



YAMAHA

2008

SERVICE MANUAL

XT660Z

TENERE

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XT660Z (2008)
SERVICE MANUAL
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NOTICE

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

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

NOTE:

Designs and specifications are subject to change without notice.

IMPORTANT MANUAL INFORMATION

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



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

WARNING

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

CAUTION:

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

NOTE:

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

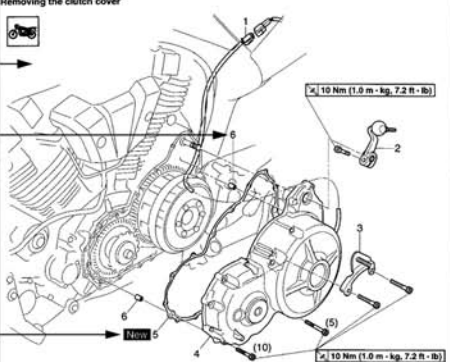
HOW TO USE THIS MANUAL

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

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

1
↓
CLUTCH

CLUTCH
Removing the clutch cover



5/ 10 Nm (1.0 m·kg, 7.2 ft·lb)

2/ 10 Nm (1.0 m·kg, 7.2 ft·lb)

6

Order	Job/Parts to remove	Qty	Remarks
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" on page 3-11.
	Battery box/Air duct		Refer to "GENERAL CHASSIS" on page 4-1.
	Oil tank/Shift rod		Refer to "ENGINE REMOVAL" on page 5-1.
1	Crankshaft position sensor coupler	1	Disconnect.
2	Shift arm	1	
3	Oil tank bracket	1	
4	Clutch cover	1	
5	Clutch cover gasket	1	
6	Dowel pin	2	For installation, reverse the removal procedure.

5-47

CLUTCH

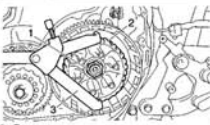
REMOVING THE CLUTCH
1. Loosen:
• Clutch boss nut "1"

NOTE:
While holding the clutch boss "2" with the universal clutch holder "3", loosen the clutch boss nut.

5/ 10 Nm (1.0 m·kg, 7.2 ft·lb)

2. Remove:
• Clutch boss nut "1"
• Washer "2"
• Clutch boss assembly "3"

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



REMOVING THE PRIMARY DRIVE GEAR
1. Remove:
• Primary drive gear bolt "1"

NOTE:
While holding the generator rotor "2" with the sheave holder "3", loosen the primary drive gear bolt.

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

1. Check:
• Friction plate
Damage/wear → Replace the friction plates as a set.

2. Measure:
• Friction plate thickness
Out of specification → Replace the friction plates as a set.

NOTE:
Measure the friction plate at four places.

Friction plate thickness
2.92-3.08 mm (0.11-0.12 in)
Wear limit
2.82 mm (0.1110 in)

5-56

SYMBOLS

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

NOTE:

The following symbols are not relevant to every vehicle.

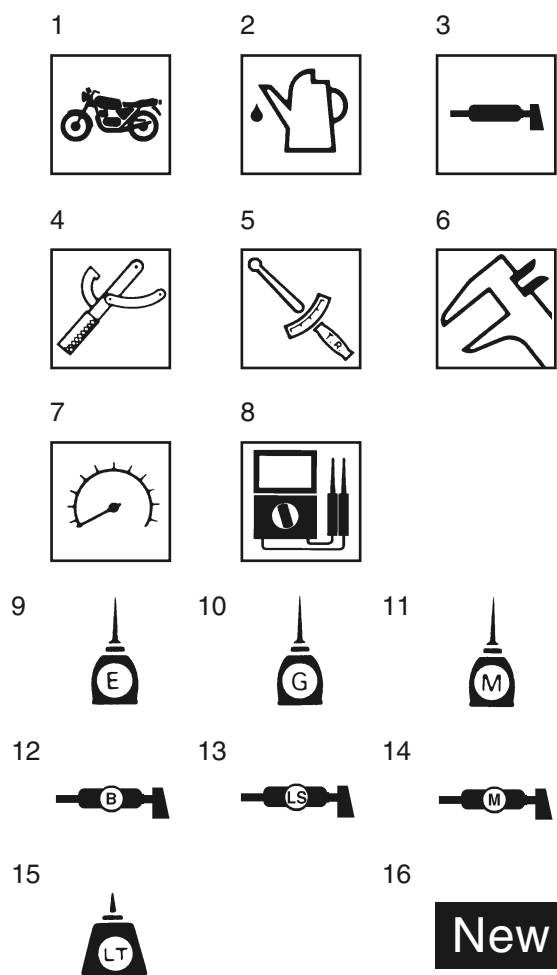


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GENERAL INFORMATION

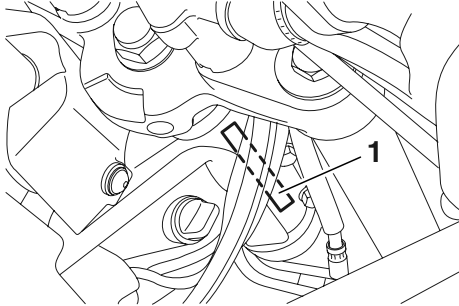
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IDENTIFICATION

EAS00170

VEHICLE IDENTIFICATION NUMBER

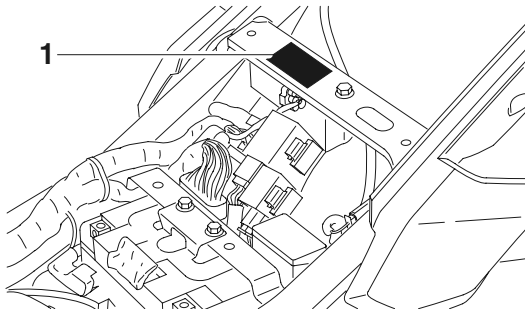
The vehicle identification number “1” is stamped into the right side of the steering head pipe.



EAS00180

MODEL LABEL

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



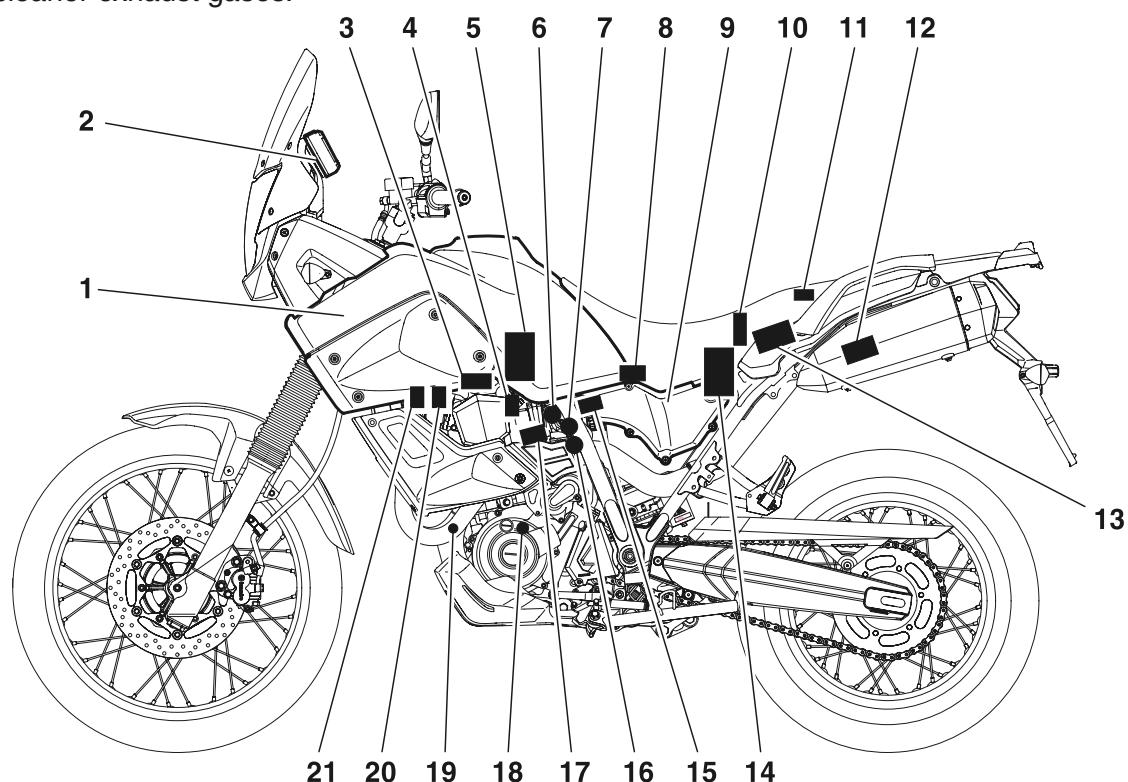
EAS00019

FEATURES

EAS00896

OUTLINE OF THE FI SYSTEM

The main function of a fuel supply system is to provide fuel to the combustion chamber at the optimum air-fuel ratio in accordance with the engine operating conditions and the atmospheric temperature. In a conventional carburetor system, the air-fuel ratio of the mixture that is supplied to the combustion chamber is created by the volume of the intake air and the fuel that is metered by the jet used in the respective chamber. Despite the same volume of intake air, the fuel volume requirement varies with the engine operating conditions, such as acceleration, deceleration, or operation under a heavy load. Carburetors that meter the fuel through the use of jets have been provided with various auxiliary devices, so that an optimum air-fuel ratio can be achieved to accommodate the constant changes in the operating conditions of the engine. As the requirements for engines to deliver more performance and cleaner exhaust gases increase, it becomes necessary to control the air-fuel ratio in a more precise and finely tuned manner. To accommodate this need, this model has adopted an electronically controlled fuel injection (FI) system in place of a conventional carburetor system. This system can achieve an optimum air-fuel ratio required by the engine at all times by using a microprocessor that regulates the fuel injection volume according to the engine operating conditions detected by various sensors. Adoption of the FI system has resulted in a highly precise fuel supply, improved engine response, better fuel economy, and reduced exhaust emissions. Furthermore, the air induction system (AI system) has been placed under computer control together with the FI system in order to realize cleaner exhaust gases.



- | | |
|---------------------------------|-----------------------------------|
| 1. Fuel tank | 12. Catalytic converter |
| 2. Engine trouble warning light | 13. Fuel injection system relay |
| 3. Ignition coil | 14. Battery |
| 4. Spark plug | 15. Intake air temperature sensor |
| 5. Fuel pump | 16. Coolant temperature sensor |
| 6. Idling adjustment screw | 17. Fuel injector |
| 7. Throttle position sensor | 18. Crankshaft position sensor |
| 8. Intake air pressure sensor | 19. O ₂ sensor |
| 9. Air filter case | 20. Air induction system solenoid |
| 10. ECU | 21. Air cut-off valve |
| 11. Lean angle cut-off switch | |

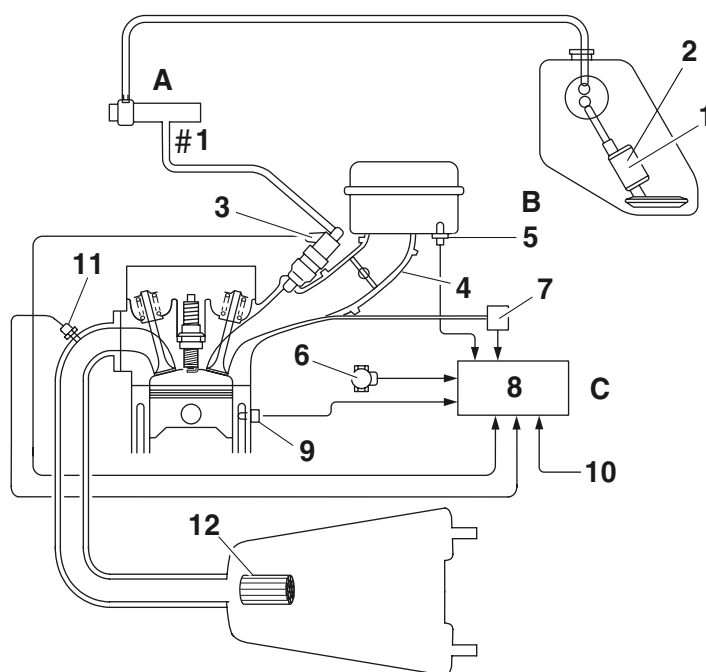
EAS00897

FI SYSTEM

The fuel pump delivers fuel to the injector via the fuel filter. The pressure regulator maintains the fuel pressure that is applied to the injector at 324 kPa (3.24 kg/cm², 46.1 psi) higher than the intake manifold pressure. Accordingly, when the energizing signal from the ECU energizes the injector, the fuel passage opens, causing the fuel to be injected into the intake manifold only during the time the passage remains open. Therefore, the longer the length of time the injector is energized (injection duration), the greater the volume of fuel that is supplied. Conversely, the shorter the length of time the injector is energized (injection duration), the lesser the volume of fuel that is supplied.

The injection duration and the injection timing are controlled by the ECU. Signals that are input from the throttle position sensor, crankshaft position sensor, intake air pressure sensor, intake air temperature sensor, coolant temperature sensor and O₂ sensor enable the ECU to determine the injection duration. The injection timing is determined through the signal from the crankshaft position sensor. As a result, the volume of fuel that is required by the engine can be supplied at all times in accordance with the driving conditions.

Illustration is for reference only.



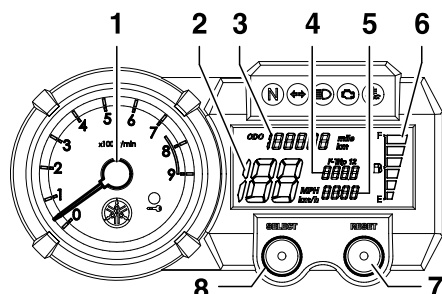
1. Fuel pump
2. Pressure regulator
3. Fuel injector
4. Throttle body
5. Intake air temperature sensor
6. Throttle position sensor
7. Intake air pressure sensor
8. ECU
9. Coolant temperature sensor
10. Crankshaft position sensor
11. O₂ sensor
12. Catalytic converter

- A. Fuel system
- B. Air system
- C. Control system

INSTRUMENT FUNCTIONS

EAUB1500

Multi-function display



1. Tachometer
2. Speedometer
3. Odometer
4. Tripmeters/Fuel reserve tripmeter
5. Clock
6. Fuel meter
7. "RESET" button
8. "SELECT" button

EWA12311

⚠ WARNING

Be sure to stop the vehicle before making any setting changes to the multi-function display.

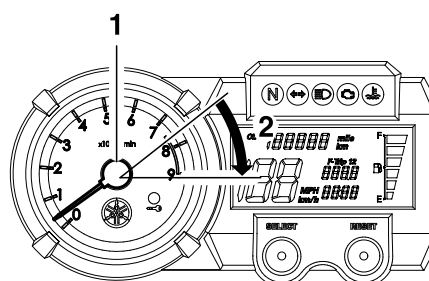
The multi-function display is equipped with the following:

- a speedometer (which shows the riding speed)
- a digital tachometer (which shows engine r/min)
- an odometer (which shows the total distance traveled)
- two tripmeters (which show the distance traveled since they were last set to zero)
- a fuel reserve tripmeter (which shows the distance traveled since the bottom segment of the fuel meter started flashing)
- a clock
- a fuel meter
- a self-diagnosis device

NOTE:

- Be sure to turn the key to "ON" before using the "SELECT" and "RESET" buttons.
- For the U.K. only: To switch the speedometer and odometer/tripmeter displays between kilometers and miles, push the "SELECT" and "RESET" buttons together and turn the key to "ON". When the digits start flashing on the display push the "SELECT" button to choose kilometers or miles.

Tachometer



1. Tachometer
2. Red zone

The tachometer allows the rider to monitor the engine speed and keep it within the ideal power range.

When the key is turned to "ON", the tachometer needle will sweep once across the r/min range and then return to zero r/min in order to test the electrical circuit.

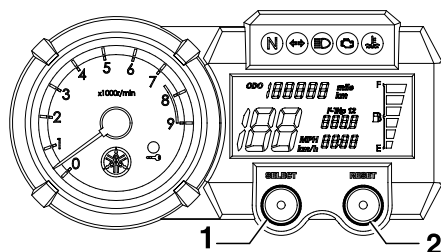
ECA10030

CAUTION:

Do not operate the engine in the tachometer red zone.

Red zone: 7,500 r/min and above.

Tripmeter and tachometer modes



1. "SELECT" button
2. "RESET" button

Pushing the "SELECT" button switches the display between the tripmeter modes "TRIP 1" and "TRIP 2" in the following order:

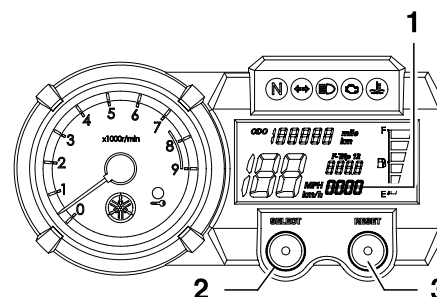
TRIP 1 → TRIP 2 → TRIP 1

When the fuel amount in the fuel tank decreases to 6.7 L (1.77 US gal) (1.47 Imp.gal), the bottom segment of the fuel meter will start flashing, and the tripmeter display will automatically change to the fuel reserve tripmeter mode "F-TRIP" and start counting the distance traveled from that point. In that case, pushing the "SELECT" button switches the display between the various tripmeter modes in the following order:

F-TRIP → TRIP 1 → TRIP 2 → F-TRIP

To reset a tripmeter, select it by pushing the "SELECT" button, and then push the "RESET" button for at least four seconds. If you do not reset the fuel reserve tripmeter manually, it will reset itself automatically and the display will return to the prior mode after refueling and traveling 5 km (3 mi).

Clock mode



1. Clock
2. "SELECT" button
3. "RESET" button

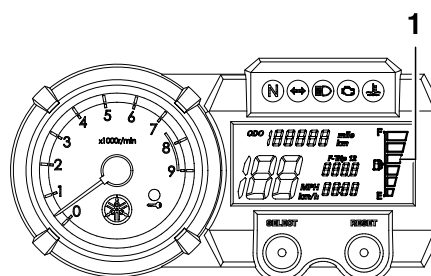
NOTE:

The clock is displayed even when the key is turned to "OFF".

To set the clock

1. Push the "SELECT" button for at least four seconds.
2. When the hour digits start flashing, push the "RESET" button to set the hours.
3. Push the "SELECT" button, and the minute digits will start flashing.
4. Push the "RESET" button to set the minutes.
5. Push the "SELECT" button and then release it to start the clock.

Fuel meter



1. Fuel meter

With the key in the "ON" position, the fuel meter indicates the amount of fuel in the fuel tank. When the key is turned to "ON", all of the display segments of the fuel meter will appear one after the other and then disappear in order to test the electrical circuit. The display segments of the fuel meter disappear towards "E" (Empty) as the fuel level decreases. When only one segment is left near "E" (Empty), refuel as soon as possible.

NOTE:

This fuel meter is equipped with a selfdiagnosis system. If the electrical circuit is defective all the segments will start flashing.

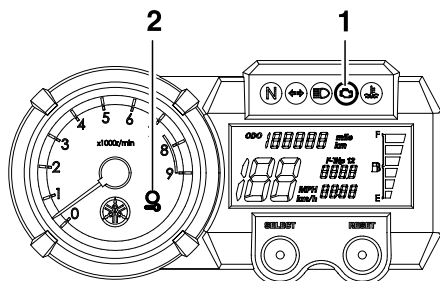
If the multifunction display indicates an error code, note the code number, and then check the vehicle. Refer to “IMMOBILIZER SYSTEM” on page 8-29.

ECA11590

CAUTION:

If the display indicates an error code, the vehicle should be checked as soon as possible in order to avoid engine damage.

Self-diagnosis devices



1. Engine trouble warning light “”
2. Immobilizer system indicator light “”

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

If any of those circuits are defective, the engine trouble warning light will start flashing.

Refer to “FUEL INJECTION SYSTEM” on page 7-16. This model is also equipped with a self-diagnosis device for the immobilizer system.

Turn the key to "ON". If any of the immobilizer system circuits are defective, the immobilizer system indicator light will flash, and it will indicate an error code. Refer to “IMMOBILIZER SYSTEM” on page 8-29. However, if the indicator light slowly flashes five times, and then quickly flashes two times repeatedly, this error could be caused by signal interference. If this occurs, try the following.

1. Use the code re-registering key to start the engine.

NOTE:

Make sure there are no other immobilizer keys close to the main switch, and do not keep more than one immobilizer key on the same key ring! Immobilizer system keys may cause signal interference, which may prevent the engine from starting.

2. If the engine starts, turn it off and try starting the engine with the standard keys.
3. If one or both of the standard keys do not start the engine, re-register the standard keys.

EAS20180

IMPORTANT INFORMATION

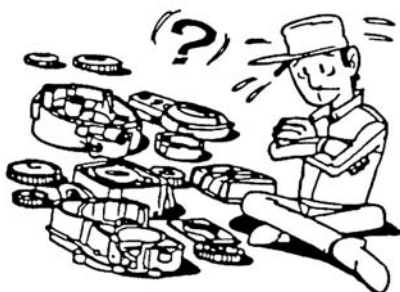
EAS20190

PREPARATION FOR REMOVAL AND DISASSEMBLY

1. Before removal and disassembly, remove all dirt, mud, dust and foreign material.



2. Use only the proper tools and cleaning equipment. Refer to "SPECIAL TOOLS" on page 1-10.
3. When disassembling, always keep mated parts together. This includes gears, cylinders, pistons and other parts that have been "mated" through normal wear. Mated parts must always be reused or replaced as an assembly.



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

EAS20200

REPLACEMENT PARTS

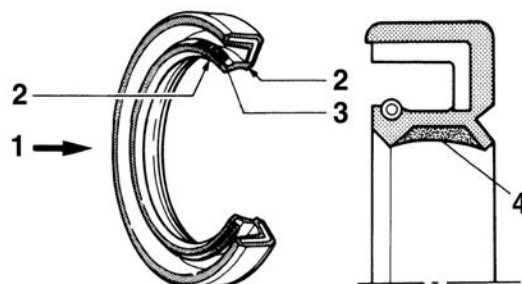
Use only genuine Yamaha parts for all replacements. Use oil and grease recommended by Yamaha for all lubrication jobs. Other brands may be similar in function and appearance, but inferior in quality.



EAS20210

GASKETS, OIL SEALS AND O-RINGS

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

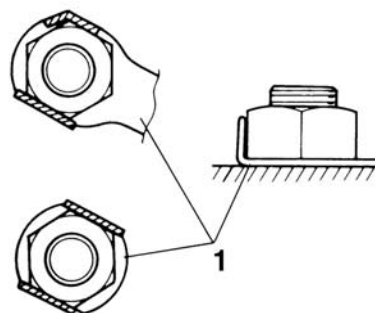


1. Oil
2. Lip
3. Spring
4. Grease

EAS20220

LOCK WASHERS/PLATES AND COTTER PINS

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



EAS20230

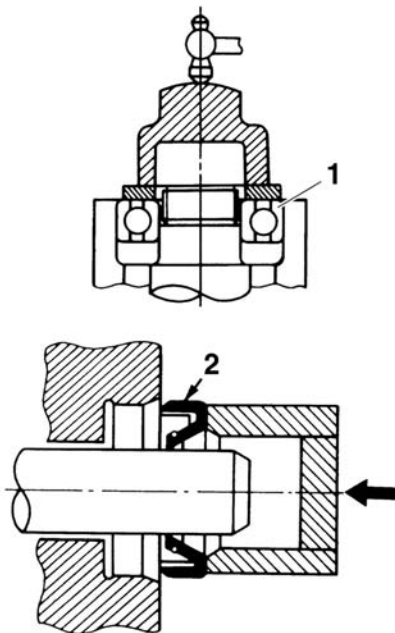
BEARINGS AND OIL SEALS

Install bearings “1” and oil seals “2” so that the manufacturer’s marks or numbers are visible. When installing oil seals, lubricate the oil seal lips with a light coat of lithium-soap-based grease. Oil bearings liberally when installing, if appropriate.

ECA13300

CAUTION:

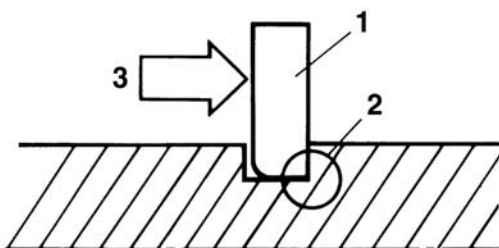
Do not spin the bearing with compressed air because this will damage the bearing surfaces.



EAS20240

CIRCLIPS

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



CHECKING THE CONNECTIONS

EAS20250

CHECKING THE CONNECTIONS

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

1. Disconnect:

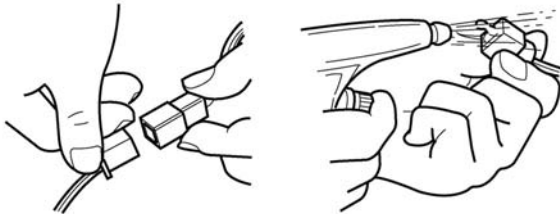
- Lead
- Coupler
- Connector

2. Check:

- Lead
- Coupler
- Connector

Moisture → Dry with an air blower.

Rust/stains → Connect and disconnect several times.

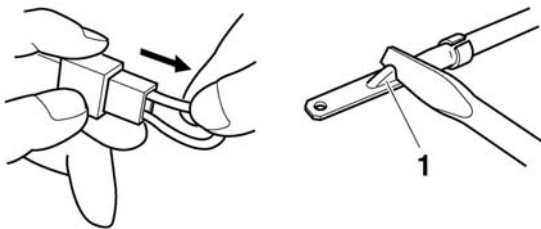


3. Check:

- All connections
- Loose connection → Connect properly.

NOTE:

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



4. Connect:

- Lead
- Coupler
- Connector

NOTE:

Make sure all connections are tight.

5. Check:

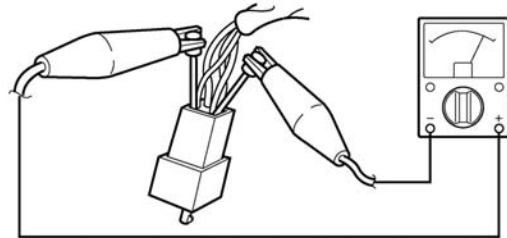
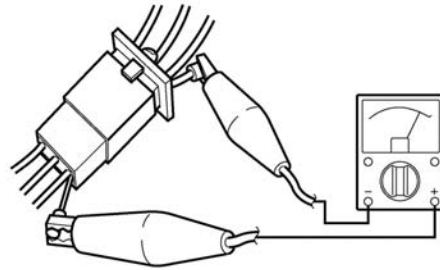
- Continuity
(with the pocket tester)



Pocket tester
90890-03112

NOTE:

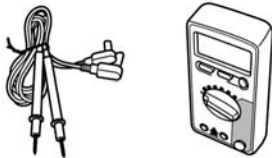
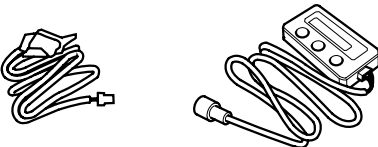
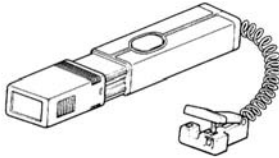
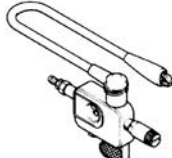
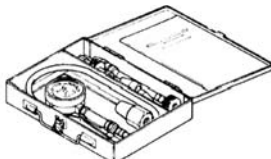
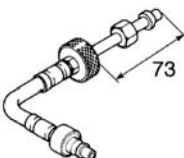
- If there is no continuity, clean the terminals.
- When checking the wire harness, perform steps (1) to (3).
- As a quick remedy, use a contact revitalizer available at most part stores.



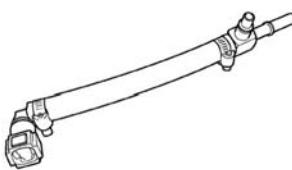
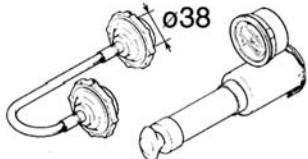
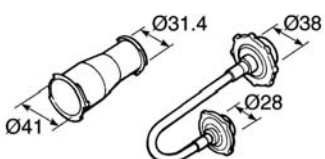
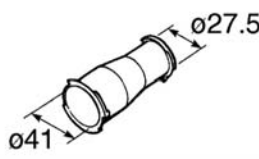
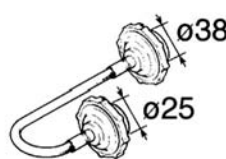
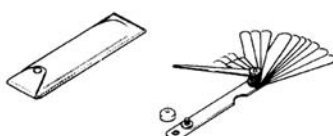
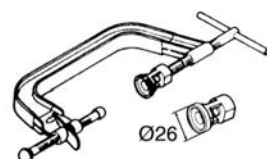
EAS00027

SPECIAL TOOLS

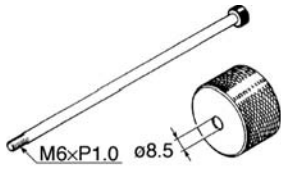
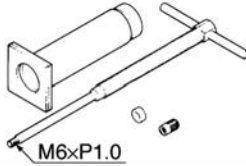
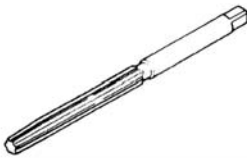
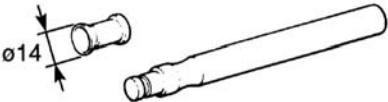
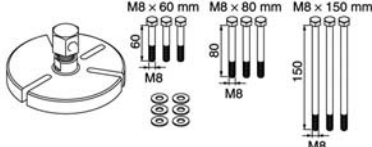
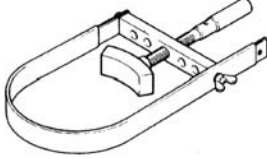
The following special tools are necessary for complete and accurate tune-up and assembly. Use only the appropriate special tools as this will help prevent damage caused by the use of inappropriate tools or improvised techniques. Special tools, part numbers or both may differ depending on the country.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

Tool name/Tool No.	Illustration	Reference pages
Pocket tester 90890-03112		5-58, 8-45, 8-46, 8-47, 8-48, 8-52, 8-53, 8-54, 8-55, 8-56, 8-57, 8-58, 8-59, 8-60
Digital circuit tester 90890-03174		7-10
Fuel injection system tester 90890-03182		7-23
Timing light 90890-03141		3-7
Ignition checker 90890-06754		8-55
Compression gauge 90890-03081		3-8
Adaptor (Compression gauge) 90890-04082		3-8

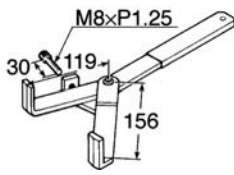
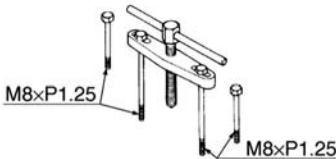
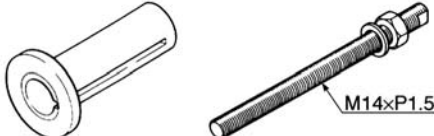
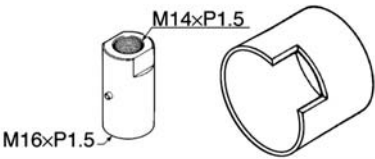
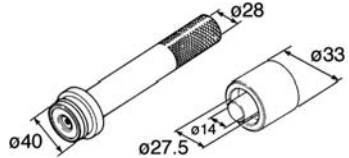
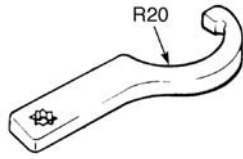
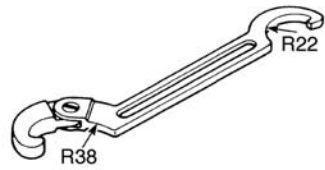
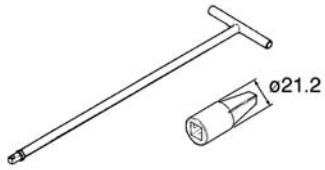
SPECIAL TOOLS

Tool name/Tool No.	Illustration	Reference pages
Pressure gauge 90890-03153		7-8
Fuel pressure adapter 90890-03176		7-8
Radiator cap tester 90890-01325		6-2, 6-3
Radiator cap tester adaptor 90890-01352		6-2
Radiator cap tester adapter 90890-01497		6-2
Radiator tester adapter 90890-01496		6-3
Thickness gauge 90890-03079		3-4
Valve spring compressor attachment 90890-01243 Valve spring compressor 90890-04019		5-20, 5-25

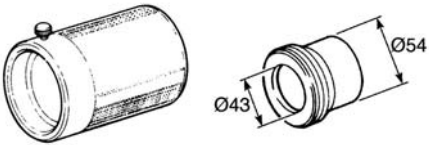
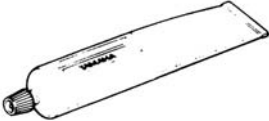
SPECIAL TOOLS

Tool name/Tool No.	Illustration	Reference pages
Slide hammer bolt 90890-01083 Weight 90890-01084		5-15, 5-17
Piston pin puller set 90890-01304		5-27
Valve guide remover (ø 6) 90890-04064		5-21
Valve guide installer (ø 6) 90890-04065		5-21
Valve guide reamer (ø 6) 90890-04066		5-21
Valve lapper 90890-04101		-
Flywheel puller 90890-01362		5-53
Sheave holder 90890-01701		5-53, 5-55

SPECIAL TOOLS

Tool name/Tool No.	Illustration	Reference pages
Universal clutch holder 90890-04086		5-35, 5-37
Crankcase separating tool 90890-01135		5-67
Crankshaft installer pot 90890-01274 Crankshaft installer bolt 90890-01275		5-68
Adapter 90890-04130 Spacer (crankshaft installer) 90890-04144		5-68
Middle driven shaft bearing driver 90890-04058 Mechanical seal installer 90890-04132		6-10
Steering nut wrench 90890-01403		3-24, 4-59, 4-60
Ring nut wrench 90890-01268		4-59
T-handle 90890-01326 Damper rod holder 90890-01460		4-51, 4-53

SPECIAL TOOLS

Tool name/Tool No.	Illustration	Reference pages
Fork seal driver weight 90890-01367 Fork seal driver attachment (ø 43) 90890-01374		4-53, 4-54
Yamaha bond No. 1215 90890-85505		5-55, 5-62, 5-64, 6-10

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GENERAL SPECIFICATIONS

GENERAL SPECIFICATIONS

Model

Model code	11D1 (EUR)
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Dimensions

Overall length	2246 mm (88.42 in)
Overall width	864 mm (34.01 in)
Overall height	1477 mm (58.14 in)
Seat height	896 mm (35.27 in)
Wheelbase	1500 mm (59.05 in)
Ground clearance	260 mm (10.23 in)
Minimum turning radius	1958 mm (77.08 in)

Weight

With oil and fuel	208.5 kg (459 lb)
Maximum load	190 kg (419 lb)

ENGINE SPECIFICATIONS

ENGINE SPECIFICATIONS

Engine

Engine type	Liquid-cooled, 4-stroke, SOHC
Displacement	660 cm ³ (40.27 cu-in)
Cylinder arrangement	Forward-inclined single cylinder
Bore x stroke	100.0 x 84.0 mm (3.94 x 3.31 in)
Compression ratio	10.00 : 1
Engine idling speed	1,400-1,600 r/min
Water temperature	80 °C (176 °F)
Oil temperature	55-65 °C (131-152 °F)
Standard compression pressure	650 kPa/800 r/min (6.5 kg/cm ² /800 r/min, 92.4 psi/800 r/min)
Starting system	Electric starter

Fuel

Recommended fuel	Premium unleaded gasoline only
Fuel tank capacity	23.0 L (5.06 Imp gal, 6.07 US gal)
Fuel reserve amount	6.7 L (1.46 Imp gal, 1.76 US gal)

Engine oil

Lubrication system	Dry sump
Oil type	SAE10W30 or SAE10W40 or SAE15W40 or SAE20W40 or SAE20W50
Recommended engine oil grade	API service SG type or higher, JASO standard MA

Engine oil quantity

Total amount	2.90 L (2.55 Imp qt, 3.07 US qt)
Without oil filter element replacement	2.50 L (2.19 Imp qt, 2.64 US qt)
With oil filter element replacement	2.60 L (2.26 Imp qt, 2.73 US qt)

Oil filter

Oil filter type	Paper
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Air filter

Air filter element	Dry element
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Oil pump

Oil pump type	Trochoid
Inner-rotor-to-outer-rotor-tip clearance	0.025 mm (0.00098 in)
Limit	0.20 mm (0.00079 in)
Outer-rotor-to-oil-pump-housing clearance	0.090-0.150 mm (0.0035-0.0059 in)
Limit	0.22 mm (0.0087 in)
Oil pump housing-to-inner-rotor and outer-rotor clearance	0.03-0.08 mm (0.0012-0.0031 in)
Limit	0.15 mm (0.0059 in)
Bypass valve opening pressure	40.0-80.0 kPa (5.8-11.6 psi) (0.40-0.80 kg/cm ²)
Pressure check location	Oil filter chamber

ENGINE SPECIFICATIONS

Cooling system

Radiator capacity (including all routes)	1.20 L (1.25 US qt) (1.06 Imp.qt)
Coolant reservoir capacity (up to the maximum level mark)	0.50 L (0.52 US qt) (0.44 Imp.qt)
Radiator cap opening pressure	110.0-140.0 kPa (16.0-20.3 psi) (1.10-1.40 kg/cm ²)

Radiator core

Width	332.0 mm (13.07 in)
Height	158.0 mm (6.22 in)
Depth	23.0 mm (0.91 in)

Water pump

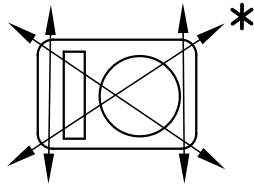
Water pump type	Single suction centrifugal pump
Reduction ratio	27/28 (0.964)
Maximum impeller shaft tilt	0.15 mm (0.006 in)

Spark plug

Manufacturer/Model	NGK/CR7E
Spark plug gap	0.7-0.8 mm (0.028-0.031 in)

Cylinder head

Volume	59.10-60.50 cm ³ (3.61-3.69 cu-in)
Maximum warpage*	0.03 mm (0.0012 in)



Camshaft

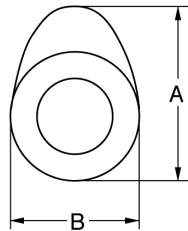
Drive system	Chain drive (left)
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Camshaft lobe dimensions

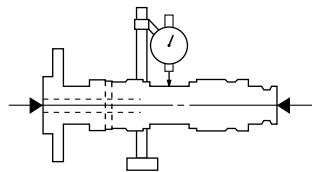
Intake A	43.488-43.588 mm (1.7121-1.7161 in)
Limit	43.338 mm (1.7062 in)
Intake B	36.959-37.059 mm (1.4551-1.4590 in)
Limit	36.859 mm (1.4511 in)
Intake (depth)	6.538 mm (0.2574 in)
Exhaust A	43.129-43.229 mm (1.6980-1.7019 in)
Limit	43.029 mm (1.694 in)

ENGINE SPECIFICATIONS

Exhaust B	37.007-37.107 mm (1.4570-1.4609 in)
Limit	36.907 mm (1.4530 in)
Exhaust (depth)	6.179 mm (0.2432 in)



Camshaft runout limit	0.030 mm (0.0012 in)
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Valve timing

Intake - open (B.T.D.C.)	25°
Intake - closed (A.B.D.C.)	55°
Exhaust - open (B.B.D.C.)	60°
Exhaust - closed (A.T.D.C.)	20°
Overlap angle "A"	45°

Timing chain

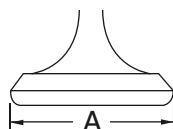
Model/number of links	98 x RH2010/126
Tensioning system	Automatic

Rocker arm/rocker arm shaft

Rocker arm inside diameter	12.000-12.018 mm (0.4724-0.4731 in)
Limit	12.036 mm (0.4739 in)
Rocker arm shaft outside diameter	11.981-11.991 mm (0.4717-0.4721 in)
Limit	11.955 mm (0.4707 in)
Rocker-arm-to-rocker-arm-shaft clearance	0.009-0.037 mm (0.0004-0.0015 in)
Limit	0.081 mm (0.0032 in)

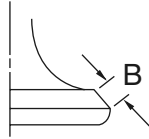
Valves, valve seats, valve guides

Valve clearance (cold)	
Intake	0.09-0.13 mm (0.0035-0.0051 in)
Exhaust	0.16-0.20 mm (0.0063-0.0079 in)
Valve dimensions	
Valve head diameter A (intake)	37.90-38.10 mm (1.4921-1.5000 in)
Valve head diameter A (exhaust)	31.90-32.10 mm (1.2559-1.2638 in)

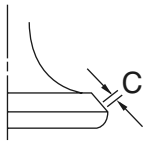


ENGINE SPECIFICATIONS

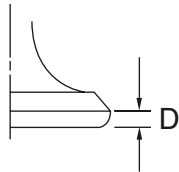
Valve face width B (intake)	1.910-2.620 mm (0.075-0.103 in)
Valve face width B (exhaust)	1.910-2.620 mm (0.075-0.103 in)



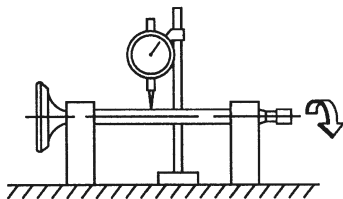
Valve seat width C (intake)	1.00-1.20 mm (0.0394-0.0472 in)
Limit	1.6 mm (0.06 in)
Valve seat width C (exhaust)	1.00-1.20 mm (0.0394-0.0472 in)
Limit	1.6 mm (0.06 in)



Valve margin thickness D (intake)	0.80-1.20 mm (0.0315-0.0472 in)
Valve margin thickness D (exhaust)	0.80-1.20 mm (0.0315-0.0472 in)



Valve stem diameter (intake)	5.975-5.990 mm (0.2352-0.2358 in)
Limit	5.945 mm (0.2341 in)
Valve stem diameter (exhaust)	5.960-5.975 mm (0.2346-0.2352 in)
Limit	5.930 mm (0.2335 in)
Valve guide inside diameter (intake)	6.000-6.012 mm (0.2362-0.2367 in)
Limit	6.05 mm (0.2382 in)
Valve guide inside diameter (exhaust)	6.000-6.012 mm (0.2362-0.2367 in)
Limit	6.05 mm (0.2382 in)
Valve-stem-to-valve-guide clearance (intake)	0.010-0.037 mm (0.0004-0.0015 in)
Limit	0.08 mm (0.0031 in)
Valve-stem-to-valve-guide clearance (exhaust)	0.025-0.052 mm (0.0010-0.0020 in)
Limit	0.10 mm (0.0039 in)
Valve stem runout	0.010 mm (0.0004 in)

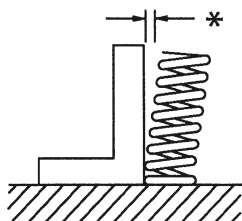


ENGINE SPECIFICATIONS

Cylinder head valve seat width (intake)	1.00-1.20 mm (0.0394-0.0472 in)
Limit	1.6 mm (0.06 in)
Cylinder head valve seat width (exhaust)	1.00-1.20 mm (0.0394-0.0472 in)
Limit	1.6 mm (0.06 in)
Valve face material	Stellite
Valve seat material (intake)	PB6
Valve seat material (exhaust)	PB1W

Valve springs

Free length (intake)	40.38 mm (1.59 in)
Limit	38.36 mm (1.51 in)
Free length (exhaust)	40.38 mm (1.59 in)
Limit	38.36 mm (1.51 in)
Installed length (valve closed) (intake)	35.00 mm (1.38 in)
Installed length (valve closed) (exhaust)	35.00 mm (1.38 in)
Spring rate (K1) (intake)	34.18 N/mm
Spring rate (K2) (intake)	44.14 N/mm
Spring rate (K1) (exhaust)	34.18 N/mm
Spring rate (K2) (exhaust)	44.14 N/mm
Installed compression spring force (intake)	171.00-197.00 N (38.44-44.29 lb) (17.44-20.09 kg)
Installed compression spring force (exhaust)	171.00-197.00 N (38.44-44.29 lb) (17.44-20.09 kg)
Spring tilt (intake)*	2.5°/1.8 mm
Spring tilt (exhaust)*	2.5°/1.8 mm



Winding direction (top view) (intake)	Clockwise
Winding direction (top view) (exhaust)	Clockwise

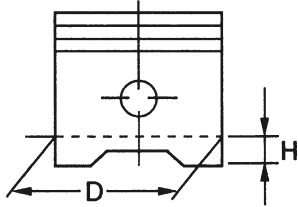
Cylinder

Bore	100.000-100.010 mm (3.9370-3.9374 in)
Limit	100.080 mm (3.9402 in)
Maximum taper	0.050 mm (0.0020 in)
Maximum out-of-round	0.050 mm (0.0020 in)

ENGINE SPECIFICATIONS

Piston

Piston-to-cylinder clearance	0.030-0.055 mm (0.0012-0.0022 in)
Limit	0.13 mm (0.0051 in)
Diameter D	99.955-99.970 mm (3.9352-3.9358 in)
Height H	10.0 mm (0.39 in)

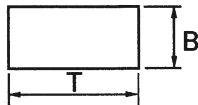


Offset	0.50 mm (0.0197 in)
Offset direction	Intake side
Piston pin bore inside diameter	23.004-23.015 mm (0.9057-0.9061 in)
Limit	23.045 mm (0.9073 in)
Piston pin outside diameter	22.991-23.000 mm (0.9052-0.9055 in)
Limit	22.971 mm (0.9044 in)

Piston ring

Top ring

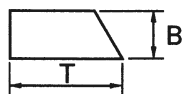
Ring type	Barrel
Dimensions (B x T)	1.20 x 3.80 mm (0.047 x 0.150 in)



End gap (installed)	0.20-0.35 mm (0.0079-0.0138 in)
Limit	0.60 mm (0.0236 in)
Ring side clearance	0.030-0.080 mm (0.0012-0.0031 in)
Limit	0.13 mm (0.0051 in)

2nd ring

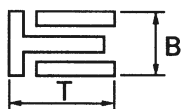
Ring type	Taper
Dimensions (B x T)	1.20 x 4.00 mm (0.047 x 0.157 in)



End gap (installed)	0.35-0.50 mm (0.0138-0.0197 in)
Limit	0.85 mm (0.0335 in)
Ring side clearance	0.030-0.070 mm (0.0012-0.0028 in)
Limit	0.115 mm (0.0045 in)

Oil ring

Dimensions (B x T)	2.50 x 3.40 mm (0.098 x 0.134 in)
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End gap (installed)	0.20-0.70 mm (0.0079-0.0276 in)
Ring side clearance	0.060-0.150 mm (0.0024-0.0059 in)

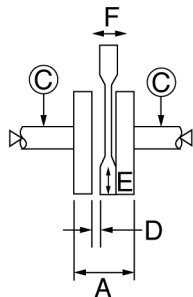
ENGINE SPECIFICATIONS

Connecting rod

Connecting rod length	135.90-136.10 mm (5.3503-5.3582 in)
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Crankshaft

Width A	74.95-75.00 mm (2.9508-2.9528 in)
Runout limit C	0.040 mm (0.0016 in)
Big end side clearance D	0.350-0.650 mm (0.0138-0.0256 in)
Limit	1.0 mm (0.04 in)
Big end radial clearance E	0.010-0.025 mm (0.0004-0.0010 in)
Small end free play F	0.16-0.40 mm (0.0063-0.0157 in)



Balancer

Balancer drive method	Gear
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Clutch

Clutch type	Wet, multiple-disc
Clutch release method	Outer pull, rack and pinion pull
Operation	Left-hand operation
Clutch cable free play (at the end of the clutch lever)	10.0-15.0 mm (0.39-0.59 in)
Friction plates 1 thickness (inside dia.: 120 mm)	2.90-3.10 mm (0.114-0.122 in)
Limit	2.80 mm (0.110 in)
Plate quantity	5
Friction plates 2 thickness	2.92-3.08 mm (0.115-0.121 in)
Limit	2.80 mm (0.110 in)
Plate quantity	2
Friction plates 3 thickness (inside dia.: 128 mm)	2.90-3.10 mm (0.114-0.122 in)
Limit	2.80 mm (0.110 in)
Plate quantity	1
Clutch plates thickness	1.60 mm (0.062 in)
Plate quantity	6
Warpage limit	0.20 mm (0.0079 in)
Clutch spring free length	55.60 mm (2.19 in)
Minimum length	52.82 mm (2.08 in)
Quantity	5

ENGINE SPECIFICATIONS

Transmission

Transmission type	Constant mesh, 5-speed
Primary reduction system	Spur gear
Primary reduction ratio	75/36 (2.083)
Secondary reduction system	Chain drive
Secondary reduction ratio	45/15 (3.000)
Operation	Left-foot operation
Gear ratios	
1 st gear	30/12 (2.500)
2 nd gear	26/16 (1.625)
3 rd gear	23/20 (1.150)
4 th gear	20/22 (0.909)
5 th gear	20/26 (0.769)
Main axle runout limit	0.08 mm (0.0031 in)
Drive axle runout limit	0.08 mm (0.0031 in)

Shifting mechanism

Shift mechanism type	Shift drum and guide bar
Shift fork thickness	5.76-5.89 mm (0.2267-0.23188 in)

Decompression device

Device type	Auto decompression
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Air filter

Air filter type	Paper
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Fuel pump

Pump type	Electrical
Model/manufacturer	11D/DENSO
Maximum consumption amperage	3.8 A
Output pressure	324.0 kPa (3.31 kg/cm ² /46.1 psi)

Throttle body

Model/manufacturer x quantity	44EHS-8/5B/MIKUNI x 1
Intake vacuum pressure	37.6-40.2 kPa (11.1-11.9 inHg) (282-302 mmHg)
Throttle cable free play (at the flange of the throttle grip)	3.0-5.0 mm (0.12-0.20 in)
ID mark	5YK2 11
Throttle valve size	#50

CHASSIS SPECIFICATIONS

CHASSIS SPECIFICATIONS

Frame

Frame type	Diamond
Caster angle	28°
Trail	113.0 mm (4.44 in)

Front wheel

Wheel type	Spoke wheel
Rim size	21 x 1.85
Material	Aluminum
Wheel travel	210 mm (8.26 in)
Radial wheel runout limit	1.2 mm (0.047 in)
Lateral wheel runout limit	0.8 mm (0.031 in)

Rear wheel

Wheel type	Spoke wheel
Rim size	17M/C x MT2,75
Material	Aluminum
Wheel travel	200 mm (7.87 in)
Radial wheel runout limit	1.2 mm (0.047 in)
Lateral wheel runout limit	0.8 mm (0.031 in)

Front tire

Tire type	With tube
Size	90/90-21M/C 54S, 90/90-21M/C 54T
Manufacturer/model	METZELER/TOURANCE FRONT, MICHELIN/SIRAC
Minimum tire tread depth	1.6 mm (0.063 in)

Rear tire

Tire type	With tube
Size	130/80-17M/C 65S, 130/80-17M/C 65T
Manufacturer/model	METZELER/TOURANCE, MICHELIN/SIRAC A
Minimum tire tread depth	1.6 mm (0.063 in)

Tire air pressure (measured on cold tires)

Loading condition	0-90 kg (0-198 lb)
Front	210 kPa (30 psi) (2.1 kgf/cm ²) (2.1 bar)
Rear	230 kPa (33 psi) (2.3 kgf/cm ²) (2.3 bar)
Loading condition	90-190 kg (198 lb-419 lb)
Front	230 kPa (33 psi) (2.3 kgf/cm ²) (2.3 bar)
Rear	250 kPa (36 psi) (2.5 kgf/cm ²) (2.5 bar)
Off-road riding	
Front	200 kPa (29 psi) (2.0 kgf/cm ²) (2.0 bar)
Rear	200 kPa (29 psi) (2.0 kgf/cm ²) (2.0 bar)

CHASSIS SPECIFICATIONS

High-speed riding	
Front	210 kPa (30 psi) (2.1 kgf/cm ²) (2.1 bar)
Rear	230 kPa (33 psi) (2.3 kgf/cm ²) (2.3 bar)
Front brakes	
Brake type	Dual disc brake
Operation	Right hand operation
Recommended fluid	DOT 4
Brake discs	
Diameter x thickness	298.0 x 4.5 mm (11.73 x 0.18 in)
Minimum thickness	4.0 mm (0.15 in)
Maximum deflection	0.10 mm (0.004 in)
Pad lining thickness (inner)	4.55 mm (0.179 in)
Limit	1.0 mm (0.039 in)
Pad lining thickness (outer)	4.55 mm (0.179 in)
Limit	1.0 mm (0.039 in)
Master cylinder inside diameter	16.0 mm (0.63 in)
Caliper cylinder inside diameter	28.0 mm x 2 (1.10 in x 2) and 28.0 mm x 2 (1.10 in x 2)
Rear brake	
Brake type	Single disc brake
Operation	Right foot operation
Brake pedal position (below the top of the rider footrest)	26.8 mm (1.05 in)
Recommended fluid	DOT 4
Brake disc	
Diameter x thickness	245 x 5.0 mm (9.65 x 0.20 in)
Minimum thickness	4.5 mm (0.18 in)
Maximum deflection	0.10 mm (0.004 in)
Pad lining thickness (inner)	5.5 mm (0.216 in)
Limit	1.0 mm (0.04 in)
Pad lining thickness (outer)	5.5 mm (0.216 in)
Limit	1.0 mm (0.04 in)
Master cylinder inside diameter	12.7 mm (0.50 in)
Caliper cylinder inside diameter	34.00 mm x 1 (1.34 in x 1)
Steering	
Steering bearing type	Taper roller bearing
Lock to lock angle (left)	35.0°
Lock to lock angle (right)	35.0°
Front suspension	
Suspension type	Telescopic fork
Front fork type	Coil spring/oil damper
Front fork travel	210.0 mm (8.26 in)

CHASSIS SPECIFICATIONS

Spring	
Free length	580.0 mm (22.83 in)
Installed length	572.0 mm (22.51 in)
Spring rate (K1)	4.4 N/mm (25.11 lb/in) (0.44 kg/mm)
Spring stroke (K1)	0.0-210.0 mm (0-8.26 in)
Optional spring available	No
Fork oil	
Recommended oil	Fork oil 10W or equivalent
Quantity (each front fork leg)	650.0 cm ³ (21.97 US oz) (22.87 Imp.oz)
Level (from the top of the inner tube, with the inner tube fully compressed, and without the fork spring)	145.0 mm (5.70 in)
Inner tube outer diameter	43.0 mm (1.69 in)
Inner tube bending limit	0.2 mm (0.0079 in)
Rear suspension	
Suspension type	Swingarm (link suspension)
Rear shock absorber assembly type	Coil spring/gas-oil damper
Rear shock absorber assembly travel	95.0 mm (3.74 in)
Spring	
Free length	194.0 mm (7.63 in)
Limit	165.5 mm (6.51 in)
Installed length	180.0 mm (7.08 in)
Spring rate (K1)	70.00 N/mm (399.70 lb/in) (7.14 kg/mm)
Spring stroke (K1)	0.0-90.0 mm (0-3.54 in)
Optional spring available	No
Standard spring preload gas/air pressure	1,200 kPa (174.0 psi) (12.23 kg/cm ²)
Swingarm	
Free play (at the end of the swingarm)	
Radial	1.0 mm (0.04 in)
Axial	1.0 mm (0.04 in)
Drive chain	
Type	Sealed type chain
Model/manufacturer	520 ZRA/REGINA CHAIN
Link quantity	110
Drive chain slack	50.0-60.0 mm (1.96-2.36 in)
Maximum 15-link section	240.5 mm (9.46 in)

ELECTRICAL SPECIFICATIONS

ELECTRICAL SPECIFICATIONS

Voltage

System voltage	12 V
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Engine control unit

Model/manufacturer	TBDF84/DENSO
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Ignition system

Ignition system type	Transistorized coil ignition (digital)
Ignition timing	5.0° (B.T.D.C.) at 1450 r/min
Advancer type	Electrical
Pickup coil resistance/color	192-288 Ω at 20 °C (68 °F)/ blue/yellow-green/white
Transistorized coil ignition unit model/manufacture	TBDF55/DENSO

Ignition coil

Model/manufacturer	JO300/DENSO
Minimum ignition spark gap	6.0 mm (0.24 in)
Primary coil resistance	3.40-4.60 Ω at 20 °C (68 °F)
Secondary coil resistance	10.4-15.6 k Ω at 20 °C (68 °F)

Spark plug cap

Material	Resin
Resistance	10.0 k Ω at 20 °C (68 °F)

Charging system

System type	A.C. magneto
Model/manufacturer	LMX51/DENSO
Nominal output	14.0 V/20.8 A at 5000 r/min
Stator coil resistance/color	0.224-0.336 Ω at 20 °C (68 °F)/white-white

Rectifier/regulator

Regulator type	Semi conductor-short circuit
Model/manufacturer	SH678-11/SHINDENGEN
No-load regulated voltage	14.1-14.9 V
Rectifier capacity	35.0 A
Withstand voltage	200.0 V

Battery

Model/manufacture	GT9B-4/GS YUASA
Voltage, capacity	12 V, 8.0 Ah
Specific gravity	1.320
Ten hour rate amperage	0.8 A

Headlight

Headlight type	Bulb type
Bulb type	Halogen bulb

ELECTRICAL SPECIFICATIONS

Bulbs (voltage/wattage x quantity)

Headlight	12 V 55.0 W x 2
Auxiliary light	12 V 5.0 W x 2
Tail/brake light	LED
Front turn signal light	12 V 10.0 W x 2
Rear turn signal light	12 V 10.0 W x 2

Indicator light (voltage/wattage x quantity)

Meter lighting	LED (backlight)
Neutral indicator light	LED
High beam indicator light	LED
Turn signal indicator light	LED
Engine trouble warning light	LED
Coolant temperature warning light	LED
Immobilizer system indicator light	LED

Electric starting system

System type	Constant mesh
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Starter motor

Model/manufacturer	SM-13/MITSUBA
Power output	0.80 kW
Armature coil resistance	0.025-0.035 Ω at 20 °C (68 °F)
Brushes	
Overall length	12.5 mm (0.49 in)
Limit	5.00 mm (0.20 in)
Spring force	7.65-10.01 N (27.51-36.01 oz) (780-1,021 gf)
Commutator diameter	28.0 mm (1.10 in)
Limit	27.0 mm (1.06 in)
Mica undercut (depth)	0.70 mm (0.028 in)

Starter relay

Model/manufacturer	MS5F-561/JIDECO
Amperage	180.0 A
Coil resistance	4.18-4.62 Ω at 20 °C (68 °F)

Horn

Type	Plane
Model/manufacturer x quantity	YF-212/NIKKO x 1
Maximum amperage	3.0 A
Performance	105-120 dB/2 m (6.6 ft)
Coil resistance	1.15-1.25 Ω at 20 °C (68 °F)

Turn signal relay

Relay type	Full transistor
Model/manufacturer	FE218BH/DENSO
Built-in, self-cancelling device	No

ELECTRICAL SPECIFICATIONS

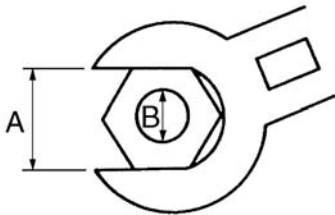
Hazard flasher device	
Turn signal blinking frequency	75-95 cycles/min
Wattage	10 W x 2 +3.4 W
Relay unit	
Model/manufacture	G8R-30Y-V4/OMRON
Coil resistance	162.0-198.0 Ω
Diode	Yes
Headlight relay	
Model/manufacture	ACM33211 M04/MATSUSHITA
Radiator fan	
Model/manufacture	VA31-A100-46A/SPAL
Fan motor relay	
Model/manufacture	ACM33211 M04/MATSUSHITA
Intake air pressure sensor	
Thermostat type/manufacture	5PS1/DENSO
Output voltage	3.4-3.8 V
Intake air temperature sensor	
Model/manufacture	5VU1/DENSO
Resistance	2.21-2.69 k Ω at 20 °C (68 °F) 0.290-0.354 k Ω at 80 °C (176 °F)
Coolant temperature sensor	
Model/manufacture	5PS1/DENSO
Resistance	2.28-2.63 k Ω at 20 °C (68 °F) 0.305-0.331 k Ω at 80 °C (176 °F) 0.138-0.145 k Ω at 110 °C (230 °F)
Fuel injector	
Model/manufacture	297500-0390/DENSO
Circuit breaker	
Circuit breaker type	Fuse
Fuses (amperage)	
Main fuse	30 A
Headlight fuse	20 A
Signaling system fuse	10 A
Ignition fuse	10 A
Parking lighting fuse	10 A
Radiator fan motor fuse	7.5 A
Fuel injection system fuse	10 A
Backup fuse (for odometer, clock and immobilizer)	10 A
Reserve fuse	30 A
Reserve fuse	20 A
Reserve fuse	10 A
Reserve fuse	7.5 A

TIGHTENING TORQUES

EAS00030

GENERAL TIGHTENING TORQUE SPECIFICATIONS

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



A: Distance between flats
B: Outside thread diameter

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

TIGHTENING TORQUES

ENGINE TIGHTENING TORQUES

Item	Thread size	Q'ty	Tightening torque	Remarks
Cylinder head stud bolts (exhaust pipe)	M8	4	20 Nm (20 m·kg, 14 ft·lb)	
Cylinder head (left side) L=145 mm (5.71 in)	M9	2	50 Nm (5.0 m·kg, 36 ft·lb)	
Cylinder head (right side) L=135 mm (5.31 in)	M9	2	50 Nm (5.0 m·kg, 36 ft·lb)	
Cylinder head (center lower side)	M9	2	45 Nm (4.5 m·kg, 32 ft·lb)	
Cylinder head	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Spark plug	M10S	1	13 Nm (1.3 m·kg, 9.4 ft·lb)	
Cylinder (left side) L=116 mm (4.57 in)	M10	2	15 Nm (1.5 m·kg, 11 ft·lb)	
			50 Nm (5.0 m·kg, 36 ft·lb)	
Cylinder (right side) L=109 mm (4.29 in)	M10	2	15 Nm (1.5 m·kg, 11 ft·lb)	
			50 Nm (5.0 m·kg, 36 ft·lb)	
Cylinder	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Tappet cover (exhaust side)	M6	4	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Tappet cover (intake side)	M6	4	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Camshaft sprocket cover	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Camshaft sprocket	M7	2	20 Nm (2.0 m·kg, 14 ft·lb)	
Camshaft retainer	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Valve adjusting screw	M6	4	14 Nm (1.4 m·kg, 10 ft·lb)	
Balancer driven gear	M18	1	70 Nm (7.0 m·kg, 50 ft·lb)	Use a lock washer. 
Primary drive gear	M20	1	80 Nm (8.0 m·kg, 58 ft·lb)	Use the lock washer. 
Timing chain tensioner	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Timing chain tensioner cap	M16	1	20 Nm (2.0 m·kg, 14 ft·lb)	
Timing chain guide (intake)	M6	2	8 Nm (0.8 m·kg, 5.8 ft·lb)	
Thermostat cover	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Coolant temperature sensor	M12	1	18 Nm (1.8 m·kg, 13 ft·lb)	
Water pump cover	M6	3	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Water pump assembly	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Water pump outlet pipe	M6	1	10 Nm (1.0 m·kg, 7.2 ft·lb)	

TIGHTENING TORQUES

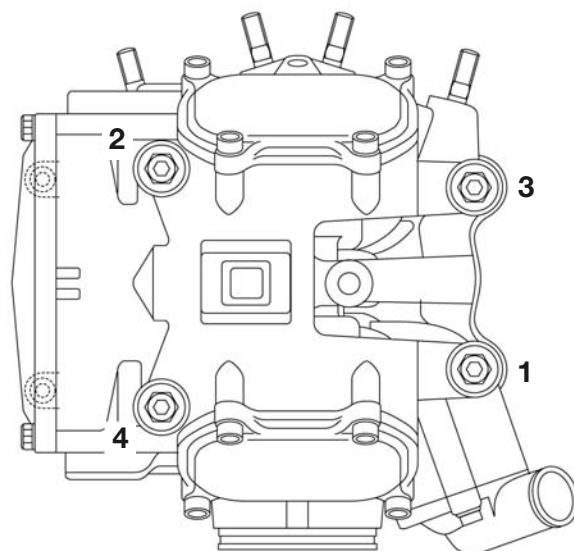
Item	Thread size	Q'ty	Tightening torque	Remarks
Water jacket joint	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Crankcase cover (right)	M6	9	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Oil strainer	M6	3	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Oil pump	M6	3	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Oil baffle plate 2	M5	2	4 Nm (0.4 m·kg, 2.9 ft·lb)	
Oil pump assembly	M6	1	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Engine oil drain bolt (crankcase)	M14	1	30 Nm (3.0 m·kg, 22 ft·lb)	
Oil filter element cover	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Oil filter drain bolt	M6	1	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Engine oil drain bolt (oil tank)	M8	1	18 Nm (1.8 m·kg, 13 ft·lb)	
Bleed bolt (oil filter element)	M5	1	5 Nm (0.5 m·kg, 3.6 ft·lb)	
Oil delivery pipe 1	M10 M6	2 1	20 Nm (2.0 m·kg, 14 ft·lb) 10 Nm (1.0 m·kg, 7.2 ft·lb)	
Oil delivery pipe 2	M8	2	18 Nm (1.8 m·kg, 13 ft·lb)	
Oil delivery hose 1	M6	1	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Oil delivery hose 2	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	Sealant
Throttle body joint clamp screw	M4	2	6 Nm (0.6 m·kg, 4.3 ft·lb)	
Air filter case joint clamp screw	M5	1	4 Nm (0.4 m·kg, 2.9 ft·lb)	
Air filter case	M6	4	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Exhaust pipe joint	M8	2	18 Nm (1.8 m·kg, 13 ft·lb)	
Exhaust pipe and frame	M8	1	25 Nm (2.5 m·kg, 18 ft·lb)	
Exhaust pipe and muffler	M8	1	18 Nm (1.8 m·kg, 13 ft·lb)	
Exhaust pipe (nut)	M8	4	20 Nm (2.0 m·kg, 14 ft·lb)	
Exhaust ex. cover	M6	2	8 Nm (0.8 m·kg, 5.8 ft·lb)	
Muffler stay and muffler	M8	2	22 Nm (2.2 m·kg, 16 ft·lb)	
Muffler stay and frame	M8	2	22 Nm (2.2 m·kg, 16 ft·lb)	
Muffler and protector	M6	4	6 Nm (0.6 m·kg, 4.3 ft·lb)	
Air cut-off valve outlet pipe	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Clutch cover	M6	7	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Clutch cable holder	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Clutch spring	M6	5	9 Nm (0.9 m·kg, 6.5 ft·lb)	
Clutch boss	M20	1	90 Nm (9.0 m·kg, 65 ft·lb)	

TIGHTENING TORQUES

Item	Thread size	Q'ty	Tightening torque	Remarks
Shift shaft spring stopper	M8	1	22 Nm (2.2 m·kg, 16 ft·lb)	
Torque limiter cover	M6	4	10 Nm (1.0 m·kg, 7.2 ft·lb)	
A.C.magneto cover	M6	8	10 Nm (1.0 m·kg, 7.2 ft·lb)	
A.C.magneto rotor	M16	1	80 Nm (8.0 m·kg, 58 ft·lb)	
A.C.magneto lead holder	M6	1	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Crankcase (left side)	M6	6	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Crankcase (right side)	M6	8	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Lead holder	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Bearing retainer	M6	3	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Starter clutch	M8	3	30 Nm (3.0 m·kg, 22 ft·lb)	
Stator coil	M6	3	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Crankshaft position sensor	M5	2	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Starter motor and crankcase	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Starter motor lead	M6	1	5 Nm (0.5 m·kg, 3.6 ft·lb)	
Brush holder and starter motor yoke	M6	1	11 Nm (1.1 m·kg, 8 ft·lb)	
Starter motor assembly	M5	2	5 Nm (0.5 m·kg, 3.6 ft·lb)	
Drive axle oil seal retainer	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	Sealant
Drive sprocket	M18	1	120 Nm (12.0 m·kg, 85 ft·lb)	Use the lock washer.
Neutral switch	M6	2	4 Nm (0.4 m·kg, 2.9 ft·lb)	
Speed sensor	M6	1	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Shift pedal	M6	1	20 Nm (2.0 m·kg, 14 ft·lb)	 243
Intake air pressure sensor	M6	2	7 Nm (0.7 m·kg, 5.1 ft·lb)	
O ₂ sensor	M18	1	45 Nm (4.5 m·kg, 32 ft·lb)	

TIGHTENING TORQUES

Cylinder head tightening sequence:



TIGHTENING TORQUES

CHASSIS TIGHTENING TORQUES

Item	Thread size	Q'ty	Tightening torque	Remarks
Engine/Frame mounting/ Oil tank:				
Engine front and stay engine	M10	2	65 Nm (6.5 m·kg, 47 ft·lb)	
Stay engine (engine front) and frame	M10	2	65 Nm (6.5 m·kg, 47 ft·lb)	
Engine rear under and frame	M10	1	65 Nm (6.5 m·kg, 47 ft·lb)	
Stay engine (engine top) and frame	M10	2	65 Nm (6.5 m·kg, 47 ft·lb)	
Engine top and stay engine	M10	1	55 Nm (5.5 m·kg, 40 ft·lb)	
Adjusting nut (engine rear top) and frame	M22	1	8 Nm (0.8 m·kg, 5.9 ft·lb)	
Chain tensioner (upper) and frame	M8	1	23 Nm (2.3 m·kg, 17 ft·lb)	
Chain tensioner (under) and frame	M8	1	23 Nm (2.3 m·kg, 17 ft·lb)	
Oil drain bolt and frame	M8	1	18 Nm (1.8 m·kg, 13 ft·lb)	
Oil filter bolt and frame	M22	1	90 Nm (9.0 m·kg, 65 ft·lb)	
Rear arm and cushion:				
Pivot shaft and frame	M16	1	92 Nm (9.2 m·kg, 66 ft·lb)	
Suspension and arm relay	M10	1	45 Nm (4.5 m·kg, 33 ft·lb)	
Suspension and frame	M12	1	60 Nm (6.0 m·kg, 44 ft·lb)	
Arm relay and frame	M12	1	60 Nm (6.0 m·kg, 44 ft·lb)	
Arm relay and connecting road	M12	1	50 Nm (5.0 m·kg, 36 ft·lb)	
Connecting road and rear arm	M12	1	50 Nm (5.0 m·kg, 36 ft·lb)	
Chain case and rear arm	M6	4	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Seal guard and rear arm	M6	2	7 Nm (0.7 m·kg, 5.1 ft·lb)	 243
Front fork, cushion and master cylinder:				
Handle crown and inner tube	M8	2	23 Nm (2.3 m·kg, 17 ft·lb)	
Holder handle under and crown handle	M10	2	32 Nm (3.2 m·kg, 23 ft·lb)	
Handle crown and steering shaft	M22	1	130 Nm (13.0 m·kg, 93.4 ft·lb)	
Lower ring nut (steering shaft)	M25	1	See NOTE	
Holder handle under and upper	M8	4	23 Nm (2.3 m·kg, 17 ft·lb)	
Front master cylinder and cap	M4	2	1 Nm (0.1 m·kg, 0.73 ft·lb)	
Front master cylinder and handle	M6	2	7 Nm (0.7 m·kg, 5.1 ft·lb)	

TIGHTENING TORQUES

Item	Thread size	Q'ty	Tightening torque	Remarks
Union bolt and front master cylinder	M10	1	30 Nm (3.0 m·kg, 22 ft·lb)	
Brake hose clamp and front fork	M6	2	9 Nm (0.9 m·kg, 6.6 ft·lb)	
Front fork under bracket and inner tube	M10	2	21 Nm (2.1 m·kg, 15.4 ft·lb)	
Front fender and front fork	M6	4	6 Nm (0.6 m·kg, 4.3 ft·lb)	
Body cowling/Windshield/Headlamp:				
Headlamp stay and frame	M8	2	27 Nm (2.7 m·kg, 19.4 ft·lb)	
Headlamp and headlamp stay	M6	4	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Windshield and body cowling	M5	6	0.5 Nm (0.05 m·kg, 0.36 ft·lb)	
Front flasher and cover L/R	M6	2	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Meter and headlamp stay	M6	2	8 Nm (0.8 m·kg, 5.7 ft·lb)	
Meter and headlamp stay	M5	1	1.4 Nm (0.14 m·kg, 1.0 ft·lb)	
Tank, seat, scoop air/Bracket license/Electrical:				
Fuel tank (front) and frame	M8	2	21 Nm (2.1 m·kg, 15.4 ft·lb)	
Fuel tank (rear) and frame	M8	2	20 Nm (2.0 m·kg, 14.4 ft·lb)	
Fuel tank and fuel pump	M6	6	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Fuel tank and air scoop	M6	6	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Fuel tank and stay fuel tank 1.2	M6	6	6 Nm (0.6 m·kg, 4.3 ft·lb)	
Fuel tank cap and fuel tank	M5	5	6 Nm (0.6 m·kg, 4.3 ft·lb)	
Pipe breather joint and fuel tank	M6	1	0.5 Nm (0.05 m·kg, 0.3 ft·lb)	 572 or 222
Scoop air and stay (scoop air)	M6	2	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Fuel tank and bolt seat fitting	M6	1	6 Nm (0.6 m·kg, 4.3 ft·lb)	
Bracket license (steel stay) and frame	M6	4	7 Nm (0.7 m·kg, 5.1 ft·lb)	 243
Bracket license stay and bracket license	M4	2	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Bracket license and frame	M6	4	9 Nm (0.9 m·kg, 6.6 ft·lb)	 243
Stay license and bracket license	M6	2	6 Nm (0.6 m·kg, 4.3 ft·lb)	
Rear flasher and bracket license	M6	2	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Tail lamp and bracket license	M4	4	1 Nm (0.1 m·kg, 0.7 ft·lb)	
License light and bracket license (plastic resin)	M5	2	1 Nm (0.1 m·kg, 0.7 ft·lb)	

TIGHTENING TORQUES

Item	Thread size	Q'ty	Tightening torque	Remarks
Rear reflector and bracket license	M4	2	1 Nm (0.1 m·kg, 0.7 ft·lb)	
Assist grip and frame	M8	4	25 Nm (2.5 m·kg, 18.0 ft·lb)	
End tail and frame	M6	4	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Ignition coil and frame	M5	2	4 Nm (0.4 m·kg, 2.9 ft·lb)	
Regulator and tank recovery stay	M6	2	6 Nm (0.6 m·kg, 4.3 ft·lb)	
Horn and tank recovery stay	M6	1	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Starter relay and wire (+)/Starting motor cord	M6	2	8 Nm (0.8 m·kg, 5.8 ft·lb)	
Pressure sensor and frame	M6	2	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Sensor lean angle and box battery	M4	2	1 Nm (0.1 m·kg, 0.7 ft·lb)	
Engine control unit and stay	M6	2	7 Nm (0.7 m·kg, 5.1 ft·lb)	
ECU stay and box battery	M6	2	13 Nm (1.3 m·kg, 9.4 ft·lb)	
Box battery and frame	M6	3	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Stopper battery and frame	M6	2	8 Nm (0.8 m·kg, 5.8 ft·lb)	
Lead wire (+/-) and battery	M6	2	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Clutch wire and engine	M8	2	7 Nm (0.7 m·kg, 5.1 ft·lb)	
Wire throttle and throttle body	M6	1	4 Nm (0.4 m·kg, 2.9 ft·lb)	
Footrest and pedal:				
Side stand and frame	M10	2	63 Nm (6.3 m·kg, 46 ft·lb)	 243
Side stand switch and side stand bracket	M5	2	4 Nm (0.4 m·kg, 2.9 ft·lb)	
Side stand and bracket side stand	M10	1	56 Nm (5.6 m·kg, 41 ft·lb)	
Bracket rear footrest and frame	M8	4	30 Nm (3.0 m·kg, 22 ft·lb)	
Rear footrest and bracket rear footrest	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Rear master cylinder and frame	M8	2	23 Nm (2.3 m·kg, 17 ft·lb)	
Rear brake reserve tank and frame	M6	1	4 Nm (0.4 m·kg, 2.9 ft·lb)	
Bracket main footrest and frame	M10	1	30 Nm (3.0 m·kg, 22 ft·lb)	
Holder brake hose and rear arm	M6	1	7 Nm (0.7 m·kg, 5.1 ft·lb)	 243
Pedal brake bolt mounting and nut	M10	1	48 Nm (4.8 m·kg, 35 ft·lb)	
Front and rear wheel:				
Front hub and disc brake	M6	6	18 Nm (1.8 m·kg, 13 ft·lb)	
Front caliper and front fork	M10	4	40 Nm (4.0 m·kg, 29 ft·lb)	
Front wheel shaft and front fork	M16	1	60 Nm (6.0 m·kg, 44 ft·lb)	
Pinch bolt and front axle	M8	2	18 Nm (1.8 m·kg, 13 ft·lb)	

TIGHTENING TORQUES

Item	Thread size	Q'ty	Tightening torque	Remarks
Union bolt tightening (front caliper)	M10	2	30 Nm (3.0 m·kg, 22 ft·lb)	
Hose brake clamp upper and front stay	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Bleeder tightening (front)	M7	2	14 Nm (1.4 m·kg, 10 ft·lb)	
Holder brake hose and fork	M6	2	10 Nm (1.0 m·kg, 7.2 ft·lb)	
Rear wheel shaft and nut	M16	1	105 Nm (10.5 m·kg, 75 ft·lb)	
Puller chain bolt and swingarm	M8	2	16 Nm (1.6 m·kg, 11.5 ft·lb)	
Rear wheel and disc brake	M6	6	14 Nm (1.4 m·kg, 10 ft·lb)	
Union bolt tightening (rear caliper)	M10	1	30 Nm (3.0 m·kg, 22 ft·lb)	
Idrostop and rear master cylinder	M10	1	24 Nm (2.4 m·kg, 17.5 ft·lb)	
Bleeder tightening (rear)	M10	1	14 Nm (1.4 m·kg, 10 ft·lb)	

NOTE:

1. First, tighten the lower ring nut approximately 45 Nm (4.5 m·kg, 33 ft·lb) by using the torque wrench, swing full stroke the steering two or three times, then loosen the lower ring nut completely.
2. Retighten the lower ring nut at a torque of 7 Nm (0.7 m·kg, 5.1 ft·lb).

LUBRICATION POINTS AND LUBRICANT TYPES

LUBRICATION POINTS AND LUBRICANT TYPES

ENGINE

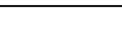
Lubrication point	Lubricant
Oil seal lips	
O-rings	
Bearings	
Cylinder head tightening bolts	
Cylinder tightening bolts	
Crankshaft pin	
Timing chain sprocket inner surface	
Connecting rod big end thrust surface	
Piston pin	
Piston and ring groove	
Balancer weight tightening nut	
A.C. magnet rotor tightening nut inner surface	
Valve stems (intake and exhaust)	
Valve stem ends (intake and exhaust)	
Rocker arm shaft	
Camshaft lobes	
Decompressor lever pin	
Decompressor lever spring	
Water pump impeller shaft	
Oil pump rotors (inner and outer)	
Oil pump shaft	
Torque limiter	
Starter clutch idle gear thrust surface	
Starter clutch idle gear inner surface	
Starter clutch gear (inner and outer)	
Starter clutch assembly	
Primary drive gear tightening nut	
Primary driven gear	
Clutch boss tightening nut	
Push rod	
Transmission gears (wheel and pinion)	
Main and drive axle	
Shift forks	
Shift drum	
Shift shaft	

LUBRICATION POINTS AND LUBRICANT TYPES

Lubrication point	Lubricant
Shift shaft spacer	
Crankcase mating surface	Yamaha bond No.1215
A.C. magnet lead grommet (A.C. magneto cover)	Yamaha bond No.1215
Oil seal holder tightening bolt	Yamaha bond No.1215
Oil delivery hose 2 tightening bolt	Yamaha bond No.1215

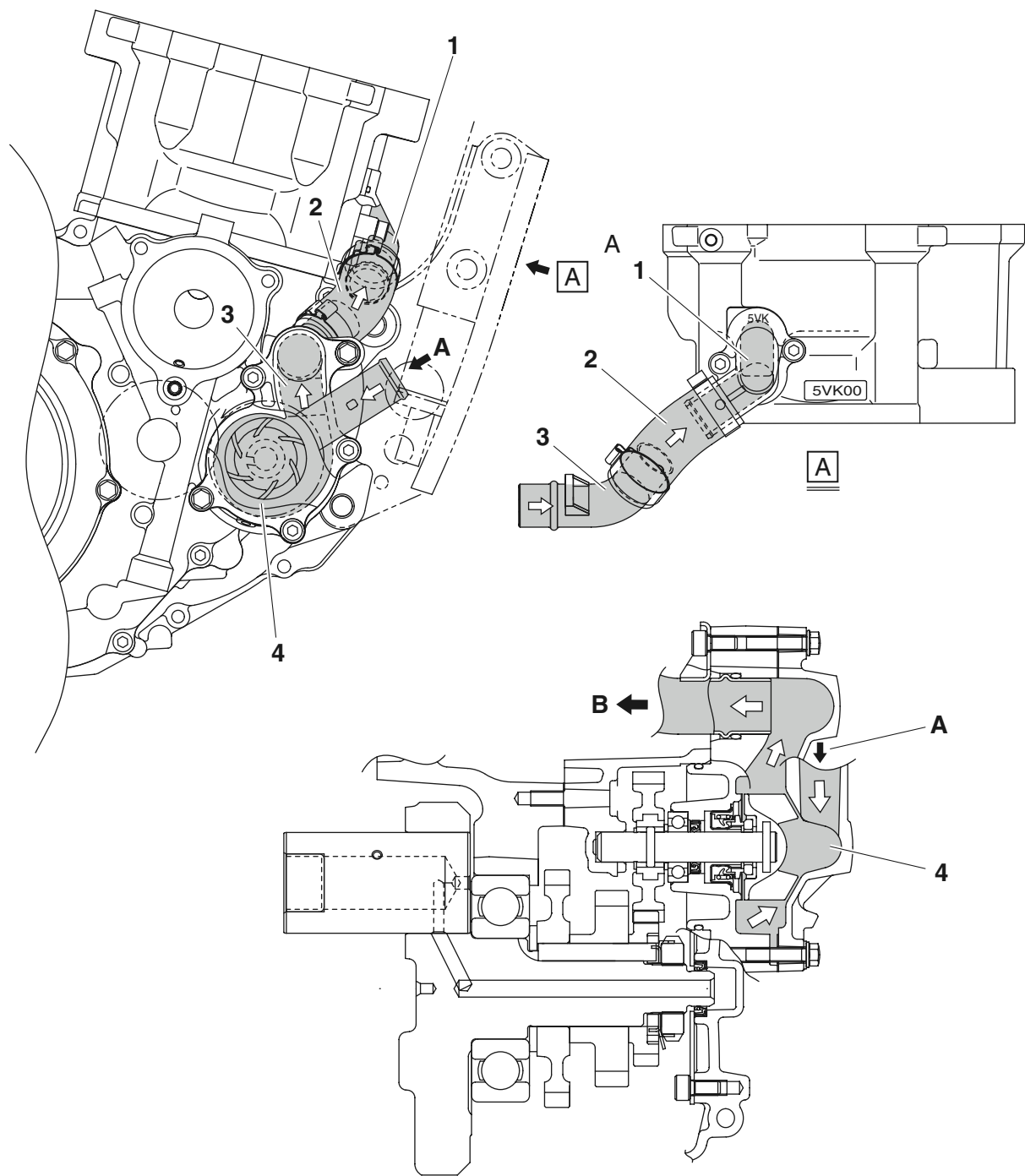
LUBRICATION POINTS AND LUBRICANT TYPES

CHASSIS

Lubrication point	Lubricant
Front wheel oil seal lips (left and right)	
Rear wheel oil seal lips (left and right)	
Rear wheel drive hub contact surface	
Rear arm pivot shaft outer surface and bush outer surface and oil seal lip	
Dust cover thrust surface	
Rear arm and rear shock absorber mounting bolt outer surface	
Rear arm and rear shock absorber oil seal lips	
Brake pedal outer surface	
Rear brake master cylinder pin outer surface	
Steering head pipe bearings (upper and lower)	
Steering head pipe bearing races (upper and lower)	
Tube guide (throttle grip) inner surface	
Clutch lever pivot bolt outer surface	
Sidestand sliding surface and collar outer surface	
Footrest pivoting point	
Footrest spring end	
Chain tensioner collar (upper and lower) outer surface	
Rear axle shaft outer surface	
Passenger footrest pivoting point	

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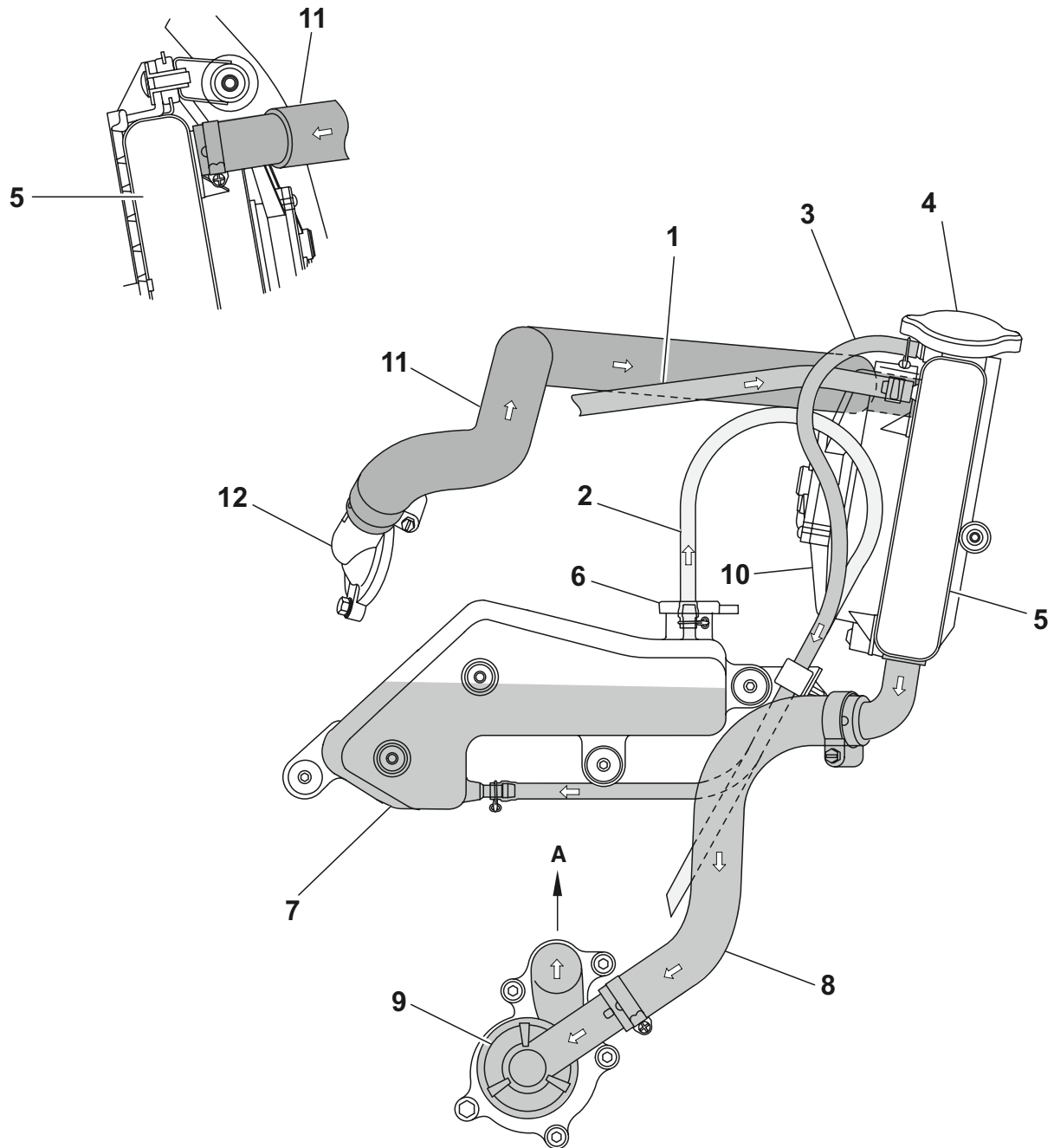
COOLING SYSTEM DIAGRAMS



COOLING SYSTEM DIAGRAMS

1. Water jacket joint
 2. Water pump outlet hose
 3. Water pump outlet pipe
 4. Water pump
-
- A. From the radiator
 - B. To the cylinder

COOLING SYSTEM DIAGRAMS

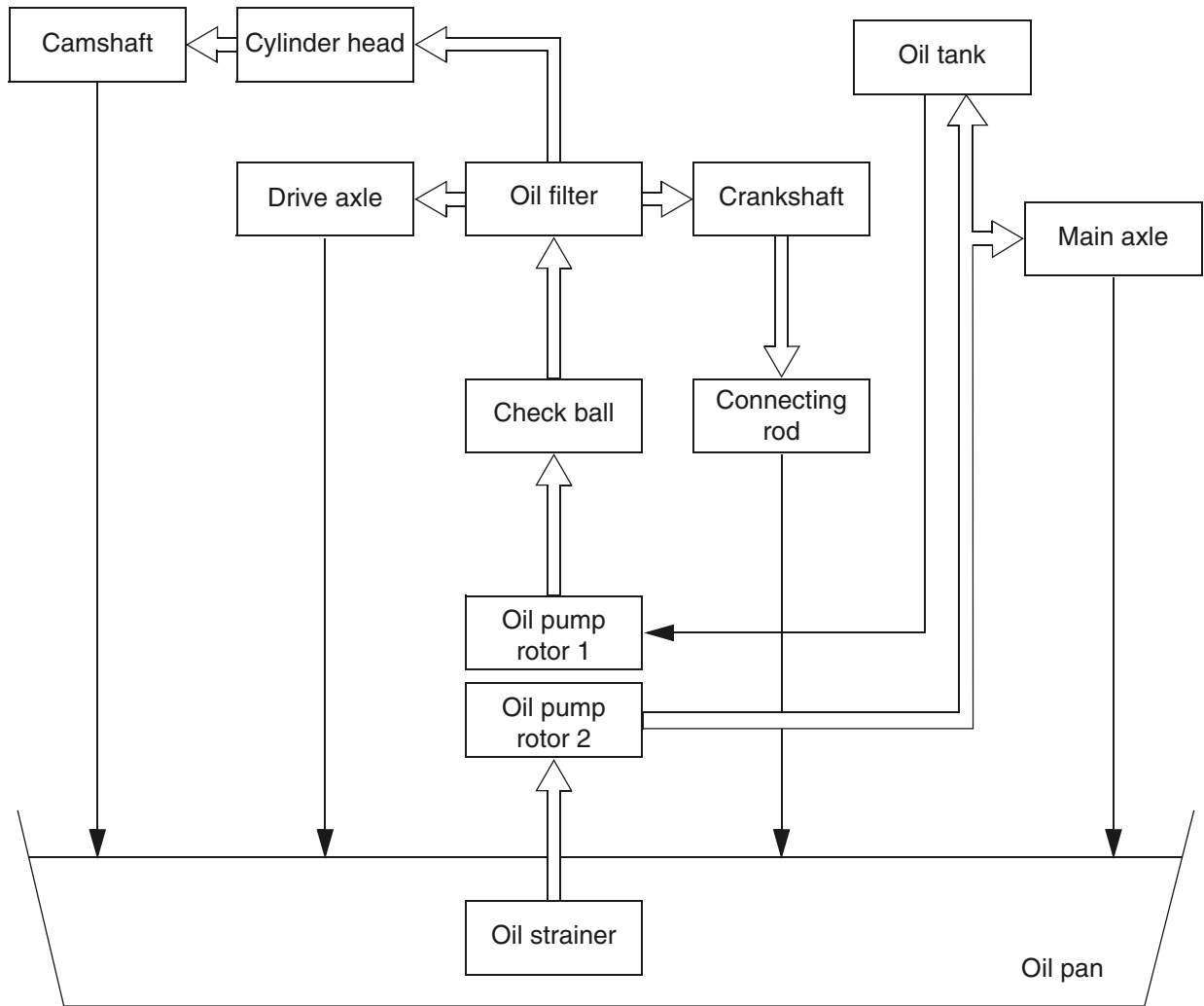


COOLING SYSTEM DIAGRAMS

1. Fast idle plunger outlet hose
2. Coolant reservoir hose
3. Coolant reservoir breather hose
4. Radiator cap
5. Radiator
6. Coolant reservoir cap
7. Coolant reservoir
8. Radiator outlet hose
9. Water pump
10. Radiator fan
11. Radiator inlet hose
12. Thermostat

