Check:

- Horn operation

Defective components → Replace.

Check for:	12V on Brown lead to horn
	Good grounding of horn (Pink lead) when horn button is pressed
	Faulty fuse

Brake Light

1. Check:

- Brake light operation

Defective components → Replace.

Check for:	Defective bulb
	12V on Yellow lead to brake light
	12V on Brown lead to each brake light switch (Front and rear brake switch)

"NEUTRAL" Indicator Light

1. Check:

- Indicator light operation

Defective components → Replace.

Check for:	Defective bulb
	12V on Sky Blue lead to neutral switch
	12V on Brown lead to indicator light

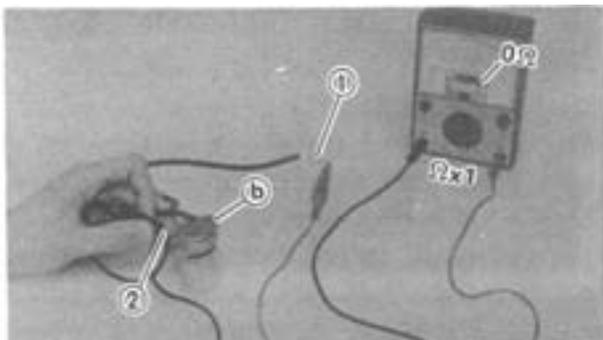
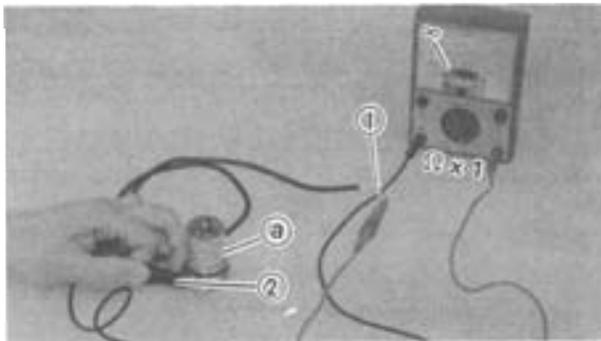
"OIL LEVEL" Warning Indicator Light

1. Check:
 - ◆ **Indicator** light operation
 - Defective components → Replace.

Check for:	Defective bulb
	Defective oil level gauge
	12V on Brown lead to indicator light

Flasher Light

1. Check:
 - ◆ **Flasher** light operation
 - Refer to "SELF-CANCELLING FLASHER SYSTEM" section.



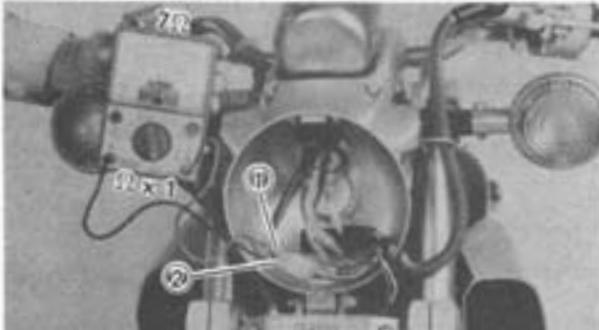
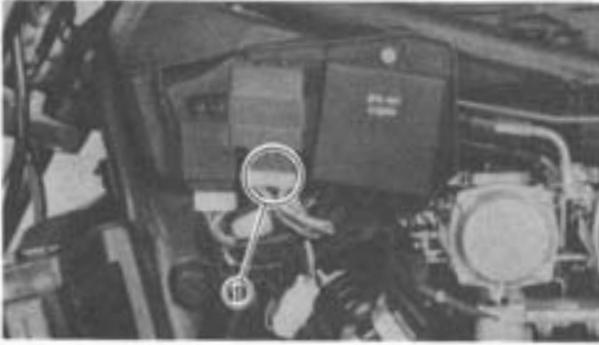
OIL LEVEL GAUGE TEST

1. Drain:
 - ◆ **Engine** oil
2. Remove:
 - ◆ **Oi** level gauge
3. Measure:
 - ◆ **Oi** level gauge resistance
 - Use the Pocket Tester (YU-03112).
 - Out of specification → Replace.

	Oil Level Gauge Resistance: Float is down (∞) → Infinity Float is up (0) → Zero ohms
---	--

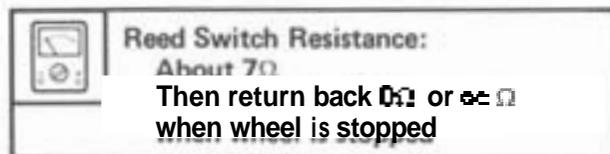
- ① **Black/Red**
- ② **Ground**

4. Install:
 - ◆ **Oi** level gauge
5. Connect:
 - ◆ **Leads**
6. Fill:
 - Crankcase
 - Refer to "CHAPTER 2 ENGINE OIL REPLACEMENT" section.



REED SWITCH TEST

1. Remove:
 - *Headlight lens unit
 - Top cover
 - Cover (left)
2. Disconnect:
 - *Relay assembly coupler (1)
3. Measure:
 - Reed switch resistance
 - Use the Pocket Tester (YU-03112).
 - Out of specification → Replace.
 - Lift the front wheel and rotate the wheel by hand.

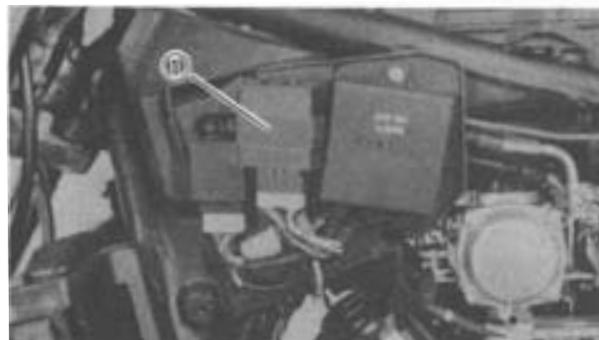


- (1) Wh to 'Green'
- (2) Black

SELF-CANCELLING FLASHER SYSTEM TEST

Description

The self-cancelling flasher system turns off the turn signal after a period of time or distance involved in turning or changing lanes. Generally, the signal will cancel after either 10 seconds, or 150 meters (490 feet), whichever is greater. At very low speed, the function is determined by distance; at high speed, especially when changing speeds the cancelling determination is a combination of both times and distance. The self-cancelling determination is a ~~common~~ mechanism only operates when the motorcycle is moving; thus the signal will not self-cancel while you are stopped at an intersection.



- (1) Cancelling unit

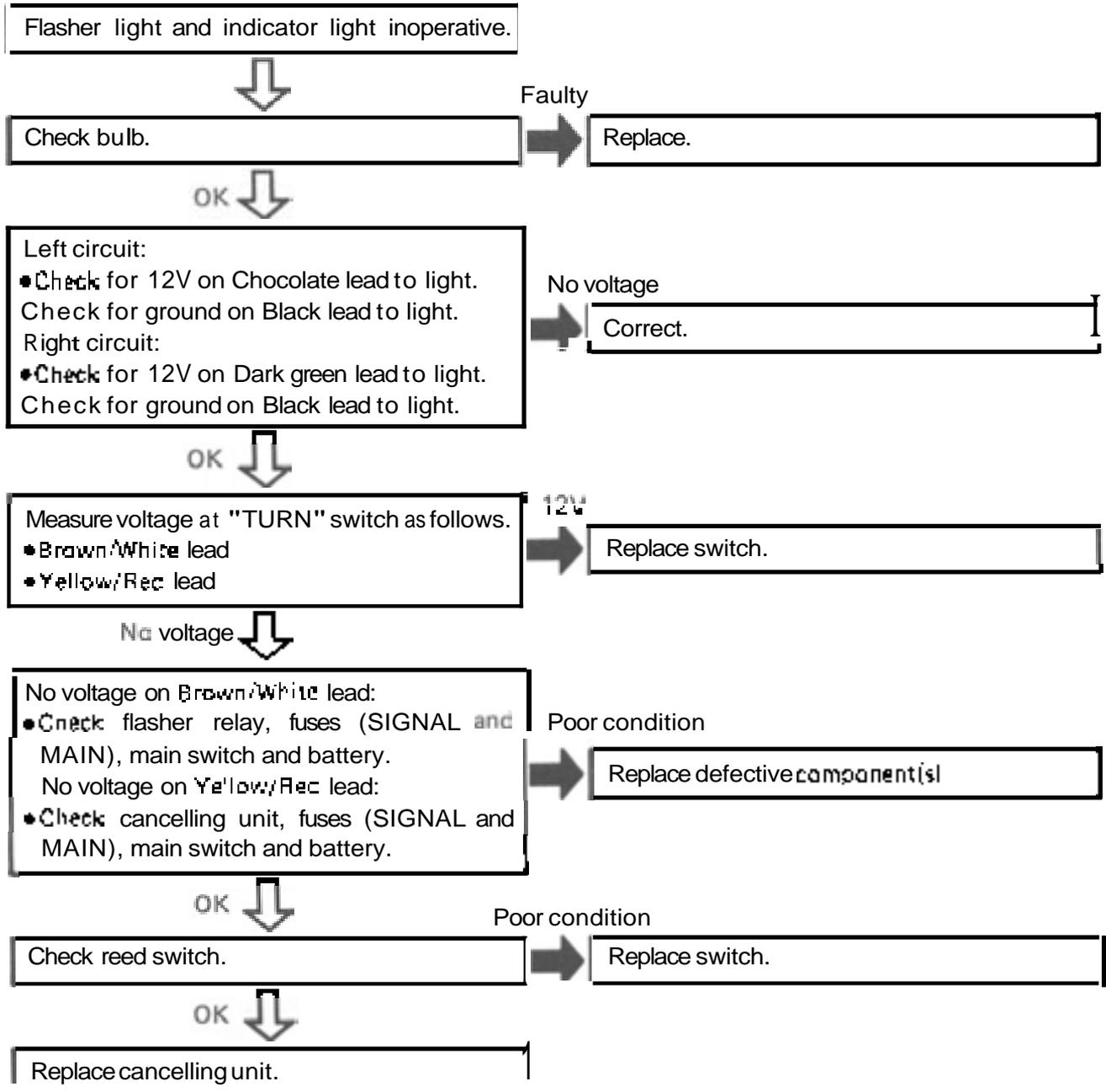


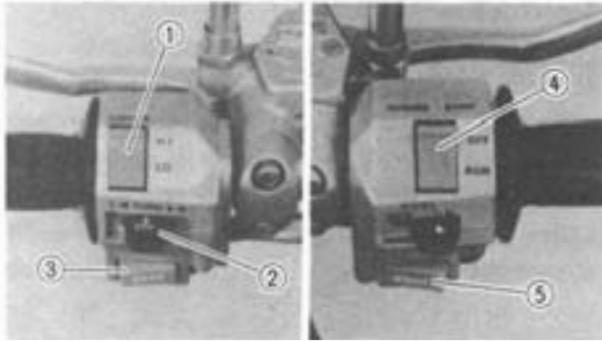
Operation

The handlebar switch has three positions:

L (left), OFF, and R (right). The switch lever will return to the "OFF" position after being pushed to L or R, but the signal will function. By pushing the lever in, the signal may be cancelled manually. If the flasher self-cancelling system should become inoperative, replace relay unit.

Troubleshooting





SWITCHES TEST

Switches may be checked for continuity with a Pocket Tester (YU-03112) on the "Ohm x 1" position.

- ① "LIGHTS" (Dimmer) switch
- ② "TURN" switch
- ③ "HORN" switch
- ④ "ENGINE STOP" switch
- ⑤ "START" switch

Main Switch

Switch Position	Lead Color		
	R	Br	L
P	○—○		○—○
OFF			
ON	○—○	○—○	○—○

"LIGHTS" (Dimmer) Switch

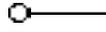
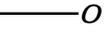
Switch Position	Lead Color		
	R	Br	L
HI	○—○	○—○	
LO		○—○	○—○

"TURN" Switch

Switch Position	Lead Color				
	Ch	Br/W	Dg	Y/R	B
L	○—○			○—○	
N	L	○—○			
	N				
	R		○—○		
R		○—○	○—○	○—○	

"HORN" Switch

Switch Position	Lead Color	
	R	L
OFF		
ON	○—○	○—○

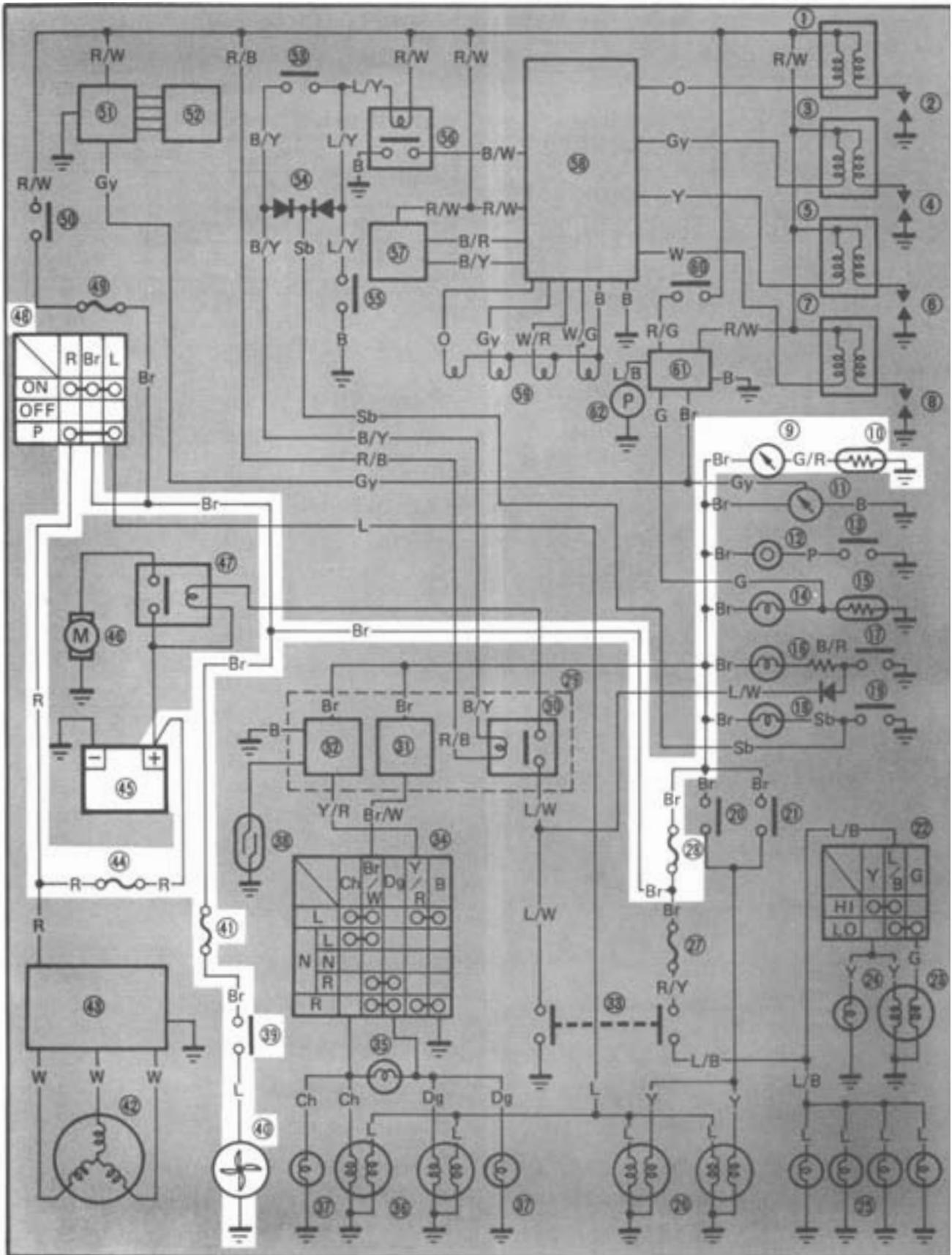
Switch Position	Lead Color	
	R/W	R/B
OFF		
ON		

"START" Switch

Switch Position	Color Code			
	R/Y	L/B	L/W	B
OFF				
ON				

COOLING SYSTEM

CIRCUIT DIAGRAM

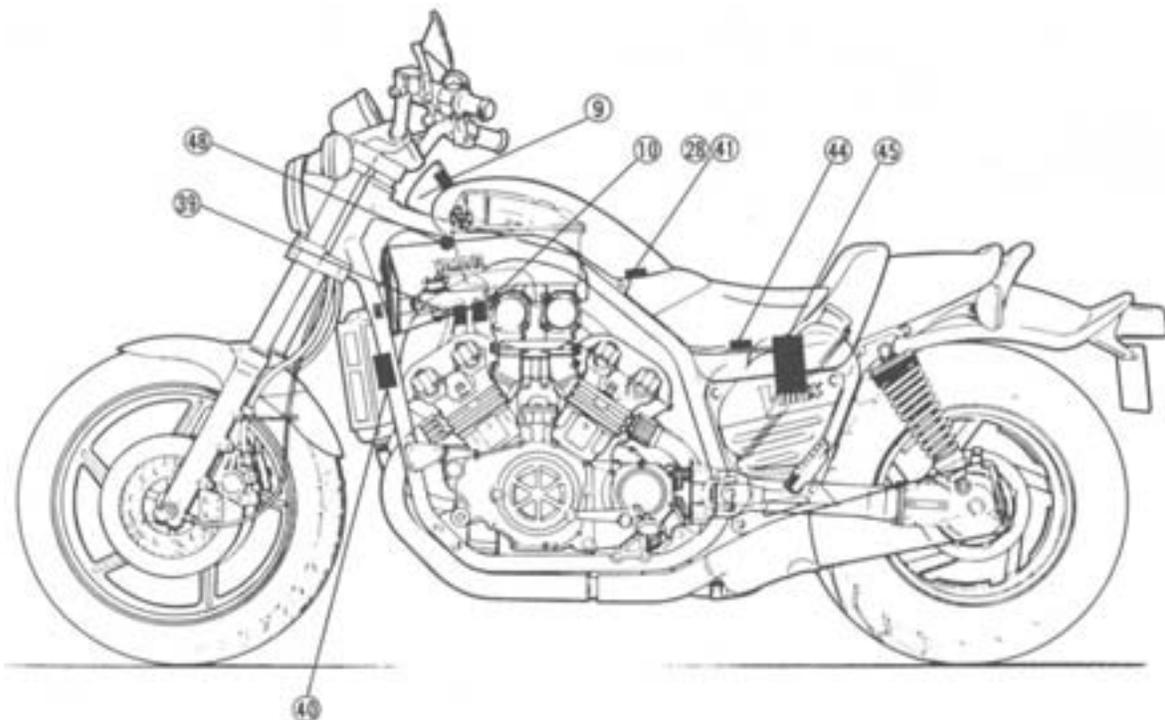


Aforementioned circuit diagram shows cooling circuit in wiring diagram.

NOTE:

For the encircled numbers and color codes, see page 7-2.

- ⑨ Temperature meter
- ⑩ Thermo-unit
- ⑳ Fuse (SIGNAL)
- ㉑ Thermostatic switch
- ㉒ Electric fan
- ㉓ Fuse
- ㉔ Main fuse
- ㉕ Battery
- ㉖ Main switch





TROUBLESHOOTING

The electric fan will not turn at coolant temperatures of $105 \pm 3^{\circ}\text{C}$ ($221.0 \pm 37.4^{\circ}\text{F}$) or more:



Check the connectors.

Defective



Correct.

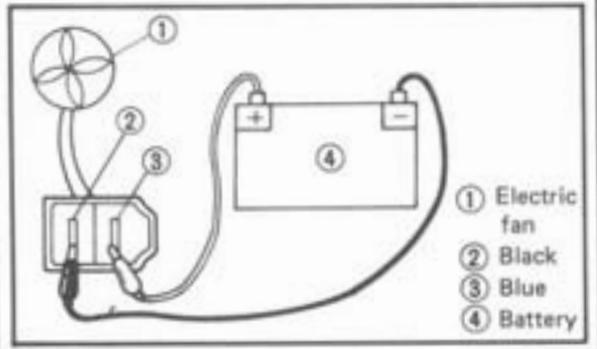


Disconnect fan motor connector and connect battery as shown.

Fan inoperative



Replace fan motor assembly.



Fan operative

No voltage

Check battery voltage on Blue leads.



Check wiring circuit, and correct defective components.



Disconnect the lead of the thermostatic switch and ground it to the motor body.

Fan operative

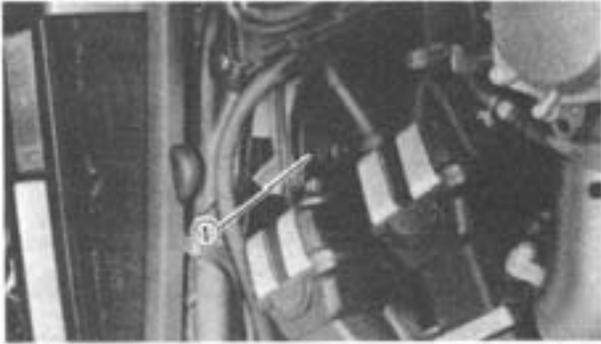


Replace the thermostatic switch.



Fan inoperative

Replace the fan motor assembly.

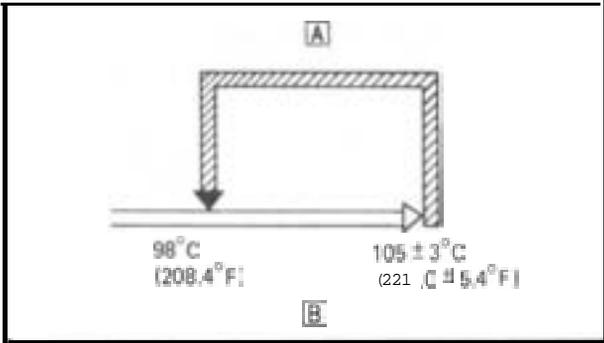


ELECTRIC FAN AND THERMOSTATIC SWITCH

Operation

The electric fan will be switched ON or OFF according to the coolant temperature in the radiator.

① Electric fan

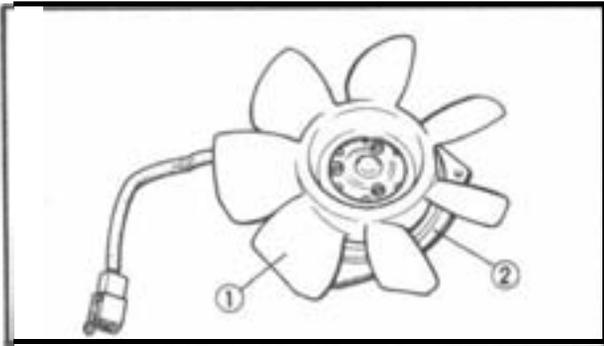


NOTE :

The electric fan is controlled by the thermostat switch when the main switch is 'ON'. Thus, under certain operating conditions, this fan may continue to run until the engine temperature has cooled down to about 91°C (195.8°F).