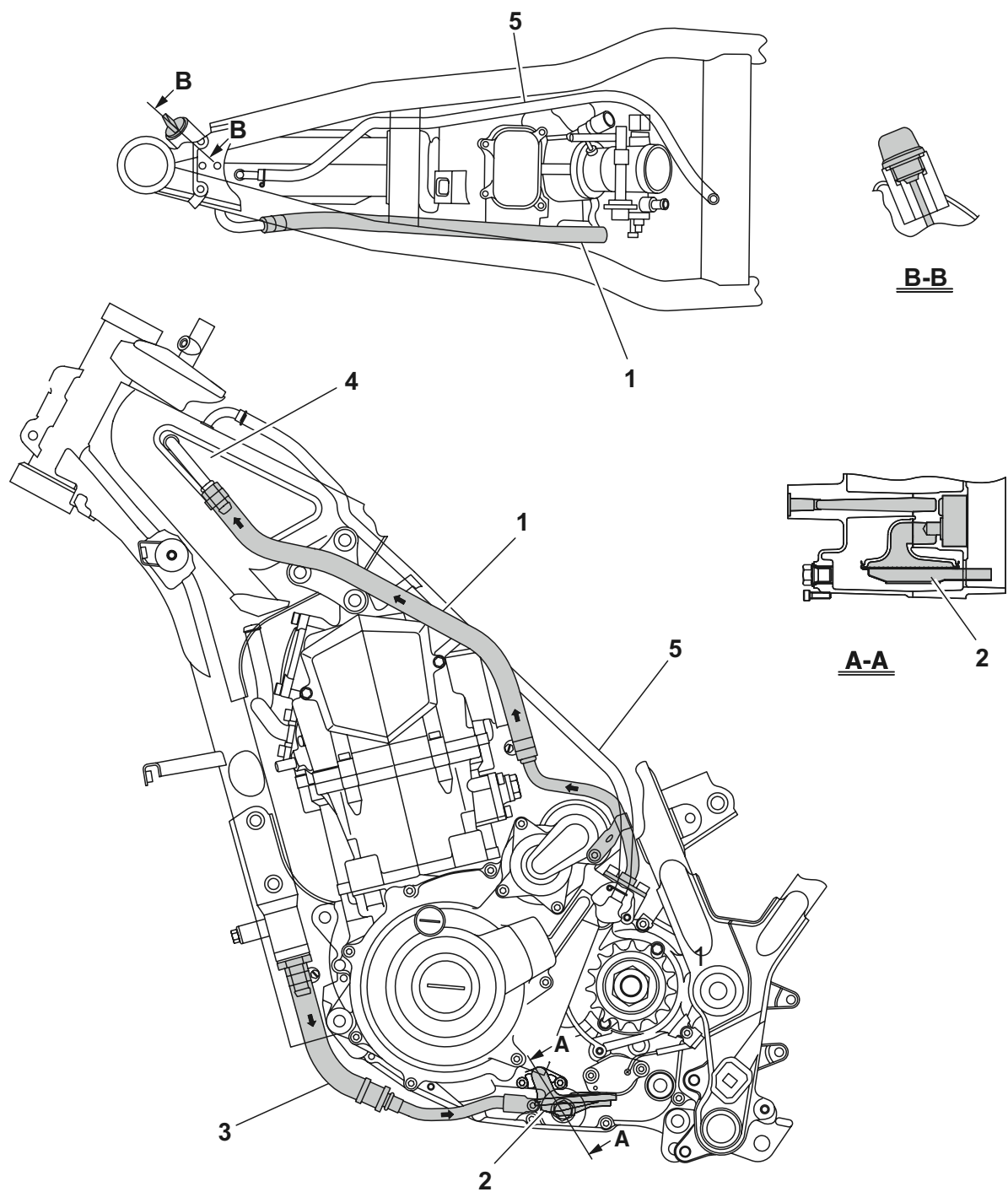
A. To the cylinder

LUBRICATION CHART



➡ : Pressure feed
➡ : Splashed scavenge

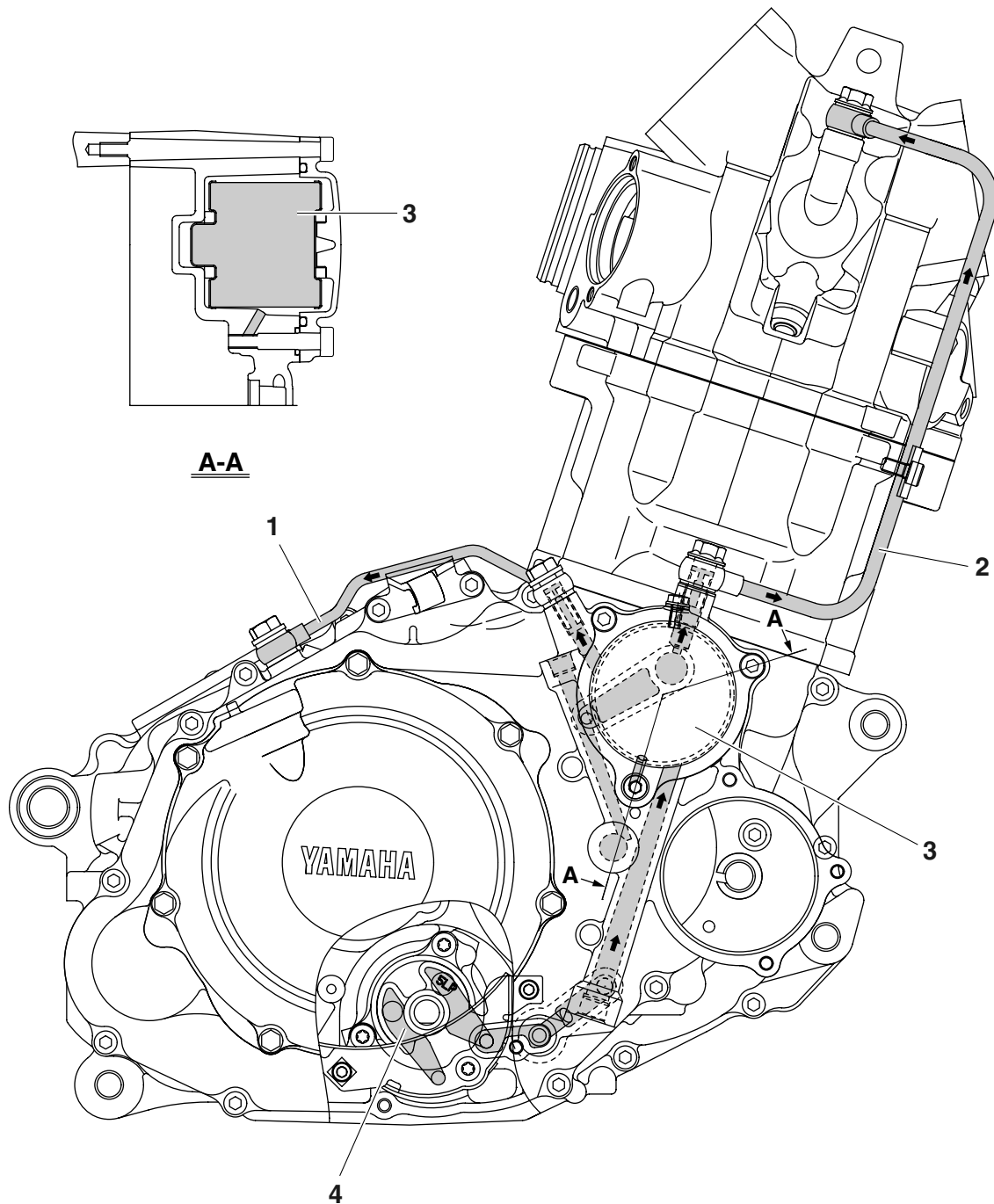
LUBRICATION DIAGRAMS



LUBRICATION DIAGRAMS

1. Oil delivery hose 2
2. Oil strainer
3. Oil delivery hose 1
4. Oil tank
5. Breather hose

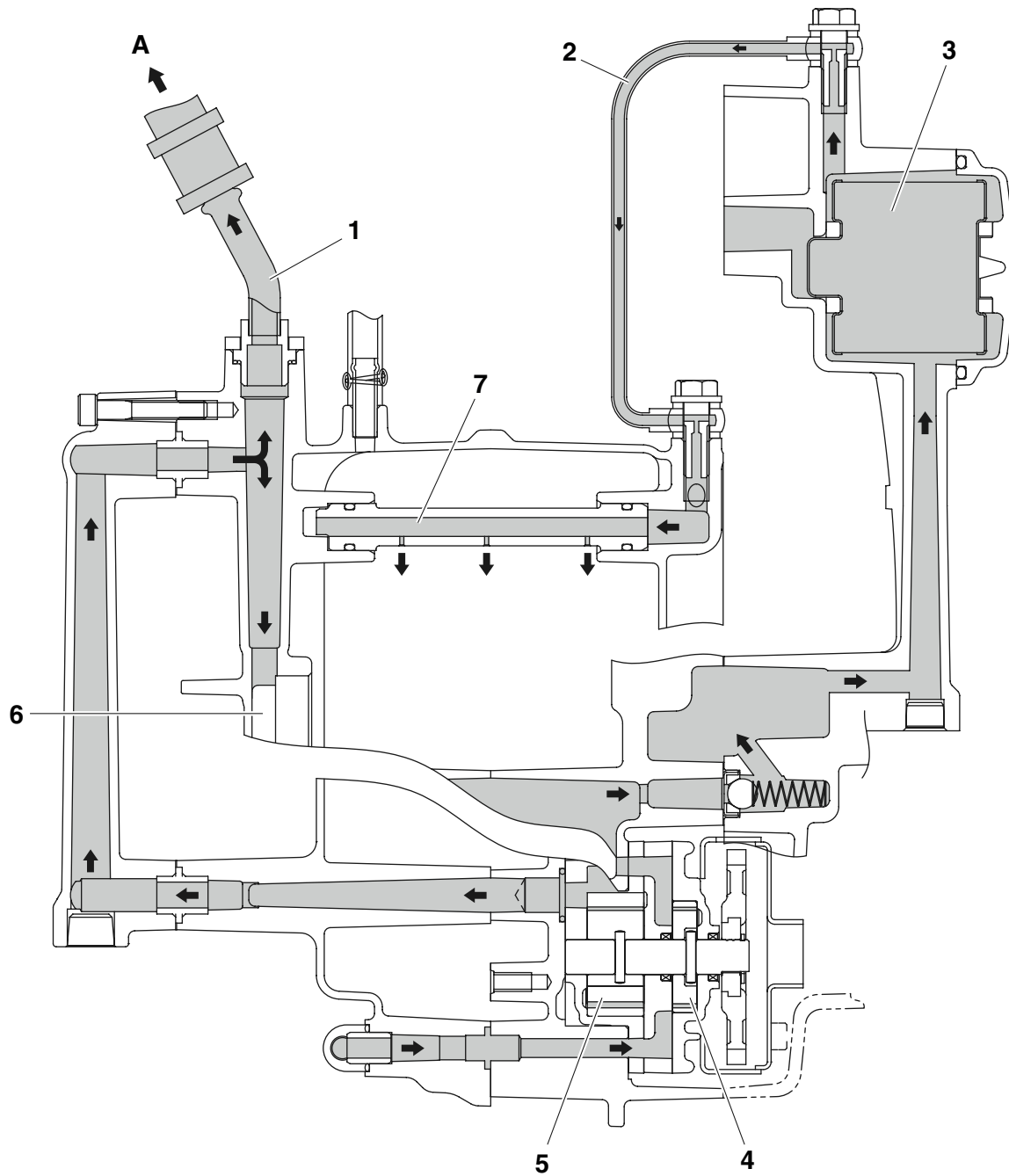
LUBRICATION DIAGRAMS



LUBRICATION DIAGRAMS

1. Oil delivery pipe 2
2. Oil delivery pipe 1
3. Oil filter
4. Oil pump

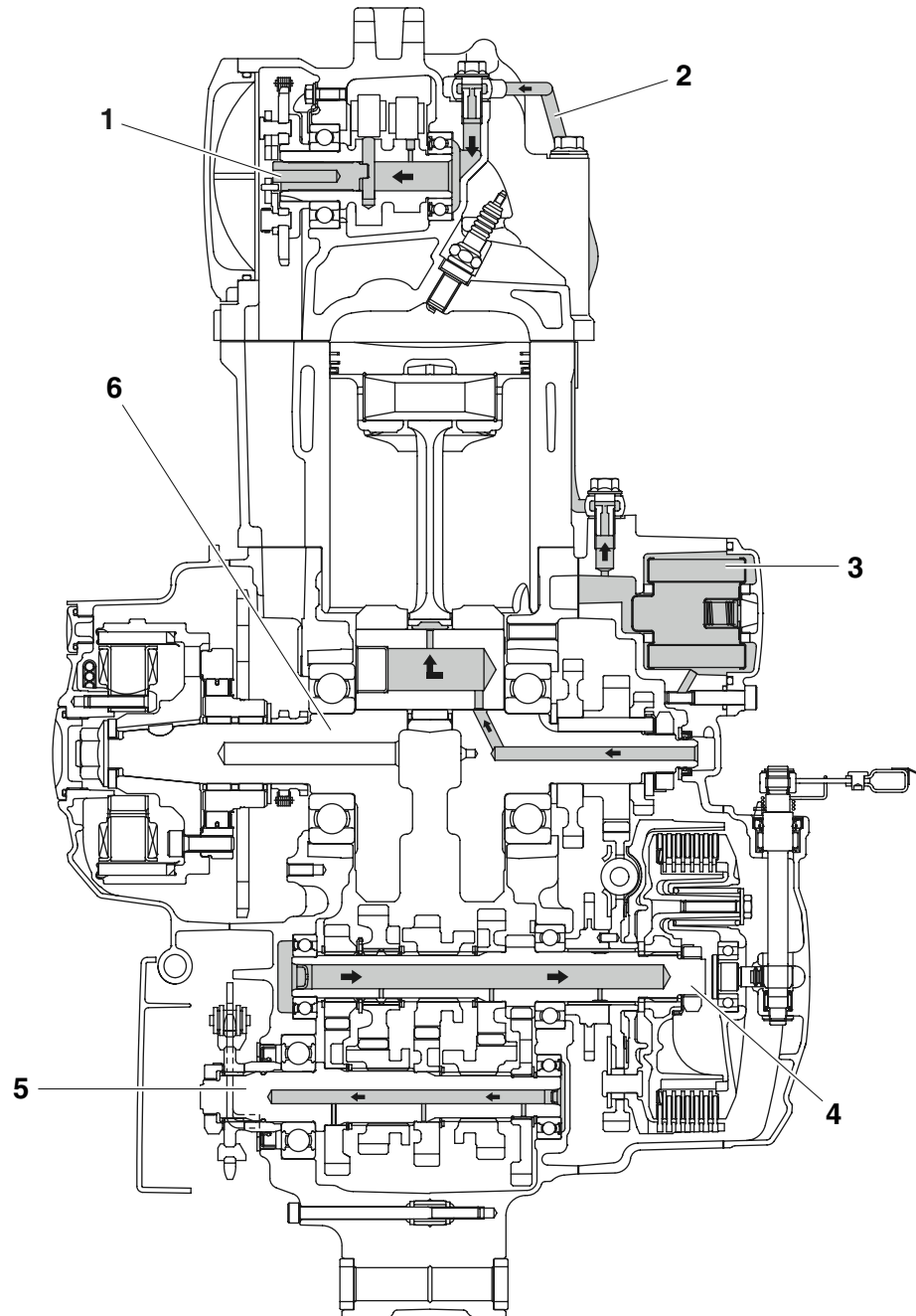
LUBRICATION DIAGRAMS



LUBRICATION DIAGRAMS

1. Oil delivery hose 2
 2. Oil delivery pipe 2
 3. Oil filter
 4. Oil pump rotor 1
 5. Oil pump rotor 2
 6. Main axle
 7. Oil delivery pipe 3
- A. To oil tank

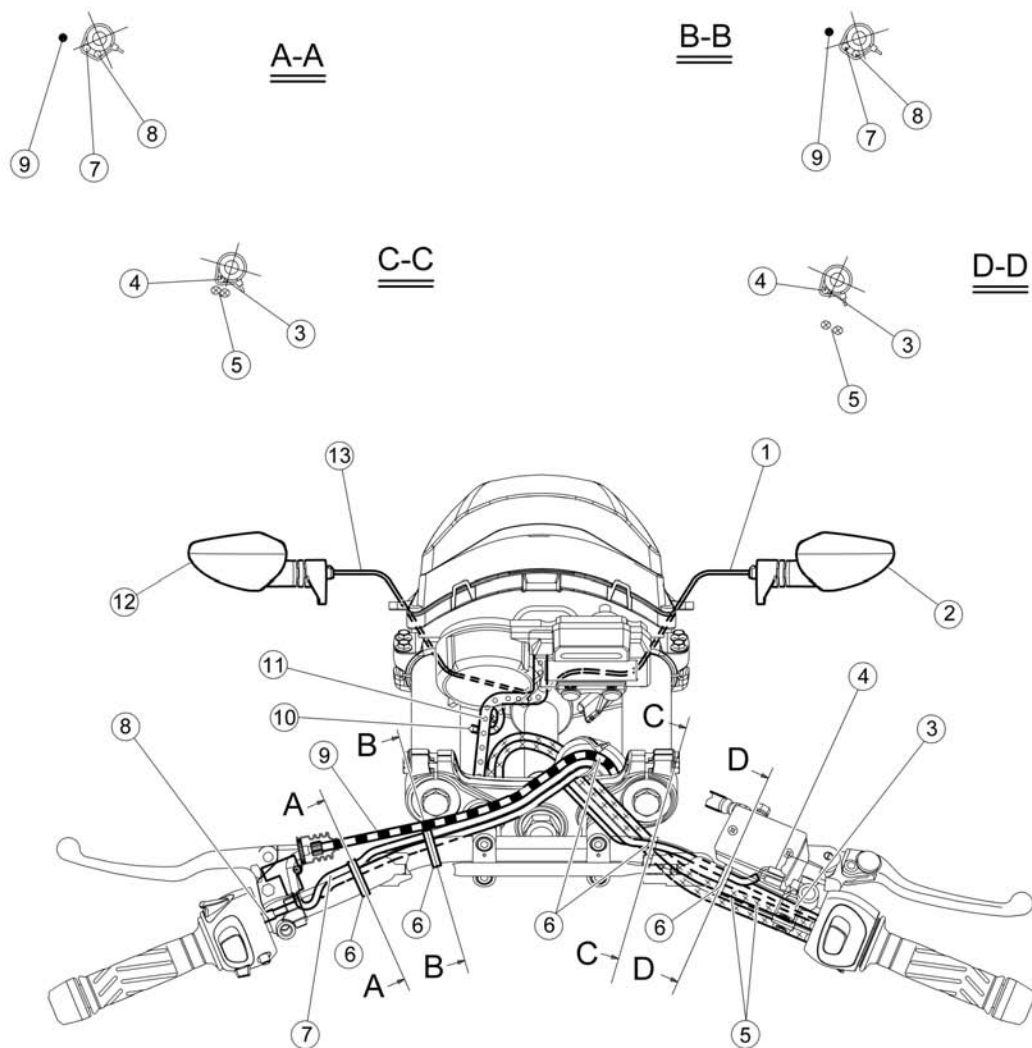
LUBRICATION DIAGRAMS



LUBRICATION DIAGRAMS

1. Camshaft
2. Oil delivery pipe 1
3. Oil filter
4. Main axle
5. Drive axle
6. Crankshaft

CABLE ROUTING

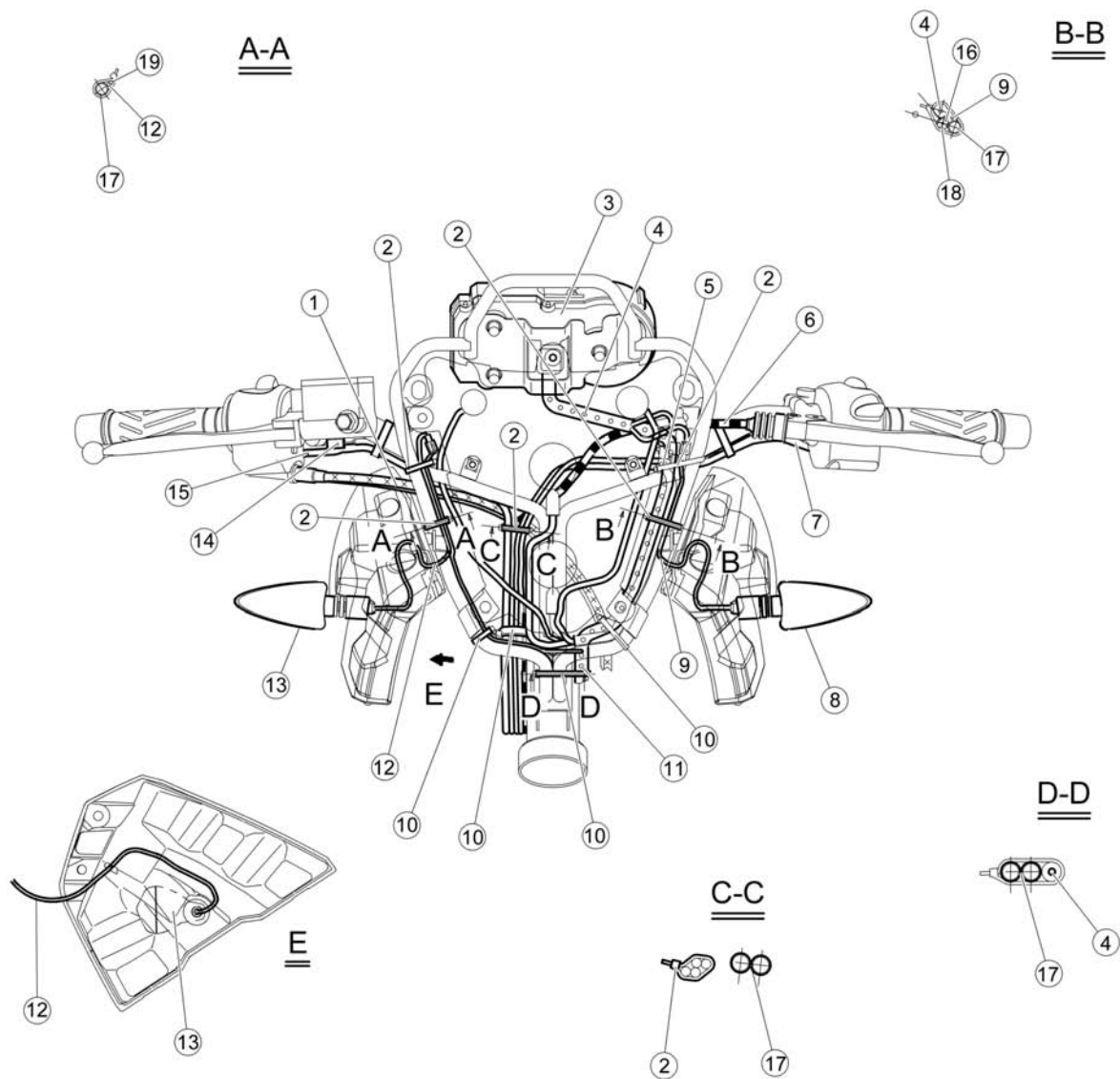


⚠ WARNING

Proper cable and lead routing are essential to insure safe motorcycle operation.

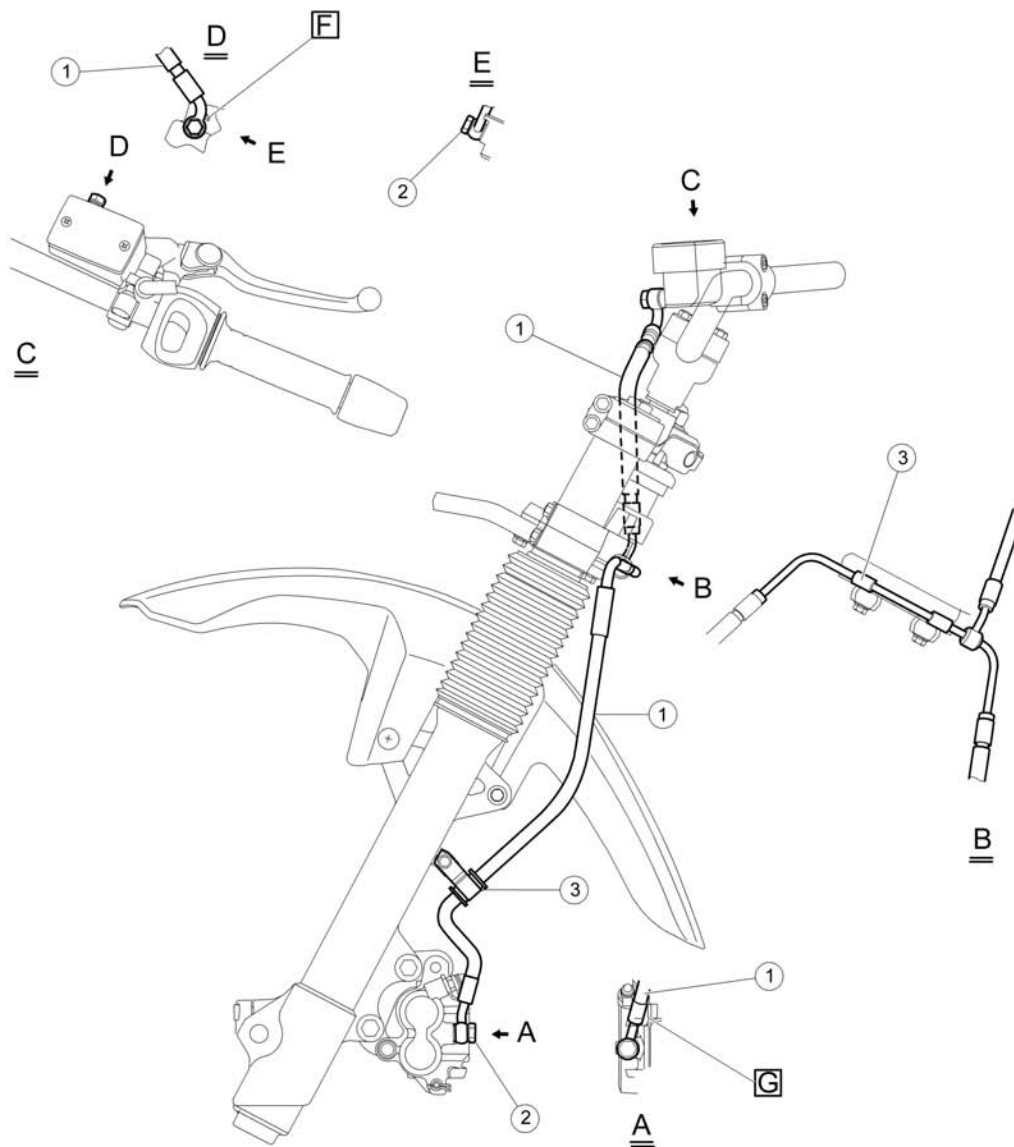
1. Front flasher light lead wire (R)
2. Front flasher (R)
3. Switch handle lead (R)
4. Front brake light switch lead
5. Throttle cables
6. Clamp
7. Clutch switch lead
8. Switch handle lead (L)
9. Clutch cable
10. To headlight assembly
11. Speed meter assembly
12. Front flasher (L)
13. Front flasher light lead wire (L)

CABLE ROUTING



1. Throttle cables
2. Clamp
3. Speed meter assembly
4. Speed meter cable
5. To speed meter cable
6. Clutch cable
7. Switch handle lead (L)
8. Front flasher (L)
9. Front flasher light lead wire (L)
10. Clamp
11. To wire harness
12. Front flasher light lead wire (R)
13. Front flasher (R)
14. Front brake light switch lead
15. Switch handle lead (R)
16. High beam
17. Stay 1
18. Auxiliary light
19. Wire harness flasher light

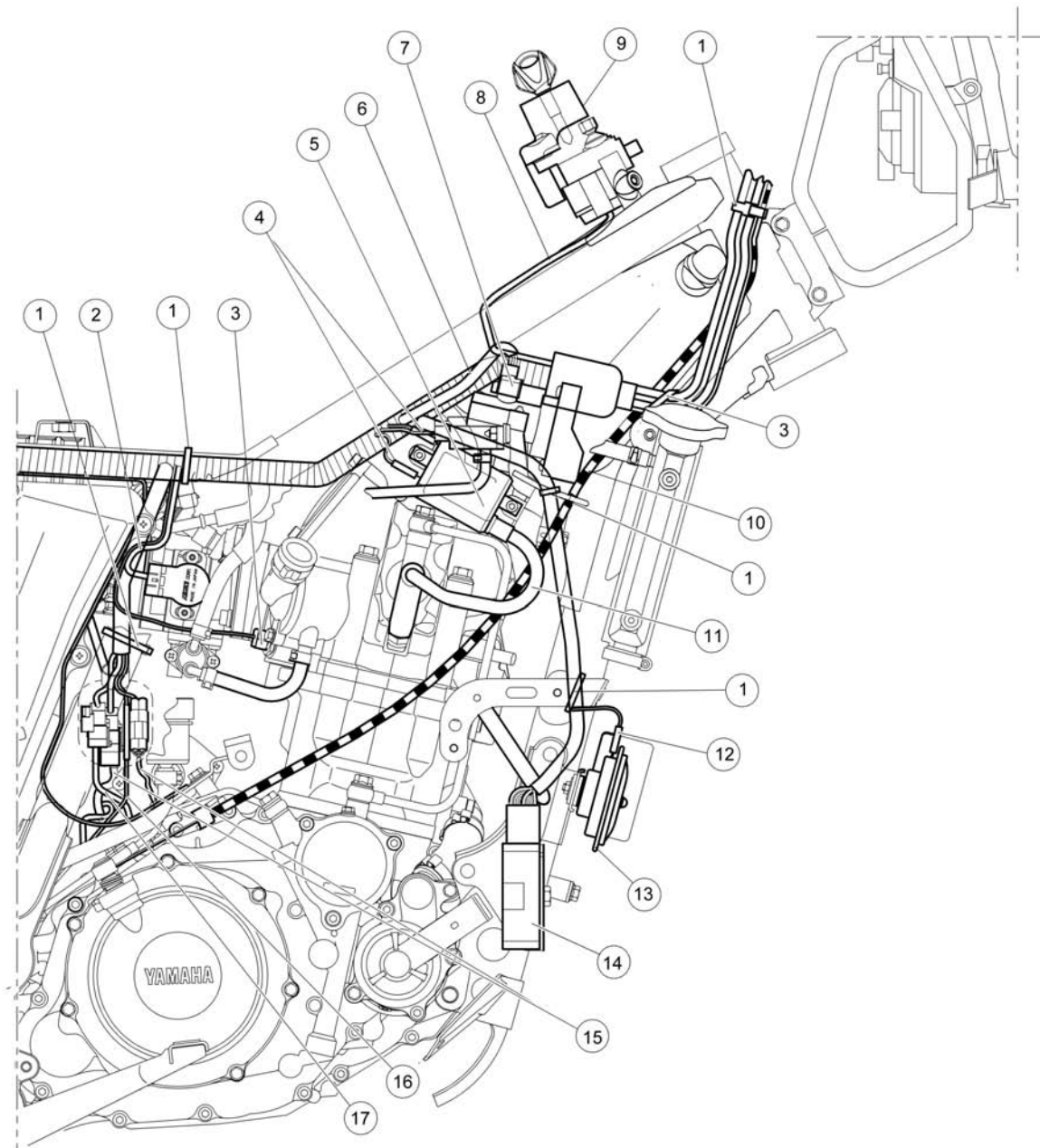
CABLE ROUTING



1. Front brake hose
2. Bolt union
3. Front brake hose holder

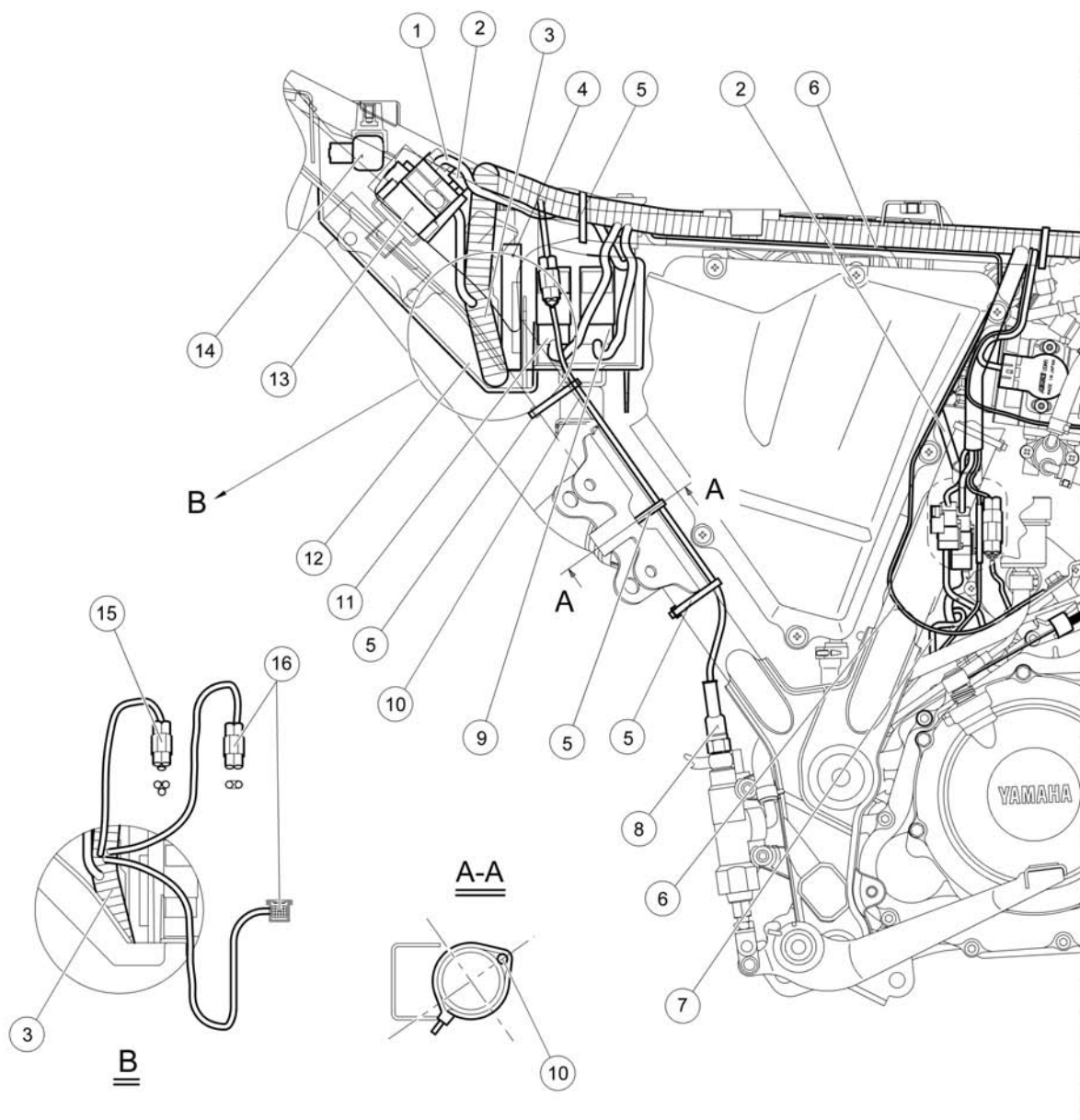
[F] Stop the turning of brake hose end by this boss.

[G] Stop the turning of brake hose end by this surface.



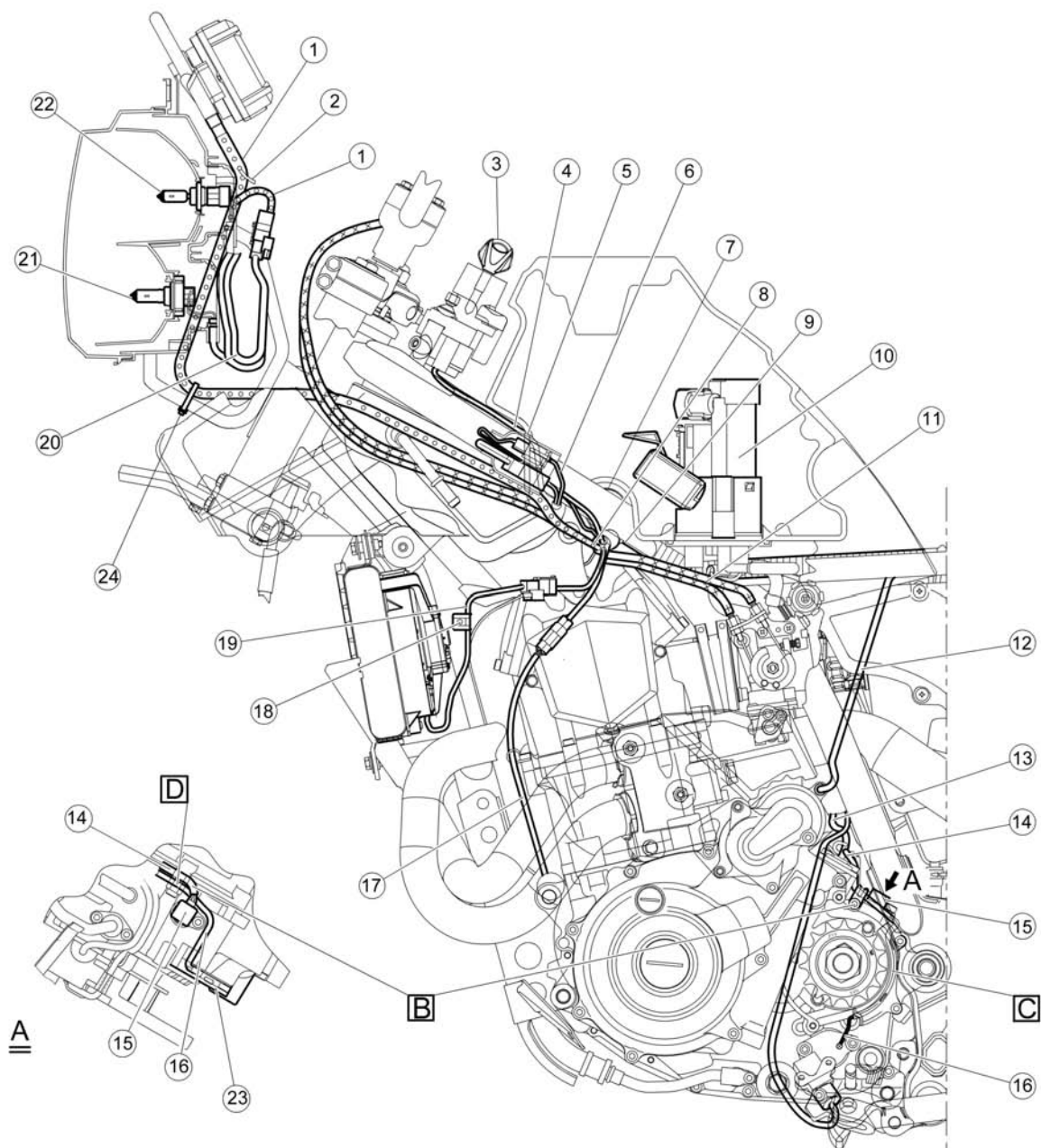
1. Clamp
2. Throttle Position System lead
3. Water temperature sensor lead
4. Ignition coil lead
5. Ignition coil
6. Air Induction System lead wire
7. Air Induction System lead
8. Main switch lead
9. Main switch
10. Clutch wire
11. Spark plug lead
12. Horn lead
13. Horn
14. Rectifier/regulator
15. A.C. magneto lead
16. Neutral switch wire
17. Side stand switch lead

CABLE ROUTING



1. Wire plus lead
2. Starter motor lead
3. Wire harness
4. ECU
5. Clamp
6. Wire minus lead
7. Speed sensor lead
8. Rear stop switch
9. Radiator fan motor relay
10. Rear stop switch lead
11. Headlight relay
12. Battery box
13. Starter relay
14. Lean angle cut-off switch
15. Fuel injection diagnostic connector
16. Anti-theft alarm coupler

CABLE ROUTING

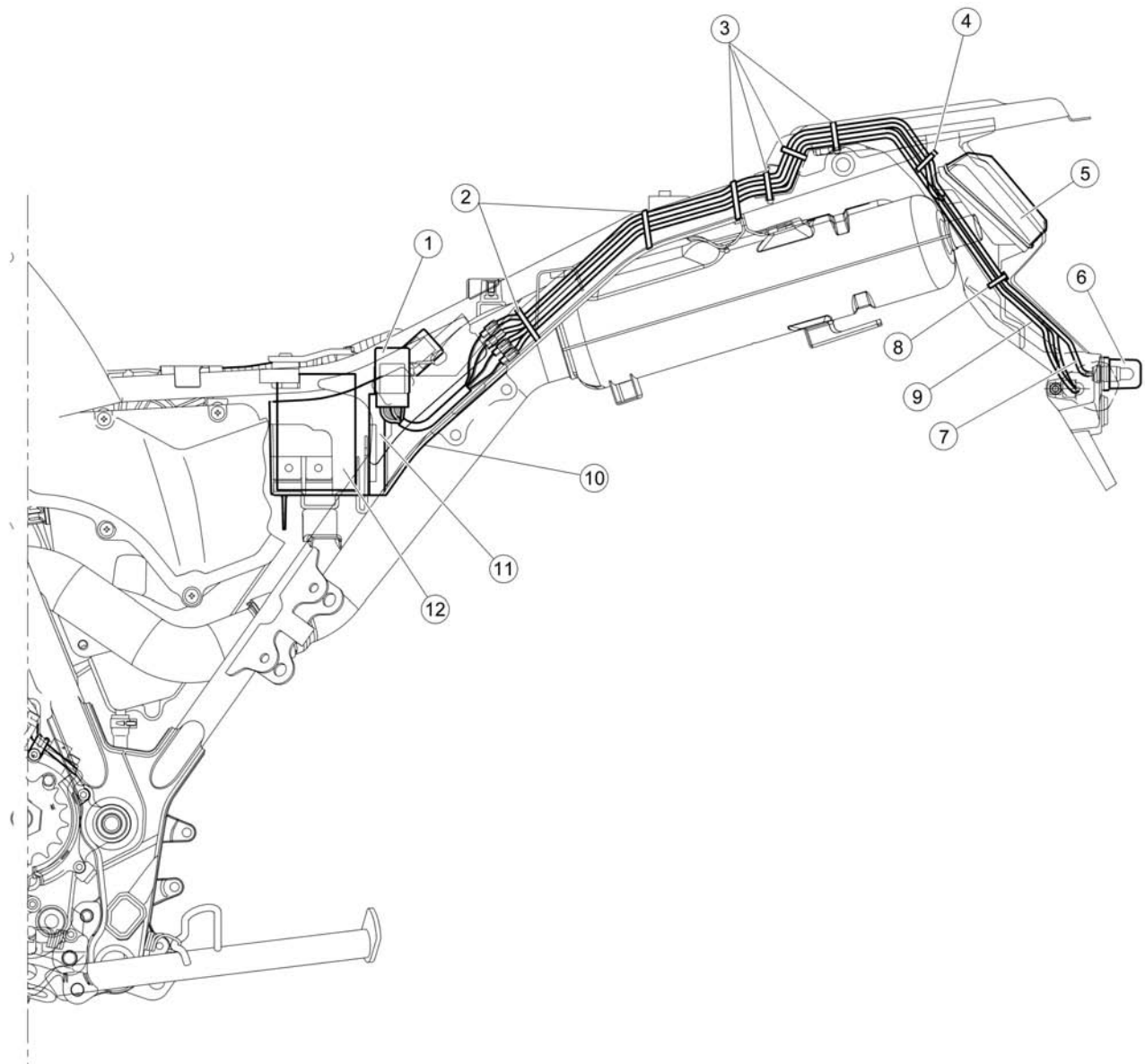


1. Speed meter cable
2. To front flasher
3. Main switch
4. Immobilizer lead
5. Clamp
6. Immobilizer lead
7. Clamp
8. Clamp
9. Speed sensor lead
10. Fuel pump
11. Throttle wire
12. Starter motor lead
13. A.C. magneto lead wire
14. Speed sensor lead
15. Speed sensor
16. Neutral switch lead wire
17. Sonda Lambda wire
18. Clamp
19. Fun motor lead
20. Auxiliary light lead
21. High beam
22. Low beam
23. Cover
24. Clamp

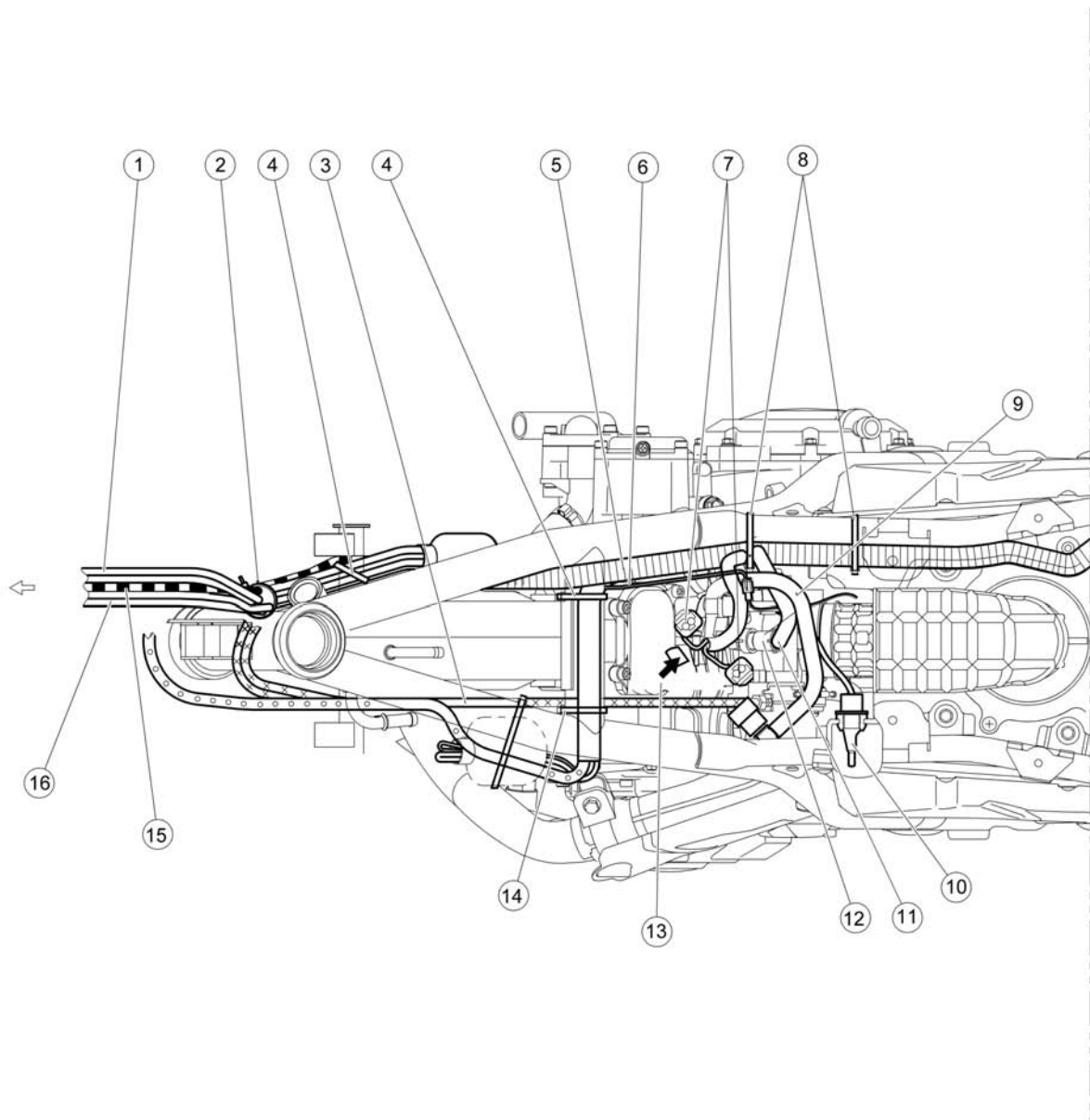
[B] Put speed sensor lead and neutral switch lead wire passing through the clamp.

[C] Put neutral switch lead wire under cover.

[D] Neutral switch lead wire shall be under speed sensor lead

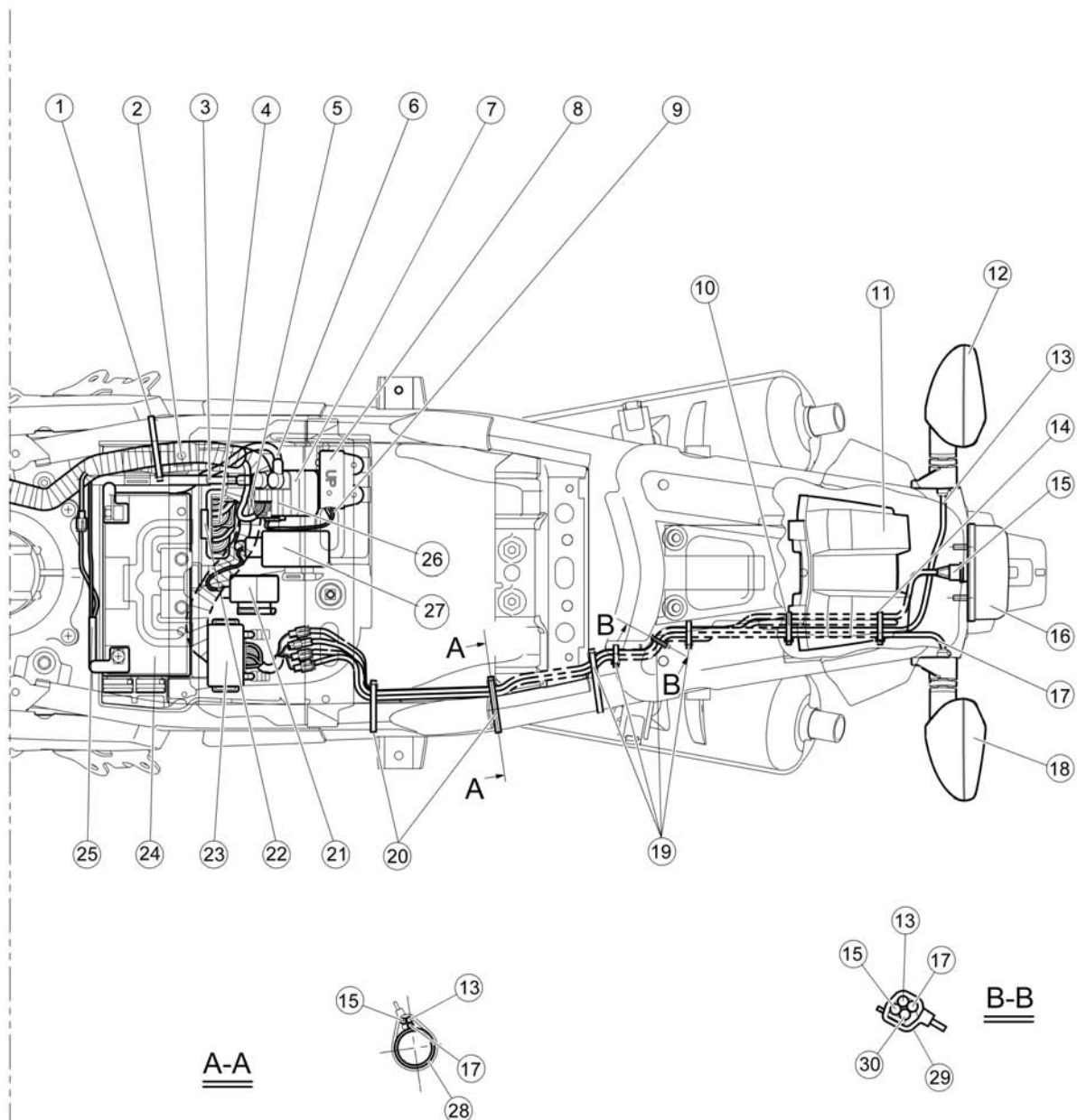


1. Fuse box
2. Clamp
3. Clamp
4. Clamp
5. Tail light
6. License light
7. License light lead wire
8. Clamp
9. Rear flasher light lead wire
10. Battery box
11. ECU
12. Battery

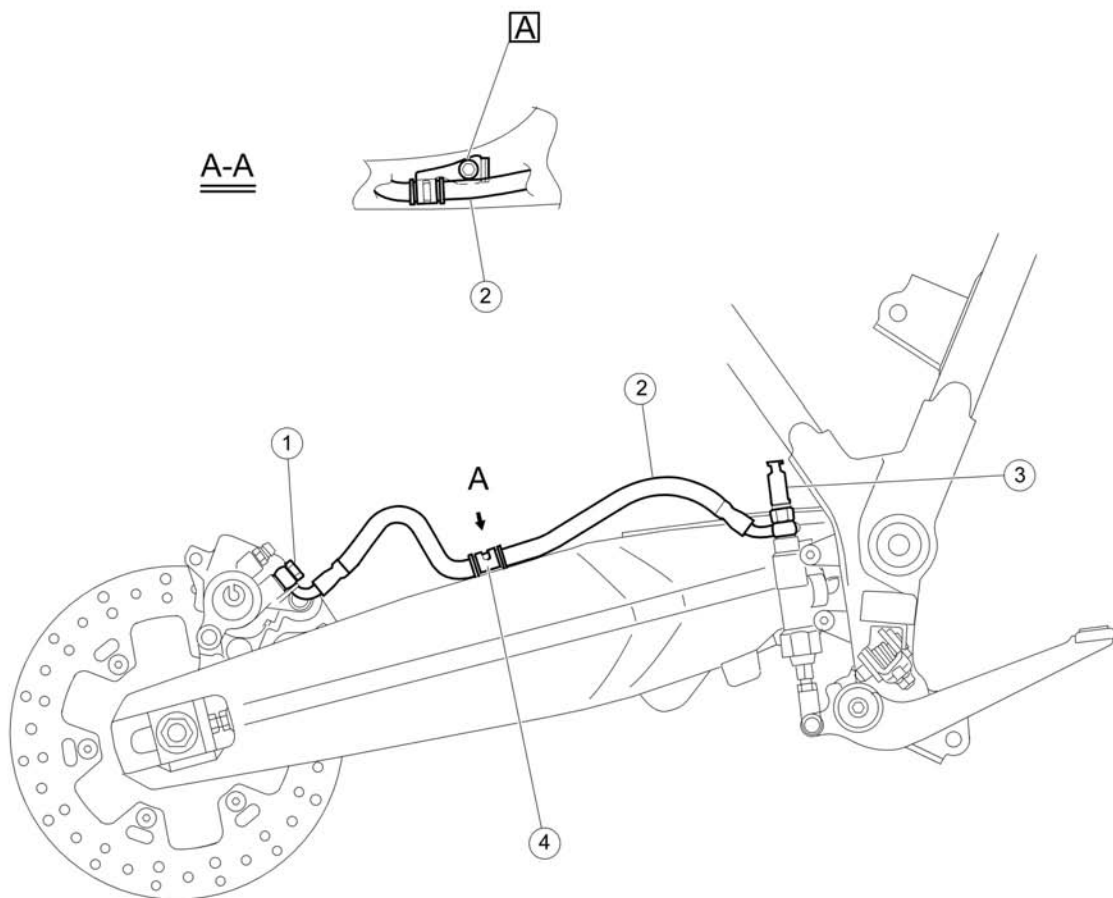


1. Switch handle lead (R)/Front stop switch lead
2. Clamp
3. Throttle wire
4. Clamp
5. Wire harness
6. Speed sensor lead
7. Fuel pump lead
8. Clamp
9. Fuel hose
10. Air temperature sensor
11. Fuel injector lead
12. Fuel injector
13. To fuel tank
14. Clamp
15. Clutch wire
16. Switch handle lead (L)

CABLE ROUTING



1. Clamp
2. Start wire harness installation
3. Starter motor lead
4. ECU lead
5. Starter relay fuse
6. Wire plus lead
7. Starter relay
8. Lean angle cut-off switch
9. Lean angle cut-off switch lead wire
10. Clamp
11. Tail light
12. Rear flasher (R)
13. Rear flasher light lead wire (R)
14. Clamp
15. License light lead wire
16. License light
17. Rear flasher light lead wire (L)
18. Rear flasher (L)
19. Clamp
20. Clamp
21. Flasher relay
22. Starter motor lead
23. Fuse box
24. Battery
25. Wire minus lead (from battery)
26. Main fuse spare
27. Relay unit
28. Frame
29. Reinforcement compl.
30. Tail light lead wire



1. Bolt union
2. Brake hose
3. Rear stop switch
4. Clamp hose

[A] Add Loctite® 243

PERIODIC CHECKS AND ADJUSTMENTS

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PERIODIC MAINTENANCE

PERIODIC MAINTENANCE

EAS00036

INTRODUCTION

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

EAS00037

PERIODIC MAINTENANCE AND LUBRICATION CHART

NOTE:

- The annual checks must be performed every year, except if a kilometer-based maintenance is performed instead.
- From 50,000 km, repeat the maintenance intervals starting from 10,000 km.
- Items marked with an asterisk should be performed by a Yamaha dealer as they require special tools, data and technical skills.

NO.	ITEM	CHECK OR MAINTENANCE JOB	ODOMETER READING (x 1,000 km)					ANNUAL CHECK
			1	10	20	30	40	
1 *	Fuel line (See page 3-13)	• Check fuel hoses for cracks or damage.		✓	✓	✓	✓	✓
2	Spark plug (See page 3-6)	• Check condition. • Clean and regap.		✓		✓		
		• Replace.			✓		✓	
3 *	Valves (See page 3-3)	• Check valve clearance. • Adjust.			✓		✓	
4	Air filter element (See page 3-12)	• Replace.			✓		✓	
5	Clutch (See page 3-11)	• Check operation. • Adjust.	✓	✓	✓	✓	✓	
6 *	Front brake (See page 3-19, 3-20)	• Check operation, fluid level and vehicle for fluid leakage.	✓	✓	✓	✓	✓	✓
		• Replace brake pads.	Whenever worn to the limit					
7 *	Rear brake (See page 3-19, 3-20)	• Check operation, fluid level and vehicle for fluid leakage.	✓	✓	✓	✓	✓	✓
		• Replace brake pads.	Whenever worn to the limit					
8 *	Brake hoses (See page 3-20)	• Check for cracks or damage.		✓	✓	✓	✓	✓
		• Replace.	Every 4 years					
9 *	Wheels (See page 3-28)	• Check runout, spoke tightness and for damage. • Tighten spokes if necessary.		✓	✓	✓	✓	
10 *	Tires (See page 3-26)	• Check tread depth and for damage. • Replace if necessary. • Check air pressure. • Correct if necessary.		✓	✓	✓	✓	✓
11 *	Wheel bearings	• Check bearing for looseness or damage.		✓	✓	✓	✓	
12 *	Swingarm (See page 3-28)	• Check operation and for excessive play.		✓	✓	✓	✓	
		• Lubricate with lithium-soap-based grease.	Every 50,000 km					
13	Drive chain (See page 3-22, 3-23)	• Check chain slack, alignment and condition • Adjust and lubricate chain with a special O-ring chain lubricant thoroughly.	Every 500 km and after washing the motorcycle or riding in the rain					
14 *	Steering bearings (See page 3-23)	• Check bearing play and steering for roughness.	✓	✓	✓	✓	✓	
		• Lubricate with lithium-soap-based grease.	Every 20,000 km					
15 *	Chassis fasteners	• Make sure that all nuts, bolts and screws are properly tightened.		✓	✓	✓	✓	✓
16	Sidestand (See page 3-28)	• Check operation. • Lubricate.		✓	✓	✓	✓	✓

PERIODIC MAINTENANCE

NO.	ITEM	CHECK OR MAINTENANCE JOB	ODOMETER READING (x 1,000 km)					ANNUAL CHECK
			1	10	20	30	40	
17	* Sidestand switch	• Check operation.	✓	✓	✓	✓	✓	✓
18	* Front fork (See page 3-25)	• Check operation and for oil leakage.		✓	✓	✓	✓	
19	* Shock absorber assembly (See page 3-25)	• Check operation and shock absorber for oil leakage.		✓	✓	✓	✓	
20	* Rear suspension relay arm and connecting arm pivoting points (See page 3-28)	• Check operation.		✓	✓	✓	✓	
		• Lubricate with lithium-soap-based grease.			✓		✓	
21	* Fuel injection (See page 3-5)	• Adjust engine idling speed.	✓	✓	✓	✓	✓	✓
22	Engine oil (See page 3-9)	• Change. • Check oil level and vehicle for oil leakage.	✓	✓	✓	✓	✓	✓
23	Engine oil filter element (See page 3-10)	• Replace	✓		✓		✓	
24	* Cooling system (See page 3-14, 3-15, 3-16)	• Check coolant level and vehicle for coolant leakage.		✓	✓	✓	✓	✓
		• Change.	Every 3 years					
25	* Front and rear brake switches	• Check operation.	✓	✓	✓	✓	✓	✓
26	Moving parts and cables (See page 3-28)	• Lubricate.		✓	✓	✓	✓	✓
27	* Throttle grip housing and cable (See page 3-5)	• Check operation and free play. • Adjust the throttle cable free play if necessary. • Lubricate the throttle grip housing and cable.		✓	✓	✓	✓	✓
28	* Air induction system	• Check the air cut-off valve, reed valve, and hose for damage. • Check fuel hoses for cracks or damage.		✓	✓	✓	✓	✓
29	* Muffler and exhaust pipe (See page 3-14)	• Check the screw clamp for looseness.	✓	✓	✓	✓	✓	
30	* Lights, signals (See page 3-29, 3-31)	• Check operation. • Adjust headlight beam.	✓	✓	✓	✓	✓	✓

NOTE:

- Replace the air filter element more frequently if you are riding in unusually wet or dusty areas.
- Hydraulic brake service
 - Regularly check and, if necessary, correct the brake fluid level.
 - Every two years replace the internal components of the brake master cylinder, and change the brake fluid.
 - Replace the brake hoses every four years and if cracked or damaged.

ENGINE

EAS00049

ADJUSTING THE VALVE CLEARANCE

The following procedure applies to all of the valves.

NOTE:

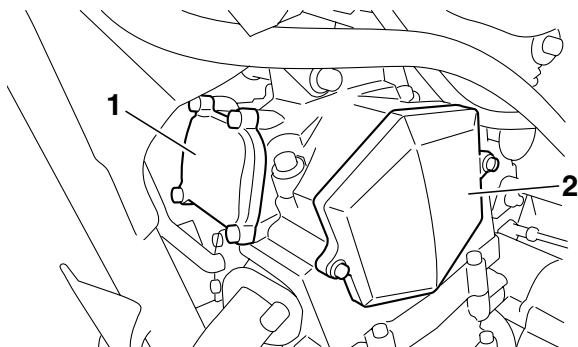
- Valve clearance adjustment should be made on a cold engine, at room temperature.
- When the valve clearance is to be measured or adjusted, the piston must be at top dead center (TDC) on the compression stroke.

1. Remove:

- Seat
Refer to "GENERAL CHASSIS" on page 4-1.
- Fuel tank
Refer to "FUEL TANK" on page 7-1.
- Radiator
Refer to "RADIATOR" on page 6-1.
- Air-filter-to-air-cut-off-valve hose
Refer to "AIR INDUCTION SYSTEM" on page 7-11.

2. Remove:

- Intake tappet cover
- Exhaust tappet cover "1"
- Camshaft sprocket cover "2"

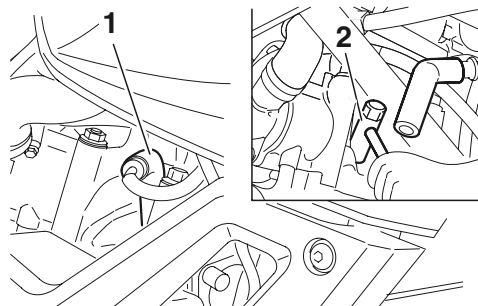


3. Disconnect:

- Spark plug cap "1"

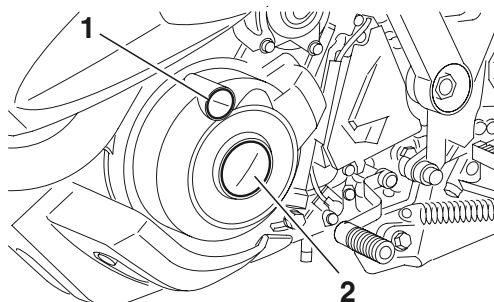
4. Remove:

- Spark plug "2"



5. Remove:

- Timing mark accessing screw "1"
- Crankshaft end accessing screw "2"



6. Valve clearance

- Out of specification → Adjust.



Valve clearance (cold)

Intake valve

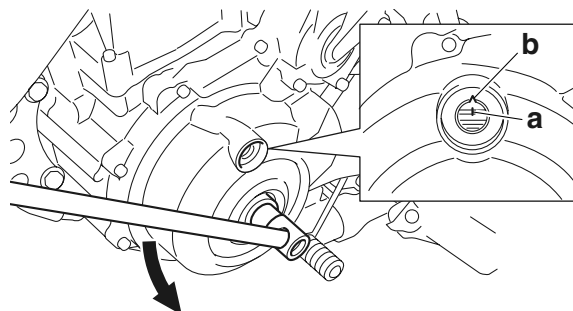
0.09-0.13 mm (0.0035-0.0051 in)

Exhaust valve

0.16-0.20 mm (0.0063-0.0079 in)

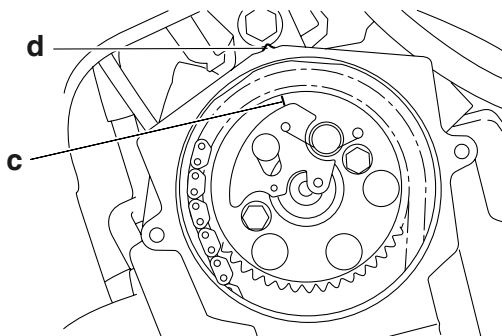


- Turn the crankshaft counterclockwise.
- When the piston is at the top dead center (TDC) on the compression stroke, align the "I" mark "a" on the A.C. magneto rotor with the stationary pointer "b" on the A.C. magneto cover.



NOTE:

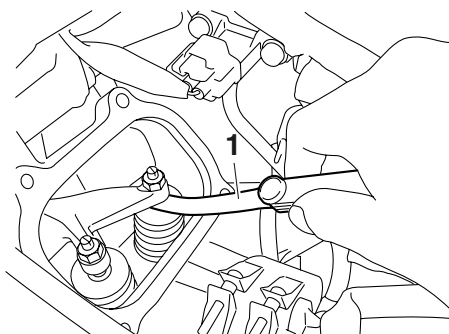
To position the piston at top dead center (TDC) on the compression stroke, align the "1" mark "c" on the camshaft sprocket with the stationary pointer "d" on the cylinder head, as shown in the illustration.



- c. Measure the valve clearance with a thickness gauge "1".
Out of specification → Adjust.



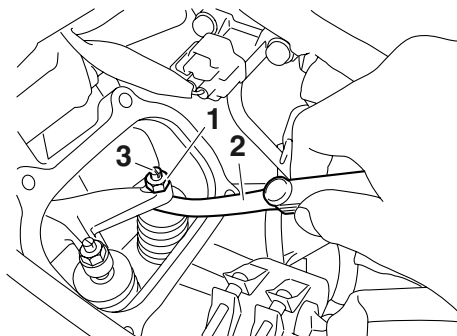
Thickness gauge
90890-03079



7. Adjust:
- Valve clearance



- a. Loosen the locknut "1".
b. Insert a thickness gauge "2" between the end of the adjusting screw and the valve tip.



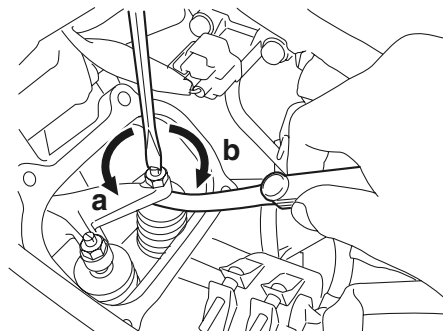
- c. Turn the adjusting screw "3" in direction "a" or "b" until the specified valve clearance is obtained.

Direction "a"

Valve clearance is increased.

Direction "b"

Valve clearance is decreased.



- d. Hold the adjusting screw to prevent it from moving and tighten the locknut to the specified torque.



Locknut
14 Nm (1.4 m·kg, 10 ft·lb)

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



8. Install:
- Timing mark accessing screw
 - Crankshaft end accessing screw
9. Install:
- Spark plug



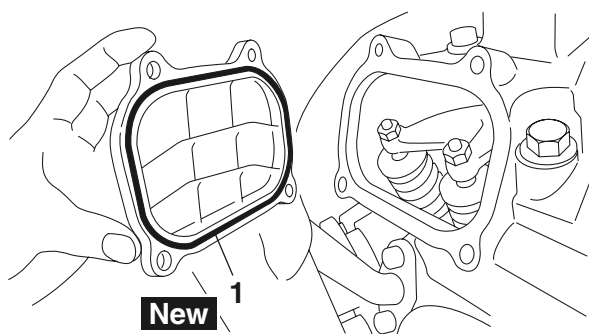
Spark plug
13 Nm (1.3 m·kg, 9.4 ft·lb)

10. Connect:
- Spark plug cap
11. Install:
- Camshaft sprocket cover



Camshaft sprocket cover bolt
10 Nm (1.0 m·kg, 7.2 ft·lb)

- O-rings "1" **New**



- Intake tappet cover



- Exhaust tappet cover



12. Install:

- Air-filter-to-air-cut-off-valve hose
Refer to "AIR INDUCTION SYSTEM" on page 7-11.
- Radiator
Refer to "RADIATOR" on page 6-1.
- Fuel tank
Refer to "FUEL TANK" on page 7-1.
- Seat
Refer to "GENERAL CHASSIS" on page 4-1.

EAS00054

ADJUSTING THE ENGINE IDLING SPEED

NOTE:

Prior to adjusting the engine idling speed, the air filter element should be cleaned, and the engine should have adequate compression.

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

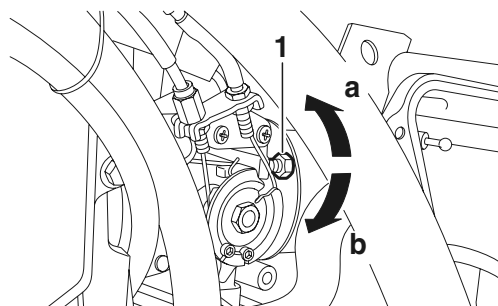


3. Adjust:
 - Engine idling speed



- a. Turn the throttle stop screw "1" in direction "a" or "b" until the specified engine idling speed is obtained.

Direction "a"
Engine idling speed is increased.
Direction "b"
Engine idling speed is decreased.



4. Adjust:
 - Throttle cable free play
Refer to "ADJUSTING THE THROTTLE CABLE FREE PLAY" on page 3-5.



**Throttle cable free play
(at the flange of the throttle grip)**
3.0-5.0 mm (0.12-0.20 in)

EAS00056

ADJUSTING THE THROTTLE CABLE FREE PLAY

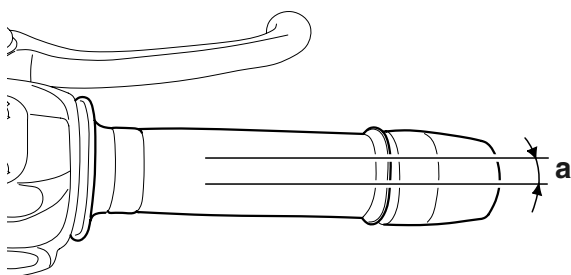
NOTE:

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

1. Check:
 - Throttle cable free play "a"
Out of specification → Adjust.



**Throttle cable free play
(at the flange of the throttle grip)**
3.0-5.0 mm (0.12-0.20 in)



2. Adjust:
- Throttle cable free play

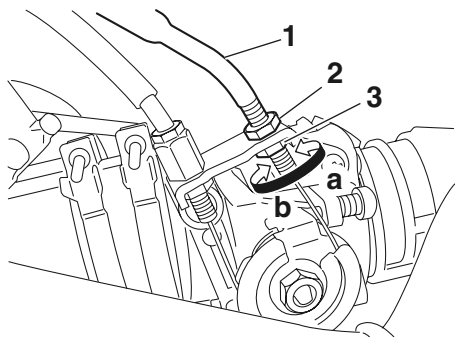
NOTE:

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

Throttle body end

- Loosen the locknut "2" on the accelerator cable.
- Turn the adjusting nut "3" in direction "a" or "b" until the specified throttle cable free play is obtained.

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



- c. Tighten the locknut.

NOTE:

If the specified throttle cable free play cannot be obtained on the throttle body end of the cable, adjust the free play at the handlebar end of the cable using the adjusting nut.

Handlebar end

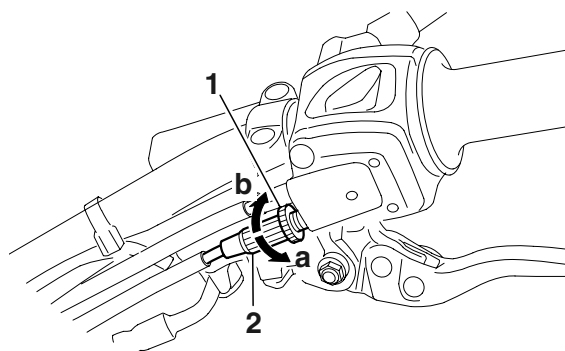
- Loosen the locknut "1".
- Turn the adjusting nut "2" in direction "a" or "b" until the specified throttle cable free play is obtained.

Direction "a"

Throttle cable free play is increased.

Direction "b"

Throttle cable free play is decreased.



- c. Tighten the locknut.

⚠ WARNING

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

EAS00060

CHECKING THE SPARK PLUG

- Disconnect:
 - Spark plug cap
- Remove:
 - Spark plug

CAUTION:

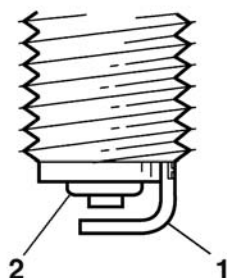
Before removing the spark plug, blow away any dirt accumulated in the spark plug well with compressed air to prevent it from falling into the cylinder.

- Check:
 - Spark plug type
 Incorrect → Change.



Spark plug type (manufacturer)
CR7E (NGK)

- Check:
 - Electrode "1"
 Damage/wear → Replace the spark plug.
 - Insulator "2"
 Abnormal color → Replace the spark plug.
Normal color is medium-to-light tan.



5. Clean:

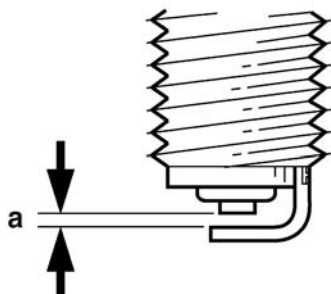
- Spark plug (with a spark plug cleaner or wire brush)

6. Measure:

- Spark plug gap "a" (with a thickness gauge)
- Out of specification → Regap.



Spark plug gap
0.7-0.8 mm (0.028-0.031 in)



7. Install:

- Spark plug



Spark plug
13 Nm (1.3 m·kg, 9.4 ft·lb)

NOTE:

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

8. Connect:

- Spark plug cap

EAS00064

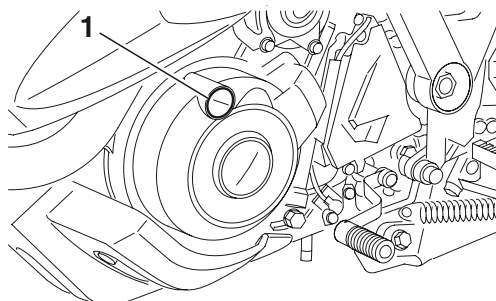
CHECKING THE IGNITION TIMING

NOTE:

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

1. Remove:

- Timing mark accessing screw "1"



2. Connect:

- Timing light (onto the spark plug lead)



Timing light
90890-03141

3. Check:

- Ignition timing

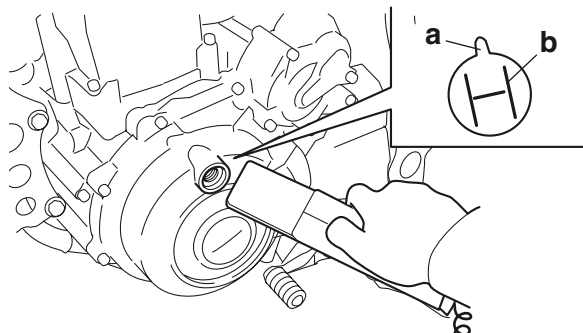


- Start the engine, warm it up for several minutes, and then let it run at the specified engine idling speed.



Engine idling speed
1400-1600 r/min

- Check that the stationary pointer "a" is within the firing range "b" on the A.C. magneto rotor.
Incorrect firing range → Check the ignition system.



NOTE:

The ignition timing is not adjustable.



4. Detach:

- Timing light

5. Install:

- Timing mark accessing screw

EAS00067

MEASURING THE COMPRESSION PRESSURE

NOTE:

Insufficient compression pressure will result in a loss of performance.

1. Measure:

- Valve clearance

Out of specification → Adjust.

Refer to “ADJUSTING THE VALVE CLEARANCE” on page 3-3.

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

3. Disconnect:

- Spark plug cap

4. Remove:

- Spark plug

CAUTION:

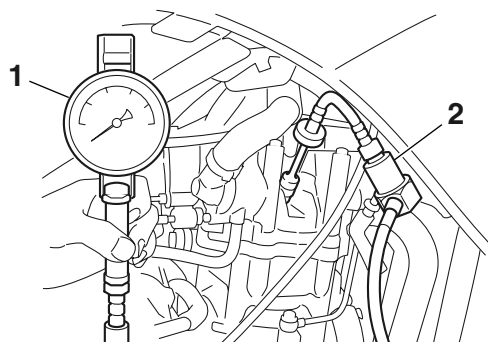
Before removing the spark plug, blow away any dirt accumulated in the spark plug well with compressed air to prevent it from falling into the cylinder.

5. Install:

- Compression gauge “1”
- Adaptor (compression gauge) “2”



Compression gauge
90890-03081
Adaptor (compression gauge)
90890-04082



6. Measure:

- Compression pressure
Out of specification → Refer to steps (c) and (d).



Compression pressure
(at sea level)

Minimum

600 kPa (6.0 kg/cm², 85.3 psi)

Standard

650 kPa (6.5 kg/cm², 92.4 psi)

Maximum

700 kPa (7.0 kg/cm², 99.6 psi)

- Set the main switch to “ON” and the engine stop switch to “Q”.
- With the throttle wide open, crank the engine until the reading on the compression gauge stabilizes.

⚠ WARNING

To prevent sparking, ground the spark plug lead before cranking the engine.

- If the compression pressure is above the maximum specification, check the cylinder head, valve surfaces, and piston crown for carbon deposits.
Carbon deposits → Eliminate.
- If the compression pressure is below the minimum specification, pour a teaspoonful of engine oil into the spark plug bore and measure it again.
Refer to the following table.

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

7. Install:

- Spark plug



Spark plug
13 Nm (1.3 m·kg, 9.4 ft·lb)

8. Connect:

- Spark plug cap

EAS00069

CHECKING THE ENGINE OIL LEVEL

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

NOTE:

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

2. Start the engine, warm it up for 10-15 minutes and then turn it off.
3. Remove the oil filler cap "1", wipe the dipstick clean, insert it back into the oil filler hole (without screwing it in), and then remove it again to check the oil level.

NOTE:

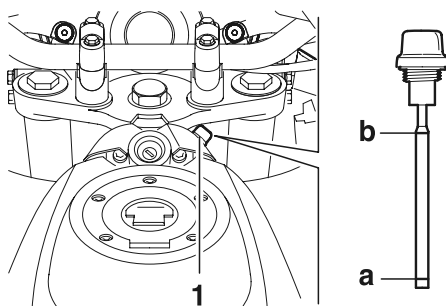
The engine oil tank is located inside of the frame.

4. Check:

- Engine oil level

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

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



ECA10010

CAUTION:

Do not operate the vehicle until you know that the engine oil level is sufficient.

EWA10360

⚠ WARNING

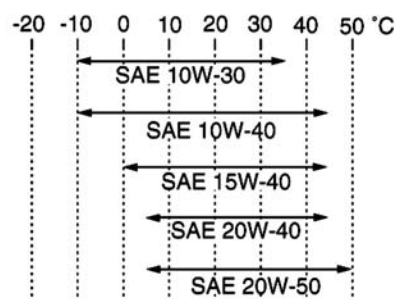
Never remove the engine oil tank cap after high-speed operation, otherwise hot engine oil could spout out and cause damage or injury. Always let the engine oil cool down sufficiently before removing the oil tank cap.



Recommended oil

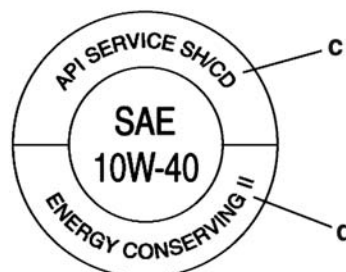
Refer to the chart for the engine oil grade which is best suited for certain atmospheric temperatures.

API service SG type or higher, JASO standard MA.



CAUTION:

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

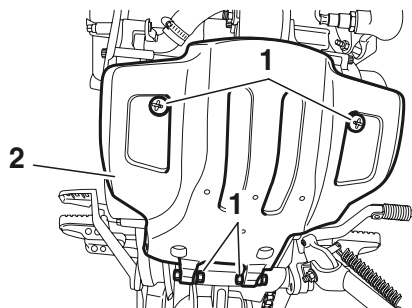


5. Install the oil filler cap.
6. Start the engine, warm it up for several minutes, and then turn it off.
7. Check the engine oil level again.

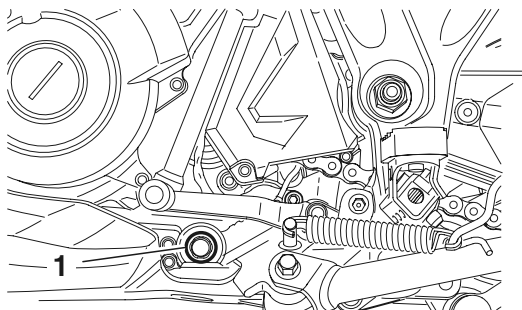
EAS00076

CHANGING THE ENGINE OIL

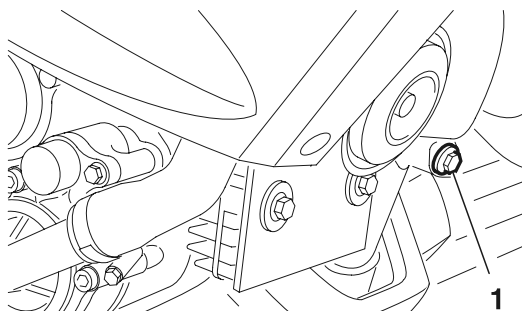
1. Start the engine, warm it up for several minutes, and then turn it off.
2. To reach the drain bolt of the crankcase and the drain bolt of the oil tank, remove the engine guard "2" by removing the screws "1".



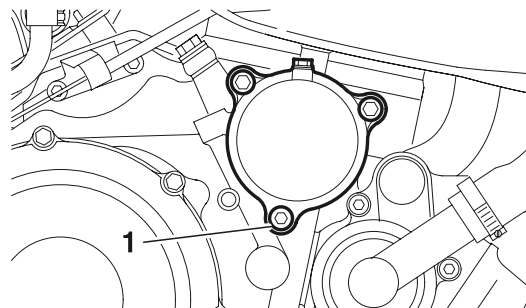
3. Place an oil pan under the engine to collect the used oil.
4. Remove:
 - Engine oil filler cap
 - Engine oil crankcase drain bolt "1"



5. Remove:
 - Engine oil tank drain bolt "1"

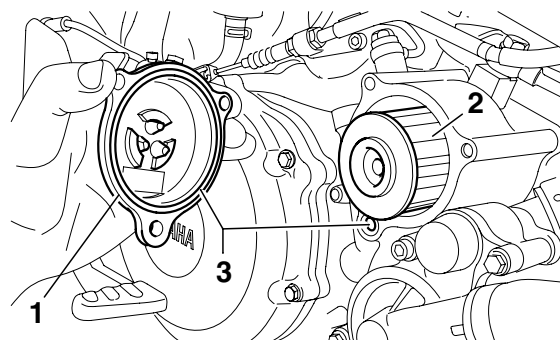


6. Remove:
 - Oil filter element drain bolt "1"



7. Drain:
 - Engine oil (completely from the crankcase and the oil tank)
8. If the oil filter element is also to be replaced, perform the following procedure.

- a. Remove the oil filter element cover "1" and oil filter element "2".
- b. Check the O-rings "3" and replace them if they are cracked or damaged.



- c. Install the new oil filter element and the oil filter element cover.



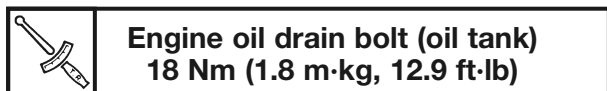
Oil filter element cover bolt
10 Nm (1.0 m·kg, 7.2 ft·lb)

9. Check:
 - Engine oil drain bolt gasket
Damage → Replace.
10. Install:
 - Engine oil drain bolt (crankcase) (along with the gasket)



Engine oil drain bolt (crankcase)
30 Nm (3.0 m·kg, 22 ft·lb)

- Engine oil drain bolt (oil tank) (along with the gasket)



- Oil filter element drain bolt



11.Fill:

- Oil tank (with the specified amount of the recommended engine oil)

CAUTION:

The engine oil tank must be filled with engine oil in two steps. First, fill the engine oil tank with 1.9 L (1.67 Imp qt, 2.0 US qt) of the recommended engine oil. Then, start the engine, race it five or six times, turn it off, and then add the remainder of the engine oil.

	Quantity
	Total amount 2.90 L (2.56 Imp qt, 3.06 US qt)
	Without oil filter element replacement 2.50 L (2.19 Imp qt, 2.64 US qt)
	With oil filter element replacement 2.60 L (2.26 Imp qt, 2.73 US qt)

12.Install:

- Engine oil filler cap

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

14.Check:

- Engine (for engine oil leaks)

15.Check:

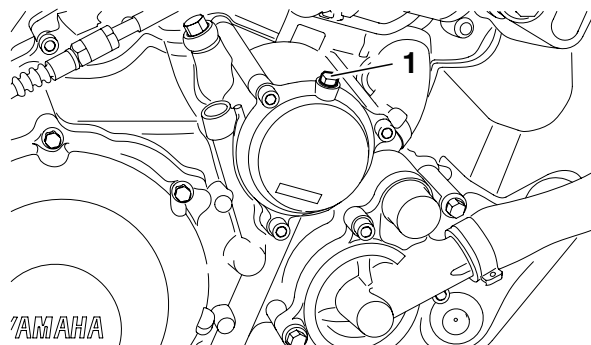
- Engine oil level

Refer to "CHECKING THE ENGINE OIL LEVEL" on page 3-9.

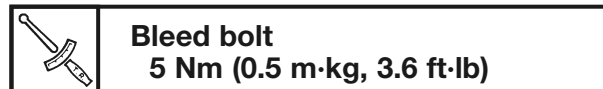
16.Check:

- Engine oil pressure

a. Slightly loosen the bleed bolt "1"



- Start the engine and keep it idling until engine oil starts to seep from the bleed bolt. If no engine oil comes out after one minute, turn the engine off so that it will not seize.
- Check the engine oil passages, the oil filter element, and the oil pump for damage or leakage. Refer to "OIL PUMP" on page 5-40.
- Start the engine after correcting the problem(s) and check the engine oil pressure again.
- Tighten the bleed bolt to the specified torque.

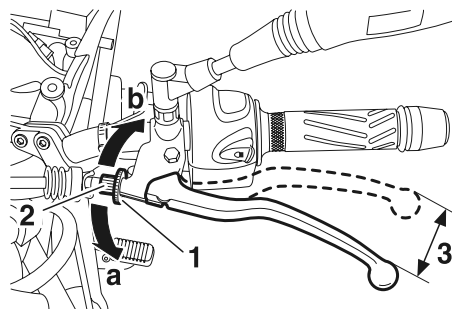
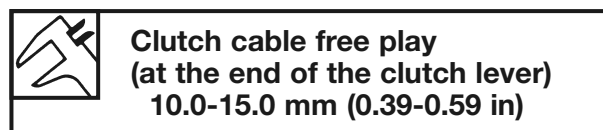


EAS00078

ADJUSTING THE CLUTCH CABLE FREE PLAY

1. Check:

- Clutch cable free play "3"
- Out of specification → Adjust.



2. Adjust:

- Clutch cable free play

Handlebar end

- Slide back the rubber cover.
- Loosen the locknut "1".
- Turn the adjusting bolt "2" in direction "a" or "b" until the specified clutch cable free play is obtained.

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

- Tighten the locknut.
- Slide the rubber cover to its original position.

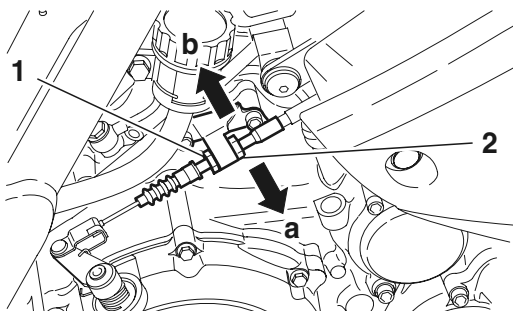
NOTE:

If the specified clutch cable free play cannot be obtained on the handlebar end of the cable, adjust the free play at the engine end of the cable using the adjusting nut.

Engine end

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

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



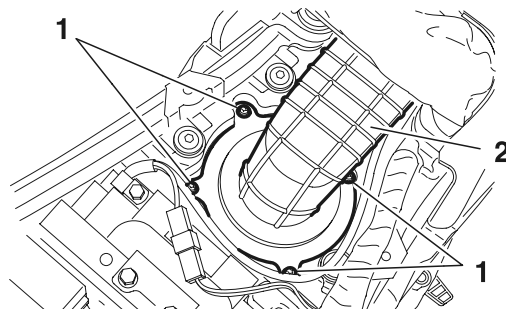
- Tighten the locknuts.

EAS00086

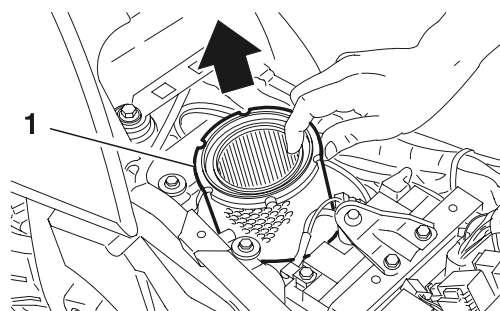
REPLACING THE AIR FILTER ELEMENT AND CLEANING THE CHECK HOSE

Replacing the air filter element

- Remove:
 - Seat
 - Screws "1"
 - Air filter case cover "2"



- Remove:
 - Air filter element "1"



- Install:
 - Air filter element

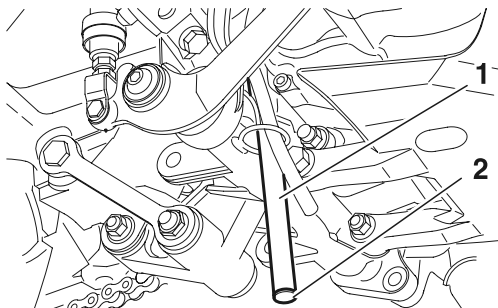
CAUTION:

- Make sure that the air filter element is properly seated in the air filter case.
- The engine should never be operated without the air filter element installed, otherwise the piston(s) and/or cylinder(s) may become excessively worn.

- Install:
 - Air filter case cover
 - Screw (air filter case cover)
 - Seat

Cleaning the air filter check hose

1. Check:
 - Air filter check hose “1”
Accumulated dirt or water → Clean.
2. Remove:
 - Check hose cap “2”

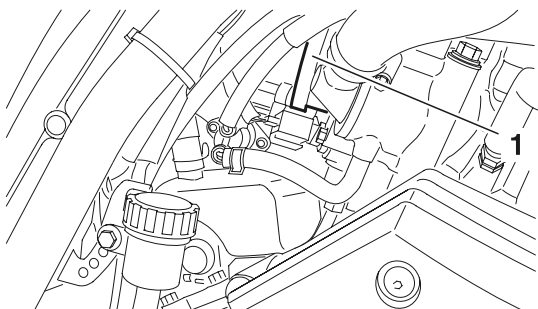


3. Drain:
 - Any dirt, water or oil
4. Install:
 - Check hose cap

EAS00094

CHECKING THE THROTTLE BODY JOINT

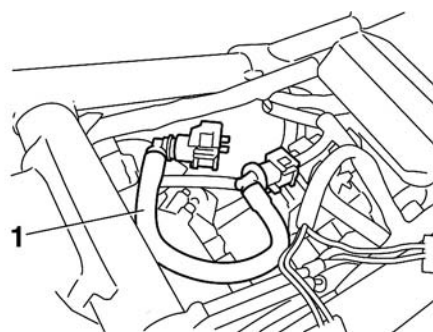
1. Check:
 - Throttle body joint “1”
Cracks/damage → Replace.
Refer to “FUEL INJECTION SYSTEM” on page 7-4.



EAS00096

CHECKING THE FUEL HOSE

1. Remove:
 - Seat
Refer to “GENERAL CHASSIS” on page 4-1.
 - Fuel tank
Refer to “FUEL TANK” on page 7-1.
2. Check:
 - Fuel hose “1”
Cracks/damage → Replace.
Loose connection → Connect properly.



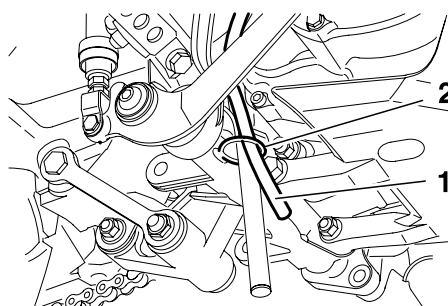
3. Install:
 - Fuel tank
Refer to “FUEL TANK” on page 7-1.
 - Seat
Refer to “GENERAL CHASSIS” on page 4-1.

CHECKING THE FUEL TANK BREATHER HOSE

1. Check:
 - Fuel tank breather hose “1”
Loose connection → Connect properly.
Cracks/damage → Replace.

CAUTION:

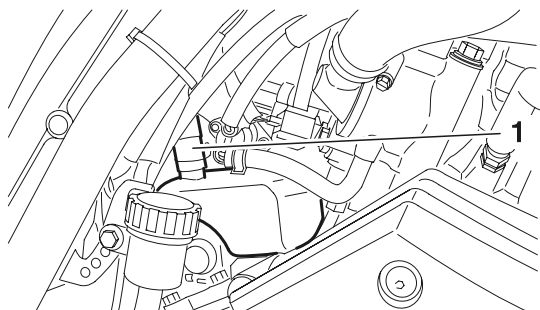
- Make sure that the end of the fuel tank breather hose is not blocked, and clean it if necessary.
- Make sure that the end of the fuel tank breather hose is positioned inside of the clamp “2”.



EAS00098

CHECKING THE CRANKCASE BREATHER HOSES

1. Check:
 - Crankcase-to-crankcase-breather-chamber hose “1”
 - Air-filter-to-crankcase-breather-chamber hose
Cracks/damage → Replace.
Loose connection → Connect properly.



CAUTION:

Make sure the breather hoses are routed correctly.

EAS00099

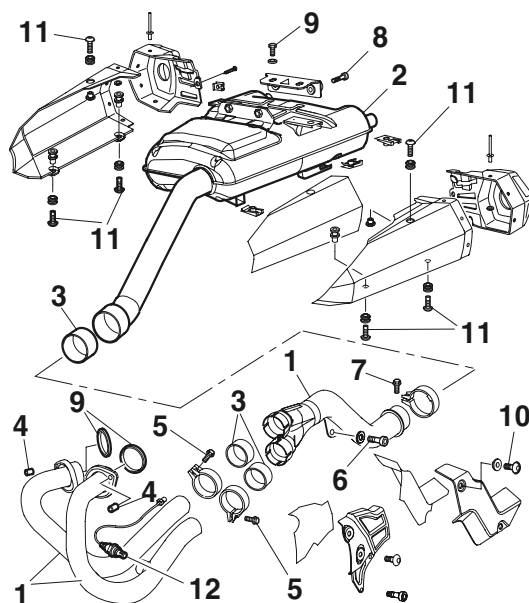
CHECKING THE EXHAUST SYSTEM

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

1. Check:
 - Exhaust pipes “1”
 - Muffler “2”
 - Cracks/damage → Replace.
 - Gaskets “3”
 - Exhaust gas leaks → Replace.
2. Check:
 - Tightening torques



Exhaust pipe nut “4”	20 Nm (2.0 m·kg, 14 ft·lb)
Exhaust pipe joint bolt “5”	18 Nm (1.8 m·kg, 13 ft·lb)
Exhaust pipe and frame bolt “6”	25 Nm (2.5 m·kg, 18 ft·lb)
Exhaust pipe and muffler bolt “7”	18 Nm (1.8 m·kg, 13 ft·lb)
Muffler stay and muffler bolt “8”	22 Nm (2.2 m·kg, 16 ft·lb)
Muffler stay and frame bolt “9”	22 Nm (2.2 m·kg, 16 ft·lb)
Cover bolt “10”	8 Nm (0.8 m·kg, 5.8 ft·lb)
Protector bolt “11”	6 Nm (0.6 m·kg, 4.3 ft·lb)
O ₂ sensor “12”	45 Nm (4.5 m·kg, 32 ft·lb)



EAS00102

CHECKING THE COOLANT LEVEL

1. Stand the motorcycle on a level surface.

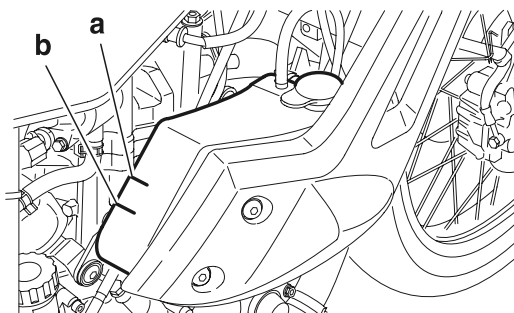
NOTE:

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

2. Check:
 - Coolant level

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

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



CAUTION:

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

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

4. Check:

- Coolant level

NOTE:

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

EAS00104

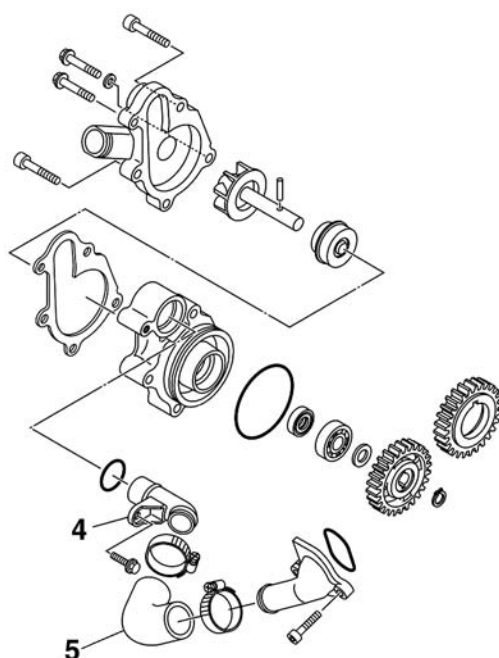
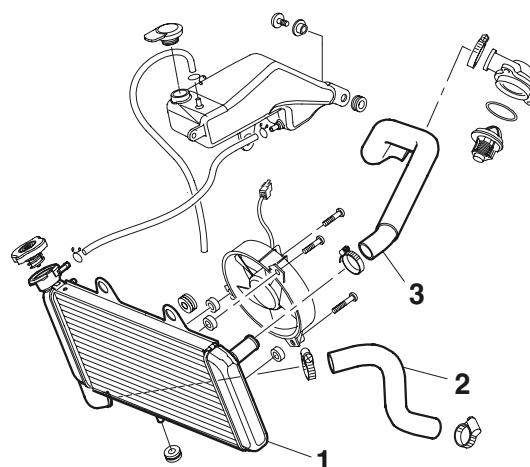
CHECKING THE COOLING SYSTEM

1. Remove:

- Seat
Refer to "GENERAL CHASSIS" on page 4-1.
- Fuel tank
Refer to "FUEL TANK" on page 7-1.