A THERMOSTATIC SWITCH "ON"

B COOLANT TEMPERATURE



Electric Fan Inspection

The following problems may require repair or replacement of components

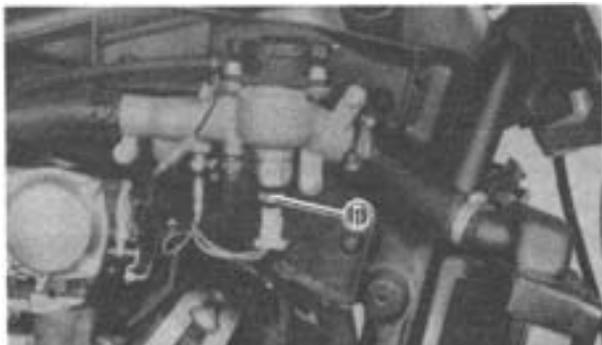
Component	Condition
Fan motor	Unsmooth operation
Fan motor	Excessive vibration
Fan motor bracket	Cracks
Fan blades	Cracks
Securing bolts	Looseness

① Fan

② Electric fan motor

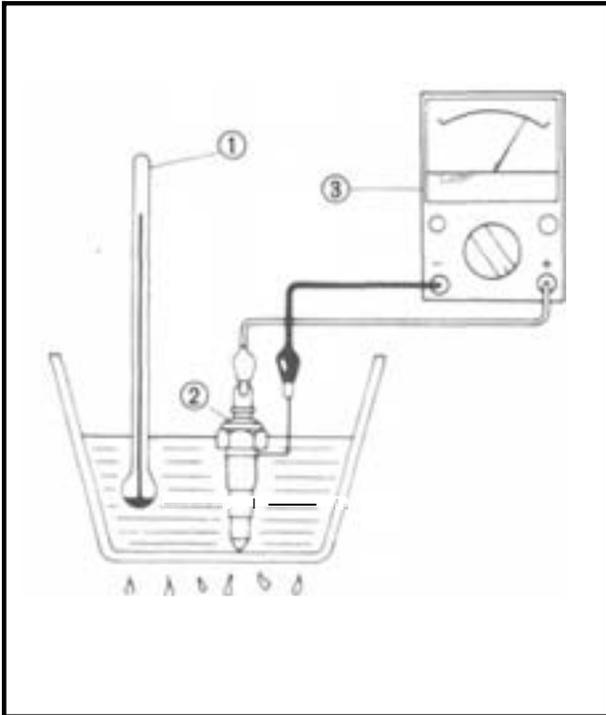
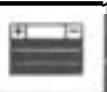
Thermostatic Switch Inspection

1. Remove:
 - *Top cover
 - *Cover (right)
 - *Thermostatic switch ①



WARNING:

Handle the thermostat valve very carefully. Never subject it to strong shock or allow it to be dropped. Should it be dropped, it must be replaced.



2. Inspect:

- **Thermostatic switch operation**
By the following inspection steps.

Thermostatic switch inspection steps:

- **Immerse** thermostatic switch in water.

- ① Thermometer
- ② Thermostatic switch
- ③ Pocket Tester

- **Check** continuity as indicated.

Note temperatures while heating the water.
Malfunction -- Replace switch.

Test Step	Water Temperature	Pocket Tester ($\Omega \times 1$)
1	0 – 98°C (32 – 208.4°F)	Discontinuity
2	More than 105 ± 3°C (221.05 ± 5.4°F)	Continuity
3	105 to 98°C (221 to 208.4°F)	Continuity
4	Less than 98°C (208.4°F)	Discontinuity

Test 1 & 2; Heat-up tests
Test 3 & 4; Cool-down tests

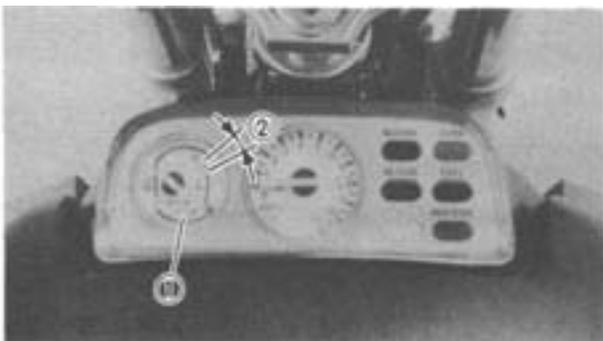
3. Install:

- **Thermostatic switch**

Thermostatic Switch:
15 Nm (1.5 m.kg, 11 ft.lb.)
Three Bond Sealock $\sigma = 10$

CAUTION:

After replacing the thermostaic switch, check the coolant level in the radiator and also check for any leakage.



THERMO-UNIT AND THERMOMETER

Operation

The thermo unit has less resistance at higher temperatures and thus allows more current to pass through. When more current flows to the coil in the thermometer, the armature to which the needle is attached by the increased magnetic field. In this way, the needle indicates the temperature.

- ① Temperature meter
- ② Red zone

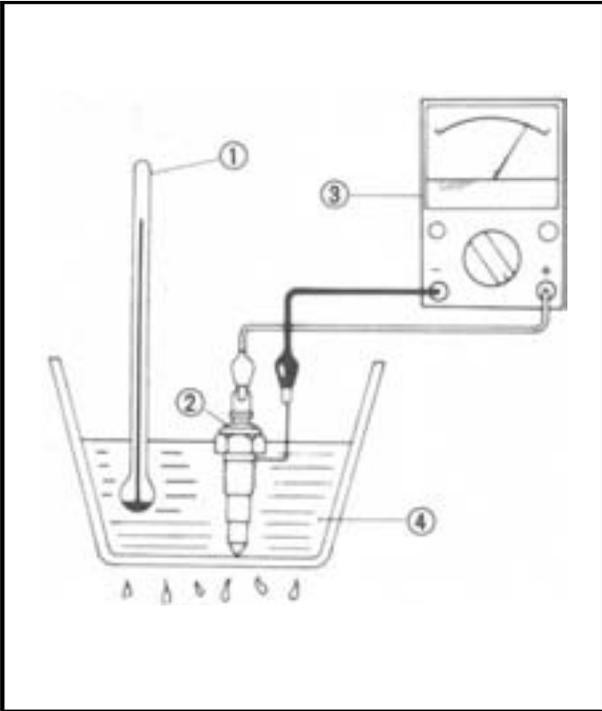


Thermo-unit Inspection

1. Remove:
 - Top cover
 - Cover (right)
 - Thermo-unit ①

WARNING:

Handle the thermo-unit with special care. Never subject it to strong shock or allow it to be dropped. Should it be dropped, it must be replaced.



2. Inspect

- Thermo-unit operation
- By the following inspection steps.

Thermo-unit inspection steps:

- Immerse thermo-unit in water.

① Temperature gauge
 ② Thermo-unit
 ③ Pocket Tester
 ④ Water

Check continuity at indicated
 Note temperatures while heating the water.
 Malfunction → Replace switch.

Water Temperature	50°C (122°F)	80°C (176°F)	100°C (212°F)
Resistance	153.9Ω	47.5 ~ 56.8Ω	26.2 ~ 29.3Ω

3. Install:

- Thermo-unit

Thermo-unit:

15 Nm (1.5 m.kg, 11 ft.lb)

Three Bond Sealock[®] #10

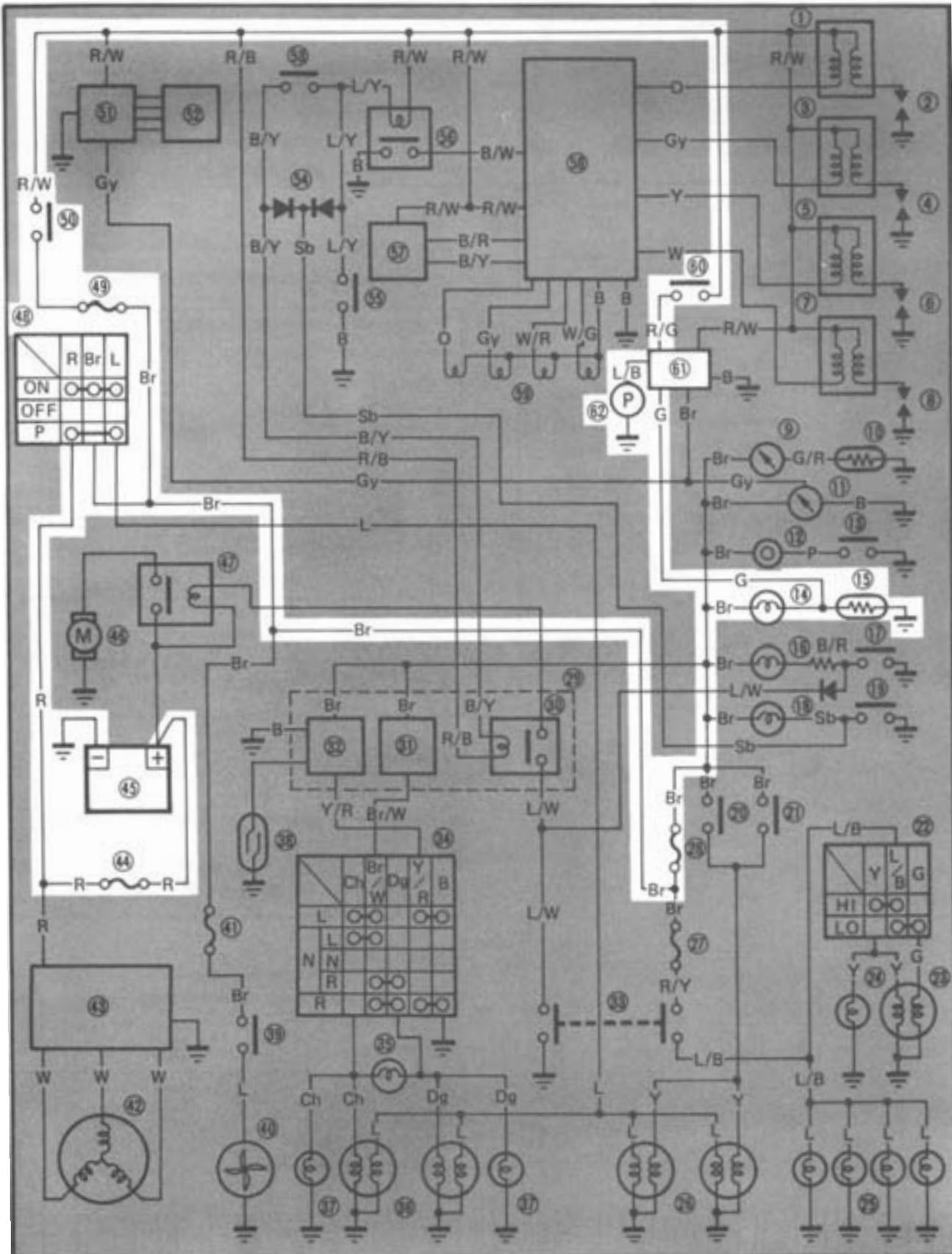
CAUTION:

After replacing the thermo-unit, check the coolant level in the radiator and also check for any leakage.



FUEL PUMP SYSTEM

CIRCUIT DIAGRAM



FUEL PUMP SYSTEM

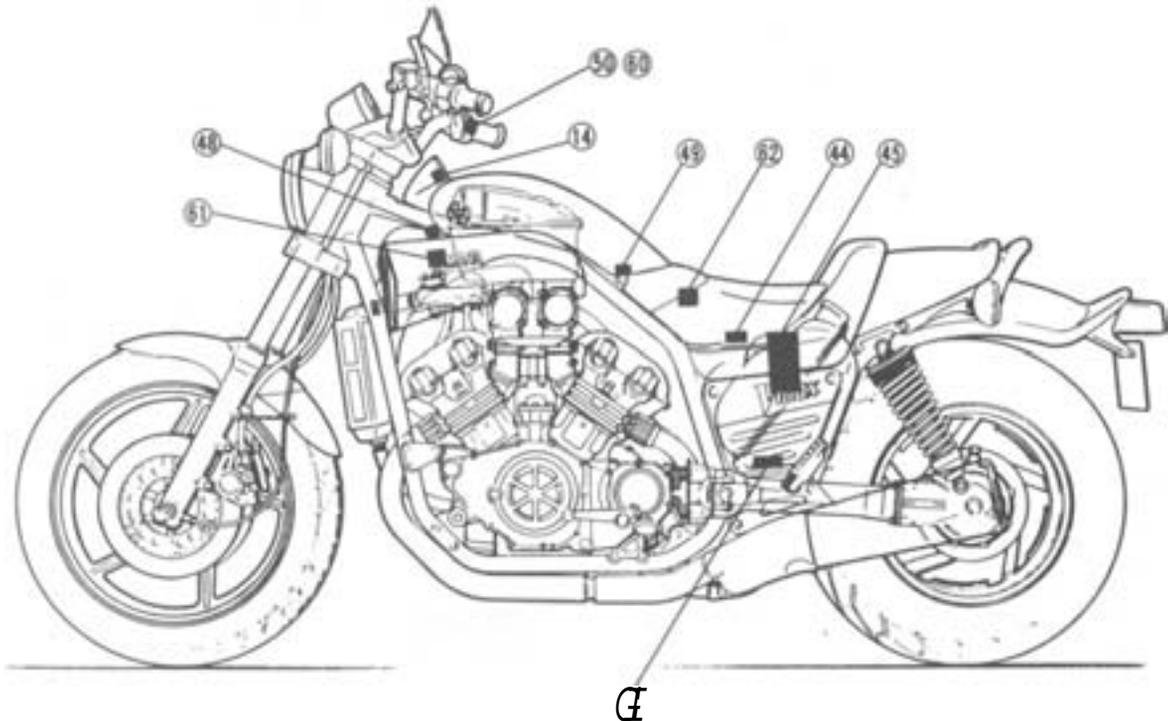


Aforementioned circuit diagram shows fuel pump circuit in wiring diagram.

NOTE:

For the encircled numbers and color codes, see page 7-2.

- 14 "FUEL" indicator light
- 15 Fuel sender unit
- 44 Main fuse
- 45 Battery
- 46 Main switch
- 49 Fuse (IGNITION)
- 50 "ENGINE STOP" switch
- 60 "FUEL" (RESERVE) switch
- 61 Fuel pump relay
- 62 Fuel pump



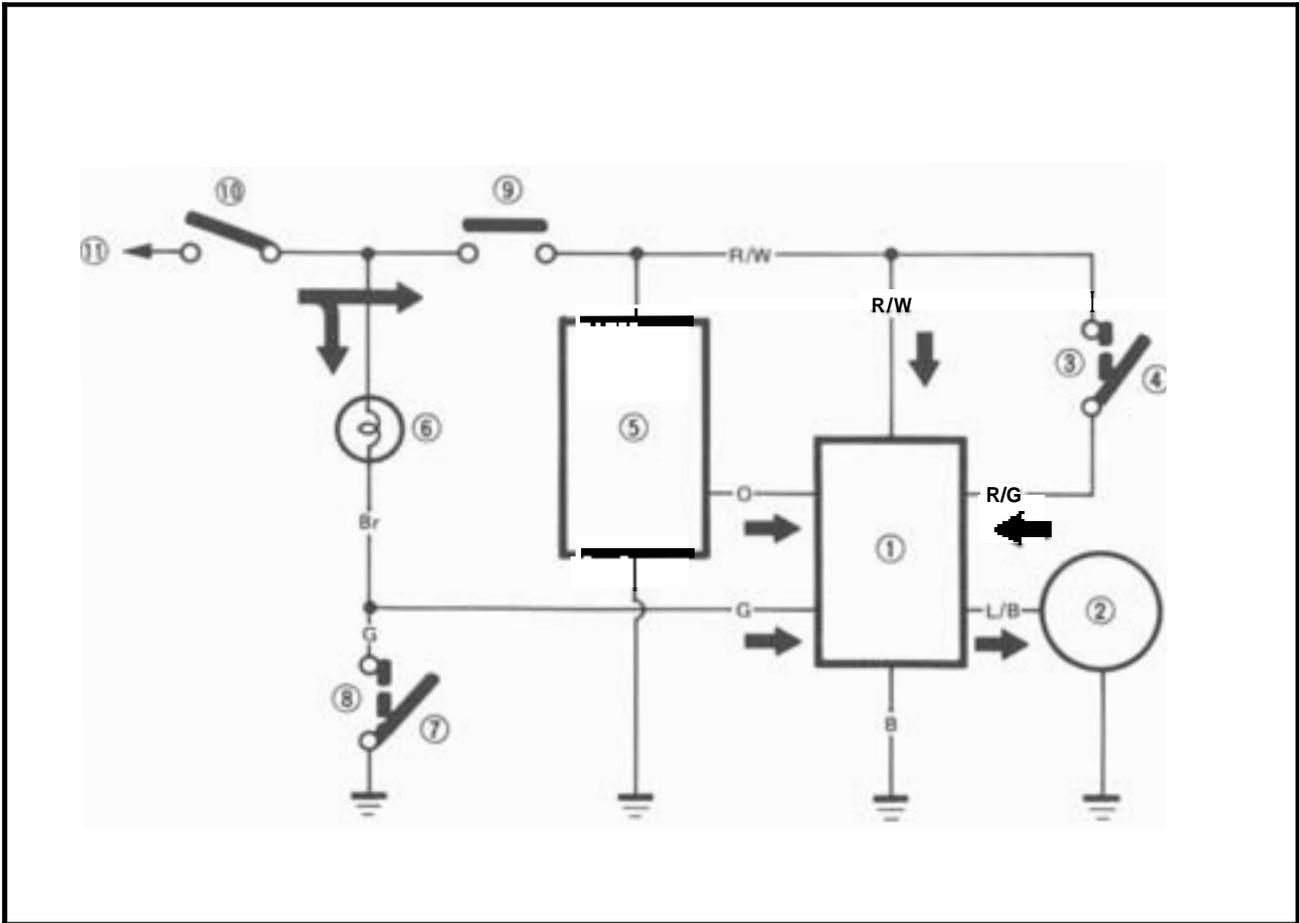


FUEL PUMP CIRCUIT OPERATION

The fuel pump circuit consists of the fuel pump relay, fuel pump, and fuel reserve switch.

The fuel pump starts and stops as indicated in the chart below.

- ① Fuel pump relay
- ② Fuel pump
- ③ Fuel reserve switch in "RES" position
- ④ Fuel reserve switch in "ON" position
- ⑤ Ignitor unit
- ⑥ "FUEL" indicator light
- ⑦ Fuel sender in "FULL" position
- ⑧ Fuel sender in "EMPTY" position
- ⑨ Engine stop switch
- ⑩ Main switch
- ⑪ To main fuse and battery

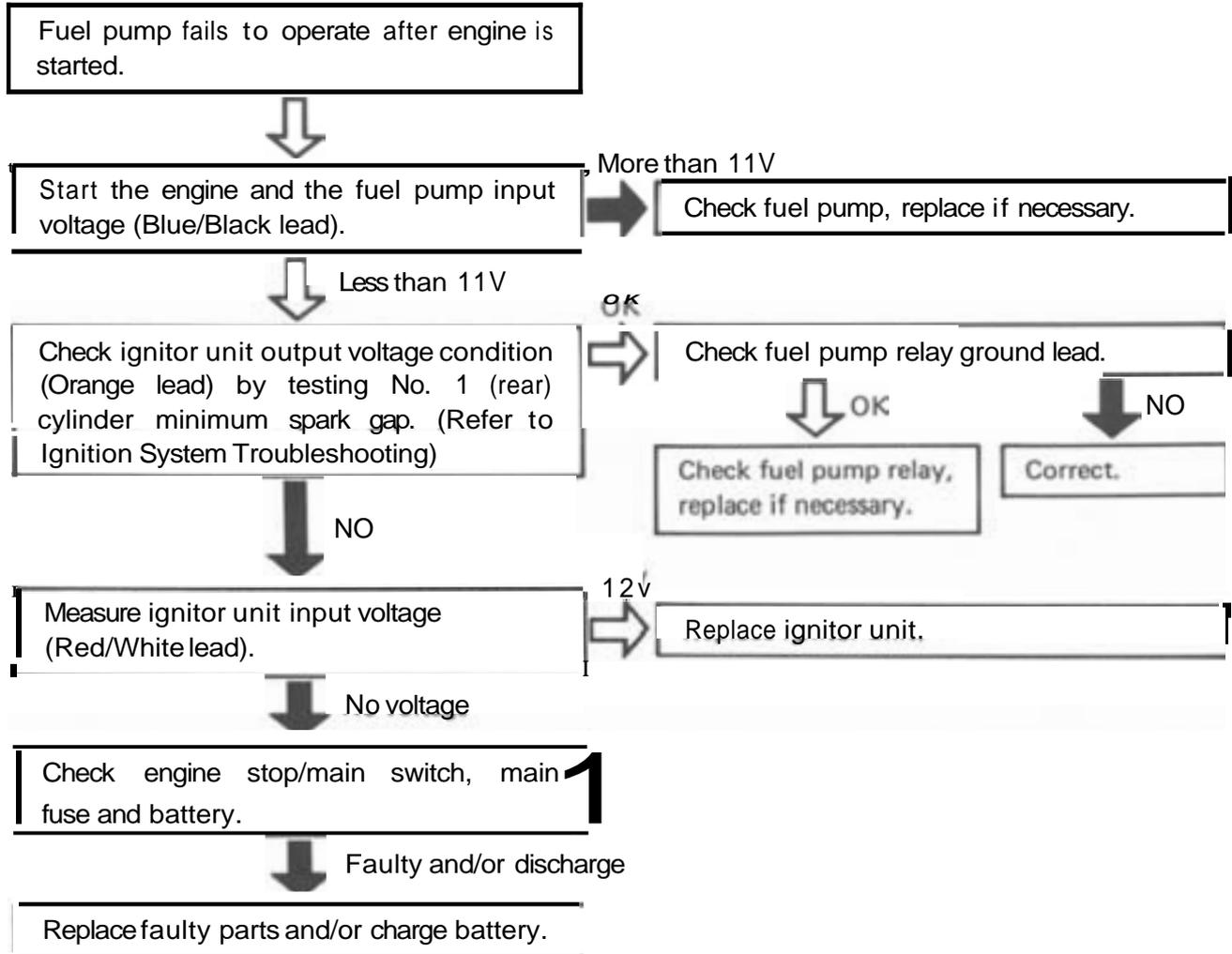


FUEL PUMP			
START		STOP	
<ul style="list-style-type: none"> • Main/Engine stop switch turned to "ON" • Fuel reserve switch turned to "RES" 	<ul style="list-style-type: none"> • Engine turned on 	<ul style="list-style-type: none"> • Fuel warning indicator light comes on 	<ul style="list-style-type: none"> • Engine turned off
For about 5 seconds when carburetor fuel level is low	After about 0.1 second	After about 30 seconds	After about 5 seconds