2. Check:

- Radiator "1"
 - Radiator outlet hose "2"
 - Radiator inlet hose "3"
 - Water pump assembly
 - Water pump outlet pipe "4"
 - Water pump outlet hose "5"
- Cracks/damage → Replace.
Refer to "COOLING SYSTEM" on page 6-7.



3. Install:

- Fuel tank
Refer to "FUEL TANK" on page 7-1.
- Seat
Refer to "GENERAL CHASSIS" on page 4-1.

EAS00105

CHANGING THE COOLANT

1. Remove:

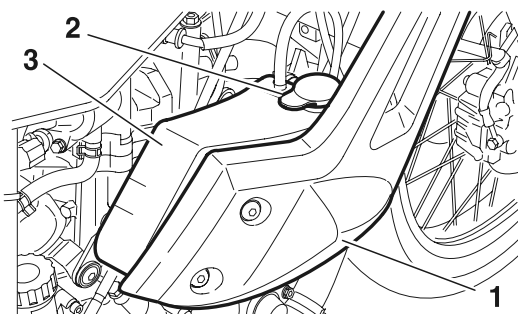
- Panel "1" (right)
Refer to "FUEL TANK" on page 7-1.
- Radiator cap

⚠ WARNING

A hot radiator is under pressure. Therefore, do not remove the radiator cap when the engine is hot. Scalding hot fluid and steam may be blown out, which could cause serious injury. When the engine has cooled, open the radiator cap as follows:

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

- Coolant reservoir cap "2"
- Coolant reservoir "3"



2. Drain:

- Coolant (from the coolant reservoir)

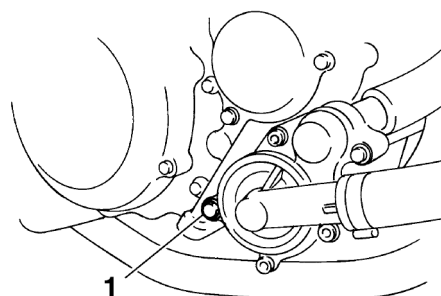
3. Install:

- Coolant reservoir



4. Remove:

- Coolant drain bolt "1" (along with the copper washer)

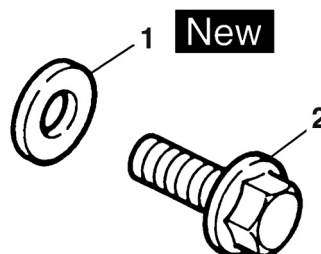


5. Drain:

- Coolant (from the engine and radiator)

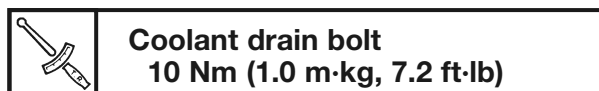
6. Check:

- Coolant drain bolt "2"
Damage → Replace.



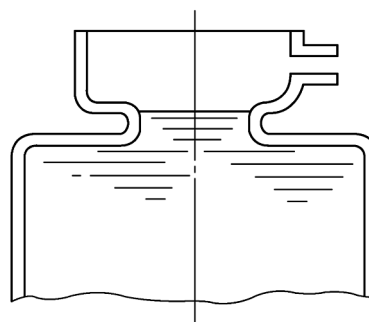
7. Install:

- Copper washer "1" **New**
- Coolant drain bolt



8. Fill:

- Cooling system (with the specified amount of the recommended coolant)





Recommended antifreeze
High-quality ethylene glycol
antifreeze containing corrosion
inhibitors for aluminum engines
Mixing ratio
1:1 (antifreeze:water)
Quantity
Total amount
1.20 L
(1.05 Imp qt, 1.26 US qt)
Coolant reservoir capacity
0.50 L
(0.44 Imp qt, 0.56 US qt)
From minimum to maximum
level mark
0.30 L
(0.26 Imp qt, 0.32 US qt)

Handling notes for coolant

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

⚠ WARNING

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

CAUTION:

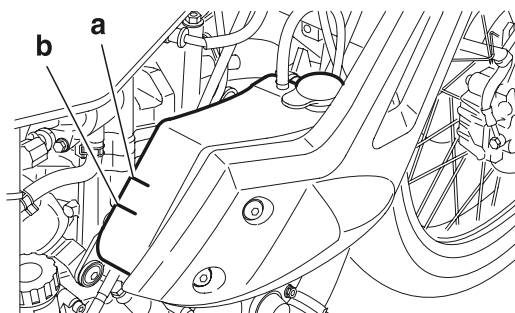
- Adding water instead of coolant lowers the antifreeze content of the coolant. If water is used instead of coolant, check and if necessary, correct the antifreeze concentration of the coolant.
- Use only distilled water. However, if distilled water is not available, soft water may be used.
- If coolant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

9. Install:

- Radiator cap

10.Fill:

- Coolant reservoir (with the recommended coolant to the maximum level mark "a")



11.Install:

- Coolant reservoir cap

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

13.Check:

- Coolant level

Refer to "CHECKING THE COOLANT LEVEL" on page 3-14.

NOTE:

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

14.Install:

- Panel (right)

Refer to "FUEL TANK" on page 7-1.



Locknut
18 Nm (1.8 m·kg, 13 ft·lb)

⚠ WARNING

A soft or spongy feeling in the brake pedal can indicate the presence of air in the brake system. Before the vehicle is operated, the air must be removed by bleeding the brake system. Air in the brake system will considerably reduce braking performance and could result in loss of control and possibly an accident. Therefore, check and, if necessary, bleed the brake system.

CAUTION:

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



EAS00115

CHECKING THE BRAKE FLUID LEVEL

1. Stand the motorcycle on a level surface.

NOTE:

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

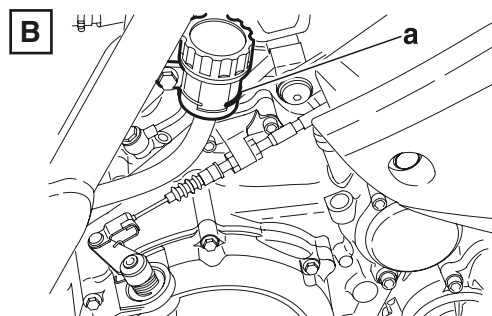
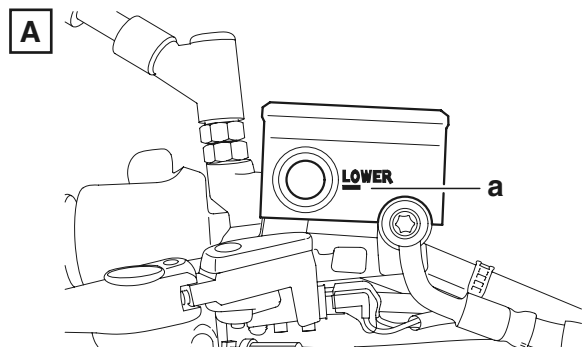
2. Check:

- Brake fluid level
Below the minimum level mark “a” → Add the recommended brake fluid to the proper level.



Recommended brake fluid
DOT 4

- A. Front brake
B. Rear brake



⚠ WARNING

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

CAUTION:

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

NOTE:

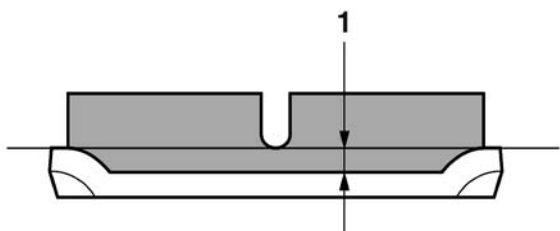
In order to ensure a correct reading of the brake fluid level, make sure the top of the brake fluid reservoir is horizontal.

EAS00118

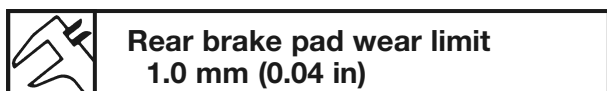
CHECKING THE FRONT AND REAR BRAKE PADS AND BRAKE PAD PINS

The following procedure applies to all of the brake pads.

1. Operate the brake.
2. Check:
 - Front brake pads
Wear indicator grooves "1" have almost disappeared → Replace the brake pads as a set.
Refer to "REPLACING THE FRONT BRAKE PADS" on page 4-25.



3. Measure:
 - Rear brake pads
Wear limit "2" reached → Replace the brake pads as a set.
Refer to "REPLACING THE REAR BRAKE PADS" on page 4-36.



4. Check:
 - Brake pad pins
Damage/wear → Replace.

EAS00131

CHECKING THE FRONT AND REAR BRAKE HOSES

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

1. Check:
 - Front brake hoses
 - Rear brake hoses
Cracks/damage/wear → Replace.
2. Check:
 - Brake hose clamp
Loose → Tighten the clamp bolt.
3. Hold the motorcycle upright and apply the brake several times.
4. Check:
 - Brake hoses
Brake fluid leakage → Replace the damaged hose.

⚠ WARNING

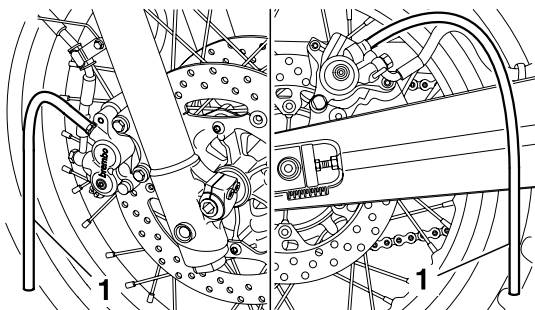
- the system is disassembled
- a brake hose is loosened, disconnected or replaced
- the brake fluid level is very low
- brake operation is faulty.

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

1. Bleed:
 - Hydraulic brake system



- Fill the brake fluid reservoir to the proper level with the recommended brake fluid.
- Install the diaphragm (brake master cylinder reservoir or brake fluid reservoir).
- Connect a clear plastic hose “1” tightly to the bleed screw.



- d. Place the other end of the hose into a container.
- e. Slowly apply the brake several times.
- f. Fully pull the brake lever or fully press down the brake pedal and hold it in position.

- NOTE:**

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

- h. Tighten the bleed screw, and then release the brake lever or brake pedal.
- i. Repeat steps (e) to (h) until all of the air bubbles have disappeared from the brake fluid in the plastic hose.
- j. Tighten the bleed screw to the specified torque.



Bleed screw
14 Nm (1.4 m·kg, 10 ft·lb)

- k. Fill the brake fluid reservoir to the proper level with the recommended brake fluid. Refer to “CHECKING THE BRAKE FLUID LEVEL” on page 3-19.

⚠ WARNING

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

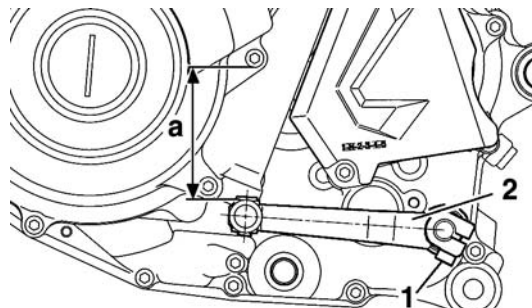


ADJUSTING THE SHIFT PEDAL

1. Check:
 - Shift pedal position (distance “a” from the A.C. magneto cover screw indicated)
Out of specification → Adjust.

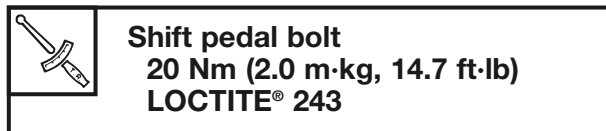


**Shift pedal position (from the A.C.
magneto cover screw)**
72.5 mm (2.85 in)



- 2. Adjust:
 - Shift pedal position

- a. Remove the bolt "1".
- b. Remove the shift pedal "2".
- c. Install the shift pedal at the correct position.
- d. Install the bolt, and then tighten it to the specified torque.



EAA01140

ADJUSTING THE DRIVE CHAIN SLACK

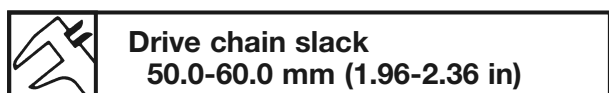
NOTE: The drive chain slack must be checked at the tightest point on the chain.

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

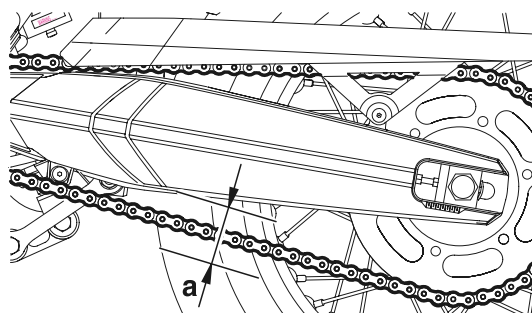
⚠ WARNING Securely support the motorcycle so that there is no danger of it falling over.

NOTE: Both wheels should be on the ground without a rider on the motorcycle.

1. Move forward the motorcycle and check the drive chain to locate its tightest point.
2. Measure:
 - Drive chain slack "a"
 Out of specification → Adjust.



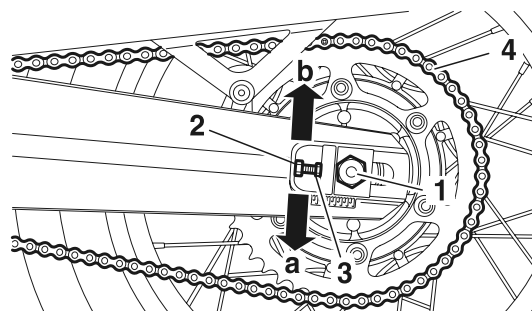
NOTE: When checking the drive chain slack, the chain tensioner should not be touching the drive chain.



3. Loosen:
 - Wheel axle nut "1"
4. Adjust:
 - Drive chain slack

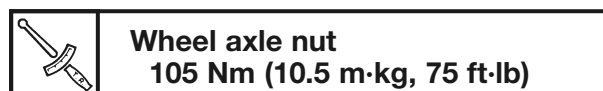
- a. Loosen both locknuts "2".
- b. Turn both adjusting bolts "3" in direction "a" or "b" until the specified drive chain slack is obtained.

Direction (a)
 Drive chain is tightened.
Direction (b)
 Drive chain is loosened.



- NOTE:**
- To maintain the proper wheel alignment, adjust both sides evenly.
 - Push the rear wheel forward to make sure that there is no clearance between the swingarm end plates and the ends of the swingarm.

- c. Tighten the wheel axle nut to specification.



d. Tighten the locknuts to specification.

	Locknut 16 Nm (1.6 m·kg, 11 ft·lb)
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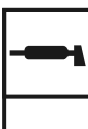
EAS00142

LUBRICATING THE DRIVE CHAIN

The drive chain consists of many interacting parts. If the drive chain is not maintained properly, it will wear out quickly. Therefore, the drive chain should be serviced, especially when the motorcycle is used in dusty areas.

This motorcycle has a drive chain with small rubber O-rings between each side plate.

Steam cleaning, high-pressure washing, certain solvents, and the use of a coarse brush can damage these O-rings. Therefore, use only kerosene to clean the drive chain. Wipe the drive chain dry and thoroughly lubricate it with engine oil or chain lubricant that is suitable for O-ring chains. Do not use any other lubricants on the drive chain since they may contain solvents that could damage the O-rings.

	Recommended lubricant Engine oil or chain lubricant suitable for O-ring chains
---	---

EAS00146

CHECKING AND ADJUSTING THE STEERING HEAD

1. Stand the motorcycle on a level surface.

WARNING

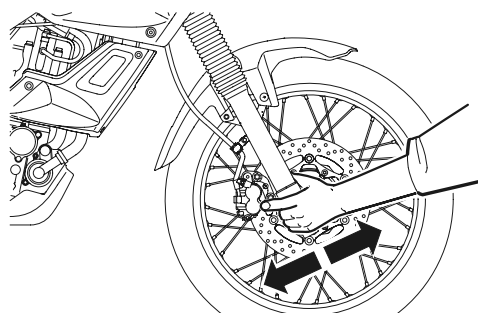
Securely support the motorcycle so that there is no danger of it falling over.

NOTE:

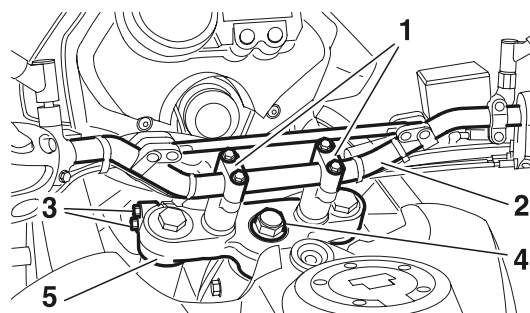
Place the motorcycle on a suitable stand so that the front wheel is elevated.

2. Check:

- Steering head
Grasp the bottom of the front fork legs and gently rock the front fork.
Binding/looseness → Adjust the steering head.



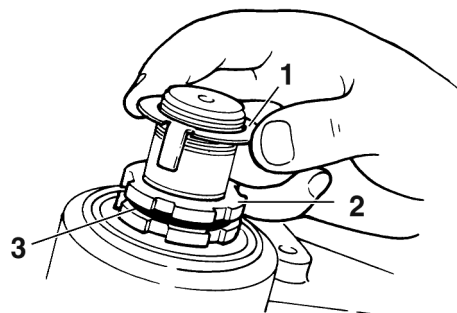
- Remove:
 - Upper handlebar holders "1"
 - Handlebar "2"
- Loosen:
 - Upper bracket pinch bolts "3"
- Remove:
 - Steering stem nut "4"
 - Washer
 - Upper bracket "5"



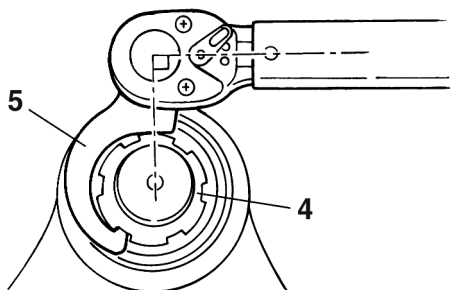
- Adjust:
 - Steering head



- Remove the lock washer "1", the upper ring nut "2", and the plain washer "3".



- Loosen the lower ring nut "4", and then tighten it to the specified torque with a steering nut wrench "5".



NOTE:

Set the torque wrench at a right angle to the steering nut wrench.



Steering nut wrench
90890-01403



Lower ring nut
(initial tightening torque)
45 Nm (4.5 m·kg, 33 ft·lb)

- c. Swing full stroke the steering two or three times.
- d. Loosen the lower ring nut completely, and then tighten it to the specified torque.

⚠ WARNING

Do not overtighten the lower ring nut.

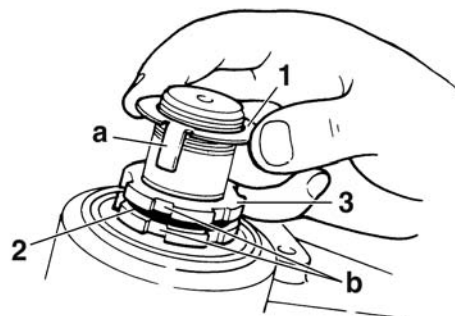


Lower ring nut
(final tightening torque)
7 Nm (0.7 m·kg, 5.1 ft·lb)

- e. Check the steering head for looseness or binding by turning the front fork all the way in both directions. If any binding is felt, remove the lower bracket and check the upper and lower bearings.
Refer to "STEERING HEAD" on page 4-56.
- f. Install the plain washer "2".
- g. Install the upper ring nut "3".
- h. Finger tighten the upper ring nut "3", and then align the slots of both ring nuts. If necessary, hold the lower ring nut and tighten the upper ring nut until their slots are aligned.
- i. Install the lock washer "1".

NOTE:

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



7. Install:

- Upper bracket
- Washer
- Steering stem



Steering stem nut
130 Nm (13.0 m·kg, 93.4 ft·lb)

8. Tighten:

- Upper bracket pinch bolts



Upper bracket pinch bolt
23 Nm (2.3 m·kg, 17 ft·lb)

9. Install:

- Handlebar
 - Upper handlebar holders
- Refer to "HANDLEBAR" on page 4-42.



Upper handlebar holder bolt
23 Nm (2.3 m·kg, 17 ft·lb)

EAS00149

CHECKING THE FRONT FORK

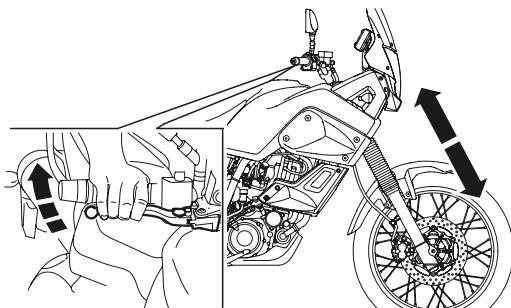
1. Stand the motorcycle on a level surface.

⚠ WARNING

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

2. Push up the lower part of the rubber protections.
3. Check:
 - Inner tubes
Damage/scratches → Replace.
 - Oil seals
Oil leakage → Replace.

4. Hold the motorcycle upright and apply the front brake.
5. Check:
 - Front fork operation
Push down hard on the handlebar several times and check if the front fork rebounds smoothly.
Rough movement → Repair.
Refer to “FRONT FORK” on page 4-47.



6. Push down the lower part of the rubber protections.

EAUB1550

ADJUSTING THE FRONT FORK

⚠ WARNING

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

This front fork is equipped with spring preload adjusting bolt.

Spring preload

⚠ WARNING

Always adjust both fork legs equally, otherwise poor handling and loss of stability may result.

1. Adjust:
 - Spring preload

NOTE:

Use the 10 mm hexagon wrench included in the owner's tool kit to turn the adjusting bolts.



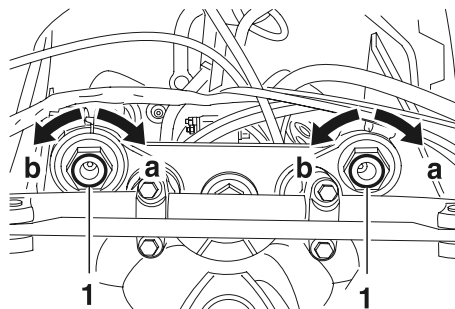
- a. Turn the adjusting bolt “1” on each fork leg fully in direction “a”.
- b. Turn the adjusting bolt “1” on each fork leg in direction “b”.

Direction (a)

Spring preload is increased
(suspension is harder)

Direction (b)

Spring preload is decreased
(suspension is softer)



Adjusting positions

Maximum (hard):

0 complete turns in direction (b)*

Standard:

22 complete turns in direction (b)*

Minimum (soft):

27 complete turns in direction (b)*

* With the adjusting bolt fully turned in direction (a)

EAUB1460

ADJUSTING THE SHOCK ABSORBER ASSEMBLY

⚠ WARNING

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

⚠ WARNING

Never adjust the spring preload until the exhaust system has cooled down.

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

Spring preload

CAUTION:

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

1. Adjust:
 - Spring preload

NOTE:

Adjust the spring preload with the special wrench included in the owner's tool kit.

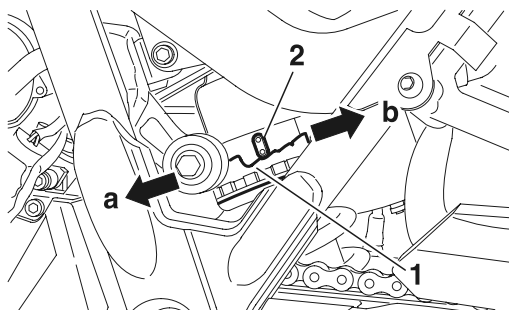


- a. Turn the adjusting ring "1" in direction "a" or "b".

NOTE:

Align the appropriate notch in the adjusting ring "1" with the position indicator "2" on the shock absorber.

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



Spring preload setting:
Minimum (soft):
1
Standard:
2
Maximum (hard):
9

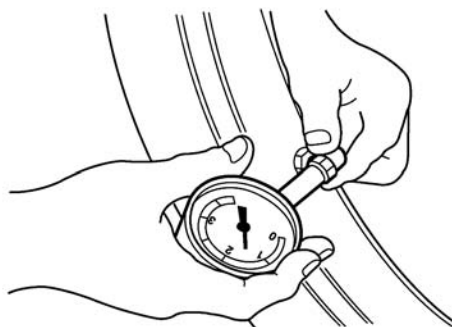


EAS00166

CHECKING THE TIRES

The following procedure applies to both of the tires.

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



⚠ WARNING

- The tire pressure should only be checked and regulated when the tire temperature equals the ambient air temperature.
 - The tire pressure and the suspension must be adjusted according to the total weight (including cargo, rider, passenger and accessories) and the anticipated riding speed.
 - Operation of an overloaded motorcycle could cause tire damage, an accident or an injury.
- NEVER OVERLOAD THE MOTORCYCLE.**

Basic weight: With oil and full fuel tank	208.5 kg (459 lb)	
Maximum load*	190 kg (419 lb)	
Cold tire pressure	Front	Rear
Up to 90 kg (198 lb) load*	210 kPa (2.1 kgf/cm ² , 30 psi)	230 kPa (2.3 kgf/cm ² , 33 psi)
90 kg (198 lb) ~ Maximum load*	230 kPa (2.3 kgf/cm ² , 33 psi)	250 kPa (2.5 kgf/cm ² , 36 psi)
Off-road riding	200 kPa (2.0 kgf/cm ² , 29 psi)	200 kPa (2.0 kgf/cm ² , 29 psi)
High-speed riding	210 kPa (2.1 kgf/cm ² , 30 psi)	230 kPa (2.3 kgf/cm ² , 33 psi)

* Total weight of rider, passenger, cargo and accessories

⚠ WARNING

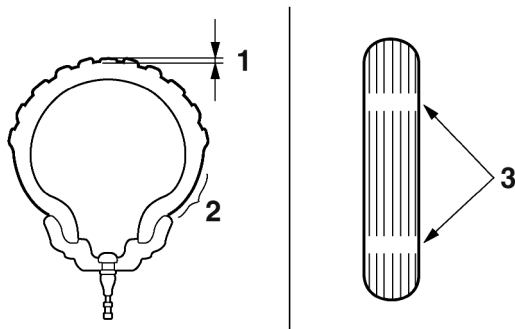
It is dangerous to ride with a worn-out tire. When the tire tread reaches the wear limit, replace the tire immediately.

2. Check:

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



Minimum tire tread depth
1.6 mm (0.063 in)

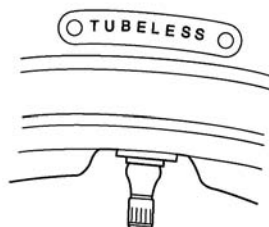


1. Tire tread depth
2. Sidewall
3. Wear indicator

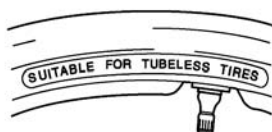
⚠ WARNING

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

A



B



- A. Tire
- B. Wheel

Tube wheel:

Tube tire only

Tubeless wheel:

Tube or tubeless tire

⚠ WARNING

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



Front tire

Tire type

With tube

Size

90/90-21M/C 54S

90/90-21M/C 54T

Manufacturer/model

METZELER/TOURANCE FRONT

MICHELIN/SIRAC



Rear tire

Tire type

With tube

Size

130/80-17M/C 65S

130/80-17M/C 65T

Manufacturer/model

METZELER/TOURANCE

MICHELIN/SIRAC A

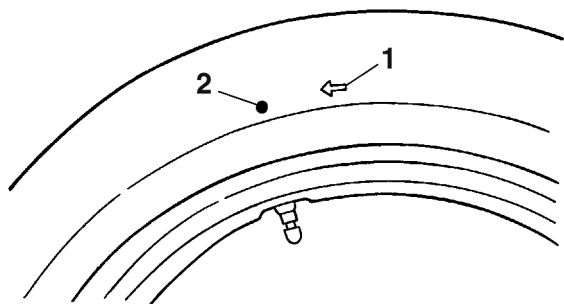
⚠ WARNING

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

NOTE:

For tires with a direction of rotation mark "1":

- Install the tire with the mark pointing in the direction of wheel rotation.
- Align the mark "2" with the valve installation point.



CHECKING THE WHEELS

The following procedure applies to both of the wheels.

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

EWA13260

⚠ WARNING

Never attempt to make any repairs to the rim.

NOTE:

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

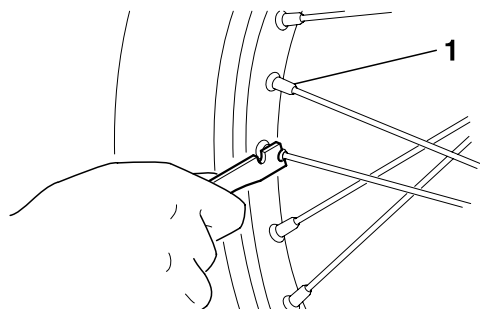
SPOKE INSPECTION AND TIGHTENING

1. Check:
 - Spokes "1"
 Curvature/Damaged → Replace.
 Loose spoke → Tighten.
2. Tighten:
 - Spoke (s)

NOTE:

Tighten the spokes before and after the break-in period.

	Spoke 3 Nm (0.3 m·kg, 2.1 ft·lb)
--	---



EAS00170

CHECKING AND LUBRICATING THE CABLES

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

⚠ WARNING

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

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

NOTE:

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

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

EAS00171

LUBRICATING THE LEVERS AND BRAKE PEDAL

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

	Recommended lubricants Brake lever Silicone grease Clutch lever Lithium-soap-based grease Brake pedal Silicone grease
--	--

EAS00172

LUBRICATING THE SIDESTAND

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

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

LUBRICATING THE REAR SUSPENSION

The pivoting points of the rear suspension must be lubricated at the intervals specified in the periodic maintenance and lubrication chart.



Recommended lubricant
Lithium-soap-based grease

LUBRICATING THE SWINGARM PIVOTS

The swingarm pivots must be lubricated at the intervals specified in the periodic maintenance and lubrication chart.



Recommended lubricant
Lithium-soap-based grease

ELECTRICAL SYSTEM

EAS21760

CHECKING AND CHARGING THE BATTERY

Refer to "ELECTRICAL COMPONENTS" on page 8-49.

EAS21770

CHECKING THE FUSES

Refer to "ELECTRICAL COMPONENTS" on page 8-48.

REPLACING A HEADLIGHT BULB

NOTE:

This model is equipped with quartz bulb headlights.

1. Replace:
 - Headlight bulb

⚠ WARNING

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

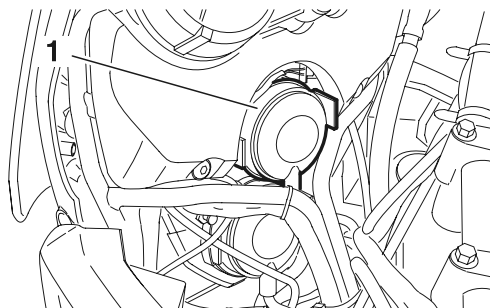
CAUTION:

Take care not to damage the following parts:

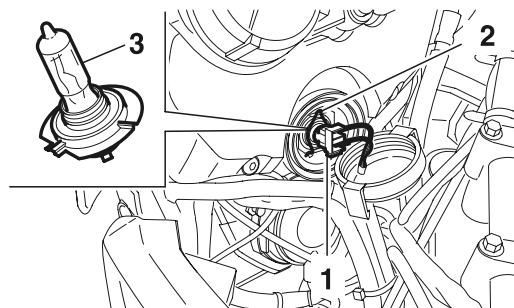
- Headlight bulb
 - Do not touch the glass part of the headlight bulb to keep it free from oil, otherwise the transparency of the glass, the luminosity of the bulb, and the bulb life will be adversely affected. Thoroughly clean off any dirt and fingerprints on the headlight bulb using a cloth moistened with alcohol or thinner.
- Headlight lens
 - Do not affix any type of tinted film or stickers to the headlight lens.
 - Do not use a headlight bulb of a wattage higher than specified.

Low beam

- a. Remove:
 - Headlight bulb cover "1"



- b. Disconnect:
 - Headlight coupler "1"
- c. Unhook:
 - Headlight bulb holder "2"
- d. Remove:
 - Defective bulb "3"

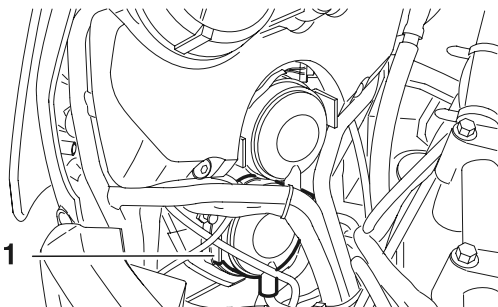


- e. Install:
 - Headlight bulb **New**
Secure the new headlight bulb with the headlight bulb holder.
- f. Install:
 - Headlight coupler
 - Headlight bulb cover

High beam

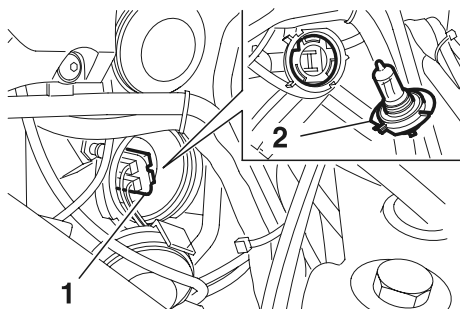
a. Remove:

- Headlight bulb cover “1”



b. Remove:

- Headlight bulb holder “1”
- Defective bulb “2”



c. Install:

- Headlight bulb **New**
- Secure the new headlight bulb with the headlight bulb holder.

d. Install:

- Headlight bulb cover

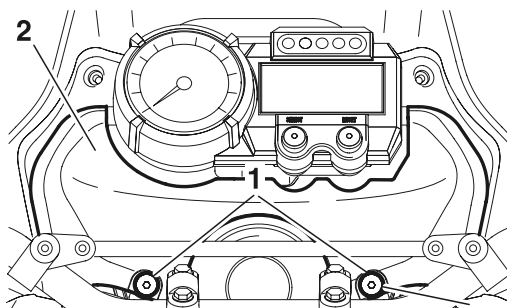
REPLACING AN AUXILIARY LIGHT BULB

NOTE:

This model is equipped with two auxiliary lights.

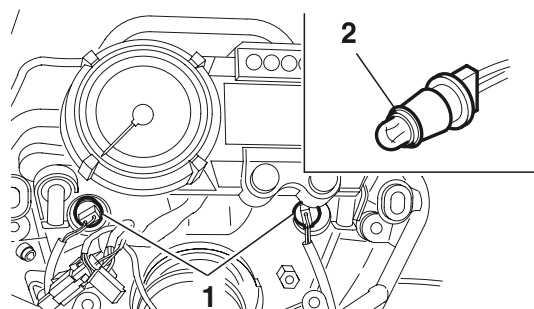
1. Replace:

- Auxiliary light bulb



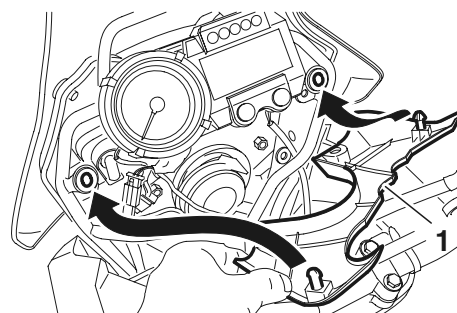
b. Remove:

- Auxiliary light socket “1” (together with the bulb, by pulling it out)
- Defective bulb “2” (by pulling it out)



c. Install:

- Auxiliary light bulb into the socket (by pushing it in) **New**
- Auxiliary light socket (together with the bulb) by pushing it in.
- Panel “1”
- Panel mounting screws



TAIL/BRAKE LIGHT

This model is equipped with an LED type of tail/brake light.

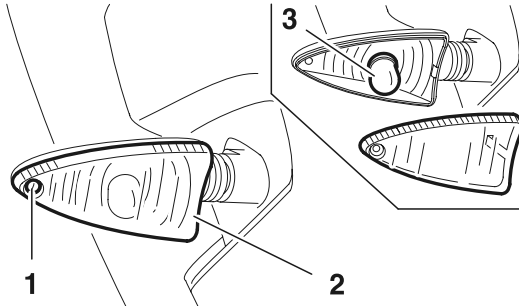
Refer to “ELECTRICAL COMPONENTS” on page 8-47.

REPLACING A TURN SIGNAL LIGHT BULB

1. Replace:
 - Turn signal light bulb



- a. Remove:
 - Turn signal light lens screw "1"
 - Turn signal light lens "2"
 - Turn signal light bulb "3"
 Push in and turn the bulb counterclockwise.



- b. Install:
 - Turn signal light bulb into the socket (by pushing it in and then turning it clockwise until it stops) **New**
 - Turn signal light lens
 - Turn signal light lens screw

CAUTION:

Do not overtighten the screw, otherwise the lens may break.



REPLACING THE LICENSE PLATE LIGHT BULB

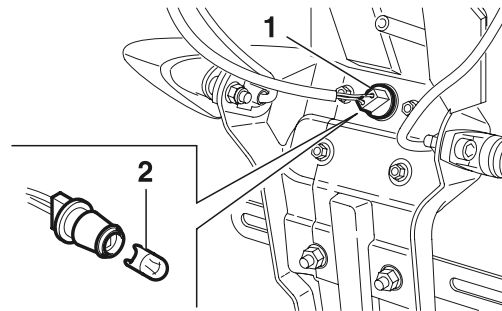
1. Replace:
 - License plate light bulb



- a. Remove:
 - License plate light bulb socket "1" (by pulling it out)
 - License plate light bulb "2" (by pulling it out)

NOTE:

When removing the license plate light bulb socket, be careful not to pull too hard.



- b. Install:
 - License plate light bulb into the socket (by pushing it in) **New**
 - License plate light bulb socket (by pushing it in)



EAA01170

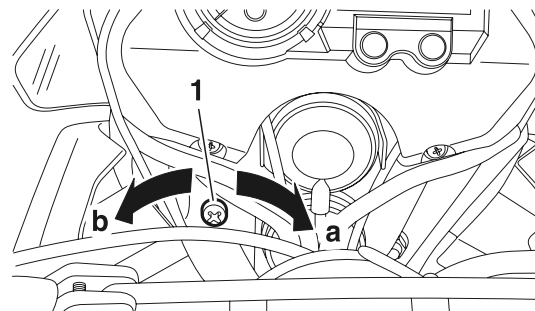
ADJUSTING THE HEADLIGHT BEAM

1. Adjust:
 - Headlight beam (vertically)



- a. Turn the adjusting screw "1" in direction "a" or "b"

Direction (a)
Headlight beam is raised
Direction (b)
Headlight beam is lowered



CHASSIS

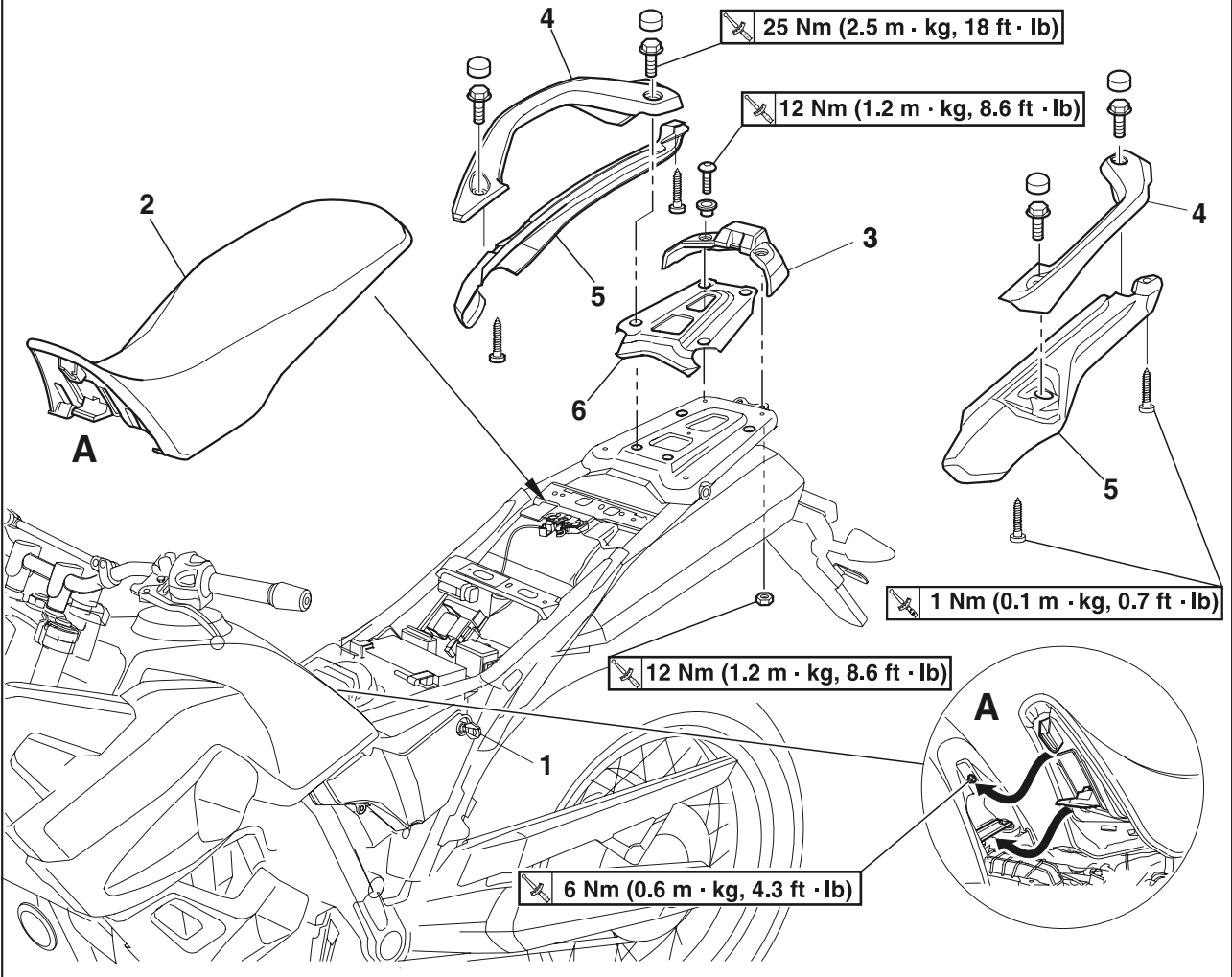
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EAS21830

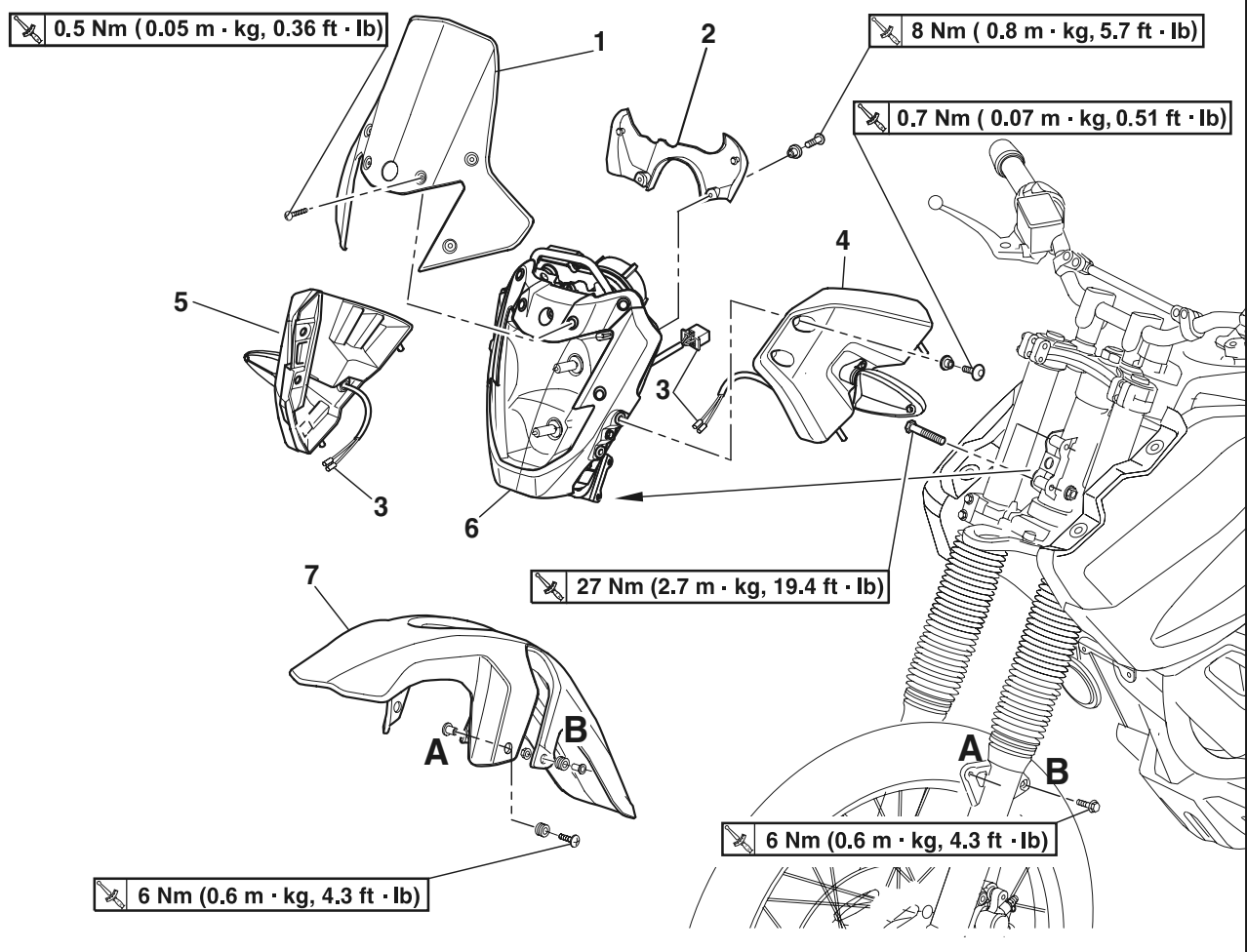
GENERAL CHASSIS

Removing the seat and the assist grips



Order	Job/Parts to remove	Q'ty	Remarks
1	Key	1	Turn counterclockwise.
2	Seat	1	
3	Tail cover	1	
4	Assist grip (right and left)	2	
5	Cover (right and left)	2	
6	Cover	1	
			For installation, reverse the removal procedure.

Removing the cowling and the front fender



Order	Job/Parts to remove	Q'ty	Remarks
1	Windshield	1	
2	Panel	1	
3	Headlight/Front turn signal light (left and right) couplers	1/1/1	Disconnect.
4	Panel (left)	1	
5	Panel (right)	1	
6	Headlight assembly	1	
7	Front fender	1	
			For installation, reverse the removal procedure.

Removing the headlight

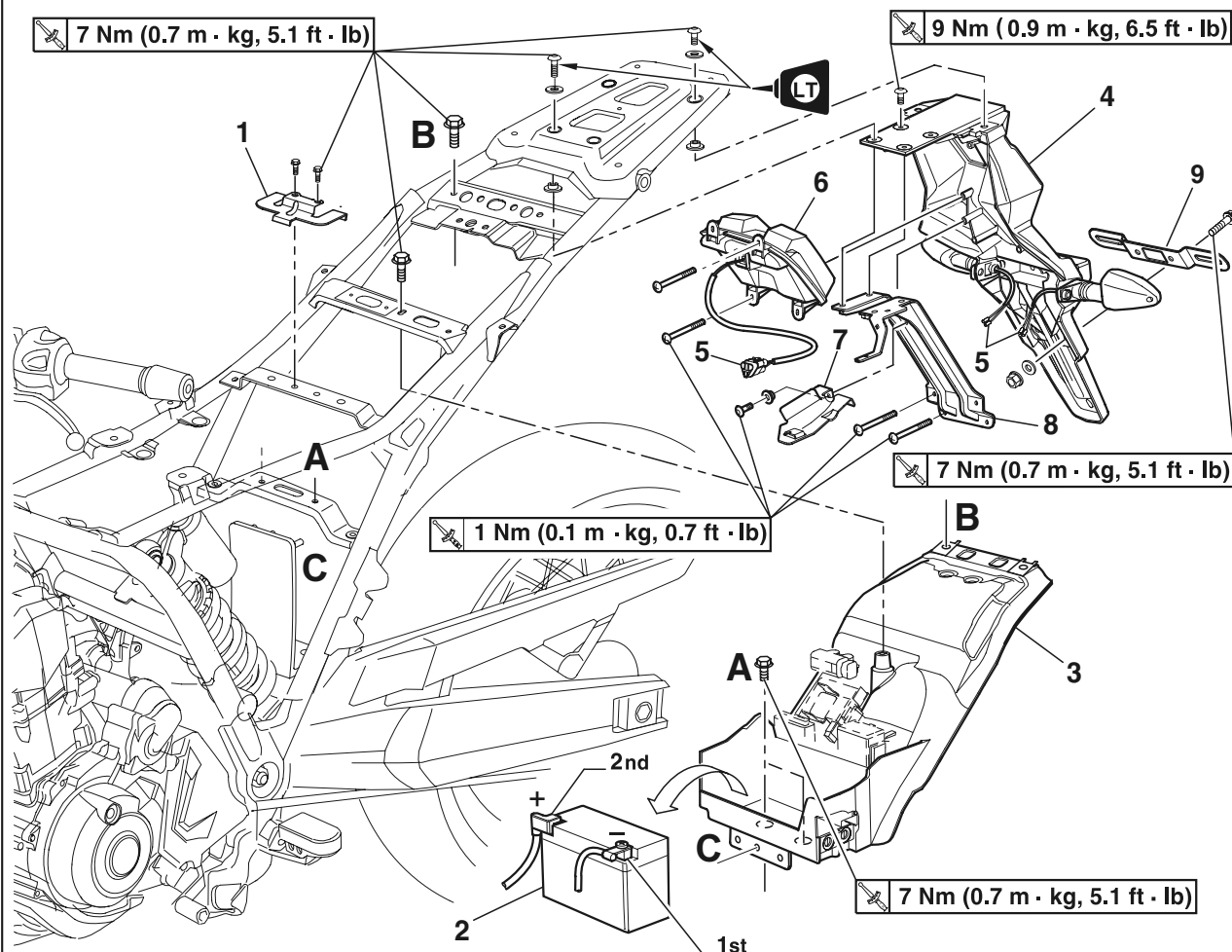
1.4 Nm (0.14 m · kg, 1.0 ft · lb)

8 Nm (0.8 m · kg, 5.7 ft · lb)

7 Nm (0.7 m · kg, 5.1 ft · lb)

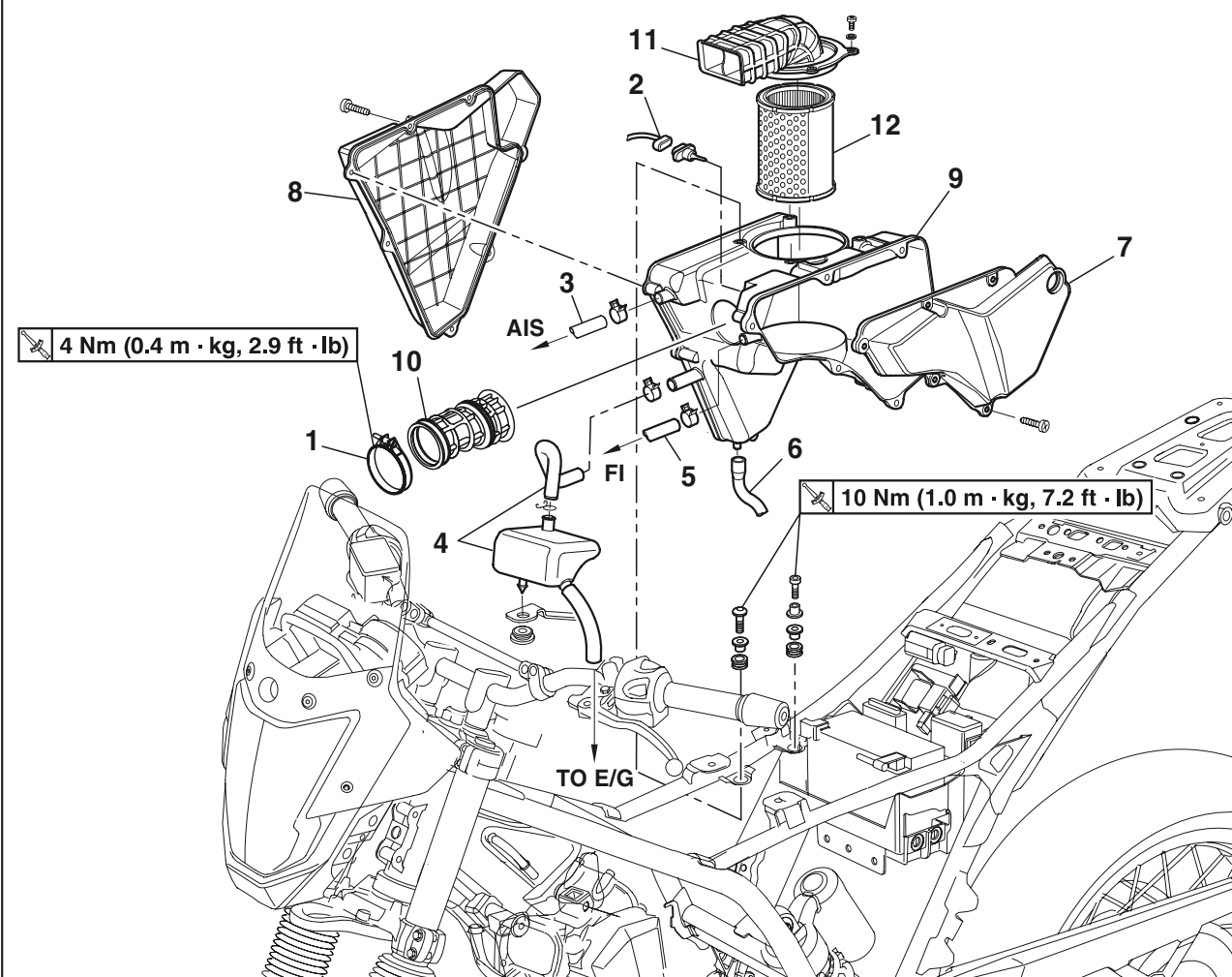
Order	Job/Parts to remove	Q'ty	Remarks
1	Cowling body	1	
2	Headlight assembly	1	
3	Meter assembly	1	
4	Stay	1	
			For installation, reverse the removal procedure.

Removing the rear fender cover, license bracket and tail/brake light assembly



Order	Job/Parts to remove	Q'ty	Remarks
1	Battery stay	1	
2	Battery	1	CAUTION: - When removing the battery: First, disconnect the negative battery lead, and then positive battery lead. - When installing the battery: First, connect the positive battery lead, and then the negative battery lead.
3	Box battery	1	
4	Rear fender	1	
5	Tail/Brake light/License light/Rear turn signal lights (left and right) couplers	1/1/1	Disconnect.
6	Tail/Brake light assembly	1	
7	Bracket	1	
8	Bracket	1	
9	License bracket	1	
			For installation, reverse the removal procedure.

Removing the air filter case and crankcase breather chamber



Order	Job/Parts to remove	Q'ty	Remarks
	Seat		Refer to "GENERAL CHASSIS" on page 4-1.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
1	Air filter case joint clamp screw	1	Loosen.
2	Intake air temperature sensor coupler	1	Disconnect.
3	Air filter case to air cut-off valve hose	1	Disconnect.
4	Crankcase breather chamber	1	
5	Pilot air hose	1	Disconnect.
6	Check hose	1	Disconnect.
7	Air filter case cover (left)	1	
8	Air filter case cover (right)	1	
9	Air filter case	1	
10	Air cleaner joint	1	
11	Air cleaner duct	1	
12	Air cleaner element	1	
			For installation, reverse the removal procedure.

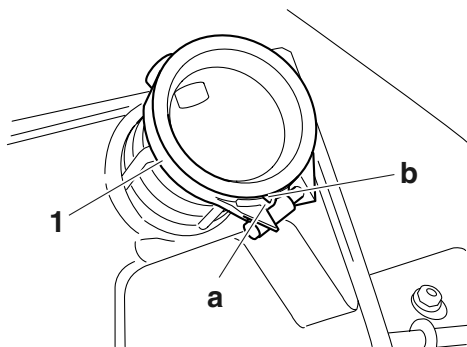
INSTALLING THE AIR FILTER CASE JOINT CLAMP

1. Install:

- Air filter case joint clamp “1”

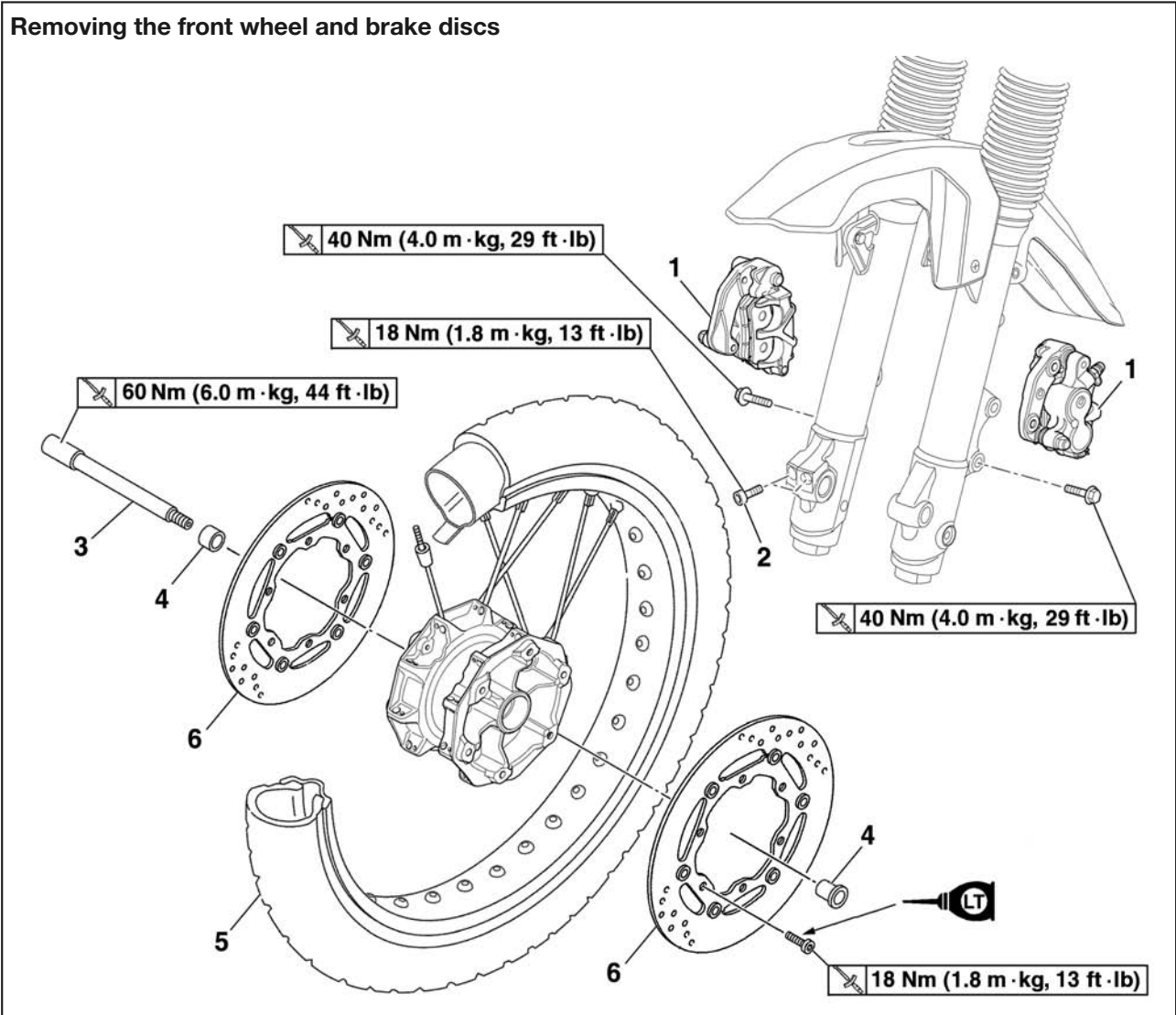
NOTE: _____

To install the air filter case joint clamp, align slot “a” with the projection “b” on the air filter case.



EAS21870
FRONT WHEEL

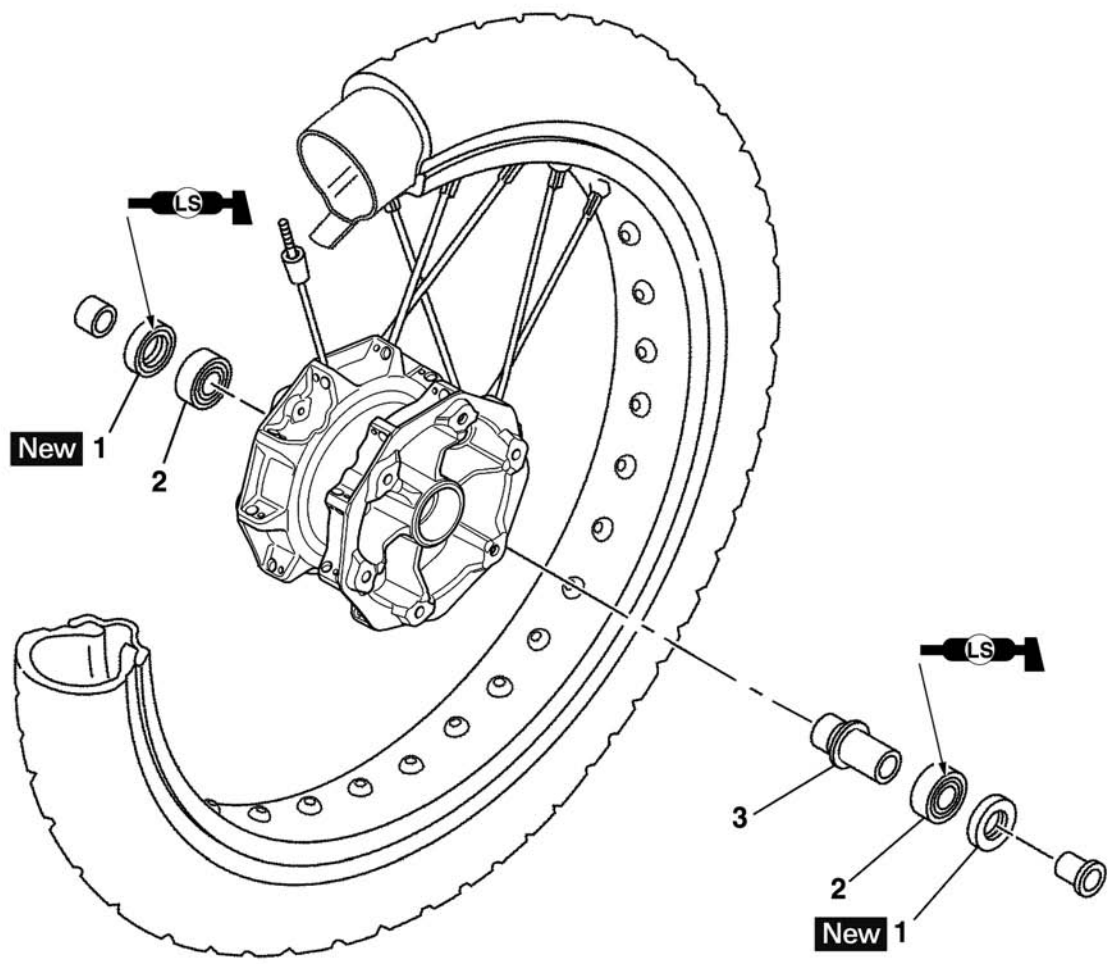
Removing the front wheel and brake discs



Order	Job/Parts to remove	Q'ty	Remarks
			NOTE: Place the vehicle on a suitable stand so that the front wheel is elevated.
1	Front brake caliper (left and right)	2	
2	Front wheel axle pinch bolt	2	Loosen.
3	Front wheel axle	1	
4	Collar (left and right)	2	
5	Front wheel	1	
6	Front brake disc (left and right)	2	
			For installation, reverse the removal procedure. CAUTION: Be sure the right brake disc is positioned exactly in the middle of the caliper pads to prevent any brake drag. Tap the side of the right fork leg to position the disc correctly.

FRONT WHEEL

Disassembling the front wheel



Order	Job/Parts to remove	Q'ty	Remarks
1	Oil seal	2	
2	Wheel bearing	2	
3	Spacer	1	
			For assembly, reverse the disassembly procedure.

FRONT WHEEL

EAS21900

REMOVING THE FRONT WHEEL

1. Stand the vehicle on a level surface.

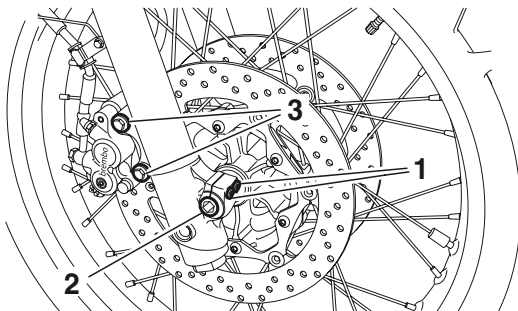
EWA13120

⚠ WARNING

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

2. Loosen:

- Front wheel axle pinch bolts “1”
- Front wheel axle “2”
- Front brake caliper bolts “3”



NOTE:

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

3. Remove:

- Front brake caliper bolts
- Front brake calipers

NOTE:

Do not apply the brake lever when removing the front brake calipers.

4. Remove:

- Front wheel axle
- Front wheel

EAS21910

DISASSEMBLING THE FRONT WHEEL

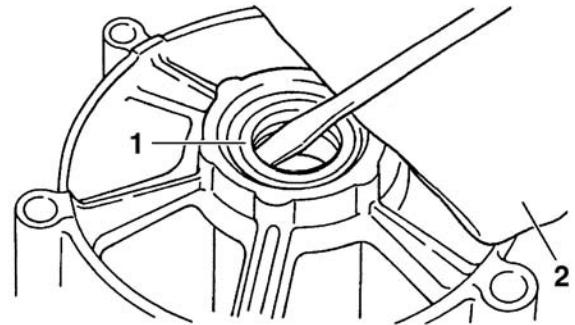
1. Remove:

- Oil seals
- Wheel bearings

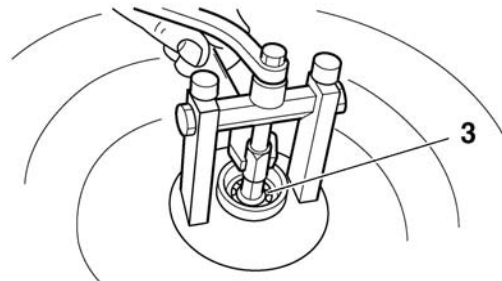
- a. Clean the outside of the front wheel hub.
- b. Remove the oil seals “1” with a flat-head screwdriver.

NOTE:

To prevent damaging the wheel, place a rag “2” between the screwdriver and the wheel surface.



- c. Remove the wheel bearings “3” with a general bearing puller.



EAS21920

CHECKING THE FRONT WHEEL

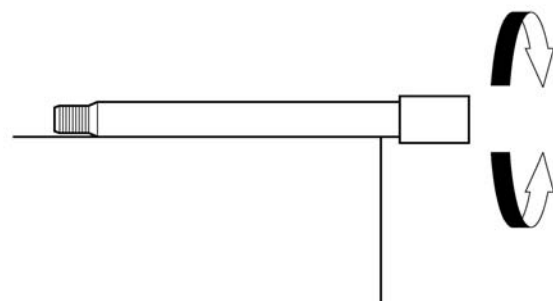
1. Check:

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

EWA13460

⚠ WARNING

Do not attempt to straighten a bent wheel axle.



2. Check:

- Tire
- Front wheel
Damage/wear → Replace.
Refer to “CHECKING THE TIRES” on page 3-26 and “CHECKING THE WHEELS” on page 3-28.

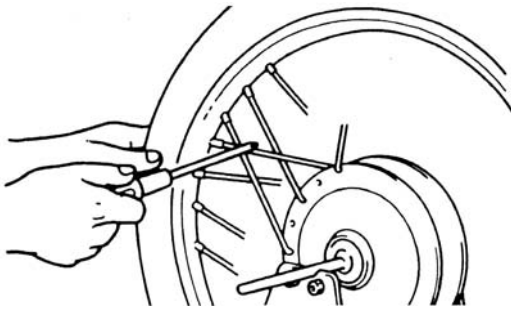
FRONT WHEEL

3. Inspect:

- Spoke(s)
Bent/Damaged → Replace.
Loose spoke(s) → Tighten.
Turn the wheel and hit the spokes gently with a screwdriver.

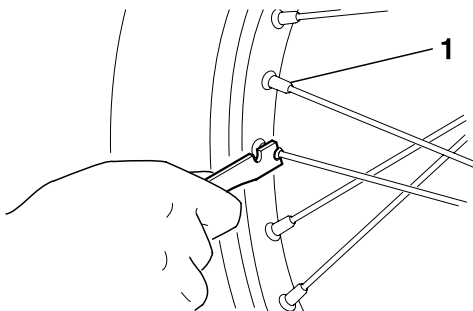
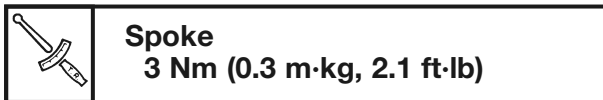
NOTE:

A well tightened spoke makes a distinct, sharp noise: a loose spoke makes a dull, muffled noise.



4. Tighten:

- Loosespokes "1" (with a spoke wrench)

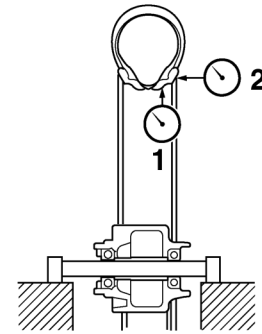
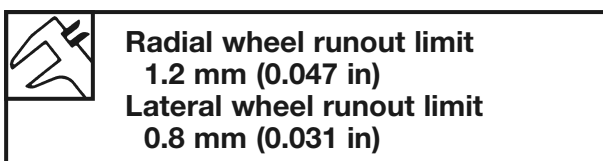


NOTE:

After tightening the spokes, check the centring of the wheel.

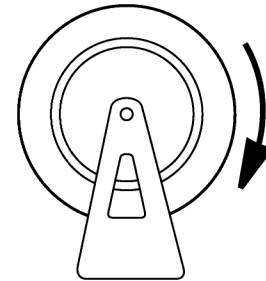
5. Measure:

- Radial wheel runout "1"
 - Lateral wheel runout "2"
- Over the specified limits → Replace.



6. Check:

- Wheel bearings
Front wheel turns roughly or is loose → Replace the wheel bearings.



- Oil seals
Damage/wear → Replace.

EAS21960

ASSEMBLING THE FRONT WHEEL

1. Install:

- Wheel bearings **New**
- Oil seals **New**



- Install the new wheel bearings and oil seals in the reverse order of disassembly.

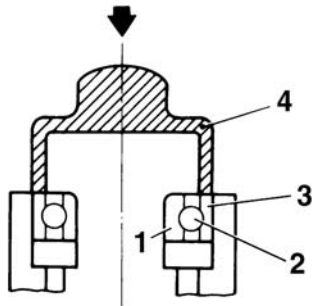
EC5YU1001

CAUTION:

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

NOTE:

Use a socket "4" that matches the diameter of the wheel bearing outer race and oil seal.



EAS21970

ADJUSTING THE FRONT WHEEL STATIC BALANCE

NOTE:

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

1. Remove:

- Balancing weight(s)

2. Find:

- Front wheel's heavy spot

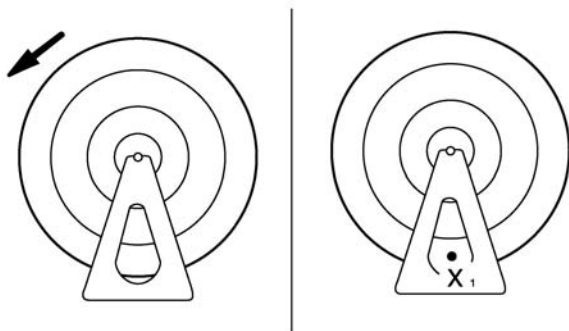
NOTE:

Place the front wheel on a suitable balancing stand.



a. Spin the front wheel.

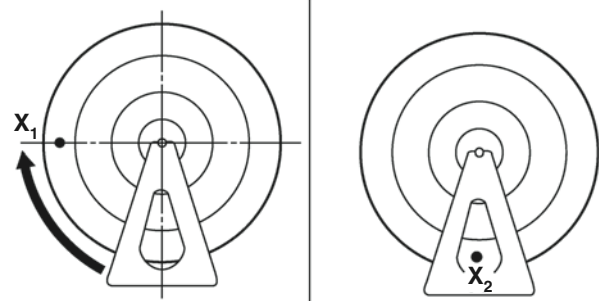
b. When the front wheel stops, put an "X₁" mark at the bottom of the wheel.



c. Turn the front wheel 90° so that the "X₁" mark is positioned as shown.

d. Release the front wheel.

e. When the wheel stops, put an "X₂" mark at the bottom of the wheel.



f. Repeat steps (d) through (f) several times until all the marks come to rest at the same spot.

g. The spot where all the marks come to rest is the front wheel's heavy spot "X".



3. Adjust:

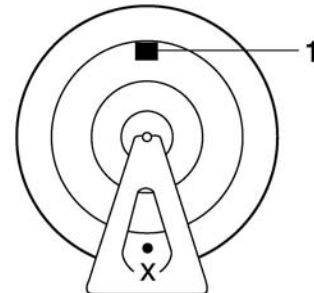
- Front wheel static balance



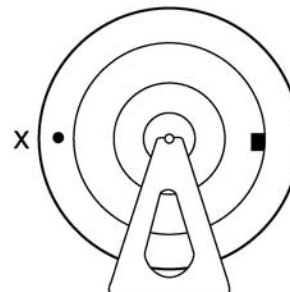
a. Install a balancing weight "1" onto the rim exactly opposite the heavy spot "X".

NOTE:

Start with the lightest weight.



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



c. If the heavy spot does not stay in that position, install a heavier weight.

d. Repeat steps (b) and (c) until the front wheel is balanced.

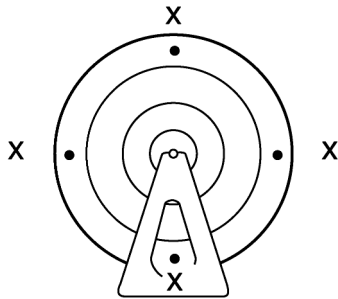


4. Check:

- Front wheel static balance

FRONT WHEEL

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



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



ET5YU1001

CHECKING THE FRONT BRAKE DISCS

Refer to "CHECKING THE FRONT BRAKE DISCS" on page 4-25.

EAS22000

INSTALLING THE FRONT WHEEL (FRONT BRAKE DISCS)

The following procedure applies to both of the front brake discs.

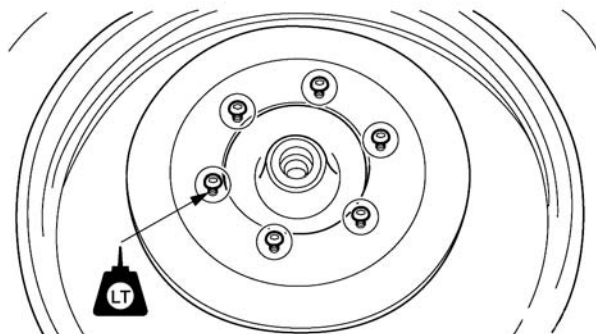
1. Install:
 - Front brake disc



Front brake disc bolt
 18 Nm (1.8 m·kg, 13 ft·lb)
 LOCTITE®

NOTE:

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



2. Check:
 - Front brake discs
 Refer to "CHECKING THE FRONT BRAKE DISCS" on page 4-25.

3. Lubricate:
 - Oil seal lips
 - Collars

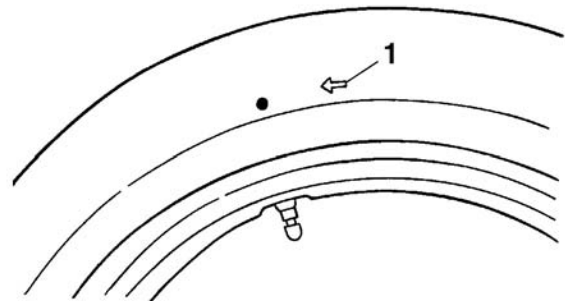


Recommended lubricant
 Lithium-soap-based grease

4. Install:
 - Front wheel

NOTE:

Install the tire and wheel with the mark "1" pointing in the direction of wheel rotation.



5. Install:
 - Front wheel axle
 - Front brake calipers
 - Front brake caliper bolts

NOTE:

Make sure that there is enough space between the brake pads before installing the brake calipers onto the brake discs.

6. Lower the front wheel so that it is on the ground.
7. Tighten:
 - Front wheel axle "1"



Front wheel axle
 60 Nm (6.0 m·kg, 44 ft·lb)

- Front brake caliper bolts "2"



Front brake caliper bolt
 40 Nm (4.0 m·kg, 29 ft·lb)

ECAB0060

CAUTION:

Be sure the right brake disc is positioned exactly in the middle of the caliper pads to prevent any brake drag. Tap the side of the right fork leg to position the disc correctly.

FRONT WHEEL

8. Tighten:

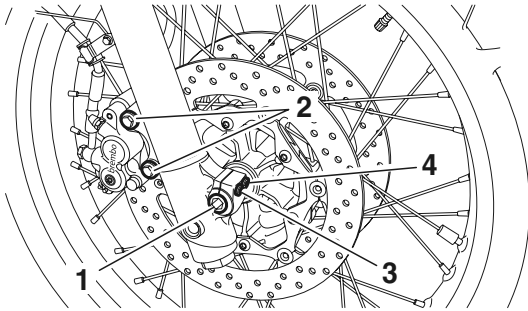
- Wheel axle pinch bolt “3”
- Wheel axle pinch bolt “4”

9. Retighten:

- Wheel axle pinch bolt “3”



Front wheel axle pinch bolt
18 Nm (1.8 m·kgf, 13 ft·lbf)



CAUTION:

Apply the front brake several times, and then while holding the brake lever in, push down hard on the handlebar several times to check for proper fork operation.

EWA13500

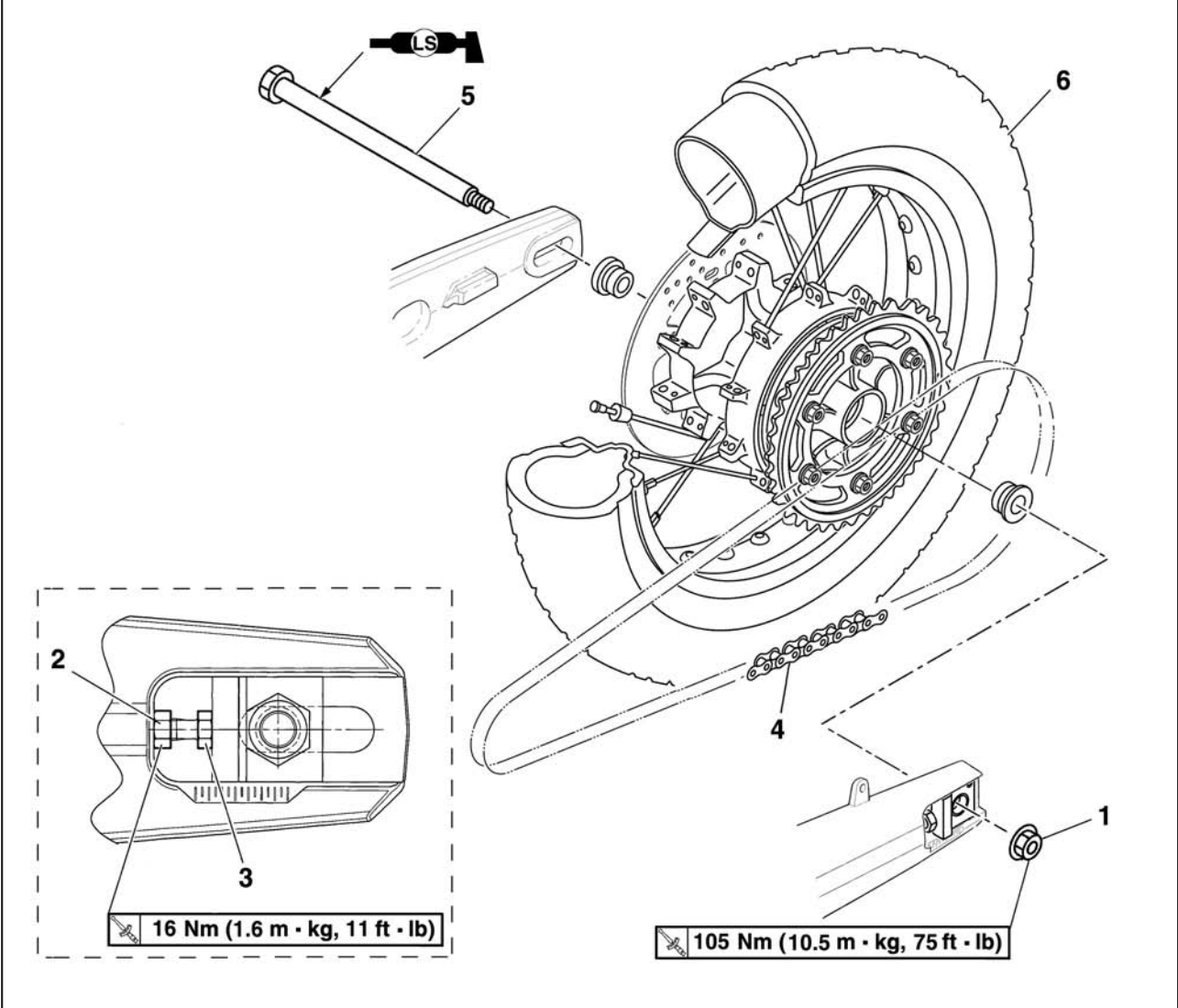
⚠ WARNING

Make sure the brake hose is routed properly.

EAS22020

REAR WHEEL

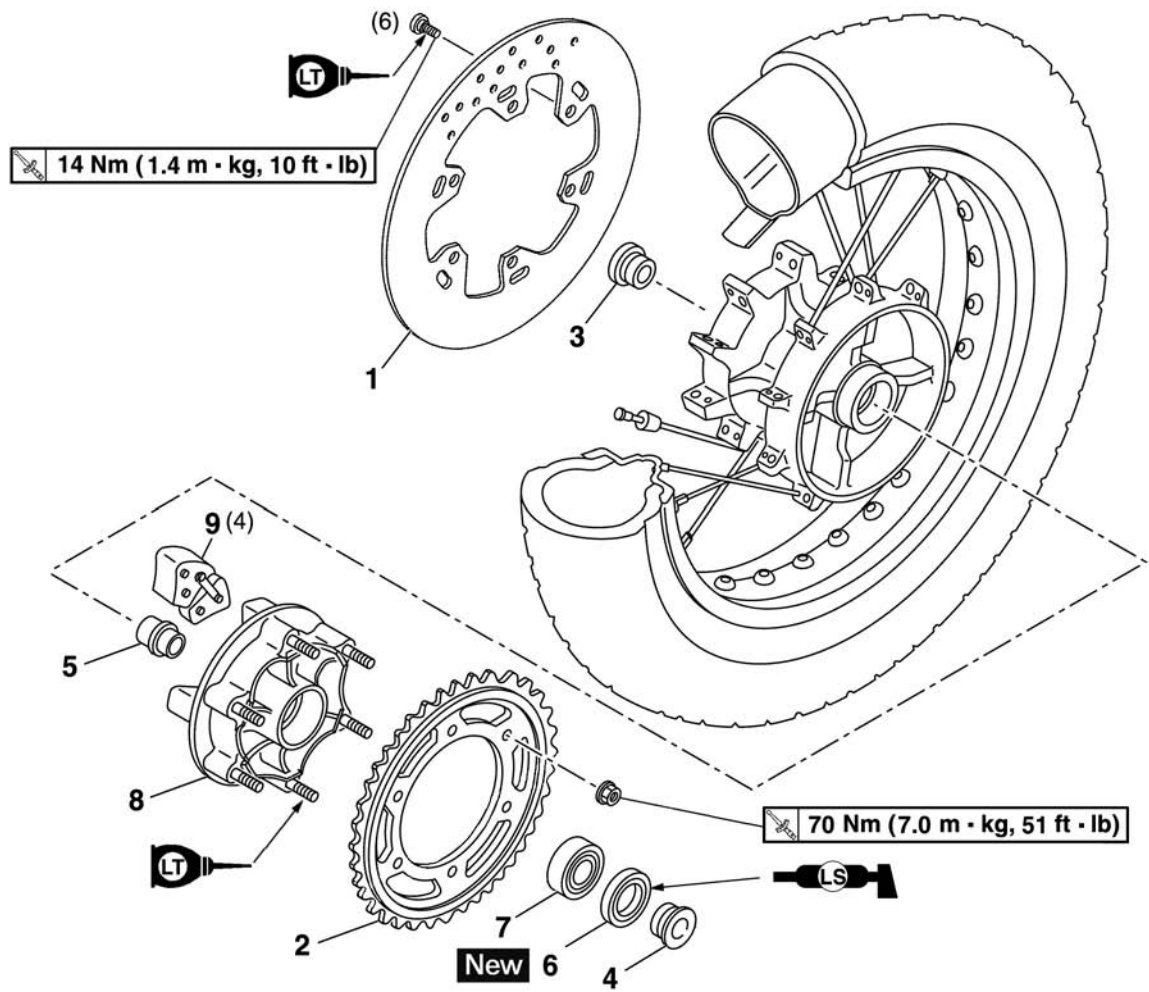
Removing the rear wheel



Order	Job/Parts to remove	Q'ty	Remarks
			NOTE: Place the vehicle on a suitable stand so that the front wheel is elevated.
1	Rear wheel axle nut	1	
2	Drive chain adjusting locknut (left and right)	2	Loosen.
3	Drive chain adjusting bolt (left and right)	2	Loosen.
4	Drive chain	1	Remove from the rear sprocket.
5	Rear wheel axle	1	
6	Rear wheel	1	
			For installation, reverse the removal procedure.

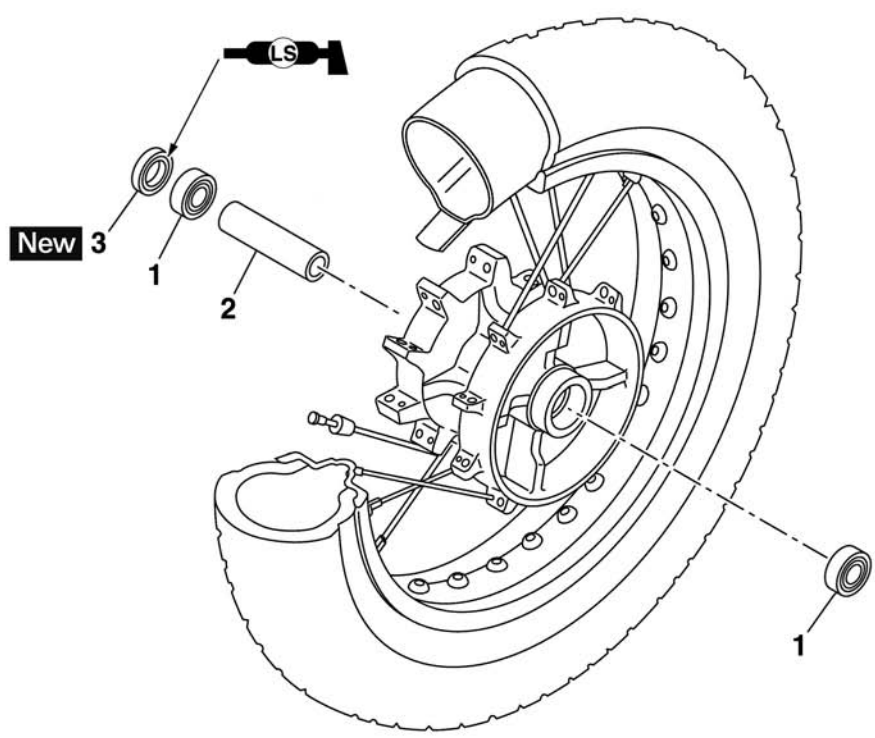
REAR WHEEL

Removing the rear brake disc and rear wheel sprocket



Order	Job/Parts to remove	Q'ty	Remarks
1	Rear brake disc	1	
2	Rear wheel sprocket	1	
3	Collar (brake disc side)	1	
4	Collar (wheel sprocket side)	1	
5	Spacer	1	
6	Oil seal	1	
7	Bearing	1	
8	Rear wheel drive hub	1	
9	Rear wheel drive hub damper	4	
			For installation, reverse the removal procedure.

Disassembling the rear wheel



Order	Job/Parts to remove	Q'ty	Remarks
1	Bearing	2	
2	Spacer	1	
3	Oil seal	1	
			For installation, reverse the removal procedure.

EAS22040

REMOVING THE REAR WHEEL

1. Stand the vehicle on a level surface.

EWA13120

⚠ WARNING

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

2. Loosen:
 - Wheel axle nut "1"

NOTE:

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

3. Remove:
 - Wheel axle nut
4. Loosen:
 - Locknut "2" (on each side of the swingarm)
5. Turn:
 - Drive chain slack adjusting bolt "3" (fully in direction "a")
6. Push:
 - Wheel (forward)
7. Remove:
 - Drive chain "4" (from the rear sprocket)

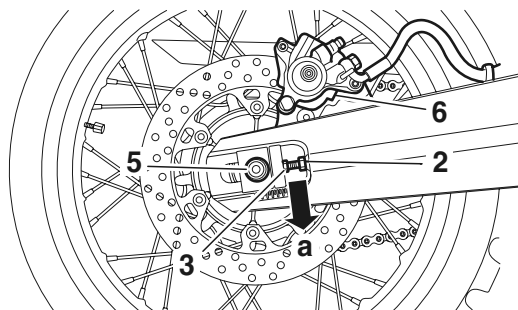
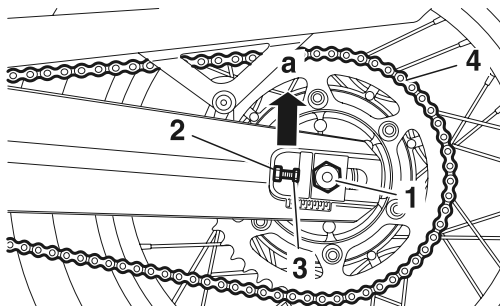
NOTE:

- If the drive chain is difficult to remove, remove the wheel axle first, and then lift the wheel upward enough to remove the drive chain from the rear sprocket.
- The drive chain cannot be disassembled.

8. Remove:
 - Wheel axle "5"
 - Wheel

NOTE:

- Support the brake caliper bracket "6" while pulling the wheel axle out.
- Do not apply the brake after the wheel has been removed together with the brake disc.



EAS22080

DISASSEMBLING THE REAR WHEEL

1. Remove:
 - Oil seals
 - Wheel bearings
 Refer to "DISASSEMBLING THE FRONT WHEEL" on page 4-8.

EAS22090

CHECKING THE REAR WHEEL

1. Check:
 - Rear wheel axle
 - Rear wheel
 - Wheel bearings
 - Oil seals
 Refer to "CHECKING THE FRONT WHEEL" on page 4-9.
2. Check:
 - Tire
 - Rear wheel
 Damage/wear → Replace.
 Refer to "CHECKING THE TIRES" on page 3-26 and "CHECKING THE WHEELS" on page 3-28.
3. Inspect:
 - Spoke(s)
 Bent/Damaged → Replace.
 Loose spoke(s) → Tighten.
 Refer to "CHECKING THE FRONT WHEEL" on page 4-9.
4. Measure:
 - Radial wheel runout
 - Lateral wheel runout
 Refer to "CHECKING THE FRONT WHEEL" on page 4-9.



Radial wheel runout limit
 1.2 mm (0.047 in)
Lateral wheel runout limit
 0.8 mm (0.031 in)

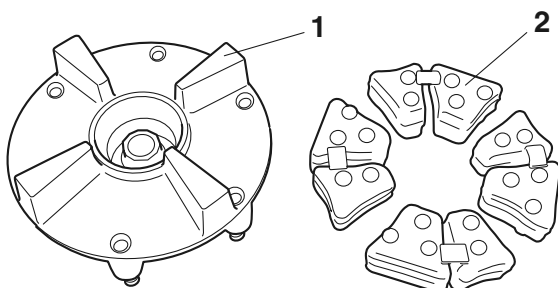
REAR WHEEL

EAS22110

CHECKING THE REAR WHEEL DRIVE HUB

1. Check:

- Rear wheel drive hub “1”
Cracks/damage → Replace.
- Rear wheel drive hub dampers “2”
Damage/wear → Replace.

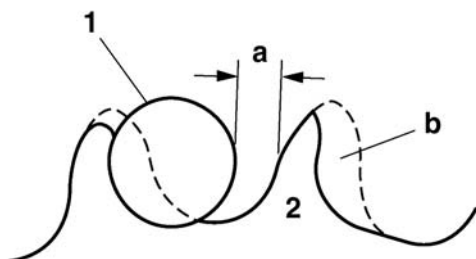


EAS22120

CHECKING AND REPLACING THE REAR WHEEL SPROCKET

1. Check:

- Rear wheel sprocket
More than 1/4 tooth “a” wear → Replace the rear wheel sprocket.
Bent teeth → Replace the rear wheel sprocket.



b. Correct

1. Drive chain roller

2. Rear wheel sprocket

2. Replace:

- Rear wheel sprocket

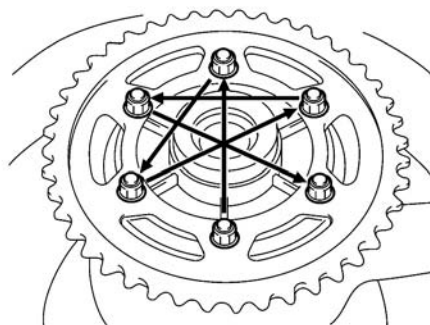
- Remove the self-locking nuts and the rear wheel sprocket.
- Clean the rear wheel drive hub with a clean-cloth, especially the surfaces that contact the sprocket.
- Install the new rear wheel sprocket.



Rear wheel sprocket self-locking nut
70 Nm (7.0 m·kg, 51 ft·lb)

NOTE:

Tighten the self-locking nuts in stages and in a crisscross pattern.



EAS22140

ASSEMBLING THE REAR WHEEL

1. Install:

- Wheel bearings **New**
- Oil seals **New**

Refer to “ASSEMBLING THE FRONT WHEEL” on page 4-10.

EAS22150

ADJUSTING THE REAR WHEEL STATIC BALANCE

NOTE:

- After replacing the tire, rim or both, the rear wheel static balance should be adjusted.
- Adjust the rear wheel static balance with the brake disc and rear wheel drive hub installed.

1. Adjust:

- Rear wheel static balance
Refer to “ADJUSTING THE FRONT WHEEL STATIC BALANCE” on page 4-11.

ET5YU1026

CHECKING THE REAR BRAKE DISC

Refer to “CHECKING THE REAR BRAKE DISC” on page 4-37.

EAS22160

INSTALLING THE REAR WHEEL (REAR BRAKE DISC)

1. Install:

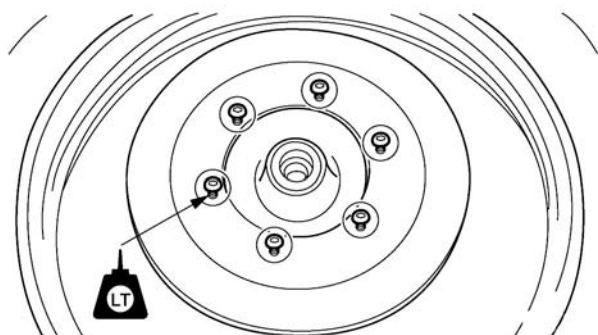
- Rear brake disc



Rear brake disc bolt
14 Nm (1.4 m·kg, 10 ft·lb)
LOCTITE®

NOTE:

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



2. Check:

- Rear brake disc

Refer to “CHECKING THE REAR BRAKE DISC” on page 4-37.

3. Lubricate:

- Oil seal lips
- Collars



Recommended lubricant
Lithium-soap-based grease

4. Install:

- Collar (wheel sprocket side)
- Collar (brake disc side)
- Rear brake caliper bracket
(on the swingarm)
- Rear wheel
(on the swingarm)
- Drive chain
(on the rear sprocket)
- Rear wheel axle
- Rear wheel axle nut

5. Adjust:

- Drive chain slack

Refer to “ADJUSTING THE DRIVE CHAIN SLACK” on page 3-22.

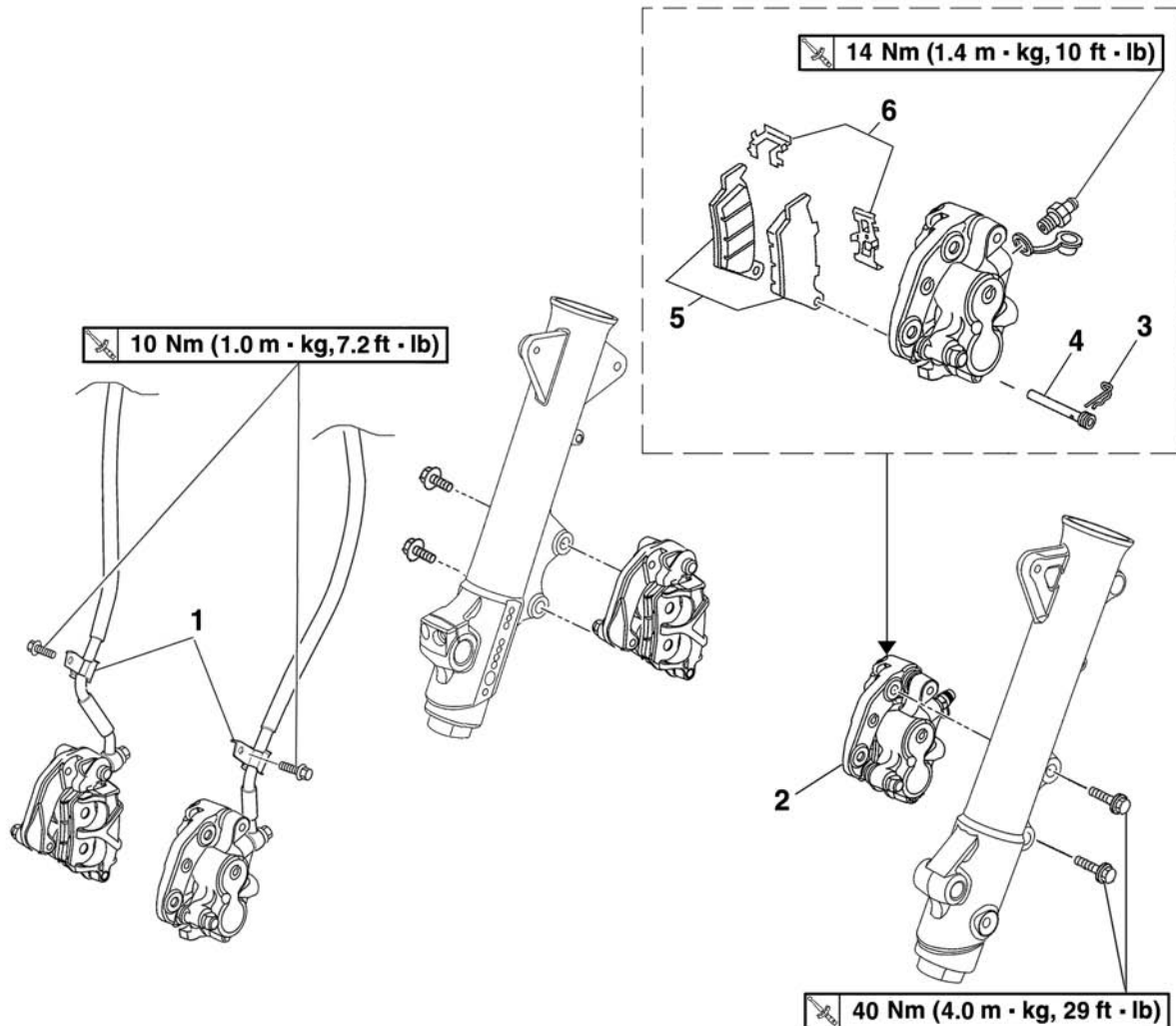


Drive chain slack
50.0–60.0 mm (1.96–2.36 in)

EAS22210

FRONT BRAKE

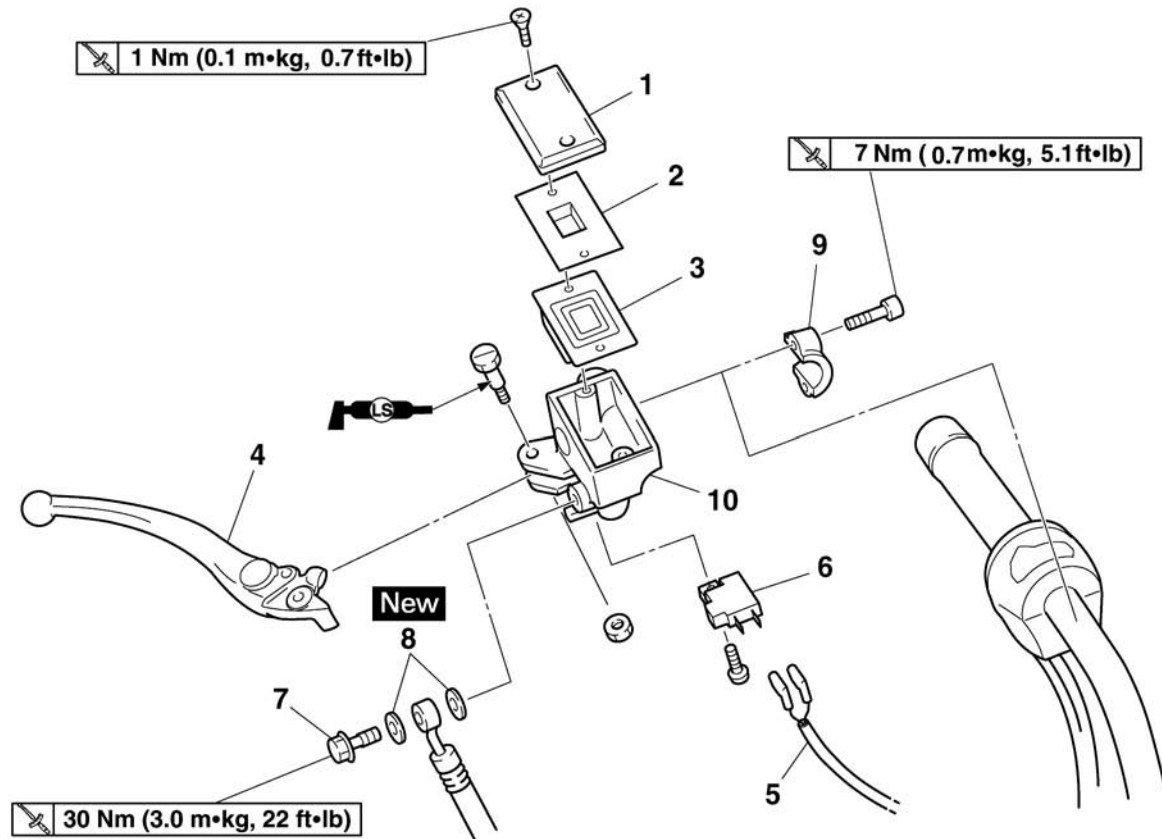
Removing the front brake pads



Order	Job/Parts to remove	Q'ty	Remarks
			The following procedure applies to both of the front brake calipers.
1	Brake hose holder	1	
2	Front brake caliper	1	
3	Pin retainer	1	
4	Pad fastening pin	1	
5	Front brake pad	2	
6	Brake pad spring	2	
			For installation, reverse the removal procedure.

FRONT BRAKE

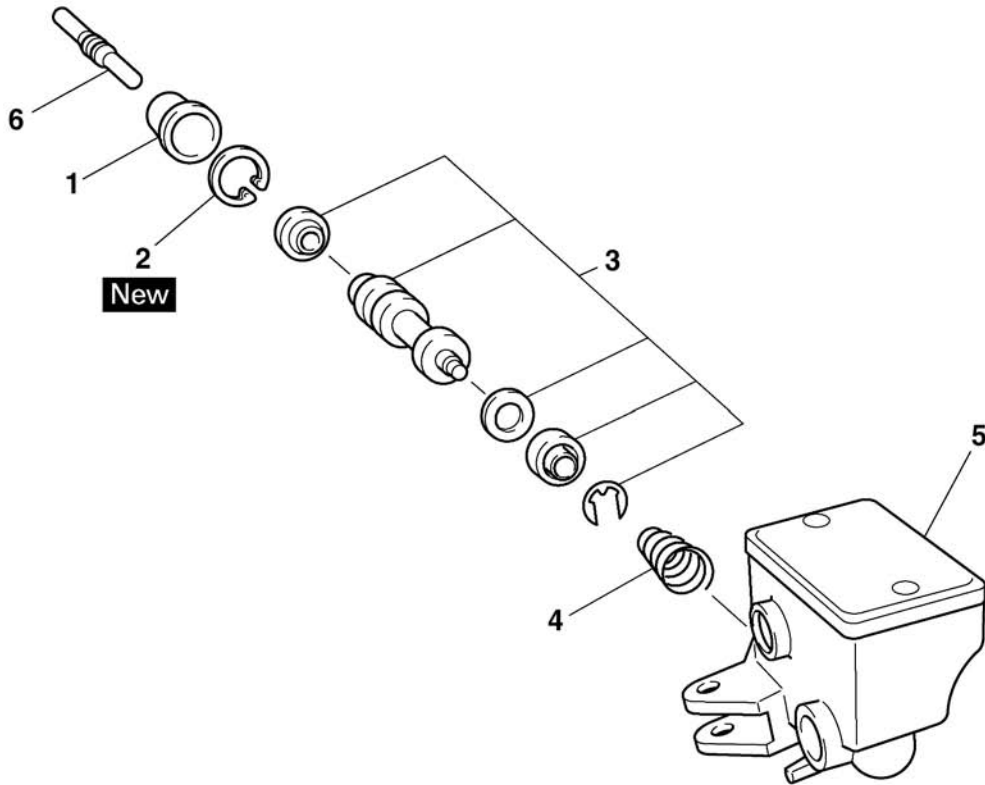
Removing the front brake master cylinder



Order	Job/Parts to remove	Q'ty	Remarks
	Brake fluid		Drain. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-21.
1	Brake fluid reservoir cap	1	
2	Brake fluid reservoir diaphragm holder	1	
3	Brake fluid reservoir diaphragm	1	
4	Brake lever	1	
5	Front brake light switch connector	2	Disconnect.
6	Front brake light switch	1	
7	Front brake hose union bolt	1	
8	Copper washer	2	
9	Front brake master cylinder holder	1	
10	Front brake master cylinder	1	

FRONT BRAKE

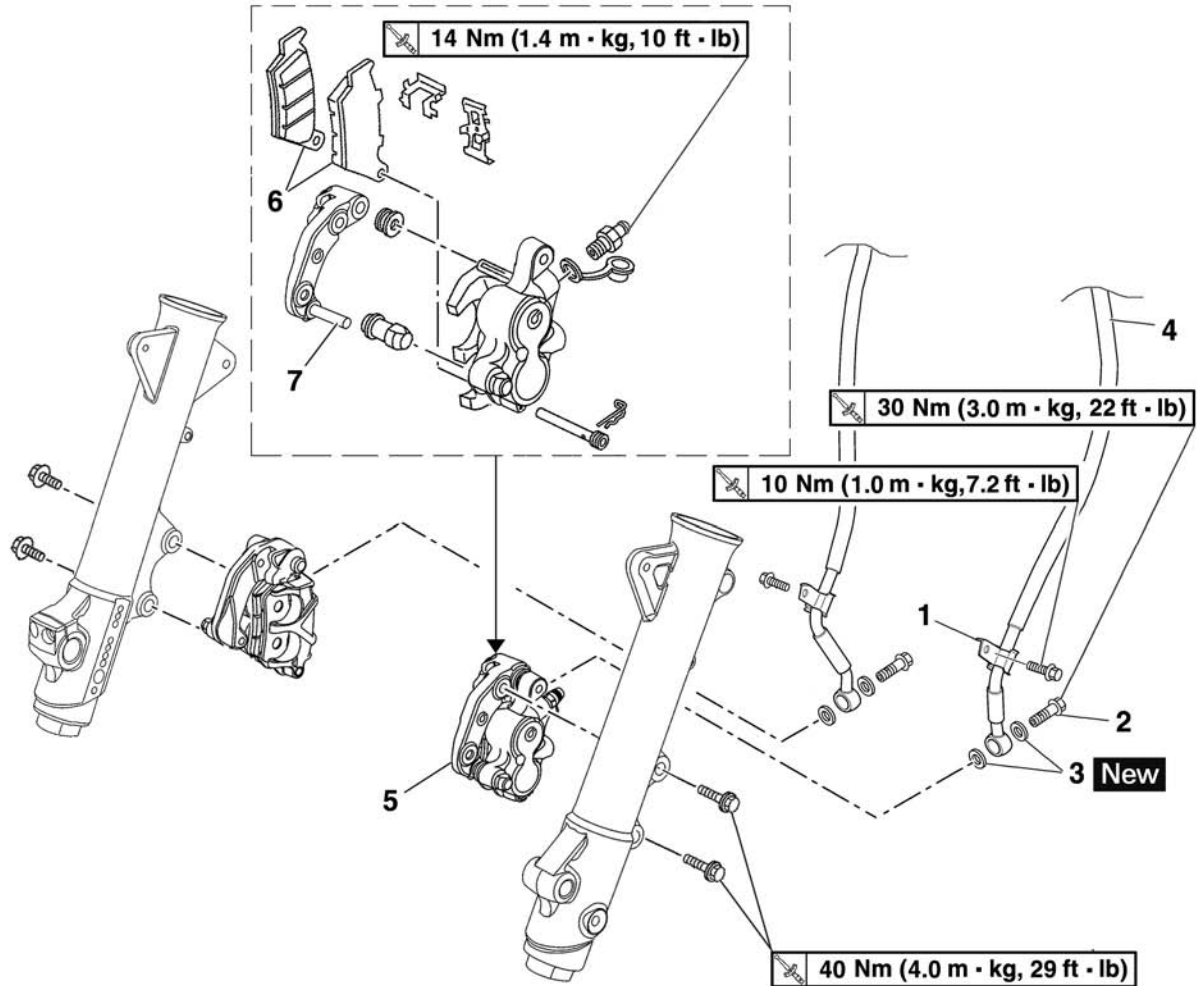
Disassembling the front brake master cylinder



Order	Job/Parts to remove	Q'ty	Remarks
1	Dust boot	1	
2	Circlip	1	
3	Master cylinder kit	1	
4	Spring	1	
5	Master cylinder	1	
6	Push rod	1	
			For assembly, reverse the disassembly procedure.

FRONT BRAKE

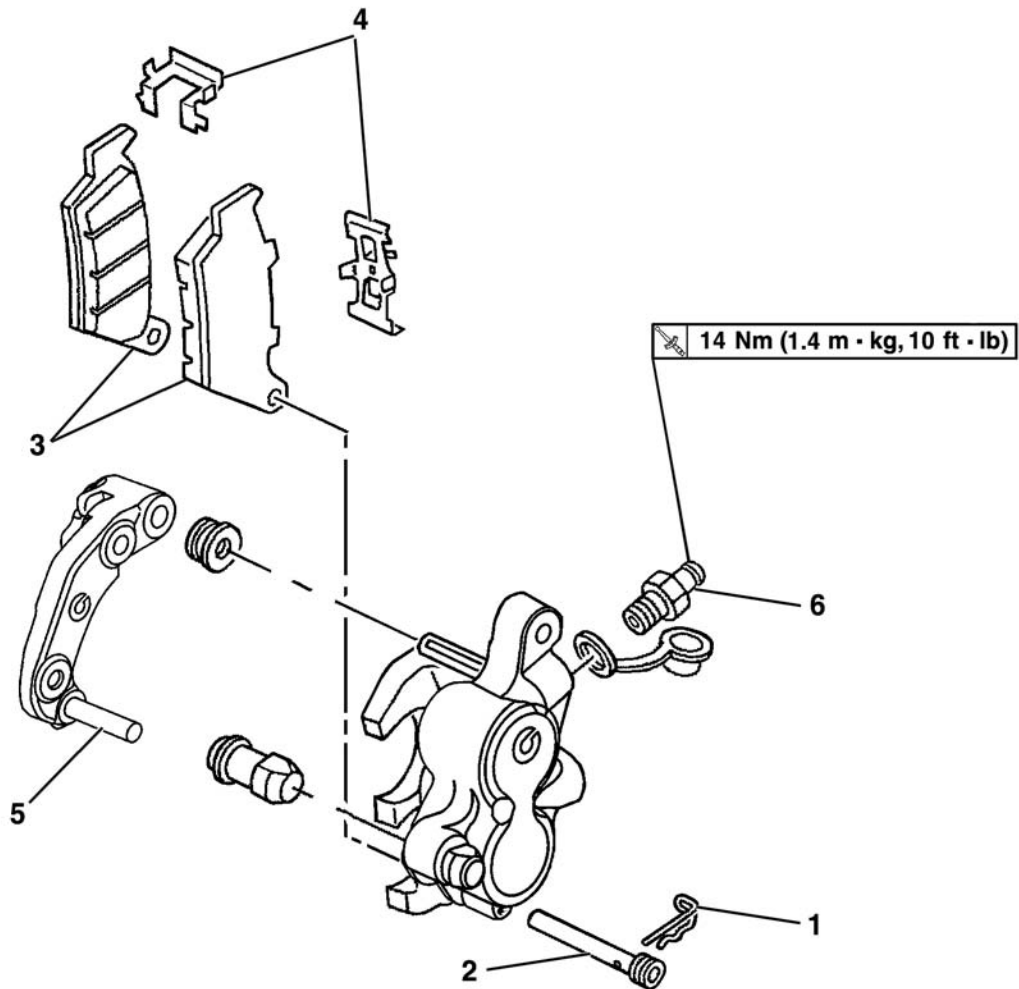
Removing the front brake calipers



Order	Job/Parts to remove	Q'ty	Remarks
			The following procedure applies to both of the front brake calipers.
	Brake fluid		Drain. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-21.
1	Brake hose holder	1	
2	Front brake hose union bolt	1	
3	Copper washer	2	
4	Front brake hose	1	
5	Front brake caliper	1	
6	Front brake pad	2	
7	Front brake caliper bracket	1	
			For installation, reverse the removal procedure.

FRONT BRAKE

Disassembling the front brake calipers



Order	Job/Parts to remove	Q'ty	Remarks
			The following procedure applies to both of the front brake calipers.
1	Pin retainer	1	
2	Pad fastening pin	1	
3	Front brake pad	2	
4	Brake pad spring	2	
5	Caliper bracket	1	
6	Bleed screw	1	
			For assembly, reverse the disassembly procedure.

EAS22220

INTRODUCTION

EWA14100

⚠ WARNING

Disc brake components rarely require disassembly. Therefore, always follow these preventive measures:

- Never disassemble brake components unless absolutely necessary.
 - If any connection on the hydraulic brake system is disconnected, the entire brake system must be disassembled, drained, cleaned, properly filled, and bled after re-assembly.
 - Never use solvents on internal brake components.
 - Use only clean or new brake fluid for cleaning brake components.
 - Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.
 - Avoid brake fluid coming into contact with the eyes as it can cause serious injury.
- FIRST AID FOR BRAKE FLUID ENTERING THE EYES:**
- Flush with water for 15 minutes and get immediate medical attention.

EAS22240

CHECKING THE FRONT BRAKE DISCS

The following procedure applies to both brake discs.

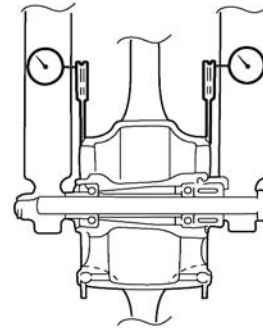
1. Remove:
 - Front wheel
Refer to "FRONT WHEEL" on page 4-7.
2. Check:
 - Brake disc
Damage/galling → Replace.
3. Measure:
 - Brake disc deflection
Out of specification → Correct the brake disc deflection or replace the brake disc.



Brake disc deflection limit
0.10 mm (0.0039 in)

- a. Place the vehicle on a suitable stand so that the front wheel is elevated.
- b. Before measuring the front brake disc deflection, turn the handlebar to the left or right to ensure that the front wheel is stationary.

- c. Remove the brake caliper.
- d. Hold the dial gauge at a right angle against the brake disc surface.



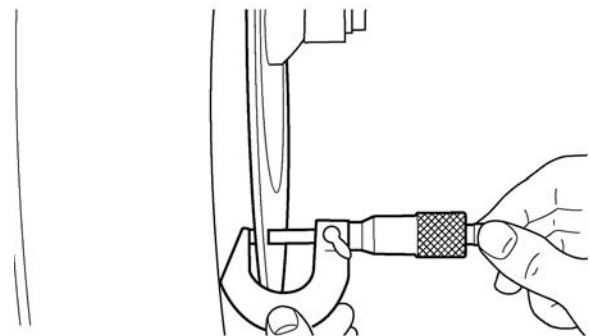
- e. Measure the deflection 1.5 mm (0.06 in) below the edge of the brake disc.



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



Brake disc thickness limit
4.0 mm (0.15 in)



5. Adjust:
 - Brake disc deflection



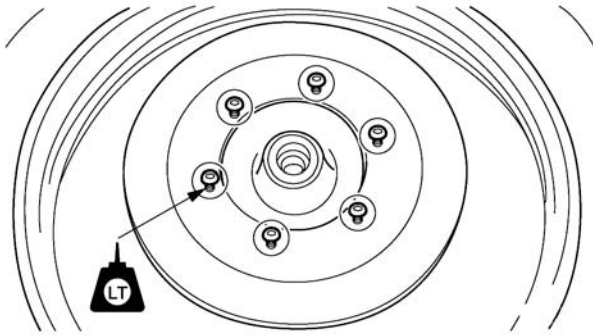
- a. Remove the brake disc.
- b. Rotate the brake disc by one bolt hole.
- c. Install the brake disc.



Front brake disc bolt
18 Nm (1.8 m·kg, 13 ft·lb)
LOCTITE®

NOTE:

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



- d. Measure the brake disc deflection.
- e. If out of specification, repeat the adjustment steps until the brake disc deflection is within specification.
- f. If the brake disc deflection cannot be brought within specification, replace the brake disc.



6. Install:
 - Front wheel
 Refer to "FRONT WHEEL" on page 4-7.

EAS22270

REPLACING THE FRONT BRAKE PADS

The following procedure applies to both brake calipers.

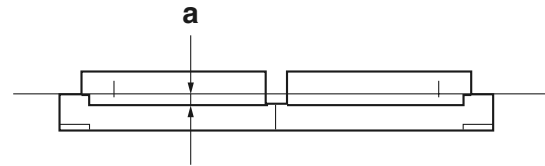
NOTE:

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

1. Measure:
 - Brake pad wear limit "a"
 Out of specification → Replace the brake pads as a set.



Brake pad lining thickness (inner)
 4.55 mm (0.18 in)
Limit
 1.0 mm (0.04 in)
Brake pad lining thickness (outer)
 4.55 mm (0.18 in)
Limit
 1.0 mm (0.04 in)

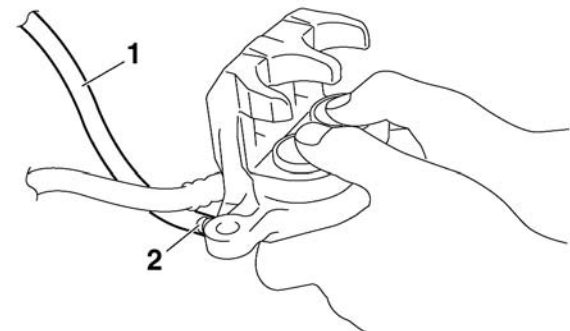


2. Install:
 - Brake pad spring
 - Brake pads

NOTE: Always install new brake pads and a brake pad spring as a set.



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



- c. Tighten the bleed screw.



Bleed screw (front brake caliper)
 14 Nm (1.4 m·kg, 10 ft·lb)

- d. Install new brake pads and a new brake pad spring.



3. Install:
 - Front brake caliper



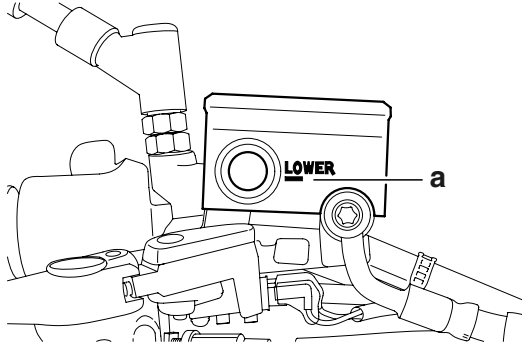
Front brake caliper bolt
 40 Nm (4.0 m·kg, 29 ft·lb)

4. Check:

- Brake fluid level

Below the minimum level mark “a” → Add the recommended brake fluid to the proper level.

Refer to “CHECKING THE BRAKE FLUID LEVEL” on page 3-19.



5. Check:

- Brake lever operation

Soft or spongy feeling → Bleed the brake system.

Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” on page 3-21.

EAS22300

REMOVING THE FRONT BRAKE CALIPERS

The following procedure applies to both of the brake calipers.

NOTE:

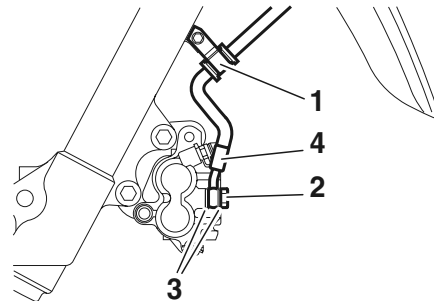
Before removing the brake caliper, drain the brake fluid from the entire brake system.

1. Remove:

- Brake hose holder “1”
- Front brake hose union bolt “2”
- Copper washers “3”
- Front brake hose “4”

NOTE:

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



FRONT BRAKE

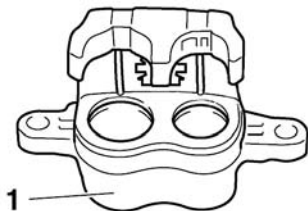
EAS22390

CHECKING THE FRONT BRAKE CALIPERS

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

1. Check:

- Brake caliper body “1”
Cracks/damage → Replace the brake caliper assembly.
- Brake fluid delivery passages (brake caliper body)
Obstruction → Blow out with compressed air.



EAS22410

ASSEMBLING THE FRONT BRAKE CALIPERS

EWA13620

⚠ WARNING

Never use solvents on internal brake components as they will cause the piston seals to swell and distort.



Recommended fluid
DOT 4

EAS22450

INSTALLING THE FRONT BRAKE CALIPERS

The following procedure applies to both of the brake calipers.

1. Install:

- Brake pads
- Brake caliper “1”

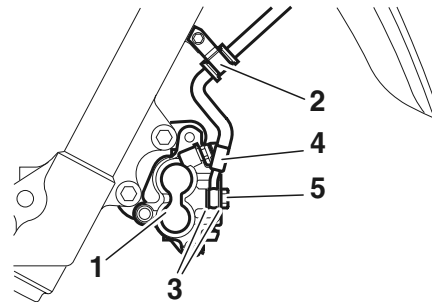


Brake caliper bolt
40 Nm (4.0 m·kg, 29 ft·lb)

- Brake hose holder “2”
- Copper washers “3” **New**
- Front brake hose “4”
- Front brake hose union bolt “5”



Front brake hose union bolt
30 Nm (3.0 m·kg, 22 ft·lb)



EWA13530

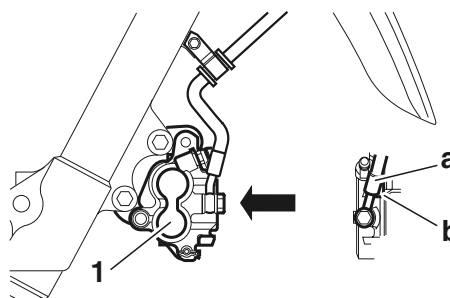
⚠ WARNING

Proper brake hose routing is essential to insure safe vehicle operation. Refer to “CABLE ROUTING” on page 2-42.

EWA13530

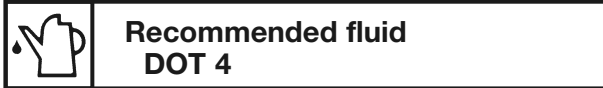
CAUTION:

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



2. Fill:

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



EWA13090

⚠ WARNING

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

ECA13540

CAUTION:

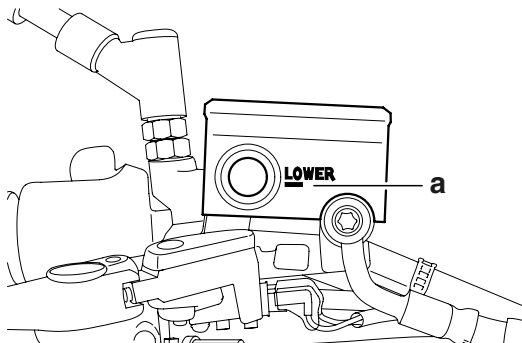
Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.

3. Bleed:

- Brake system
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” on page 3-21.

4. Check:

- Brake fluid level
Below the minimum level mark “a” → Add the recommended brake fluid to the proper level.
Refer to “CHECKING THE BRAKE FLUID LEVEL” on page 3-19.



5. Check:

- Brake lever operation
Soft or spongy feeling → Bleed the brake system.
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” on page 3-21.

EAS22490

REMOVING THE FRONT BRAKE MASTER CYLINDER

NOTE:

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

1. Disconnect:

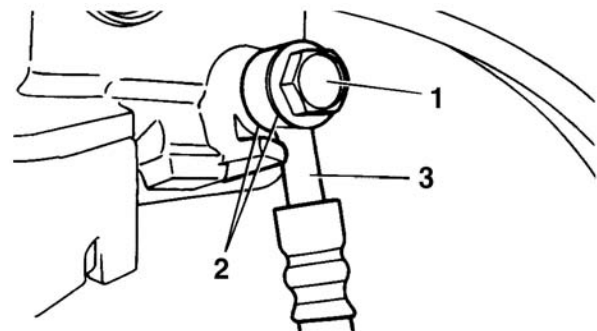
- Brake light switch coupler
(from the brake light switch)

2. Remove:

- Union bolt “1”
- Copper washers “2”
- Brake hose “3”

NOTE:

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



3. Remove:

- Brake lever
- Master cylinder bracket
- Master cylinder assembly

4. Remove:

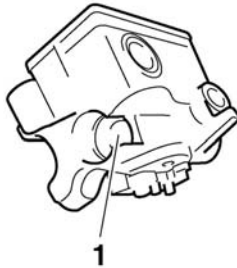
- Circlip (from the master cylinder assembly)
- Master cylinder kit

EAS22510

CHECKING THE FRONT BRAKE MASTER CYLINDER

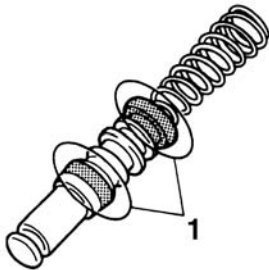
1. Check:

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



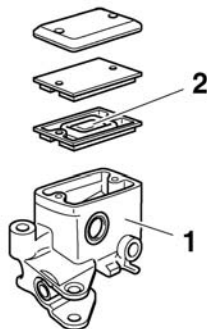
2. Check:

- Brake master cylinder kit “1”
Damage/scratches/wear → Replace.



3. Check:

- Brake fluid reservoir “1”
Cracks/damage → Replace.
- Brake fluid reservoir diaphragm “2”
Cracks/damage → Replace.



4. Check:

- Cracks/damage/wear → Replace.

EAS22520

ASSEMBLING THE FRONT BRAKE MASTER CYLINDER

EWA13520

⚠ WARNING

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



Recommended fluid
DOT 4

EAS22540

INSTALLING THE FRONT BRAKE MASTER CYLINDER

1. Install:

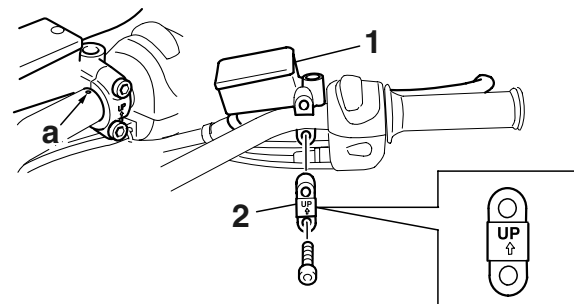
- Front brake master cylinder “1”
- Front brake master cylinder holder “2”



Front brake master cylinder holder bolt
7 Nm (0.7 m·kg, 5.1 ft·lb)

NOTE:

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

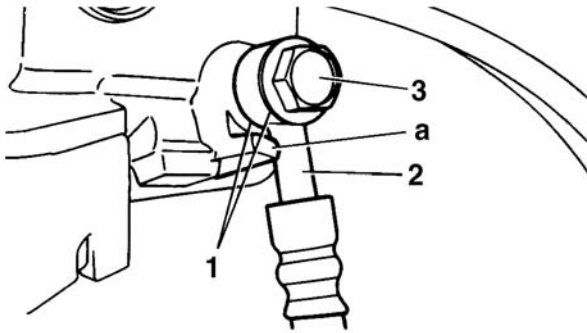


2. Install:

- Copper washers “1” **New**
- Front brake hose “2”
- Front brake hose union bolt “3”



Front brake hose union bolt
30 Nm (3.0 m·kg, 22 ft·lb)



EWA13530

⚠ WARNING

Proper brake hose routing is essential to insure safe vehicle operation. Refer to “CABLE ROUTING” on page 2-42.

CAUTION:

When installing the brake hose onto the brake master cylinder, make sure that the brake pipe touches the projection “a” on the brake master cylinder.

NOTE:

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

3. Fill:

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



**Recommended fluid
DOT 4**

EWA13090

⚠ WARNING

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

ECA13540

CAUTION:

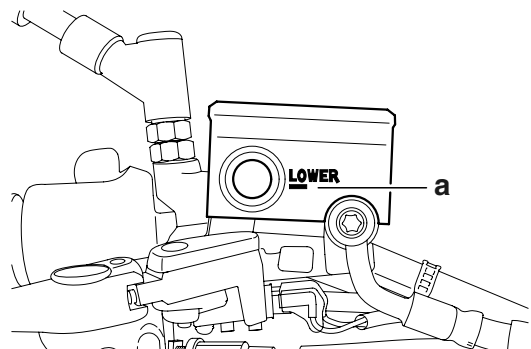
Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.

4. Bleed:

- Brake system
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” on page 3-21.

5. Check:

- Brake fluid level
Below the minimum level mark “a” → Add the recommended brake fluid to the proper level.
Refer to “CHECKING THE BRAKE FLUID LEVEL” on page 3-19.



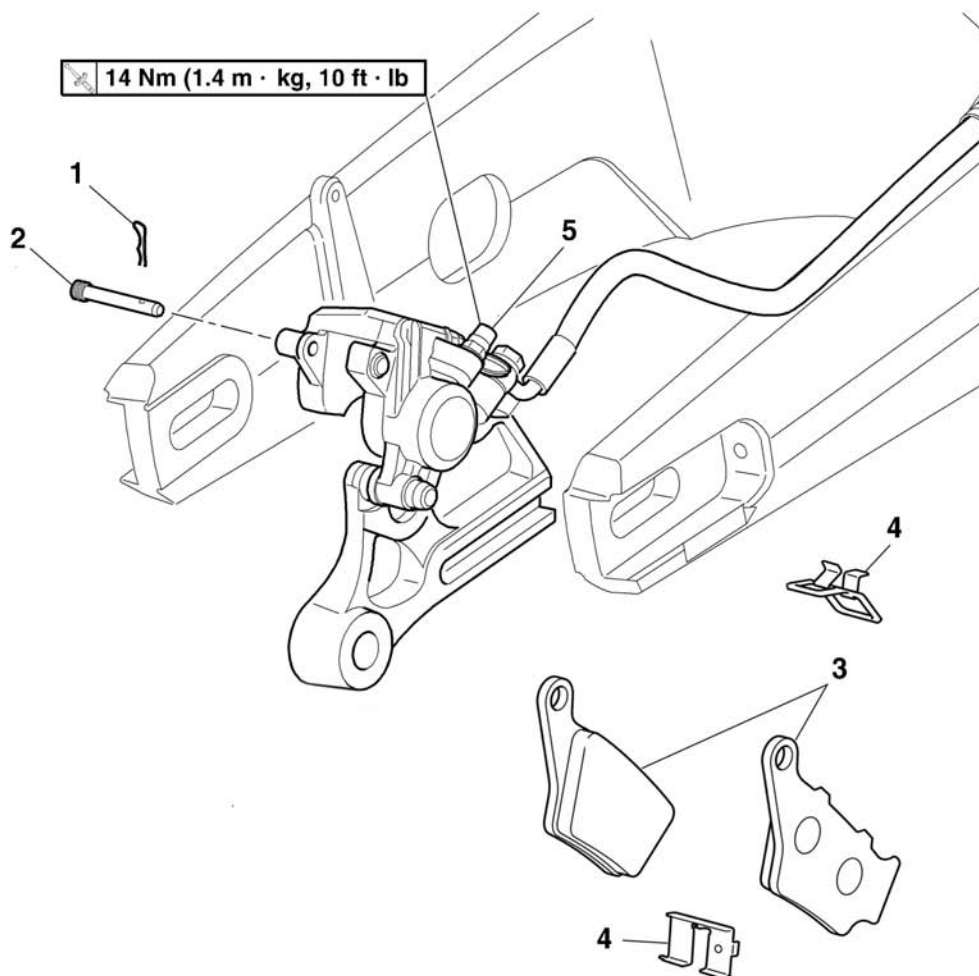
6. Check:

- Brake lever operation
Soft or spongy feeling → Bleed the brake system.
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” on page 3-21.

EAS22550

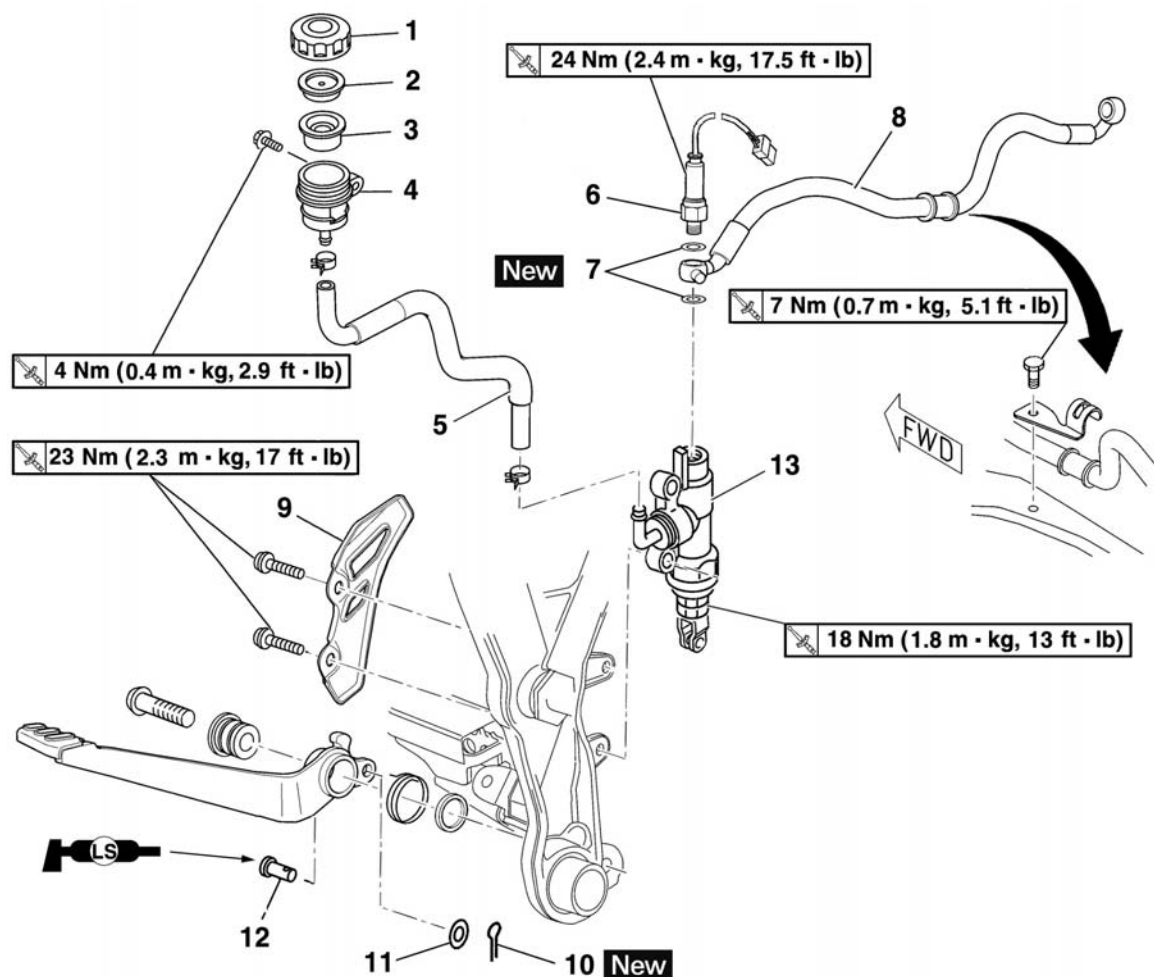
REAR BRAKE

Removing the rear brake pads



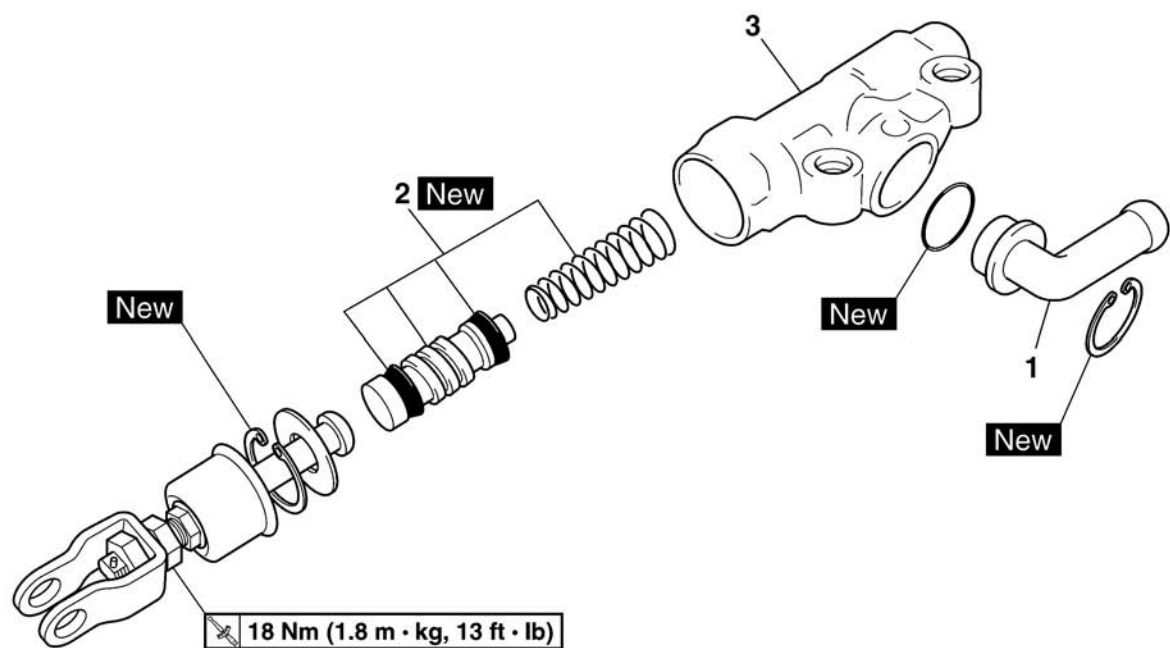
Order	Job/Parts to remove	Q'ty	Remarks
	Rear wheel		Refer to "REMOVING THE REAR WHEEL" on page 4-17.
1	Brake pad clip	1	
2	Brake pad pin	1	
3	Rear brake pad	2	
4	Brake pad spring	2	
5	Blade screw	1	
			For installation, reverse the removal procedure.

Removing the rear brake master cylinder



Order	Job/Parts to remove	Q'ty	Remarks
	Brake fluid		Drain. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-21.
1	Brake fluid reservoir cap	1	
2	Brake fluid reservoir diaphragm holder	1	
3	Brake fluid reservoir diaphragm	1	
4	Brake fluid reservoir	1	
5	Brake fluid reservoir hose	1	
6	Rear brake switch	1	
7	Copper washer	2	
8	Rear brake hose	1	Disconnect.
9	Right side plate	1	
10	Cotter pin	1	
11	Washer	1	
12	Pin	1	
13	Rear brake master cylinder	1	
			For installation, reverse the removal procedure.

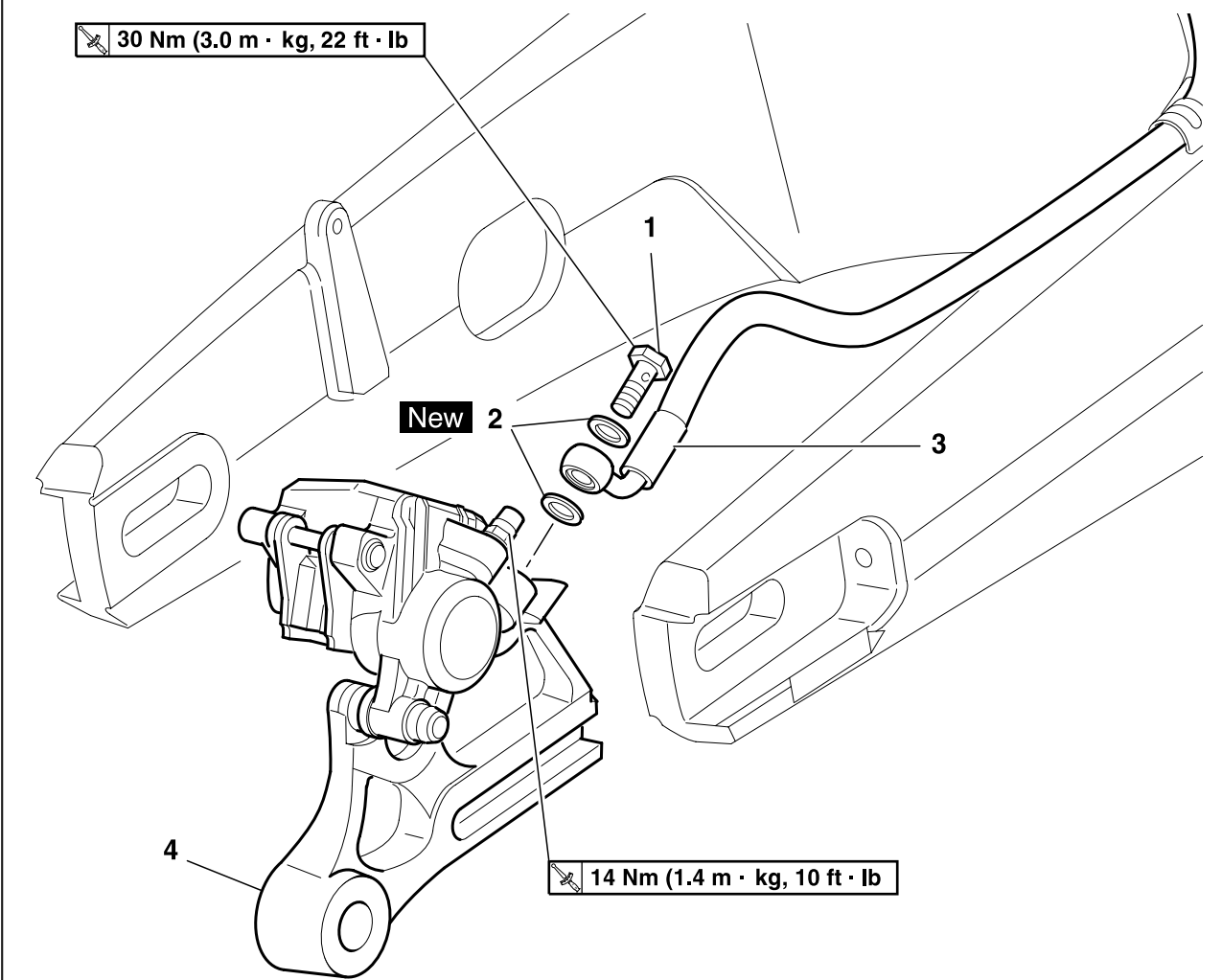
Disassembling the rear brake master cylinder



Order	Job/Parts to remove	Q'ty	Remarks
1	Brake hose joint	1	
2	Brake master cylinder kit	1	
3	Brake master cylinder body	1	
			For assembly, reverse the disassembly procedure.

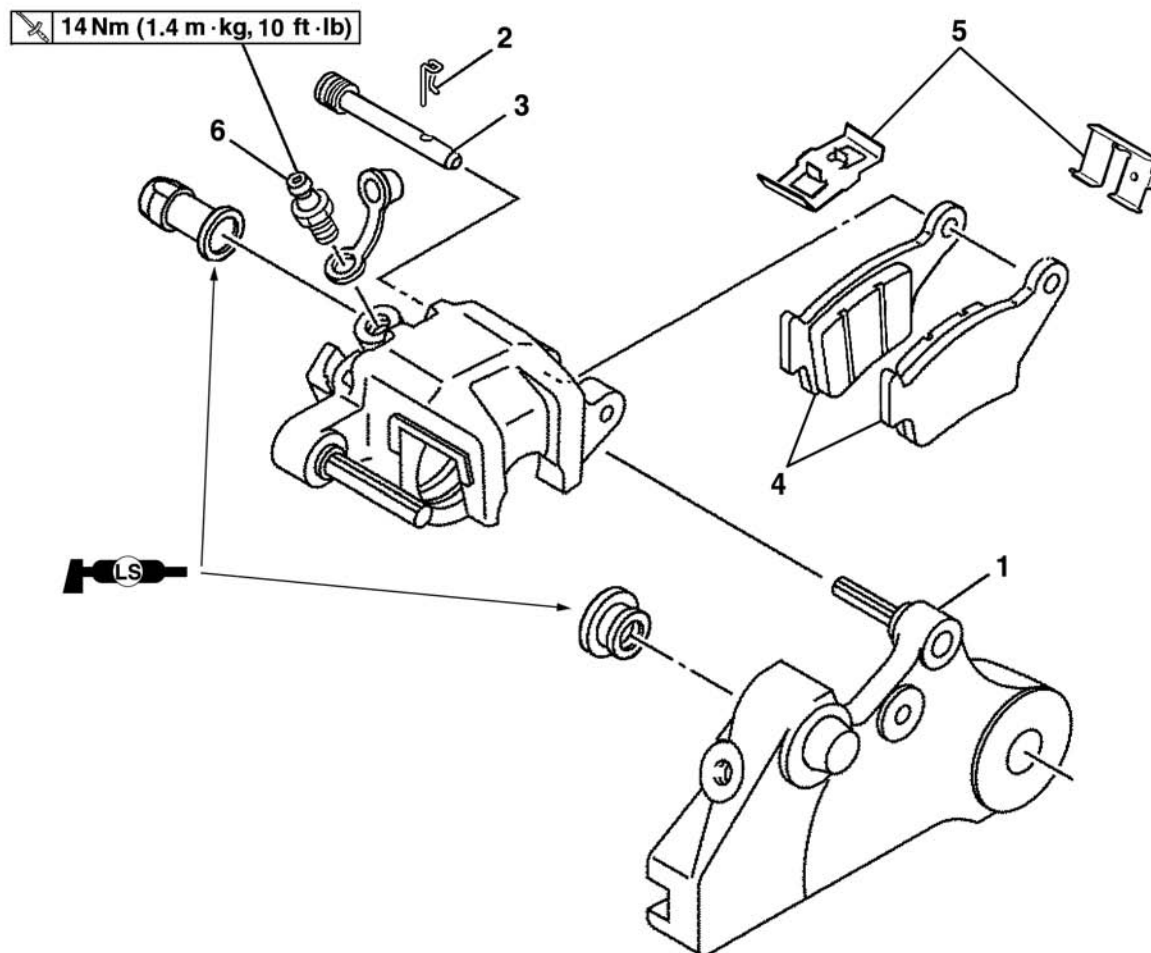
REAR BRAKE

Removing the rear brake caliper



Order	Job/Parts to remove	Q'ty	Remarks
	Brake fluid		Drain. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-21.
	Rear wheel		Refer to "REMOVING THE REAR WHEEL" on page 4-17.
1	Rear brake hose union bolt	1	
2	Copper washer	2	
3	Rear brake hose	1	
4	Rear brake caliper	1	
			For installation, reverse the removal procedure.

Disassembling the rear brake caliper



Order	Job/Parts to remove	Q'ty	Remarks
1	Brake caliper bracket	1	
2	Brake pad clip	1	
3	Brake pad pin	1	
4	Brake pad	2	
5	Brake pad spring	2	
6	Bleed screw	1	
			For installation, reverse the removal procedure.

EAS22560

INTRODUCTION

EWA14100

⚠ WARNING

Disc brake components rarely require disassembly. Therefore, always follow these preventive measures:

- Never disassemble brake components unless absolutely necessary.
- If any connection on the hydraulic brake system is disconnected, the entire brake system must be disassembled, drained, cleaned, properly filled, and bled after reassembly.
- Never use solvents on internal brake components.
- Use only clean or new brake fluid for cleaning brake components.
- Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.
- Avoid brake fluid coming into contact with the eyes as it can cause serious injury.
- **FIRST AID FOR BRAKE FLUID ENTERING THE EYES:**
- Flush with water for 15 minutes and get immediate.

EAS22570

CHECKING THE REAR BRAKE DISC

1. Remove:
 - Rear wheel
Refer to "REAR WHEEL" on page 4-14.
2. Check:
 - Brake disc
Damage/galling → Replace.
3. Measure:
 - Brake disc deflection
Out of specification → Correct the brake disc deflection or replace the brake disc.
Refer to "CHECKING THE FRONT BRAKE DISCS" on page 4-25.



Brake disc deflection limit
0.10 mm (0.0039 in)

4. Measure:
 - Brake disc thickness
Measure the brake disc thickness at a few different locations.
Out of specification → Replace.
Refer to "CHECKING THE FRONT BRAKE DISCS" on page 4-25.



Brake disc thickness limit
4.5 mm (0.18 in)

5. Adjust:
 - Brake disc deflection
Refer to "CHECKING THE FRONT BRAKE DISCS" on page 4-25.



Rear brake disc bolt
14 Nm (1.4 m·kg, 10 ft·lb)
LOCTITE®

6. Install:
 - Rear wheel
Refer to "REAR WHEEL" on page 4-14.

EAS22580

REPLACING THE REAR BRAKE PADS

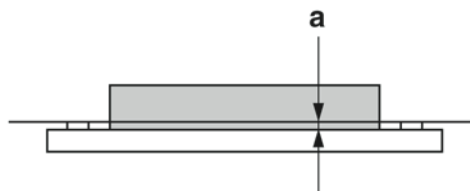
NOTE:

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

1. Measure:
 - Brake pad wear limit "a"
Out of specification → Replace the brake pads as a set.



Brake pad lining thickness (inner)
5.5 mm (0.21 in)
Limit
1.0 mm (0.04 in)
Brake pad lining thickness (outer)
5.5 mm (0.21 in)
Limit
1.0 mm (0.04 in)



2. Install:
 - Brake pad springs
 - Brake pads

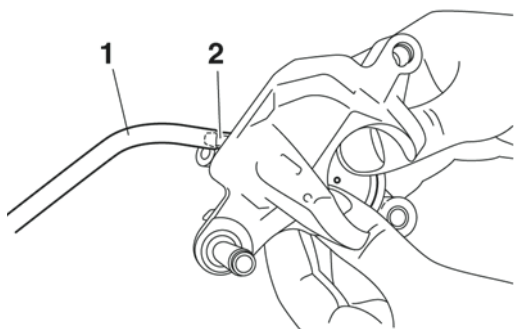
REAR BRAKE

NOTE:

Always install new brake pads and brake pad springs as a set.



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



- c. Tighten the bleed screw.



Bleed screw (rear brake caliper)
14 Nm (1.4 m·kg, 10 ft·lb)

- d. Install new brake pads and new brake pad springs.



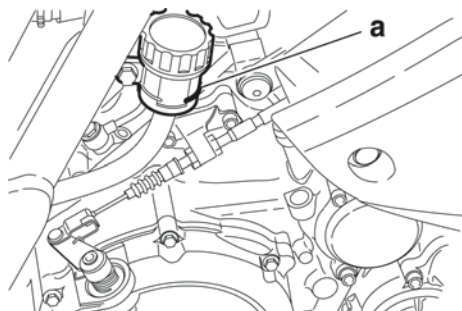
3. Install:

- Brake pad pin
- Brake pad clip
- Brake caliper
- Rear wheel

4. Check:

- Brake fluid level

Below the minimum level mark "a" → Add the recommended brake fluid to the proper level. Refer to "CHECKING THE BRAKE FLUID LEVEL" on page 3-19.



5. Check:

- Brake pedal operation
Soft or spongy feeling → Bleed the brake system.
Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-21.

EAS22590

REMOVING THE REAR BRAKE CALIPER

NOTE:

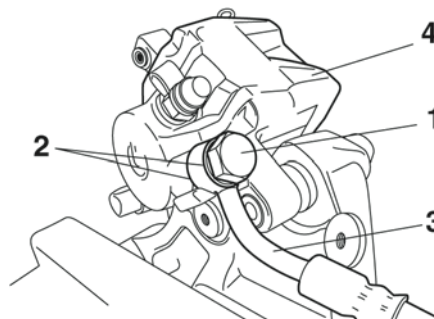
Before disassembling the brake caliper, drain the brake fluid from the entire brake system.

1. Remove:

- Rear wheel
- Rear brake hose union bolt "1"
- Copper washers "2"
- Rear brake hose "3"
- Rear brake caliper "4"

NOTE:

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

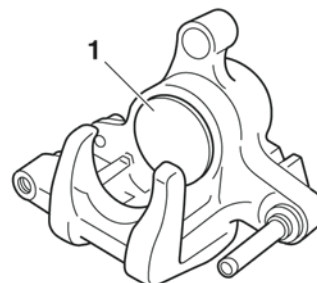


EAS22610

DISASSEMBLING THE REAR BRAKE CALIPER

1. Remove:

- Brake caliper piston "1"

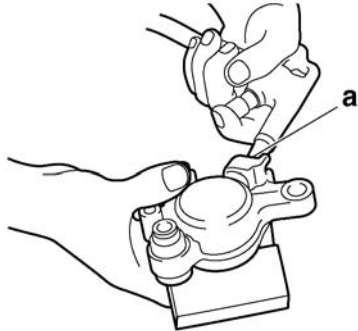


- a. Blow compressed air into the brake hose joint opening "a" to force out the pistons from the brake caliper.

EWA13550

⚠ WARNING

- Cover the brake caliper piston with a rag. Be careful not to get injured when the piston is expelled from the brake caliper.
- Never try to pry out the brake caliper piston.



b. Remove the brake caliper piston seals.



EAS22640

CHECKING THE REAR BRAKE CALIPER

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

1. Check:

- Brake caliper piston
Rust/scratches/wear → Replace the brake caliper assembly.
- Brake caliper cylinder
Scratches/wear → Replace the brake caliper assembly.
- Brake caliper body
Cracks/damage → Replace the brake caliper assembly.
- Brake fluid delivery passages (brake caliper body)
Obstruction → Blow out with compressed air.

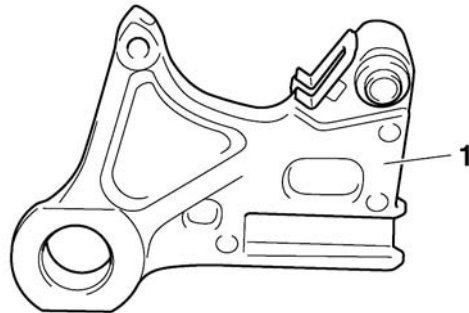
EWA13610

⚠ WARNING

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

2. Check:

- Brake caliper bracket "1"
Cracks/damage → Replace.



EAS22650

ASSEMBLING THE REAR BRAKE CALIPER

EWA13620

⚠ WARNING

- Before installation, all internal brake components should be cleaned and lubricated with clean or new brake fluid.
- Never use solvents on internal brake components as they will cause the piston seals to swell and distort.
- Whenever a brake caliper is disassembled, replace the brake caliper piston seals.

	Recommended fluid DOT 4
---	------------------------------------

EAS22670

INSTALLING THE REAR BRAKE CALIPER

1. Install:

- Brake caliper springs
- Brake pads
- Brake pad pin
- Brake pad clip
- Refer to "REAR BRAKE" on page 4-32.
- Brake caliper

REAR BRAKE

- Rear wheel
Refer to “REAR WHEEL” on page 4-14.
- Copper washers **New**
- Rear brake hose “1”
- Rear brake hose union bolt “2”



Rear brake hose union bolt
30 Nm (3.0 m·kg, 22 ft·lb)

EWA13530

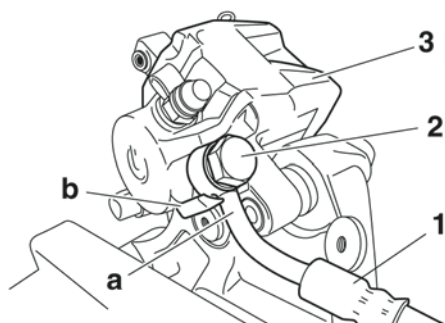
⚠ WARNING

Proper brake hose routing is essential to insure safe vehicle operation. Refer to “CABLE ROUTING” on page 2-42.

ECA14170

CAUTION:

When installing the brake hose onto the brake caliper “3”, make sure the brake pipe “a” touches the projection “b” on the brake caliper.



2. Fill:

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



Recommended fluid
DOT 4

EWA13090

⚠ WARNING

- Use only the designated brake fluid. Other brake fluids may cause the rubber seals to deteriorate, causing leakage and poor brake performance.
- Refill with the same type of brake fluid that is already in the system. Mixing brake fluids may result in a harmful chemical reaction, leading to poor brake performance.

- When refilling, be careful that water does not enter the brake fluid reservoir. Water will significantly lower the boiling point of the brake fluid and could cause vapor lock.

ECA13540

CAUTION:

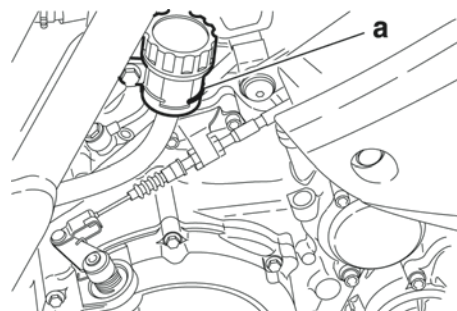
Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.

3. Bleed:

- Brake system
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” on page 3-21.

4. Check:

- Brake fluid level
Below the minimum level mark “a” → Add the recommended brake fluid to the proper level.
Refer to “CHECKING THE BRAKE FLUID LEVEL” on page 3-21.



5. Check:

- Brake pedal operation
Soft or spongy feeling → Bleed the brake system.
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” on page 3-21.

EAS22700

REMOVING THE REAR BRAKE MASTER CYLINDER

NOTE:

Before removing the rear brake master cylinder, drain the brake fluid from the entire brake system.

1. Remove:

- Rear brake switch “1”
- Copper washers “2”
- Rear brake hose “3”

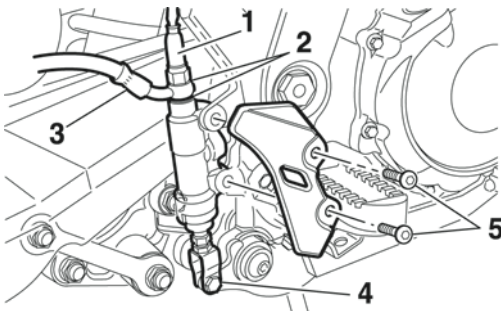
REAR BRAKE

NOTE:

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

2. Remove:

- Cotter pin
- Washer
- Pin “4”
- Brake master cylinder mounting screw “5”



EAS22720

CHECKING THE REAR BRAKE MASTER CYLINDER

1. Check:

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

2. Check:

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

3. Check:

- Brake fluid reservoir
Cracks/damage → Replace.
- Brake fluid reservoir diaphragm
Cracks/damage → Replace.

4. Check:

- Brake hoses
Cracks/damage/wear → Replace.

EAS22730

ASSEMBLING THE REAR BRAKE MASTER CYLINDER

EWA13520

⚠ WARNING

- Before installation, all internal brake components should be cleaned and lubricated with clean or new brake fluid.
- Never use solvents on internal brake components.
- Whenever a master cylinder is disassembled, replace the piston seals and dust seals.



Recommended fluid
DOT 4

1. Install:

- Brake master cylinder kit
- Joint “1”

NOTE:

Turn the adjusting bolt “2” until the clearance “a” is within the specified limits when install the joint “1”.



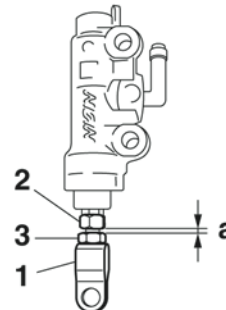
Clearance “a”
2.1 mm (0.08 in)

2. Tighten:

- Nut “3”



Brake master cylinder adjusting nut
18 Nm (1.8 m·kg, 13 ft·lb)



EAS22740

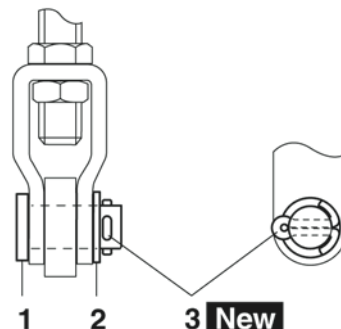
INSTALLING THE REAR BRAKE MASTER CYLINDER

1. Install:

- Brake master cylinder
- Pin “1”
- Washer “2”
- Cotter pin “3” **New**

NOTE:

Install the cotter pin and bend the ends as shown.



REAR BRAKE

2. Install:

- Right side plate

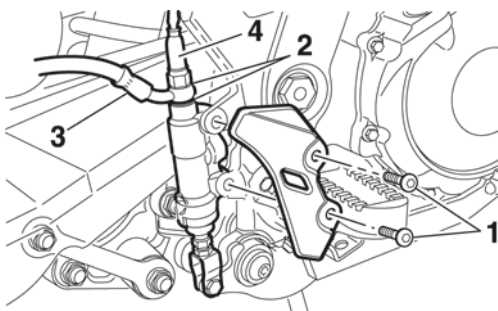


Right side plate bolt "1"
23 Nm (2.3 m·kg, 17 ft·lb)

- Copper washers "2"
- Rear brake hose "3"
- Rear brake switch "4"



Rear brake switch
24 Nm (2.4 m·kg, 17.5 ft·lb)



EAS22740

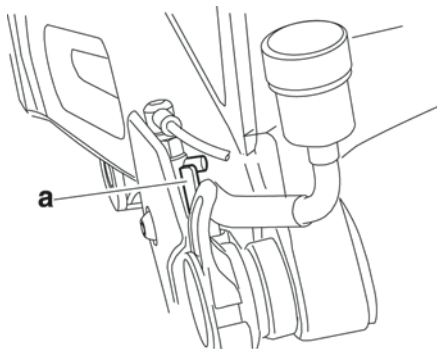
⚠ WARNING

Proper brake hose routing is essential to insure safe vehicle operation. Refer to "CABLE ROUTING" on page 2-42.

ECA14160

CAUTION:

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



3. Fill:

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



Recommended fluid
DOT 4

EWA13090

⚠ WARNING

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

ECA13540

CAUTION:

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

4. Bleed:

- Brake system

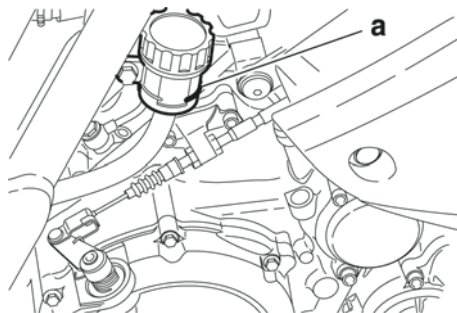
Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-21.

5. Check:

- Brake fluid level

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

Refer to "CHECKING THE BRAKE FLUID LEVEL" on page 3-19.



6. Check:

- Brake pedal operation

Soft or spongy feeling → Bleed the brake system.

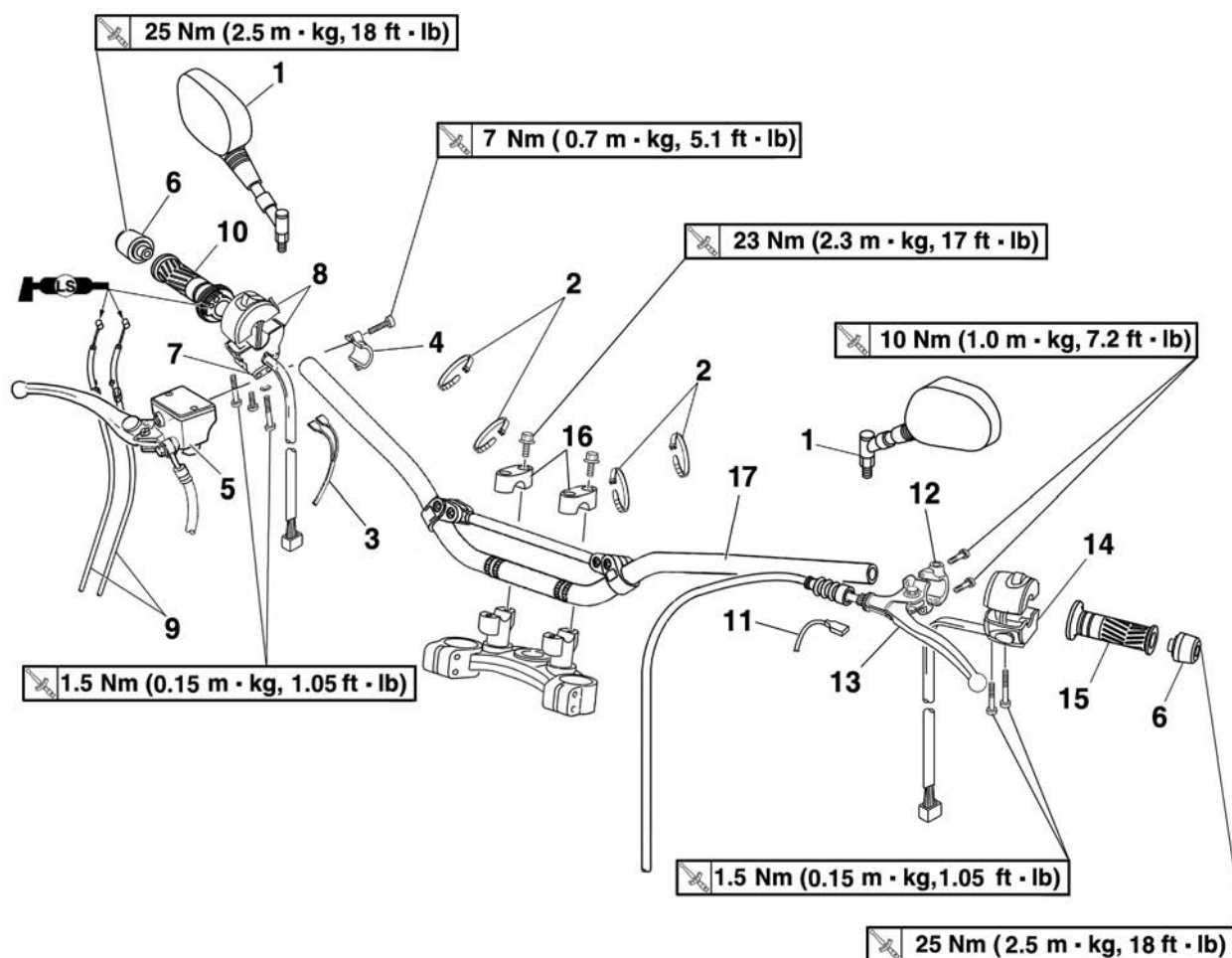
Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-21.

7. Adjust:

- Brake pedal position

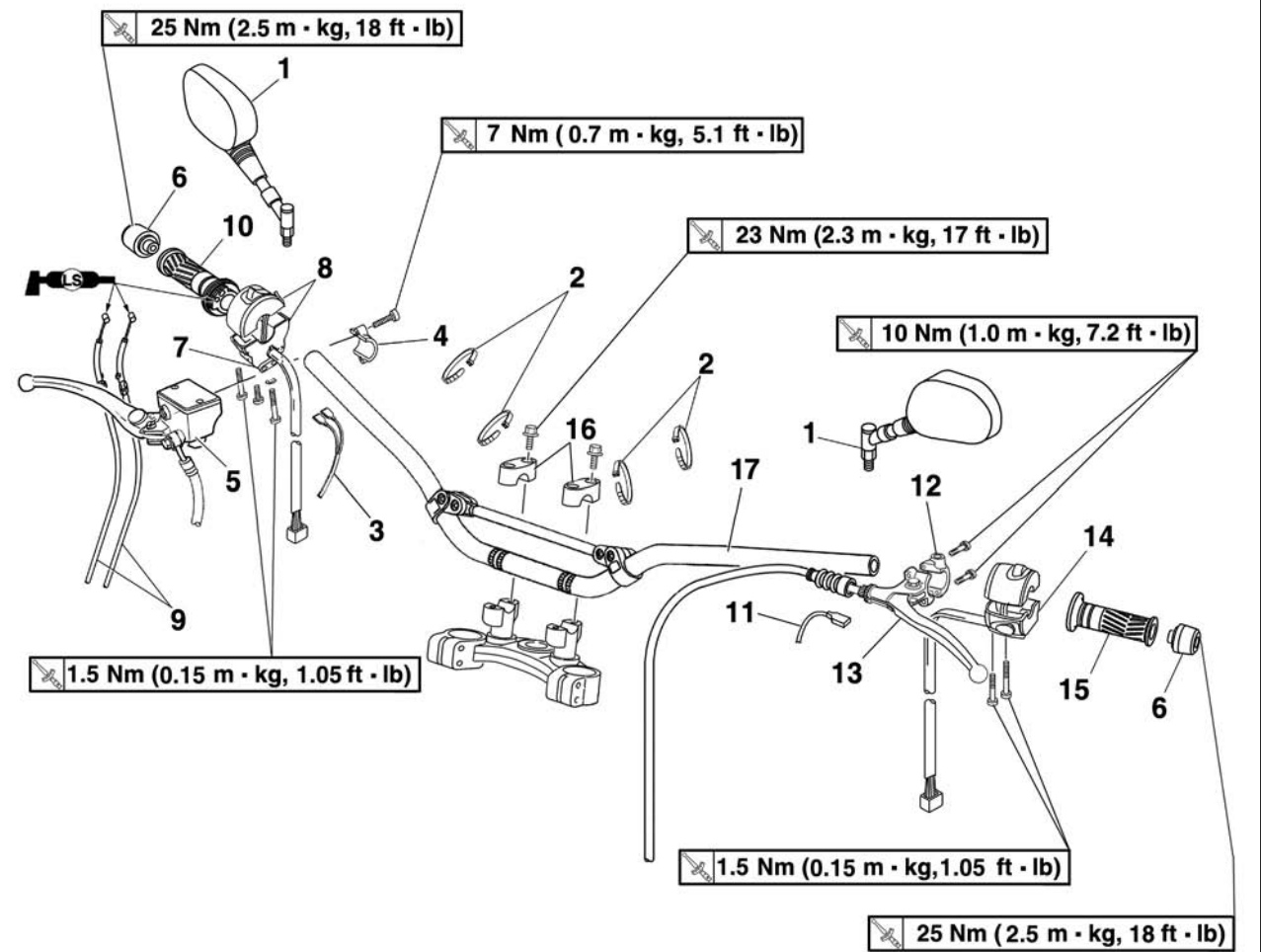
Refer to "ADJUSTING THE REAR BRAKE PEDAL" on page 3-18.

EAS22840

HANDLEBAR**Removing the handlebar**

Order	Job/Parts to remove	Q'ty	Remarks
1	Rearview mirror (left and right)	2	
2	Plastic band	4	
3	Front brake light switch coupler	1	Disconnect.
4	Brake master cylinder holder	1	
5	Brake master cylinder	1	
6	Grip end	2	
7	Throttle cable holder	1	
8	Right handlebar switch	1	
9	Throttle cable	2	
10	Throttle grip	1	
11	Clutch switch coupler	1	Disconnect.
12	Clutch lever holder	1	
13	Clutch lever	1	
14	Left handlebar switch	1	
15	Handlebar grip	1	

Removing the handlebar



Order	Job/Parts to remove	Q'ty	Remarks
16	Upper handlebar holder	2	
17	Handlebar	1	
			For installation, reverse the removal procedure.

EAS22860

REMOVING THE HANDLEBAR

1. Stand the vehicle on a level surface.

EWA13120

⚠ WARNING

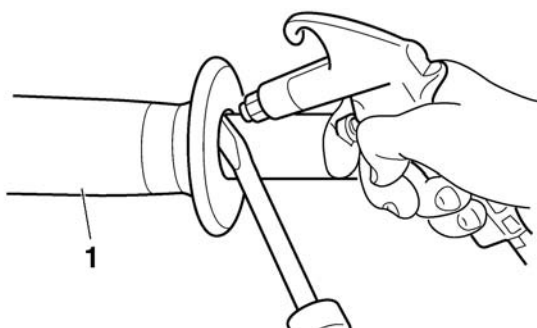
Securely support the vehicle so that there is no danger of it falling over.

2. Remove:

- Handlebar grip “1”

NOTE:

Blow compressed air between the handlebar and the left handlebar grip, and gradually push the grip off the handlebar.



EAS22880

CHECKING THE HANDLEBAR

1. Check:

- Handlebar
Bends/cracks/damage → Replace.

EWA13690

⚠ WARNING

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

EAS22930

INSTALLING THE HANDLEBAR

1. Stand the vehicle on a level surface.

EWA13120

⚠ WARNING

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

2. Install:

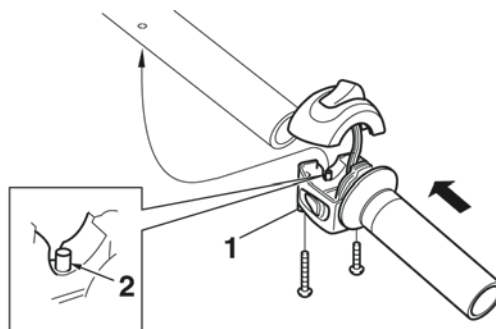
- Throttle grip “1”
(on the handlebar)

NOTE:

Align the projection “2” on the handlebar switch with the hole in the handlebar.



Handlebar switch bolt
1.5 Nm (0.15 m·kg, 1.05 ft·lb)



NOTE:

Check the throttle grip for smooth action.

⚠ WARNING

Proper cable routing is essential to assure safe motorcycle operation. Refer to “CABLE ROUTING” on page 2-42.

3. Install:

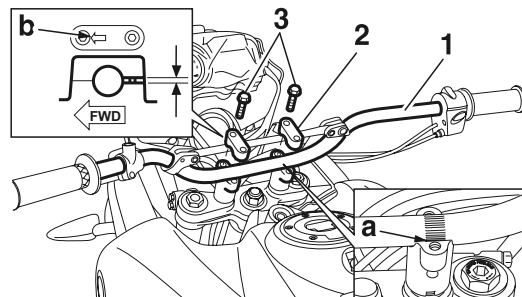
- Handlebar “1”
- Upper handlebar holders “2”
- Bolt “3”

NOTE:

- Align the punch mark “a” on the handlebar with the top of the lower handlebar holder.
- Install the handlebar holders with the arrow “b” mark facing forward.



Upper handlebar holder bolt
23 Nm (2.3 m·kg, 17 ft·lb)



CAUTION:

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

4. Install:

- Front brake master cylinder "1"
- Front brake master cylinder holder "2"

NOTE:

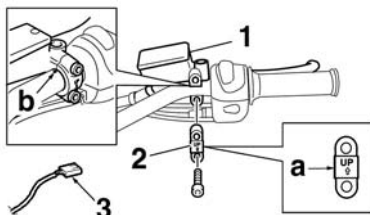
- Make sure that the "UP" mark "a" with the bracket is pointed upward.
- Align the punch mark "b" on the handlebar with the gap of the master cylinder bracket.



Front brake master cylinder holder bolt
7 Nm (0.7 m·kg, 5.1 ft·lb)

5. Connect:

- Front brake switch lead "3"



NOTE:

- Tighten the bolts in stages and maintain an equal gap on each side of the bracket to specification.
- Check the brake lever for smooth action.

⚠ WARNING

Proper cable routing is essential to assure safe motorcycle operation. Refer to "CABLE ROUTING" on page 2-42.

6. Install:

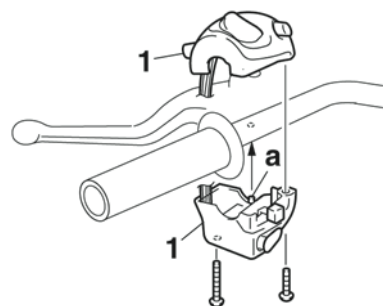
- Left handlebar switch "1"

NOTE:

Align the projection "a" on the left handlebar switch with the hole in the handlebar.



Handlebar switch bolt
1.5 Nm (0.15 m·kg, 1.05 ft·lb)



⚠ WARNING

Proper cable routing is essential to assure safe motorcycle operation. Refer to "CABLE ROUTING" on page 2-42.

7. Install:

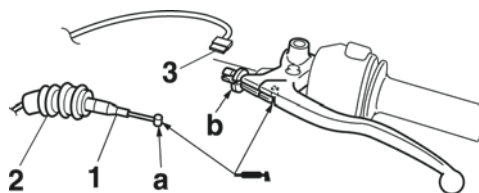
- Clutch cable "1"
- Cable boot "2"

NOTE:

- Lubricate the pivoting part "a" of the clutch lever.
- Turn in the adjuster "b" on the lever holder until tight. Next, align the slit in the adjuster and cable socket with the slit in the lever holder.
- Insert the cable end into the lever hole. Next, while pulling the outer cable in the direction opposite to the lever, seat the outer cable into the cable socket.

8. Connect:

- Clutch lever switch "3"



⚠ WARNING

Check the clutch lever for smooth action. Refer to "CABLE ROUTING" on page 2-42.

HANDLEBAR

9. Install:
- Handlebar grip “1”

- Apply a thin coat of rubber adhesive onto the left end of the handlebar.
- Slide the handlebar grip over the left end of the handlebar.
- Wipe off any excess rubber adhesive with a clean rag.

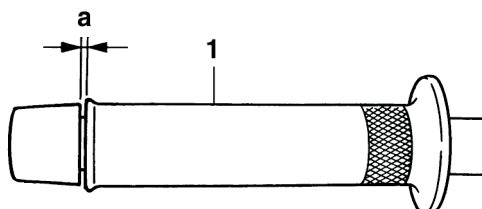
FWA13700

⚠ WARNING

Do not touch the handlebar grip until the rubber adhesive has fully dried.

NOTE:

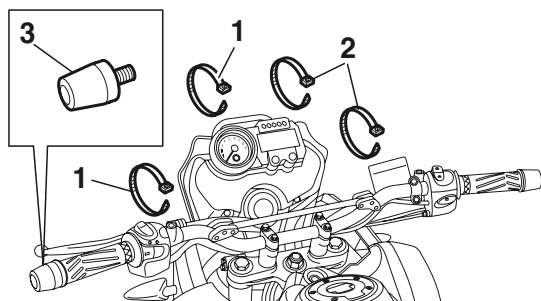
There should be 1-4 mm (0.04-0.15 in) of clearance “a” between the handlebar grip and the grip end.



10. Install:
- Cable ties “1”
(secure the left handlebar switch lead)
 - Cable ties “2”
(secure the right handlebar switch lead)
 - Grip ends “3”



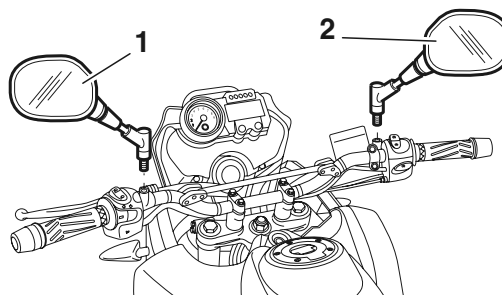
Grip end bolt
25 Nm (2.5 m·kg, 18 ft·lb)



NOTE:

Refer to “CABLE ROUTING” on page 2-42.

- 11.Install:
- Left rear view mirror “1”
 - Right rear view mirror “2”

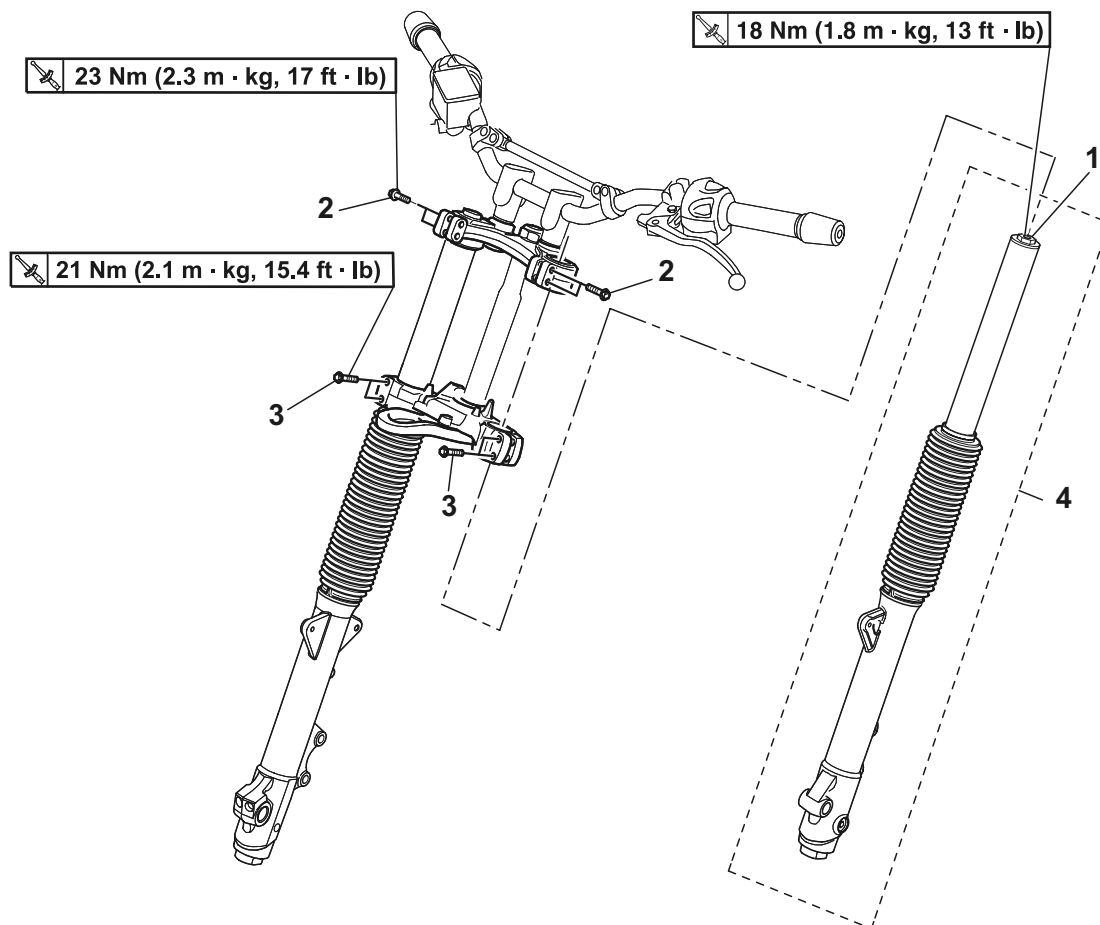
**CAUTION:**

Be sure the right brake disc is positioned exactly in the middle of the caliper pads to prevent any brake drag. Tap the side of the right fork leg to position the disc correctly.

EAS22950

FRONT FORK

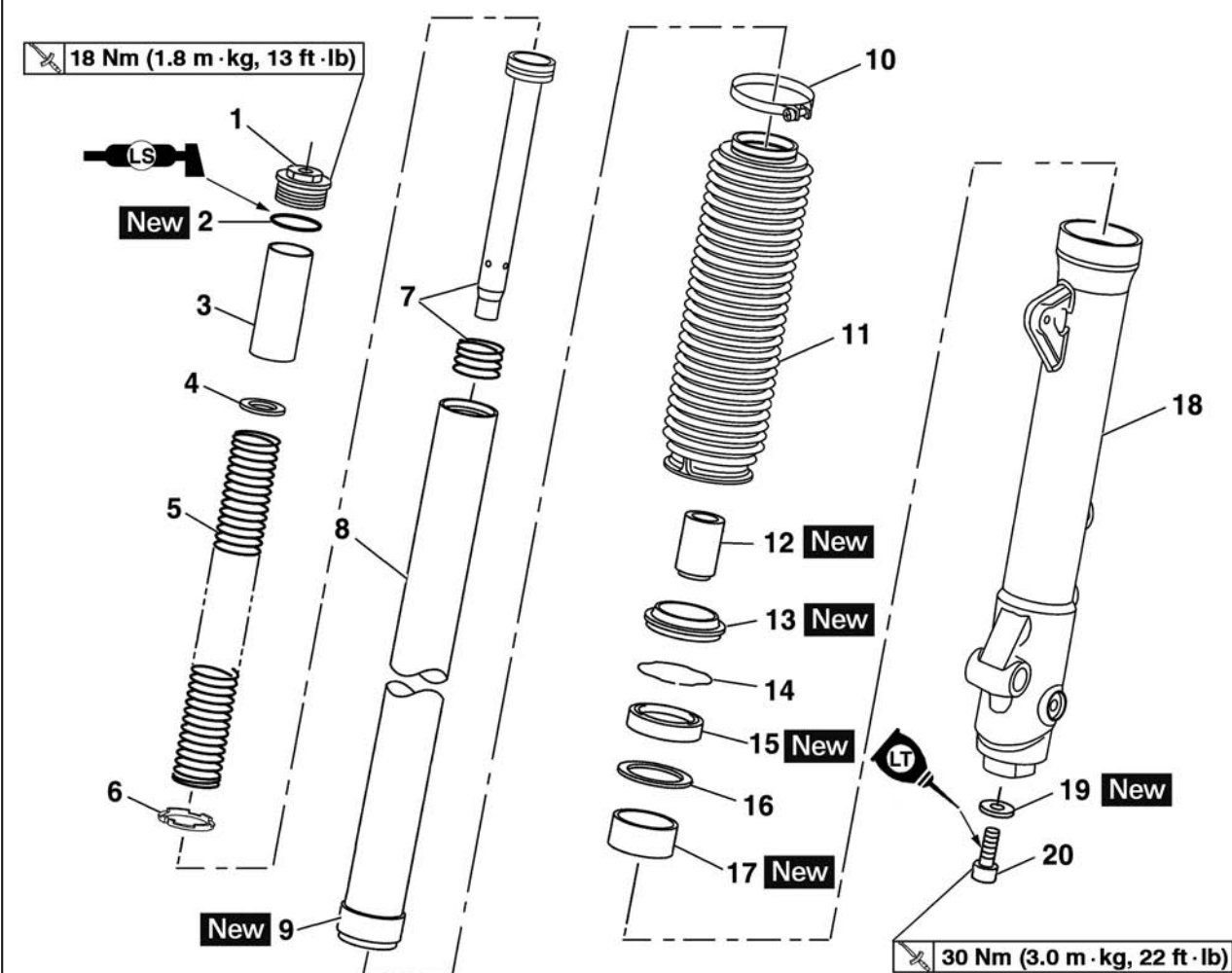
Removing the front fork legs



Order	Job/Parts to remove	Q'ty	Remarks
			The following procedure applies to both of the front fork legs.
	Front wheel		Refer to "FRONT WHEEL" on page 4-7.
	Front fender		Refer to "GENERAL CHASSIS" on page 4-1.
1	Cap bolt	1	Loosen.
2	Upper bracket pinch bolt	2	Loosen.
3	Lower bracket pinch bolt	2	Loosen.
4	Front fork leg	1	
			For installation, reverse the removal procedure.