TROUBLESHOOTING

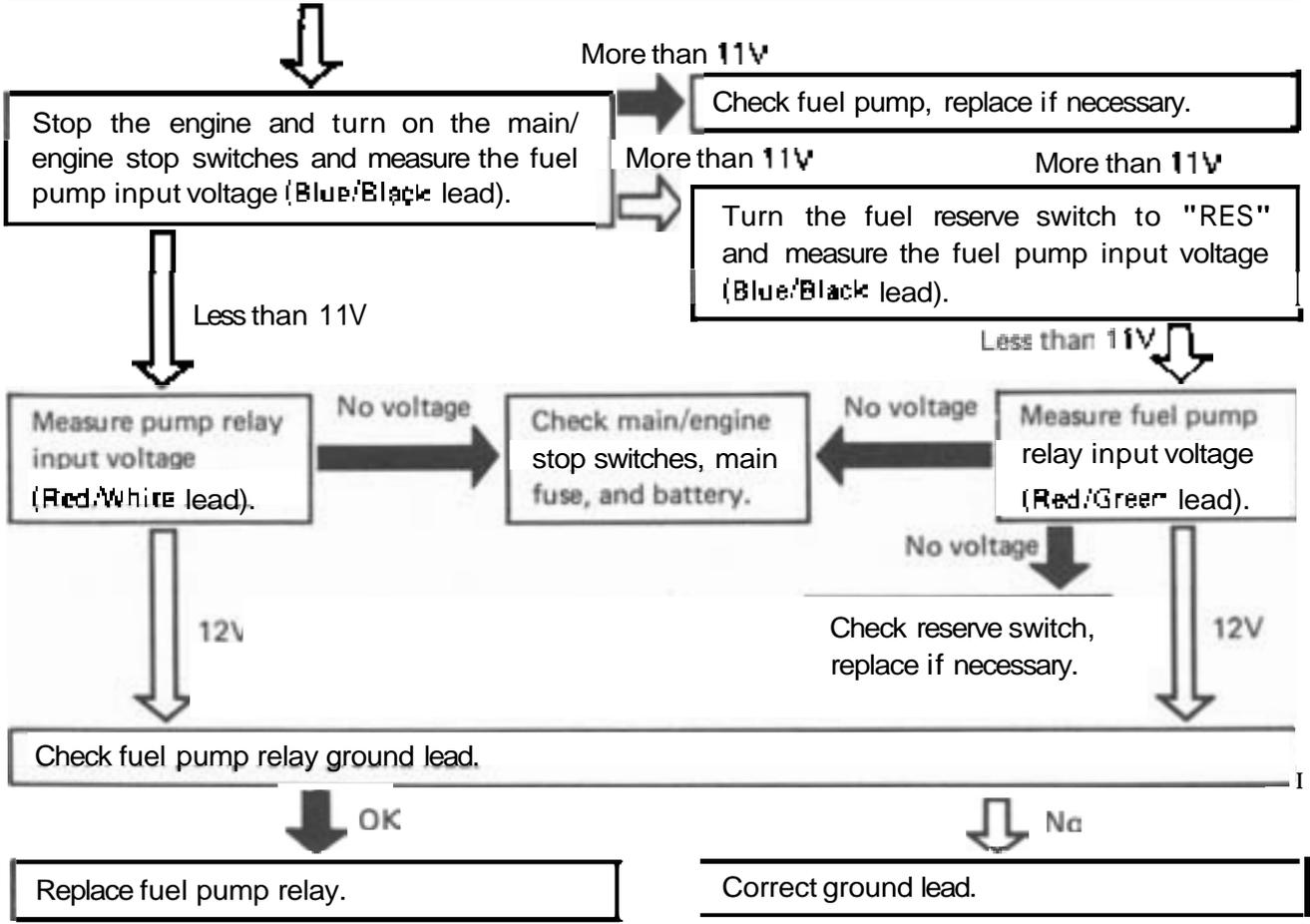
TroubleshootingChart (1)





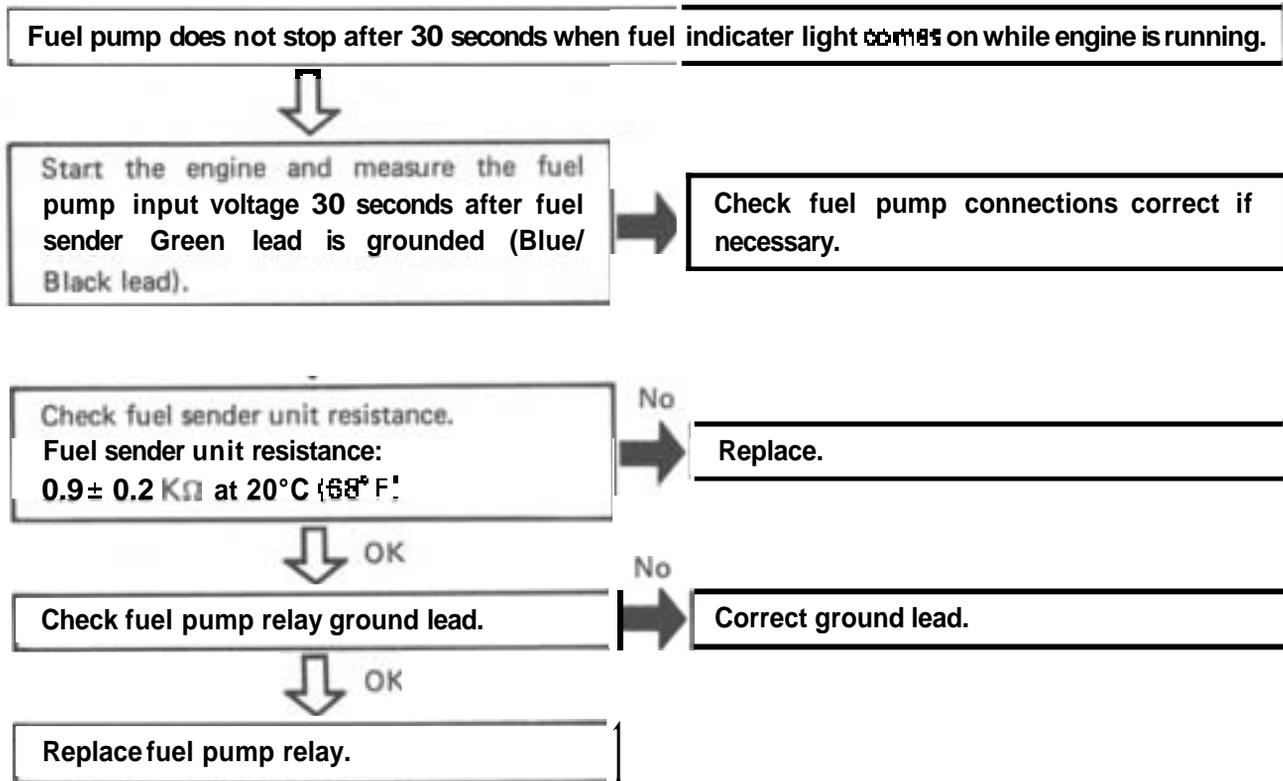
Troubleshooting chart (2)

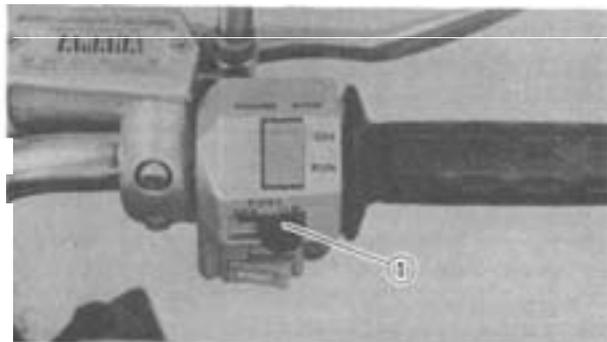
Fuel pump fails to operate for a 5 second interval when carburetor fuel level is low with the main/engine stop switches turned to "ON" and fuel reserve switch turned to "RES".





Troubleshooting Chart (3)





"FUEL" (RESERVE) SWITCH TEST

Switch ① may be checked for continuity with a Pocket Tester (YU-03112) on the "Ohm x 1" position.

Switch Position	Lead Color	
	R/W	R/G
OFF		
ON	○—○	○—○

FUEL PUMP RELAY TEST

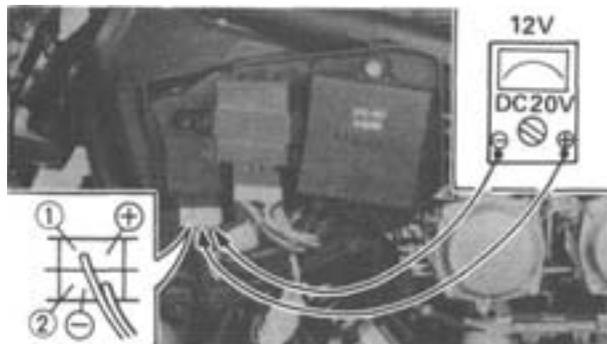
1. Remove:
 - Top cover
 - Cover (left)
2. Check:
 - Fuel pump operation

Refer to "FUEL PUMP TEST" section.
3. Measure:
 - * Battery voltage

Use the Pocket Tester (YU-03112)

Out of specification → Replace relay.

Main and engine stop switches are "ON" position.



	<p>Fuel Pump Relay Input Voltage: 12v</p>
--	--

- ① Red/White
- ② Black

FUEL PUMP TEST

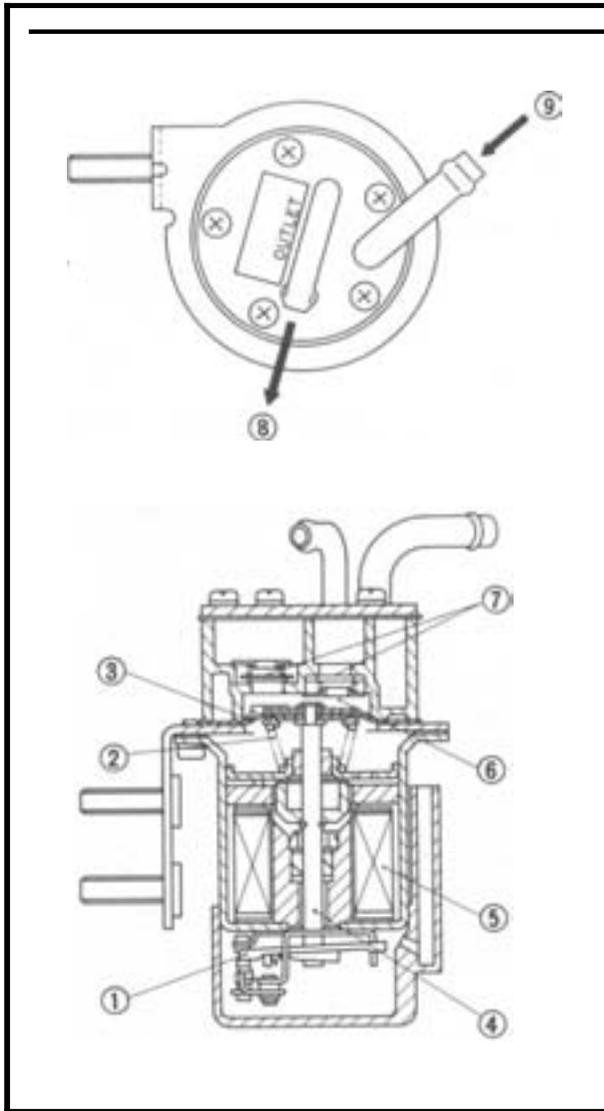
Operation

The diaphragm is pulled left by the plunger allowing fuel to be sucked into the fuel chamber. Fuel is pushed out from the pump until carb float chamber is filled with fuel, and then the cut-off switch cuts off the circuit.

When the spring pushes the diaphragm further to the end, the cut-off switch turns on and the solenoid coil pulls the plunger with the diaphragm forcing fuel into the fuel chamber.

NOTE:

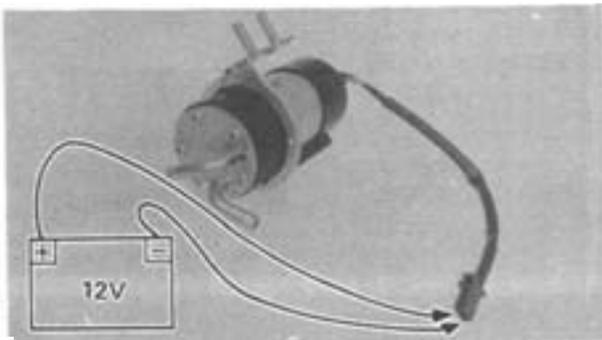
When the main and engine stop switches are ON, the fuel pump relay is activated for five (5) seconds at which time the fuel pump operates.



- ① Cut-out switch
- ② Spring
- ③ Diaphragm
- ④ Plunger
- ⑤ Solenoid coil
- ⑥ Fuel chamber
- ⑦ Valve
- ⑧ Outlet
- ⑨ Inlet

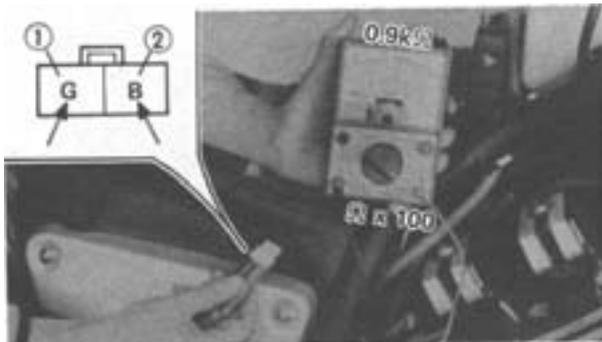
Inspection

1. Connect:
 - Battery (12V)
2. Check:
 - Fuel pump operation
 - Faulty operation → Replace.
3. Inspect:
 - Fuel pump
 - Cracks/Damage → Replace.



FUEL SENDER UNIT TEST

1. Remove:
 - Seal
 - Top cover
2. Measure:
 - Fuel sender unit resistance
 - Out of specification → Replace.

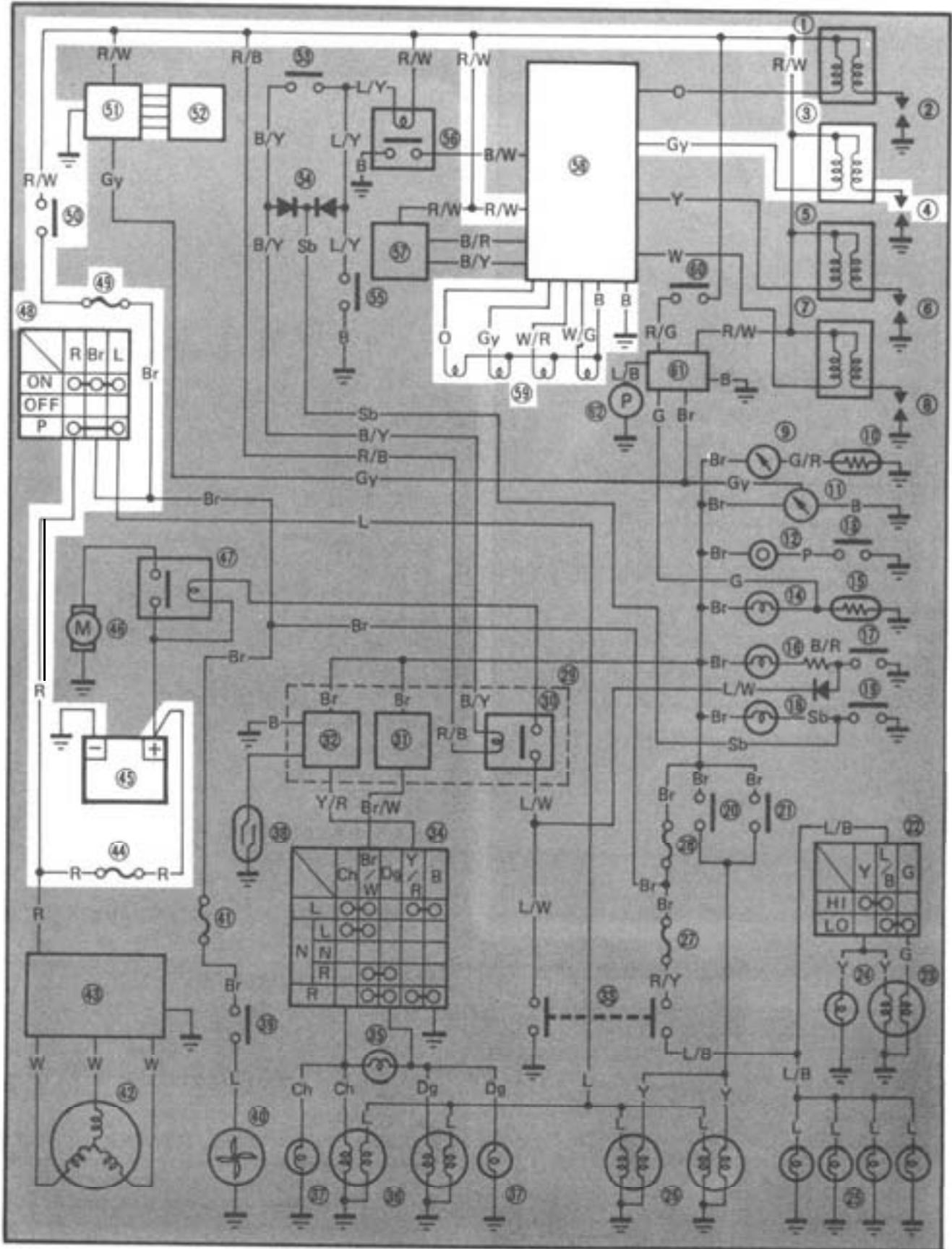


	<p>Fuel Sender Unit Resistance: $0.9 \pm 0.2 \text{ K}\Omega$ at 20°C (68°F)</p>
---	---

- ① Green
- ② Black

V-BOOST SYSTEM

CRCUI' DIAGRAM

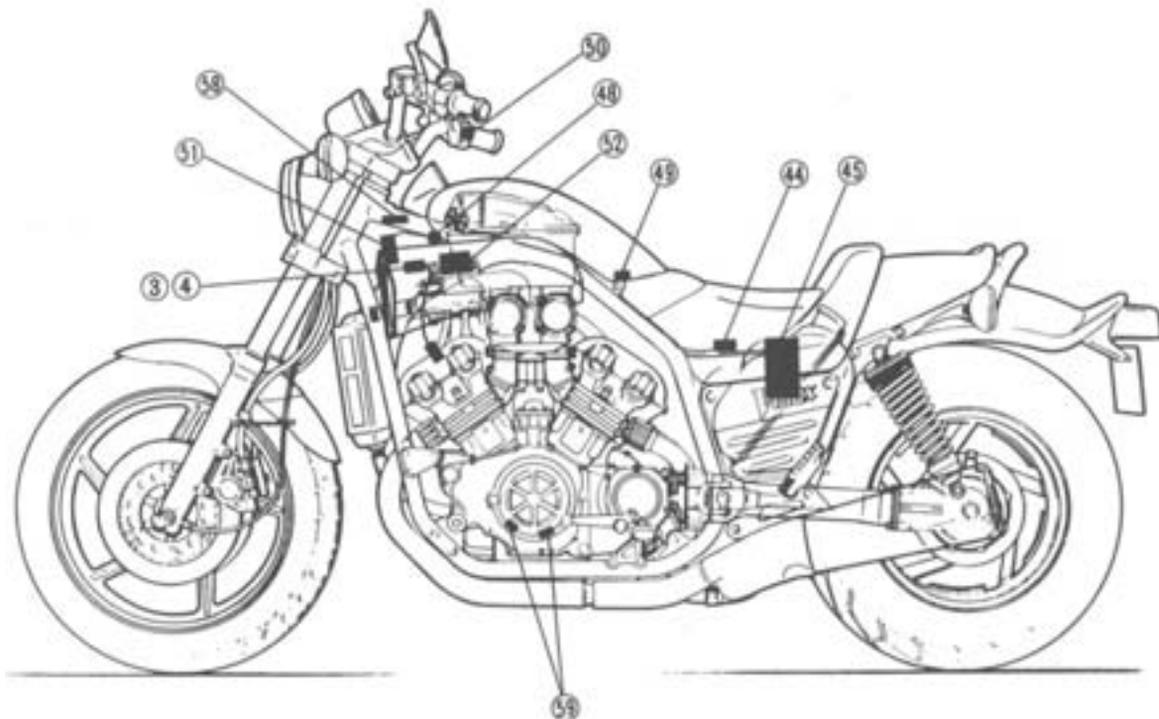


Aforementioned circuit diagram shows V-boost circuit in wiring diagram.

NOTE:

For the encircled numbers and color codes, see page 7-2.

-  Ignition coil #2
-  Spark plug #2
-  Main fuse
-  Battery
-  Main switch
-  Fuse (IGNITION)
-  "ENGINE STOP" switch
-  V-boost valve control unit
-  Servo motor
-  Ignitor unit
-  Pick-up coil (#1 ~ #4)



V-BOOST SYSTEM

Description

The V-Boost consists of a servomotor, a control cable, special intake joints and butterfly valves. The front and rear cylinders are connected by the special intake joint. In the middle of the intake joint is the butterfly valve.

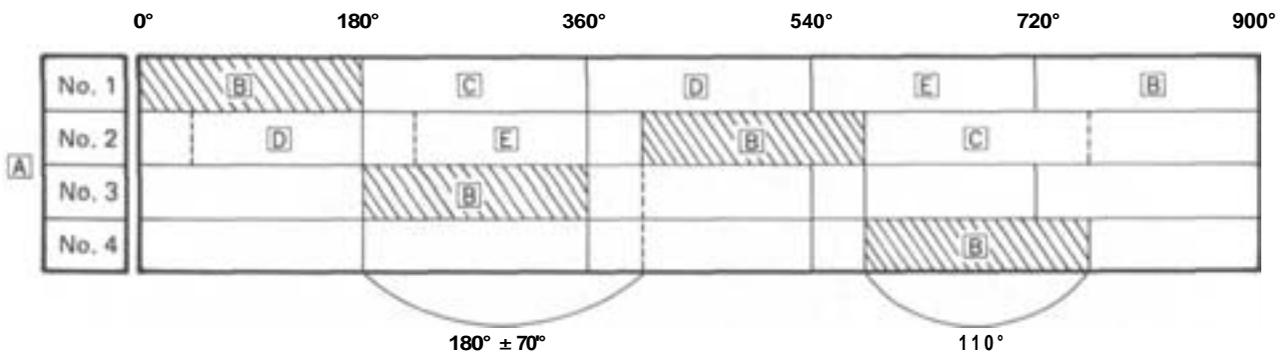
The butterfly valve is opened and closed by the servomotor. And this valve is securely closed by means of its return spring.

The servomotor senses rpm from engine's ignition signals and controls the butterfly valve operation. The butterfly valve begins to open at approximately 6,000 r/min and fully opens at approximately 8,000 r/min.

For example, while the #1 cylinder is in the intake stroke, the #2 cylinder is in the combustion stroke and consequently the #2 carb is at rest. If the butterfly valve opens in this state, an air fuel mixture flows into the #1 cylinder through the #1 and #2 carbs (as in the super-charger system).

This results in an increased intake efficiency per cylinder, leading to higher performance.