FRONT FORK

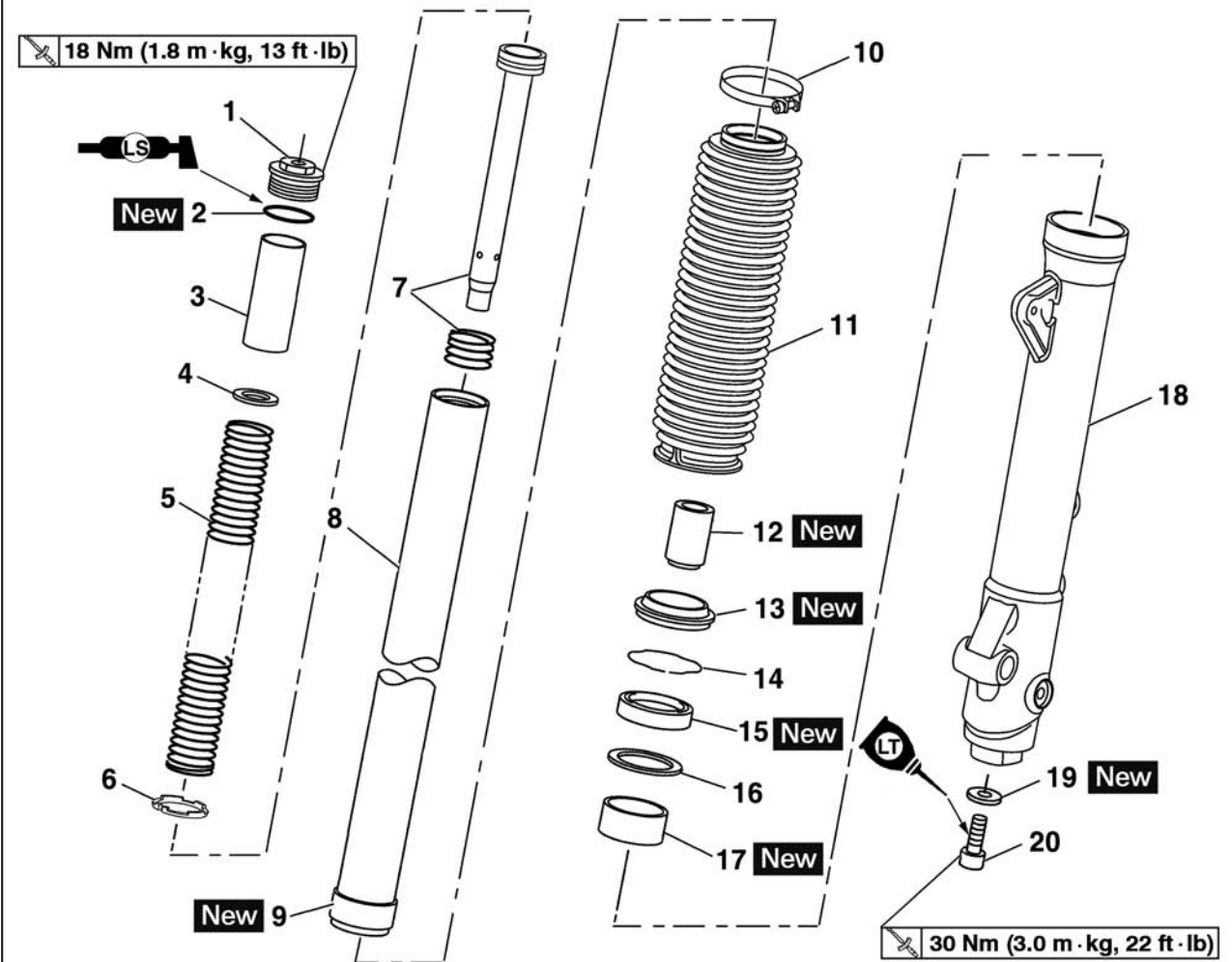
Disassembling the front fork legs



Order	Job/Parts to remove	Q'ty	Remarks
			The following procedure applies to both of the front fork legs.
1	Cap bolt	1	
2	O-ring	1	
3	Spacer	1	
4	Washer	1	
5	Front fork spring	1	
6	Piston ring	1	
7	Damper rod assembly	1	
8	Inner tube	1	
9	Inner tube bushing	1	
10	Clamp	1	
11	Rubber protector	1	
12	Oil flow stopper	1	
13	Dust seal	1	
14	Oil seal clip	1	
15	Oil seal	1	
16	Washer	1	

FRONT FORK

Disassembling the front fork legs



Order	Job/Parts to remove	Q'ty	Remarks
17	Outer tube bushing	1	
18	Outer tube	1	
19	Copper washer	1	
20	Damper rod assembly bolt	1	
			For assembly, reverse the disassembly procedure.

EAS00649

REMOVING THE FRONT FORK LEGS

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

1. Stand the motorcycle on a level surface.

⚠ WARNING

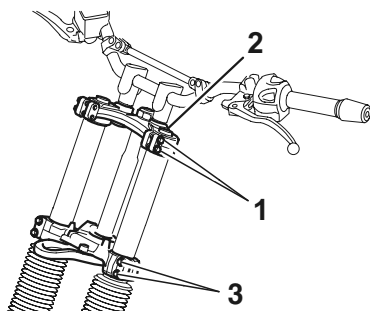
Securely support the motorcycle so that there is no danger of it falling over.

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

2. Loosen:
 - Upper bracket pinch bolts "1"
 - Cap bolts "2"
 - Under bracket pinch bolts "3"

⚠ WARNING

Before loosening the upper and under bracket pinch bolts, support the front fork leg.



3. Remove:
 - Front fork leg

EAS00652

DISASSEMBLING THE FRONT FORK LEGS

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

1. Remove:
 - Rubber protector
 - Cap bolt
 - Washer
 - Spacer
 - Fork spring

2. Drain:
 - Fork oil

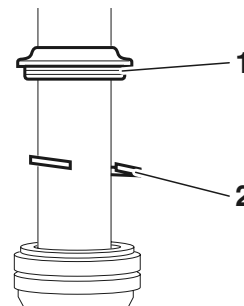
NOTE:

Stroke the inner tube several times while draining the fork oil.

3. Remove:
 - Dust seal "1"
 - Oil seal clip "2"
 - (with a flat-head screwdriver)

CAUTION:

Do not scratch the inner tube.



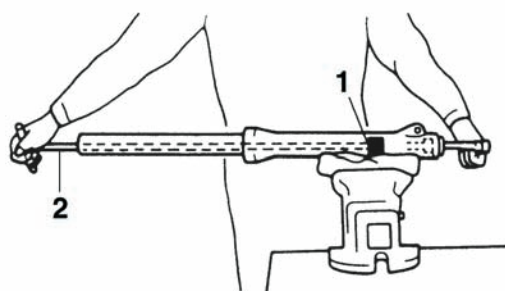
4. Remove:
 - Damper rod assembly bolt

NOTE:

While holding the damper rod assembly with the damper rod holder "1" and T-handle "2", loosen the damper rod assembly bolt.



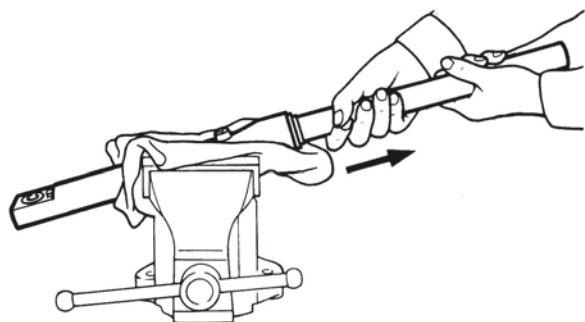
Damper rod holder
90890-01460
T-handle
90890-01326



5. Remove:
 - Inner tube



- a. Hold the front fork leg horizontally.
- b. Securely clamp the brake caliper bracket in a vise with soft jaws.
- c. Separate the inner tube from the outer tube by pulling the inner tube forcefully but carefully.



CAUTION:

- Excessive force will damage the oil seal and bushing. A damaged oil seal or bushing must be replaced.
- Avoid bottoming the inner tube into the outer tube during the above procedure, as the oil flow stopper will be damaged.



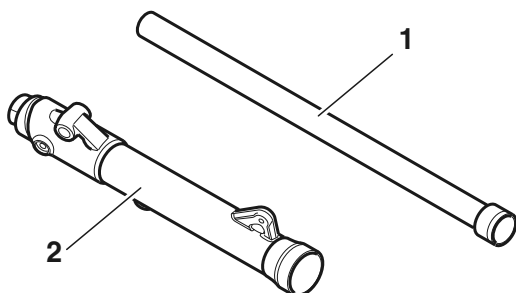
EAS00657

CHECKING THE FRONT FORK LEGS

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

1. Check:

- Inner tube "1"
 - Outer tube "2"
- Bends/ damage/ scratches → Replace.



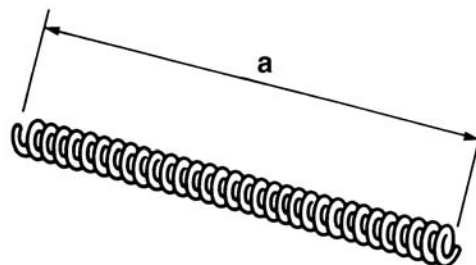
⚠ WARNING

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

2. Measure:

- Spring free length "a"
- Out of specification → Replace.

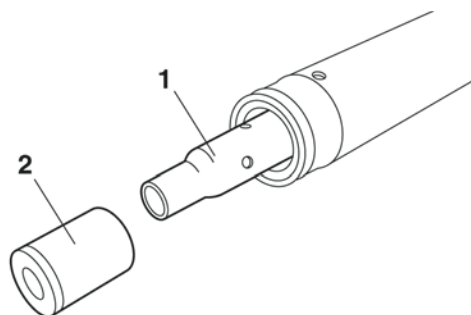
	Spring free length 580.0 mm (22.83 in)
--	---



3. Check:

- Damper rod "1"
- Damage/ wear → Replace.
Obstruction → Blow out all of the oil passages with compressed air.
- Oil flow stopper "2"

Damage → Replace.

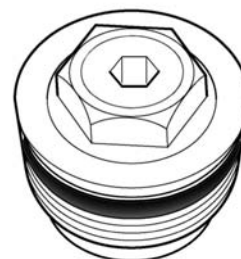


CAUTION:

- The front fork leg has a built-in damper adjusting rod and a very sophisticated internal construction, which are particularly sensitive to foreign material.
- When disassembling and assembling the front fork leg, do not allow any foreign material to enter the front fork.

4. Check:

- Cap bolt O-ring
- Damage/wear → Replace.



FRONT FORK

EAS00659

ASSEMBLING THE FRONT FORK LEGS

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

⚠ WARNING

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

NOTE:

When assembling the front fork leg, be sure to replace the following parts:

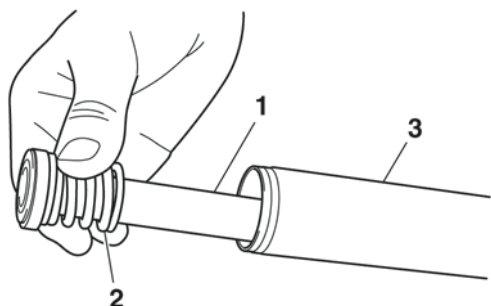
- inner tube bushing
- outer tube bushing
- oil seal
- dust seal
- before assembling the front fork leg, make sure all of the components are clean.

1. Install:

- Inner tube busing
- Outer tube busing
- Oil flow stopper
- Damper rod “1”
- Rebound spring “2”
- Copper washer **New**

⚠ WARNING

Always use new copper washer.



CAUTION:

Allow the damper rod assembly to slide slowly down the inner tube “3” until it protrudes from the bottom of the inner tube. Be careful not to damage the inner tube.

2. Lubricate:

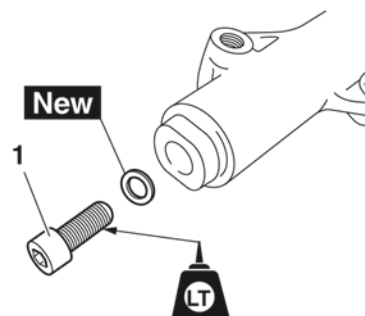
- Inner tube’s outer surface



Recommended lubricant
Fork oil 10W or equivalent

3. Tighten:

- Damper rod assembly bolt “1”



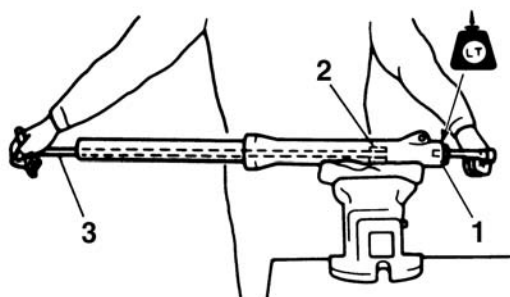
Damper rod assembly bolt
30 Nm (3.0 m·kg, 22 ft·lb)
LOCTITE®

NOTE:

While holding the damper rod assembly with the damper rod holder “2” and T-handle “3”, tighten the damper rod assembly bolt.



Damper rod holder
90890-01460
T-handle
90890-01326



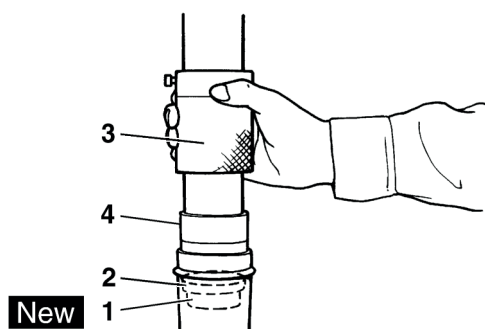
4. Install:

- Outer tube bushing “1” **New**
(with the fork seal driver weight “3” and fork seal driver attachment “4”)
- Washer “2”



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

FRONT FORK

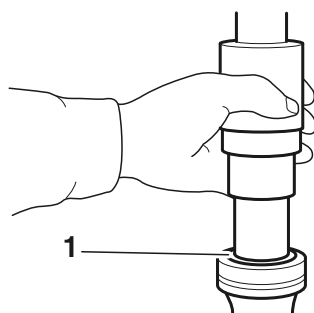


5. Install:

- Oil seal “1”
(with the fork seal driver weight and fork seal driver attachment)

CAUTION:

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



NOTE:

- Before installing the oil seal, lubricate its lips with lithium-soap-based grease.
- Lubricate the outer surface of the inner tube with fork oil.
- Before installing the oil seal, cover the top of the front fork leg with a plastic bag “2” to protect the oil seal during installation.

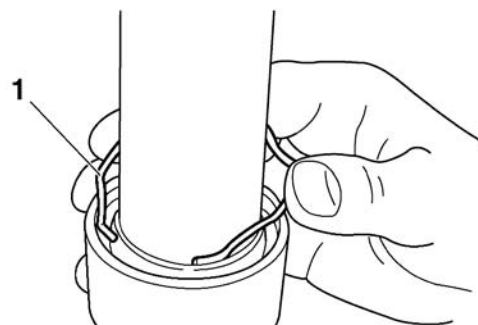


6. Install:

- Oil seal clip “1”

NOTE:

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

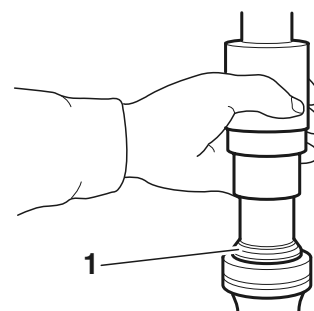


7. Install:

- Dust seal “1”
(with the fork seal driver weight)



**Fork seal driver weight
90890-01367**



8. Fill:

- Front fork leg
(with the specified amount of the recommended fork oil)



**Quantity (each front fork leg)
650.0 cm³ (21.97 US oz)
(22.87 Imp.oz)
Recommended oil
Fork oil 10W or equivalent**

CAUTION:

- Be sure to use the recommended fork oil. Other oils may have an adverse effect on front fork performance.
- When disassembling and assembling the front fork leg, do not allow any foreign material to enter the front fork.

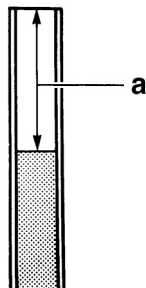
FRONT FORK

9. Measure:

- Front fork leg oil level “a”
Out of specification → Correct.

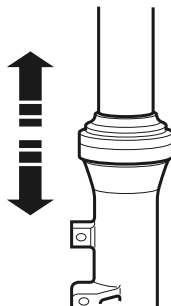


Front fork leg oil level (from the top of the inner tube, with the inner tube fully compressed and without the fork spring)
145.0 mm (5.70 in)



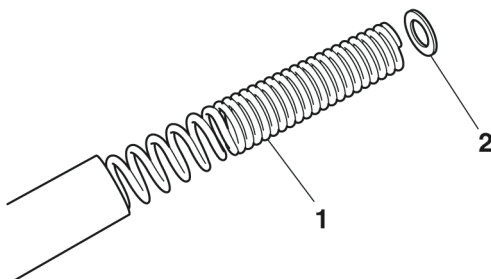
NOTE:

- While filling the front fork leg, keep it upright.
- After filling, slowly pump the front fork leg up and down to distribute the fork oil.



10. Install:

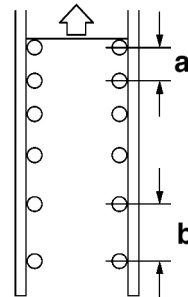
- Spring “1”
- Spring seat “2”
- O-ring **New**
- Cap bolt
- Rubber protector



NOTE:

- Install the spring with the smaller pitch “a” facing up.
- Before installing the cap bolt, lubricate its O-ring with lithium-soap-based grease.
- Temporarily tighten the cap bolt.

b. Larger pitch



EAS00662

INSTALLING THE FRONT FORK LEGS

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

1. Install:

- Front fork leg
Temporarily tighten the upper and under bracket pinch bolts.

NOTE:

Make sure the inner fork tube is flush with the top of the upper bracket.

2. Tighten:

- Under bracket pinch bolt “3”



Under bracket pinch bolt
21 Nm (2.1 m·kg, 15.4 ft·lb)

- Cap bolt “2”

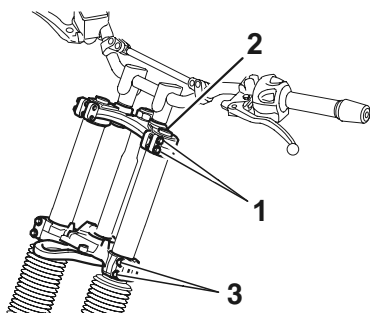


Cap bolt
18 Nm (1.8 m·kg, 13 ft·lb)

- Upper bracket pinch bolt “1”



Upper bracket pinch bolt
23 Nm (2.3 m·kg, 17 ft·lb)



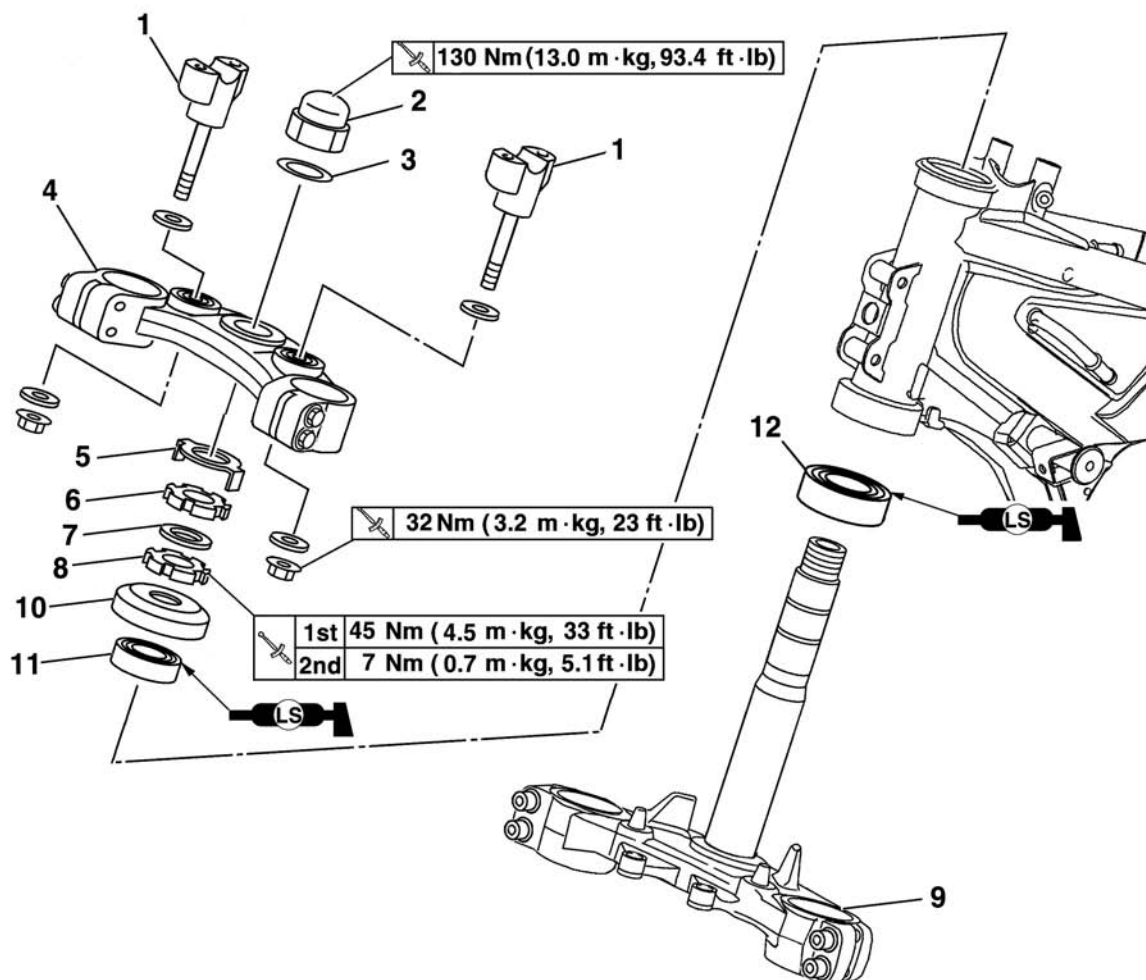
⚠ WARNING

Make sure the brake hoses are routed properly.

EAS23090

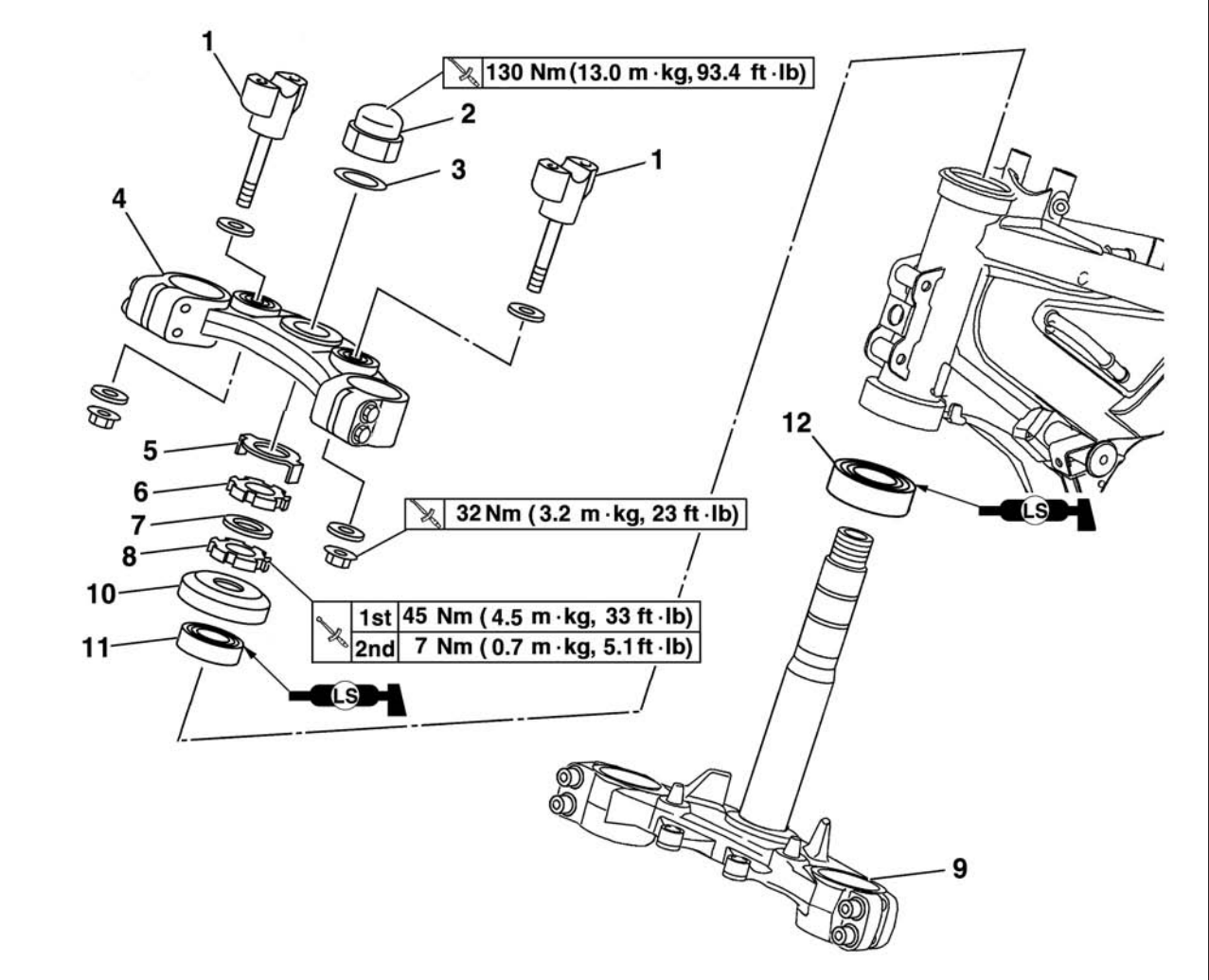
STEERING HEAD

Removing the lower bracket



Order	Job/Parts to remove	Q'ty	Remarks
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Front wheel		Refer to "FRONT WHEEL" on page 4-7.
	Front fender		Refer to "GENERAL CHASSIS" on page 4-1.
	Front fork legs		Refer to "FRONT FORK" on page 4-48.
	Headlight assembly/Multi-function meter unit		Refer to "GENERAL CHASSIS" on page 4-2.
	Handlebar		Refer to "HANDLEBAR" on page 4-43.
1	Lower handlebar holder	2	
2	Steering stem nut	1	
3	Washer	1	
4	Upper bracket	1	
5	Lock washer	1	
6	Upper ring nut	1	
7	Plain washer	1	
8	Lower ring nut	1	
9	Lower bracket	1	

Removing the lower bracket



Order	Job/Parts to remove	Q'ty	Remarks
10	Bearing cover	1	
11	Bearing	1	
12	Lower bearing	1	
			For installation, reverse the removal procedure.

STEERING HEAD

EAS00679

REMOVING THE LOWER BRACKET

1. Stand the motorcycle on a level surface.

⚠ WARNING

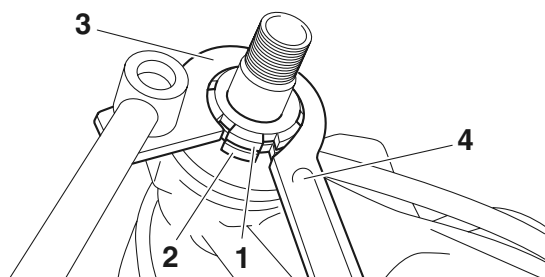
Securely support the motorcycle so that there is no danger of it falling over.

2. Remove:

- Steering stem nut
- Washer
- Upper bracket
- Lock washer
- Upper ring nut "1"
- Plain washer
- Lower ring nut "2"
- Lower bracket

NOTE:

Hold the lower ring nut with the steering nut wrench "3", and then remove the upper ring nut with the ring nut wrench "4".



Steering nut wrench
90890-01403
Ring nut wrench
90890-01268

⚠ WARNING

Securely support the lower bracket so that there is no danger of it falling.

EAS00681

CHECKING THE STEERING HEAD

1. Wash:

- Bearings



Recommended cleaning solvent
Kerosene

2. Check:

- Bearings
Damage/pitting → Replace.

3. Replace:

- Bearings

NOTE:

Whenever the steering head is disassembled, replaced the dust seal.

4. Check:

- Upper bracket
- Lower bracket
(along with the steering stem)
- Bends/cracks/damage → Replace.

EAS00683

INSTALLING THE STEERING HEAD

1. Lubricate:

- Upper bearing
- Lower bearing



Recommended lubricant
Lithium-soap-based grease

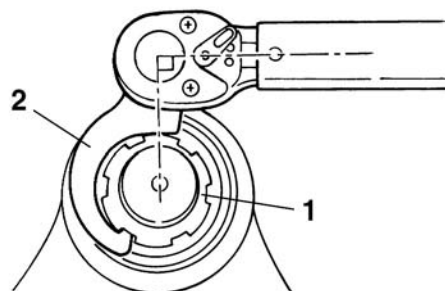
2. Install:

- Lower ring nut

3. Adjust:

- Steering head

- a. Tighten the lower ring nut "1" to the specified torque with a steering nut wrench "2".



NOTE:

Set the torque wrench at a right angle to the steering nut wrench.

STEERING HEAD



Steering nut wrench
90890-01403



Lower ring nut
(initial tightening torque)
45 Nm (4.5 m·kg, 33 ft·lb)

- b. Swing full stroke the steering two or three times.
- c. Loosen the lower ring nut completely, and then tighten it to the specified torque.

⚠ WARNING

Do not overtighten the lower ring nut.

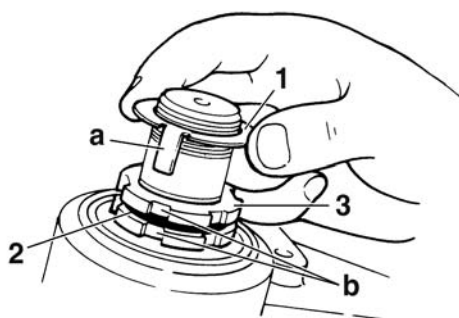


Lower ring nut
(final tightening torque)
7 Nm (0.7 m·kg, 5.1 ft·lb)

- d. Check the steering head for looseness or binding by turning the front fork all the way in both directions. If any binding is felt, remove the lower bracket and check the upper and lower bearings.
Refer to "CHECKING THE STEERING HEAD".
- e. Install the plain washer "2".
- f. Install the upper ring nut "3".
- g. Finger tighten the upper ring nut "3", and then align the slots of both ring nuts. If necessary, hold the lower ring nut and tighten the upper ring nut until their slots are aligned.
- h. Install the lock washer "1".

NOTE:

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



4. Install:
 - Upper bracket
 - Washer
 - Steering stem nut
5. Install:
 - Front fork legs
 Refer to "INSTALLING THE FRONT FORK LEGS".

NOTE:

Temporarily tighten the lower bracket pinch bolts.

6. Tighten:
 - Steering stem nut



Steering stem nut
130 Nm (13.0 m·kg, 93.4 ft·lb)

7. Tighten:
 - Upper bracket pinch bolts



Upper bracket pinch bolt
23 Nm (2.3 m·kg, 17 ft·lb)

8. Install:
 - Handlebar
 - Upper handlebar holders



Upper handlebar holder bolt
23 Nm (2.3 m·kg, 17 ft·lb)

- Handlebar holder caps
Refer to "HANDLEBAR" on page 4-43.

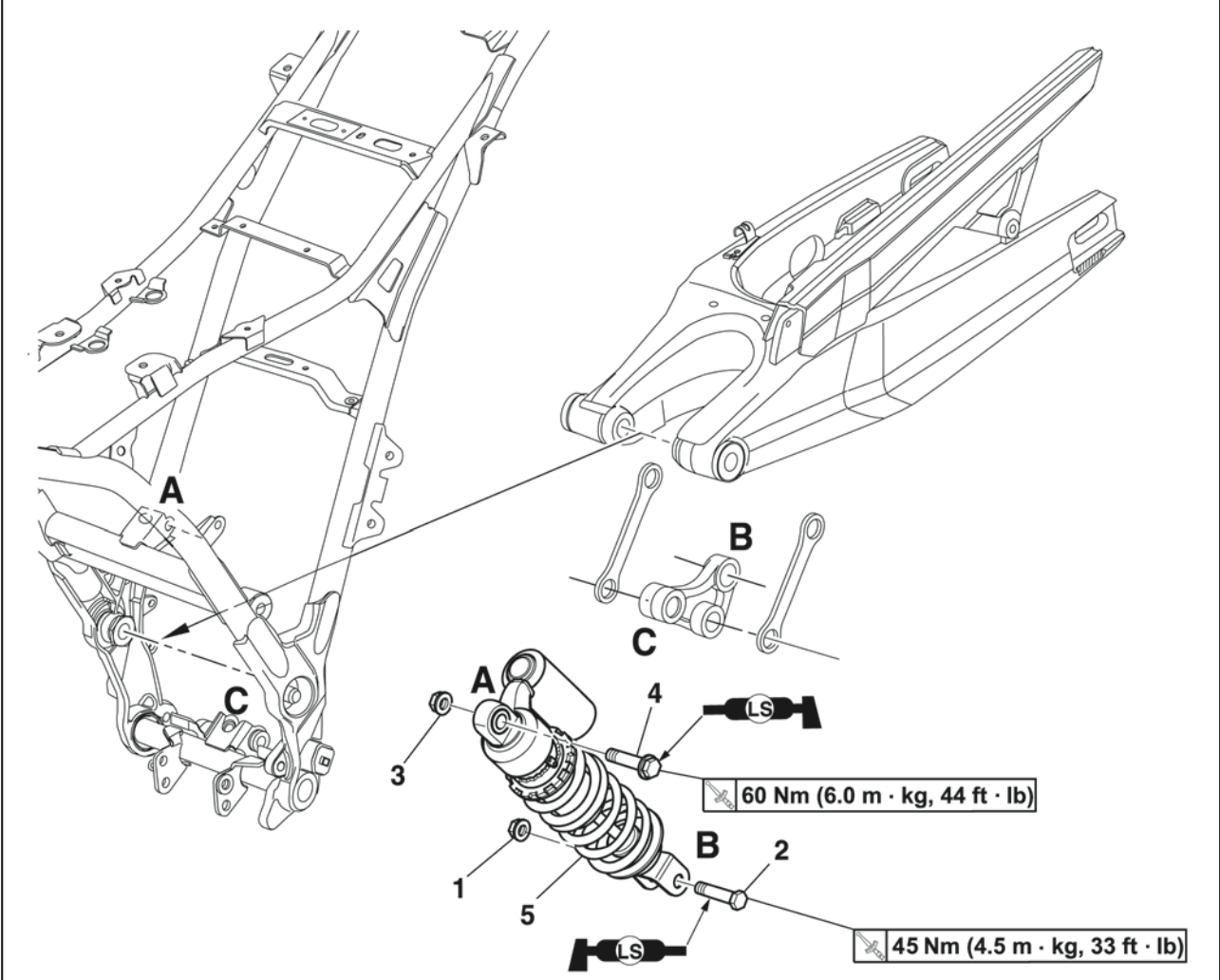


REAR SHOCK ABSORBER ASSEMBLY

EAS23160

REAR SHOCK ABSORBER ASSEMBLY

Removing the rear shock absorber assembly



Order	Job/Parts to remove	Q'ty	Remarks
1	Flange nut	1	
2	Bolt	1	
3	Flange nut	1	
4	Flange bolt	1	
5	Rear shock absorber assembly	1	
			For installation, reverse the removal procedure.

REAR SHOCK ABSORBER ASSEMBLY

EAS23180

HANDLING THE REAR SHOCK ABSORBER

EWA13740

⚠ WARNING

This rear shock absorber contains highly compressed nitrogen gas. Before handling the rear shock absorber, read and make sure you understand the following information. The manufacturer cannot be held responsible for property damage or personal injury that may result from improper handling of the rear shock absorber.

- Do not tamper or attempt to open the rear shock absorber.
- Do not subject the rear shock absorber to an open flame or any other source of high heat. High heat can cause an explosion due to excessive gas pressure.
- Do not deform or damage the rear shock absorber in any way. Rear shock absorber damage will result in poor damping performance.

EAS23190

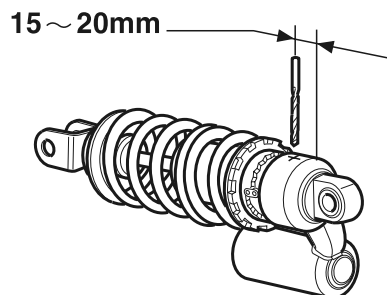
DISPOSING OF A REAR SHOCK ABSORBER

1. Gas pressure must be released before disposing of a rear shock absorber. To release the gas pressure, drill a 2-3 mm (0.079-0.118 in) hole through the rear shock absorber at a point 15-20 mm (0.6-0.8 in) from its end as shown.

EWA13760

⚠ WARNING

Wear eye protection to prevent eye damage from released gas or metal chips.



EAS23230

REMOVING THE REAR SHOCK ABSORBER ASSEMBLY

1. Stand the vehicle on a level surface.

⚠ WARNING

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

NOTE:

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

EAS23240

CHECKING THE REAR SHOCK ABSORBER ASSEMBLY

1. Check:
 - Rear shock absorber rod
Bends/damage → Replace the rear shock absorber assembly.
 - Rear shock absorber
Gas leaks/oil leaks → Replace the rear shock absorber assembly.
 - Spring
Damage/wear → Replace the rear shock absorber assembly.
 - Bolts
Bends/damage/wear → Replace.

EAS23310

INSTALLING THE REAR SHOCK ABSORBER ASSEMBLY

1. Lubricate:
 - Flange bolt
 - Bolt



Recommended lubricant
Lithium-soap-based grease

2. Install:
 - Rear shock absorber assembly "1"
(into the frame support bracket)
 - Flange bolt "2"
 - Flange nut "3"
3. Tighten:
 - Flange nut "3"



**Rear shock absorber assembly
nut (frame support bracket)**
60 Nm (6.0 m·kg, 44 ft·lb)

REAR SHOCK ABSORBER ASSEMBLY

4. Install:

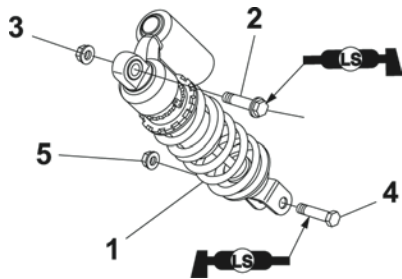
- Rear shock absorber assembly “1”
(onto the arm relay)
- Bolt “4”
- Flange nut “5”

5. Tighten:

- Flange nut “5”



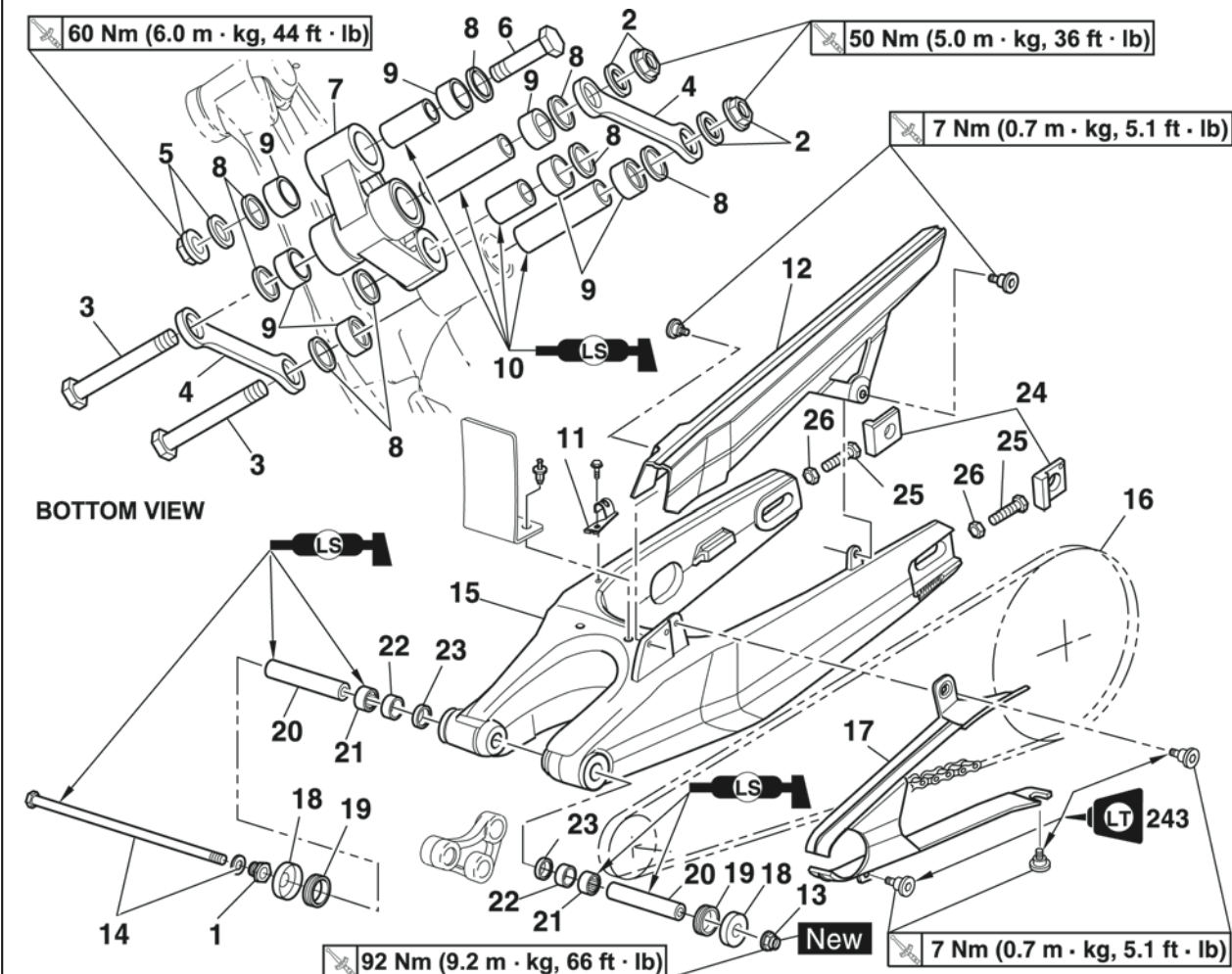
**Rear shock absorber assembly
nut (arm relay)**
45 Nm (4.5 m·kg, 33 ft·lb)



EAS23330

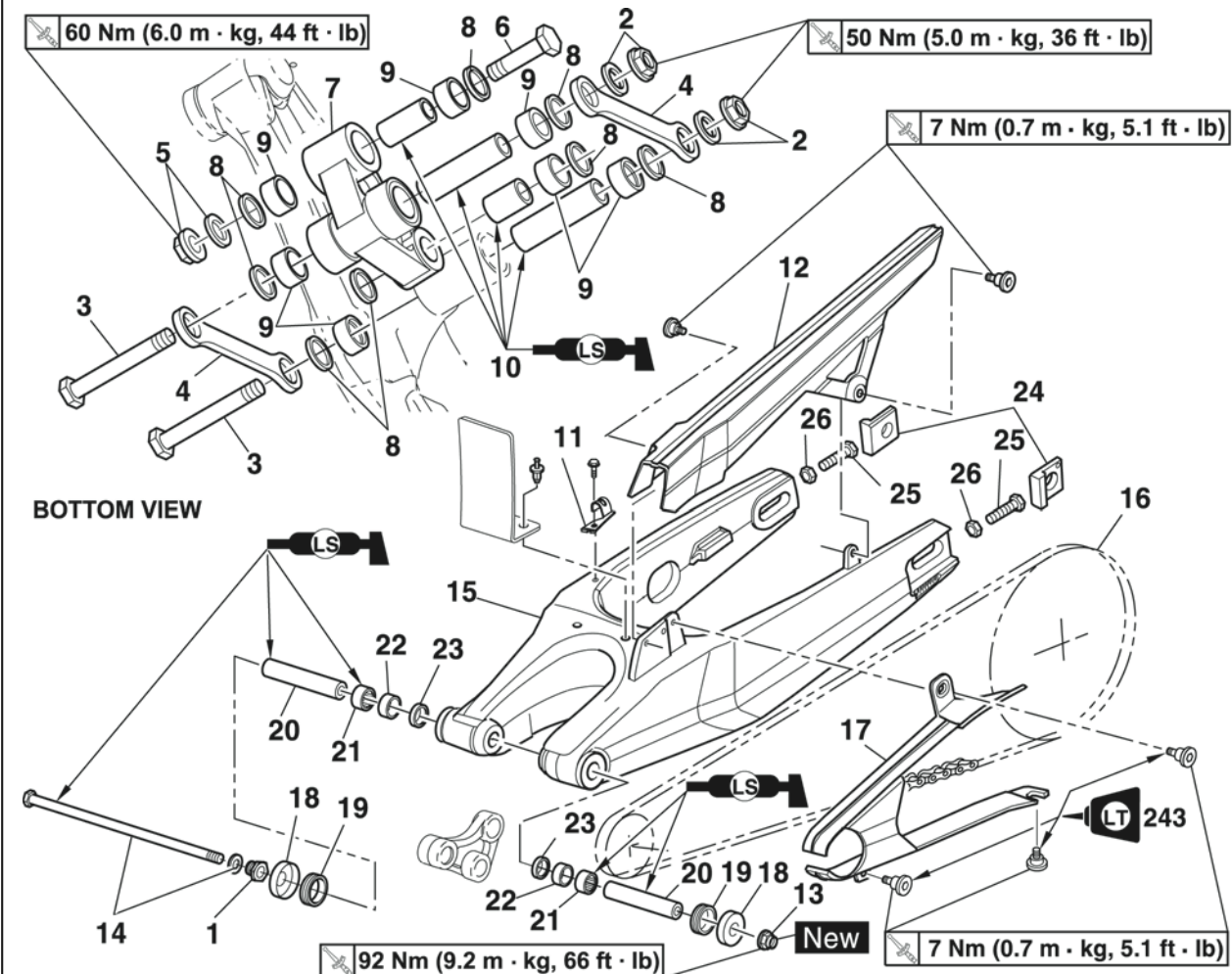
SWINGARM

Removing the swingarm, arm relay and connecting rod



Order	Job/Parts to remove	Q'ty	Remarks
	Rear wheel		Refer to "REAR WHEEL" on page 4-14.
	Rear shock absorber assembly		Refer to "REAR SHOCK ABSORBER ASSEMBLY" on page 4-62.
1	Special nut	1	Loosen.
2	Self-locking nut/Plain washer	2/2	
3	Bolt	2	
4	Arm	2	
5	Nut/Plain washer	1/1	
6	Bolt	1	
7	Relay arm	1	
8	Oil seal	8	
9	Bearing	7	
10	Collar	4	
11	Rear brake hose clamp	1	
12	Drive chain case	1	
13	Flange nut	1	
14	Pivot shaft/Plain washer	1/1	

Removing the swingarm, arm relay and connecting rod



Order	Job/Parts to remove	Q'ty	Remarks
15	Swingarm	1	
16	Drive chain	1	From the swingarm.
17	Guard seal	1	
18	Thrust cover	2	
19	Oil seal	2	
20	Bush	2	
21	Bearing	2	
22	Solid bush	2	
23	Oil seal	2	
24	Chain puller	2	
25	Bolt	2	
26	Flange nut	2	
			For installation, reverse the removal procedure.

EAS23350

REMOVING THE SWINGARM

1. Stand the vehicle on a level surface.

EWA13120

⚠ WARNING

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

NOTE:

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

2. Remove:

- Rear wheel
Refer to "REAR WHEEL" on page 4-14.
- Rear shock absorber assembly
Refer to "REAR SHOCK ABSORBER ASSEMBLY" on page 4-62.
- Swingarm arm bolt

3. Check:

- Swingarm side play
- Swingarm vertical movement

- a. Measure the tightening torque of the pivot shaft nut.



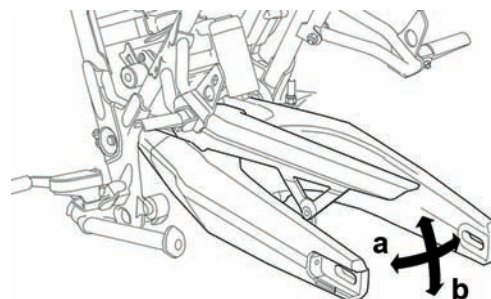
Swingarm pivot shaft nut
92 Nm (9.2 m·kg, 66 ft·lb)

- b. Measure the swingarm side play "a" by moving the swingarm from side to side.
- c. If the swingarm side play is out of specification, check the spacers, bearings, washers, and dust covers.



Swingarm side play
(at the end of the swingarm)
1.0 mm (0.04 in)

- d. Check the swingarm vertical movement "b" by moving the swingarm up and down. If swingarm vertical movement is not smooth or if there is binding, check the spacers, bearings, washers, and dust covers.



4. Remove:

- Swingarm shaft nut
- Pivot shaft
- Swingarm

EAS23360

CHECKING THE SWINGARM

1. Check:

- Swingarm
Bends/cracks/damage → Replace.
- Relay arm
Bends/cracks/damage → Replace.
- Arm
Bends/cracks/damage → Replace.

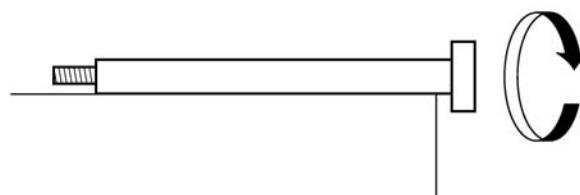
2. Check:

- Pivot shaft
Roll the pivot shaft on a flat surface.
Bends → Replace.

EWA13770

⚠ WARNING

Do not attempt to straighten a bent pivot shaft.



3. Wash:

- Pivot shaft
- Dust seal
- Oil seal
- Thrust cover
- Spacer
- Washer
- Bearing
- Bush
- Collar



Recommended cleaning solvent
Kerosene

4. Check:

- Thrust cover
- Dust seal
- Oil seal
- Damage/wear → Replace.
- Bearing
- Damage/pitting → Replace.
- Collar
- Spacer/Bush
- Damage/scratches → Replace.

EAS23380

INSTALLING THE SWINGARM

1. Lubricate:

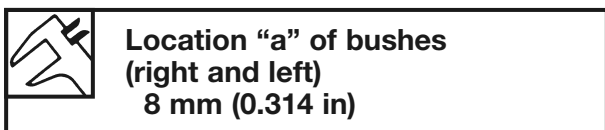
- Bearing
- Oil seal lip
- Collar/Bush (outside)
- Thrust cover (inside)
- Pivot shaft



Recommended lubricant
Lithium-soap-based grease

2. Install:

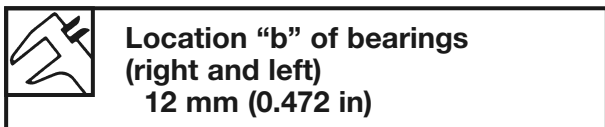
- Bushes “1” (press in their seats)



Location “a” of bushes
(right and left)
8 mm (0.314 in)

3. Install:

- Bearings “2” (press in their seats)



Location “b” of bearings
(right and left)
12 mm (0.472 in)

4. Install:

- Oil seals “3”
- Collars “4”
- Thrust covers “5”

5. Install:

- Swingarm (locate it in its position on frame)
- Plate washer
- Pivot shaft
- Flange nut

6. Tighten:

- Special nut “6”

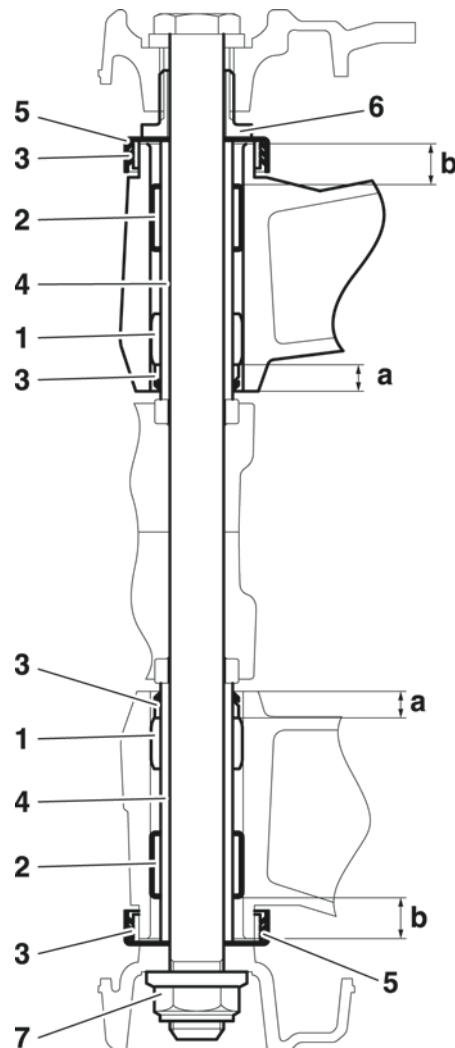


Special nut
8 Nm (0.8 m·kg, 5.8 ft·lb)

- Pivot shaft flange nut “7”



Pivot shaft flange nut
92 Nm (9.2 m·kg, 66 ft·lb)



7. Install:

- Bearings “1” (press in their seats)



Location “a” of bearings
(right and left)
3.5-4.0 mm (0.137-0.157 in)

- Bearing “2” (press in its seat)



Location “b” of bearing
4.5 mm (0.177 in)

- Bearings “3” (press in their seats)



**Location “c” of bearings
(right and left)
5 mm (0.196 in)**

8. Install:

- Oil seals “4”
- Collars “5”
- Bolt “6”
- Plain washer/Nut “7”
- Arms “8”
- Bolts “9”
- Plain washers/Self-locking nuts “10”

9. Tighten:

- Nut “7” (arm relay to frame bolt)



**Nut (arm relay to frame bolt)
60 Nm (6.0 m·kg, 44 ft·lb)**

- Self-locking nut “10” (arm bolt)



**Self-locking nut (arm bolt)
50 Nm (5.0 m·kg, 36 ft·lb)**

10. Install:

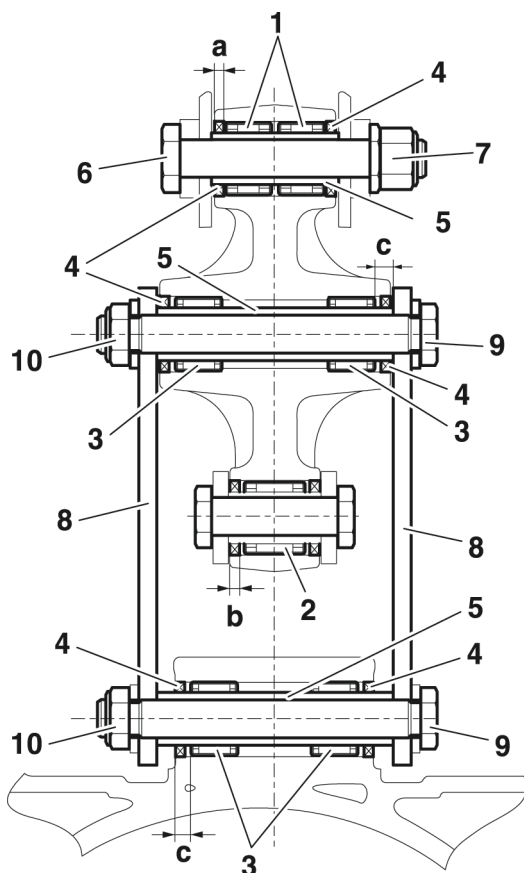
- Rear shock absorber assembly
Refer to “REAR SHOCK ABSORBER ASSEMBLY” on page 4-62.
- Rear wheel
Refer to “REAR WHEEL” on page 4-14.

11. Adjust:

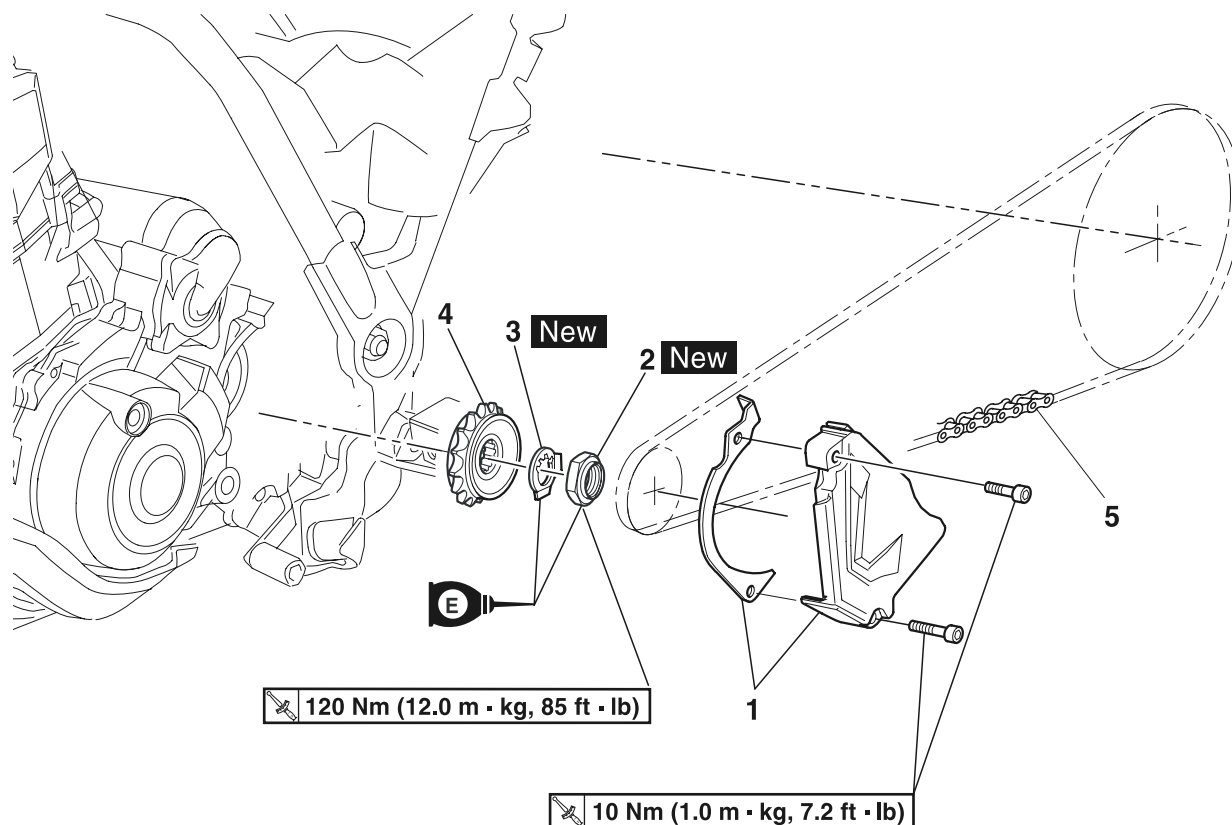
- Drive chain slack
Refer to “ADJUSTING THE DRIVE CHAIN SLACK” on page 3-22.



**Drive chain slack
50.0–60.0 mm (1.96–2.36 in)**



EAS23400

CHAIN DRIVE**Removing the drive sprocket and drive chain**

Order	Job/Parts to remove	Q'ty	Remarks
	Rear wheel		Refer to "REAR WHEEL" on page 4-14.
	Rear shock absorber assembly		Refer to "REAR SHOCK ABSORBER ASSEMBLY" on page 4-62.
	Swingarm		Refer to "SWINGARM" on page 4-65.
	Shift pedal		Refer to "ADJUSTING THE SHIFT PEDAL" on page 3-21.
1	Drive sprocket cover/Drive chain guard	1/1	
2	Drive sprocket nut	1	
3	Lock washer	1	
4	Drive sprocket	1	
5	Drive chain	1	
			For installation, reverse the removal procedure.

EAS23410

REMOVING THE DRIVE CHAIN

1. Stand the vehicle on a level surface.

EWA13120

⚠ WARNING

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

NOTE:

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

2. Remove:

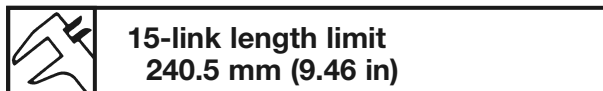
- Swingarm
- Drive chain

EAS23440

CHECKING THE DRIVE CHAIN

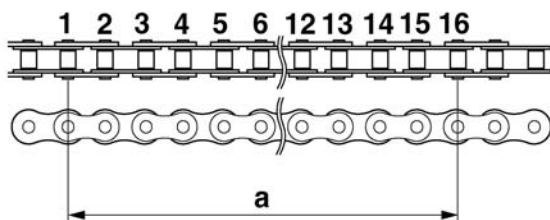
1. Measure:

- 15-link section "a" of the drive chain
Out of specification → Replace the drive chain.



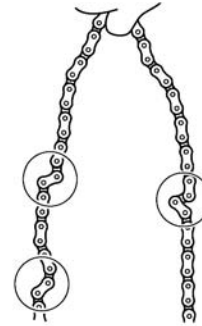
NOTE:

- While measuring the 15-link section, push down on the drive chain to increase its tension.
- Measure the length between drive chain roller "1" and "16" as shown.
- Perform this measurement at two or three different places.



2. Check:

- Drive chain
Stiffness → Clean and lubricate or replace.



3. Clean:

- Drive chain

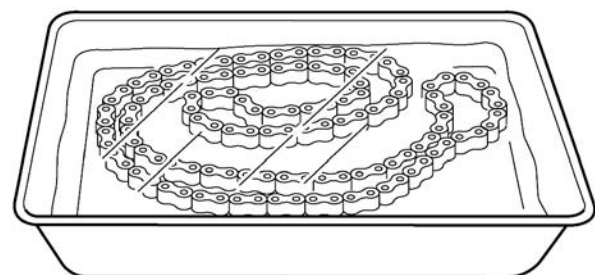


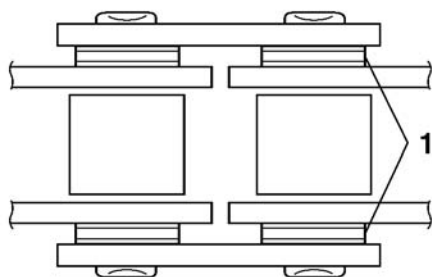
- a. Wipe the drive chain with a clean cloth.
- b. Put the drive chain in kerosene and remove any remaining dirt.
- c. Remove the drive chain from the kerosene and completely dry it.

EC5YU1022

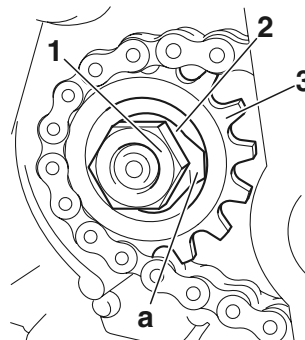
CAUTION:

- This vehicle has a drive chain with small rubber O-rings "1" between the drive chain side plates. Never use high-pressure water or air, steam, gasoline, certain solvents (e.g., benzene), or a coarse brush to clean the drive chain. High-pressure methods could force dirt or water into the drive chain's internals, and solvents will deteriorate the O-rings. A coarse brush can also damage the O-rings. Therefore, use only kerosene to clean the drive chain.
- Do not soak the drive chain in kerosene for more than ten minutes, otherwise the O-rings can be damaged.





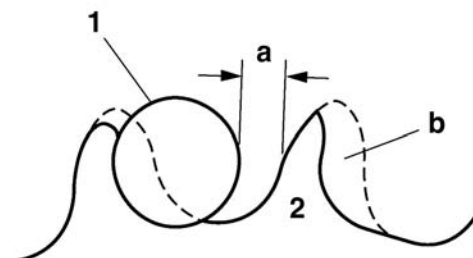
3. Remove:
 - Drive sprocket nut “1”
 - Lock washer “2”
 - Drive sprocket “3”



EAS23460

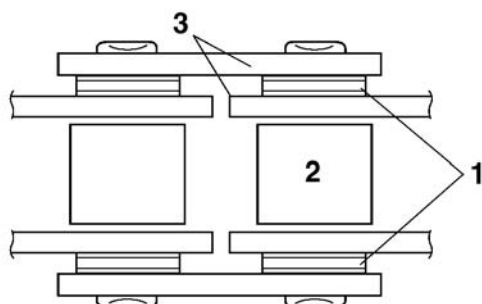
CHECKING THE DRIVE SPROCKET

1. Check:
 - Drive sprocket
 - More than 1/4 tooth “a” wear → Replace the drive chain sprockets as a set.
 - Bent teeth → Replace the drive chain sprockets as a set.



4. Check:

- O-rings “1”
 - Damage • Replace the drive chain.
- Drive chain rollers “2”
 - Damage/wear → Replace the drive chain.
- Drive chain side plates “3”
 - Damage/wear → Replace the drive chain.
 - Cracks → Replace the drive chain and make sure the battery breather hose is properly routed away from the drive chain and below the swingarm.



5. Lubricate:

- Drive chain



Recommended lubricant
Engine oil or chain lubricant
suitable for O-ring chains

REMOVING THE DRIVE SPROCKET

NOTE:

Loosen the drive sprocket nut before removing the rear wheel.

1. Remove:
 - Drive sprocket cover
 - Drive chain guard
2. Straighten the lock washer tab “a”

b. Correct

1. Drive chain roller
2. Drive chain sprocket

EAS23470

CHECKING THE REAR WHEEL SPROCKET

Refer to “CHECKING AND REPLACING THE REAR WHEEL SPROCKET” on page 4-18.

EAS23480

CHECKING THE REAR WHEEL DRIVE HUB

Refer to “CHECKING THE REAR WHEEL DRIVE HUB” on page 4-18.

EAS28800

INSTALLING THE DRIVE CHAIN

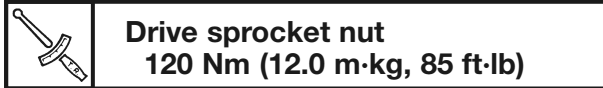
1. Lubricate:
 - Drive chain



Recommended lubricant
Engine oil or chain lubricant
suitable for O-ring chains

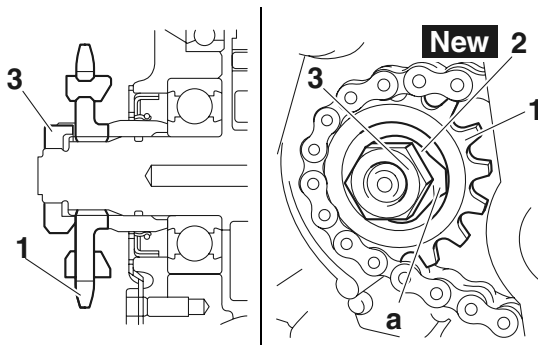
2. Install:

- Drive sprocket “1”
- Lock washer “2” **New**
- Drive sprocket nut “3”



NOTE:

- Install the drive sprocket “1” and drive sprocket nut “3” in the direction shown.
- While applying the rear brake, tighten the drive sprocket nut.



3. Bend the lock washer tab “a” along a flat side of the nut.

4. Install:

- Shift pedal
Refer to “ADJUSTING THE SHIFT PEDAL” on page 3-21.

5. Adjust:

- Drive chain slack
Refer to “ADJUSTING THE DRIVE CHAIN SLACK” on page 3-22.



ENGINE

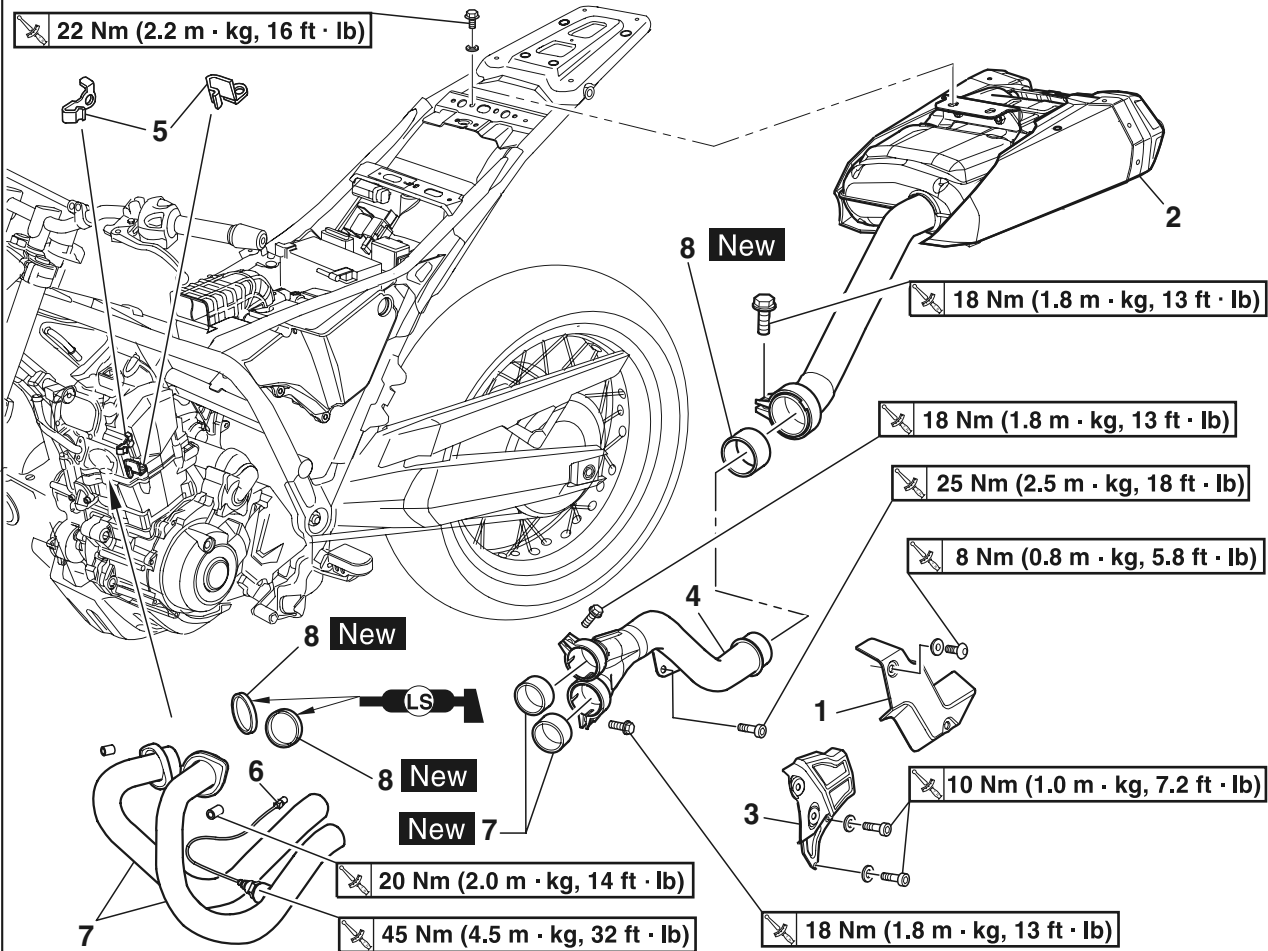
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EAS23710

ENGINE REMOVAL

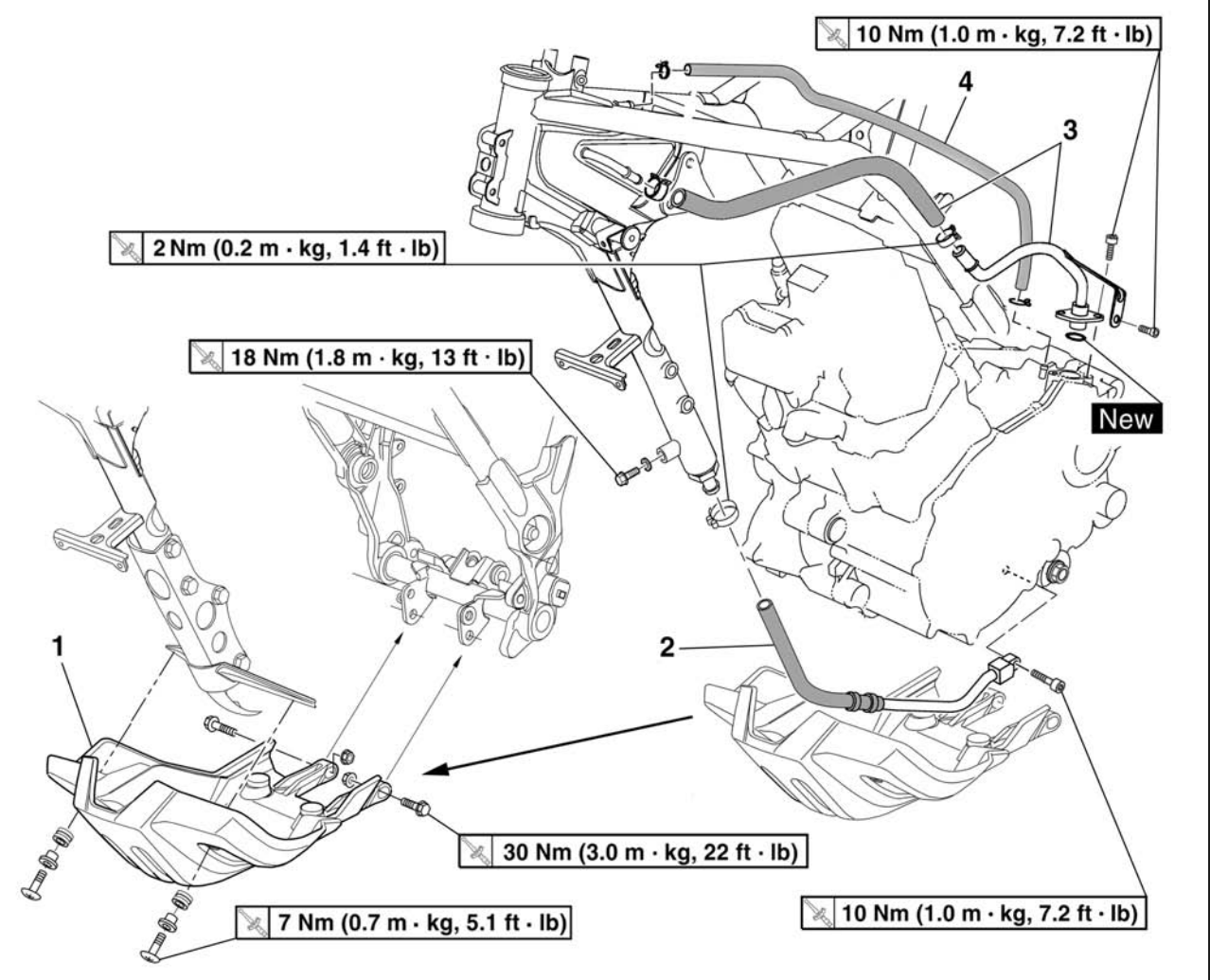
Removing the exhaust pipes and muffler



Order	Job/Parts to remove	Q'ty	Remarks
	Seat		Refer to "GENERAL CHASSIS" on page 4-1.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Radiator cover (right and left)		Refer to "RADIATOR" on page 6-1.
	Rear mud guard and rear fender		Refer to "GENERAL CHASSIS" on page 4-1.
1	Muffler	1	
2	Cover	1	
3	Protector	1	
4	Exhaust pipe 3	1	
5	O ₂ sensor cable holder	2	
6	O ₂ sensor coupler	1	Disconnect
7	Exhaust pipe 1, 2	1/1	
8	Gasket	5	
			For installation, reverse the removal procedure.

ENGINE REMOVAL

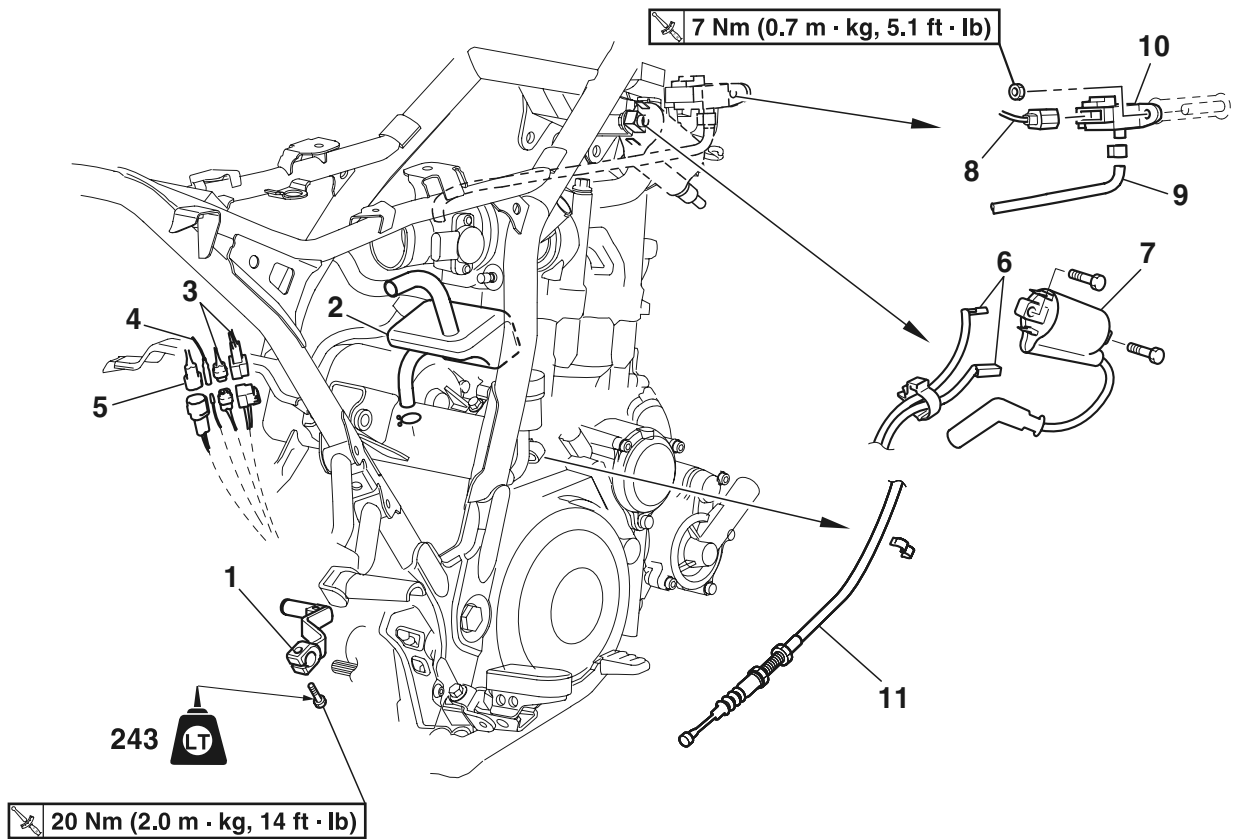
Removing the oil pipes



Order	Job/Parts to remove	Q'ty	Remarks
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" on page 3-10.
1	Engine guard	1	
2	Oil tank outlet pipe	1	
3	Oil tank inlet pipe	1	
4	Oil tank breather hose	1	Disconnect.
			For installation, reverse the removal procedure.

ENGINE REMOVAL

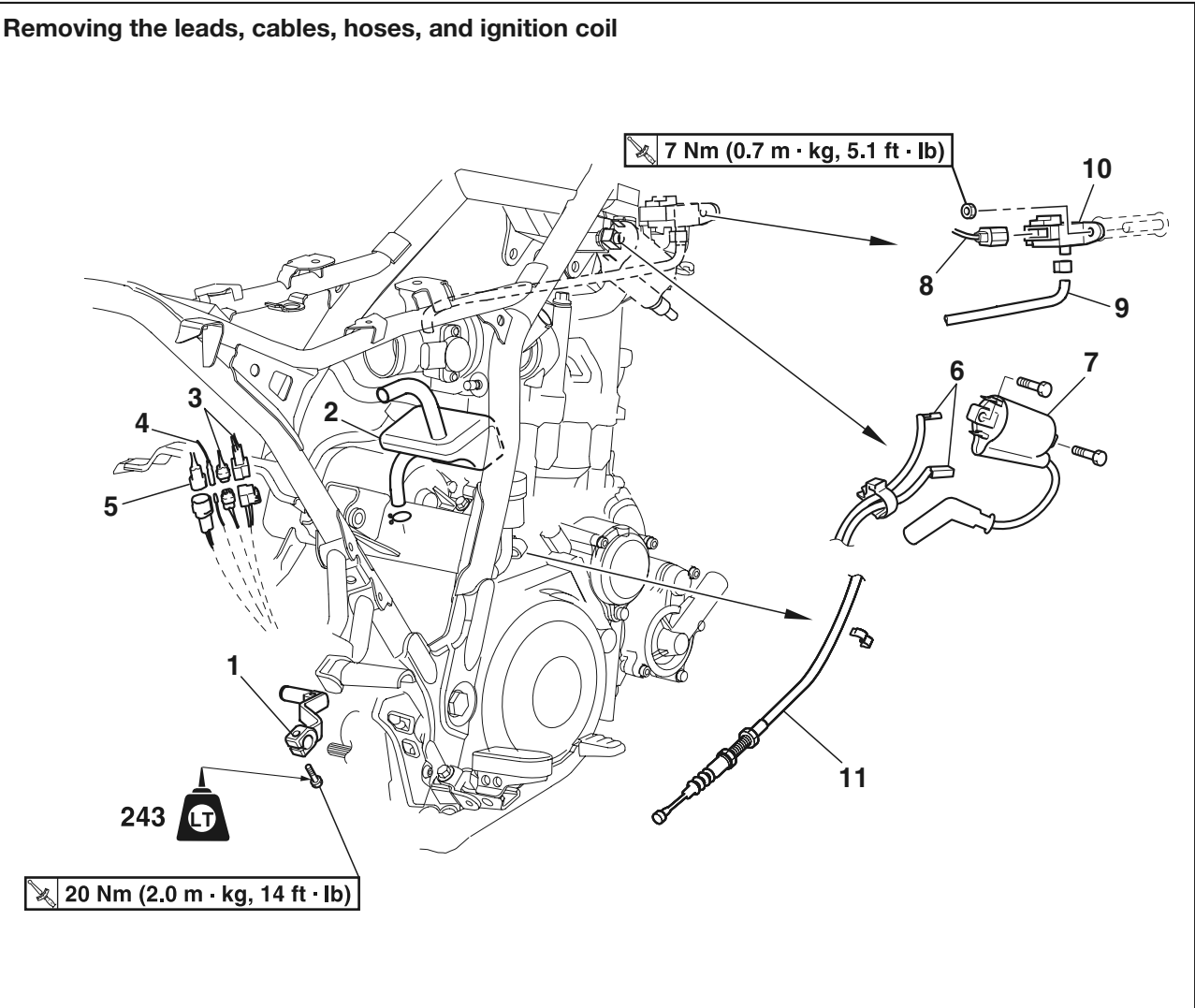
Removing the leads, cables, hoses, and ignition coil



Order	Job/Parts to remove	Q'ty	Remarks
	Coolant		Drain. Refer to "CHANGING THE COOLANT" on page 3-16.
	Radiator		Refer to "RADIATOR" on page 6-1.
	Rear wheel		Refer to "REAR WHEEL" on page 4-14.
	Rear shock absorber assembly		Refer to "REAR SHOCK ABSORBER ASSEMBLY" on page 4-62.
	Swingarm		Refer to "SWINGARM" on page 4-65.
	Starter motor		Refer to "ELECTRIC STARTER" on page 5-57.
	Air filter case		Refer to "AIR FILTER CASE" on page 4-5.
	Throttle body/fast idle plunger inlet hose		Refer to "THROTTLE BODY ASSEMBLY" on page 7-4.
	Thermostat/thermo sensor		Refer to "THERMOSTAT" on page 6-4.
	Water pump assembly/water pump outlet hose		Refer to "WATER PUMP" on page 6-7.
	Air cut-off valve assembly/air-filter-to-air-cut-off-valve hose		Refer to "AIR INDUCTION SYSTEM" on page 7-11.
1	Shift pedal	1	
2	Crankcase-to-breather-chamber hose	1	
3	A.C. magneto coupler	2	Disconnect.

ENGINE REMOVAL

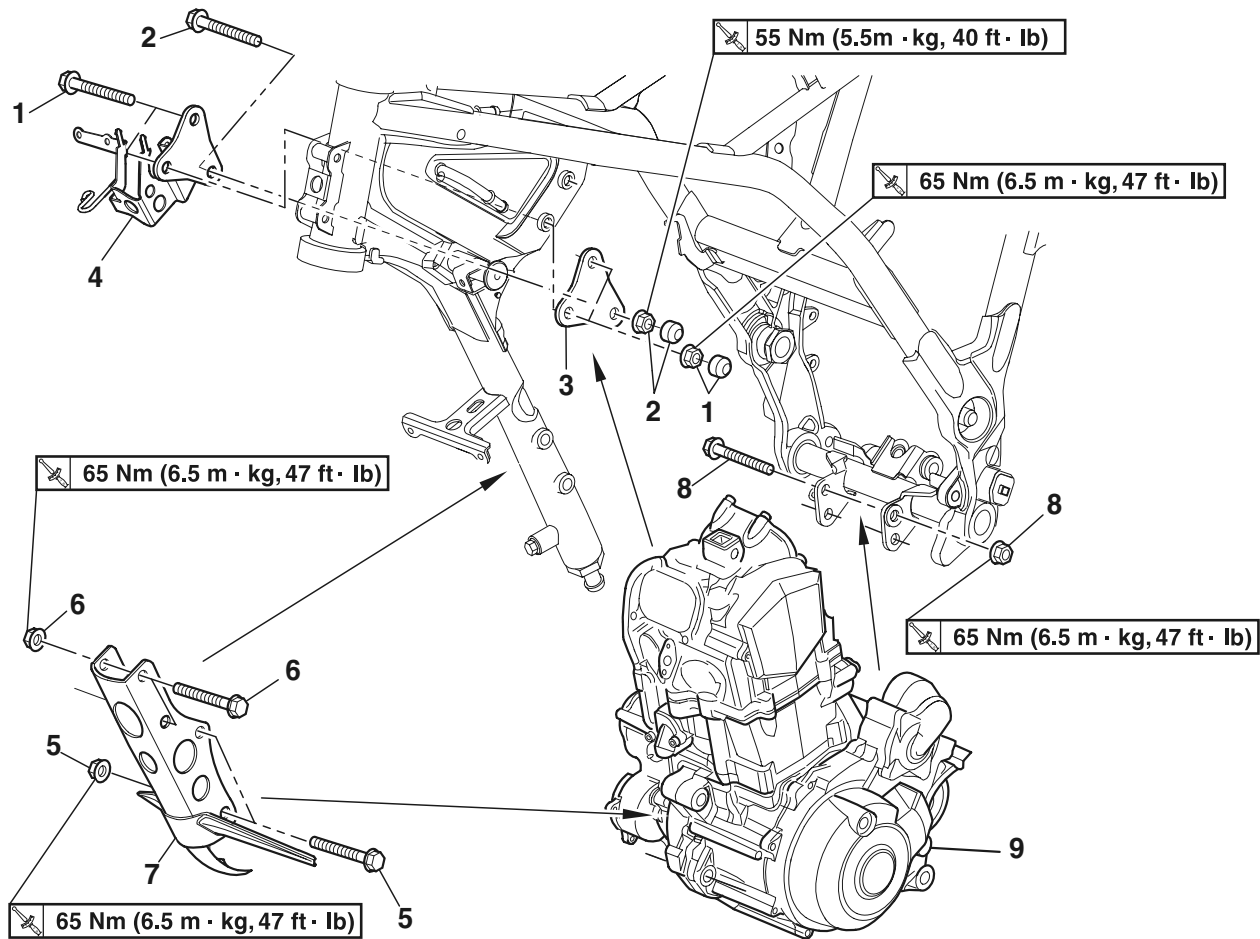
Removing the leads, cables, hoses, and ignition coil



Order	Job/Parts to remove	Q'ty	Remarks
4	Neutral switch connector	1	Disconnect.
5	Speed sensor coupler	1	Disconnect.
6	Ignition coil lead	2	Disconnect.
7	Ignition coil	1	
8	Intake air pressure sensor coupler	1	Disconnect.
9	Vacuum hose	1	
10	Intake air pressure sensor	1	
11	Clutch cable	1	
			For installation, reverse the removal procedure.

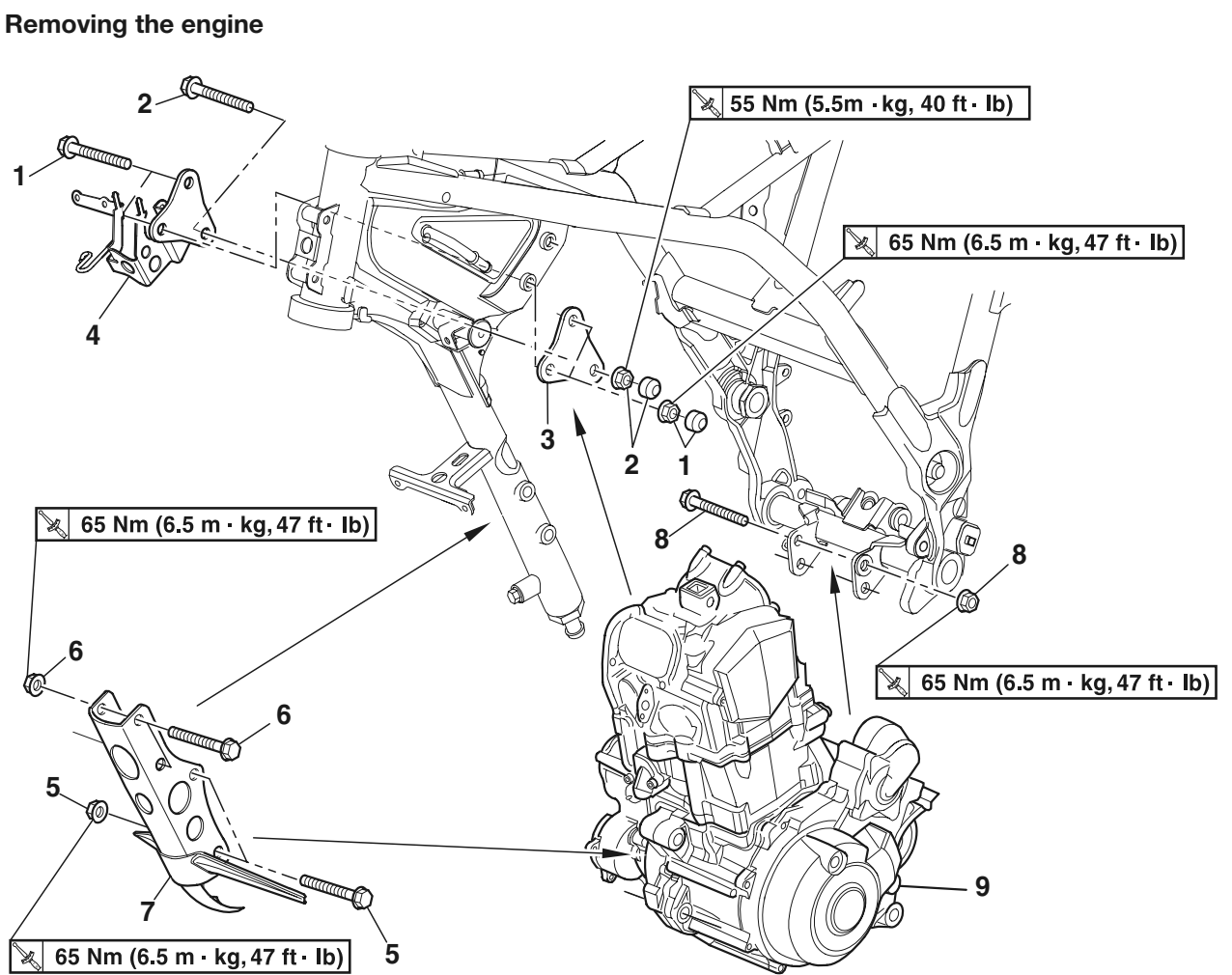
ENGINE REMOVAL

Removing the engine



Order	Job/Parts to remove	Q'ty	Remarks
			NOTE: _____ Place a suitable stand under the frame and engine.
			CAUTION: _____ When remove the engine loosen first all of the nuts and bolts.
			CAUTION: _____ When install the engine install first all of the nuts and bolts, and then tighten them to specified torques. Refer to "INSTALLING THE ENGINE" on page 5-7.
1	Engine upper bracket bolt/nut/cap	2/2/2	
2	Engine upper mounting bolt/nut/cap	1/1/1	
3	Engine upper bracket (left)	1	
4	Engine upper bracket (right)	1	
5	Engine front mounting bracket bolt/nut	2/2	
6	Engine front bracket bolt/nut	2/2	

ENGINE REMOVAL



Order	Job/Parts to remove	Q'ty	Remarks
7	Engine front bracket	1	
8	Engine rear mounting bolt/nut	1/1	
9	Engine	1	
			For installation, reverse the removal procedure.

ENGINE REMOVAL

EAS00192

INSTALLING THE ENGINE

1. Install:
 - Engine (on the frame)
2. Install:
 - Engine rear mounting bolt/nut “1”
(tighten the nut until just touching the bracket)
 - Engine front bracket “2”
 - Engine front bracket bolts/nuts “3”
(tighten the nuts until just touching the bracket)
 - Engine front mounting bracket bolts/nuts “4”
(tighten the nuts until just touching the bracket)
 - Engine upper bracket (left) “5”
 - Engine upper bracket (right) “6”
 - Engine upper bracket bolts/nuts “7”
(tighten the nuts until just touching the bracket)
 - Engine upper mounting bolt/nut “8”
(tighten the nut until just touching the bracket)

NOTE: _____

Do not fully tighten the bolts.

3. Tighten:

- Engine rear mounting bolt/nut “1”
- Engine front bracket bolt/nut (upper) “3”
- Engine front bracket bolt/nut (lower) “3”
- Engine front mounting bracket bolt/nut (upper) “4”
- Engine front mounting bracket bolt/nut (lower) “4”
- Engine upper bracket bolt/nut (front) “7”
- Engine upper bracket bolt/nut (rear) “7”
- Engine upper mounting bolt/nut “8”



Engine rear mounting bolt/nut “1”

65 Nm (6.5 m·kg, 47 ft·lb)

Engine front bracket

bolts/nuts “3”

65 Nm (6.5 m·kg, 47 ft·lb)

Engine front mounting bracket

bolts/nuts “4”

65 Nm (6.5 m·kg, 47 ft·lb)

Engine upper bracket

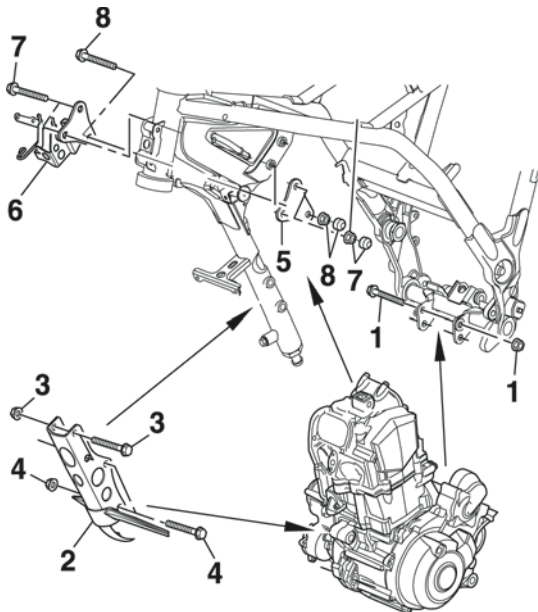
bolts/nuts “7”

65 Nm (6.5 m·kg, 47 ft·lb)

Engine upper mounting

bolt/nut “8”

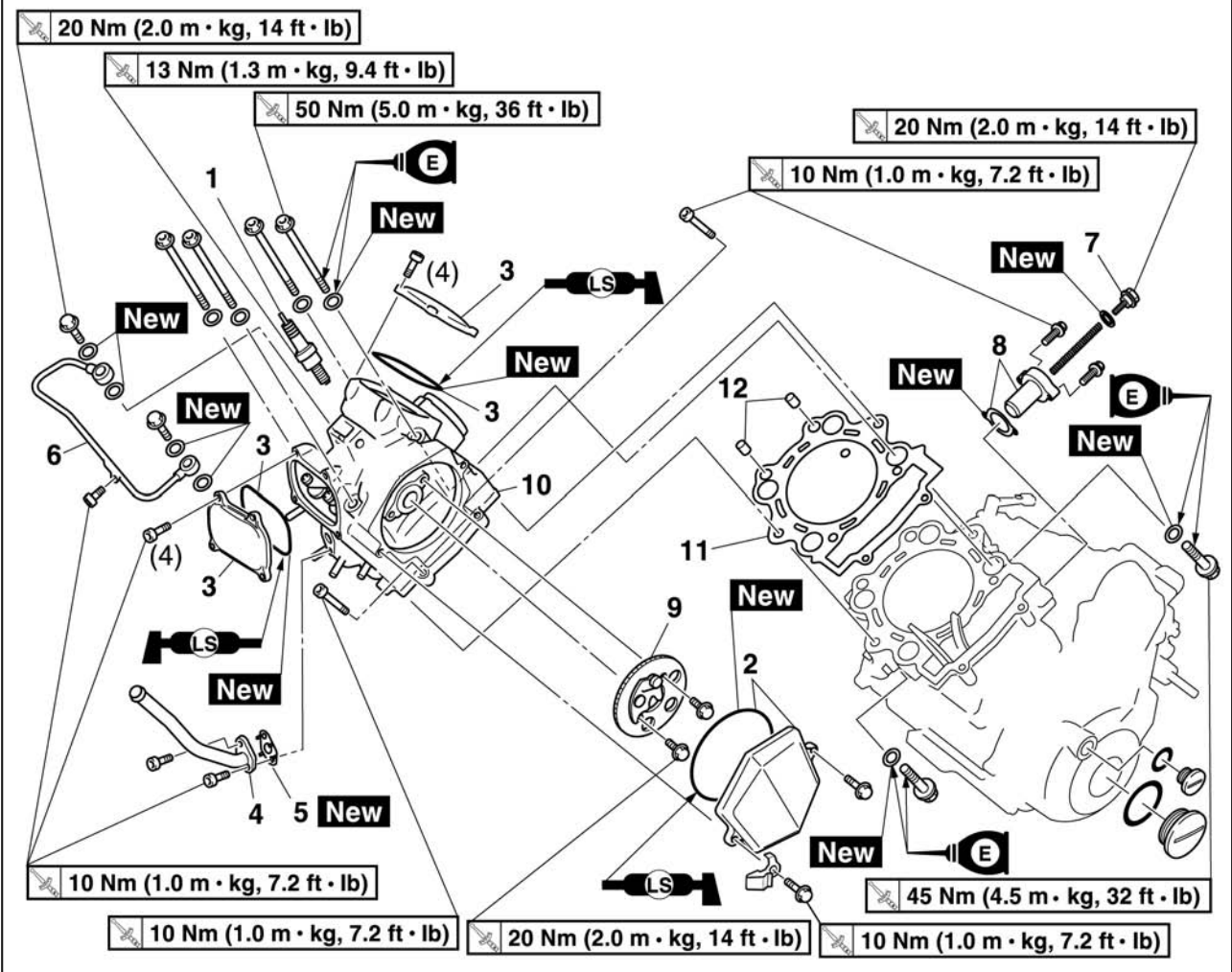
55 Nm (5.5 m·kg, 40 ft·lb)



EAS00221

CYLINDER HEAD

Removing the cylinder head



Order	Job/Parts to remove	Q'ty	Remarks
	Engine		Refer to "ENGINE REMOVAL" on page 5-1.
	Timing mark accessing screw/crank-shaft end accessing screw		Refer to "ADJUSTING THE VALVE CLEARANCE" on page 3-3.
1	Spark plug	1	
2	Camshaft sprocket cover/O-ring	1/1	
3	Tappet cover/O-ring	2/2	
4	Air cut-off valve outlet pipe	1	
5	Gasket	1	
6	Oil delivery pipe	1	
7	Timing chain tensioner cap bolt	1	
8	Timing chain tensioner/gasket	1/1	
9	Camshaft sprocket	1	
10	Cylinder head	1	
11	Cylinder head gasket	1	
12	Dowel pin	2	
			For installation, reverse the removal procedure.

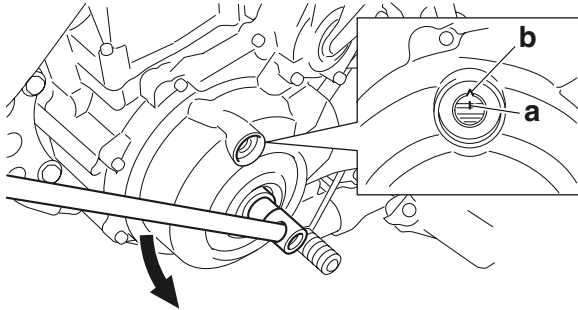
CYLINDER HEAD

EAS00225

REMOVING THE CYLINDER HEAD

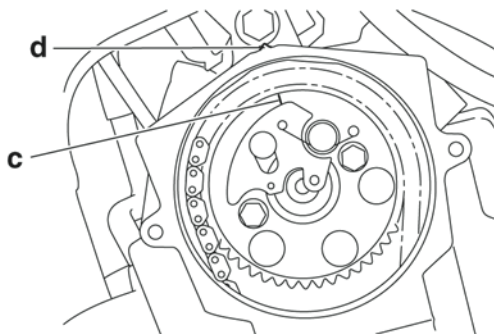
1. Align:

- “I” mark “a” on the A.C. magneto rotor (with the stationary pointer “b” on the A.C. magneto cover)



a. Turn the crankshaft counterclockwise.

- ### b. When the piston is at top dead center (TDC) on the compression stroke, align the “I” mark “c” on the camshaft sprocket with the stationary pointer “d” on the cylinder head.

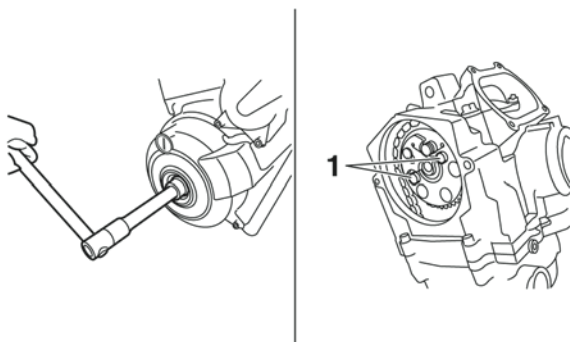


2. Loosen:

- Camshaft sprocket bolts “1”

NOTE:

While holding the A.C. magneto rotor nut with a wrench, remove the bolt.



3. Loosen:

- Timing chain tensioner cap bolt

4. Remove:

- Timing chain tensioner (along with the gasket)
- Camshaft sprocket
- Timing chain

NOTE:

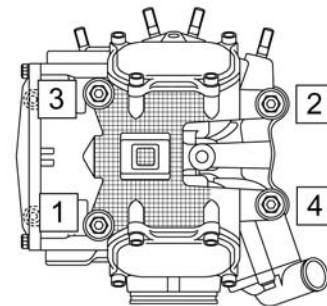
To prevent the timing chain from falling into the crankcase, fasten it with a wire.

5. Remove:

- Cylinder head

NOTE:

- Loosen the bolts in the proper sequence as shown.
- Loosen each bolt 1/2 of a turn at a time. After all of the bolts are fully loosened, remove them.



EAS00229

CHECKING THE CYLINDER HEAD

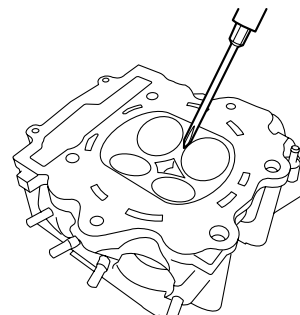
1. Eliminate:

- Combustion chamber carbon deposits (with a rounded scraper)

NOTE:

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

- Spark plug bore threads
- Valve seats



CYLINDER HEAD

2. Check:

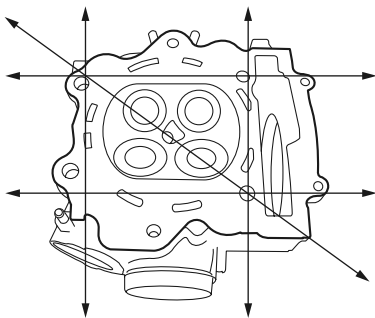
- Cylinder head
Damage/scratches → Replace.
- Cylinder head water jacket
Mineral deposits/rust → Eliminate.

3. Measure:

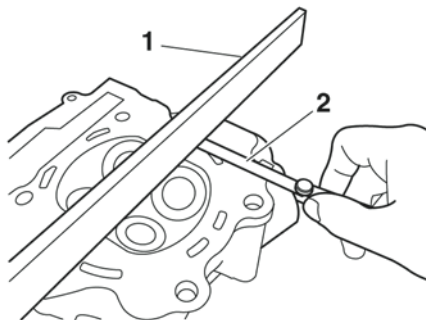
- Cylinder head warpage
Out of specification → Resurface the cylinder head.



**Maximum cylinder head warpage
0.03 mm (0.0012 in)**



- a. Place a straightedge "1" and a thickness gauge "2" across the cylinder head.



- b. Measure the warpage.
c. If the limit is exceeded, resurface the cylinder head as follows.
d. Place 400 ~ 600 grit wet sandpaper on the surface plate and resurface the cylinder head using a figure-eight sanding pattern.

NOTE:

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

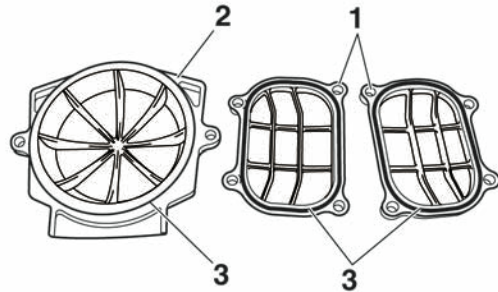


EAS00212

CHECKING THE TAPPET COVERS AND CAMSHAFT SPROCKET COVER

1. Check:

- Tappet covers "1"
 - Camshaft sprocket cover "2"
 - O-rings "3"
- Damage/wear → Replace the defective part(s).

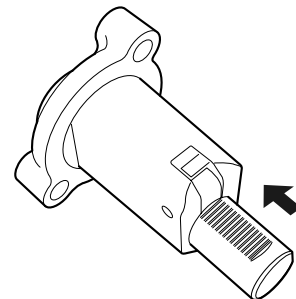


EAS00210

CHECKING THE TIMING CHAIN TENSIONER

1. Check:

- Timing chain tensioner
Cracks/damage → Replace.



2. Check:

- One-way cam operation
Rough movement → Replace the timing chain tensioner housing.

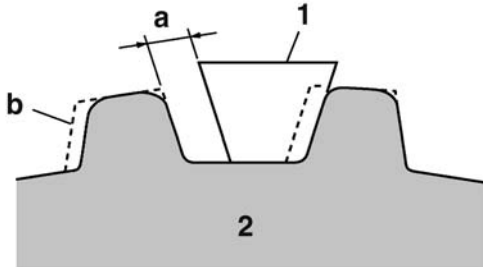
3. Check:

- Timing chain tensioner cap bolt
- Copper washer **New**
- Spring
- One-way cam
- Gasket **New**
- Timing chain tensioner rod
Damage/wear → Replace the defective part(s).

CYLINDER HEAD

CHECKING THE CAMSHAFT SPROCKET

1. Check:
 - Camshaft sprocket
Wear/damage → Replace the camshaft sprocket and timing chain as a set.
- a. 1/4 of a tooth
- b. Correct
1. Roller
2. Sprocket



EAS00231

INSTALLING THE CYLINDER HEAD

1. Install:
 - Dowel pins
 - Cylinder head gasket **New**
2. Install:
 - Cylinder head
 - Washers **New**
 - Cylinder head bolts

NOTE:

- Lubricate the cylinder head bolt threads and mating surface with engine oil.
- Install the washers with their blunt surface facing the bolt seat.

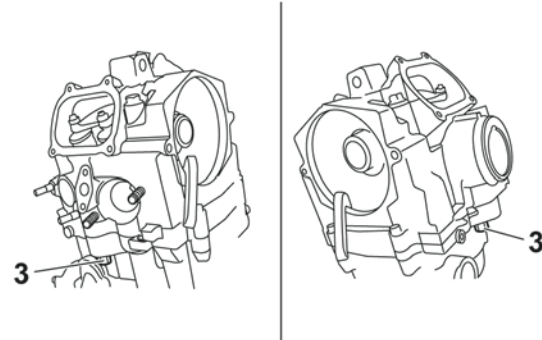
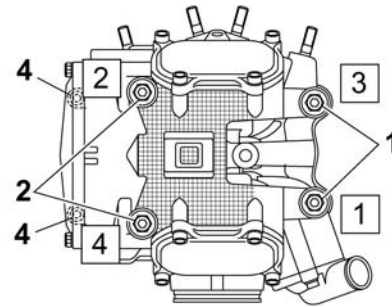
3. Tighten:
 - Cylinder head bolts



Cylinder head bolts "1"
L = 135 mm (5.31 in)
50 Nm (5.0 m·kg, 36 ft·lb)
Cylinder head bolts "2"
L = 145 mm (5.71 in)
50 Nm (5.0 m·kg, 36 ft·lb)
Cylinder head bolts "3"
45 Nm (4.5 m·kg, 32 ft·lb)
Cylinder head bolts "4"
10 Nm (1.0 m·kg, 7.2 ft·lb)

NOTE:

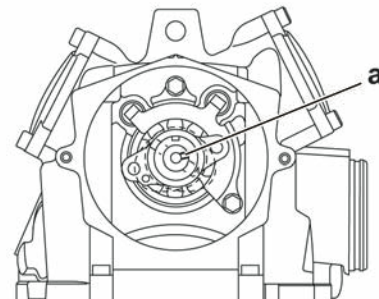
Tighten the cylinder head bolts in the proper tightening sequence as shown and torque them in two stages.



4. Install:
 - Camshaft sprocket
(onto the camshaft)

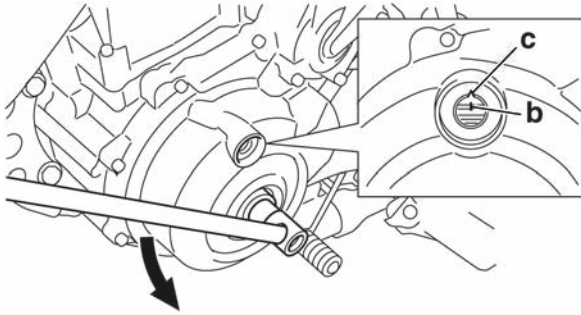
NOTE:

Make sure that the projection "a" on the decompressor lever is in the position shown in the illustration.



- a. Turn the primary pulley counterclockwise.
- b. Align the "I" mark "b" on the A.C. magneto rotor with the stationary pointer "c" on the A.C. magneto cover.

CYLINDER HEAD

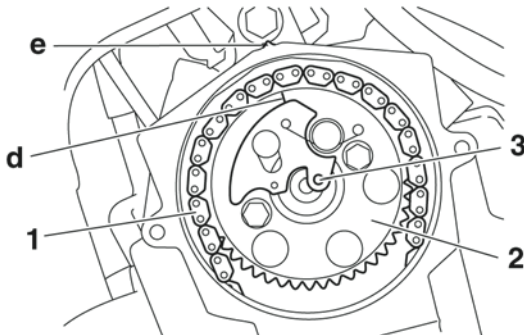


- c. Install the timing chain "1" onto the camshaft sprocket "2", then the camshaft sprocket onto the camshaft, and then finger tighten the camshaft sprocket bolts.

NOTE:

To install the camshaft sprocket, install the projection "3" on the camshaft sprocket into the slot "a" in the decompression lever.

- d. Make sure the "I" mark "d" on the camshaft sprocket with the stationary pointer "e" on the cylinder head.



NOTE:

- When installing the camshaft sprocket, be sure to keep the timing chain as tight as possible at the exhaust end of the chain.
- Align the projection on the camshaft with the slot in the camshaft sprocket.

CAUTION:

Do not turn the crankshaft when installing the camshaft to avoid damage or improper valve timing.

- e. Remove the wire from the timing chain.



5. Install:

- Timing chain tensioner



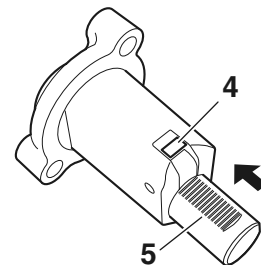
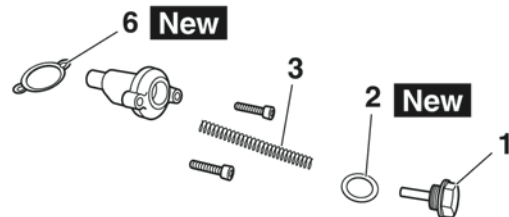
- Remove the timing chain tensioner cap bolt "1", copper washer "2" and spring "3".
- Release the timing chain tensioner one-way cam "4" and push the timing chain tensioner rod "5" all the way into the timing chain tensioner housing.
- Install the timing chain tensioner and gasket "6" onto the cylinder.



Timing chain tensioner bolt
10 Nm (1.0 m·kg, 7.2 ft·lb)

NOTE:

Install the gasket with its beaded side facing the timing chain tensioner end.



- d. Install the spring and timing chain tensioner cap bolt.

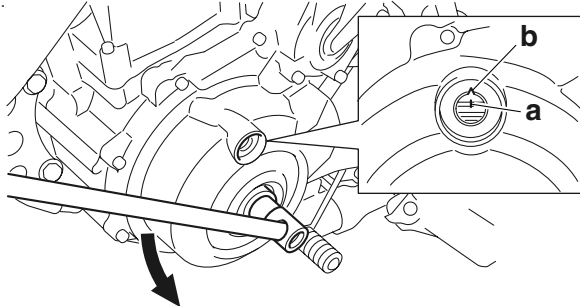


Timing chain tensioner cap bolt
20 Nm (2.0 m·kg, 14 ft·lb)

- Turn:
 - Crankshaft (several turns counterclockwise)
- Check:
 - "I" mark "a"

NOTE:

Check that the “I” mark “a” on the A.C. magneto rotor is aligned with the stationary pointer “b” on the A.C. magneto cover.

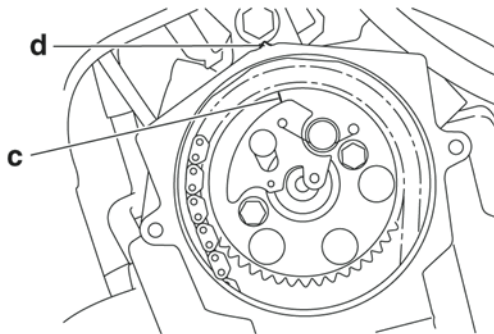


- “I” mark “c”

NOTE:

Check that the “I” mark “c” on the camshaft sprocket is aligned with the stationary pointer “d” on the cylinder head.

Out of alignment → Correct.
Repeat steps 4-7, if necessary.

**8. Tighten:**

- Camshaft sprocket bolts

	Camshaft sprocket bolts 20 Nm (2.0 m·kg, 14 ft·lb)
---	---

CAUTION:

Be sure to tighten the camshaft sprocket bolts to the specified torque to avoid the possibility of the bolts coming loose and damaging the engine.

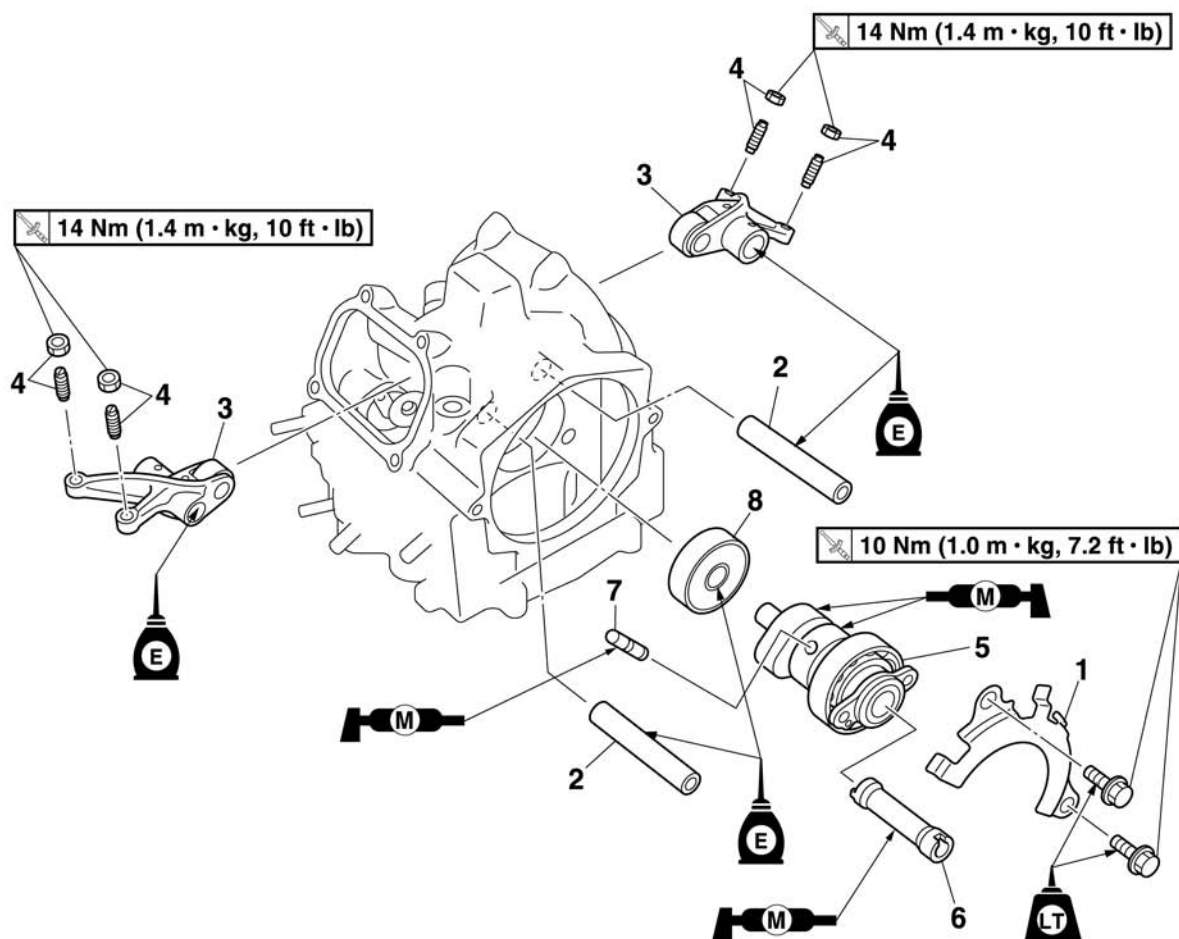
9. Measure:

- Valve clearance
Out of specification → Adjust.
Refer to “ADJUSTING THE VALVE CLEARANCE” on page 3-3.

ROCKER ARMS AND CAMSHAFT

ROCKER ARMS AND CAMSHAFT

Removing the rocker arms and camshaft



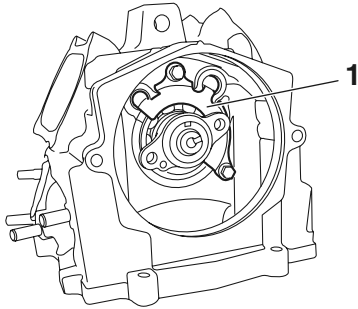
Order	Job/Parts to remove	Q'ty	Remarks
	Cylinder head		Refer to "CYLINDER HEAD" on page 5-8.
1	Bearing retainer	1	
2	Rocker arm shaft	2	
3	Rocker arm	2	
4	Locknut/valve adjuster	4/4	
5	Camshaft	1	CAUTION: Do not disassemble the camshaft assembly.
6	Decompressor lever	1	
7	Decompressor lever pin	1	
8	Bearing	1	
			For installation, reverse the removal procedure.

ROCKER ARMS AND CAMSHAFT

EAS00202

REMOVING THE ROCKER ARMS AND CAMSHAFT

1. Loosen:
 - Locknuts
 - Adjusting screws
2. Remove:
 - Camshaft retainer "1"



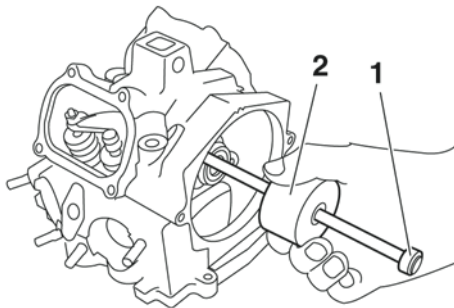
3. Remove:
 - Intake rocker arm shaft
 - Exhaust rocker arm shaft
 - Intake rocker arm
 - Exhaust rocker arm

NOTE:

Remove the rocker arm shafts with the slide hammer bolt "1" and weight "2".



Slide hammer bolt
90890-01083
Weight
90890-01084



4. Remove:
 - Camshaft

EAS00205

CHECKING THE CAMSHAFT

1. Check:
 - Camshaft lobes
Blue discoloration/pitting/scratches → Replace the camshaft and camshaft sprocket.
2. Measure:
 - Camshaft lobe dimensions "a" and "b"
Out of specification → Replace the camshaft.



Camshaft lobe dimensions

Intake

"a" 43.488-43.588 mm
(1.7121-1.7161 in)

<Limit>:

43.338 mm (1.7062 in)

"b" 36.959-37.059 mm
(1.4551-1.4590 in)

<Limit>:

36.859 mm (1.4511 in)

Exhaust

"a" 43.129-43.229 mm
(1.6980-1.7019 in)

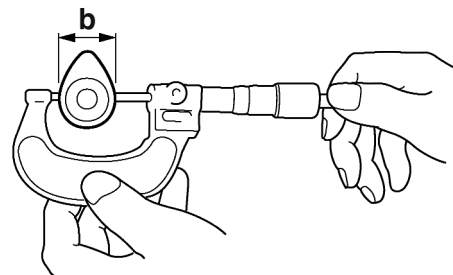
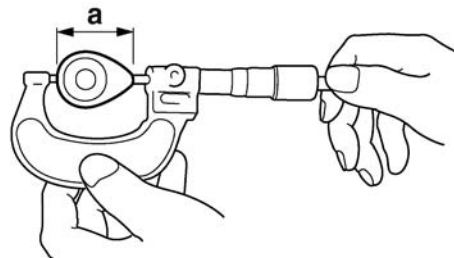
<Limit>:

43.029 mm (1.694 in)

"b" 37.007-37.107 mm
(1.4570-1.4609 in)

<Limit>:

36.907 mm (1.4530 in)



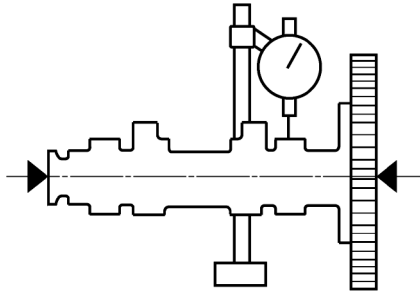
ROCKER ARMS AND CAMSHAFT

3. Measure:

- Camshaft runout
Out of specification → Replace.



Camshaft runout limit
0.030 mm (0.0012 in)

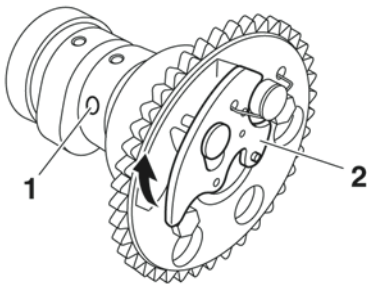


CHECKING THE DECOMPRESSION SYSTEM

1. Check:

- Decompression system

- Check the decompression system with the camshaft sprocket installed on and the decompressor pin installed in the camshaft.
- Check that the decompressor lever pin “1” projects from the camshaft.
- Check that the decompressor cam “2” moves smoothly.



EAS00206

CHECKING THE ROCKER ARMS AND ROCKER ARM SHAFTS

The following procedure applies to both of the rocker arms and rocker arm shafts.

1. Check:

- Rocker arm
Damage/wear → Replace.

2. Check:

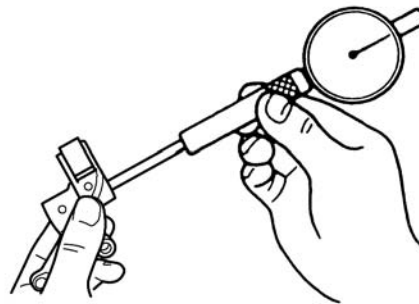
- Rocker arm shaft
Blue discoloration/excessive wear/pitting/scratches → Replace or check the lubrication system.

3. Measure:

- Rocker arm inside diameter
Out of specification → Replace.



Rocker arm inside diameter
12.000-12.018 mm
(0.4724-0.4731 in)
<Limit>: 12.036 mm (0.4739 in)

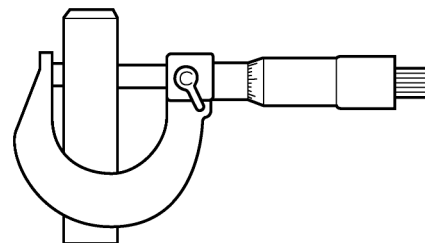


4. Measure:

- Rocker arm shaft outside diameter
Out of specification → Replace.



Rocker arm shaft outside diameter
11.981-11.991 mm
(0.4717-0.4721 in)
<Limit>: 11.955 mm (0.4707 in)



5. Calculate:

- Rocker-arm-to-rocker-arm-shaft clearance

NOTE:

Calculate the clearance by subtracting the rocker arm shaft outside diameter from the rocker arm inside diameter.

ROCKER ARMS AND CAMSHAFT

Above 0.081 mm (0.0032 in) → Replace the defective part(s).



Rocker-arm-to-rocker-arm-shaft clearance
 0.009-0.037 mm
 (0.0004-0.0015 in)
 <Limit>: 0.081 mm (0.0032 in)

EAS00220

INSTALLING THE CAMSHAFT AND ROCKER ARMS

1. Install:

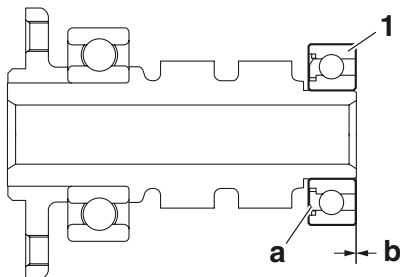
- Bearing “1”
 (onto the camshaft)

NOTE:

- Apply engine oil to the bearing.
- Install the bearing so that the seal is facing “a” the camshaft.



Installed depth “b”
 0 mm (0 in)



2. Lubricate:

- Camshaft
- Decompressor lever pin
- Decompressor lever



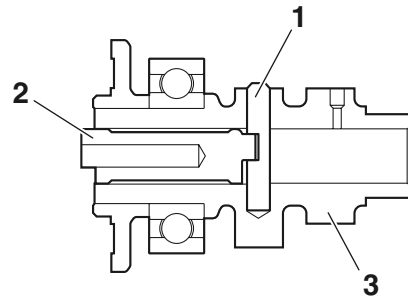
Recommended lubricant
Camshaft
 Molybdenum disulfide oil
Camshaft bearing
 Engine oil

3. Install:

- Decompressor lever pin “1”
- Decompressor lever “2”

NOTE:

Install the decompressor lever pin “1” and decompressor lever “2” in the camshaft “3” as shown in the illustration.

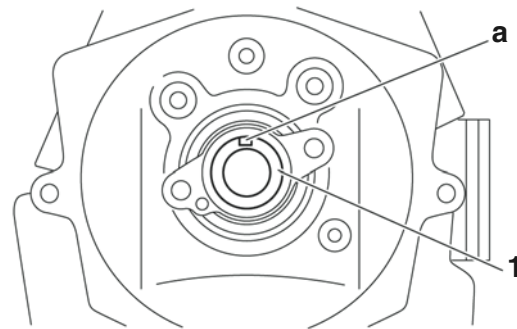


4. Install:

- Camshaft “1”

NOTE:

Install the camshaft on the slot “a” facing up.



5. Lubricate:

- Rocker arm shafts



Recommended lubricant
 Engine oil

6. Install:

- Exhaust rocker arm “1”
- Exhaust rocker arm shaft “2”
- Intake rocker arm
- Intake rocker arm shaft

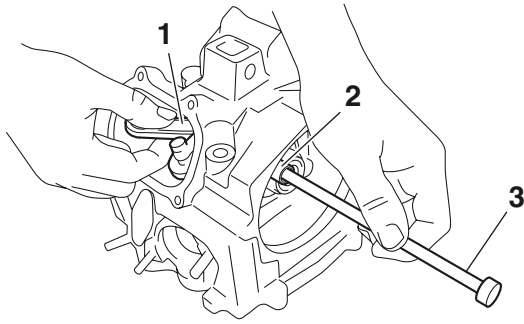
NOTE:

- Use a slide hammer bolt “3” to install the rocker arm shaft.
- Make sure the rocker arm shaft (intake and exhaust) is completely pushed into the cylinder head.



Slide hammer bolt
 90890-01083

ROCKER ARMS AND CAMSHAFT



7. Install:

- Camshaft retainer
- Camshaft retainer bolts



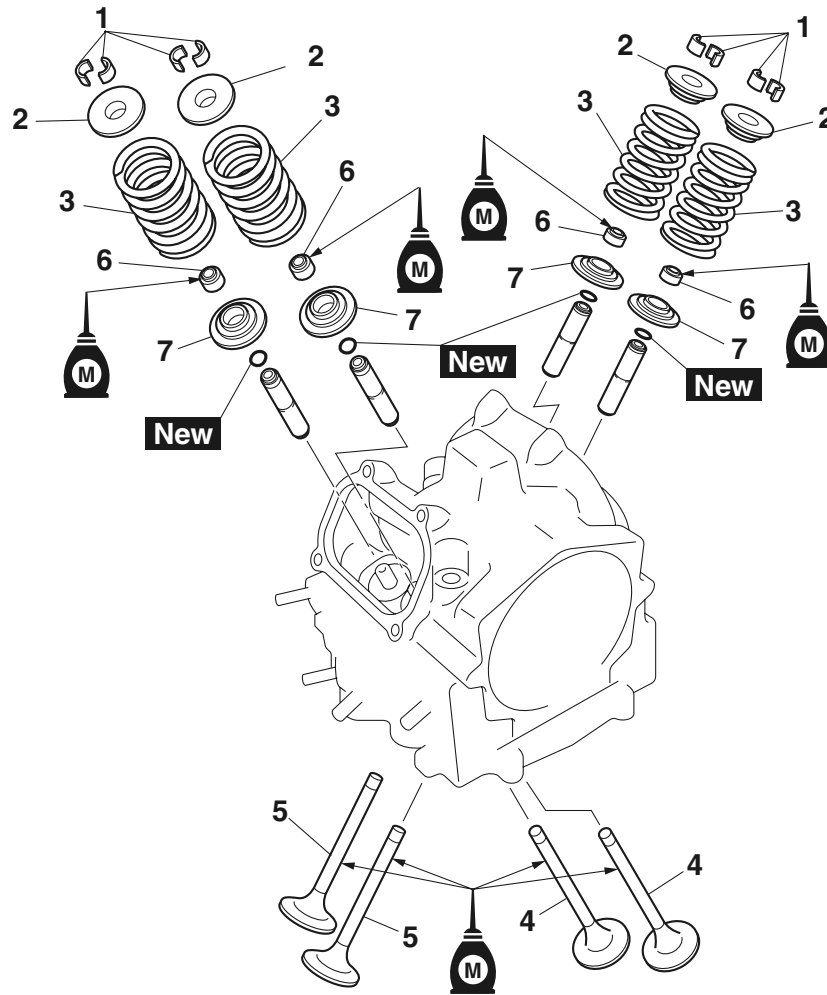
Camshaft retainer bolts
10 Nm (1.0 m·kg, 7.2 ft·lb)
LOCTITE®

VALVES AND VALVE SPRINGS

EAS00236

VALVES AND VALVE SPRINGS

Removing the valves and valve springs



Order	Job/Parts to remove	Q'ty	Remarks
	Cylinder head		Refer to "CYLINDER HEAD" on page 5-8.
	Rocker arms/rocker arm shafts/camshaft		Refer to "ROCKER ARMS AND CAMSHAFT" on page 5-14.
1	Valve cotter	8	
2	Valve spring retainer	4	
3	Valve spring	4	
4	Exhaust valve	2	
5	Intake valve	2	
6	Valve stem seal	4	
7	Valve spring seat	4	
			For installation, reverse the removal procedure.

VALVES AND VALVE SPRINGS

EAS00237

REMOVING THE VALVES

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

NOTE:

Before removing the internal parts of the cylinder head (e.g., valves, valve springs, valve seats), make sure the valves properly seal.

1. Check:

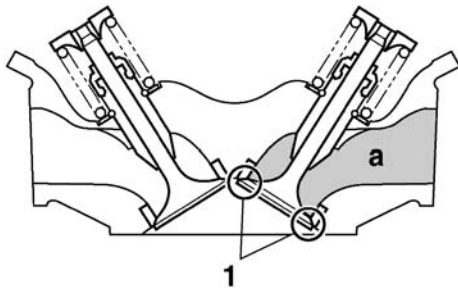
- Valve sealing
Leakage at the valve seat → Check the valve face, valve seat, and valve seat width.
Refer to "CHECKING THE VALVE SEATS".



- Pour a clean solvent "a" into the intake and exhaust ports.
- Check that the valves properly seal.

NOTE:

There should be no leakage at the valve seat "1".



2. Remove:

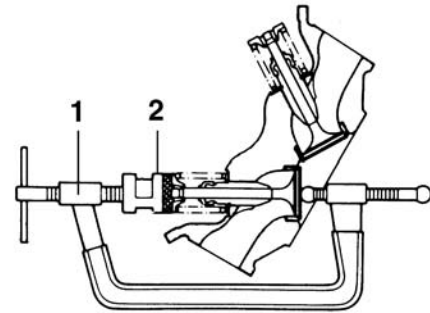
- Valve cotters

NOTE:

Remove the valve cotters by compressing the valve spring with the valve spring compressor "1" and the valve spring compressor attachment "2".



Valve spring compressor
90890-04019
Valve spring compressor
attachment
90890-01243

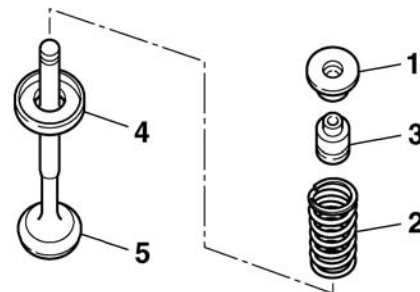


3. Remove:

- Valve spring retainer "1"
- Valve spring "2"
- Valve stem seal "3"
- Valve spring seat "4"
- Valve "5"

NOTE:

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



EAS00239

CHECKING THE VALVES AND VALVE GUIDES

The following procedure applies to all of the valves and valve guides.

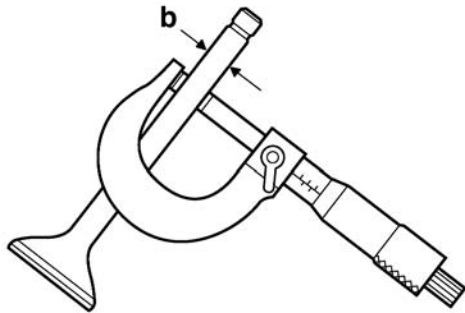
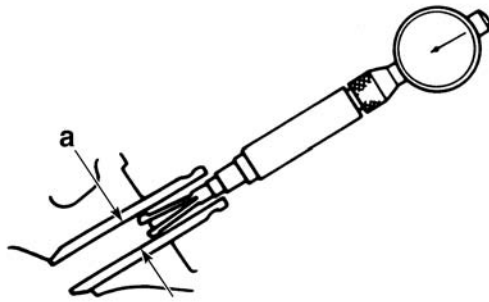
1. Measure:

- Valve-stem-to-valve-guide clearance

Valve-stem-to-valve-guide clearance =
Valve guide inside diameter "a" –
Valve stem diameter "b"

Out of specification → Replace the valve guide.

VALVES AND VALVE SPRINGS



Valve-stem-to-valve-guide clearance

Intake

0.010-0.037 mm

(0.0004-0.0015 in)

<Limit>: 0.08 mm (0.0031 in)

Exhaust

0.025-0.052 mm

(0.0010-0.0020 in)

<Limit>: 0.10 mm (0.0039 in)

2. Replace:

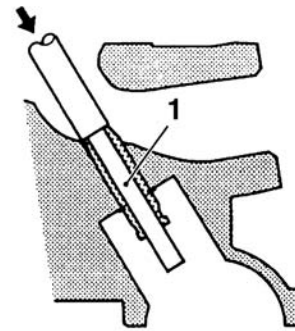
- Valve guide

NOTE:

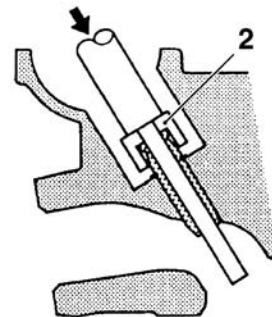
To ease valve guide removal and installation, and to maintain the correct fit, heat the cylinder head to 100 °C (212 °F) in an oven.



- Remove the valve guide with the valve guide remover "1".



- Install the new valve guide with the valve guide installer "2" and valve guide remover "1".



- After installing the valve guide, bore the valve guide with the valve guide reamer "3" to obtain the proper valve-stem-to-valve-guide clearance.

NOTE:

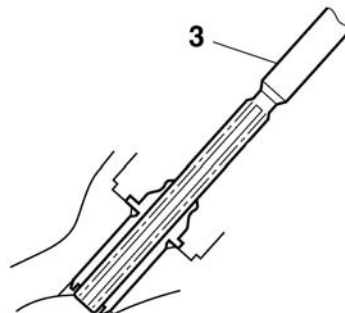
After replacing the valve guide, reface the valve seat.



Valve guide remover (ø6)
90890-04064

Valve guide installer (ø6)
90890-04065

Valve guide reamer (ø6)
90890-04066



EAS00240

- 

- NOTE:**

-

- NOTE:**

Where the valve seat and valve face contacted one another, the blueing will have been removed.

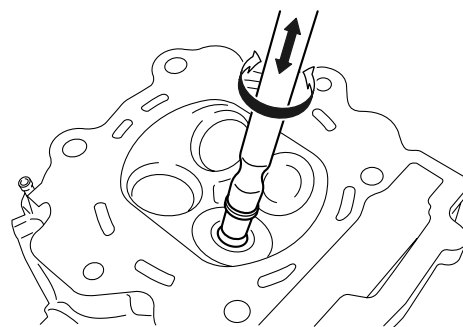
VALVES AND VALVE SPRINGS

4. Lap:

- Valve face
- Valve seat

NOTE:

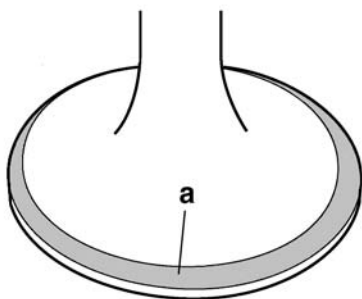
After replacing the cylinder head or replacing the valve and valve guide, the valve seat and valve face should be lapped.



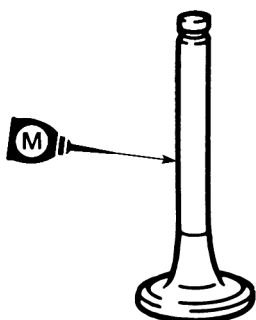
- a. Apply a coarse lapping compound “a” to the valve face.

CAUTION:

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



- b. Apply molybdenum disulfide oil onto the valve stem.

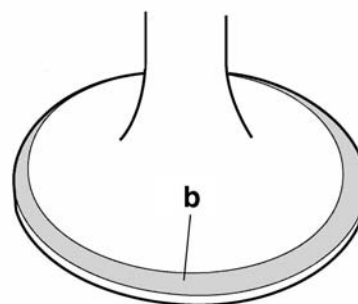


- c. Install the valve into the cylinder head.
d. Turn the valve until the valve face and valve seat are evenly polished, then clean off all of the lapping compound.

NOTE:

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

- e. Apply a fine lapping compound to the valve face and repeat the steps above.
f. After every lapping procedure, be sure to clean off all of the lapping compound from the valve face and valve seat.
g. Apply Mechanic’s blueing dye (Dykem) “b” onto the valve face.



- h. Install the valve into the cylinder head.
i. Press the valve through the valve guide and onto the valve seat to make a clear impression.
j. Measure the valve seat width again. If the valve seat width is out of specification, reface and lap the valve seat.



EAS00241

CHECKING THE VALVE SPRINGS

The following procedure applies to all of the valve springs.

1. Measure:
- Valve spring free length “a”
- Out of specification → Replace the valve spring.



Valve spring free length

Intake

40.38 mm (1.59 in)

<Limit>: 38.36 mm (1.51 in)

Exhaust

40.38 mm (1.59 in)

<Limit>: 38.36 mm (1.51 in)

VALVES AND VALVE SPRINGS

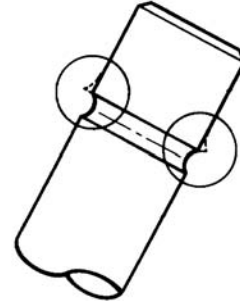
EAS00245

INSTALLING THE VALVES

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

1. Deburr:

- Valve stem end
(with an oil stone)

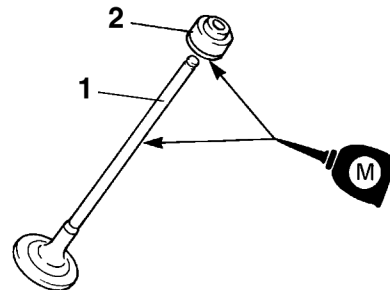


2. Lubricate:

- Valve stem "1"
- Valve stem seal "2"
- (with the recommended lubricant)

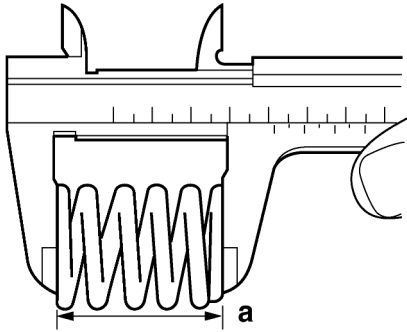
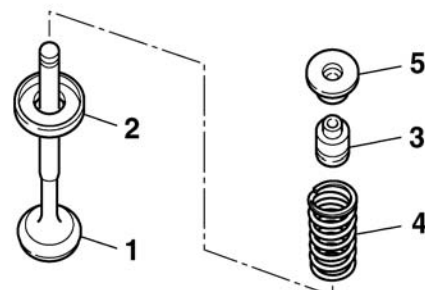


Recommended lubricant
Molybdenum disulfide oil



3. Install:

- Valve "1"
- Valve spring seat "2"
- Valve stem seal "3"
- Valve spring "4"
- Valve spring retainer "5"
- (into the cylinder head)



2. Measure:

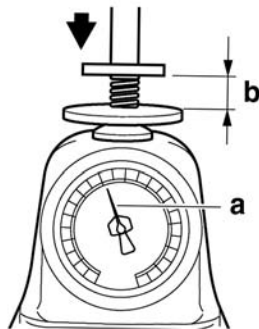
- Compressed valve spring force "a"
- Out of specification → Replace the valve spring.

b. Installed length



**Compressed valve spring force
(installed)**

171.0-197.0 N at 35.00 mm
(17.44-20.09 kg at 35.00 mm,
38.44-44.29 lb at 1.38 in)



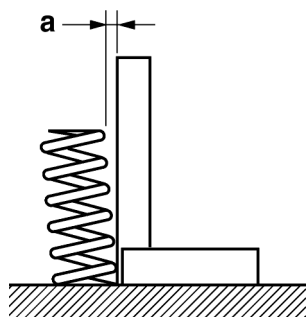
3. Measure:

- Valve spring tilt "a"
- Out of specification → Replace the valve spring.



Spring tilt limit

2.5°/1.8 mm (2.5°/0.071 in)

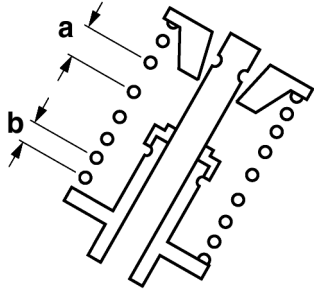


VALVES AND VALVE SPRINGS

NOTE:

- Install the valve spring with the larger pitch “a” facing up.
 - Install the valve spring with its painted end facing up.
-

b. Smaller pitch



4. Install:

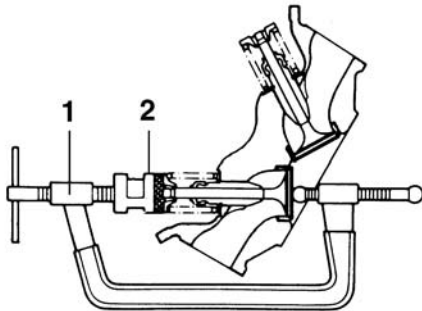
- Valve cotters

NOTE:

Install the valve cotters by compressing the valve spring with the valve spring compressor “1” and the valve spring compressor attachment “2”.



Valve spring compressor
98090-04019
Valve spring compressor
attachment
90890-01243



5. To secure the valve cotters onto the valve stem, lightly tap the valve tip with a softface hammer.

CAUTION:

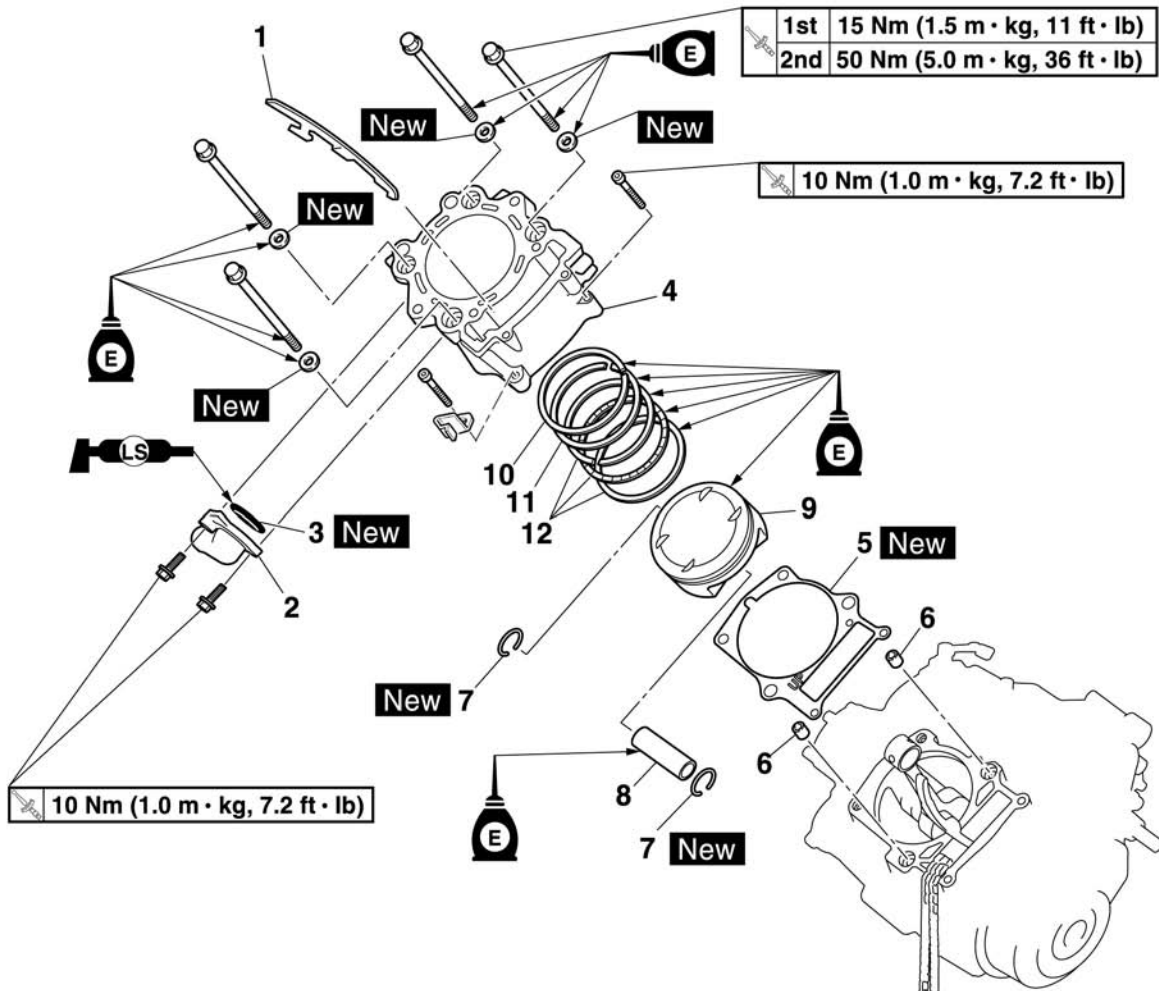
Hitting the valve tip with excessive force can damage the valve.

CYLINDER AND PISTON

EAS00251

CYLINDER AND PISTON

Removing the cylinder and piston



Order	Job/Parts to remove	Q'ty	Remarks
	Cylinder head		Refer to "CYLINDER HEAD" on page 5-8.
1	Timing chain guide (exhaust)	1	
2	Water jacket joint	1	
3	O-ring	1	
4	Cylinder	1	
5	Cylinder gasket	1	
6	Dowel pin	2	
7	Piston pin clip	2	
8	Piston pin	1	
9	Piston	1	
10	Top ring	1	
11	2 nd ring	1	
12	Oil ring	1	
			For installation, reverse the removal procedure.

CYLINDER AND PISTON

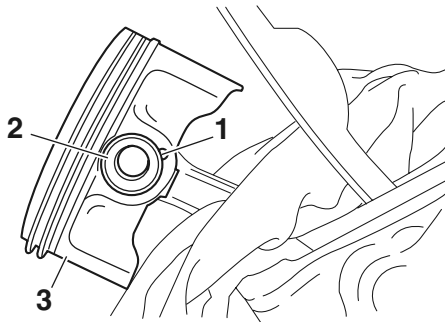
EAS00253

REMOVING THE CYLINDER AND PISTON

1. Remove:
 - Piston pin clips “1”
 - Piston pin “2”
 - Piston “3”

CAUTION:

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

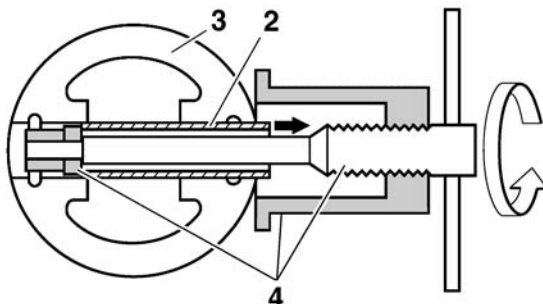


NOTE:

- Before removing the piston pin clip, cover the crankcase opening with a clean rag to prevent the piston pin clip from falling into the crankcase.
- Before removing the piston pin, deburr the piston pin clip's groove and the piston's pin bore area. If both areas are deburred and the piston pin is still difficult to remove, remove it with the piston pin puller set “4”.



Piston pin puller set
90890-01304



2. Remove:
 - Top ring
 - 2nd ring
 - Oil ring

NOTE:

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



EAS00255

CHECKING THE CYLINDER AND PISTON

1. Check:
 - Piston wall
 - Cylinder wall
 Vertical scratches → Replace the cylinder and the piston and piston rings as a set.
2. Measure:
 - Piston-to-cylinder clearance



- a. Measure cylinder bore “C” with the cylinder bore gauge.

NOTE:

Measure cylinder bore “C” by taking side-to-side and front-to-back measurements of the cylinder. Then, find the average of the measurements.

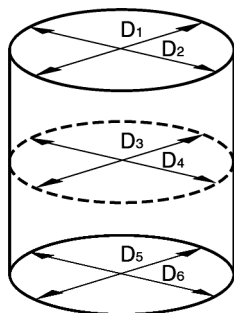
Cylinder bore “C”	100.000-100.010 mm (3.9370-3.9374 in)
Taper limit “T”	0.050 mm (0.002 in)
Out-of-round “R”	0.050 mm (0.002 in)

“C” = maximum of $D_1 \sim D_2$

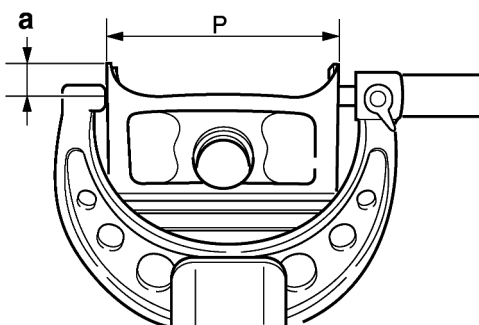
“T” = maximum of D_1 or D_2 – maximum of D_5 or D_6

“R” = maximum of D_1 , D_3 or D_5 – minimum of D_2 , D_4 or D_6

CYLINDER AND PISTON



- b. If out of specification, replace the cylinder and the piston and piston rings as a set.
- c. Measure piston skirt diameter "P" with the micrometer.
- a. 10 mm (0.39 in) from the bottom edge of the piston



- d. If out of specification, replace the piston and piston rings as a set.
- e. Calculate the piston-to-cylinder clearance with the following formula.

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



Piston-to-cylinder clearance
0.030-0.055 mm
(0.0012-0.0022 in)
<Limit>: 0.13 mm (0.0051 in)

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



EAS00263

CHECKING THE PISTON RINGS

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

NOTE:

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



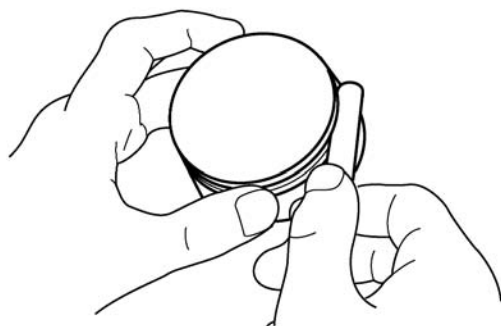
Piston ring side clearance

Top ring

0.030-0.080 mm
(0.0012-0.0031 in)
<Limit>: 0.13 mm (0.0051 in)

2nd ring

0.030-0.070 mm
(0.0012-0.0028 in)
<Limit>: 0.11 mm (0.0043 in)

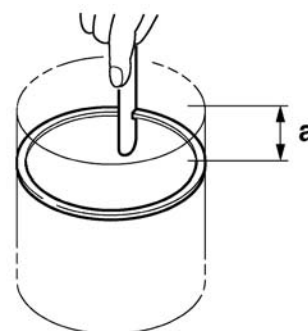


2. Install:
 - Piston ring
 (into the cylinder)

NOTE:

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

- a. 40 mm (1.57 in)



CYLINDER AND PISTON

3. Measure:

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

NOTE:

The oil ring expander spacer's end gap cannot be measured. If the oil ring rail's gap is excessive, replace all three piston rings.



Piston ring end gap

Top ring

0.20-0.35 mm
(0.0079-0.0138 in)
<Limit>: 0.60 mm (0.0236 in)

2nd ring

0.35-0.50 mm
(0.0138-0.0197 in)
<Limit>: 0.85 mm (0.0335 in)

Oil ring

0.20-0.70 mm
(0.0079-0.0276 in)

EAS00265

CHECKING THE PISTON PIN

1. Check:

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

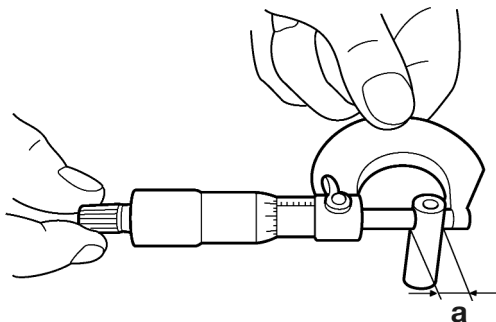
2. Measure:

- Piston pin outside diameter "a"
Out of specification → Replace the piston pin.



Piston pin outside diameter

22.991-23.000 mm
(0.9052-0.9055 in)
<Limit>: 22.971 mm (0.9044 in)



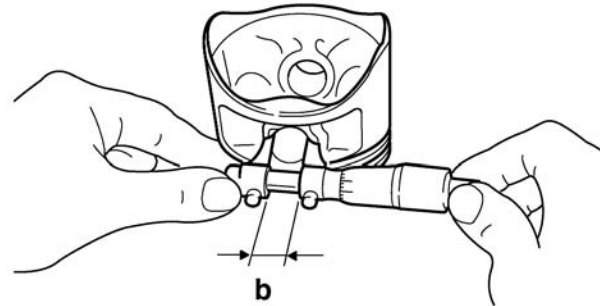
3. Measure:

- Piston pin bore inside diameter "b"
Out of specification → Replace the piston.



Piston pin bore inside diameter

23.004-23.015 mm
(0.9057-0.9061 in)
<Limit>: 23.045 mm (0.9073 in)



4. Calculate:

- Piston-pin-to-piston-pin-bore clearance
Out of specification → Replace the piston pin and piston as a set.

Piston-pin-to-piston-pin-bore clearance =
Piston pin bore inside diameter "b" –
Piston pin outside diameter "a"



Piston-pin-to-piston clearance

0.004-0.024 mm
(0.0002-0.0009 in)
<Limit>: 0.074 mm (0.0029 in)

EAS00267

INSTALLING THE PISTON AND CYLINDER

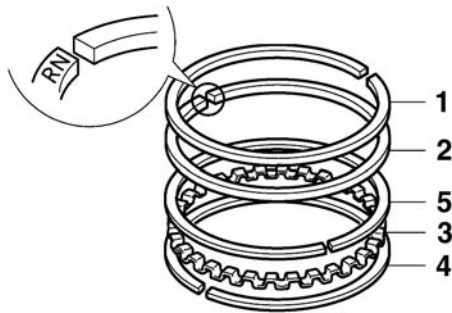
1. Install:

- Top ring "1"
- 2nd ring "2"
- Oil ring expander "3"
- Lower oil ring rail "4"
- Upper oil ring rail "5"

NOTE:

Be sure to install the piston rings so that the manufacturer's marks or numbers face up.

CYLINDER AND PISTON

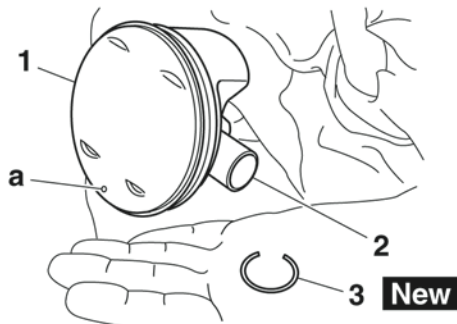


2. Install:

- Piston “1”
- Piston pin “2”
- Piston pin clips “3” **New**

NOTE:

- Apply engine oil to the piston pin.
- Make sure the punch mark a on the piston points towards the exhaust side of the cylinder.
- Before installing the piston pin clips, cover the crankcase opening with a clean rag to prevent the clip from falling into the crankcase.



3. Install:

- Cylinder gasket **New**
- Dowel pins

4. Lubricate:

- Piston
- Piston rings
- Cylinder
(with the recommended lubricant)

	Recommended lubricant Engine oil
--	---

5. Offset:

- piston ring end gaps

a. Top ring

b. Upper oil ring rail

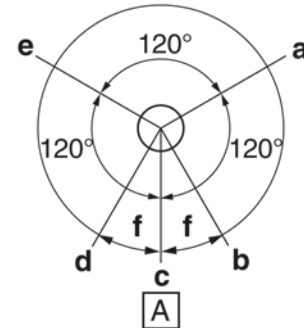
c. Oil ring expander

d. Lower oil ring rail

e. 2nd ring

f. 20 mm (0.79 in)

A Exhaust side

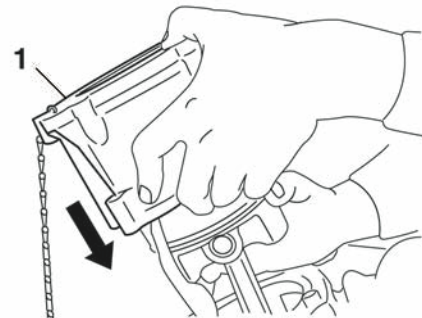


6. Install:

- Cylinder “1”
- Timing chain guide (exhaust)

NOTE:

- While compressing the piston rings with one hand, install the cylinder with the other hand.
- Pass the timing chain and timing chain guide (exhaust side) through the timing chain cavity.



7. Install:

- Washers **New**
- Cylinder bolts

NOTE:

- Lubricate the cylinder bolt threads and mating surface with engine oil.
- Install the washers with their blunt surface facing up.

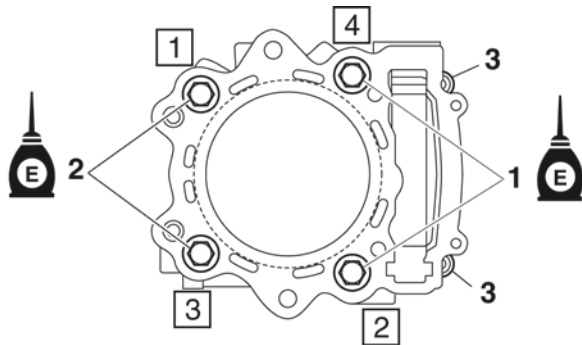
8. Tighten:

- Cylinder bolts

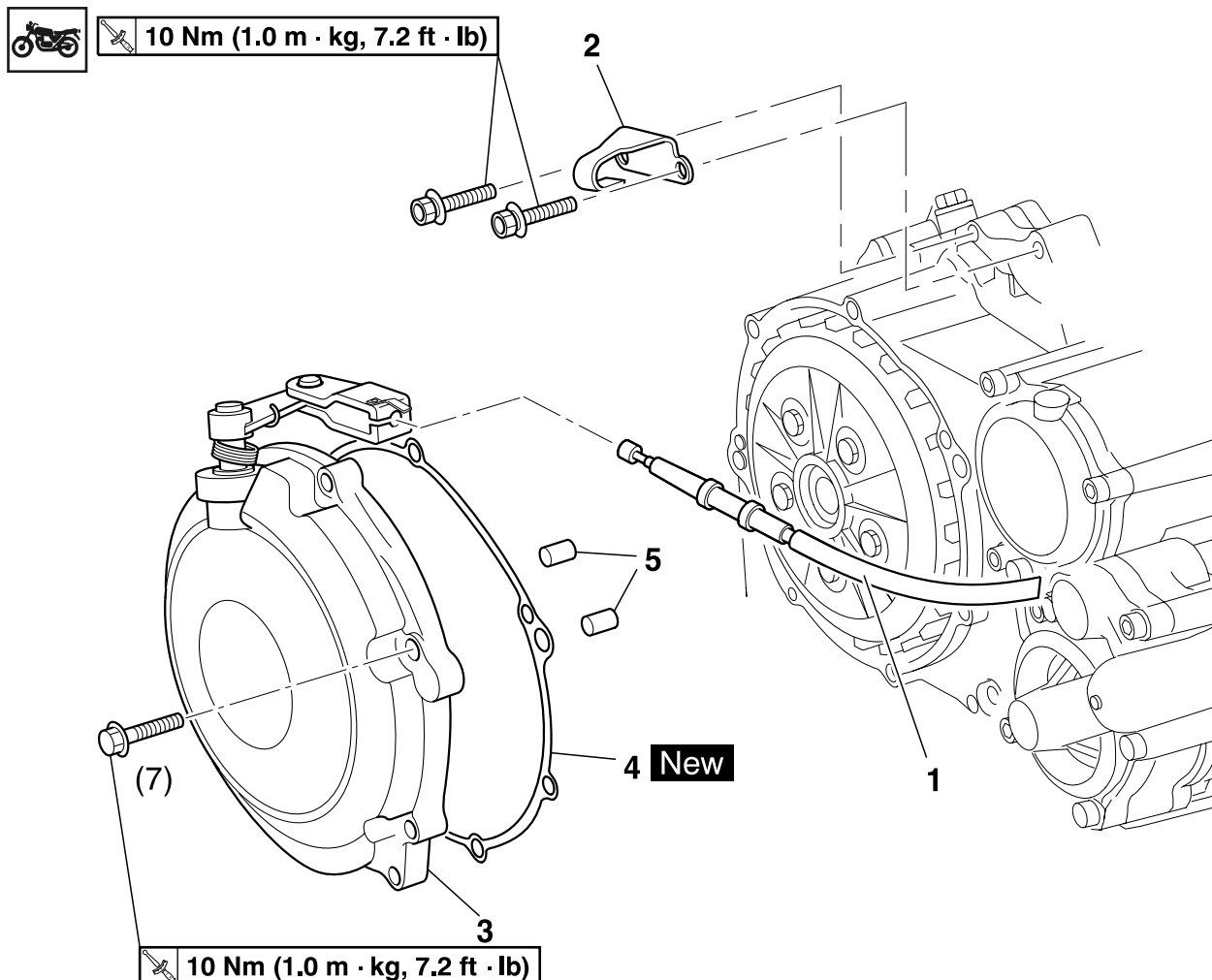
	Cylinder bolts “1”
	L = 116 mm (4.57 in)
	1st 15 Nm (1.5 m·kg, 11 ft·lb)
	2nd 50 Nm (5.0 m·kg, 36 ft·lb)
	Cylinder bolts “2”
	L = 109 mm (4.29 in)
	1st 15 Nm (1.5 m·kg, 11 ft·lb)
	2nd 50 Nm (5.0 m·kg, 36 ft·lb)
	Cylinder bolts
	(timing chain side) “3”
10 Nm (1.0 m·kg, 7.2 ft·lb)	

NOTE:

Tighten the cylinder bolts in the proper tightening sequence as shown and torque them in two stages.

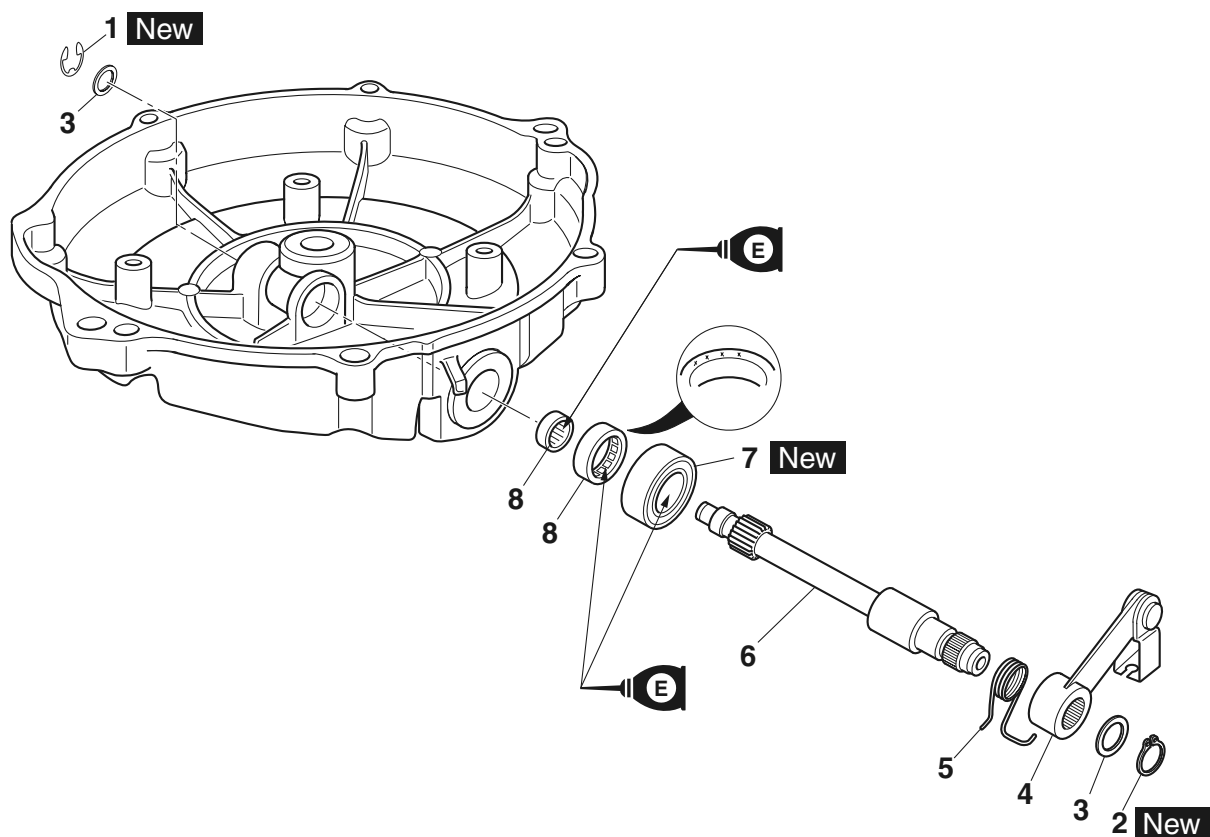


EAS00273

CLUTCH**Removing the clutch cover**

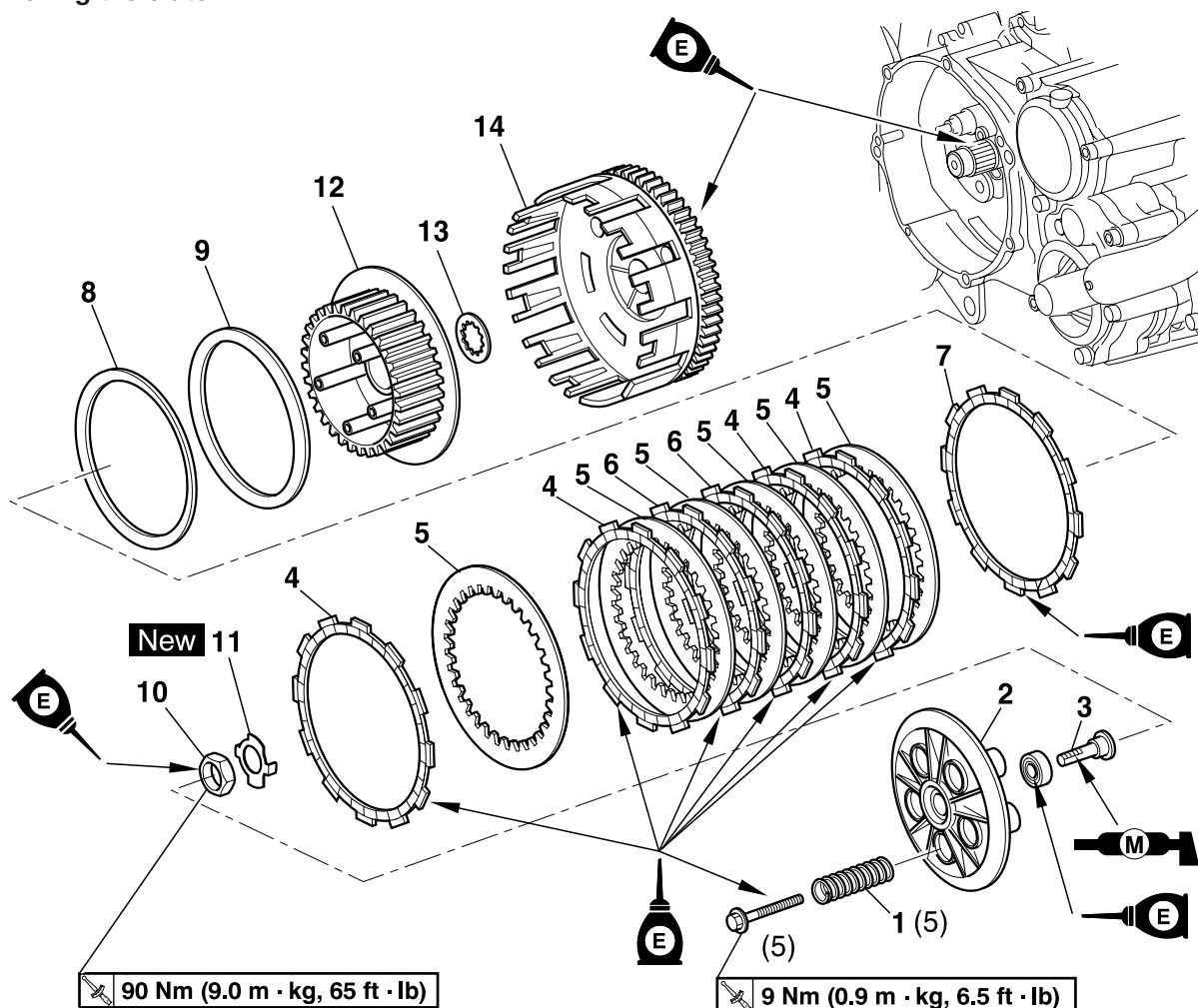
Order	Job/Parts to remove	Q'ty	Remarks
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" on page 3-10.
1	Clutch cable	1	
2	Clutch cable holder	1	
3	Clutch cover	1	
4	Gasket	1	
5	Dowel pin	2	
			For installation, reverse the removal procedure.

Removing the pull lever shaft



Order	Job/Parts to remove	Q'ty	Remarks
1	Circlip	1	
2	Circlip	1	
3	Washer	2	
4	Pull lever	1	
5	Pull lever spring	1	
6	Pull lever shaft	1	
7	Oil seal	1	
8	Bearing	2	
			For installation, reverse the removal procedure.

Removing the clutch



Order	Job/Parts to remove	Q'ty	Remarks
1	Clutch spring	5	
2	Pressure plate	1	
3	Pull rod	1	
4	Friction plate 1	4	Inside diameter (plate with notched tabs) = 119 mm (4.69 in)
5	Clutch plate	6	
6	Friction plate 2	2	Inside diameter (plate with no notched tabs) = 119 mm (4.69 in)
7	Friction plate 3	1	Inside diameter (plate with notched tabs) = 128 mm (5.04 in)
8	Clutch damper spring	1	
9	Clutch damper spring seat	1	
10	Clutch boss nut	1	
11	Lock washer	1	
12	Clutch boss	1	
13	Thrust washer	1	
14	Clutch housing	1	
			For installation, reverse the removal procedure.

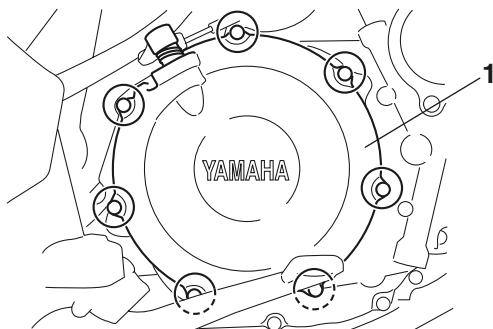
EAS00275

REMOVING THE CLUTCH

1. Remove:
 - Clutch cover “1”

NOTE:

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



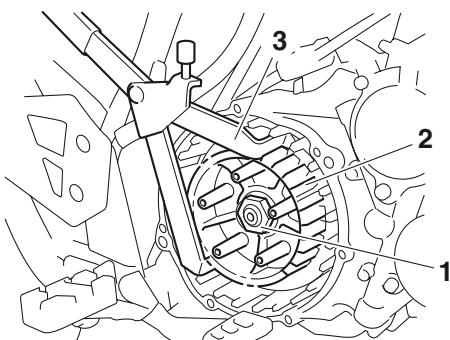
2. Straighten the lock washer tab.
3. Loosen:
 - Clutch boss nut “1”

NOTE:

While holding the clutch boss “2” with the universal clutch holder “3”, loosen the clutch boss nut.



Universal clutch holder
90890-04086



4. Remove:
 - Clutch boss nut
 - Lock washer
 - Clutch boss

EAS00280

CHECKING THE FRICTION PLATES

The following procedure applies to all of the friction plates.

1. Check:

- Friction plate “1”
- Friction plate “2”
- Friction plate “3”

Damage/wear → Replace the friction plates as a set.

2. Measure:

- Friction plate 1 thickness
- Friction plate 2 thickness
- Friction plate 3 thickness

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

NOTE:

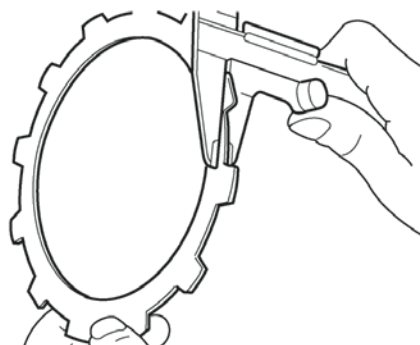
Measure the friction plate at four places.



Friction plate 1 thickness
2.90-3.10 mm (0.114-0.122 in)
<Limit>: 2.80 mm (0.110 in)

Friction plate 2 thickness
2.92-3.08 mm
(0.115-0.121 in)
<Limit>: 2.80 mm (0.110 in)

Friction plate 3 thickness
2.90-3.10 mm (0.114-0.122 in)
<Limit>: 2.80 mm (0.110 in)



EAS00281

CHECKING THE CLUTCH PLATES

The following procedure applies to all of the clutch plates.

1. Check:

- Clutch plate

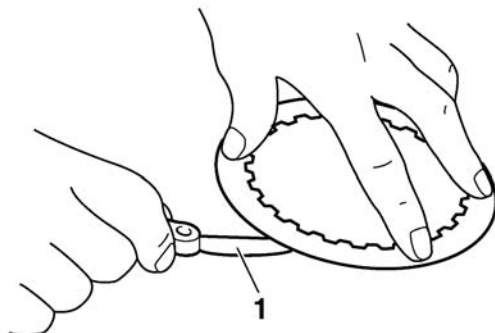
Damage → Replace the clutch plates as a set.

2. Measure:

- Clutch plate warpage
(with a surface plate and thickness gauge "1")
Out of specification → Replace the clutch plates as a set.



Clutch plate warpage limit
0.20 mm (0.0079 in)



EAS00282

CHECKING THE CLUTCH SPRINGS

The following procedure applies to all of the clutch springs.

1. Check:

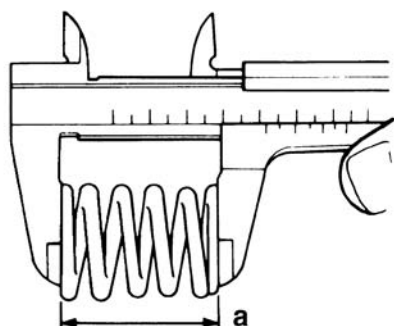
- Clutch spring
Damage → Replace the clutch springs as a set.

2. Measure:

- Clutch spring free length "a"
Out of specification → Replace the clutch springs as a set.



Clutch spring free length
55.60 mm (2.19 in)
<Limit>: 52.82 mm (2.08 in)



EAS00284

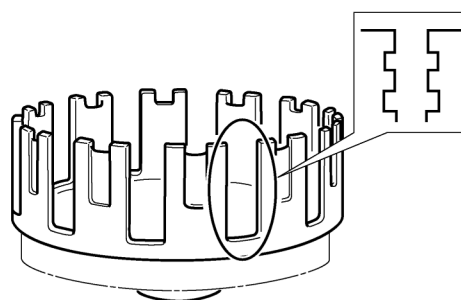
CHECKING THE CLUTCH HOUSING

1. Check:

- Clutch housing dogs
Damage/pitting/wear → Deburr the clutch housing dogs or replace the clutch housing.

NOTE:

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



EAS00285

CHECKING THE CLUTCH BOSS

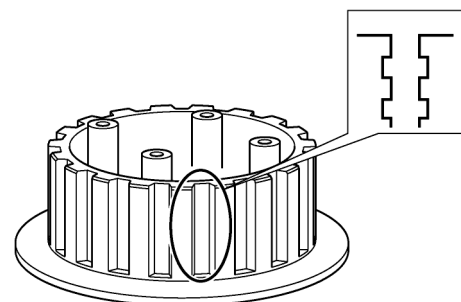
The following procedure applies to all of the clutch springs.

1. Check:

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

NOTE:

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

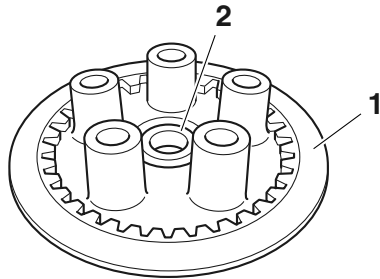


EAS00286

CHECKING THE PRESSURE PLATE

1. Check:

- Pressure plate “1”
Cracks/damage → Replace.
- Bearing “2”
Damage/wear → Replace.

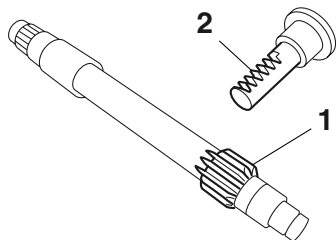


EAS00287

CHECKING THE PULL LEVER SHAFT AND PULL ROD

1. Check:

- Pull lever shaft pinion gear teeth “1”
- Pull rod teeth “2”
Damage/wear → Replace the pull rod and pull lever shaft pinion gear as a set.



2. Check:

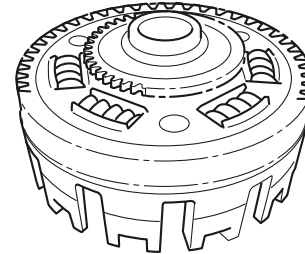
- Pull rod bearing
Damage/wear → Replace.

EAS00292

CHECKING THE PRIMARY DRIVEN GEAR

1. Check:

- Primary driven gear
Damage/wear → Replace the primary drive gear and clutch housing as a set.
Excessive noise during operation → Replace the primary drive gear and clutch housing as a set.



EAS00299

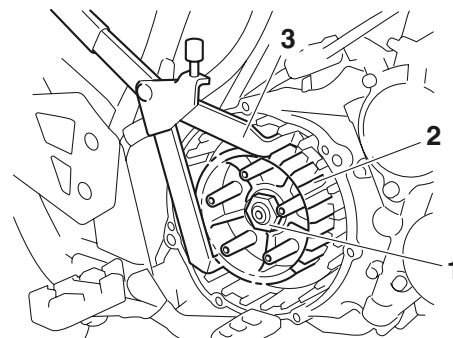
INSTALLING THE CLUTCH

1. Install:

- Clutch boss
- Lock washer **New**
- Clutch boss nut “1”

NOTE:

Lubricate the crankshaft end threads with engine oil.



2. Tighten:

- Clutch boss nut



Clutch boss nut
90 Nm (9.0 m·kg, 65 ft·lb)

NOTE:

While holding the clutch boss “2” with the universal clutch holder “3”, tighten the clutch boss nut.



Universal clutch holder
90890-04086

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

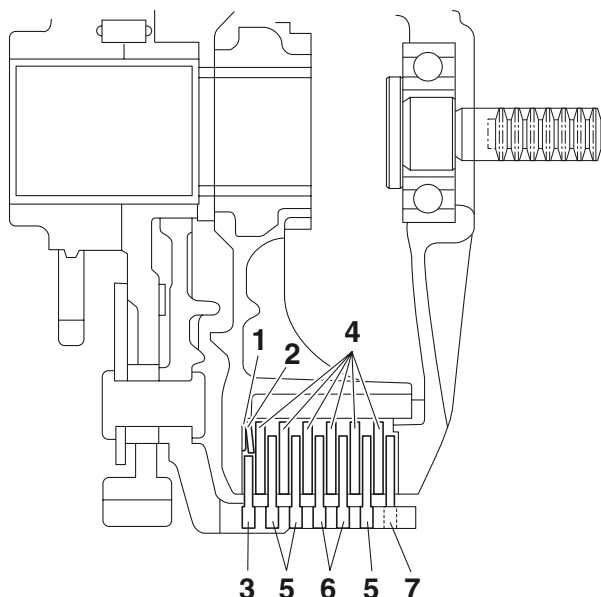
4. Lubricate:

- Friction plates
- Clutch plates
(with the recommended lubricant)



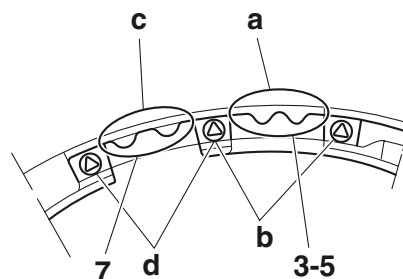
5. Install:

- Clutch damper spring seat "1"
- Clutch damper spring "2"
- Friction plate 3 "3"
- Clutch plates "4"
- Friction plates 1 "5", "7"
- Friction plates 2 "6"



NOTE:

- Install the clutch damper spring "2" with the "OUTSIDE" mark facing out.
- First, install a friction plate and then alternate between a clutch plate and a friction plate.
- Install friction plate 3 "3" and friction plate 1 "5" so that the tab with two notches "a" is between the two punch marks "b" on the clutch housing as shown.
- Install friction plate 1 "7" so that the tab with two notches "c" is between the two punch marks "d" on the clutch housing as shown.



6. Install:

- Clutch springs
- Clutch spring bolts



Clutch spring bolts
9 Nm (0.9 m·kg, 6.5 ft·lb)

NOTE:

- Lubricate the clutch spring threads with engine oil.
- Tighten the clutch spring bolts in stages and in a crisscross pattern.

7. Install:

- Dowel pins
- Gasket
- Clutch cover



Clutch cover bolts
10 Nm (1.0 m·kg, 7.2 ft·lb)

- Clutch cable holder



Clutch cable holder bolts
10 Nm (1.0 m·kg, 7.2 ft·lb)

NOTE:

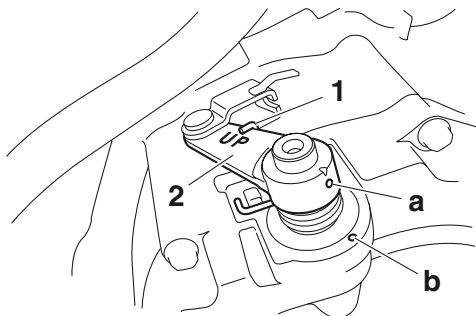
- To install the clutch cover, position the pull rod so that the teeth face towards that rear of the motorcycle.
- Tighten the clutch cover bolts in stages and in a crisscross pattern.

8. Install:

- Pull lever spring "1"
- Pull lever "2"
- Washer
- Circlip **New**

NOTE:

- Install the pull lever with the “UP” mark facing up.
- Align the punch mark “a” on the pull lever with the punch mark “b” on the clutch cover.
- Install the pull lever spring “1” as shown.

**9. Install:**

- Clutch cable “1”

10. Check:

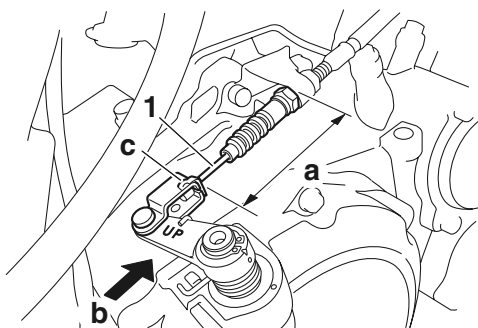
- Clutch cable length “a”
Out of specification → Adjust.

NOTE:

- Push the pull lever in direction “b” and check the cable length “a”.
- Bend the tab “c” on the pull lever to secure the clutch cable.



Clutch cable length
65.6-73.9 mm (2.58-2.91 in)

**11. Adjust:**

- Clutch cable length

NOTE:

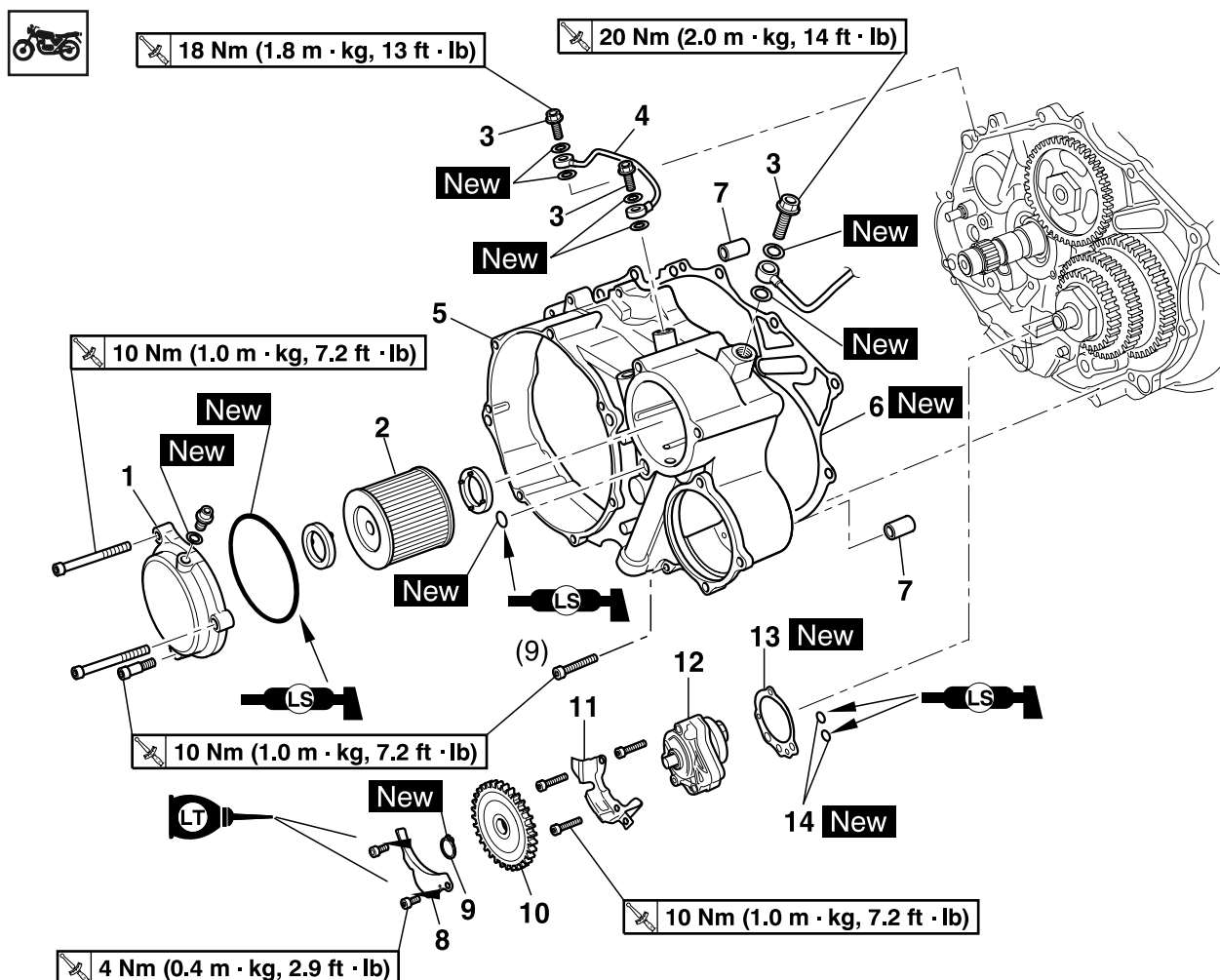
Move the pull lever a notch until the cable length is within specification.

12. Adjust:

- Clutch cable free play
Refer to “ADJUSTING THE CLUTCH CABLE FREE PLAY” on page 3-11.