- A** CYLINDER
- B** COMBUSTION
- C** EXHAUST
- D** INTAKE
- E** COMPRESSION



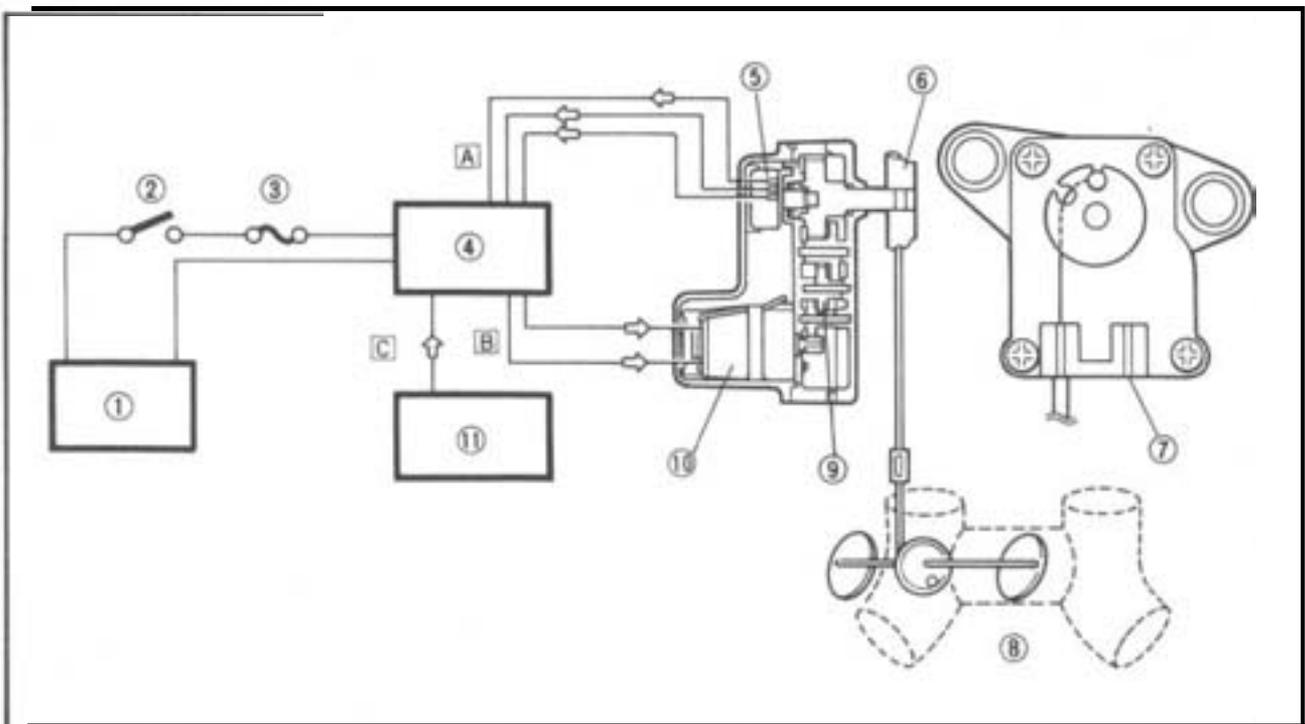


Operation

There is a lag in time between the starting of the servo motor and the opening of the butterfly valves. This lag is caused by a slack provided with the control cam.

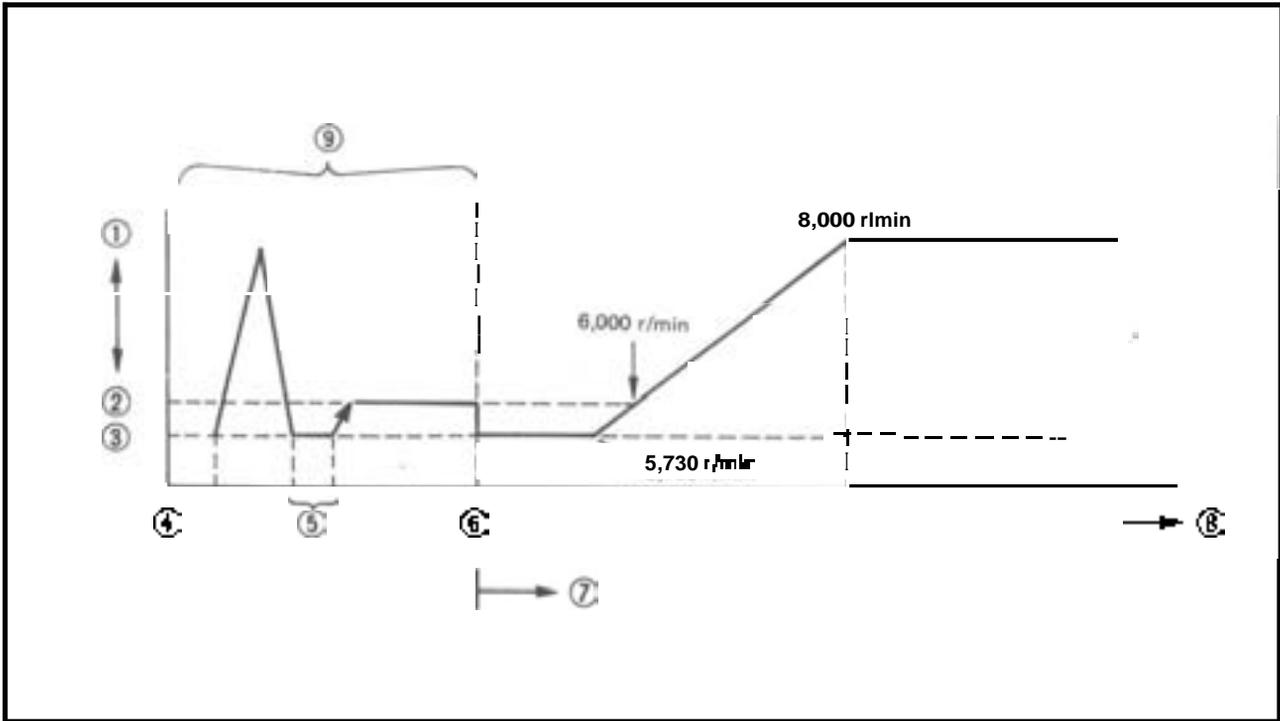
Therefore, the servo motor starts to operate at 5,730 engine r/min but the valves begin to open at 6,000 r/min.

- ① Battery
- ② Main switch
- ③ Fuse
- ④ V-boost valve control unit
- ⑤ Potentiometer
- ⑥ Drive pulley
- ⑦ Vacancy
- ⑧ Butterfly valve
- ⑨ Reduction gear
- ⑩ Servo motor
- ⑪ Ignitor unit
- A Valve angle information
- B Motor drive
- C Revolution information





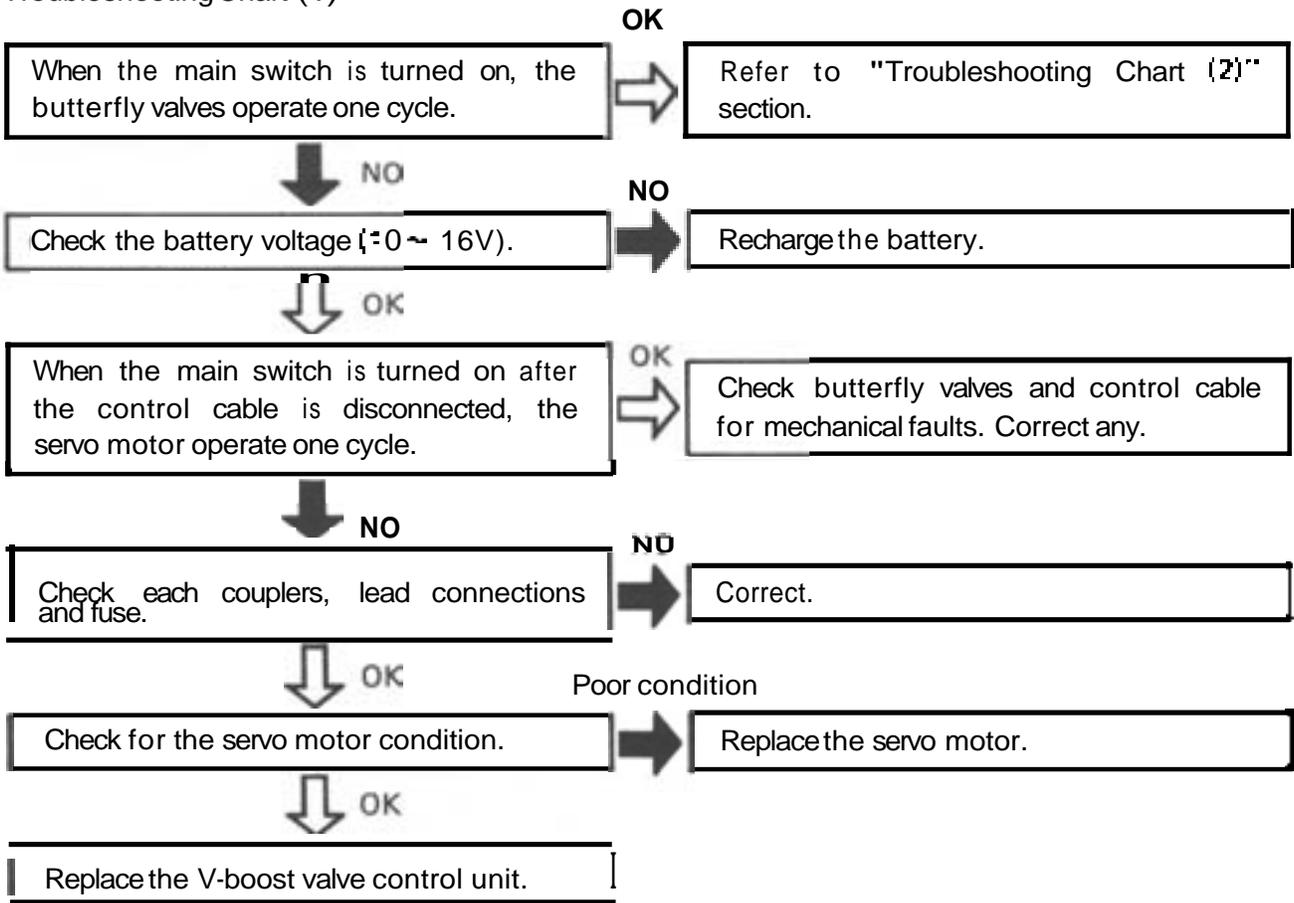
- ① Valve opens
- ② Valve closed
- ③ Servo motor starts
- ④ Main switch "ON"
- ⑤ 1 second
- ⑥ Engine starting
- ⑦ Increased engine speed
- ⑧ Time
- ⑨ Initial operation





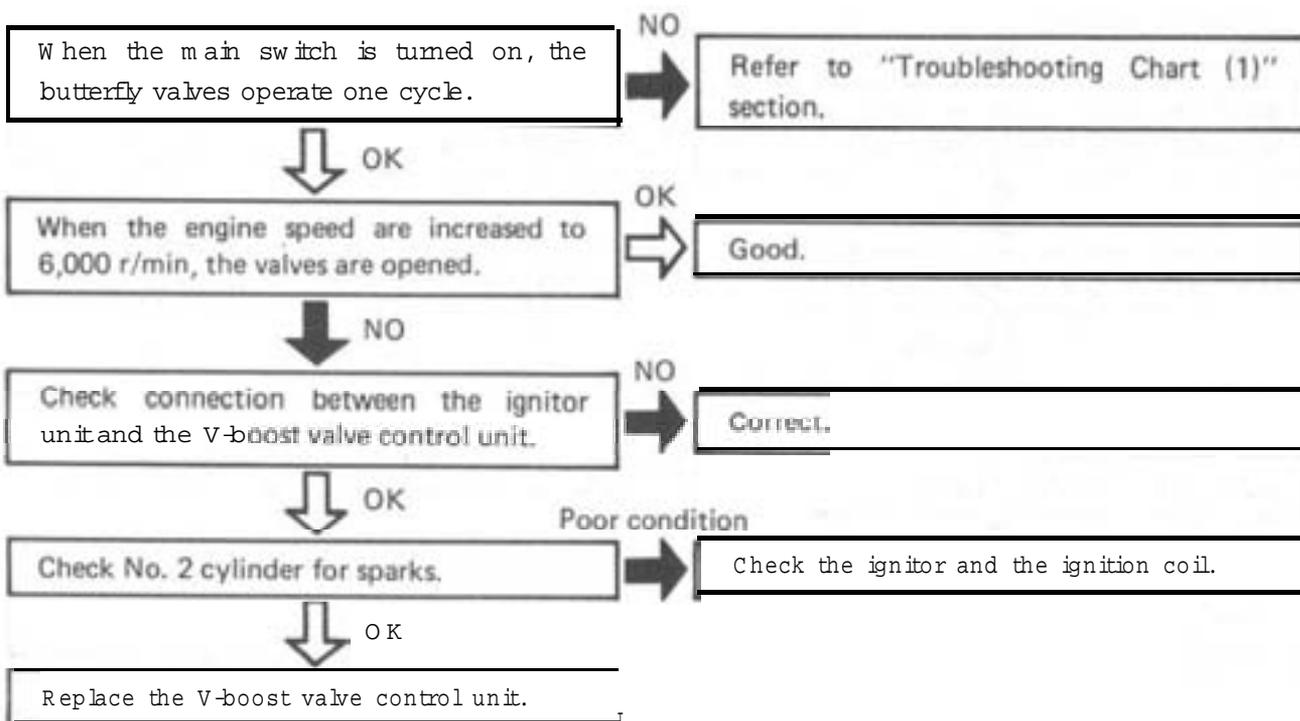
TROUBLESHOOTING

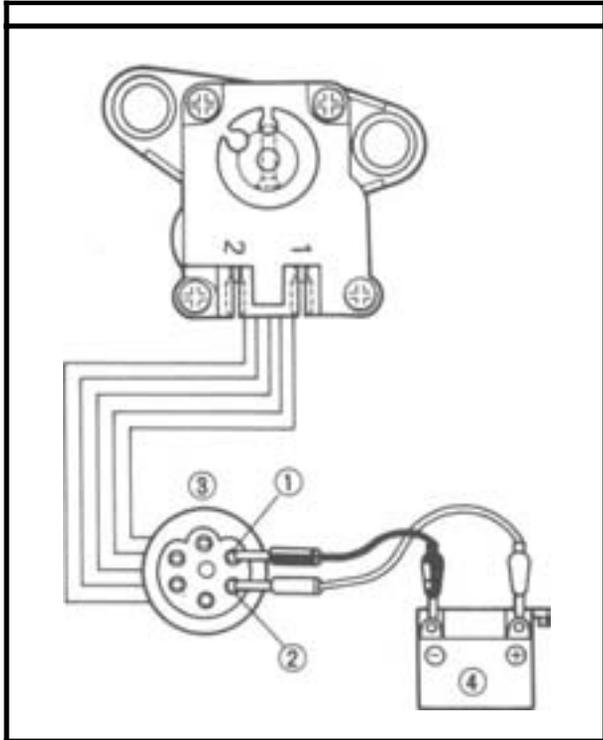
Troubleshooting Chart (1)





Troubleshooting Chart (2)

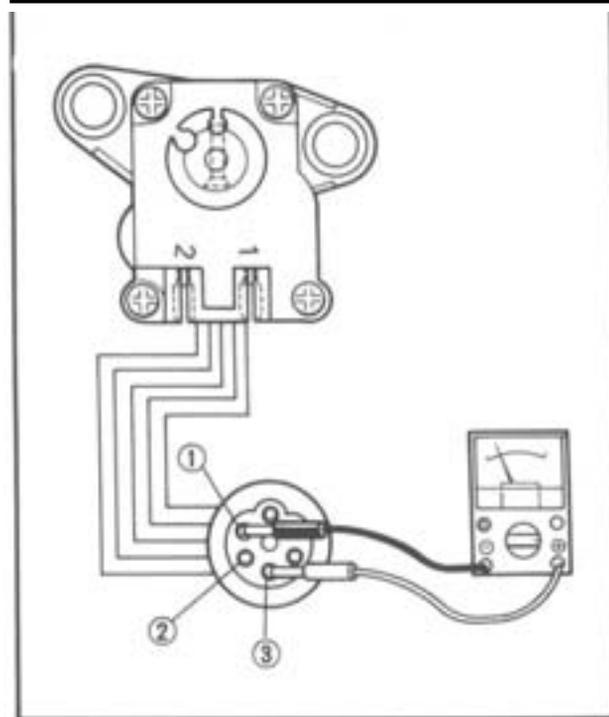




SERVO MOTOR TEST

1. Disconnect:
 - Servo motor coupler (3)
2. Connect:
 - Battery (12V) (4)
3. Check:
 - Servo motor operation
 - Not operation → Replace.

- ① Black/Red
- ② Black/Yellow



4. Measure:
 - Potentiometer resistance
 - Use the Pocket Tester (YU-Q3112)
 - Out of specification → Replace.



Potentiometer Resistance:
 $7.5 \text{ K}\Omega \pm 30\%$ at 20°C (68°F)
 $① - ③$, $(① - ②) + (② - ③)$

- ① Yellow/Blue
- ② White/Red
- ③ White/Black

CHAPTER 8. APPENDICES

SPECIFICATIONS	8-1
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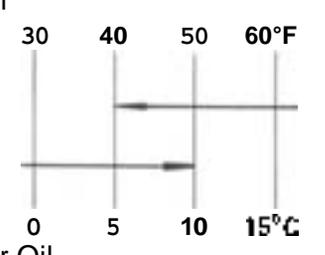


SPECIFICATIONS

APPENDICES

SPECIFICATIONS

GENERAL SPECIFICATIONS

Model	VMX12N/NC
Model Code Number Engine Starting Number Vehicle Identification Number	1FK VMX12NC 1JH 1FK-000101 VMX12NC: 1JH-0001G1 JYA*FK0C*FA000*01 VMX12NC JYA1JH00*FA00010:
Dimensions: Overall Length Overall Width Overall Height Seat Height Wheelbase Minimum Ground Clearance	2,300 mm (90.6 in) 795 mm (31.3 in) 1,160 mm (45.7 in) 765 mm (30.1 in) 1,590 mm (62.6 in) 145 mm (5.7 in)
Basic Weight: Weight Oil and Full Fuel Tank	274 kg (604 lb) VMX12NC 275 kg (606 lb)
Minimum Turning Radius:	2,790 mm (110 in)
Engine: Engine Type Cylinder Arrangement Displacement Bore x Stroke Compression Ratio Compression Pressure Starting System	Liquid cooled 4-stroke gasoline, DOHC V-4 cylinder 1,198 cm ³ 76 x 66 mm (2.992 x 2.598 in) 10.5 : 1 1,422 kPa (14.5 kg/cm ² , 206 psi) Electric starter
Lubrication System:	Wet sump
Oil Type or Grade: Engine Oil  Final Gear Oil	Yamalube 4-cycle oil or SAE 20W40 type SE motor oil (If temperature does not go below 5°C (40°F)) SAE 10W30 type SE motor oil (If temperature does not go above 15°C (60°F)) SAE 80 API "GL-4" Hypoid gear oil
Oil Capacity: Engine Oil : Periodic Oil Change With Oil Filter Replacement Total Amount Final Gear Case: Total Amount	3.5 L (3.1 Imp qt, 3.7 US qt) 3.8 L (3.3 Imp qt, 4.0 US qt) 4.7 L (4.1 Imp qt, 5.0 US qt) 0.2 L (0.18 Imp qt, 0.21 US qt)
Radiator Capacity: (Including All routes)	3.05 L (2.69 Imp qt, 3.22 US qt)
Air Filter:	Dry type element
Fuel: Type Tank Capacity: Total Reserve	Regular gasoline 15.0 L (3.3 Imp gal, 4.0 US gal) 3.0 L (0.66 Imp gal, 0.80 US gal)

SPECIFICATIONS



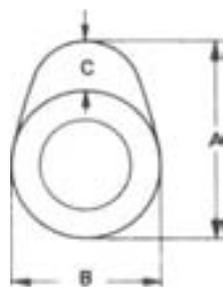
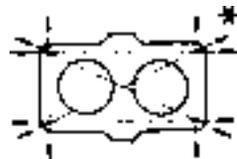
Model	VMX12N/NC	
Carburetor: Type/Manufacturer	BDS 34 x 4/MIKUN*	
Spark Plug: Type/Manufacturer Gap	DPR8EA-9/NGK, X24EPF-U9/IPPONDENSO 0.8 ~ 0.9 mm (0.031 ~ 0.035 in)	
Clutch Type:	Wet, multiple-disc	
Transmission: Primary Reduction System Primary Reduction Ratio Secondary Reduction System Secondary Reduction Ratio Transmission Type Operation Gear Ratio:	Spar gear 87/49 (1.775) Shaft drive 21/27 x 33/9 (2.851) Constant mesh, 5-speed Left foot operation 1st 43/17 (2.529) 2nd 39/22 (1.772) 3rd 31/23 (1.347) 4th 28/26 (1.077) 5th 26/28 (0.928)	
Chassis: Frame Type Caster Angle Trail	Double cradle 29° 119 mm (4.7 in)	
Tire: Type Size (F) Size (R) Wear Limit	Tubelless 110/90V18 BRIDGESTONE M120/DUNLOP F17 150/90V15 BRIDGESTONE M335/DUNLOP M072C 1.6 mm (0.04 in)	
Tire Pressure (Cold Tire): Basic Weight: With Oil and Full Fuel Tank Maximum Load*	274 kg (604 lb) VMX12NC 275 kg (606 lb) 225 kg (496 lb)	
Cold Tire Pressure:	FRONT	REAR
Up to 90 kg (198 lb) Load*	235 kPa (2.4 kg/cm ² , 34 psi)	255 kPa (2.6 kg/cm ² , 36 psi)
90 kg (198 lb) ~ 225 kg (496 lb) Load*	235 kPa (2.4 kg/cm ² , 34 psi)	275 kPa (2.8 kg/cm ² , 40 psi)
High Speed Riding	235 kPa (2.4 kg/cm ² , 34 psi)	255 kPa (2.6 kg/cm ² , 36 psi)
	* Load is the total weight of cargo, rider, passenger, and accessories.	
Brake: Front Operation Rear Operation	Dual disc brake Right hand operation Single disc brake Right foot operation	
Suspension: Front Suspension Rear Suspension	Telescopic fork Swing arm	

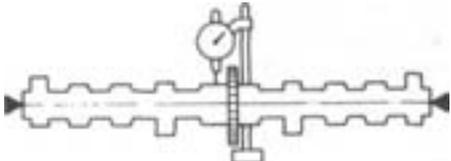
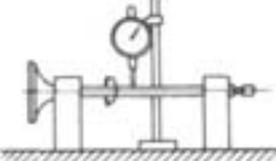
Model	VMX12N/NC
Shock Absorber: Front Shock Absorber Rear Shock Absorber	Air/Coil spring, Oil damper Coil spring, Oil damper
Wheel Travel: Front Wheel Travel Rear Wheel Travel	140 mm (5.5 in) 100 mm (3.9 in)
Electrical: Ignition System Generator System Battery Type or Model Battery Capacity	T.C. I. A.C. magneto generator YB16AL-A2 12V 16AH
Headlight Type:	Bulb type (Quartz bulb)
Bulb Wattage x Quantity: Headlight Tail/Brake Light Flasher Light Parking/Running Light Indicator Light: "NEUTRAL" "HIGH BEAM" "OIL LEVEL" "TURN" "FUEL" Meter Light	12V, 60W/55W x 1 12V, 8W/27W x 2 12V, 27W x 4 12V, 8W x 2 12V, 3w x 1 12V, 3w x 4

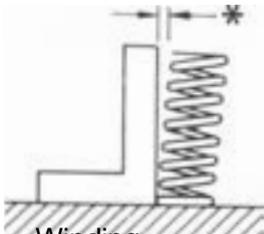
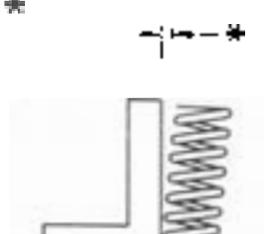
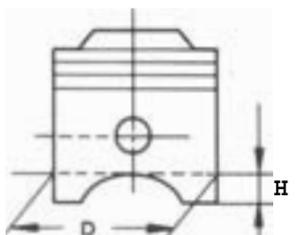
MAINTENANCE SPECIFICATIONS