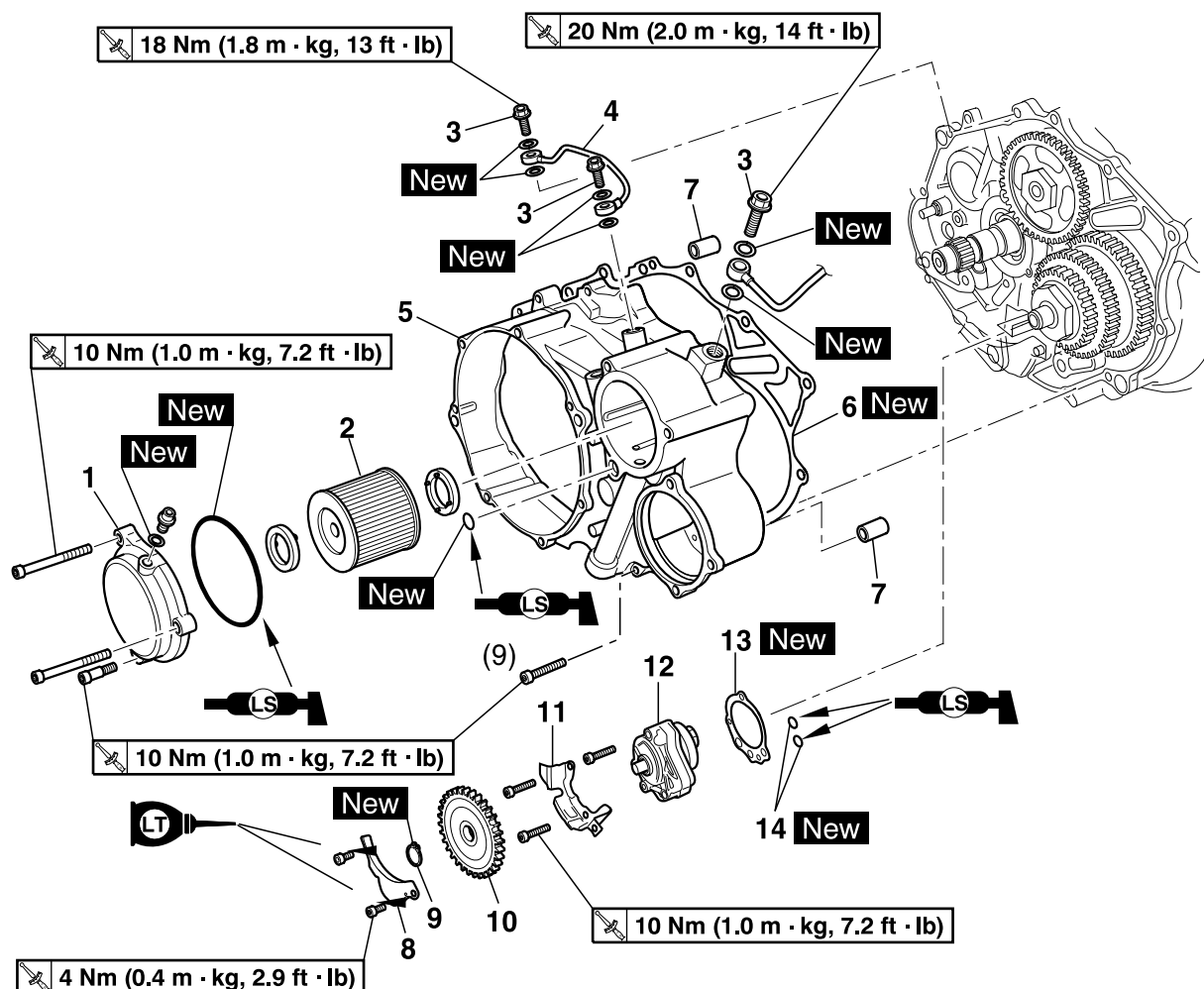
OIL PUMP

Removing the oil pump



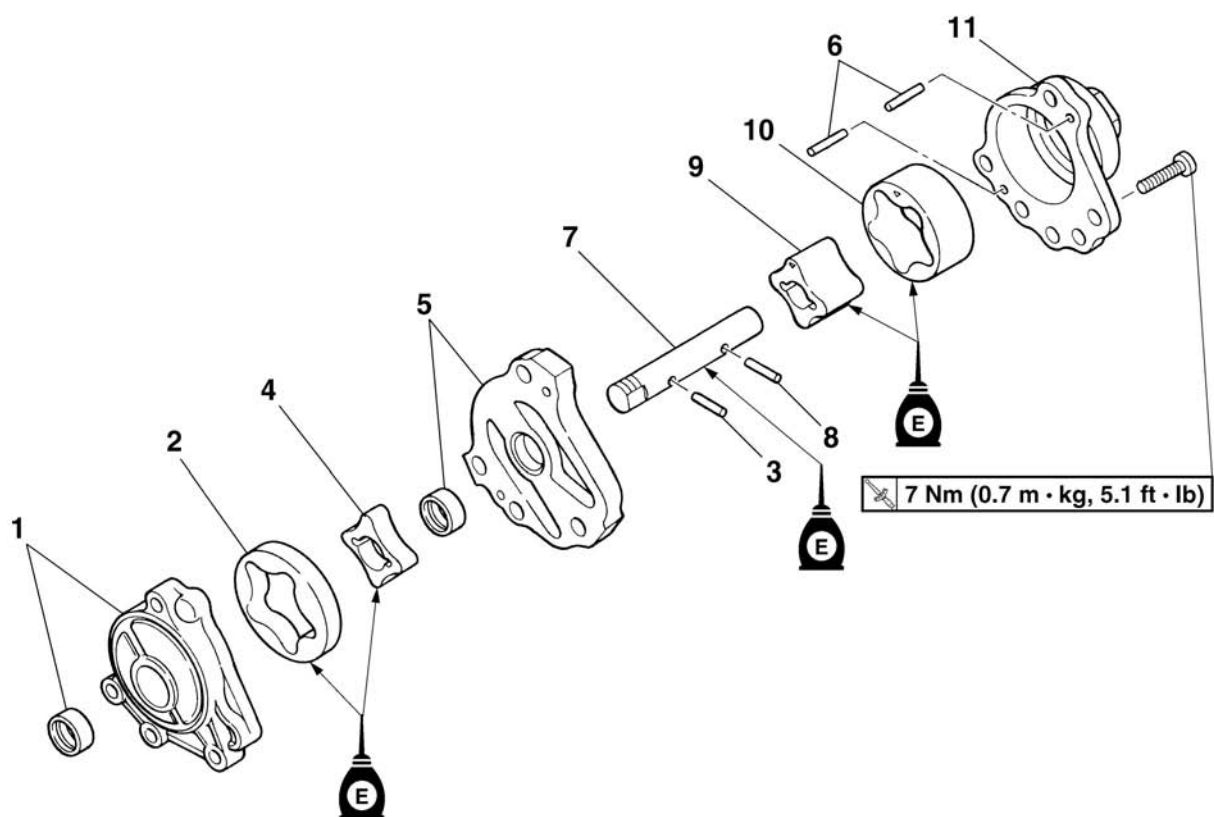
Order	Job/Parts to remove	Q'ty	Remarks
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" on page 3-10.
	Coolant		Drain. Refer to "CHANGING THE COOLANT" on page 3-16.
	Water pump assembly		Refer to "WATER PUMP" on page 6-7.
	Clutch cable holder/clutch housing		Refer to "CLUTCH" on page 5-32.
	Right footrest/brake pedal assembly		
1	Oil filter element cover	1	
2	Oil filter element	1	
3	Union bolt	3	
4	Oil delivery pipe 2	1	
5	Crankcase cover (right)	1	
6	Gasket	1	
7	Dowel pin	2	
8	Oil baffle plate 1	1	

Removing the oil pump



Order	Job/Parts to remove	Q'ty	Remarks
9	Circlip	1	
10	Oil pump driven gear	1	
11	Oil baffle plate 2	1	
12	Oil pump	1	
13	Oil pump gasket	1	
14	O-ring	2	
			For installation, reverse the removal procedure.

Disassembling the oil pump



Order	Job/Parts to remove	Q'ty	Remarks
1	Oil pump housing 1/oil seal	1/1	
2	Oil pump outer rotor 1	1	
3	Dowel pin	1	
4	Oil pump inner rotor 1	1	
5	Oil pump housing cover/oil seal	1/1	
6	Dowel pin	2	
7	Oil pump shaft	1	
8	Dowel pin	1	
9	Oil pump inner rotor 2	1	
10	Oil pump outer rotor 2	1	
11	Oil pump housing 2	1	
			For assembly, reverse the disassembly procedure.

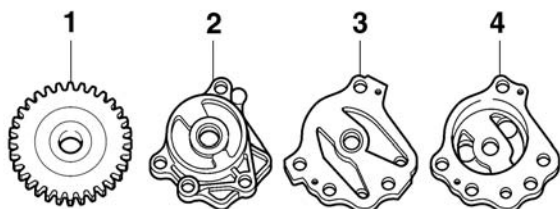
EAS00364

CHECKING THE OIL PUMP

1. Check:

- Oil pump driven gear “1”
- Oil pump housing 1 “2”
- Oil pump housing cover “3”
- Oil pump housing 2 “4”

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



2. Measure:

- Inner-rotor-to-outer-rotor-tip clearance “a”
- Outer-rotor-to-oil-pump-housing clearance “b”
- Oil-pump-housing-to-inner-rotor-and-outer-rotor clearance “c”

Out of specification → Replace the oil pump.

1. Inner rotor

2. Outer rotor

3. Oil pump housing



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

0.025 mm

(0.00098 in)

<Limit>: 0.20 mm (0.0079 in)

Outer-rotor-to-oil-pump-housing clearance

0.090-0.150 mm

(0.0035-0.0059 in)

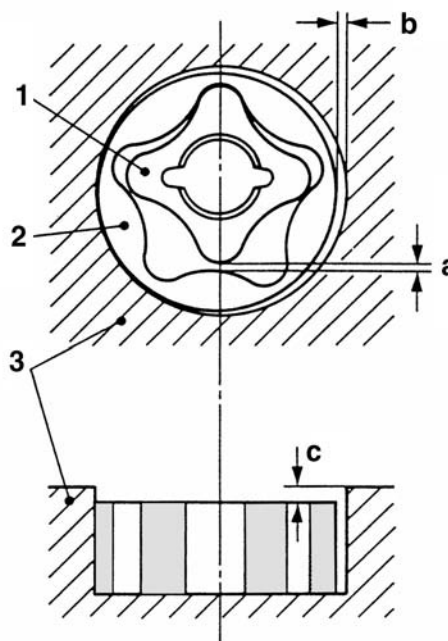
<Limit>: 0.22 mm (0.0087 in)

Oil-pump-housing-to-inner-rotor-and-outer-rotor clearance

0.03-0.08 mm

(0.0012-0.0031 in)

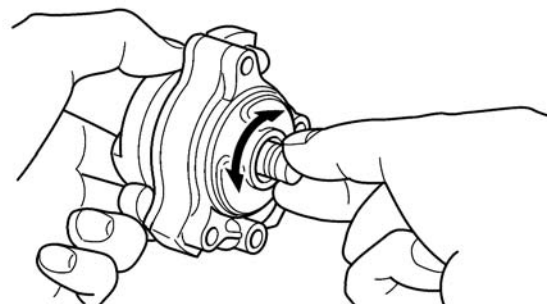
<Limit>: 0.15 mm (0.0059 in)



3. Check:

- Oil pump operation

Rough movement → Repeat steps (1) and (2) or replace the defective part(s).



EAS00367

CHECKING THE OIL DELIVERY PIPES AND HOSES

The following procedure applies to all of the oil delivery pipes and hoses.

1. Check:

- Oil delivery pipe
- Oil delivery hose

Damage → Replace.

Obstruction → Wash and blow out with compressed air.

EAS00375

ASSEMBLING THE OIL PUMP

1. Lubricate:

- Oil pump inner rotor 1
- Oil pump inner rotor 2
- Oil pump outer rotor 1
- Oil pump outer rotor 2
- Oil pump shaft
(with the recommended lubricant)



Recommended lubricant
Engine oil

2. Install:

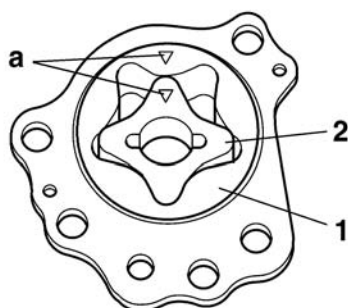
- Oil pump outer rotor 2 "1"
- Oil pump inner rotor 2 "2"
(to the oil pump housing 2)
- Oil pump housing



Oil pump housing bolts
7 Nm (0.7 m·kg, 5.1 ft·lb)

NOTE:

- Install oil pump inner rotor 2 and outer rotor 2 with the alignment marks "a" facing up.
- When installing the inner rotor, align the pin in the oil pump shaft with the groove in the inner rotor.



3. Check:

- Oil pump operation
Refer to "CHECKING THE OIL PUMP".

EAS00376

INSTALLING THE OIL PUMP

1. Install:

- Oil pump gasket **New**
- Oil pump
- Oil baffle plate 2



Oil baffle plate 2 bolts
10 Nm (1.0 m·kg, 7.2 ft·lb)

- Oil pump driven gear "1"
- Oil pump driven gear circlip **New**
- Oil baffle plate 1



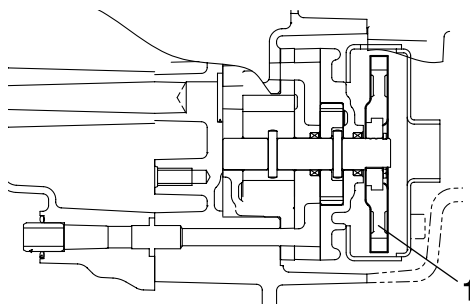
Oil baffle plate 1 bolts
4 Nm (0.4 m·kg, 2.9 ft·lb)
LOCTITE®

CAUTION:

After tightening the bolts, make sure the oil pump turns smoothly.

NOTE:

- Install the oil pump driven gear "1" in the direction shown.
- Install the circlip with its blunt surface facing the engine.

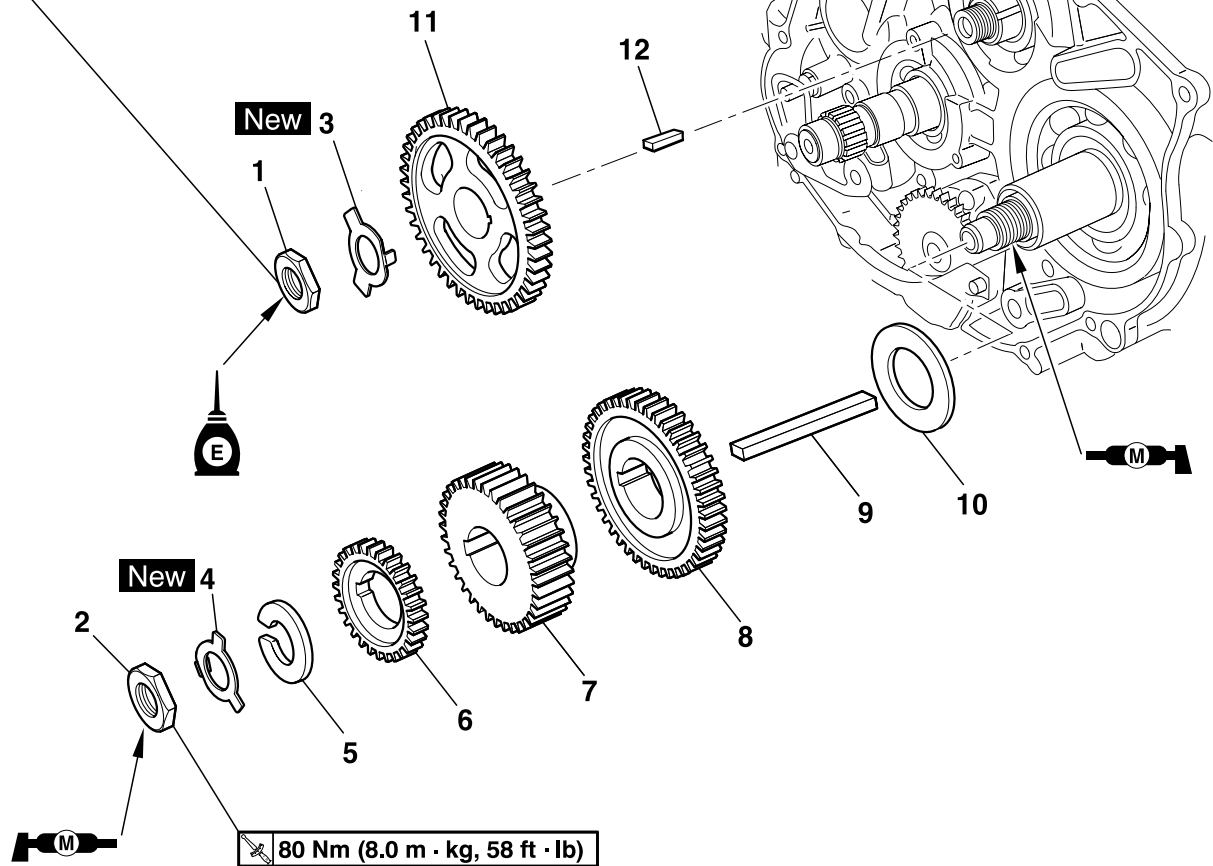


BALANCER DRIVEN GEAR

Removing the balancer driven gear



70 Nm (7.0 m · kg, 50 ft · lb)



Order	Job/Parts to remove	Q'ty	Remarks
	Water pump assembly		Refer to "WATER PUMP" on page 6-7.
	Clutch housing		Refer to "CLUTCH" on page 5-32.
	Crankcase cover (right)		Refer to "OIL PUMP" on page 5-40.
1	Balancer driven gear nut	1	
2	Primary drive gear nut	1	
3	Lock washer	1	
4	Lock washer	1	
5	Washer	1	
6	Water pump drive gear	1	
7	Primary drive gear	1	
8	Balancer drive gear	1	
9	Straight key	1	
10	Washer	1	
11	Balancer driven gear	1	
12	Straight key	1	
			For installation, reverse the removal procedure.

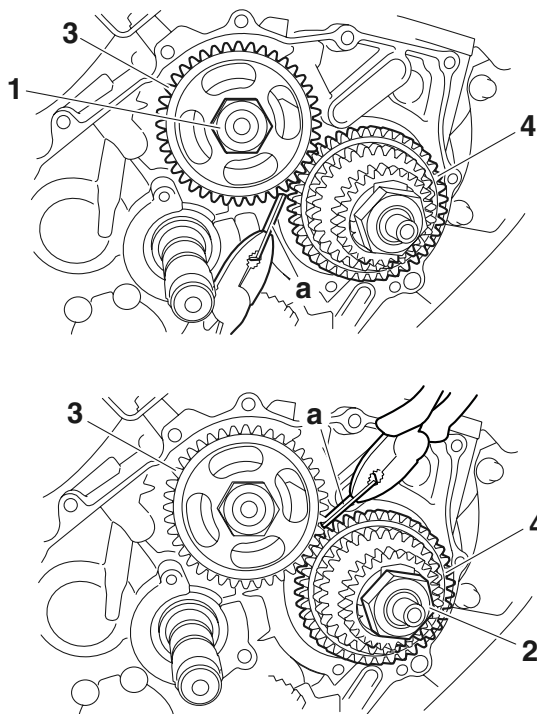
BALANCER DRIVEN GEAR

REMOVING THE BALANCER DRIVEN GEAR AND BALANCER DRIVE GEAR

1. Straighten the lock washer tab.
2. Loosen:
 - Balancer driven gear nut "1"
 - Primary drive gear nut "2"

NOTE:

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



3. Remove:
 - Balancer driven gear
 - Water pump drive gear
 - Primary drive gear
 - Balancer drive gear

CHECKING THE BALANCER DRIVEN GEAR, WATER PUMP DRIVE GEAR, PRIMARY DRIVE GEAR, AND BALANCER DRIVE GEAR

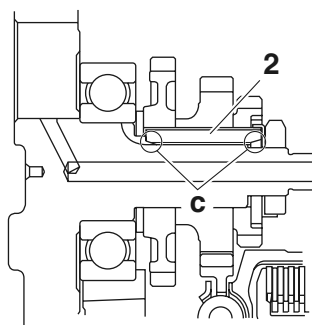
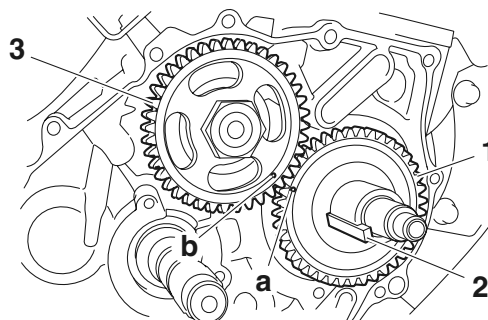
1. Check:
 - Balancer driven gear
 - Balancer drive gear
 - Water pump drive gear
 - Primary drive gear
 Damage/wear → Replace.

INSTALLING THE BALANCER DRIVEN GEAR AND BALANCER DRIVE GEAR

1. Install:
 - Washer
 - Balancer drive gear "1"
 - Straight key "2"
 - Balancer driven gear "3"
 - Straight key
 - Primary drive gear
 - Water pump drive gear

NOTE:

- Align the punch mark "a" on the balancer drive gear with the punch mark "b" on the balancer driven gear.
- Install the key with its blunt surface facing "c" the crankshaft.



2. Install:
 - Lock washer "1" **New**
 - Primary drive gear nut "2"



Primary drive gear nut
80 Nm (8.0 m·kg, 58 ft·lb)

- Lock washer "3" **New**
- Balancer driven gear nut "4"

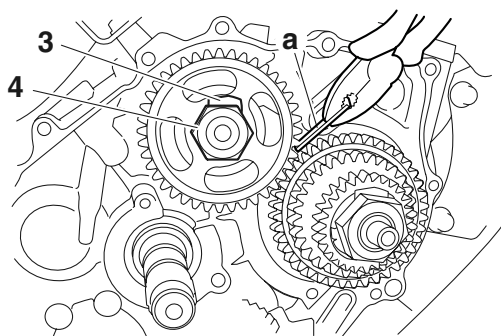
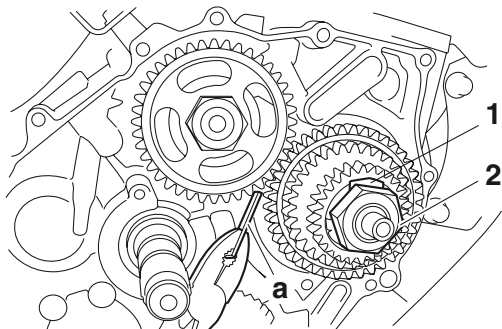


Balancer driven gear nut
70 Nm (7.0 m·kg, 50 ft·lb)

BALANCER DRIVEN GEAR

NOTE:

Place an aluminum plate “a” between the teeth of the balancer drive gear and balancer driven gear.

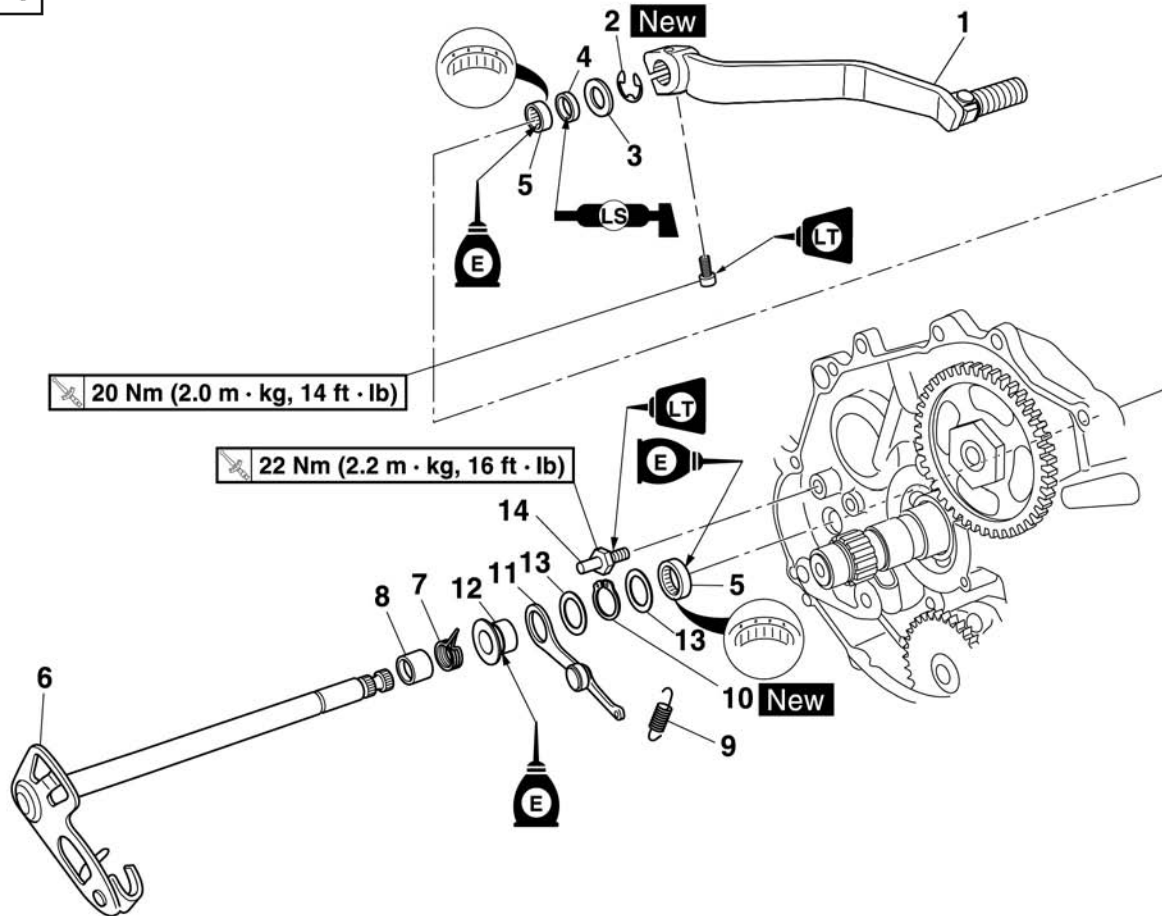


3. Bend the lock washer tab.

EAS00327

SHIFT SHAFT AND STOPPER LEVER

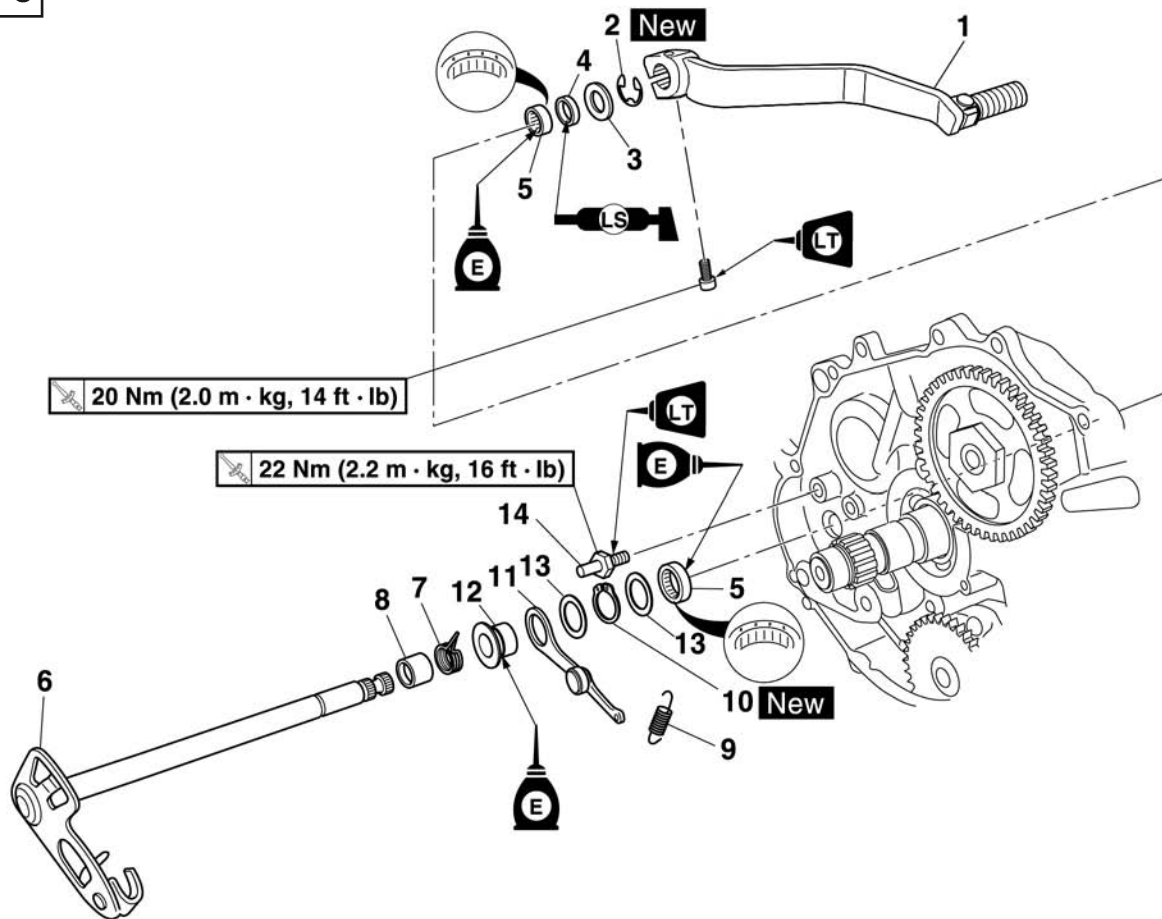
Removing the shift shaft and stopper lever



Order	Job/Parts to remove	Q'ty	Remarks
	Water pump assembly		Refer to "WATER PUMP" on page 6-7.
	Clutch housing		Refer to "CLUTCH" on page 5-32.
	Crankcase cover (right)		Refer to "OIL PUMP" on page 5-40.
1	Shift pedal	1	
2	Circlip	1	
3	Washer	1	
4	Oil seal	1	
5	Bearing	2	
6	Shift shaft	1	
7	Shift shaft spring	1	
8	Spacer	1	
9	Stopper lever spring	1	
10	Circlip	1	
11	Stopper lever	1	
12	Spacer	1	

SHIFT SHAFT

Removing the shift shaft and stopper lever



Order	Job/Parts to remove	Q'ty	Remarks
13	Washer	2	
14	Shift shaft spring stopper	1	
			For installation, reverse the removal procedure.

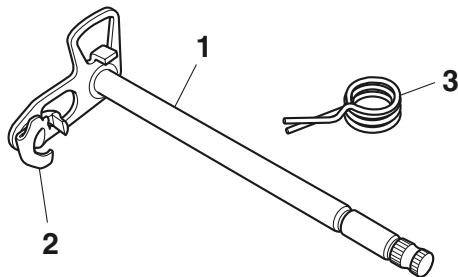
SHIFT SHAFT

EAS00329

CHECKING THE SHIFT SHAFT

1. Check:

- Shift shaft "1"
 - Shift shaft pawl "2"
 - Shift shaft spring "3"
- Bends/damage/wear → Replace.

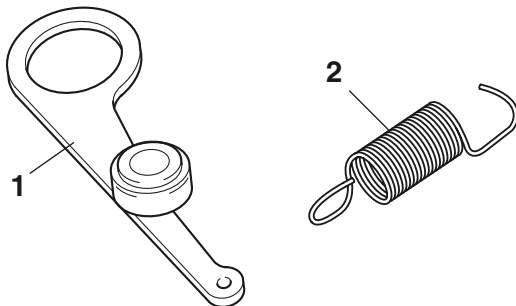


EAS00330

CHECKING THE STOPPER LEVER

1. Check:

- Stopper lever "1"
 - Stopper lever spring "2"
- Bends/damage → Replace.
Roller turns roughly → Replace the stopper lever.
- Damage/wear → Replace.



EAS00331

INSTALLING THE SHIFT SHAFT

1. Install:

- Shift shaft spring stopper



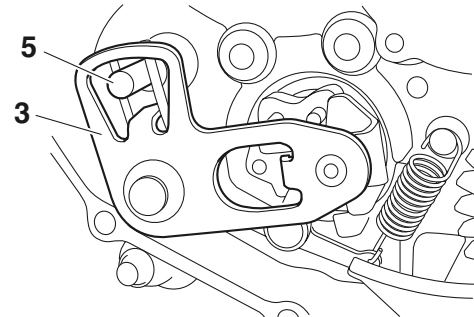
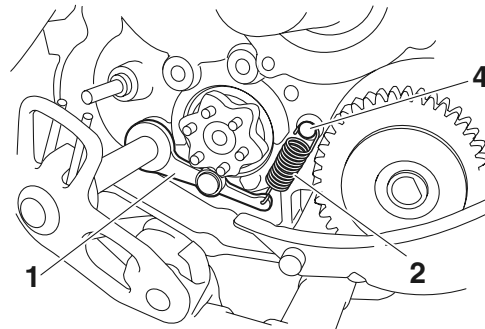
Shift shaft spring stopper
22 Nm (2.2 m·kg, 16 ft·lb)
LOCTITE®

2. Install:

- Stopper lever "1"
- Stopper lever spring "2"
- Shift shaft "3"

NOTE:

- Hook the ends of the stopper lever spring on-to the stopper lever and the crankcase boss "4".
- Mesh the stopper lever with the shift drum segment assembly.
- Lubricate the oil seal lips with lithium-soap-based grease.
- Hook the end of the shift shaft spring onto the shift shaft spring stopper "5".



3. Install:

- Shift pedal



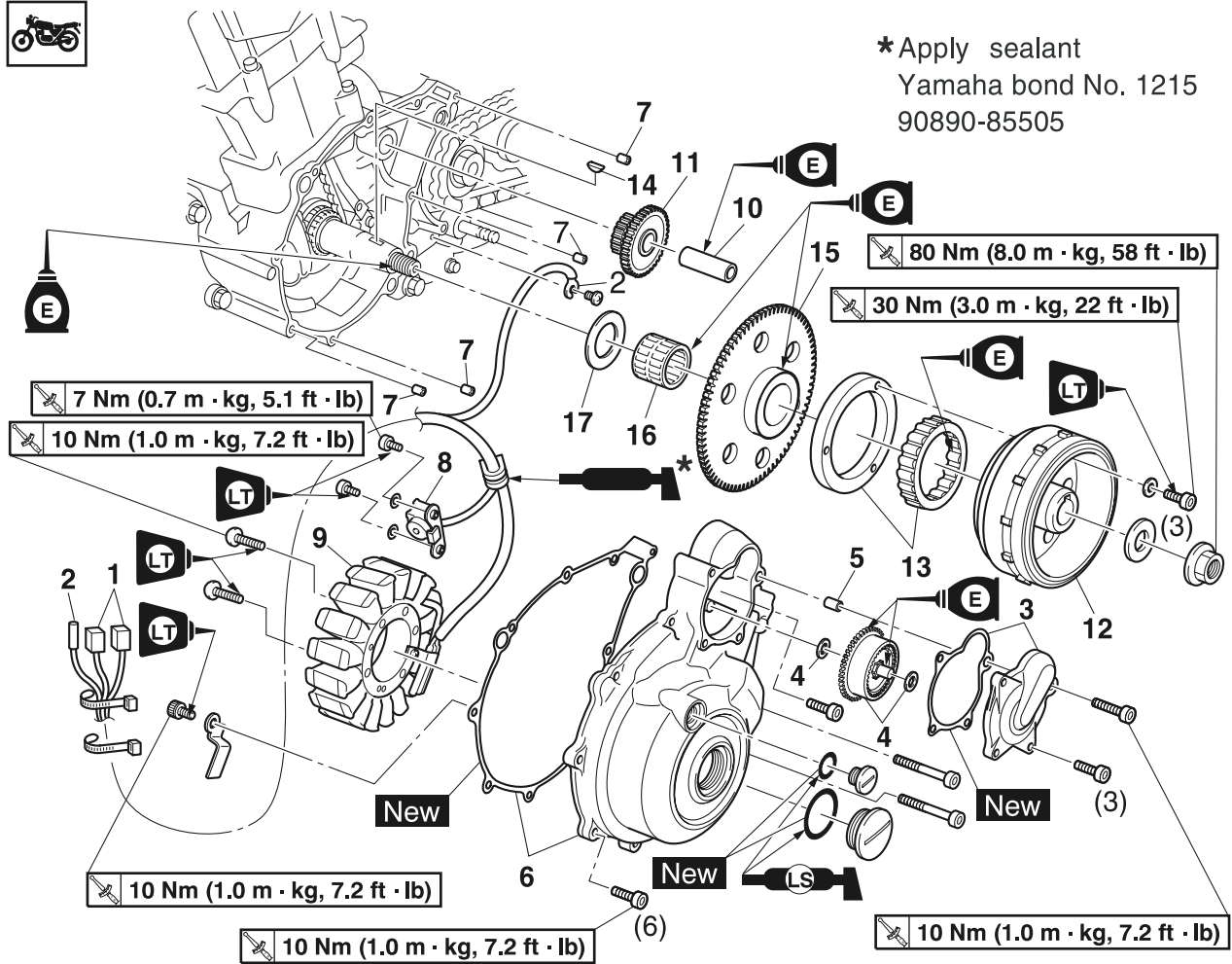
Shift pedal bolt
20 Nm (2.0 m·kg, 14 ft·lb)
LOCTITE® 243

STARTER CLUTCH AND A.C. MAGNETO

EAS00341

STARTER CLUTCH AND A.C. MAGNETO

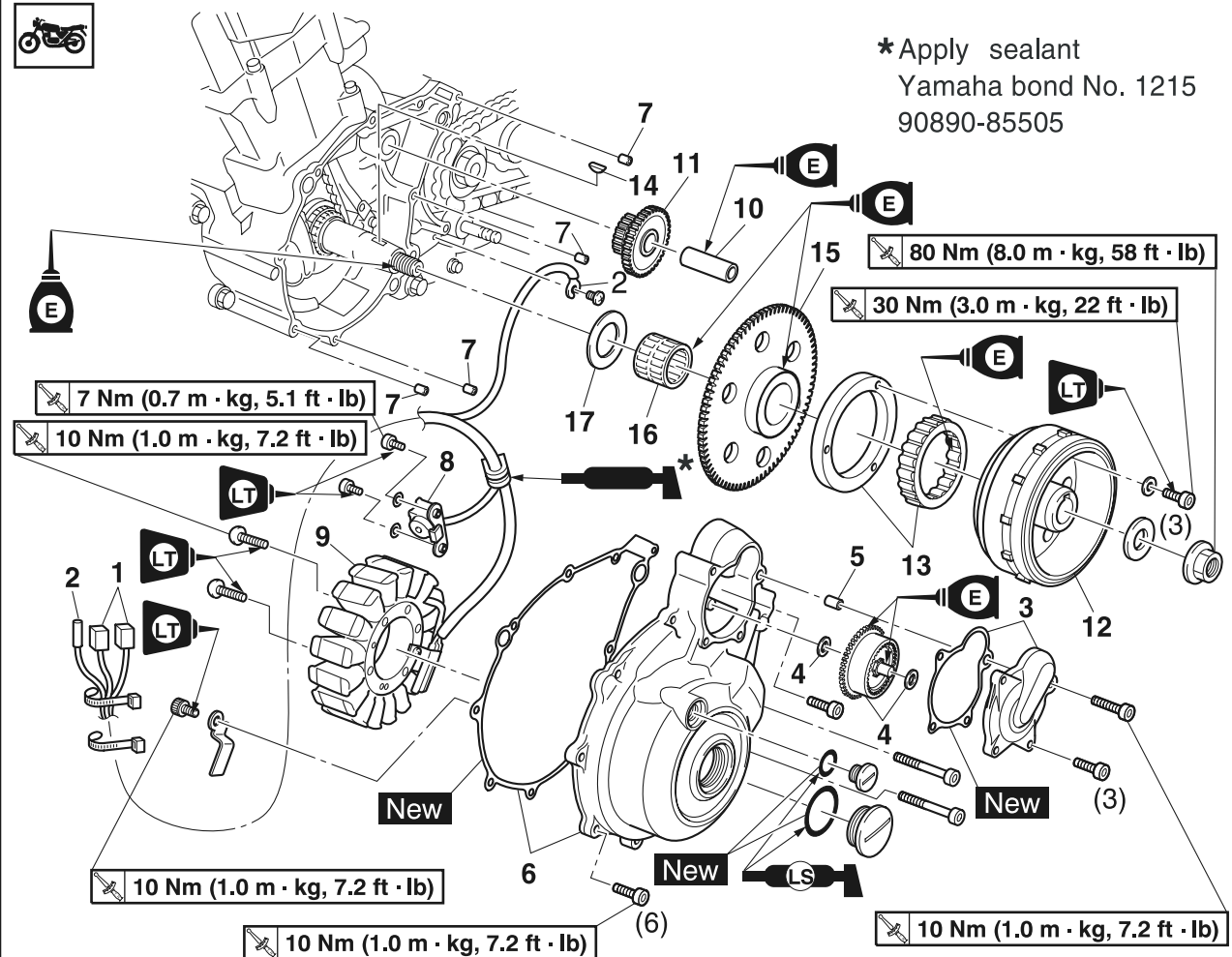
Removing the starter clutch and A.C. magneto



Order	Job/Parts to remove	Q'ty	Remarks
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" on page 3-10.
	Starter motor		Refer to "ELECTRIC STARTER" on page 5-56.
	Drive sprocket cover		Refer to "CHAIN DRIVE" on page 4-70.
	Shift pedal		
1	A.C. magneto coupler	2	Disconnect.
2	Neutral switch connector/lead	1/1	Disconnect.
3	Torque limiter cover/gasket	1/1	
4	Torque limiter/washer	1/2	
5	Dowel pin	1	
6	A.C. magneto cover/gasket	1/1	
7	Dowel pin	4	
8	Crankshaft position sensor	1	
9	Stator coil	1	
10	Starter clutch idle gear shaft	1	

STARTER CLUTCH AND A.C. MAGNETO

Removing the starter clutch and A.C. magneto



Order	Job/Parts to remove	Q'ty	Remarks
11	Starter clutch idle gear	1	
12	A.C. magneto rotor	1	
13	Starter clutch	1	
14	Woodruff key	1	
15	Starter clutch gear	1	
16	Bearing	1	
17	Washer	1	
			For installation, reverse the removal procedure.

STARTER CLUTCH AND A.C. MAGNETO

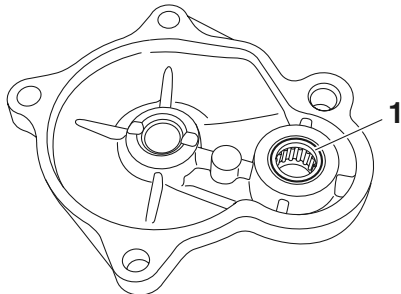
EAS00346

REMOVING THE A.C. MAGNETO ROTOR

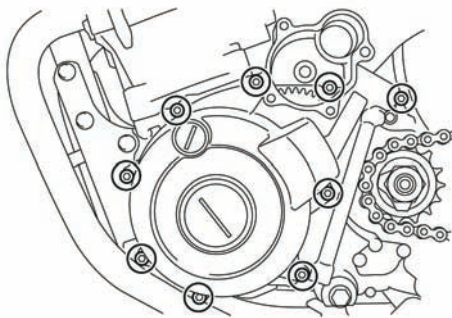
1. Remove:
 - Torque limiter cover

CAUTION:

Do not remove the bearing "1".



2. Remove:
 - A.C. magneto cover



NOTE:

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

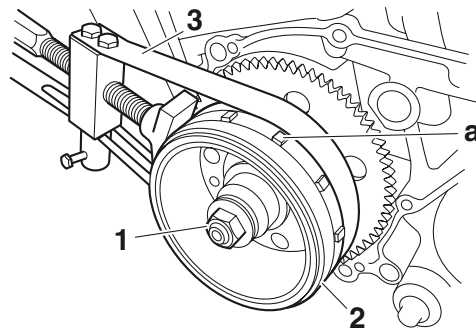
3. Remove:
 - A.C. magneto rotor nut "1"
 - Washer

NOTE:

- While holding the A.C. magneto rotor "2" with the sheave holder "3", loosen the A.C. magneto rotor nut.
- Do not allow the sheave holder to touch the projection "a" on the A.C. magneto rotor.



Sheave holder
90890-01701



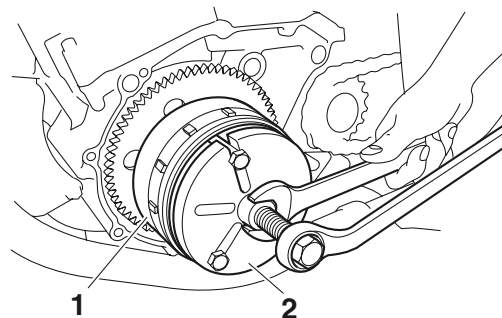
4. Remove:
 - A.C. magneto rotor "1"
 - (with the flywheel puller "2")
 - Woodruff key

NOTE:

Use the rotor puller.

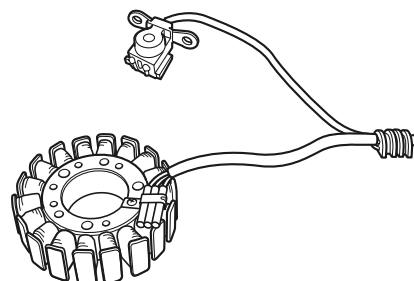


Flywheel puller
90890-01362



CHECKING THE STATOR COIL AND CRANKSHAFT POSITION SENSOR

1. Check:
 - Stator coil
 - Crankshaft position sensorDamage → Replace the crankshaft position sensor/stator assembly.

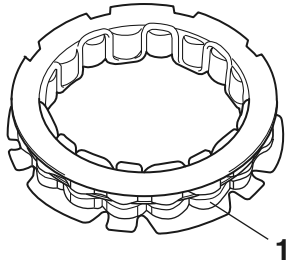


STARTER CLUTCH AND A.C. MAGNETO

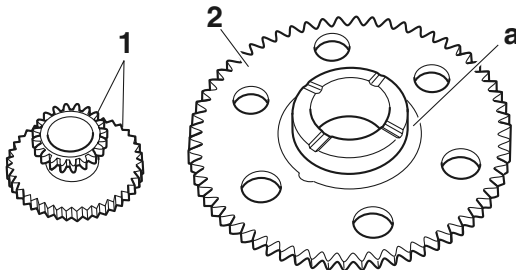
EAS00351

CHECKING THE STARTER CLUTCH

1. Check:
 - Starter clutch rollers “1”
Damage/wear → Replace.



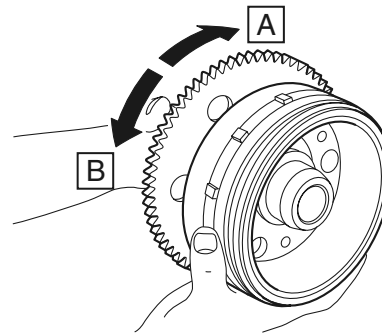
2. Check:
 - Starter clutch idle gear “1”
 - Starter clutch gear “2”
Burrs/chips/roughness/wear → Replace the defective part(s).
3. Check:
 - Starter clutch gear’s contacting surfaces “a”
Damage/pitting/wear → Replace the starter clutch gear.



4. Check:
- Starter clutch operation

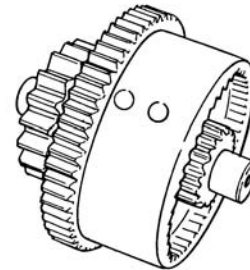


- Install the starter clutch gear onto the starter clutch and hold the starter clutch.
- When turning the starter clutch gear clockwise **A**, it should turn freely, otherwise the starter clutch is faulty and must be replaced.
- When turning the starter clutch gear counterclockwise **B**, the starter clutch and the starter clutch gear should engage, otherwise the starter clutch is faulty and must be replaced.



CHECKING THE TORQUE LIMITER

1. Check:
 - Torque limiter
Damage/wear → Replace.



EAS00354

INSTALLING THE A.C. MAGNETO ROTOR

1. Install:
 - Stator coil “1”



Stator coil bolts
10 Nm (1.0 m·kg, 7.2 ft·lb)
LOCTITE®

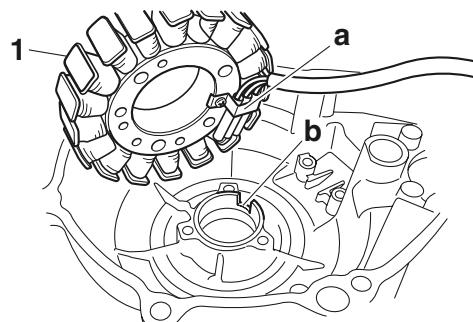
- Crankshaft position sensor



Crankshaft position sensor bolts
7 Nm (0.7 m·kg, 5.1 ft·lb)
LOCTITE®

NOTE:

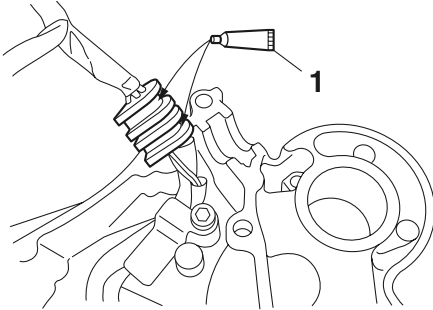
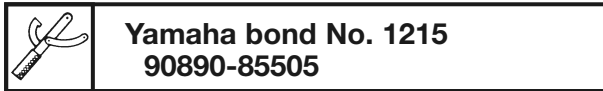
Align the projection “a” on the stator coil with the slot “b” in the A.C. magneto cover.



STARTER CLUTCH AND A.C. MAGNETO

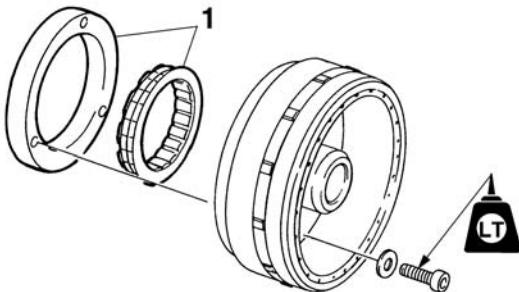
2. Apply:

- Yamaha bond No. 1215 “1” (into the slits)



3. Install:

- Starter clutch “1” (to A.C. magneto rotor)
- Starter clutch bolts



4. Install:

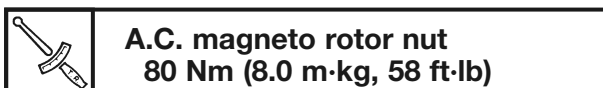
- Woodruff key
- A.C. magneto rotor
- Washer
- A.C. magneto rotor nut

NOTE:

- Clean the tapered portion of the crankshaft and the A.C. magneto rotor hub.
- When installing the A.C. magneto rotor, make sure the woodruff key is properly seated in the keyway of the crankshaft.
- Lubricate crankshaft end threads with engine oil.

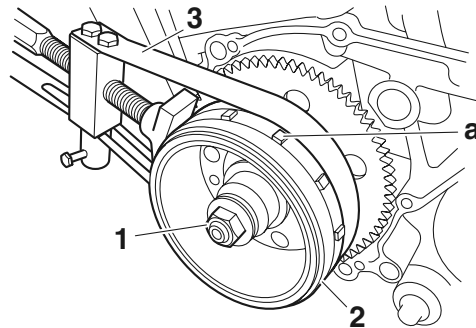
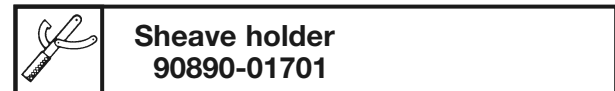
5. Tighten:

- A.C. magneto rotor nut “1”



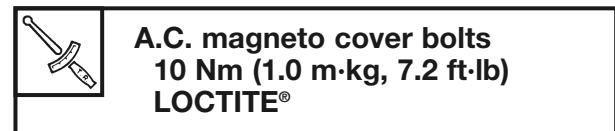
NOTE:

- While holding the A.C. magneto rotor “2” with the sheave holder “3”, tighten the A.C. magneto rotor nut.
- Do not allow the sheave holder to touch the projection “a” on the A.C. magneto rotor.



6. Install:

- Gasket
- A.C. magneto cover



NOTE:

Tighten the A.C. magneto cover bolts in stages, using a crisscross pattern.

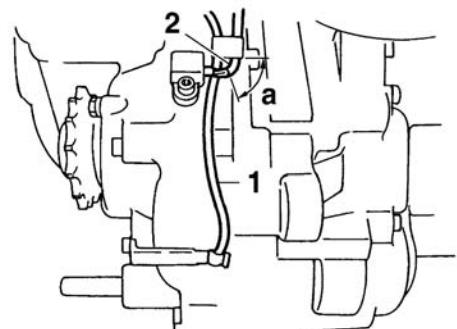
7. Install:

- Neutral switch lead “1”

NOTE:

Route the neutral switch lead so that it is taut and route it under the speed sensor lead “2” as shown.

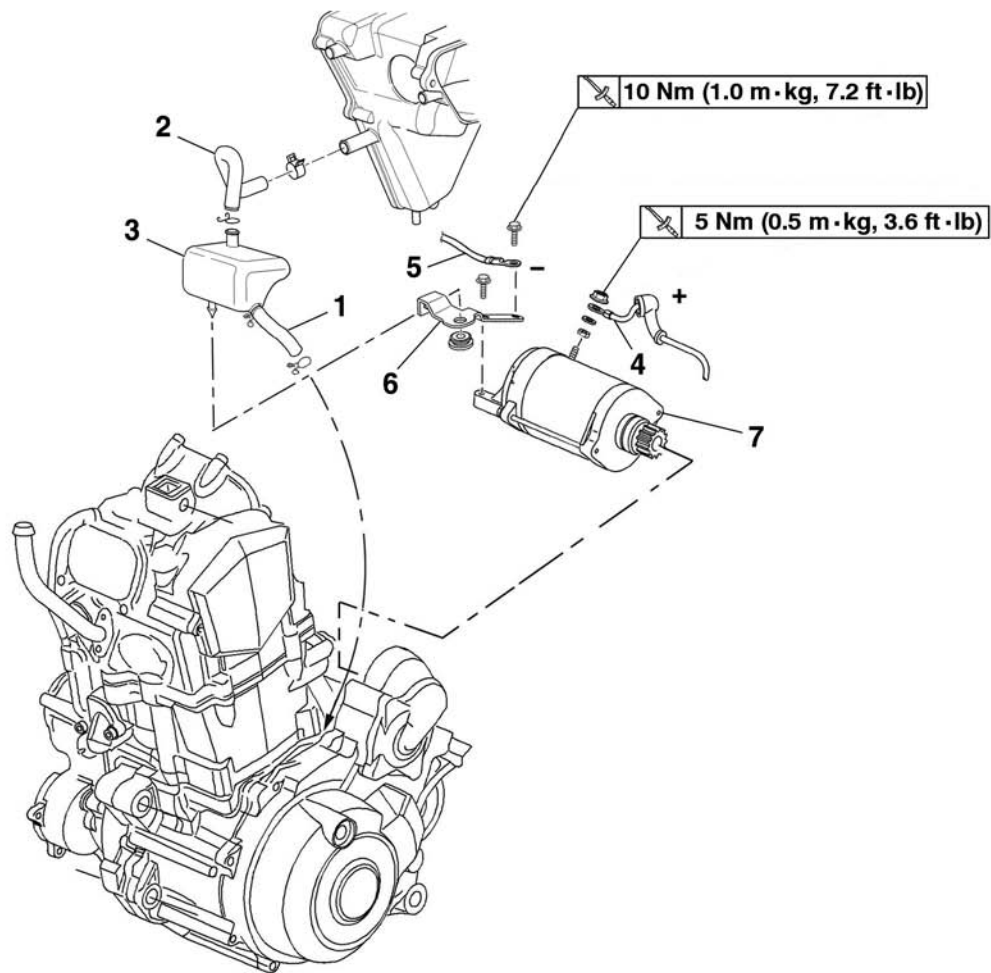
- a. 5 mm or more



EAS24780

ELECTRIC STARTER

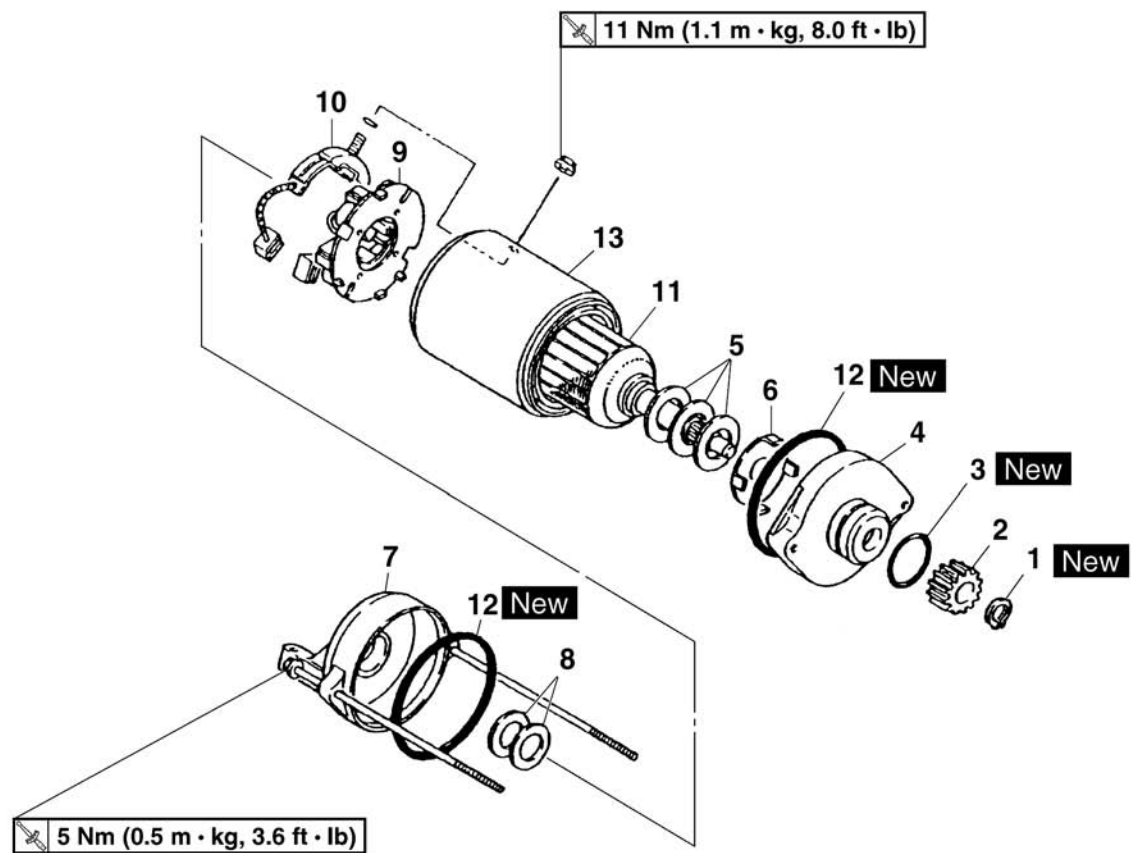
Removing the starter motor



Order	Job/Parts to remove	Q'ty	Remarks
1	Crankcase-to-crankcase-breather-chamber hose	1	Disconnect.
2	Air-filter-to-crankcase-breather-chamber hose	1	Disconnect.
3	Crankcase breather chamber	1	
4	Starter motor lead	1	Disconnect.
5	Negative battery lead	1	Disconnect.
6	Crankcase breather chamber bracket	1	
7	Starter motor	1	
			For installation, reverse the removal procedure.

ELECTRIC STARTER

Disassembling the starter motor



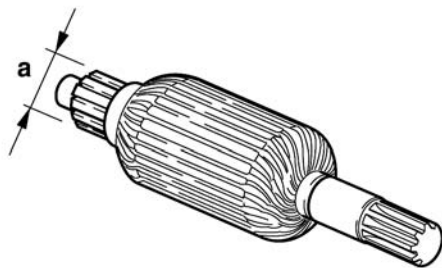
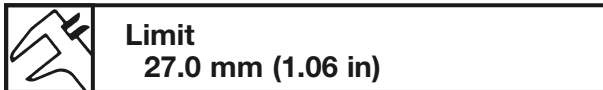
Order	Job/Parts to remove	Q'ty	Remarks
1	Circlip	1	Disconnect.
2	Starter motor gear	1	Disconnect.
3	O-ring	1	
4	Front bracket	1	Disconnect.
5	Shims	1	Disconnect.
6	Lock washer	1	
7	Rear bracket	1	
8	Shims	1	
9	Brush holder assembly	1	
10	Brush	1	
11	Armature coil	1	
12	O-ring	2	
13	Starter motor yoke	1	
			For assembly, reverse the disassembly procedure.

ELECTRIC STARTER

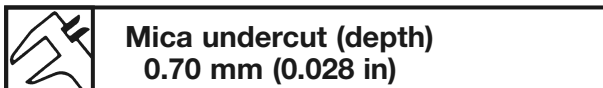
EAS24790

CHECKING THE STARTER MOTOR

1. Check:
 - Commutator
Dirt → Clean with 600 grit sandpaper.
2. Measure:
 - Commutator diameter “a”
Out of specification → Replace the starter motor.



- ### 3. Measure:
- Mica undercut “a”
Out of specification → Scrape the mica to the proper measurement with a hacksaw blade that has been grounded to fit the commutator.



NOTE:

The mica of the commutator must be undercut to ensure proper operation of the commutator.



4. Measure:
- Armature assembly resistances (commutator and insulation)
- Out of specification → Replace the starter motor.

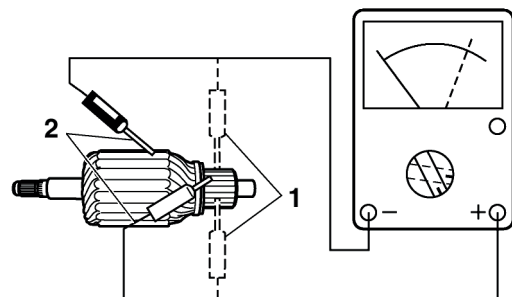
- a. Measure the armature assembly resistances with the pocket tester.



Pocket tester
90890-03112



Armature coil
Commutator resistance “1”
 0.025–0.035 Ω at 20°C (68°F)
Insulation resistance “2”
 Above 1 M at 20°C (68°F)

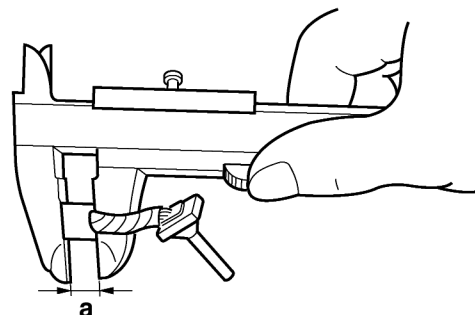


- b. If any resistance is out of specification, replace the starter motor.

5. Measure:
- Brush length “a”
Out of specification → Replace the brushes as a set.



Limit
5.00 mm (0.20 in)

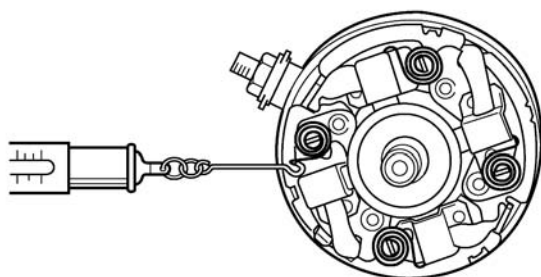


6. Measure:
- Brush spring force
Out of specification → Replace the brush springs as a set.



Brush spring force
7.65-10.01 N (27.51-36.01 oz)
(780-1,021 gf)

ELECTRIC STARTER



7. Check:
 - Gear teeth
Damage/wear → Replace the gear.
8. Check:
 - Bearing
 - Oil seal
Damage/wear → Replace the defective part(s).

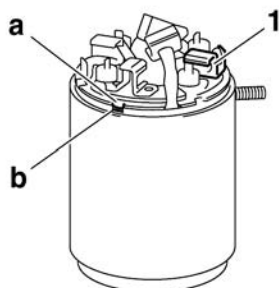
EAS00772

ASSEMBLING THE STARTER MOTOR

1. Install:
 - Brush seat "1"

NOTE:

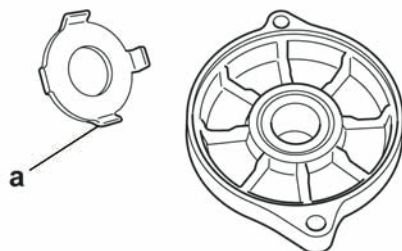
Align the tab "a" on the brush seat with the slot "b" in the starter motor yoke.



2. Install:
 - Lock washer

NOTE:

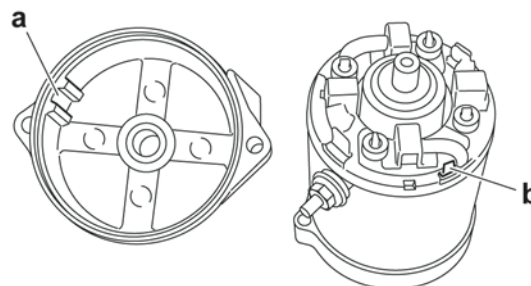
Align the tabs "a" on the lock washer with the grooves in the front bracket.



3. Install:
 - Rear bracket

NOTE:

Align the slot "a" in the rear bracket with the tab "b" on the brush seat.



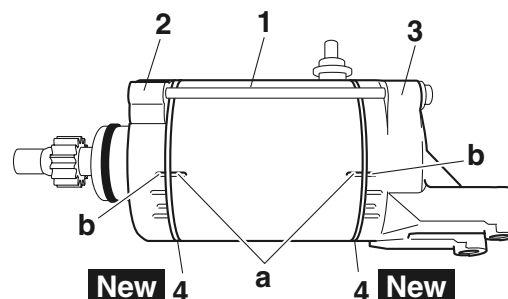
4. Install
 - Starter motor yoke "1"
 - Front bracket "2"
 - Rear bracket "3"
 - O-rings "4" **New**
 - Bolts



Starter motor bracket bolts
5 Nm (0.5 m·kg, 3.6 ft·lb)

NOTE:

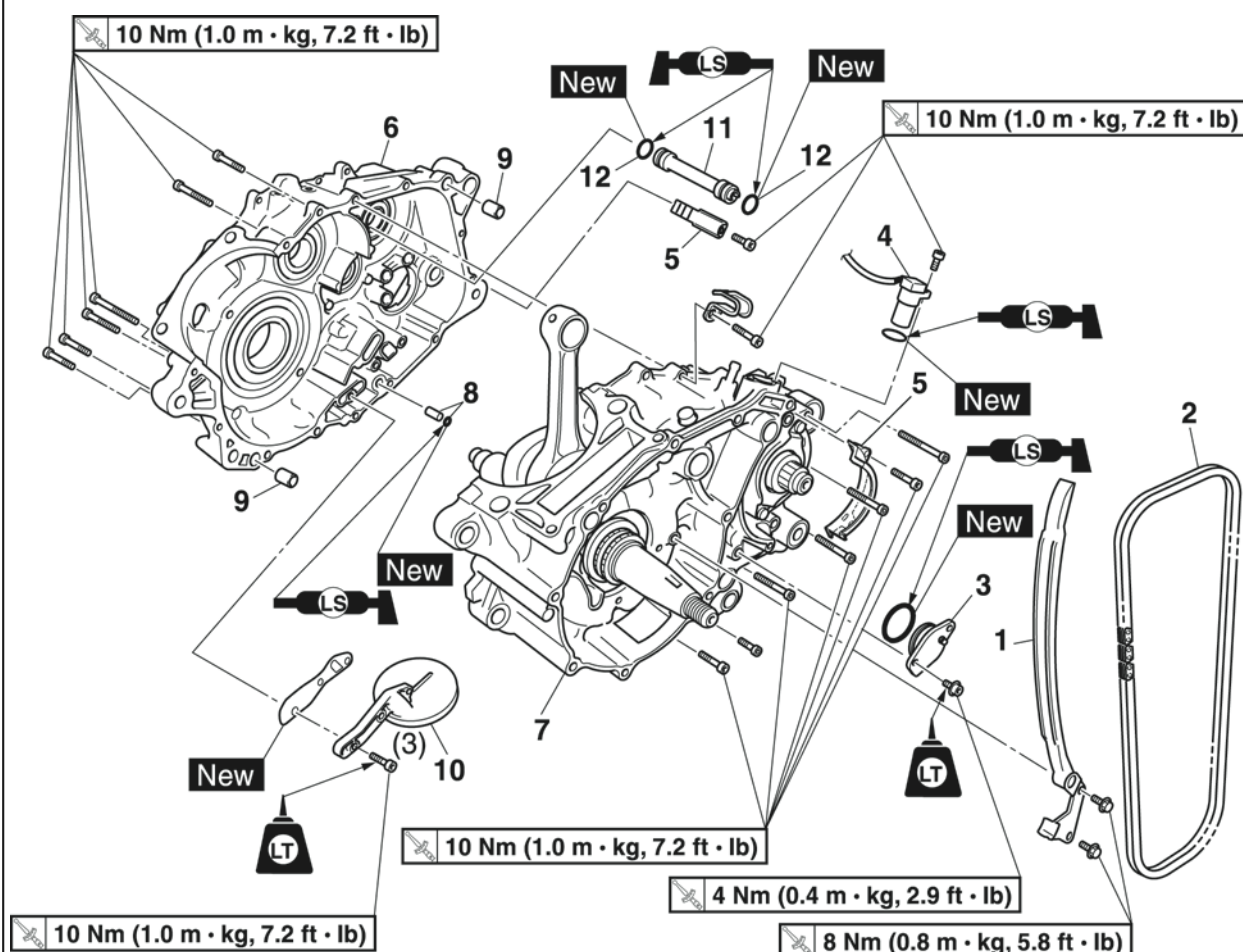
Align the alignment marks "a" on the starter motor yoke with the alignment marks "b" on the front and rear brackets.



5. Install:
 - Starter motor gear
 - Circlip

CRANKCASE

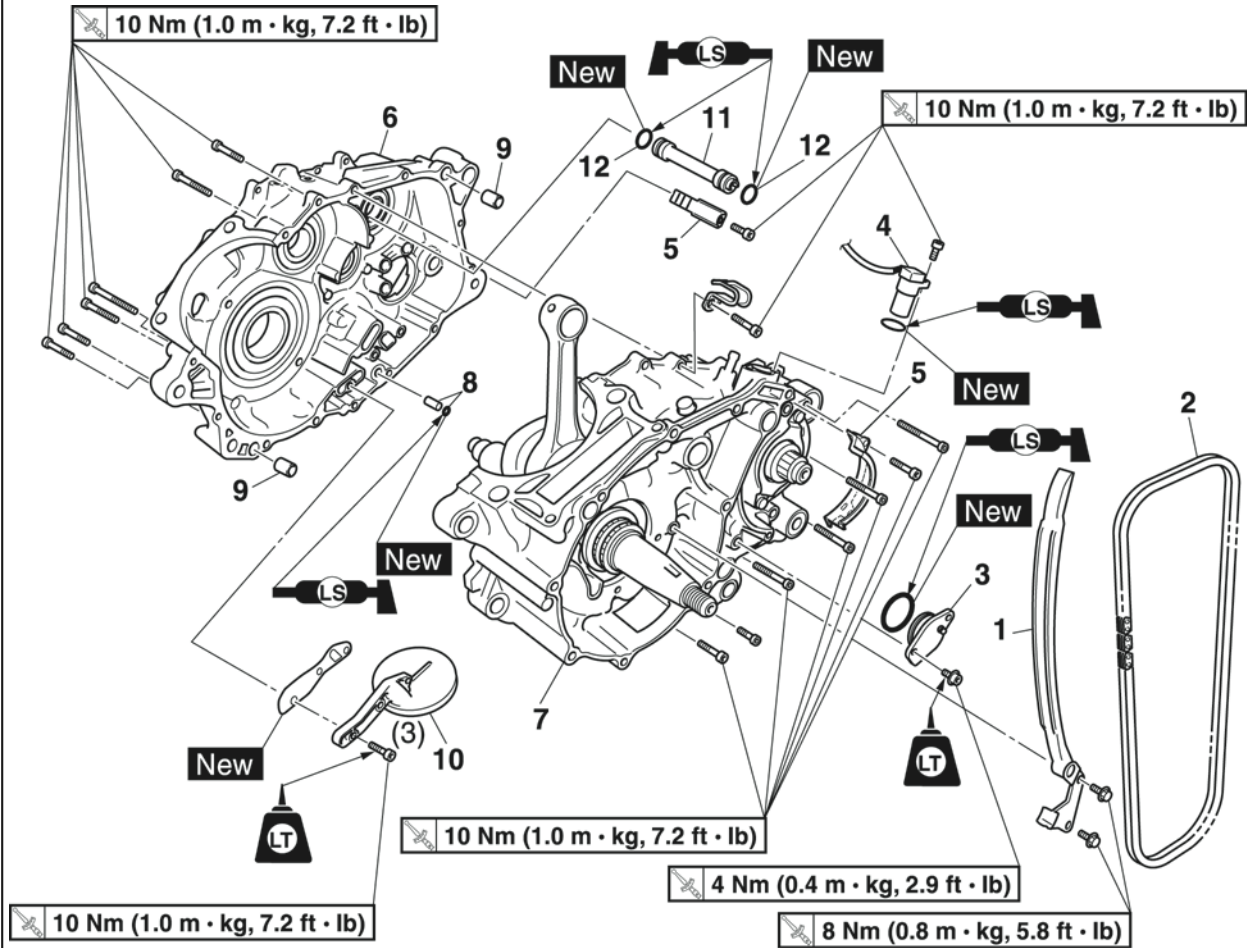
Separating the crankcase



Order	Job/Parts to remove	Q'ty	Remarks
	Engine		Refer to "ENGINE REMOVAL" on page 5-1.
	Cylinder head		Refer to "CYLINDER HEAD" on page 5-8.
	Cylinder/piston		Refer to "CYLINDER AND PISTON" on page 5-26.
	A.C. magneto		Refer to "STARTER CLUTCH AND A.C. MAGNETO" on page 5-51.
	Clutch		Refer to "CLUTCH" on page 5-32.
	Balancer driven gear/balancer drive gear		Refer to "BALANCER DRIVEN GEAR" on page 5-45.
	Oil pump		Refer to "OIL PUMP" on page 5-40.
	Shift shaft		Refer to "SHIFT SHAFT" on page 5-48.
1	Timing chain guide (intake side)	1	
2	Timing chain	1	
3	Neutral switch	1	
4	Speed sensor	1	
5	Lead holder	2	
6	Crankcase (right)	1	

CRANKCASE

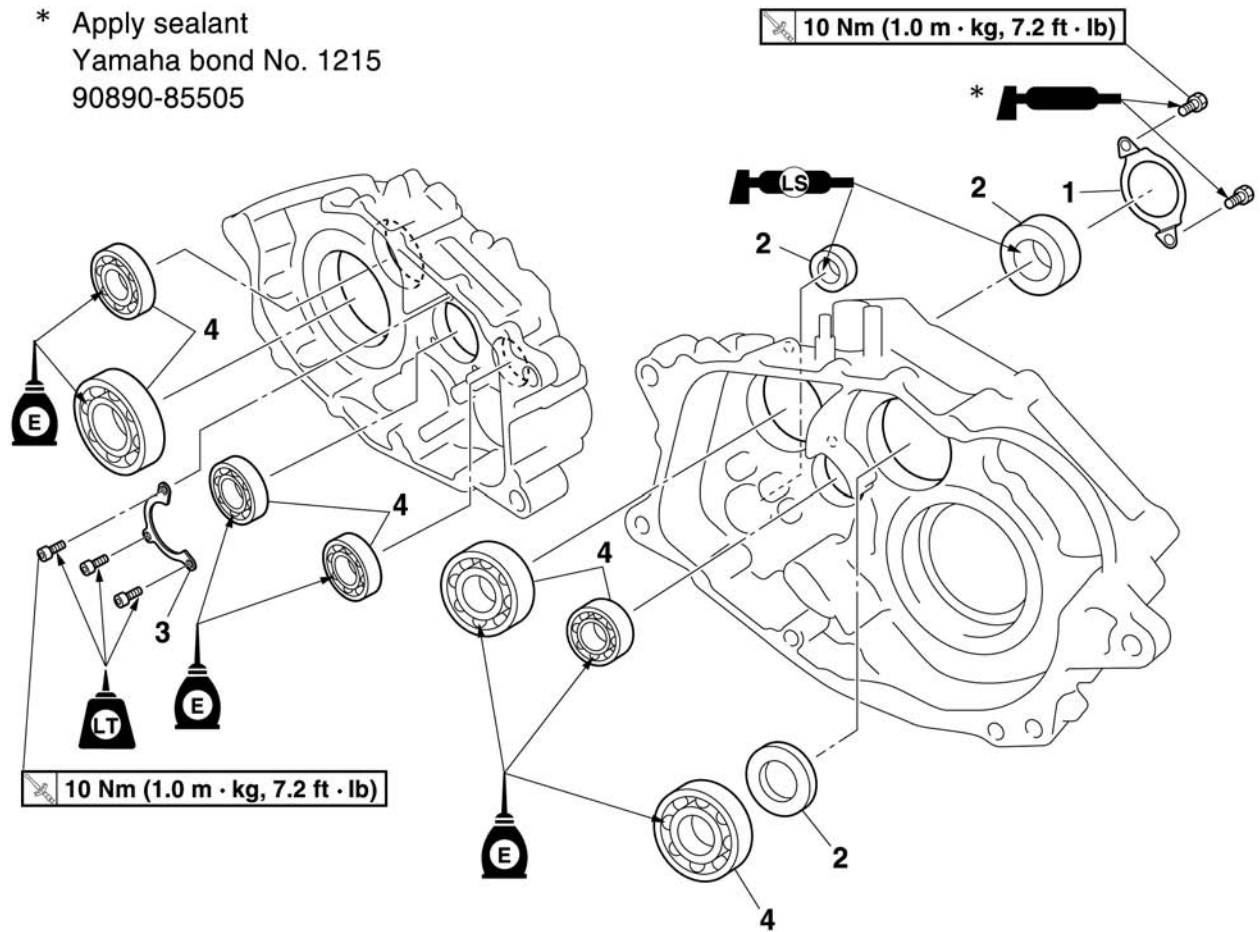
Separating the crankcase



Order	Job/Parts to remove	Q'ty	Remarks
7	Crankcase (left)	1	
8	Dowel pin/O-ring	1/1	
9	Dowel pin	2	
10	Oil strainer	1	
11	Oil delivery pipe 3	1	
12	O-ring	2	
			For installation, reverse the removal procedure.

Removing the crankcase bearings

* Apply sealant
Yamaha bond No. 1215
90890-85505

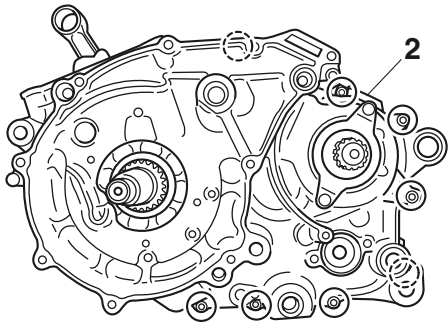
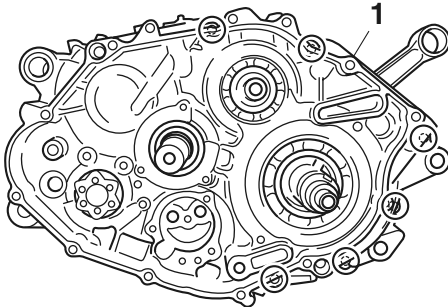


Order	Job/Parts to remove	Q'ty	Remarks
	Crankshaft/balancer		Refer to "CRANKSHAFT" on page 5-66.
	Transmission		Refer to "TRANSMISSION" on page 5-69.
1	Oil seal holder	1	
2	Oil seal	3	
3	Bearing retainer	1	
4	Bearing	7	
			For installation, reverse the removal procedure.

SEPARATING THE CRANKCASE

1. Separate:

- Right crankcase "1"
- Left crankcase "2"



a. Remove the crankcase bolts.

NOTE:

- Loosen each bolt 1/4 of a turn at a time and after all the bolts are loosened, remove them.
- Loosen the bolts in stages, using a criss-cross pattern.

b. Remove the right crankcase.

NOTE:

Insert a screwdriver or pry bar into the pry points in the crankcase and then carefully pry apart the crankcase halves.

CAUTION:

Use a soft hammer to tap on one side of the crankcase. Tap only on reinforced portions of the crankcase. Do not tap on the crankcase mating surfaces. Work slowly and carefully. Make sure that the crankcase halves separate evenly.

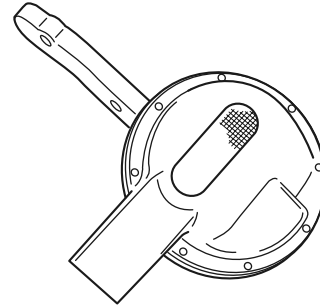
c. Remove the dowel pins and O-ring.



CHECKING THE OIL STRAINER AND OIL DELIVERY PIPE 3

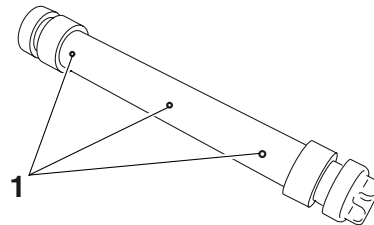
1. Check:

- Oil strainer
Damage → Replace.
Contaminants → Clean with engine oil.



2. Check:

- Oil delivery pipe 3
Cracks/damage → Replace.
- Oil delivery pipe holes "1"
Clogged → Blow out with compressed air.



EAS00207

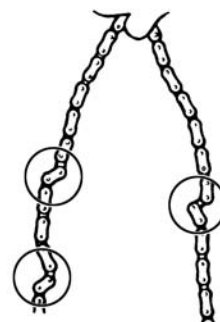
CHECKING THE TIMING CHAIN AND TIMING CHAIN GUIDES

1. Check:

- Timing chain
Damage/stiffness → Replace the timing chain and camshaft sprocket as a set.

2. Check:

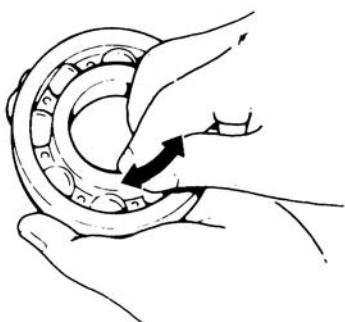
- Timing chain guide (intake side)
Damage/wear → Replace.



EAS00401

CHECKING THE BEARINGS AND OIL SEALS

1. Check:
 - Bearings
Clean and lubricate the bearings, and then rotate the inner race with your finger.
Rough movement → Replace.



2. Check:
 - Oil seals
Damage/wear → Replace.

EAS00399

CHECKING THE CRANKCASE

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

EAS00418

ASSEMBLING THE CRANKCASE

1. Lubricate:
 - Bearings
 - Oil seals

	Recommended lubricant Bearing Engine oil Oil seal Lithium-soap-based grease
--	--

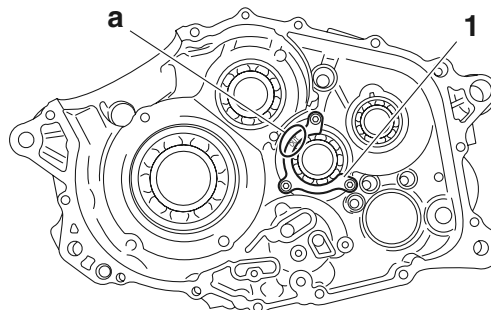
2. Install:
 - Bearings **New**
 - Bearing retainer "1"
(to the right crankcase)
 - Bearing retainer bolts



Bearing retainer bolts
10 Nm (1.0 m·kg, 7.2 ft·lb)

NOTE:

Install the bearing retainer with the "OUT" mark "a" facing up.



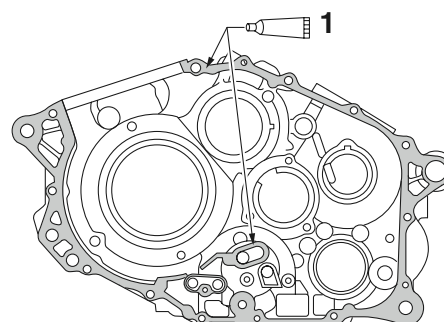
3. Thoroughly clean all the gasket mating surfaces and crankcase mating surfaces.
4. Apply:
 - Yamaha bond No. 1215 "1"
(to the mating surfaces of both crankcase halves)



Yamaha bond No. 1215
90890-85505

NOTE:

Do not allow any sealant to come into contact with the oil gallery.



5. Install:
 - Dowel pins
 - O-rings **New**
6. Fit the right crankcase onto the left crankcase. Tap lightly on the case with a soft hammer.

CRANKCASE

CAUTION:

Before installing and torquing the crankcase bolts, be sure to check whether the transmission is functioning properly by manually rotating the shift drum in both directions.

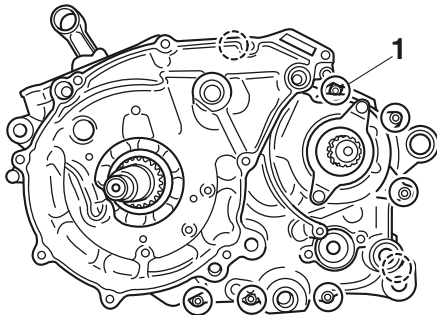
7. Install:

- Lead holder "1"
- Crankcase bolts

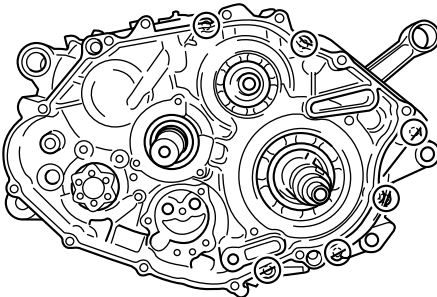
A Left crankcase

B Right crankcase

A



B



8. Tighten:

- Crankcase bolts
(follow the proper tightening sequence)



Crankcase bolts
10 Nm (1.0 m·kg, 7.2 ft·lb)

NOTE:

Tighten the bolts in stages, using a crisscross pattern.

9. Apply:

- 4-stroke engine oil
(to the crankshaft pin, bearing, and oil delivery hole)

10. Check:

- Crankshaft and transmission operation
Unsmooth operation → Repair.

11. Install:

- Speed sensor



Speed sensor bolts
10 Nm (1.0 m·kg, 7.2 ft·lb)

- Neutral switch
- Neutral switch screw

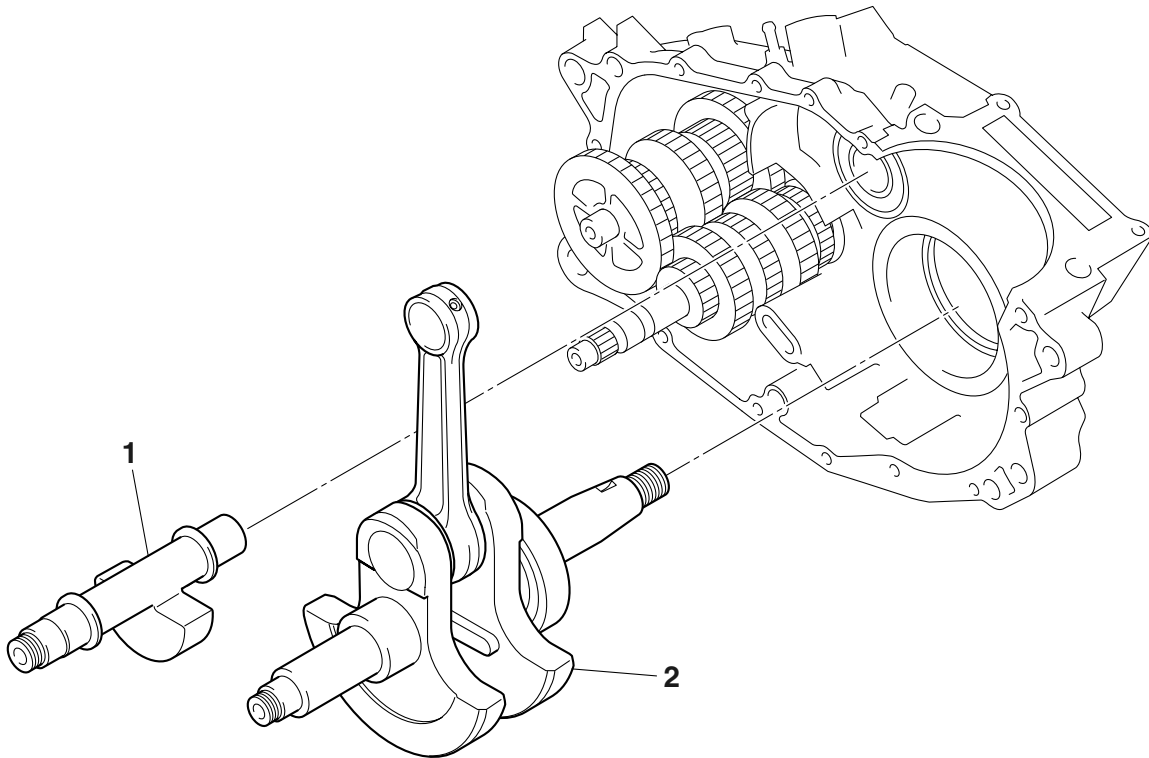


Neutral switch screw
4 Nm (0.4 m·kg, 2.9 ft·lb)
LOCTITE®

EAS00381

CRANKSHAFT

Removing the crankshaft and balancer



Order	Job/Parts to remove	Q'ty	Remarks
	Crankcase		Separate. Refer to "CRANKCASE" on page 5-60.
1	Balancer	1	
2	Crankshaft	1	
			For installation, reverse the removal procedure.

EAS00388

REMOVING THE CRANKSHAFT ASSEMBLY

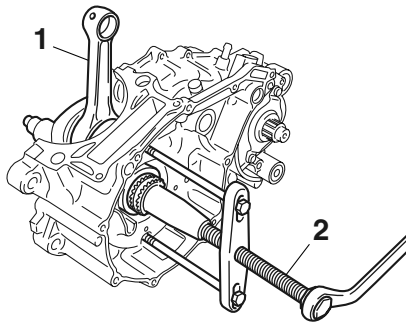
1. Remove:
 - Crankshaft “1”

NOTE:

- Remove the crankshaft with the crankcase separating tool “2”.
- Make sure the crankcase separating tool is centered over the crankshaft.



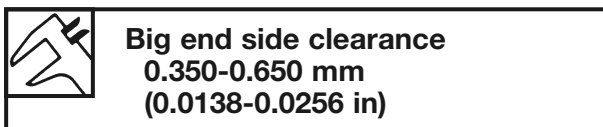
**Crankcase separating tool
90890-01135**



EAS00394

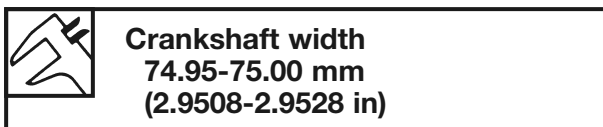
CHECKING THE CRANKSHAFT

1. Measure:
 - Big end side clearance “d”
 Out of specification → Replace the big end bearing, crankshaft pin, or connecting rod.



**Big end side clearance
0.350-0.650 mm
(0.0138-0.0256 in)**

2. Measure:
 - Crankshaft width “a”
 Out of specification → Replace the crankshaft.



**Crankshaft width
74.95-75.00 mm
(2.9508-2.9528 in)**

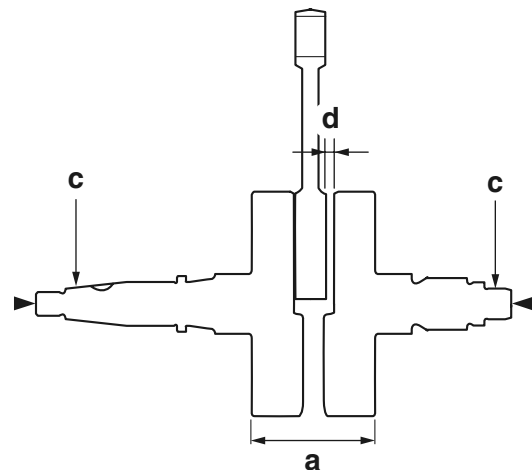
3. Measure:
 - Crankshaft runout “c”
 Out of specification → Replace the crankshaft, bearing or both.

NOTE:

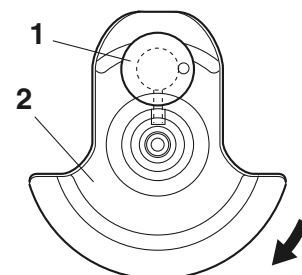
Turn the crankshaft slowly.



**Maximum crankshaft runout
0.04 mm (0.0016 in)**



- a. The crankshaft “1” and the crankshaft pin “2” oil passages must be properly interconnected with a tolerance of less than 1 mm (0.04 in).



4. Check:
 - Crankshaft sprocket
 Damage/wear → Replace the crankshaft.
- Bearing
- Cracks/damage/wear → Replace the crankshaft.
5. Check:
 - Crankshaft journal
 Scratches/wear → Replace the crankshaft.
- Crankshaft journal oil passage
- Obstruction → Blow out with compressed air.

EAS00408

INSTALLING THE CRANKSHAFT

1. Install:

- Crankshaft “1”

NOTE:

Install the crankshaft with the crankshaft installer pot, crankshaft installer bolt, adapter and spacer (crankshaft installer).



Crankshaft installer pot “2”

90890-01274

Crankshaft installer bolt “3”

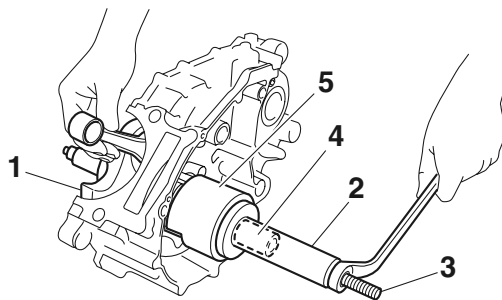
90890-01275

Adapter “4”

90890-04130

Spacer (crankshaft installer) “5”

90890-04144



CAUTION:

To avoid scratching the crankshaft and to ease the installation procedure, lubricate the oil seal lips with lithium-soap-based grease and each bearing with engine oil.