Engine

Model	VMX12N/NC
Cylinder Head: Warp Limit*	0.03 mm (0.0012 in)
Cylinder: Bore Size Taper Limit Out of Round Limit	75.07 ~ 76.02 mm (2.956 ~ 2.993 in) 0.05 mm (0.002 in) 0.05 mm (0.002 in)
Camshaft: Drive Method Cam Cap Inside Dia. Camshaft Outside Dia. Shaft-to-Cap Clearance Cam Dimensions Intake "A" < Limit > Intake "B" < Limit > Exhaust "A" < Limit > Exhaust "B" < Limit >	Chain drive (Center) 25.000 ~ 25.021 mm (0.9843 ~ 0.9851 in) 24.967 ~ 24.980 mm (0.9830 ~ 0.9835 in) 0.020 ~ 0.054 mm (0.0008 ~ 0.0021 in) 36.25 ~ 36.35 mm (1.427 ~ 1.431 in) 36.15 mm (1.423 in) 28.02 ~ 28.12 mm (1.103 ~ 1.107 in) 27.02 mm (1.064 in) 36.25 ~ 36.35 mm (1.427 ~ 1.431 in) 36.15 mm (1.423 in) 28.02 ~ 28.12 mm (1.103 ~ 1.107 in) 27.02 mm (1.064 in)

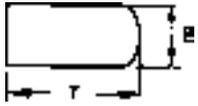
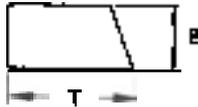
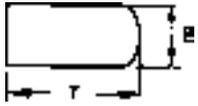
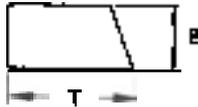
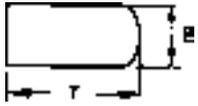
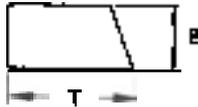
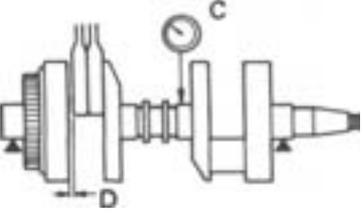
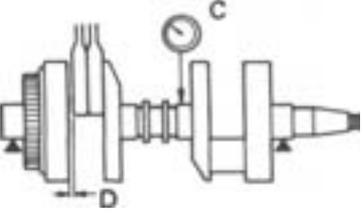
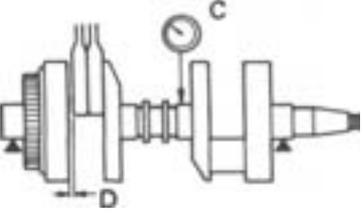


Model	VMX12N/NC	
Camshaft Runout Limit 	0.03 mm (0.0012 in)	
Cam Chain: Cam Chain Type/No of Links Cam Chain Adjustment Method	DID219FTS/118 Automatic	
Valve, Valve Seat, Valve Guide: Valve Clearance (Cold):	IN. EX.	0.11 ~ 0.15 mm (0.004 ~ 0.006 in) 0.26 ~ 0.30 mm (0.010 ~ 0.012 in)
		
"A" Head Dia.	IN. EX.	30.4 ~ 30.6 mm (1.197 ~ 1.205 in) 24.9 ~ 25.1 mm (0.980 ~ 0.988 in)
"B" Face Width	IN. EX.	1.6 ~ 3.1 mm (0.063 ~ 0.122 in)
"C" Seat Width	IN. EX.	1.3 ~ 2.4 mm (0.051 ~ 0.095 in)
< Limit >	IN. EX.	0.9 ~ 1.1 mm (0.035 ~ 0.043 in) 0.9 ~ 1.1 mm (0.035 ~ 0.043 in)
"D" Margin Thickness	IN. EX.	1.4 mm (0.055 in) 1.4 mm (0.055 in)
< Limit >	IN. EX.	1.1 ~ 1.5 mm (0.043 ~ 0.059 in) 1.1 ~ 1.5 mm (0.043 ~ 0.059 in)
Stem Outside Dia.	IN. EX.	0.7 mm (0.028 in) 0.7 mm (0.028 in)
< Limit >	IN. EX.	5.475 ~ 5.490 mm (0.2156 ~ 0.2161 in) 5.460 ~ 5.475 mm (0.2150 ~ 0.2156 in)
Guide Inside Dia.	IN. EX.	5.445 mm (0.214 in) 5.420 mm (0.213 in)
< Limit >	IN. EX.	5.500 ~ 5.512 mm (0.2165 ~ 0.2170 in) 5.500 ~ 5.512 mm (0.2165 ~ 0.2170 in)
Stem-to-Guide Clearance	IN. EX.	5.550 mm (0.219 in) 5.550 mm (0.219 in)
< Limit >	IN. EX.	0.010 ~ 0.037 mm (0.0004 ~ 0.0015 in) 0.025 ~ 0.052 mm (0.0010 ~ 0.0020 in)
Stem Runout Limit	IN. EX.	0.08 mm (0.0031 in) 0.10 mm (0.0039 in) 0.01 mm (0.0004 in)
		

Model	VMX12N/VC
<p>Valve Spring: Inner Spring: Free Length IN. 39.65 mm (1.561 in) EX. 39.65 mm (1.561 in) < Limit > IN. 37.45 mm (1.474 in) EX. 37.45 mm (1.474 in) Set Length (Valve Closed) IN. 31.8 mm (1.25 in) EX. 31.8 mm (1.25 in) Compressed Pressure (Installed) IN. 6.29 ~ 7.39 kg (13.9 ~ 16.3 lb) EX. 6.29 ~ 7.39 kg (13.9 ~ 16.3 lb) Tilt Limit* IN. 2.5° / 1.7 mm (0.067 in) EX. 2.5° / 1.7 mm (0.067 in)</p>  <p>Direction of Winding IN. Left EX. Left</p> <p>Outer Spring: Free Length IN. 41.10 mm (1.618 in) EX. 41.10 mm (1.618 in) < Limit > IN. 38.90 mm (1.531 in) EX. 38.90 mm (1.531 in) Set Length (Valve Closed) IN. 33.8 mm (1.331 in) EX. 33.8 mm (1.331 in) Compressed Pressure (Installed) IN. 13.3 ~ 15.7 kg (29.3 ~ 34.6 lb) EX. 13.3 ~ 15.7 kg (29.3 ~ 34.6 lb) Tilt Limit* IN. 2.5° / 1.8 mm (0.071 in) EX. 2.5° / 1.8 mm (0.071 in)</p>  <p>Direction of Winding IN. Right EX. Right</p>	
<p>Piston: Piston Clearance < Limit > Piston Size "D" Measuring Point "H"</p> 	<p>0.055 ~ 0.075 mm (0.0022 ~ 0.0030 in) 0.15 mm (0.0059 in) 75.905 ~ 75.955 mm (2.9884 ~ 2.9903 in) 6.2 mm (0.244 in)</p>

SPECIFICATIONS



Model	VMX12N																																	
Oversize: <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 20px;">1st</td> <td>76.25 mm (3.002 in)</td> </tr> <tr> <td>2nd</td> <td>76.50 mm (3.012 in)</td> </tr> </table>	1st	76.25 mm (3.002 in)	2nd	76.50 mm (3.012 in)																														
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2nd	76.50 mm (3.012 in)																																	
Piston Ring: <table style="margin-left: 20px; border: none;"> <tr> <td style="vertical-align: top;"> Top Ring: Type Dimensions (B x T) End Gap (Installed) < Limit > Side Clearance (Installed) < Limit > </td> <td style="vertical-align: top; text-align: center;">  </td> <td style="vertical-align: top;"> Barrel 3.1 x 1.0 mm (0.122 x 0.040 in) 0.35 ~ 0.50 mm (0.0138 ~ 0.0197 in) 0.75 mm (0.0295 in) 0.03 ~ 0.07 mm (0.0012 ~ 0.0028 in) 0.12 mm (0.0047 in) </td> </tr> <tr> <td style="vertical-align: top;"> 2nd Ring: Type Dimensions (B x T) End Gap (Installed) < Limit > Side Clearance < Limit > </td> <td style="vertical-align: top; text-align: center;">  </td> <td style="vertical-align: top;"> Taper 3.1 x 1.2 mm (0.122 x 0.047 in) 0.35 ~ 0.50 mm (0.0138 ~ 0.0197 in) 0.75 mm (0.0295 in) 0.02 ~ 0.06 mm (0.0008 ~ 0.0024 in) 0.12 mm (0.0047 in) </td> </tr> <tr> <td style="vertical-align: top;"> Oil Ring: Dimensions (B x T) End Gap (Installed) </td> <td style="vertical-align: top; text-align: center;">  </td> <td style="vertical-align: top;"> 3.1 x 2.5 mm (0.122 x 0.098 in) 0.2 ~ 0.8 mm (0.0080 ~ 0.032 in) </td> </tr> </table>	Top Ring: Type Dimensions (B x T) End Gap (Installed) < Limit > Side Clearance (Installed) < Limit >		Barrel 3.1 x 1.0 mm (0.122 x 0.040 in) 0.35 ~ 0.50 mm (0.0138 ~ 0.0197 in) 0.75 mm (0.0295 in) 0.03 ~ 0.07 mm (0.0012 ~ 0.0028 in) 0.12 mm (0.0047 in)	2nd Ring: Type Dimensions (B x T) End Gap (Installed) < Limit > Side Clearance < Limit >		Taper 3.1 x 1.2 mm (0.122 x 0.047 in) 0.35 ~ 0.50 mm (0.0138 ~ 0.0197 in) 0.75 mm (0.0295 in) 0.02 ~ 0.06 mm (0.0008 ~ 0.0024 in) 0.12 mm (0.0047 in)	Oil Ring: Dimensions (B x T) End Gap (Installed)		3.1 x 2.5 mm (0.122 x 0.098 in) 0.2 ~ 0.8 mm (0.0080 ~ 0.032 in)																									
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Connecting Rod: <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 20px;">Oil Clearance</td> <td>0.021 ~ 0.045 mm (0.0008 ~ 0.0018 in)</td> </tr> <tr> <td>Bearing Color Code</td> <td>1. Blue 2. Black 3. Brown 4. Green 5. Yellow 6. Pink</td> </tr> </table>	Oil Clearance	0.021 ~ 0.045 mm (0.0008 ~ 0.0018 in)	Bearing Color Code	1. Blue 2. Black 3. Brown 4. Green 5. Yellow 6. Pink																														
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Model	VMX12N/NC
Shifter: Shifter Type Guide Bar Bending Limit	Guide Bar 0.025 mm (0.001 in)
Carburetor: I.D. Mark Main Jet (M.J.) Main Air Jet (M.A.J.) Jet Needle (J.N.) Needle Jet (N.J.) Pilot Jet (P.J.) Pilot Air Jet (P.A.J. 1) (P.A.J. 2) Pilot Screw (P.S.) Pilot Outlet (P.O.) Bypass (B.P. 1) (B.P. 2) (B.P. 3) Valve Seat Size (V.S.) Starter Jet (G.S. 1) (G.S. 2) Fuel Level Engine Idling Speed Vacuum Pressure at Idling Speed Vacuum Synchronous Difference	1FKOO VMX12NC 1J00 $\pm 1 \& 3 : \pm 152.5 \pm 2 \& 4 : \pm 150$ $\phi 2.0$ 5E243 Y-0 ± 37.5 ± 90 ± 170 Preset 0.9 0.8 0.8 0.9 1.5 #45 ± 0.8 16 \pm 1.0 mm (0.63 \pm 0.04 in) 950 ~ 1,050 r/min Above 170 mm Hg (6.69 in Hg) Below 20 mm Hg (0.79 in Hg)
Fuel Pump: Type Consumption Amperage (Max.) Out-put Pressure	Electircal type 1.0A 16.2 ~ 20.1 kPa (0.165 ~ 0.205 kg/cm ² , 2.35 ~ 2.92 psi)
Lubrication System: Oil Filter Type Oil Pump Type: Tip Clearance < Limit > Side Clearance < Limit > Bypass Valve Setting Pressure Relief Valve Operating Pressure	Paper type Trochoid type 0 ~ 0.12 mm (0 ~ 0.0047 in) 0.17 mm (0.0067 in) 0.03 ~ 0.08 mm (0.0012 ~ 0.0031 in) 0.08 mm (0.0031 in) 167 ~ 235 kPa (1.7 ~ 2.4 kg/cm ² , 24 ~ 34 psi) 432 ~ 549 kPa (4.4 ~ 5.6 kg/cm ² , 63 ~ 80 psi)

TIGHTENING TORQUE

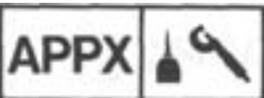
Part to be Tightened	Part Name	Thread Size	Q'ty	Tightening Torque			Remarks
				Nm	m·kg	ft·lb	
Camshaft Cap	Bolt	M6 x 1.0	32	10	1.0	7.2	
Spark Plug	—	M12 x 1.25	4	17.5	1.75	12.5	
Cylinder Head	Nut	M12 x 1.25	16	43	4.3	31	
Cylinder Head Cover	Bolt	M6 x 1.0	16	10	1.0	7.2	
Connecting Rod	Bolt	M8 x 0.75	8	36	3.6	25	
AC Magneto Rotor	Bolt	M12 x 1.25	1	130	13.0	94	
Cam Sprocket	Flange bolt	M7 x 1.0	8	24	2.4	17	
Plate (Damper chain)	Flange bolt	M8 x 1.25	1	24	2.4	17	
Tensioner	Bolt	M6 x 1.0	4	12	1.2	8.7	
Tensioner Stopper Bolt	Bolt	M16 x 1.0	2	20	2.0	14	
Water Pump Cover	Bolt	M6 x 1.0	6	10	1.0	7.2	
Water Pump Housing	Bolt	M6 x 1.0	3	10	1.0	7.2	
Coolant Drain Plug	Bolt	M14 x 1.5	1	43	4.3	31	
Thermostatic Valve Housing	Bolt	M6 x 1.0	2	10	1.0	7.2	
Thermostatic Valve Cover	Screw	M6 x 1.0	2	7	0.7	5.1	
Electric Fan Motor	Screw with washer	M5 x 0.8	3	4	0.4	2.9	
Electric Fan	Nut	M5 x 0.8	1	4	0.4	2.9	
Radiator Assembly	Bolt with washer	M6 x 1.0	4	7	0.7	5.1	
Breather Cover	Bolt	M6 x 1.0	10	10	1.0	7.2	
Radiator Cover	Screw	M5 x 0.8	4	4	0.4	2.9	
Cover (Left and right)	Screw	M5 x 0.8	4	4	0.4	2.9	
Conduit	Screw	M6 x 1.0	6	7	0.7	5.1	
Oil Pump Cover	Screw	M6 x 1.0	6	7	0.7	5.1	
Oil Strainer Housing	Screw	M6 x 1.0	3	7	0.7	5.1	
Oil Pump	Bolt	M6 x 1.0	3	10	1.0	7.2	
Oil Filter Cover	Union bolt	M20 x 1.5	1	32	3.2	23	
Engine Oil Drain Bolt	Bolt	M14 x 1.5	1	43	4.3	31	
Oil Pan	Bolt	M6 x 1.0	12	10	1.0	7.2	
Oil Baffle Plate	Flange bolt	M6 x 1.0	2	12	1.2	8.7	
Oil Delivery Pipe (Lower)	Union bolt	M8 x 1.25	2	18	1.8	13	
Oil Delivery Pipe (Upper)	Union bolt	M10 x 1.25	1	20	2.0	14	
Oil Delivery Pipe (4)	Flange bolt	M6 x 1.0	2	12	1.2	8.7	
Oil Pipe	Union bolt	M8 x 1.25	1	18	1.8	13	
Stay 1	Flange bolt	M6 x 1.0	1	12	1.2	8.7	
Carburator Joint	Bolt	M6 x 1.0	8	10	1.0	7.2	
Fuel Pump	Flange bolt	M6 x 1.0	2	12	1.2	8.7	
Wire Pulley	Screw	M5 x 0.8	1	4	0.4	2.9	
Valve Cover	Screw	M6 x 1.0	4	7	0.7	5.1	
Wire	Screw	M5 x 0.8	2	4	0.4	2.9	
Exhaust Pipe (1, 2, 3) & Joint	Bolt	M6 x 1.0	2	7	0.7	5.1	
Exhaust Pipe Connection	Bolt	M8 x 1.25	1	20	2.0	14	
Exhaust Pipe Flange	Nut	M8 x 1.25	8	20	2.0	14	
	Bolt	M5 x 0.8	6	7	0.7	5.1	
Exhaust Cover	Screw	M5 x 0.8	4	4	0.4	2.9	
Muffler Stay	Bolt	M6 x 1.0	2	10	1.0	7.2	
Muffler	Bolt	M10 x 1.25	3	25	2.5	18	
Exhaust and Chamber	Bolt	M8 x 1.25	4	20	2.0	14	



Part to be Tightened	Part Name	Thread Size	Q'ty	Tightening Torque			Remarks
				Nm	ft-lb	kg-cm	
Crankcase	Bolt	M6 x 1.0	10	12	1.2	8.7	
Crankcase	Bolt	M8 x 1.25	19	24	2.4	17	
Crankcase	Bolt	M10 x 1.25	8	40	4.0	29	
Dive Axle Bearing Retainer	Torx screw	M8 x 1.25	4	25	2.5	18	Stake
Main Axle Bearing Retainer	Screw	M6 x 1.0	3	7	0.7	5.1	
Crankcase Cover (Left)	Bolt	M6 x 1.0	11	10	1.0	7.2	
Lead Clamp	Screw	M6 x 1.0	2	7	0.7	5.1	
Crankcase Cover (Right)	Bolt	M6 x 1.0	6	10	1.0	7.2	
Middle Gear Case Cover	Bolt	M6 x 1.0	9	10	1.0	7.2	
Middle Gear Oil Drain Bolt	Bolt	M8 x 1.25	1	38	3.8	27	
Starter One-way Clutch	Bolt	M8 x 1.25	3	24	2.4	17	
Clutch Boss	Nut	M20 x 1.5	1	70	7.0	50	Use lock washer
Clutch Release Cylinder	Special	M6 x 1.0	2	12	1.2	8.7	
Clutch Pressure Plate	Bolt	M6 x 1.0	6	8	0.8	5.8	
Middle Drive Gear	Nut	M44 x 1.5	1	110	11	80	Stake
Middle Drive Shaft	Self-lock nut	M14 x 1.5	1	90	9.0	65	
Middle Drive Shaft Bearing Housing	Bolt	M8 x 1.25	3	30	3.0	22	
Shift Cam Segment	Screw	M6 x 1.0	1	12	1.2	8.7	
Shift Cam Plate (Neutral)	Screw	M5 x 0.8	1	4	0.4	2.9	
Shift Cam Bearing Stopper	Screw	M6 x 1.0	3	7	0.7	5.1	
Change Lever Adjuster	Screw	M8 x 1.25	1	22	2.2	16	Use lock washer
Shift Cam Stopper Lever	Screw with washer	M6 x 1.0	1	8	0.8	5.8	
Change Pedal Adjuster Lock	Nut	M6 x 1.0	4	10	1.0	7.2	
Change Pedal Linkage Pinch Bolt	Bolt	M6 x 1.0	3	10	1.0	7.2	
Thermostatic Switch	-	-	1	15	1.5	11	Apply Sealant
Thermo-unit	-	-	1	15	1.5	11	Apply Sealant
Neutral Switch	Screw	M5 x 0.8	3	4	0.4	2.9	
Starter Motor	Flange bolt	M6 x 1.0	2	10	1.0	7.2	
Oil Level Switch	Bolt with washer	M6 x 1.0	2	10	1.0	7.2	
ACM Stator	Screw	M6 x 1.0	3	7	0.7	5.1	
Pick-up Coil	Screw	M6 x 1.0	4	7	0.7	5.1	
Bearing Housing	Nut	M8 x 1.25	6	23	2.3	17	
Bearing Retainer	Flange bolt	M10 x 1.25	2	40	4.0	29	
Bearing Retainer	Retainer	M65 x 1.5	1	110	11.0	80	
Coupling gear	Nut	M14 x 1.5	1	110	11.0	80	
Final Gear Filler Bolt	Bolt	M14 x 1.5	1	23	2.3	17	
Final Gear Drain Bolt	Bolt	M14 x 1.5	1	23	2.3	17	

Chassis

Model	VMX12N/NC
Steering System: Steering Bearing Type	Taper roller bearing
Front Suspension: Front Fork Travel Fork Spring Free Length < Limit > Collar Length Spring Rate: K1 K2 Stroke: K1 K2 Optional Spring Oil Capacity Oil Level Oil Grade Enclosed Air Pressure (Standard) < Min. ~ Max. >	140 mm (5.51 in) 492.5 mm (19.4 in) 487.5 mm (19.2 in) 136 mm (5.35 in) 3.92 N/mm (0.4 kg/mm, 22.4 lb/in) 4.90 N/mm (0.5 kg/mm, 28.0 lb/in) 0 ~ 78 mm (0 ~ 3.07 in) 78 ~ 140 mm (3.07 ~ 5.51 in) No. 451 cm ³ (15.9 Imp oz, 15.3 US oz) 139 mm (5.5 in) Yamaha fork oil 10wt or equivalent 39.2 kPa (0.4 kg/cm ² , 5.7 psi) 39.2 ~ 98.1 kPa (0.4 ~ 1.0 kg/cm ² , 5.7 ~ 14.2 psi)
Rear Suspension: Shock Absorber Travel Spring Free Length < Limit > Fitting Length Spring Rate: K1 K2 Stroke: K1 K2 Optional Spring	85 mm (3.35 in) 245.5 mm (9.67 in) 240.5 mm (9.47 in) 217.5 mm (8.56 in) 19.1 N/mm (1.95 kg/mm, 109 lb/in) 26.5 N/mm (2.7 kg/mm, 151 lb/in) 0 ~ 50 mm (0 ~ 1.97 in) 56 ~ 85 mm (1.97 ~ 3.35 in) No.
Rear Arm: Swingarm Free Play Limit: End Side	Zero mm (Zero in) Zero mm (Zero in)
Front Wheel: Type Rim Size Rim Material Rim Runout Limit: Vertical Lateral	Cast wheel MT2.15 x 18 Aluminum 2 mm (0.08 in) 2 mm (0.08 in)
Rear Wheel: Type Rim Size Rim Material Rim Runout Limit: Vertical Lateral	Cast wheel MT3.50 x 15 Aluminum 2 mm (0.08 in) 2 mm (0.08 in)
Front Disc Brake: Type Disc Outside Diameter x Thickness Pad Thickness Inner < Limit > * Pad Thickness Outer < Limit > * 	Dual 282 x 7.5 mm (11.1 x 0.30 in) 5.5 mm (0.22 in) 0.5 mm (0.02 in) 5.5 mm (0.22 in) 0.5 mm (0.02 in)



SPECIFICATIONS

Model	VMX12N/NC
Master Cylinder Inside Diameter Caliper Cylinder Inside Diameter Brake Fluid Type	15.87 mm (0.63 in) 45.4 mm (1.79 in) DOT \neq 3
Rear Disc Brake: Type Disc Outside Diameter x Thickness Pad Thickness Inner < Limit > * Pad Thickness Outer < Limit > * 	Single 282 x 75 mm (11.1 x 0.30 in) 5.5 mm (0.22 in) 0.5 mm (0.02 in) 5.5 mm (0.22 in) 0.5 mm (0.02 in)
Master Cylinder Inside Diameter Caliper Cylinder Inside Diameter Brake Fluid Type	12.7 mm (0.50 in) 42.85 mm (1.69 in) DOT \neq 3
Clutch: Master Cylinder Inside Diameter Release Cylinder Inside Diameter Brake Fluid Type	15.87 mm (0.63 in) 38.1 mm (1.50 in) DOT \neq 3
Brake Lever and Brake Pedal: Brake Lever Free Play Brake Pedal Position Brake Pedal Free Play	2 ~ 5 mm (0.08 ~ 0.20 in) 20 mm (0.8 in) Adjustment not permitted

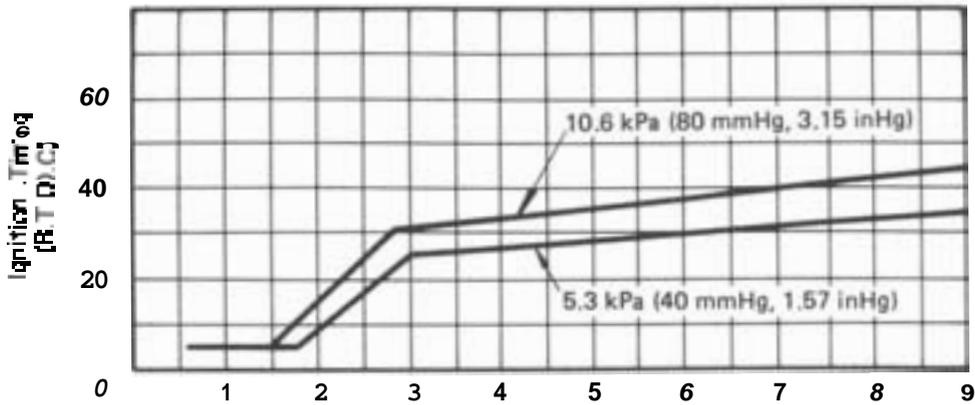
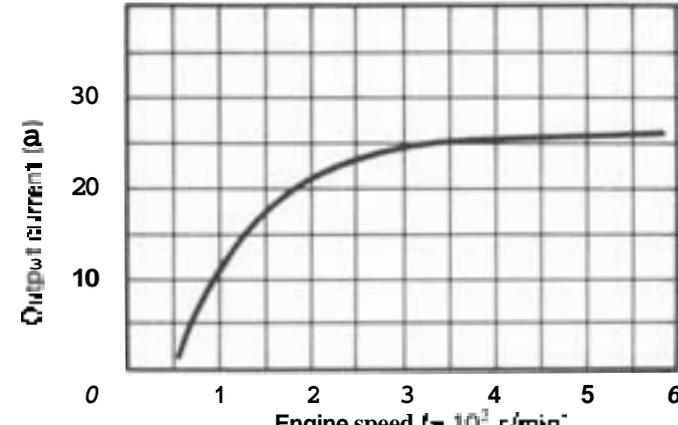
Front Fork	Rear Shock Absorber		Loading Condition			
	Spring seat	Damping adjuster	Solo rider	With passenger	With accessory equipments	With accessory equipments and passenger
39.2 ~ 58.8 kPa (0.4 ~ 0.6 kg/cm ² . 5.7 ~ 8.5 psi)	1 or 2	1 or 2	o			
39.2 ~ 98.1 kPa (0.4 ~ 1.0 kg/cm ² . 5.7 ~ 14.2 psi)	3 ~ 5	2 - 4		o	o	
39.2 ~ 98.1 kPa (0.4 ~ 1.0 kg/cm ² . 5.7 ~ 14.2 psi)	5	4				o

TIGHTENING TORQUE:

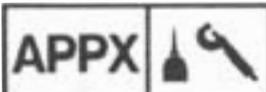
Part to be Tightened	Thread Size	Tightening Torque			Remarks
		Nm	m·kg	ft·lb	
Front Wheel Axle	M14 x 1.5	60	6.0	43	Refer to NOTE.
Front Axle Pinch Bolt	M8 x 1.25	20	2.0	14	
Under Bracket & Inner Tube	M8 x 1.25	23	2.3	17	
Steering Crown & Inner Tube	M8 x 1.25	20	2.0	14	
Steering Crown & Steering Shaft	M22 x 1.0	110	11.0	80	
Steering Shaft Ring Nut (Lower)	M25 x 1.0	50	5.0	36	
Steering Shaft Ring Nut (Lower)	M25 x 1.0	3	0.3	2.2	
Steering Shaft Ring Nut (Upper)	M25 x 1.0	—	—	—	
Caliper & Front Fork	M10 x 1.25	45	4.5	32	Front
Caliper & Bracket	M10 x 1.25	45	4.5	32	Rear
Caliper & Bleed Screw	M8 x 1.25	5	0.5	3.6	Brake & Clutch
Brake Hose Union Bolt	M10 x 1.25	25	2.5	18	
Clutch Hose Union Bolt	M10 x 1.25	25	2.5	18	
Brake Hose & Brake Pipe	M10 x 1.0	19	1.9	13	
Clutch Hose & Clutch Pipe	M10 x 1.0	19	1.9	13	
Front Master Cylinder Cap	M4 x 0.7	1	0.1	0.7	
Front Brake Master Cylinder Bracket	M6 x 1.25	9	0.9	6.5	
Clutch Master Cylinder Bracket	M6 x 1.25	9	0.9	6.5	
Rear Master Cylinder Union Bolt	M10 x 1.25	25	2.5	18	
Rear Master Cylinder & Frame	M8 x 1.25	23	2.3	17	
Pivot Shaft (Left) & Frame	M22 x 1.5	100	10.0	72	
Pivot Shaft (Right) & Frame	M25 x 1.5	6	0.6	4.3	
Pivot Shaft (Right) & Locknut	M25 x 1.5	100	10.8	72	
Front Fender & Fork Brace	M6 x 1.0	9	0.9	6.5	
Handlebar Upper Holder	M8 x 1.25	20	2.0	14	
Handlebar Lower Holder	M10 x 1.25	40	4.0	29	
Engine Bracket (Front upper)	M10 x 1.25	40	4.0	29	
Engine Bracket (Front Lower)	M10 x 1.25	40	4.0	29	
Engine Bracket (Rear)	M12 x 1.25	70	7.0	50	
Engine Stay & Frame	M8 x 1.25	15	1.5	11	
Down Tube & Frame	M10 x 1.25	45	4.5	32	
Frame and Front Cross Frame	M8 x 1.25	20	2.0	14	
Muffler Bracket (Left) & Frame	M8 x 1.25	25	2.5	18	
Muffler Bracket (Left) & Back Stay	M8 x 1.25	25	2.5	18	
Back Stay & Frame	M8 x 1.25	30	3.0	22	
Rear Shock Absorber & Frame	M8 x 1.25	20	2.0	14	
Rear Shock Absorber & Swingarm	M10 x 1.25	30	3.0	22	
Rear Shock Absorber & Housing Gear	M10 x 1.25	30	3.0	22	
Swingarm & Housing Gear	M10 x 1.25	42	4.2	30	
Rear Wheel Axle & Nut	M18 x 1.5	120	12.0	85	
Footrest Bracket (Left) & Frame	M10 x 1.25	40	4.0	29	
Footrest Bracket (Right) & Frame	M8 x 1.25	23	2.3	17	

NOTE:

Electrical

Model	VMX12N/NC
Voltage:	12v
Ignition System: Ignition Timing (B.T.D.C.) Advanced Timing (B.T.D.C.) Advancer Type	3" at 1,000 r/min 43" at 9,000 r/min Vacuum and electrical
	
T.C.I.: Pickup Coil Resistance (Color) T.C.I. Unit-Model/Manufacturer	$110\Omega \pm 15\%$ at 20°C (68°F) (Orange – Black), (Orange – Gray) (Orange – White/Green), (Orange – White/Red) TID14-43/HITACHI
Ignition Coil: Model/Manufacturer Primary Winding Resistance Secondary Winding Resistance	CM11-61/HITACHI $2.7\Omega \pm 10\%$ at 20°C (68°F) $13.2\text{ k}\Omega \pm 20\%$ at 20°C (68°F)
Charging System/Type:	A.C. magneto generator
A.C. Generator: Model/Manufacturer Nominal Output	FL130-04/HITACHI 14V, 25A at 5,000 r/min
	

SPECIFICATIONS



Model	VMX12N/NC
Voltage Regulator: Type Model/Manufacturer No Load Regulated Voltage	Short control SH569/SH INDENGEN 14 – 15V
Rectifier: Model/Manufacturer Capacity Withstand Voltage	SH569/SH INDENGEN 25A 200v
Battery: Capacity Specific Gravity	12V, 16AH 1.280
Electric Starter System: Type Starter Motor: Model/Manufacturer Output Bush: Overall Length < Limit > Spring Pressure Commutator: Outside Diameter < Wear Limit > Mica Undercut Starter Relay: Model/Manufacturer Amperage Rating Coil Winding Resistance	Constant mesh type SM-229C/MITSUBA 0.6 kW 12.5 mm (0.49 in) 5.5 mm (0.22 in) 560 ~ 680 g (19.7 ~ 23.9 oz) 28 mm (1.1 in) 27 mm (1.06 in) 0.7 mm (0.028 in) A 104-128/HITACHI 100A 3.552 ± 10%at 20°C (68°F)
Horn: Type/Quantity Model/Manufacturer Maximum Amperage	Plain type x 1 CF-12/NIKKO 2.5A
Flasher Relay: Type Model/Manufacturer Self Cancelling Device Flasher Frequency Wattage	Semi transistor type FX257N/NIPPONDENSO Yes. 75 ~ 95 cycle/min 27W x 2 + 3.4W
Self Cancelling Unit: Model/Manufacturer	FX257N/NIPPONDENSO
Oil Level Switch: Model/Manufacturer	1FK/NIPPONDENSO
Fuel Gauge: Model/Manufacturer Sender Unit Resistance (Full)	1FK/NIPPONSEIKI 900 ± 200Ω at 20°C (68°F)
Sidestand Relay: Model/Manufacturer Coil Winding Resistance Diode	4U8-00/OMRON 10052 ± 10%at 20°C (68°F) No.



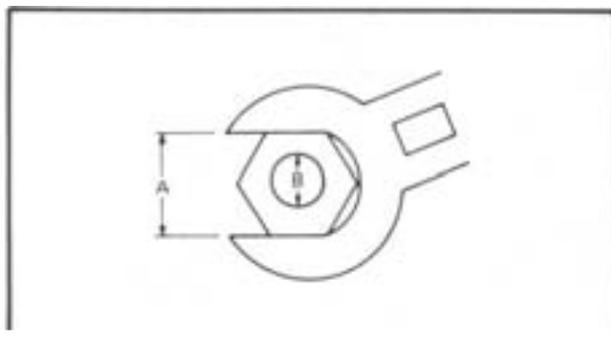
SPECIFICATIONS

Model	VMX 12N/NC
Starting Circuit Cut-off Relay: Model/Manufacturer Coil Winding Resistance Diode	G4MW-112-T-100-Y10/TATEISHI 225Ω ± 10%at 20°C (68°F) Yes.
Fuel Pump Relay: Model/Manufacturer Coil Winding Resistance	G8D-04Y/OMRON 100Ω ± 10%at 20°C (68°F)
Electric Fan: Model/Manufacturer	26H/N PONDENSO
Thermostatic Switch: Model/Manufacturer	47X/NIPPON THERMOSTAT
Thermo-unit: Model/Manufacturer	11M/NIPPONSEIKI
Circuit Breaker: Type Amperage for Individual Circuit x Quantity	Fuse 30A x 1 15A x 1 10A x 1 10A x 1 30A x 1 15A x 1 10A x 1

GENERAL TORQUE SPECIFICATIONS

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

A (Nut)	B (Bolt)	General torque specifications		
		Nm	m.kg	lbf.ft
10 mm	6 mm	6	0.6	4.3
12 mm	8 mm	15	1.5	11
14 mm	10 mm	30	3.0	22
17 mm	12 mm	55	5.5	40
19 mm	14 mm	85	8.5	61
22 mm	16 mm	130	13.0	94



Unit	Read	Definition	Measure
mm	millimeter	10^{-3} meter	Length
cm	centimeter	10^{-2} meter	Length
kg	kilogram	10^3 gram	Weight
N	Newton	$1 \text{ kg} \times \text{m/sec}^2$	Force
Nm	Newton meter	$\text{N} \times \text{m}$	Torque
m.kg	Meter kilogram	$\text{m} \times \text{kg}$	Torque
Pa	Paskal	N/m^2	Pressure
N/mm ²	Newton per millimeter	N/mm^2	Spring rate
L	Liter	—	Volume or Capacity
cm ³	Cubic centimeter	—	Volume or Capacity
r/min	Rotation per minute	—	Engine speed



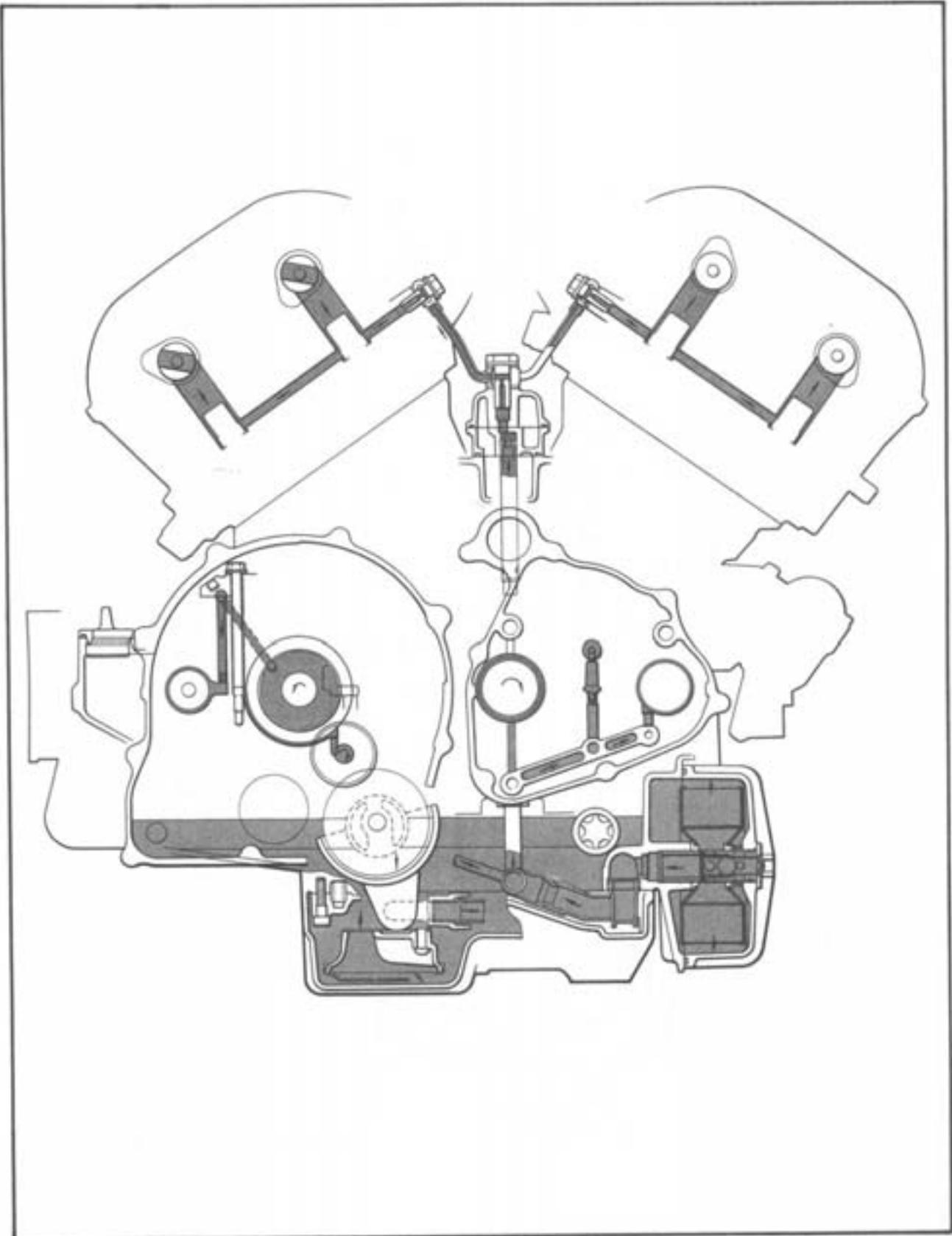
CONVERSION TABLES

CONVERSION TABLES

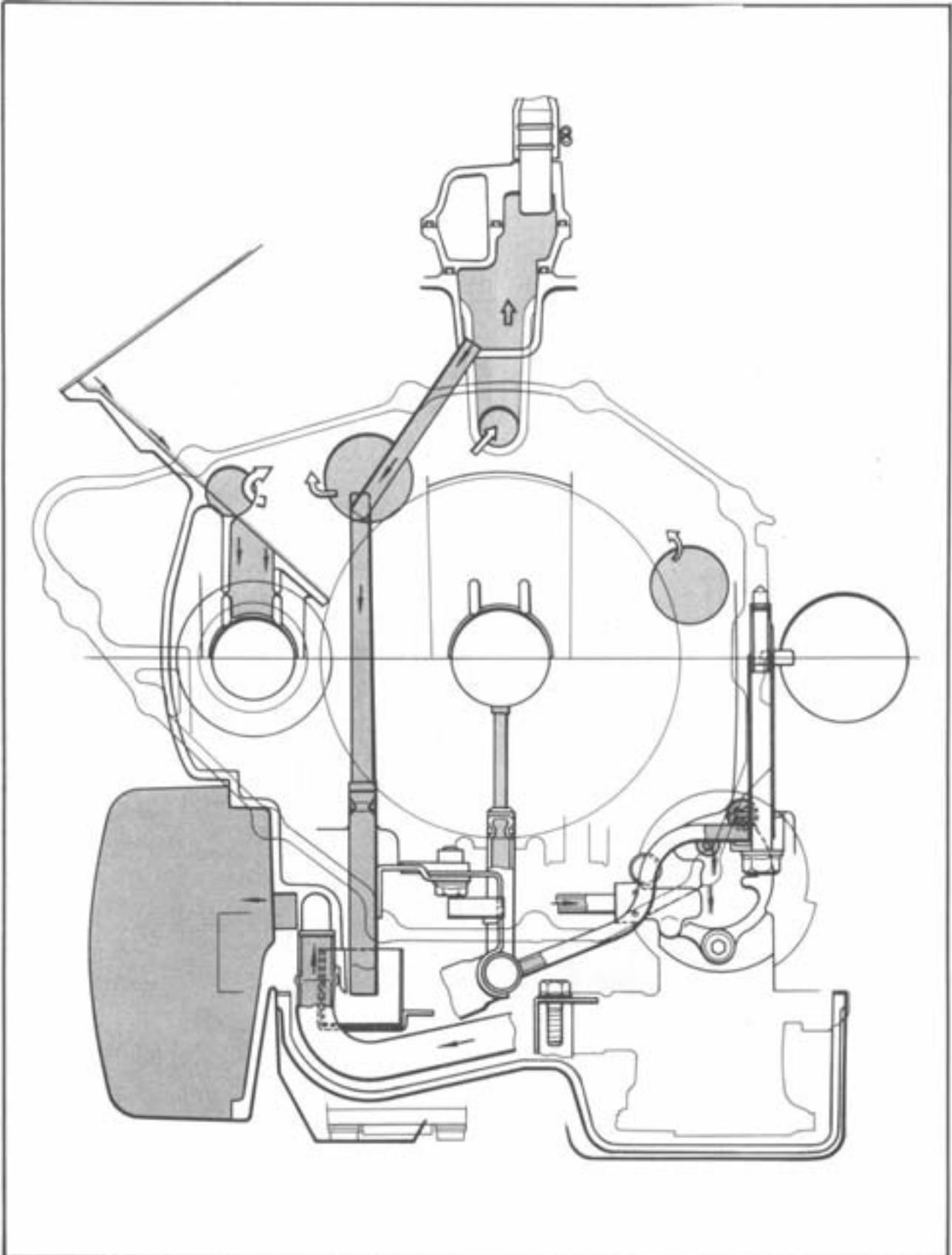
Metric to inch system		
Known	Multiplier	Result
	7.233	ft·lb
	86.80	in·lb
cm·kg	0.0723	ft·lb
cm·kg	0.8680	in·lb
kg	2.205	lb
g	0.03527	oz
km·h ⁻¹	2.352	mpg
km·h ⁻¹	0.6214	mph
km	0.6214	mi
m	3.281	ft
m	1.094	yd
cm	0.3937	in
mm	0.03937	in
cc (cm ³)	0.03382	oz (US liq)
cc (cm ³)	0.06102	cu in
lit (liter)	2.1134	pt (US liq)
lit (liter)	1.057	qt (US liq)
lit (liter)	0.2642	gal (US liq)
kg/m ³	56.007	lb/ft ³
kg/cm ²	14.2234	psi (lb/in ²)
Centigrade (°C)	9/5 (°C) + 32	Fahrenheit (°F)

Inch to metric system		
Known	Multiplier	Result
ft·lb	0.13826	m·kg
in·lb	0.01152	m·kg
ft·lb	13.831	cm·kg
in·lb	1.1521	cm·kg
lb	0.4535	kg
oz	28.352	g
mpg	0.4252	km/lit
mph	1.609	km/hr
mi	1.609	km
ft	0.3048	m
yd	0.9141	m
in	2.54	cm
in	25.4	mm
oz (US liq)	29.57	cc (cm ³)
cu in	16.387	cc (cm ³)
pt (US liq)	0.4732	lit (liter)
qt (US liq)	0.9461	lit (liter)
gal (US liq)	3.785	lit (liter)
lb/ft ³	0.017855	kg/m ³
psi (lb/in ²)	0.07031	kg/cm ²
Fahrenheit (°F)	5/9 (°F - 32)	Centigrade (°C)

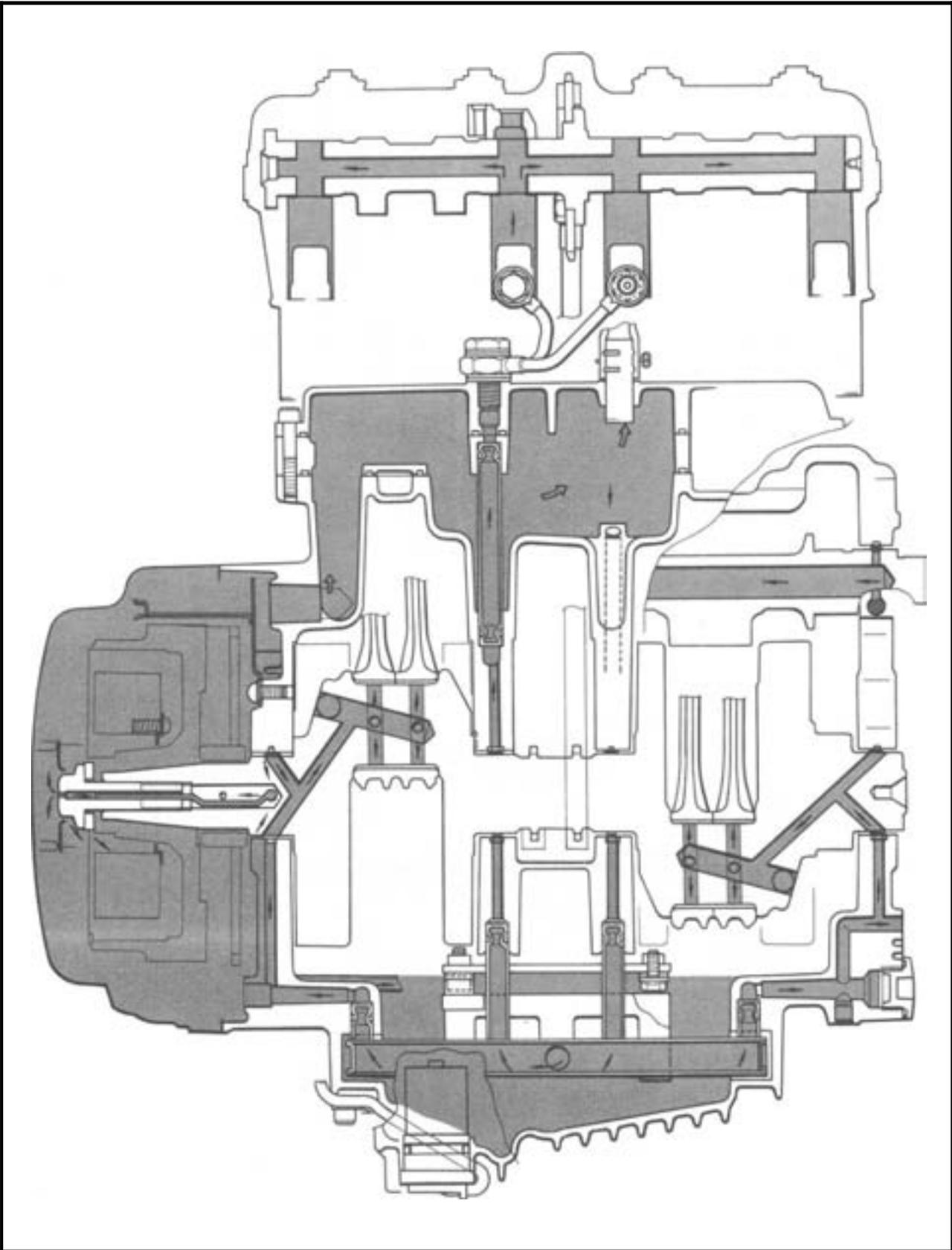
LUBRICATION DIAGRAMS
LUBRICATION DIAGRAM (1)



LUBRICATION DIAGRAM (2)

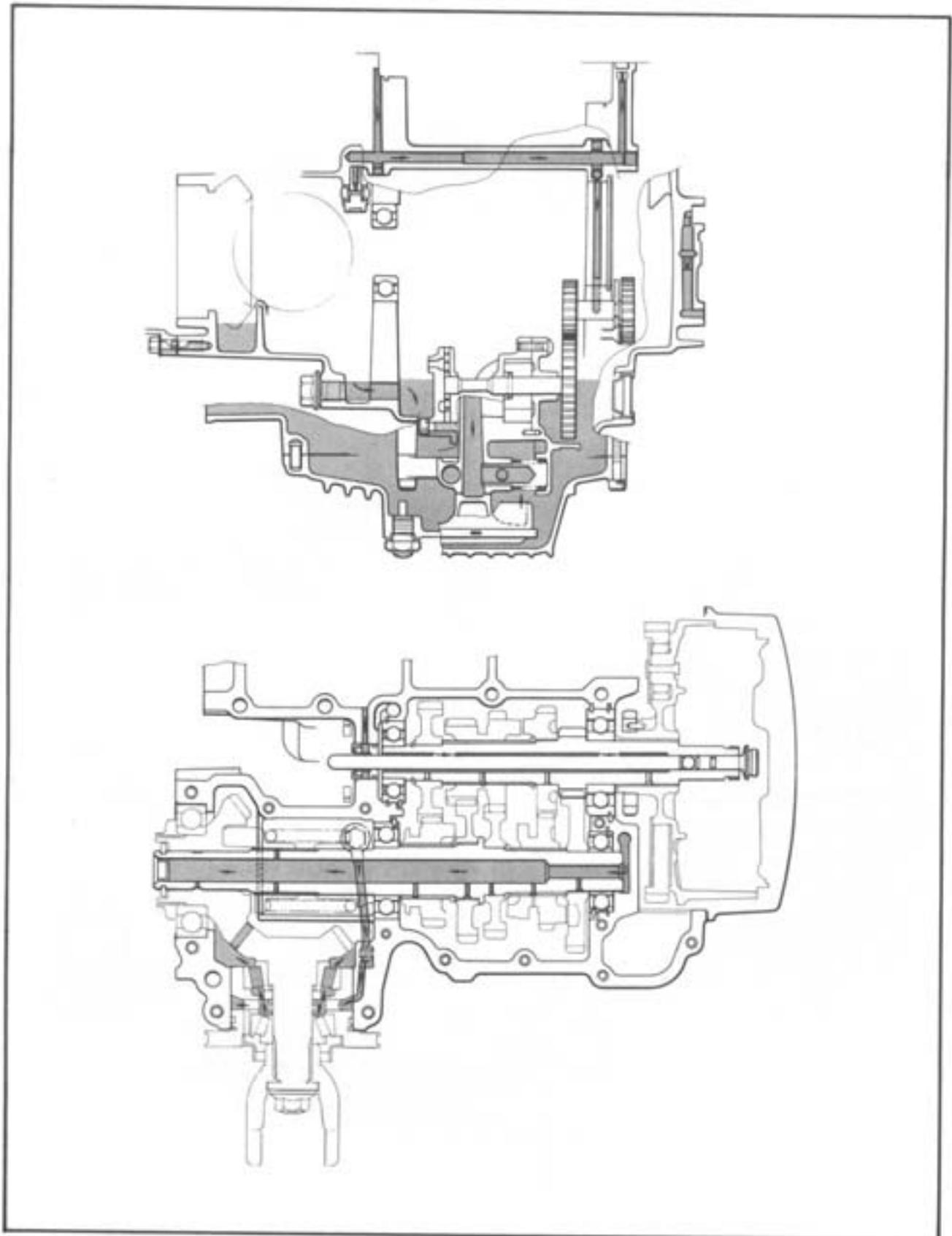


LUBRICATION DIAGRAM (3)



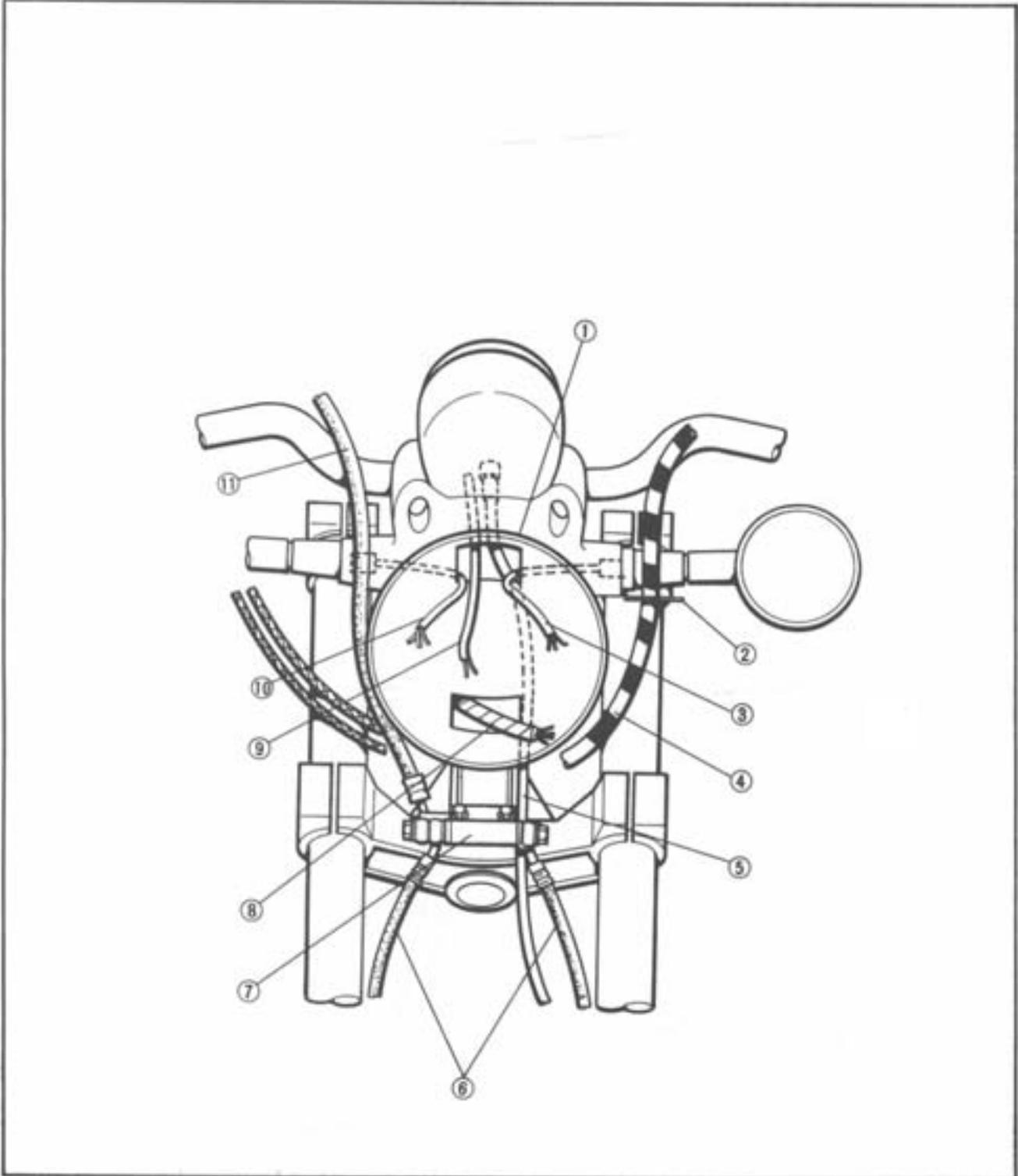


LUBRICATION DIAGRAM (4)



CABLE ROUTING

- ① Headlight body
- ② Hose guide
- ③ Front flasher light lead (Left)
- ④ Clutch hose
- ⑤ Speedometer cable
- ⑥ Front brake hose
- @ Brake joint
- ⑧ Wireharness
- ⑨ Speedometer light lead
- @ Front flasher light lead (Right)
- ⑩ Front brake hose

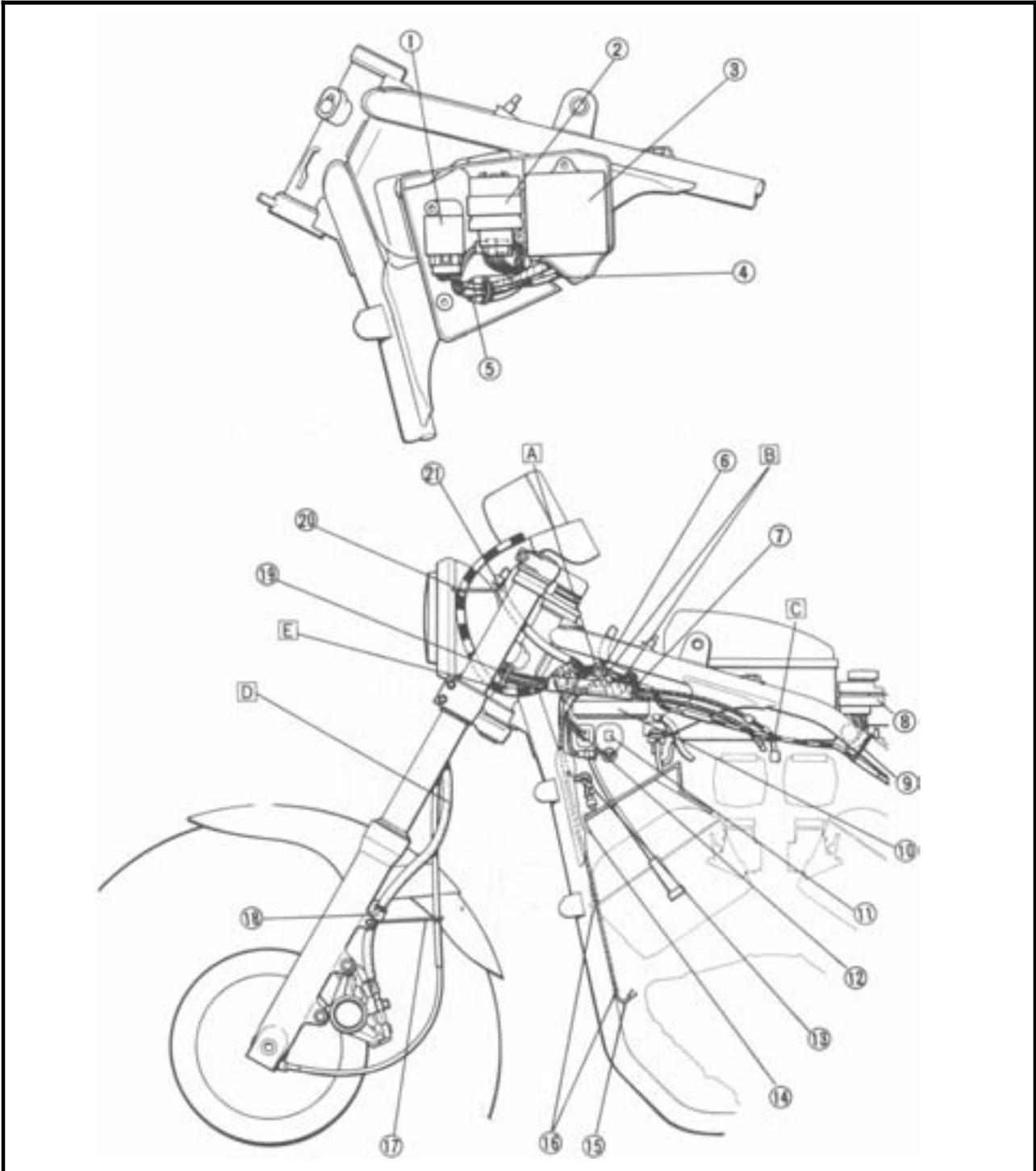


CABLE ROUTING

- ① Fuel pump control unit
- ② Relay unit
- ③ V-boost valve control unit
- ④ V-boost valve control unit lead
- ⑤ Clamp
- ⑥ Clutch hose clamp
- 7 Throttle cable joint
- ⑧ Fuse box
- ⑨ Brake
- ⑩ Ignitor unit
- ⑪ Ignition coil

- ⑫ Sidestand relay
- ⑬ Clamp
- ⑭ Radiator fan lead
- ⑮ Horn lead
- ⑯ Clamp
- ⑰ Guide (For speedometer cable)
- ⑱ Clamp (For brake hose)
- 19 Guide (For throttle cable)
- ⑳ Guide (For clutch hose)
- ㉑ Handlebar switch lead (Left)

- Ⓐ Pass the handlebar switch lead inside the clutch hose
- Ⓑ Pass the meter lead outside the clutch hose.
- Ⓒ Pass the clutch hose outside the throttle cable.
- Ⓓ Pass the brake hose outside the speedometer cable.
- Ⓔ Pass the clutch hose under the throttle cable guide.



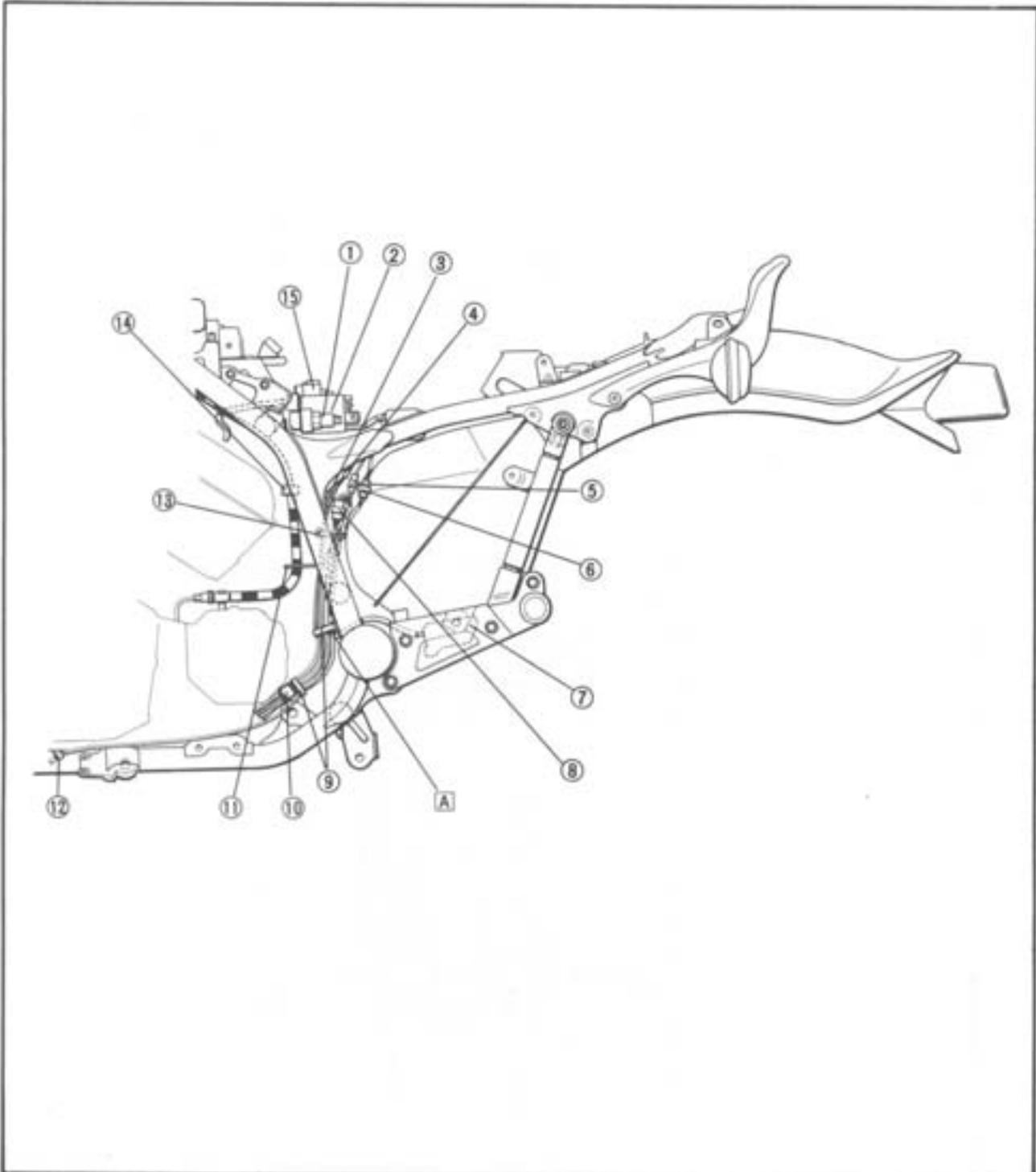
CABLE ROUTING



- 1 Main fuse
- 2 Ignition coil
- 3 Oil level switch lead
- 4 Neutral switch lead
- 5 Regulator lead
- 6 Sidestand switch lead
- 7 Rectifier/Regulator lead
- 8 A.C. generator lead
- 9 Band
- 10 Clamp

- 11 Guide (For clutch hose)
- 12 Clamp (For sidestand switch lead)
- 13 Clamp
- 14 Clamp (For clutch hose)
- 15 Starter relay

Pass the band through the guide on frame on frame.

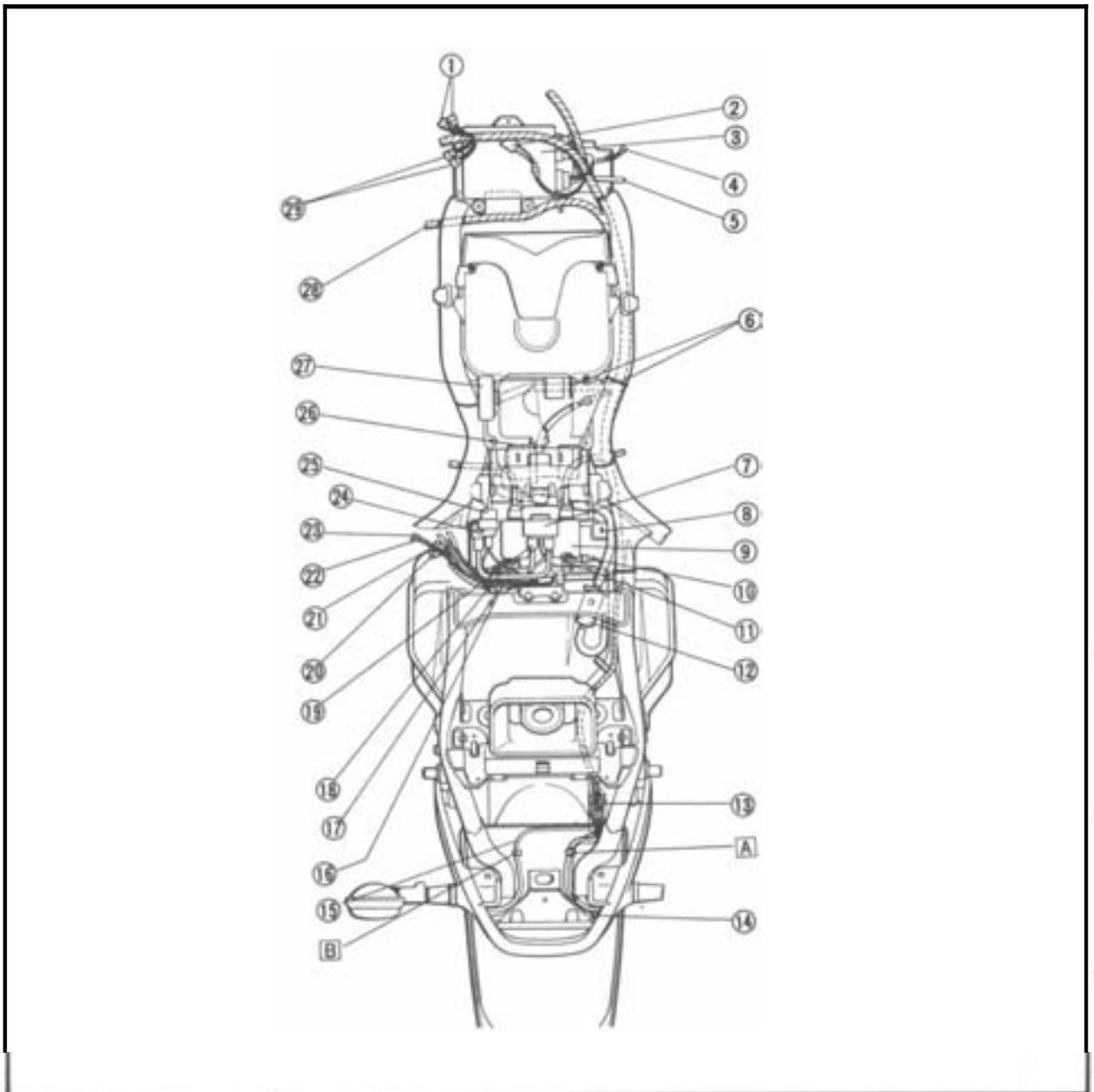


CABLE ROUTING

- ① Handlebar switch lead
- ② Diode
- ③ Ignitor unit
- ④ Ignition coil lead
- ⑤ Conduit lead
- ⑥ Band
- ⑦ Starter relay
- ⑧ Battery negative (-) lead
- ⑨ Ignition coil
- ⑩ Ignition coil lead
- ⑪ Starter relay lead
- ⑫ Fuel filter

- ⑬ Boost cover
- ⑭ Tail light lead
- ⑮ Rear flasher light lead (Left)
- ⑯ Ignition coil lead
- ⑰ Pick up coil lead
- @ Starter relay lead
- @ Starter motor lead
- ⑲ Side stand switch lead
- ⑳ Regulator lead
- ㉑ Oil level switch lead
- ㉒ Neutral switch lead
- @ Battery positive (+) lead

- ㉓ Main fuse
- ㉔ Fuel pump
- ㉕ Fuse box
- ㉖ V-boost valve control unit
- @ Meter lead
- A Clamp the taillight lead and rear flasher light lead (Right).
- B Clamp the rear flasher light lead (Left).

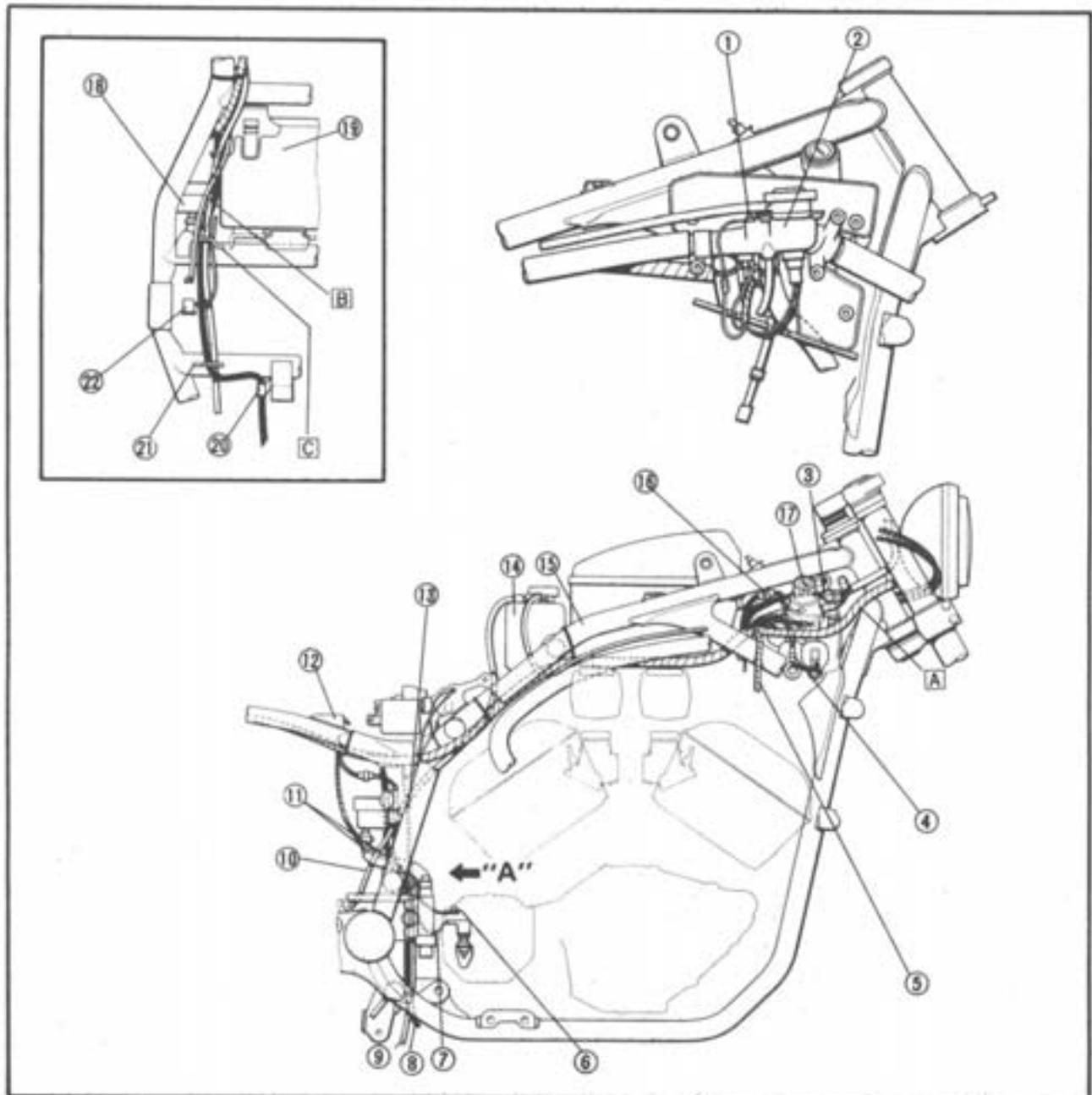




- @ Earth lead
- ② Conduit
- ③ Handlebar switch lead (Left)
- ④ Ignition coil lead
- ⑤ To conduit
- ⑥ Earth lead
- ⑦ Rear brake switch lead
- ⑧ Battery breather hose
- @ Coolant reservoir tank breather hose
- ⑩ Fuel sender lead
- ⑪ Rear brake switch lead
- ⑫ Band

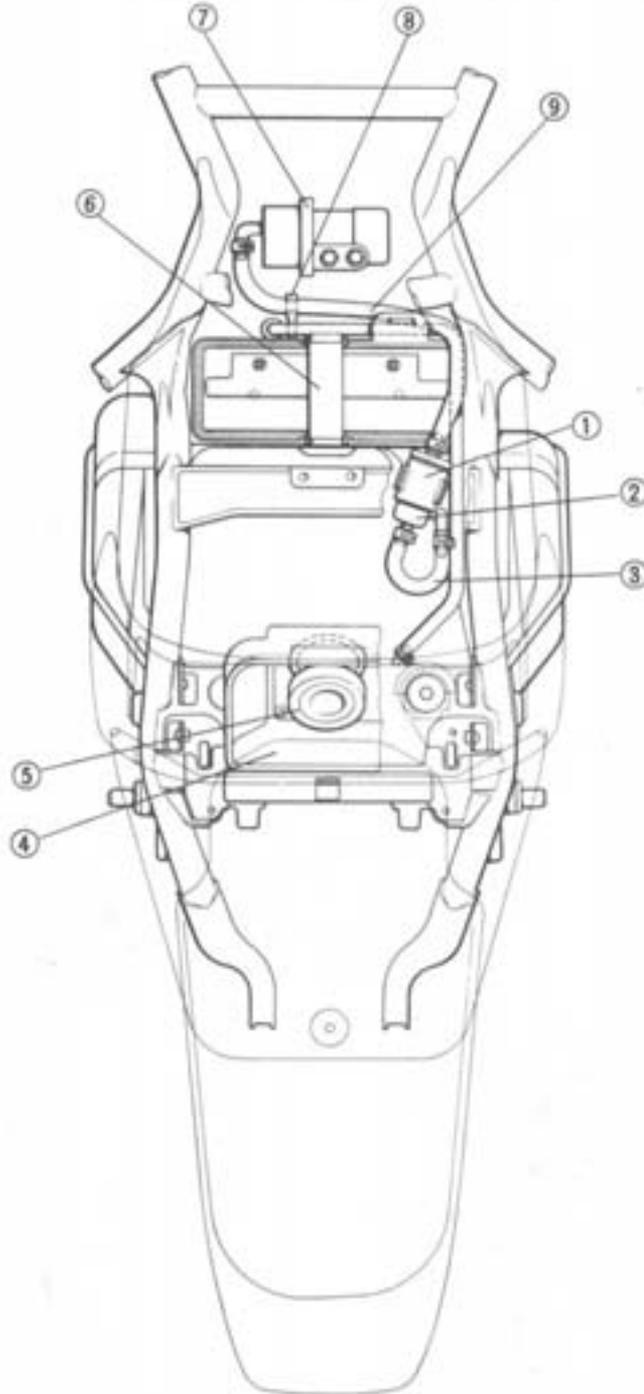
- ⑬ Battery negative (-) lead
- ⑭ Coolant reservoir tank
- ⑮ Band
- @ Main switch lead
- ⑯ Main switch
- ⑰ Rear brake reservoir tank
- @ Battery box
- ⑱ Clamp (For battery breather hose)
- ⑲ Guide (For reservoir tank breather hose and Battery breather hose)

- [A] Pass the wireharness outside the main switch stay.
- [E] Earth lead: Pass the earth lead outside the reservoir tank breather hose.
- [C] Guide (For battery breather hose, reservoir tank breather hose and rear brake switch lead).

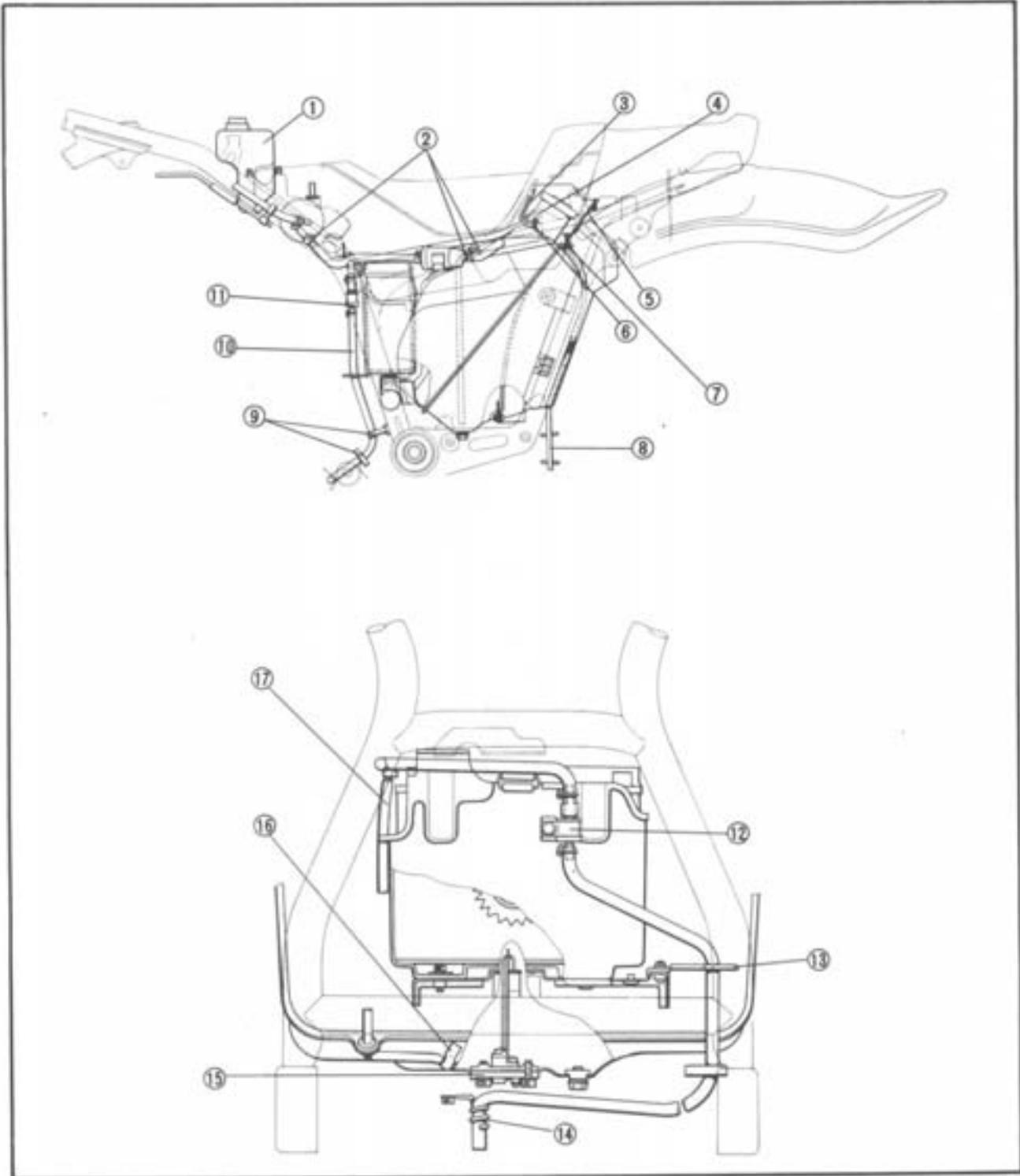


CABLE ROUTING

- | | |
|-----------------------|----------------|
| ① Fuel filter bracket | ⑥ Battery band |
| ② Fuel filter | ⑦ Fuel pump |
| ③ Fuel pipe | ⑧ Clamp |
| ④ Filler cover | ⑨ Fuel pipe |
| ⑤ Filler cap | |

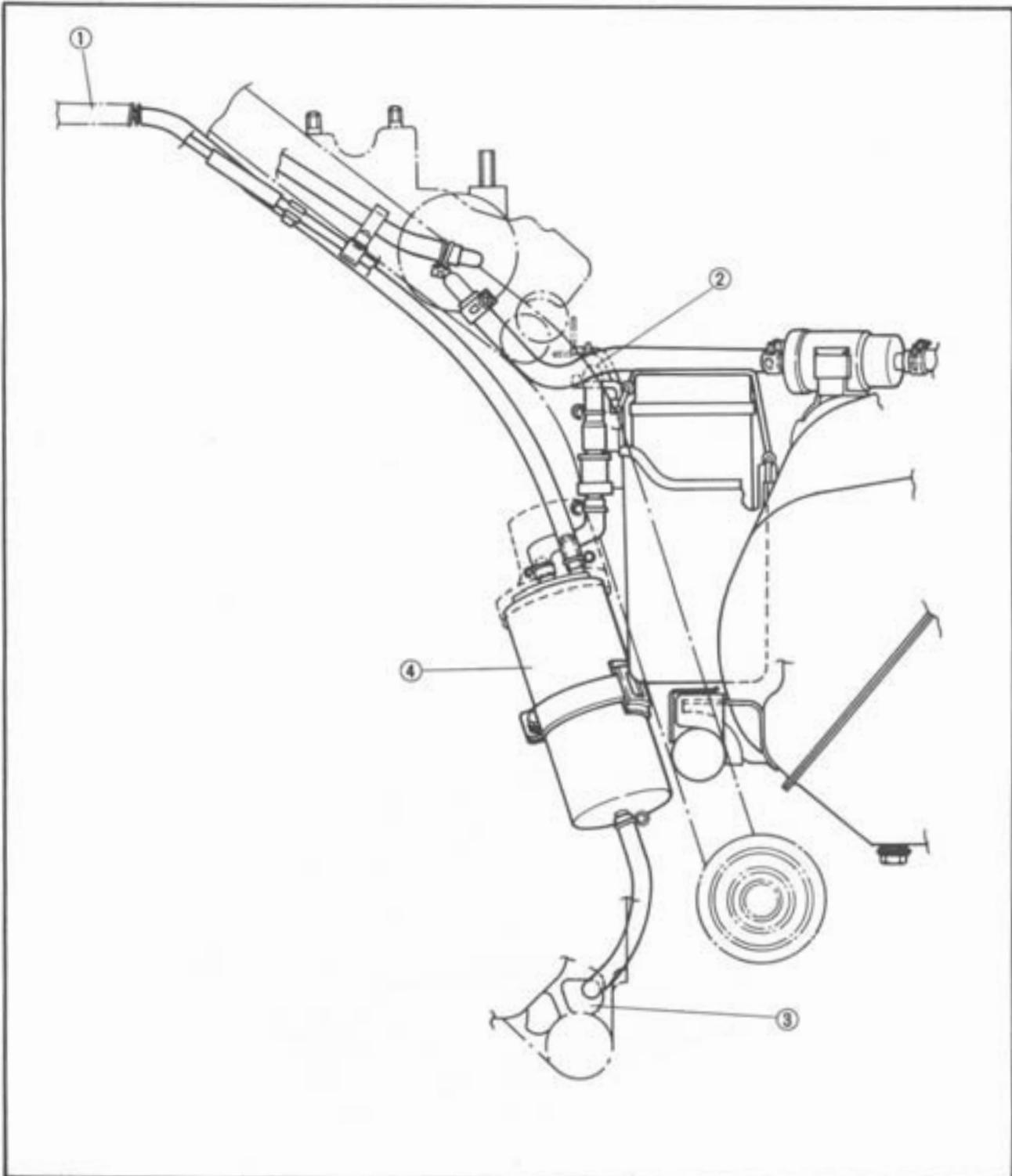


- ① Reservoir tank
- ② clip
- ③ Spring
- ④ clip
- ⑤ Filler cover
- ⑥ Pipe joint
- ⑦ clip
- ⑧ Drain hose
- ⑨ Band
- ⑩ Over flow hose
- ⑪ Over flow valve
- ⑫ Clamp
- ⑬ Holder
- ⑭ Clamp
- ⑮ Fuel sender
- ⑯ Clamp
- ⑰ Battery breather hose



CANISTER PIPE ROUTING

- ① To carburetor
- ② To fuel tank
- ③ To atmosphere
- ④ Canister



CONSUMER INFORMATION

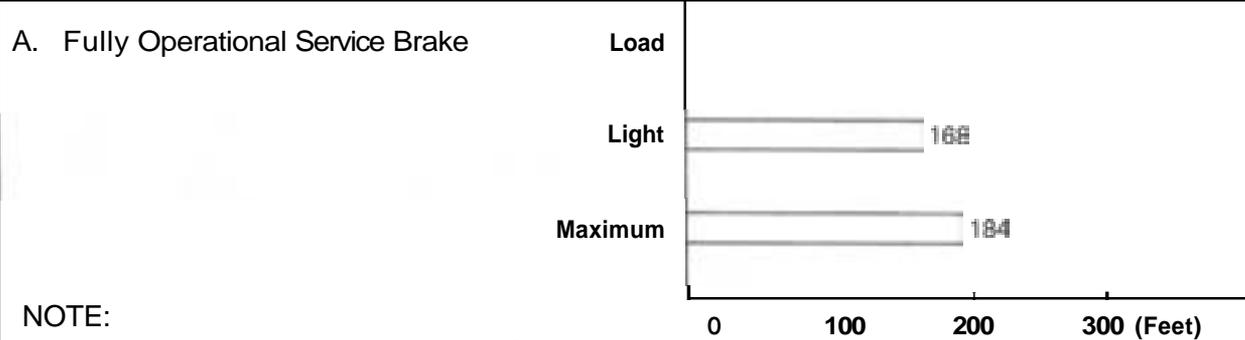
NOTICE

The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

These figures indicate braking performance that can be met or exceeded by the vehicles to which they apply, without locking the wheels, under different conditions of loading and with partial failures of the braking system.

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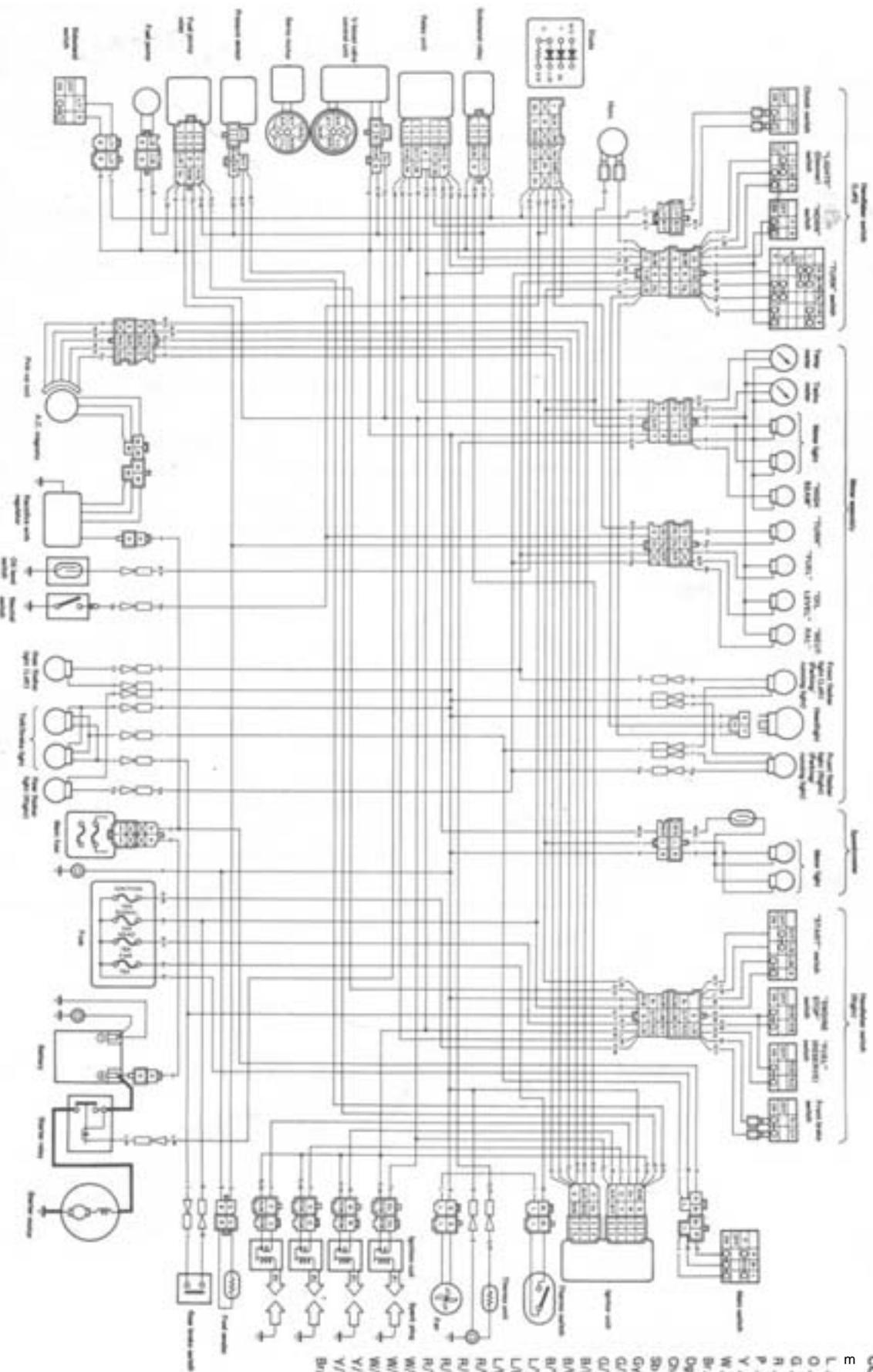
Description of vehicles to which this table applies.: **Yamaha motorcycle VMX12N/NC**



NOTE:

The statement above is required by U.S. Federal law. "Partial failures" of the braking system do not apply to this chart.

VMX12N/NC WIRING DIAGRAM



COLOR CODE

B	Black
L	Blue
O	Orange
D	Green
R	Red
P	Pink
Y	Yellow
W	White
Br.	Brown
Dg	Dark green
Ch.	Chocolate
Sb	Sky blue
Gy	Gray
Gr	Green
Gr/Y	Green/Yellow
B/R	Black/Red
B/W	Black/White
B/Y	Black/Yellow
L/Y	Blue/Yellow
L/B	Blue/Black
L/W	Blue/White
R/W	Red/White
R/G	Red/Green
R/B	Red/Black
R/Y	Red/Yellow
W/R	White/Red
W/D	White/Green
W/S	White/Black
Y/R	Yellow/Red
Y/L	Yellow/Blue
Br/W	Brown/White

Being a Yamaha owner, you obviously prefer a quality product.

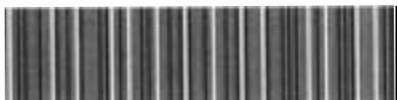
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