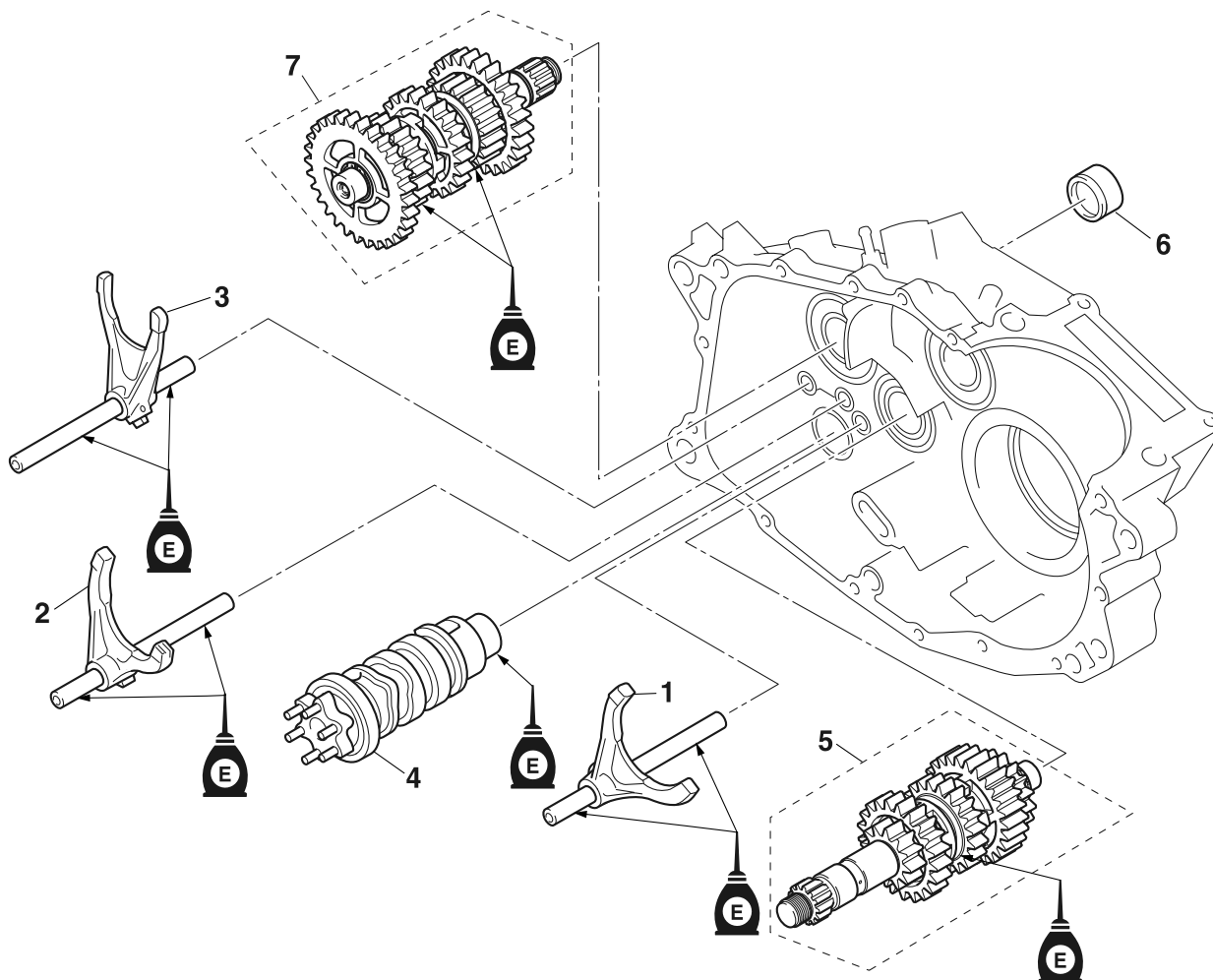
NOTE:

Hold the connecting rod at the top dead center (TDC) on the compression stroke with one hand while turning the nut of the crankshaft installer bolt with the other. Turn the crankshaft installer bolt until the crankshaft bottoms against the bearing.

EAS00419

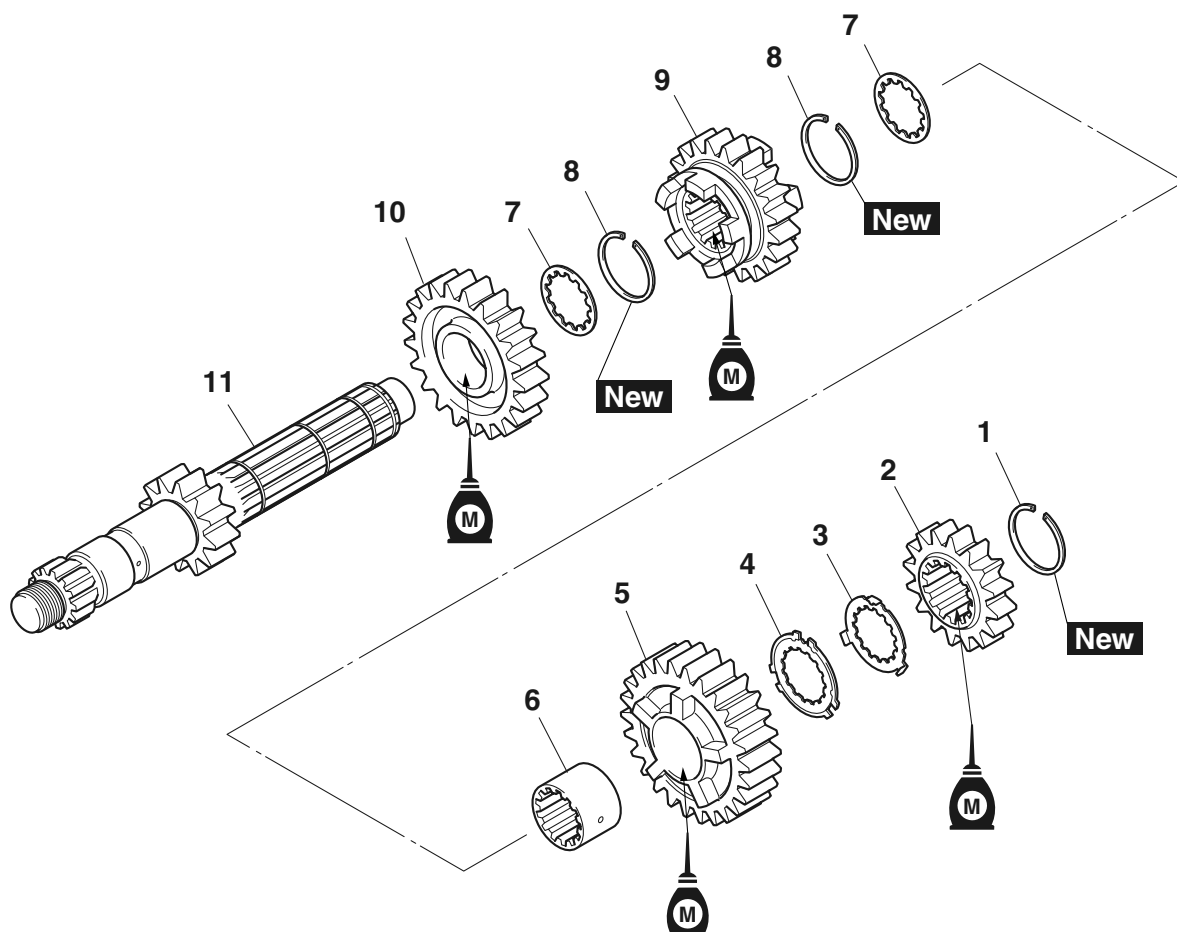
TRANSMISSION

Removing the transmission, shift drum, and shift forks



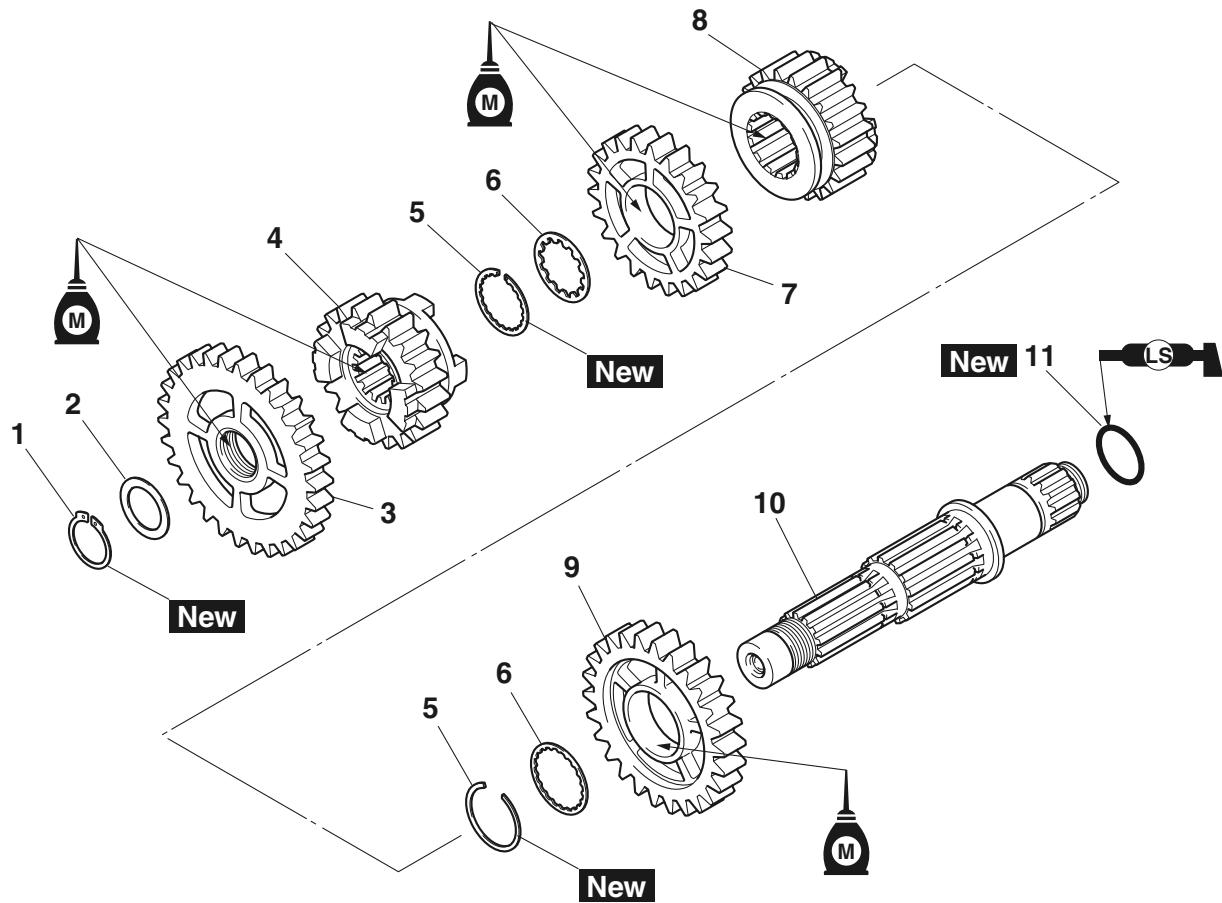
Order	Job/Parts to remove	Q'ty	Remarks
	Crankcase		Separate. Refer to "CRANKCASE" on page 5-60.
1	Shift fork "C"	1	
2	Shift fork "R"	1	
3	Shift fork "L"	1	
4	Shift drum	1	
5	Main axle assembly	1	
6	Spacer	1	
7	Drive axle assembly	1	
			For installation, reverse the removal procedure.

Disassembling the main axle



Order	Job/Parts to remove	Q'ty	Remarks
1	Circlip	1	
2	2 nd pinion gear	1	
3	Toothed lock washer	1	
4	Toothed washer retainer	1	
5	5 th pinion gear	1	
6	Toothed spacer	1	
7	Toothed washer	2	Refer to "ASSEMBLY THE MAIN AXLE AND DRIVE AXLE" on page 5-73.
8	Circlip	2	
9	3 rd pinion gear	1	
10	4 th pinion gear	1	
11	Main axle/1 st pinion gear	1	
			For assembly, reverse the disassembly procedure.

Disassembling the drive axle



Order	Job/Parts to remove	Q'ty	Remarks
1	Circlip	1	Refer to "ASSEMBLY THE MAIN AXLE AND DRIVE AXLE" on page 5-73.
2	Washer	1	
3	1 st wheel gear	1	
4	4 th wheel gear	1	
5	Circlip	2	
6	Toothed washer	2	
7	3 rd wheel gear	1	
8	5 th wheel gear	1	
9	2 nd wheel gear	1	
10	Drive axle	1	
11	O-ring	1	
			For assembly, reverse the disassembly procedure.

EAS00421

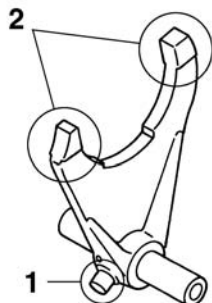
CHECKING THE SHIFT FORKS

The following procedure applies to all of the shift forks.

1. Check:

- Shift fork cam follower "1"
- Shift fork pawl "2"

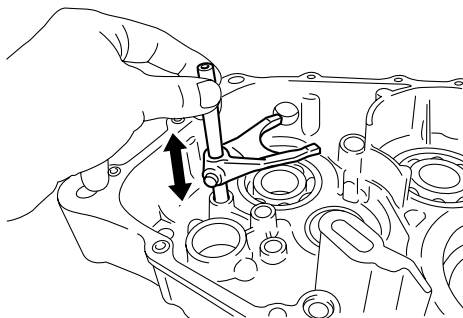
Bends/damage/scoring/wear → Replace the shift fork.



2. Check:

- Shift fork movement

Rough movement → Replace the shift forks.

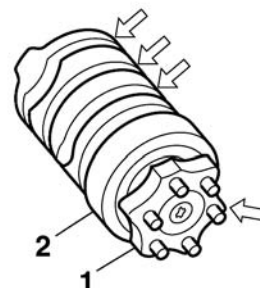


EAS00422

CHECKING THE SHIFT DRUM ASSEMBLY

1. Check:

- Shift drum grooves
Damage/scratches/wear → Replace the shift drum assembly.
- Shift drum segment "1"
Damage/wear → Replace the shift drum assembly.
- Shift drum bearing "2"
Damage/pitting → Replace the shift drum assembly.



EAS00425

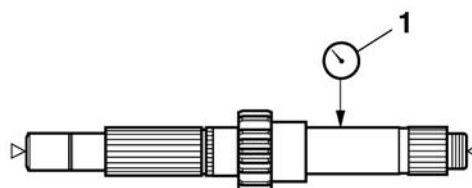
CHECKING THE TRANSMISSION

1. Measure:

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



Main axle runout limit
0.08 mm (0.0031 in)

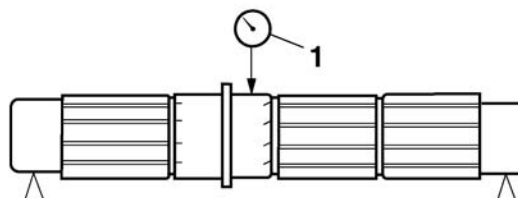


2. Measure:

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

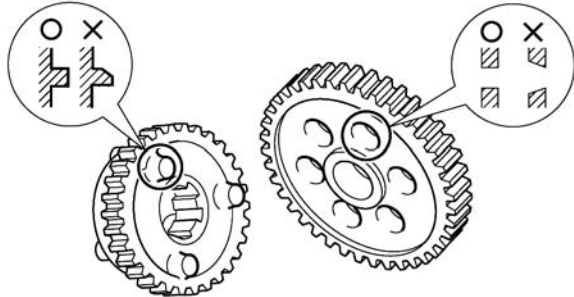


Main axle runout limit
0.08 mm (0.0031 in)



3. Check:

- Transmission gears
Blue discoloration/pitting/wear → Replace the defective gear(s).
- Transmission gear dogs
Cracks/damage/rounded edges → Replace the defective gear(s).



4. Check:

- Transmission gear engagement
(each pinion gear to its respective wheel gear)
Incorrect → Reassemble the transmission axle assemblies.

5. Check:

- Transmission gear movement
Rough movement → Replace the defective part(s).

6. Check:

- Circlips
Bends/damage/looseness → Replace.

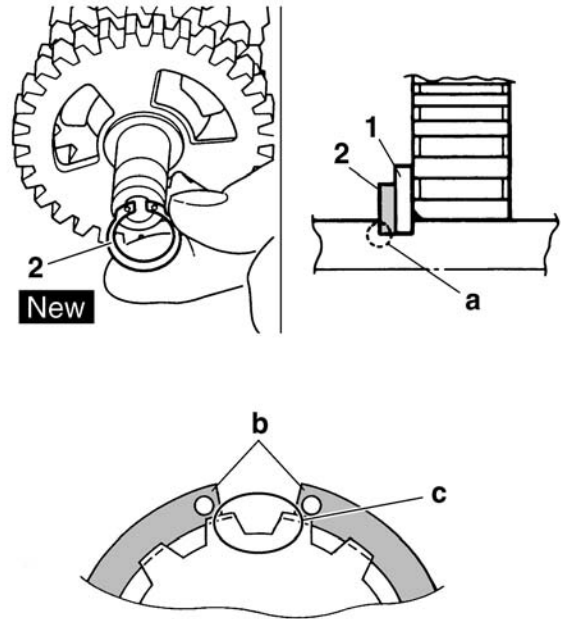
ASSEMBLING THE MAIN AXLE AND DRIVE AXLE

1. Install:

- Toothed washer "1"
- Circlip "2" **New**

NOTE:

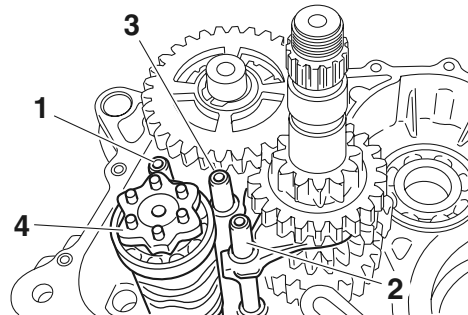
- Be sure the circlip shape-edged corner "a" is positioned opposite side to the toothed washer and gear.
- Install the circlip so that both ends "b" are positioned in the center of each axle spline "c".



INSTALLING THE TRANSMISSION

1. Install:

- Shift fork "L" "1" (to drive axle)
- Shift fork "C" "2" (to main axle)
- Shift fork "R" "3" (to drive axle)
- Shift drum "4"
- Transmission assembly



NOTE:

- The embossed marks on the shift forks should face towards the right side of the engine and be in the following sequence: "R", "C", and "L".
- Make sure that the shift fork cam follower is properly seated in the shift drum groove.

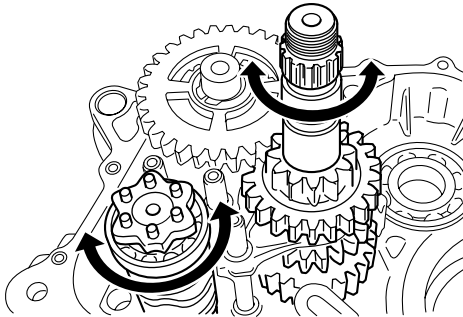
2. Check:

- Shift operation

Unsmooth operation → Repair.

NOTE:

- Apply engine oil to each gear and bearing thoroughly.
 - Before assembling the crankcase, make sure that the transmission is in neutral and that the gears turn freely.
-



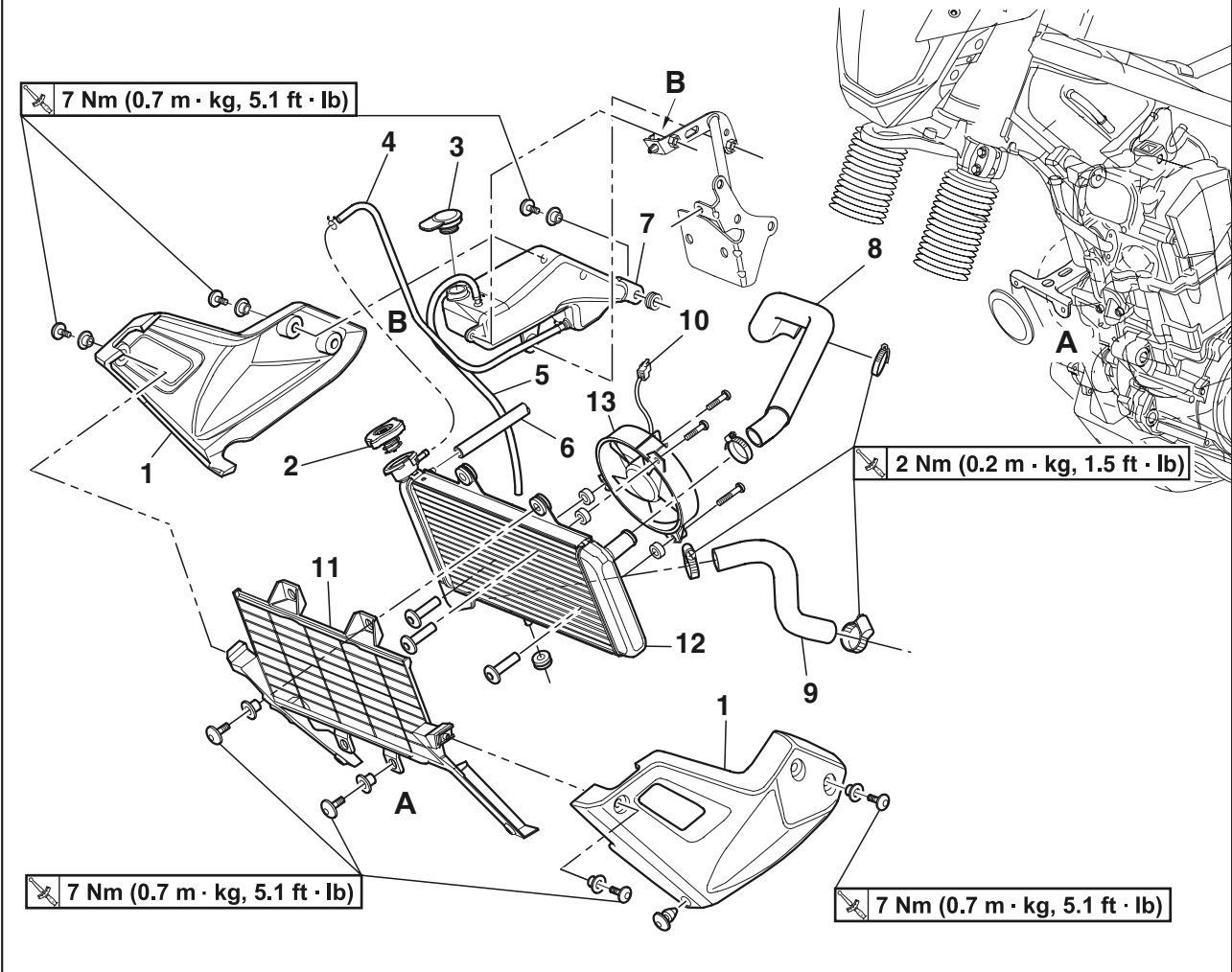
COOLING SYSTEM

RADIATOR	6-1
CHECKING THE RADIATOR	6-2
INSTALLING THE RADIATOR	6-2
THERMOSTAT	6-4
CHECKING THE THERMOSTAT	6-5
INSTALLING THE THERMOSTAT	6-5
WATER PUMP	6-7
DISASSEMBLING THE WATER PUMP	6-9
CHECKING THE WATER PUMP	6-9
ASSEMBLING THE WATER PUMP	6-10
INSTALLING THE WATER PUMP	6-11

EAS00454

RADIATOR

Removing the radiator



Order	Job/Parts to remove	Q'ty	Remarks
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Coolant		Drain. Refer to "CHANGING THE COOLANT" on page 3-16.
1	Radiator cover	2	
2	Radiator cap	1	
3	Coolant reservoir cap	1	
4	Coolant reservoir hose	1	
5	Coolant reservoir breather hose	1	
6	Coolant throttle body hose	1	Disconnect.
7	Coolant reservoir	1	
8	Radiator inlet hose	1	
9	Radiator outlet hose	1	
10	Radiator fan motor coupler	1	Disconnect.
11	Protector	1	
12	Radiator	1	
13	Radiator fan	1	
			For installation, reverse the removal procedure.

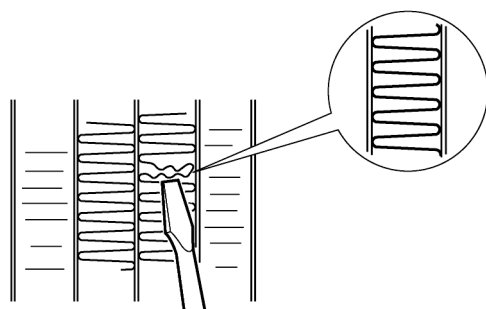
EAS00455

CHECKING THE RADIATOR

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

NOTE:

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



2. Check:
 - Radiator hoses
Cracks/damage → Replace.
3. Measure:
 - Radiator cap opening pressure
Below the specified pressure → Replace the radiator cap.



Radiator cap opening pressure
110.0-140.0 kPa
(1.10-1.40 kg/cm²,
16.0-20.3 psi)

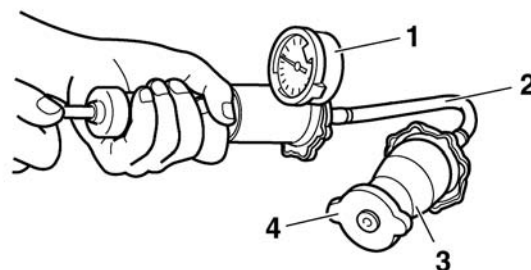


- a. Install the radiator cap tester "1" and radiator cap tester adaptor "2" and radiator cap tester adaptor "3" to the radiator cap "4".



Radiator cap tester
90890-01325
Radiator cap tester adaptor
90890-01352
Radiator cap tester adaptor
90890-01497

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



4. Check:
 - Radiator fan
Damage → Replace.
Malfunction → Check and repair.
Refer to "COOLING SYSTEM" on page 8-25.

EAS00456

INSTALLING THE RADIATOR

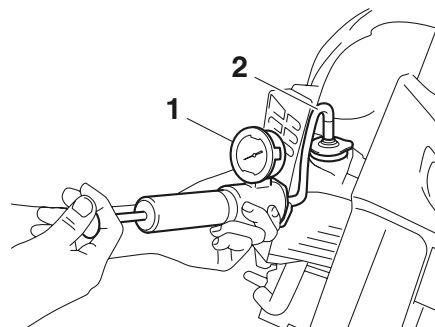
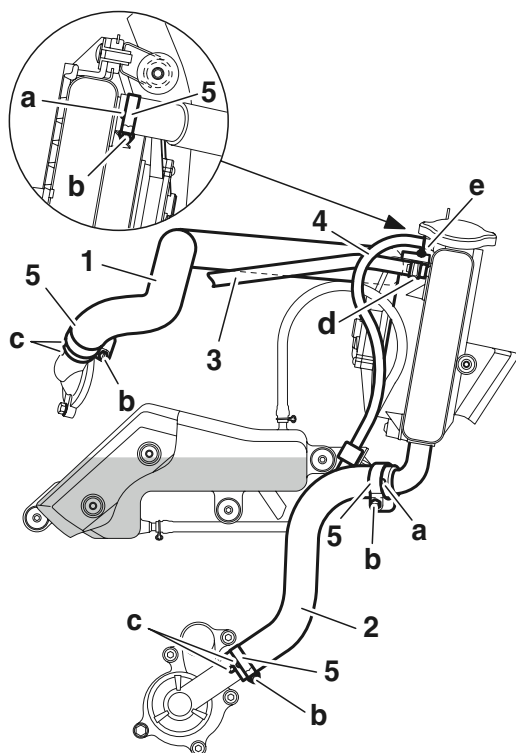
1. Install:
 - Radiator inlet hose "1"
 - Radiator outlet hose "2"
 - Coolant throttle body hose "3"
 - Coolant reservoir hose "4"
 - Hose clamps "5"



Hose clamp
2 Nm (0.2 m·kg, 1.5 ft·lb)

NOTE:

- White painting mark "a" of hose shall be installed outside.
- Clamp portion "b" shall be set downward.
- Yellow painting mark of hose and this projection "c" shall be matched each other for installing.
- Head of clip "d" shall be installed outside.
- Head of clip "e" shall be installed lower side.



4. Measure:
- Radiator cap opening pressure
Below the specified pressure → Replace the radiator cap.
Refer to “CHECKING THE RADIATOR” on page 6-2.

2. Fill:

- Cooling system (with the specified amount of the recommended coolant)
Refer to “CHANGING THE COOLANT” on page 3-16.

3. Check:

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



- a. Attach the radiator cap tester “1” and radiator tester adapter “2” to the radiator.

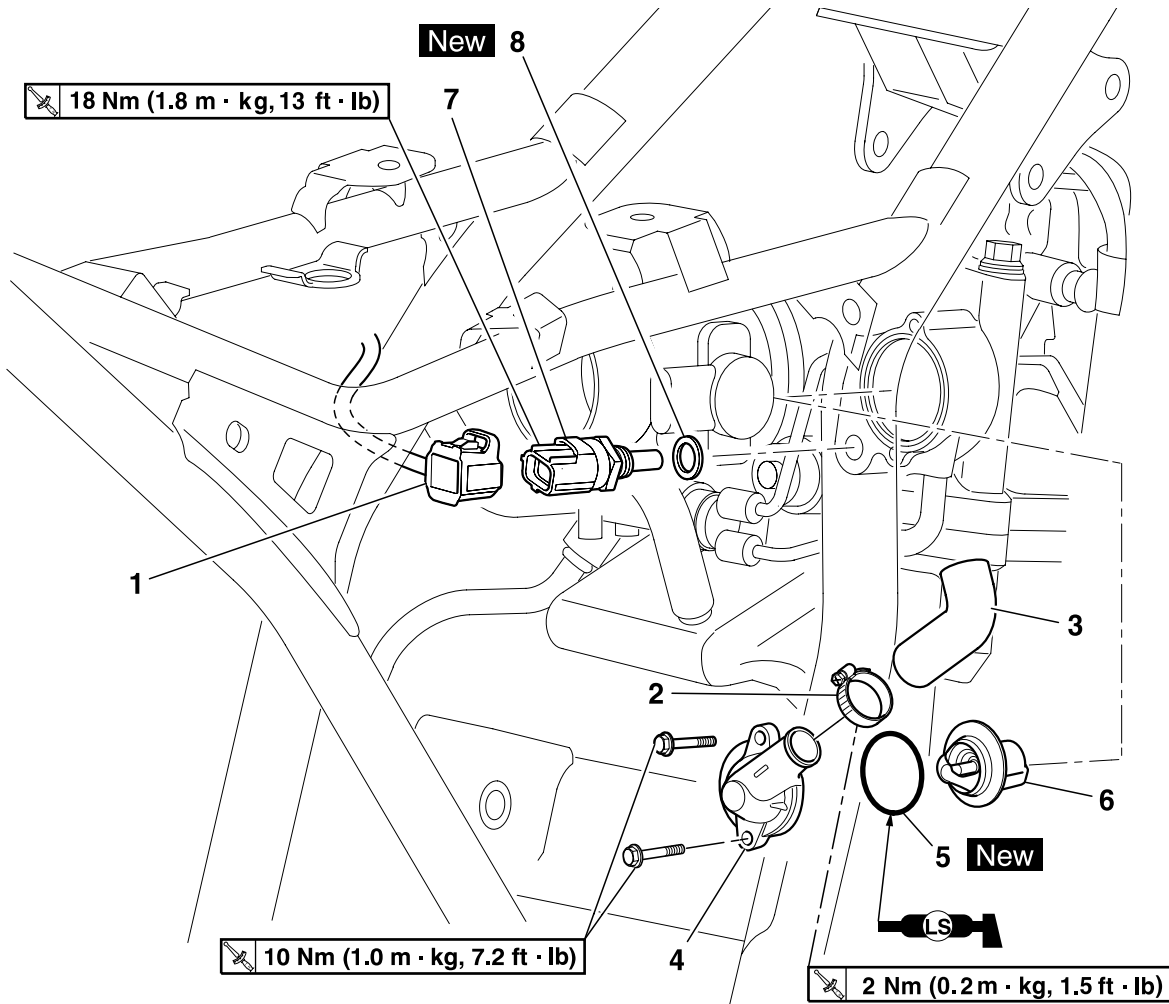
	Radiator cap tester 90890-01325
	Radiator tester adapter 90890-01496

- b. Apply 100 kPa (1.0 kg/cm², 14.2233 psi) of pressure and make sure there is no drop in pressure.

EAS00460

THERMOSTAT

Removing the thermostat



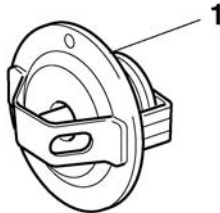
Order	Job/Parts to remove	Q'ty	Remarks
	Coolant		Drain. Refer to "CHANGING THE COOLANT" on page 3-16.
1	Coolant temperature sensor coupler	1	
2	Hose clamp	1	
3	Radiator inlet hose	1	Disconnect.
4	Thermostat cover	1	
5	O-ring	1	
6	Thermostat	1	
7	Coolant temperature sensor	1	
8	Copper washer	1	
			For installation, reverse the removal procedure.

THERMOSTAT

EAS00462

CHECKING THE THERMOSTAT

1. Check:
 - Thermostat "1"
 Does not open at 71-85 °C (159.8-185 °F) → Replace.



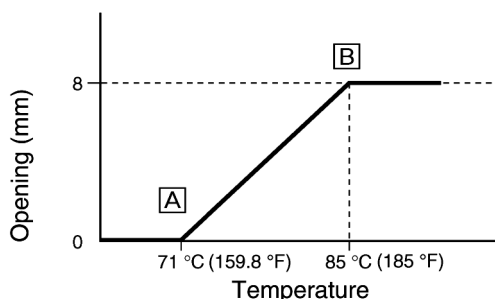
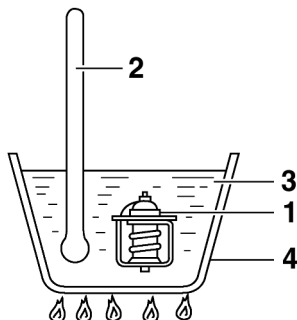
- a. Suspend the thermostat in a container filled with water.
- b. Slowly heat the water.
- c. Place a thermometer in the water.
- d. While stirring the water, observe the thermostat and thermometer's indicated temperature.



1. Thermostat
2. Thermometer
3. Water
4. Container
- ☐ A Fully closed
- ☐ B Fully open

NOTE: _____

If the accuracy of the thermostat is in doubt, replace it. A faulty thermostat could cause serious overheating or overcooling.



2. Check:
 - Thermostat cover
 - Thermostat housing (cylinder head)
 Cracks/damage → Replace.

EAS00466

INSTALLING THE THERMOSTAT

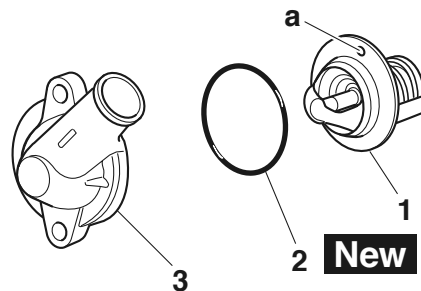
1. Install:
 - Thermostat "1"
 - O-ring "2" **New**
 - Thermostat cover "3"



Thermostat cover bolts
10 Nm (1.0 m·kg, 7.2 ft·lb)

NOTE: _____

- Install the thermostat with its breather hole "a" facing up.
- Lubricate the O-ring with a thin coat of lithium-soap-based grease.



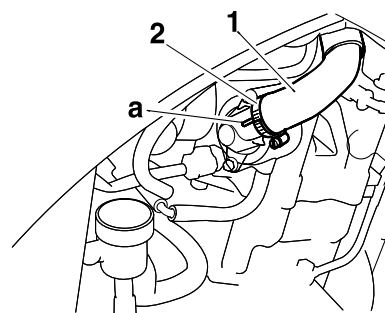
2. Install:
 - Radiator inlet hose "1"
 - Hose clamp "2"



Hose clamp
2 Nm (0.2 m·kg, 1.5 ft·lb)

NOTE: _____

- Install the radiator inlet hose "1" so that the yellow painting mark contacts the projection "a" on the thermostat cover.
- Clamp portion shall be set downward.



3. Install:

- Copper washer **New**
- Coolant temperature sensor



Coolant temperature sensor
18 Nm (1.8 m·kg, 13 ft·lb)

CAUTION:

Use extreme care when handling the coolant temperature sensor. Replace the sensor if it is dropped or subjected to a strong impact.

4. Fill:

- Cooling system (with the specified amount of the recommended coolant)
Refer to “CHANGING THE COOLANT” on page 3-16.

5. Check:

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

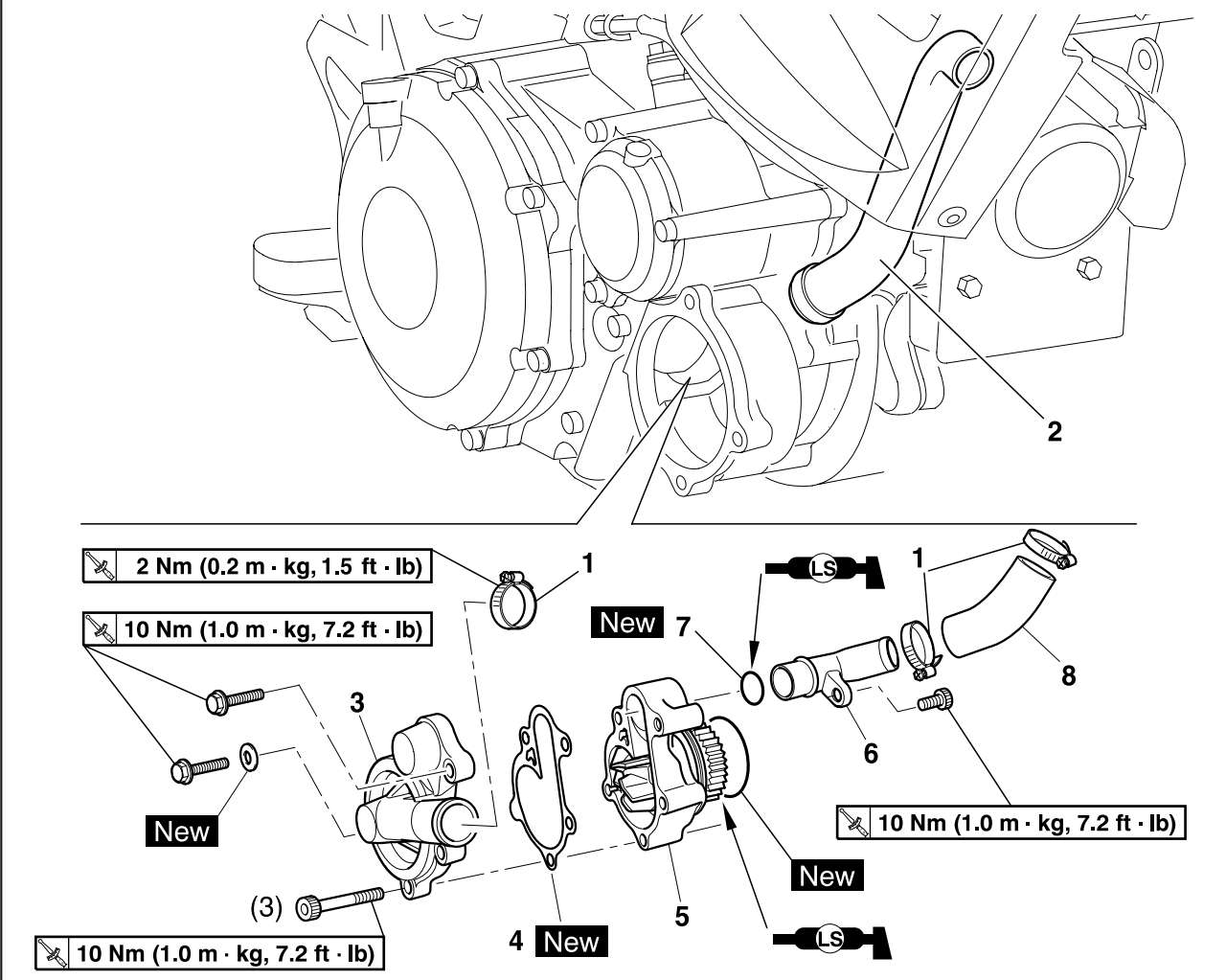
6. Measure:

- Radiator cap opening pressure
Below the specified pressure → Replace the radiator cap.
Refer to “CHECKING THE RADIATOR” on page 6-2.

EAS00468

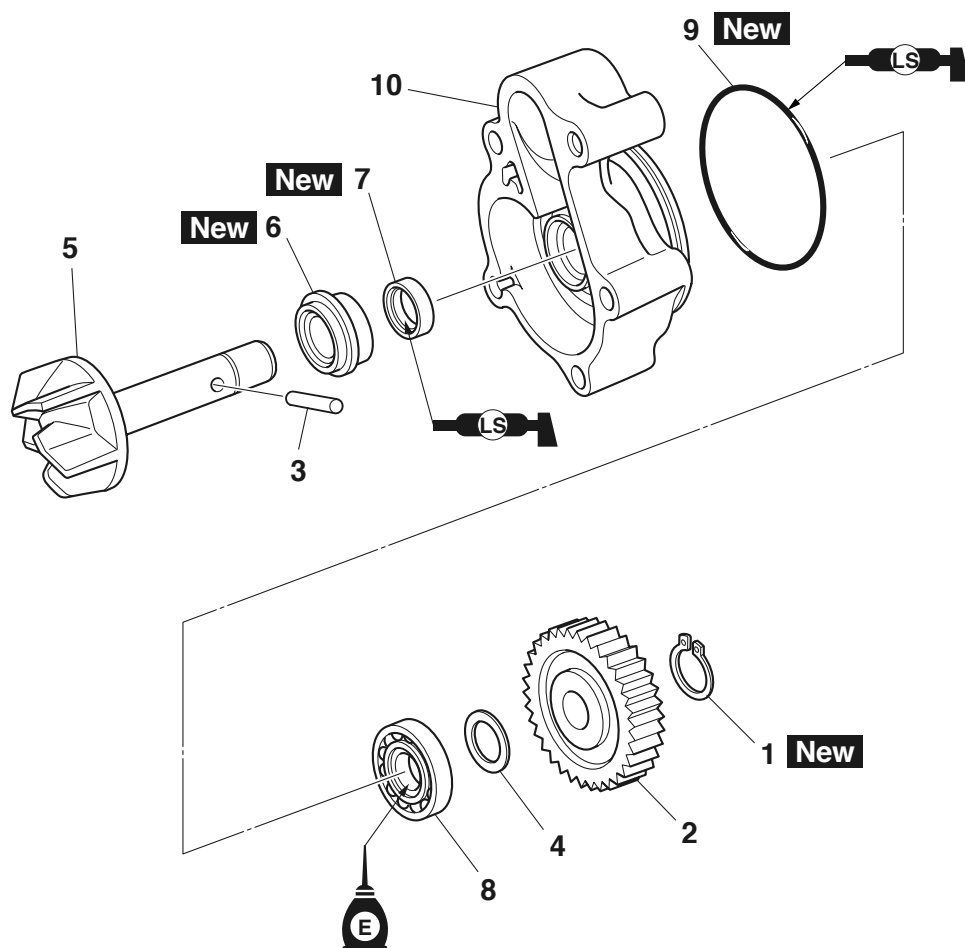
WATER PUMP

Removing the water pump



Order	Job/Parts to remove	Q'ty	Remarks
			NOTE: It is not necessary to remove the water pump unless the coolant level is extremely low or the coolant contains engine oil.
	Coolant		Drain. Refer to "CHANGING THE COOLANT" on page 3-16.
1	Hose clamp	3	
2	Radiator outlet hose	1	Disconnect.
3	Water pump cover	1	
4	Gasket	1	
5	Water pump assembly	1	
6	Water pump outlet pipe	1	
7	O-ring	1	
8	Water pump outlet hose	1	
			For installation, reverse the removal procedure.

Disassembling the water pump



Order	Job/Parts to remove	Q'ty	Remarks
1	Circlip	1	
2	Impeller shaft gear	1	
3	Pin	1	
4	Washer	1	
5	Impeller shaft assembly	1	
6	Water pump seal	1	
7	Oil seal	1	
8	Bearing	1	
9	O-ring	1	
10	Water pump housing	1	
			For assembly, reverse the disassembly procedure.

EAS00470

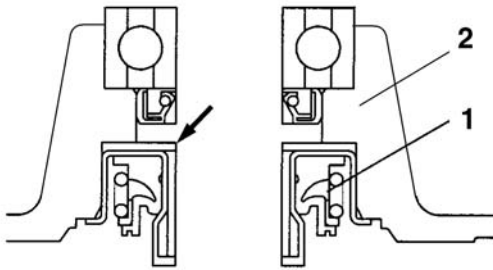
DISASSEMBLING THE WATER PUMP

1. Remove:
 - Water pump seal “1”

NOTE:

Tap out the water pump seal from water pump housing in the direction of the arrow shown.

2. Water pump housing

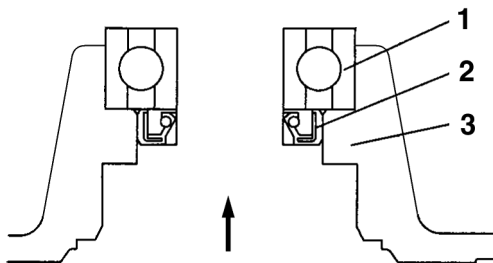


2. Remove:
 - Bearing “1”
 - Oil seal “2”

NOTE:

Tap out the bearing and oil seal from water pump housing in the direction of the arrow shown.

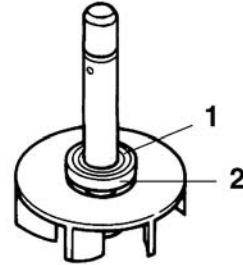
3. Water pump housing



3. Remove:
 - Rubber damper holder “1”
 - Rubber damper “2” (from the impeller, with a thin, flat-head screwdriver)

NOTE:

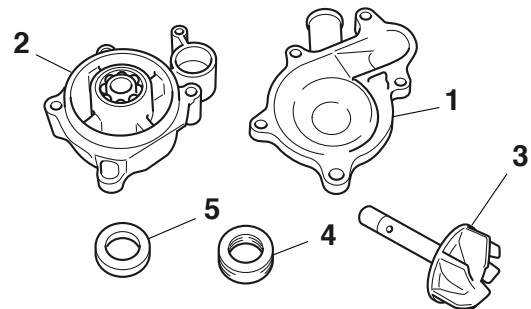
Do not scratch the impeller shaft.



EAS00474

CHECKING THE WATER PUMP

1. Check:
 - Water pump housing cover “1”
 - Water pump housing “2”
 - Impeller “3”
 - Rubber damper “4”
 - Rubber damper holder “5”
 Cracks/damage/wear → Replace.



2. Check:
 - Water pump seal
 - Oil seal
 Cracks/damage/wear → Replace.
3. Check:
 - Bearing
 Rough movement → Replace.
4. Check:
 - Impeller shaft gear
 Pitting/wear → Replace.
5. Check:
 - Water pump outlet pipe
 - Radiator outlet hose
 - Water jacket inlet housing
 Cracks/damage/wear → Replace.

WATER PUMP

EAS00475

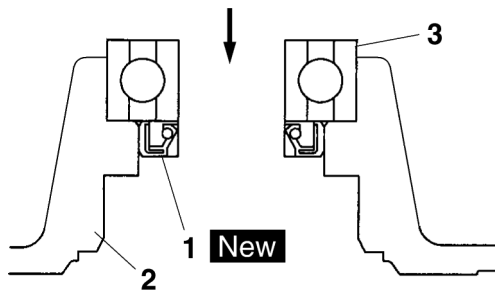
ASSEMBLING THE WATER PUMP

1. Install:

- Oil seal "1" **New**
(into the water pump housing "2")
- Bearing "3"

NOTE:

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



2. Install:

- Water pump seal "1" **New**

CAUTION:

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

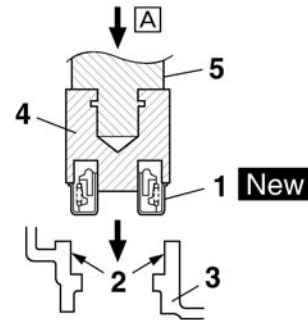
NOTE:

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



Mechanical seal installer "4"
90890-04132
Middle driven shaft bearing driver "5"
90890-04058
Yamaha bond No.1215
90890-85505

A Push down.

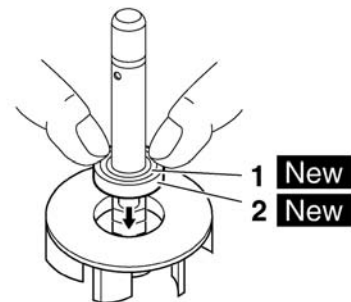


3. Install:

- Rubber damper "1" **New**
- Rubber damper holder "2" **New**

NOTE:

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



4. Measure:

- Impeller shaft tilt
Out of specification → Repeat steps (3) and (4).

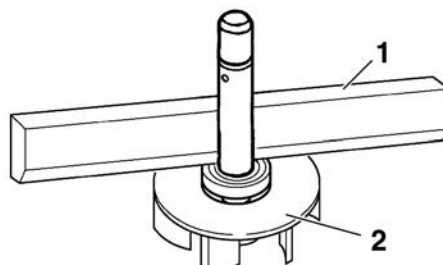
CAUTION:

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



Impeller shaft tilt limit
0.15 mm (0.006 in)

1. Straightedge
2. Impeller



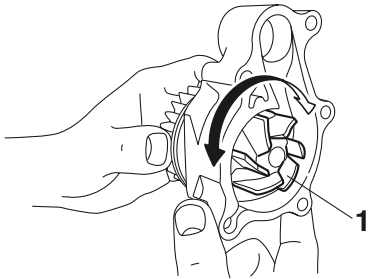
WATER PUMP

5. Install:

- Impeller shaft assembly “1”
- Washer
- Pin
- Impeller shaft gear
- Circlip **New**

NOTE:

After installation, check that the impeller shaft rotates smoothly.



EAS00478

INSTALLING THE WATER PUMP

1. Install:

- Water pump outlet hose “1”
- O-rings **New**
- Water pump outlet pipe (to the water pump assembly)

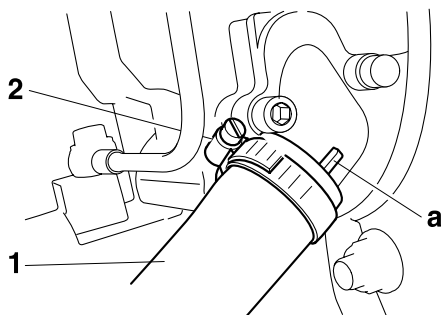


- Hose clamps “2”



⚠ WARNING

Always use new O-rings.

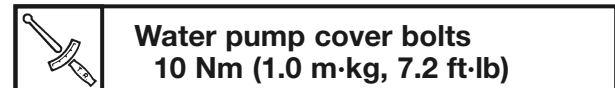


NOTE:

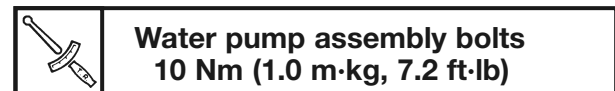
- Install the water pump outlet hose so that it contacts the projection “a” on the water jacket joint.
- Before installing the water pump outlet pipe, lubricate the O-rings with a thin coat of lithium-soap-based grease.

2. Install:

- Gasket **New**
- Water pump assembly

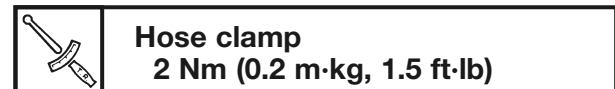


- Water pump cover



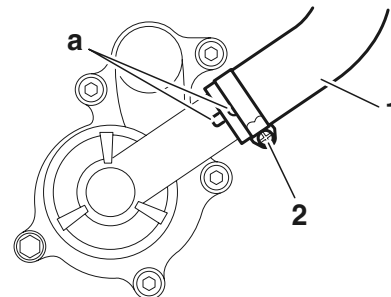
3. Install:

- Radiator outlet hose “1”
- Hose clamp “2”



NOTE:

- Install the radiator outlet hose “1” so that the yellow painting mark contacts the projection “a” on the water pump cover.
- Clamp portion shall be set downward.



4. Fill:

- Cooling system (with the specified amount of the recommended coolant)
- Refer to “CHANGING THE COOLANT” on page 3-16.

5. Check:

- Cooling system
- Leaks → Repair or replace the faulty part.

6. Measure:

- Radiator cap opening pressure

Below the specified pressure → Replace the radiator cap.

Refer to “CHECKING THE RADIATOR” on page 6-2.

FUEL INJECTION SYSTEM

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FUEL TANK

Removing the fuel tank and fuel pump

0.7 Nm (0.07 m · kg, 0.5 ft · lb)

20 Nm (2.0 m · kg, 14.4 ft · lb)

7 Nm (0.7 m · kg, 5.1 ft · lb)

20 Nm (2.0 m · kg, 14.4 ft · lb)

New

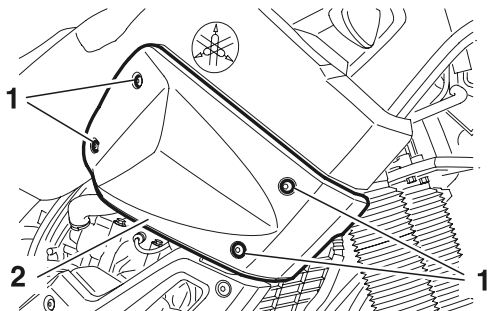
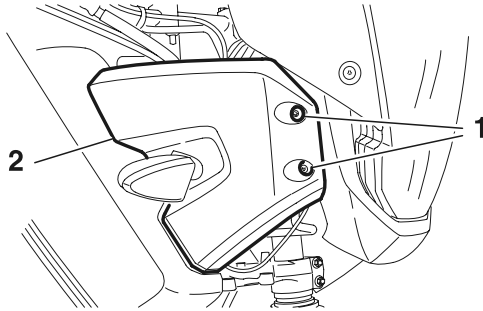
6 Nm (0.6 m · kg, 4.3 ft · lb)

7 Nm (0.7 m · kg, 5.1 ft · lb)

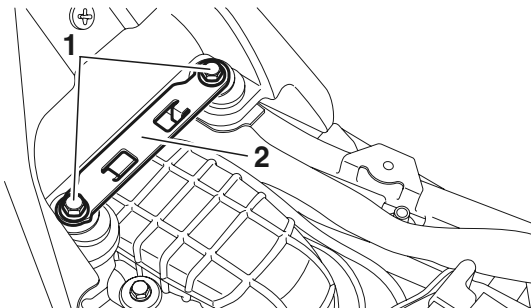
Order	Job/Parts to remove	Q'ty	Remarks
	Seat		Refer to "GENERAL CHASSIS" on page 4-1.
	Fuel		Drain.
1	Headlight panel (right and left)	2	
2	Turn signal light coupler	2	Disconnect.
3	Fuel tank panel (right and left)	2	
4	Fuel pump coupler	1	Disconnect.
5	Fuel sender coupler	1	Disconnect.
6	Fuel tank overflow hose	1	Disconnect.
7	Fuel hose	1	Disconnect.
8	Fuel tank	1	
9	Fuel pump	1	
			For installation, reverse the removal procedure.

REMOVING THE FUEL TANK

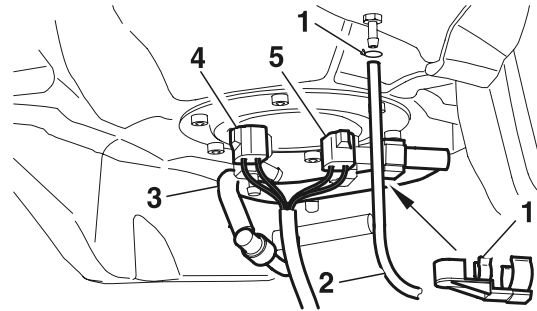
1. Extract the fuel in the fuel tank through the fuel tank cap with a pump.
2. Remove:
 - Seat
Refer to “GENERAL CHASSIS” on page 4-1.
 - Bolts “1”
 - Panels “2” (right and left)



3. Remove:
 - Fuel tank rear bolts “1”
 - Bracket “2”



4. Remove:
 - Fuel hose clamps “1”
5. Disconnect:
 - Overflow pipe “2”
 - Fuel hose “3”
 - Fuel pump coupler “4”
 - Fuel sender coupler “5”



EC5YU1029

CAUTION:

Although the fuel has been removed from the fuel tank be careful when removing the fuel hoses, since there may be fuel remaining in them.

NOTE:

- Remove the fuel hose manually without using any tools.
- Before removing the hoses, place a few rags in the area under where they will be removed.

6. Remove:

- Fuel tank

NOTE:

Do not set the fuel tank down on the installation surface of the fuel pump. Be sure to lean the fuel tank against a wall or the like.

REMOVING THE FUEL PUMP

1. Remove:
 - Fuel pump

CAUTION:

- Do not drop the fuel pump or give it a strong shock.
- Do not touch the base section of the fuel sender.

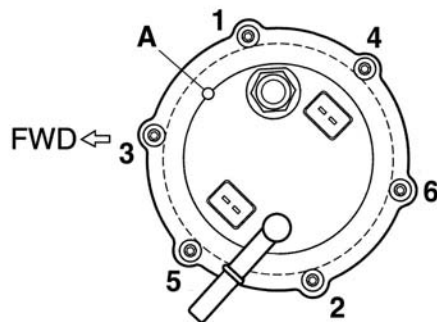
INSTALLING THE FUEL PUMP

1. Install:

- Fuel pump

NOTE:

- Do not damage the installation surfaces of the fuel tank when installing the fuel pump.
- Always use a new fuel pump gasket.
- Align the projection “A” on the fuel pump with the slot in the fuel pump bracket.
- Tighten the bolts to the specified torque in the proper tightening sequence as shown.
- Install the fuel pump in the direction shown in the illustration.



2. Tighten:

- Fuel pump bolts

	Fuel pump bolt 7 Nm (0.7 m·kg, 5.1 ft·lb)
--	--

INSTALLING THE FUEL HOSE

1. Install:

- Fuel hose

CAUTION:

When installing the fuel hose, be sure to securely connect it.

CHECKING THE FUEL SENDER

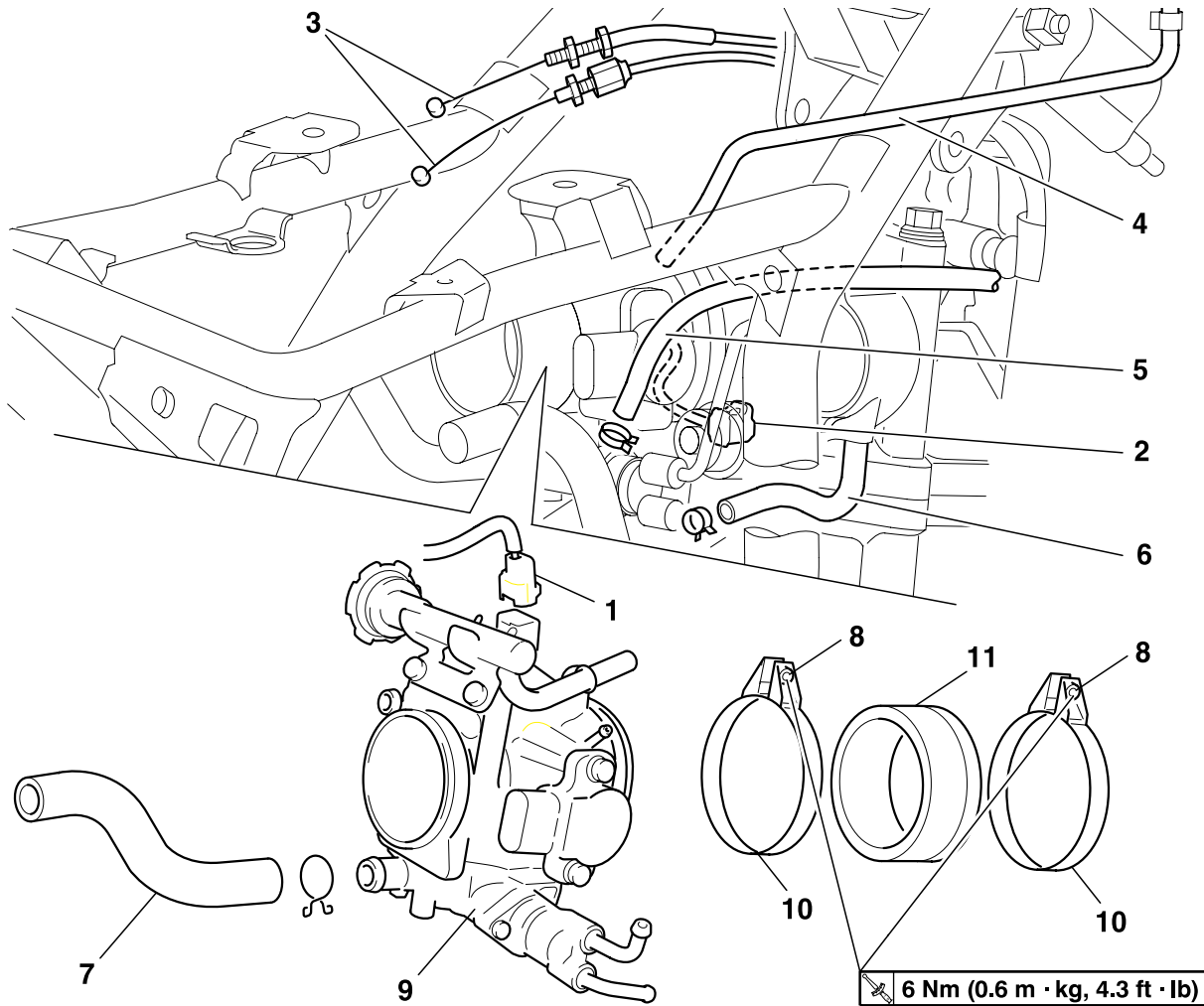
This fuel meter is equipped with a selfdiagnosis system. When the key is turned to "ON", all of the display segments of the fuel meter will appear one after the other and then disappear in order to test the electrical circuit.

If the electrical circuit is defective all the segments will start flashing. If this occurs check the electrical circuit.

THROTTLE BODY ASSEMBLY

THROTTLE BODY ASSEMBLY

Removing the throttle body assembly



Order	Job/Parts to remove	Q'ty	Remarks
	Seat		Refer to "GENERAL CHASSIS" on page 4-1.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Air filter case		Refer to "AIR FILTER CASE" on page 4-5.
	Coolant		Drain. Refer to "CHANGING THE COOLANT" on page 3-16.
1	Fuel injector coupler	1	Disconnect.
2	Throttle position sensor coupler	1	Disconnect.
3	Throttle cable	2	Disconnect. Refer to "INSTALLING THE THROTTLE BODY ASSEMBLY" on page 7-7.
4	Vacuum hose	1	Disconnect.
5	Fast idle plunger outlet hose	1	Disconnect.
6	Fast idle plunger inlet hose	1	
7	Pilot air hose	1	
8	Throttle body joint clamp screw	2	Loosen.
9	Throttle body assembly	1	Refer to "INSTALLING THE THROTTLE BODY ASSEMBLY" on page 7-7.

THROTTLE BODY ASSEMBLY

Removing the throttle body assembly

Diagram illustrating the removal of the throttle body assembly. The assembly is shown in two parts: the main throttle body (1) and its associated components (2-11). The components are labeled as follows:

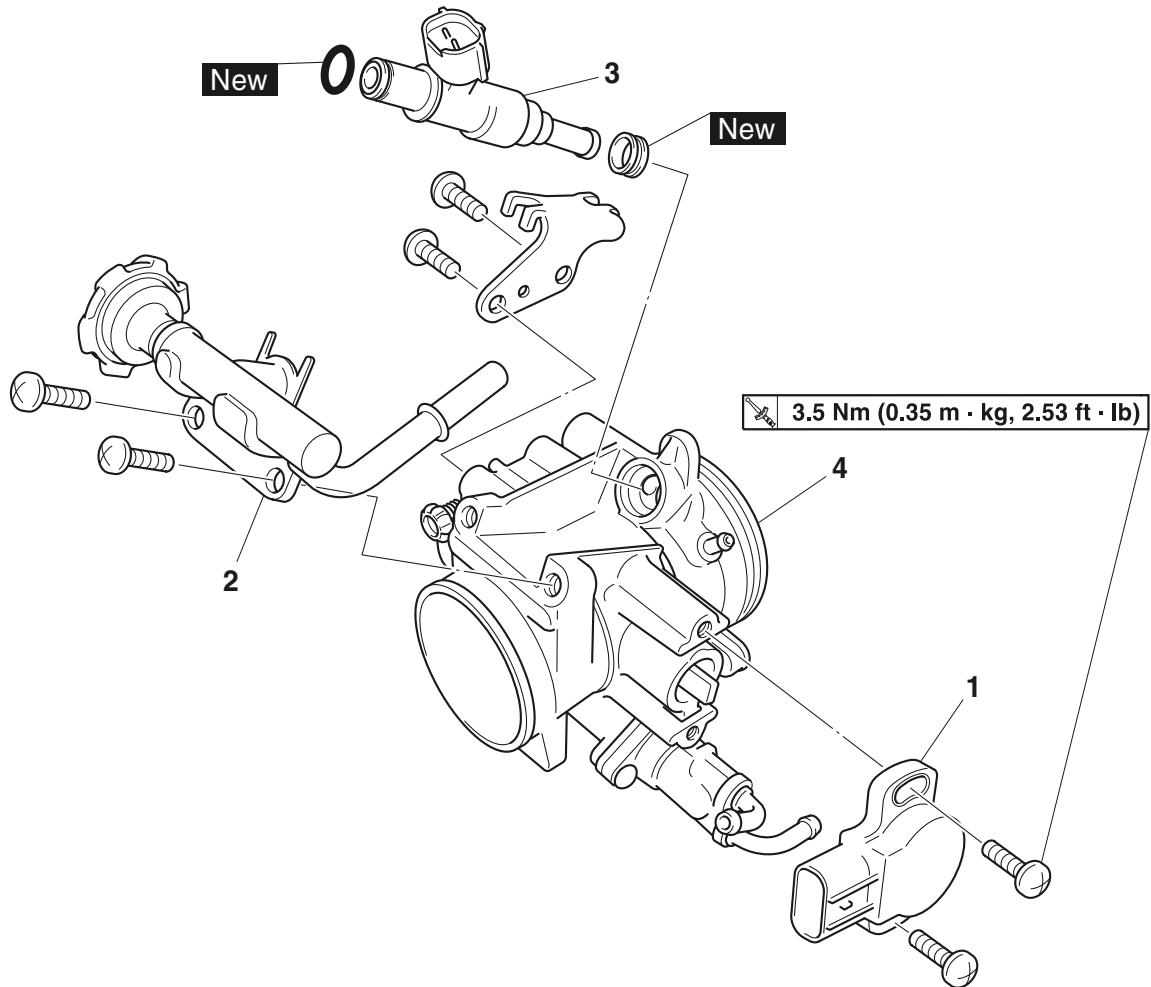
- 1: Throttle body assembly
- 2: Throttle cable
- 3: Throttle cable bracket
- 4: Throttle cable bracket
- 5: Throttle cable bracket
- 6: Throttle cable bracket
- 7: Throttle body joint clamp
- 8: Throttle body joint clamp
- 9: Throttle body joint clamp
- 10: Throttle body joint clamp
- 11: Throttle body joint

Torque specification for the joint clamps: 6 Nm (0.6 m · kg, 4.3 ft · lb).

Order	Job/Parts to remove	Q'ty	Remarks
10	Throttle body joint clamp	2	
11	Throttle body joint	1	
			For installation, reverse the removal procedure.

THROTTLE BODY ASSEMBLY

Disassembling the throttle body assembly



Order	Job/Parts to remove	Q'ty	Remarks
1	Throttle position sensor	1	
2	Fuel injection pipe	1	
3	Fuel injector	1	Refer to "AIR FILTER CASE" on page 4-5.
4	Throttle body	1	CAUTION: _____ Do not disassemble the throttle body.
			For assembly, reverse the disassembly procedure.

THROTTLE BODY ASSEMBLY

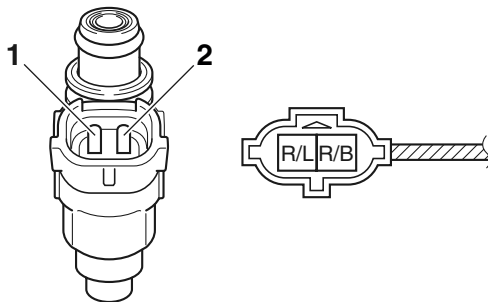
EAS00912

CHECKING THE FUEL INJECTOR

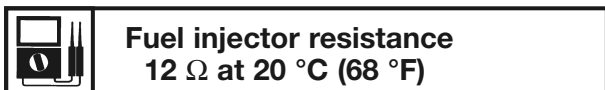
1. Check:
 - Fuel injector
Damage → Replace.
2. Check:
 - Fuel injector resistance

- a. Disconnect the injection wire harness coupler from the fuel injector.
- b. Connect the pocket tester ($\Omega \times 1$) to the fuel injector terminal as shown.

- Positive tester probe → Red/Black “1”
- Negative tester probe → Red/Blue “2”



- c. Measure the fuel injector resistance.
Out of specification → Replace the fuel injector.



EAS00913

CHECKING THE THROTTLE BODY

1. Check:
 - Throttle body
Cracks/damage → Replace the throttle body.
2. Check:
 - Fuel passages
Obstructions → Clean.

- a. Wash the throttle body in a petroleum-based solvent.

CAUTION:

Do not use any caustic carburetor cleaning solution.

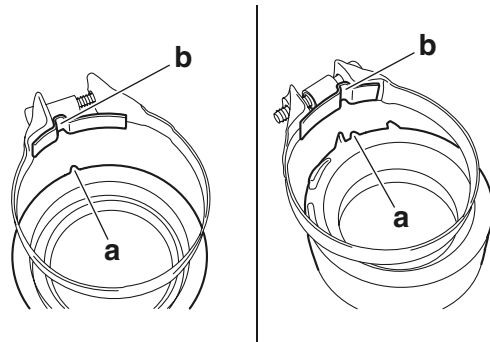
- b. Blow out all of the passages with compressed air.

INSTALLING THE THROTTLE BODY ASSEMBLY

1. Install:
 - Throttle body joint clamps

NOTE:

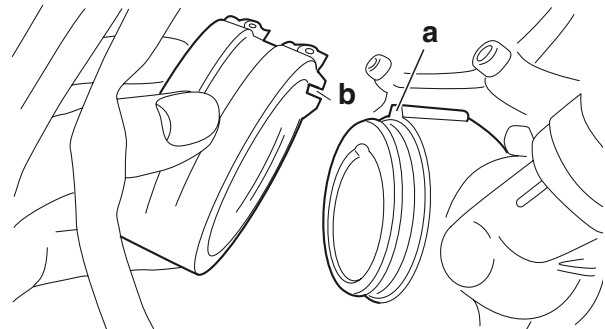
Align the projection “a” on the throttle body joint with the slot “b” in the throttle body joint clamp.



2. Install:
 - Throttle body joint

NOTE:

Align the projection “a” on the cylinder head with the slot “b” in the throttle body joint.



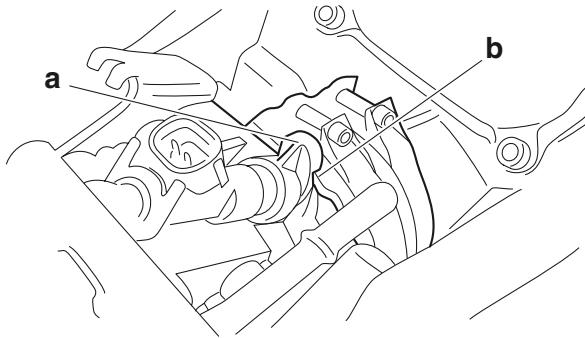
THROTTLE BODY ASSEMBLY

3. Install:

- Throttle body assembly

NOTE:

Align the projection “a” on the throttle body assembly with the slot “b” throttle body joint.



4. Install:

- Throttle cable

5. Adjust:

- Throttle lever free play

Refer to “ADJUSTING THE THROTTLE CABLE FREE PLAY” on page 3-5.

6. Adjust:

- Engine idling speed

Refer to “ADJUSTING THE ENGINE IDLING SPEED” on page 3-5.

7. Check:

- Throttle position sensor

Refer to “CHECKING AND ADJUSTING THE THROTTLE POSITION SENSOR” on page 7-9.

EAS00819

CHECKING THE FUEL PUMP

⚠ WARNING

Gasoline is extremely flammable and under certain circumstances there can be a danger of an explosion or fire. Be extremely careful and note the following points:

- Stop the engine before refueling.
- Do not smoke, and keep away from open flames, sparks, or any other source of fire.
- If you do accidentally spill gasoline, wipe it up immediately with dry rags.
- If gasoline touches the engine when it is hot, a fire may occur. Therefore, make sure the engine is completely cool before performing the following test.

1. Check:

- Fuel pump operation

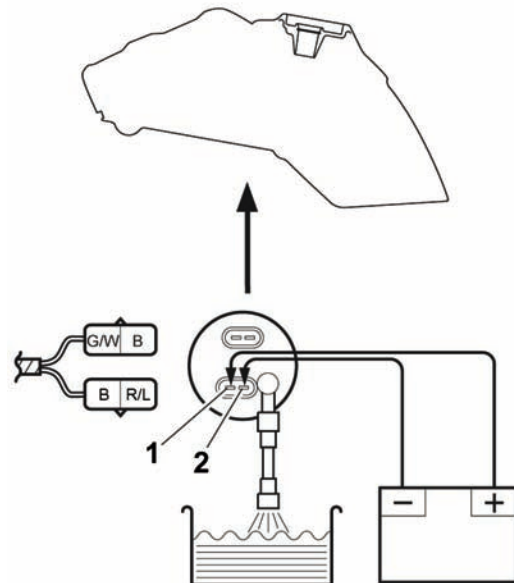


a. Fill the fuel tank.

b. Put the end of the fuel hose into an open container.

c. Connect a battery (DC 12 V) to the fuel pump coupler as shown.

- Positive battery lead → Red/Blue “1”
- Negative battery lead → Black “2”



d. If fuel flows out of the fuel hose, the fuel pump is OK. If fuel does not flow, replace the fuel pump.



2. Check:

- Fuel pressure



a. Remove the fuel tank.

Refer to “FUEL TANK” on page 7-1.

b. Connect the pressure gauge “1” to the adapter “2”.

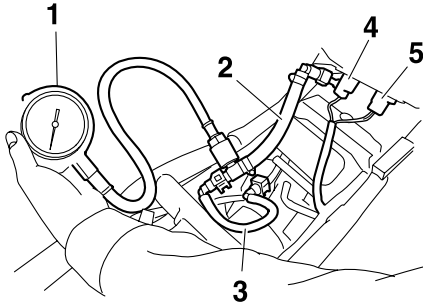
c. Connect the fuel pressure adapter to the fuel pump and fuel hose “3”.



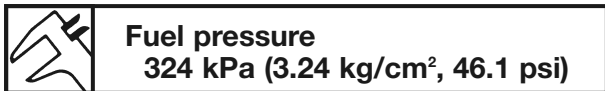
Pressure gauge
90890-03153
Fuel pressure adapter
90890-03176

THROTTLE BODY ASSEMBLY

- d. Connect the fuel pump coupler “4” and fuel sender coupler “5” to the fuel pump. Refer to “FUEL TANK” on page 7-1.



- e. Set the main switch to “ON” and the engine stop switch to “O”.
f. Start the engine.
g. Measure the fuel pressure.



Fuel pressure
324 kPa (3.24 kg/cm², 46.1 psi)

Out of specification → Replace the fuel pump.



EAS28300

CHECKING THE THROTTLE POSITION SENSOR

1. Remove:
 - Throttle position sensor (from the throttle body)
2. Check:
 - Throttle position sensor maximum resistance

Out of specification → Replace the throttle position sensor.



Resistance
2.00-3.00 kΩ

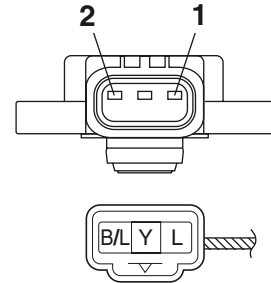


- a. Connect the pocket tester ($\Omega \times 1k$) to the throttle position sensor terminals as shown.



Digital circuit tester
90890-03174

- Tester positive lead → blue “1”
- Tester negative lead → black/blue “2”



- b. Measure the throttle position sensor maximum resistance.



3. Install:
- Throttle position sensor (to the throttle body)

EAS27030

ADJUSTING THE THROTTLE POSITION SENSOR

NOTE:

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

1. Check:
 - Throttle position sensor

Refer to “CHECKING THE THROTTLE POSITION SENSOR” on page 7-9.
2. Adjust:
 - Throttle position sensor angle



- a. Connect the throttle position sensor coupler to the throttle position sensor.
- b. Connect the digital circuit tester to the throttle position sensor.

- Positive tester probe → yellow “1”
- Negative tester probe → black/blue “2”



Digital circuit tester
90890-03174

THROTTLE BODY ASSEMBLY

- c. Turn the main switch to “ON”.
- d. Measure the throttle position sensor voltage.
- e. Adjust the throttle position sensor angle so that the voltage is within the specified range.

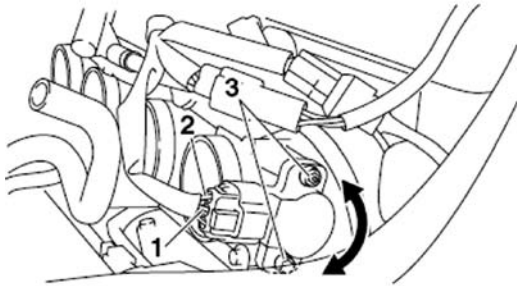


Output voltage (at idle)
0.63-0.73 V

- f. After adjusting the throttle position sensor angle, tighten the throttle position sensor screws “3” to specification.



Throttle position sensor screw
3.5 Nm (0.35 m·kg, 2.53 ft·lb)



AIR INDUCTION SYSTEM

EAS00507

AIR INJECTION

The air induction system burns unburned exhaust gases by injecting fresh air (secondary air) into the exhaust port, reducing the emission of hydrocarbons.

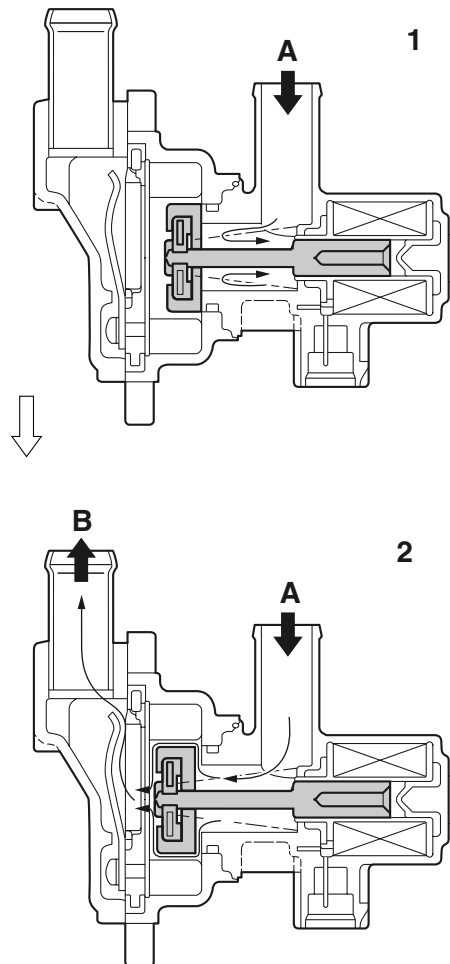
When there is negative pressure at the exhaust port, the reed valve opens, allowing secondary air to flow into the exhaust port. The required temperature for burning the unburned exhaust gases is approximately 600 to 700 °C (1,112 to 1,292 °F).

EAS00917

AIR CUT-OFF VALVE

The air cut-off valve is controlled by the signals from the ECU in accordance with the combustion conditions. Ordinarily, the air cut-off valve opens to allow the air to flow during idle and closes to cut-off the flow when the vehicle is being driven. However, if the coolant temperature is below the specified value, the air cut-off valve remains open and allows the air to flow into the exhaust pipe until the temperature becomes higher than the specified value.

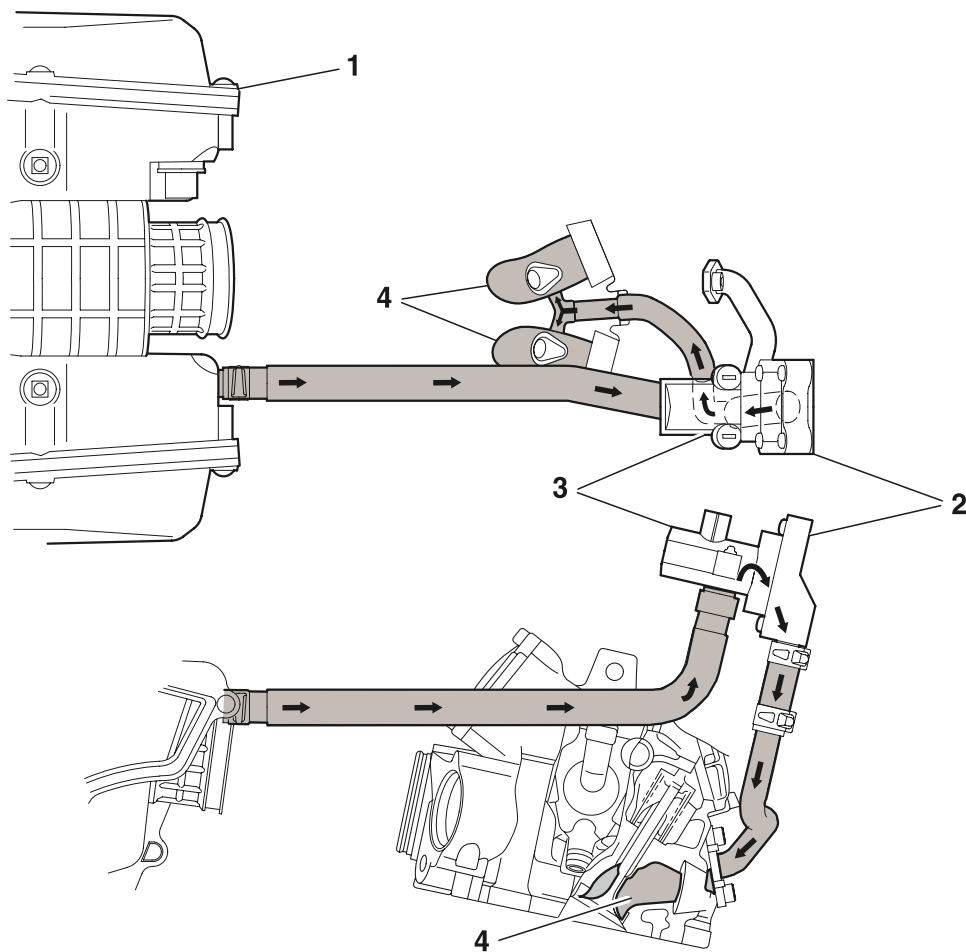
- A. From the air filter case
- B. To the cylinder head
- 1. The air cut-off valve is closed.
- 2. The air cut-off valve is open.



EAS00509

AIR INDUCTION SYSTEM DIAGRAMS

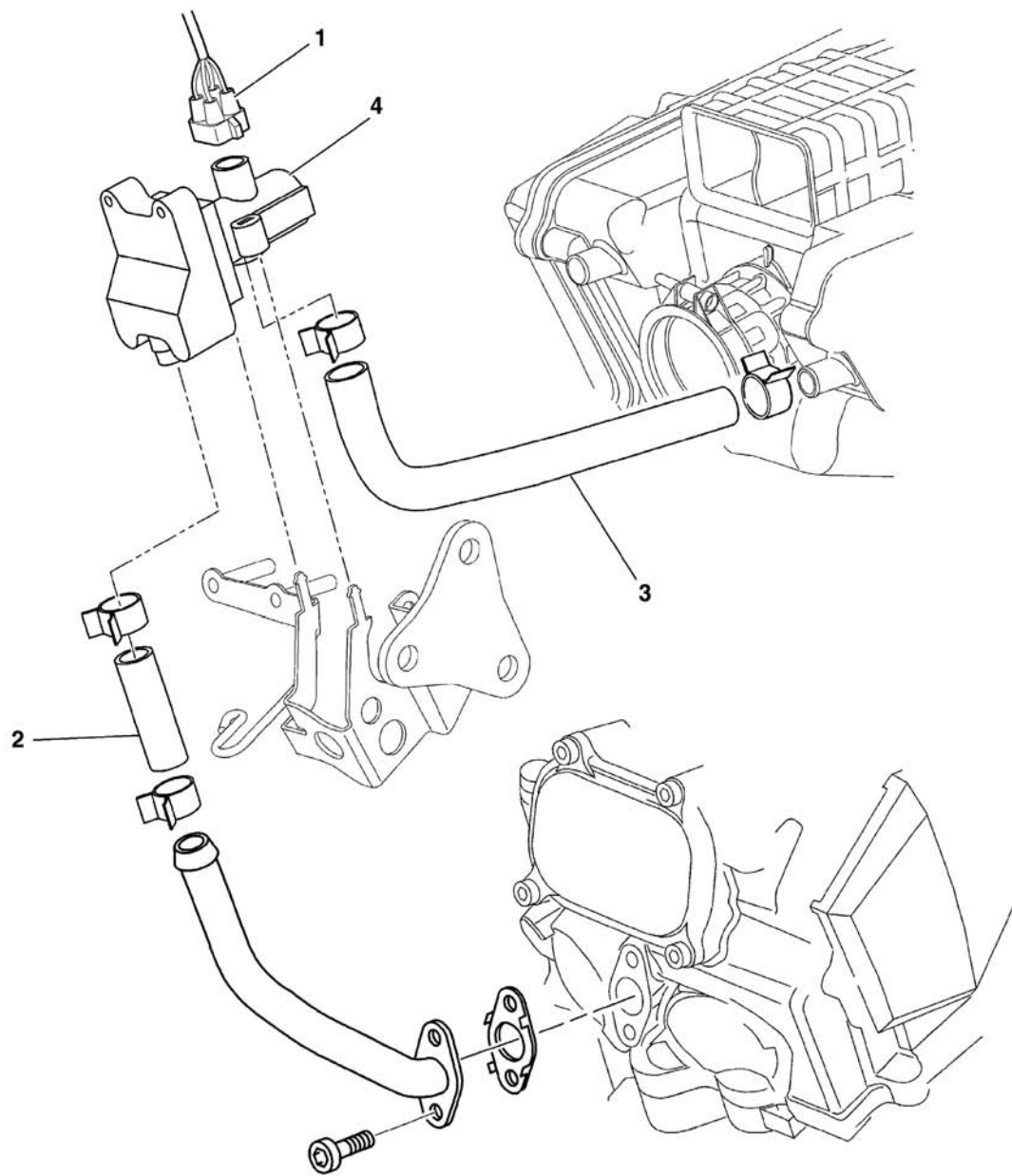
1. Air filter case
2. Reed valve
3. Air cut-off valve
4. Exhaust port



AIR INDUCTION SYSTEM

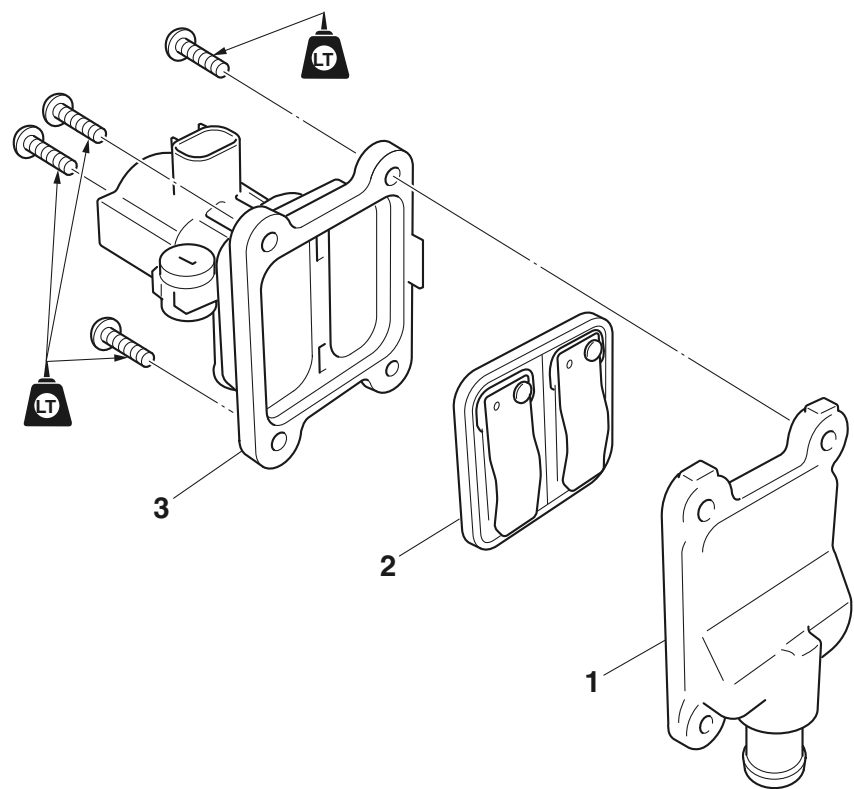
AIR CUT-OFF VALVE ASSEMBLY

Removing the air cut-off valve assembly



Order	Job/Parts to remove	Q'ty	Remarks
	Seat		Refer to "GENERAL CHASSIS" on page 4-1.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
1	Air induction system solenoid coupler	1	Disconnect.
2	Air cut-off valve outlet hose	1	
3	Air-filter-to-air-cut-off-valve hose	1	
4	Air cut-off valve assembly	1	
			For installation, reverse the removal procedure.

Disassembling the air cut-off valve assembly



Order	Job/Parts to remove	Q'ty	Remarks
1	Air cut-off valve cover	1	
2	Reed valve assembly	1	
3	Air cut-off valve	1	
			For assembly, reverse the disassembly procedure.

1. Check:

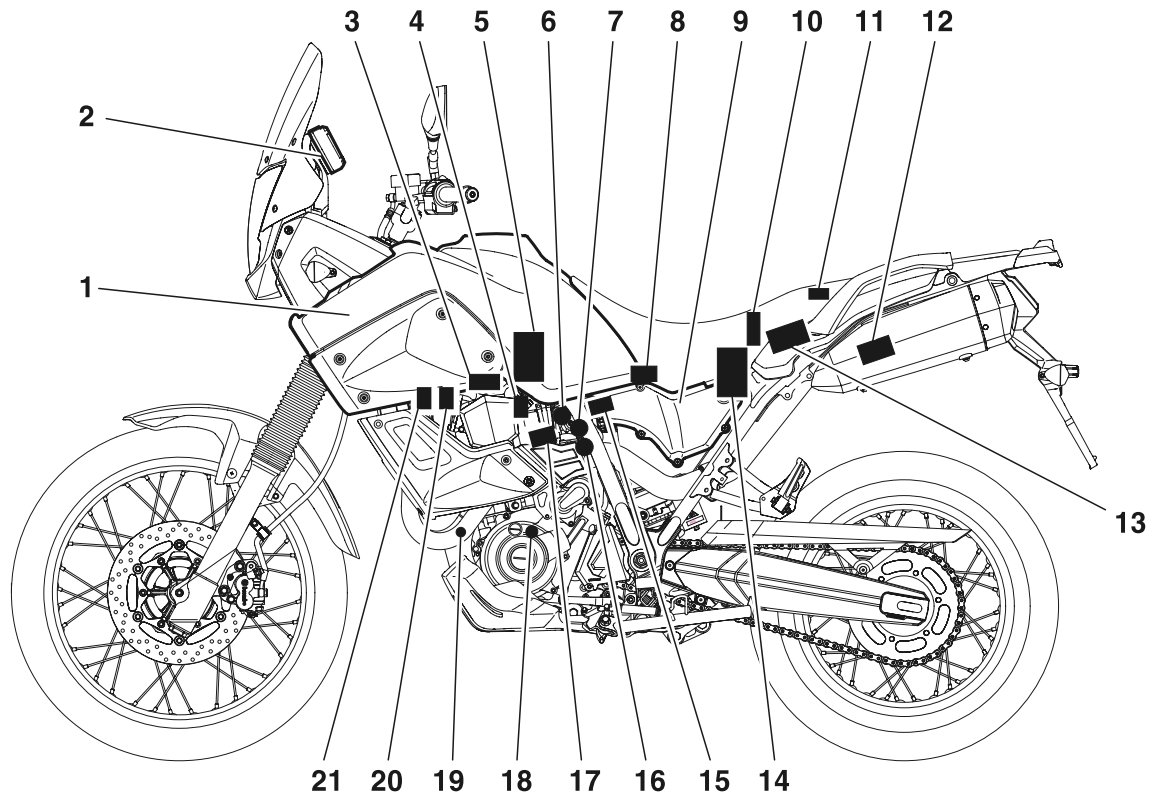
- Remove the air induction system solenoid coupler from the air cut-off valve assembly.
- Connect the pocket tester ($\Omega \times 1$) to the air induction system solenoid terminal as shown.

-

-  **Air induction system solenoid resistance**
18-22 Ω at 20 °C (68 °F)

EAS00895

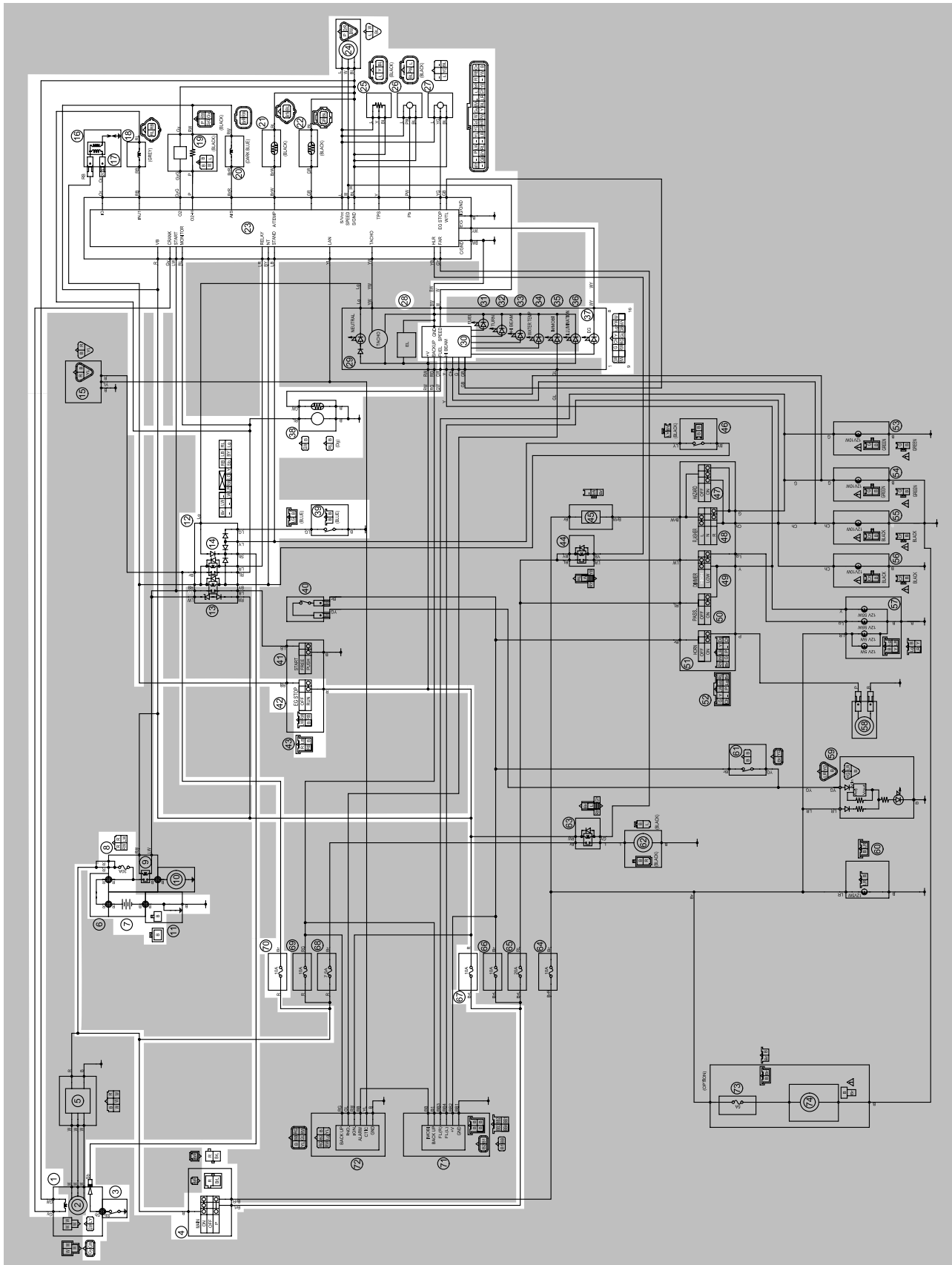
FUEL INJECTION SYSTEM



1. Fuel tank
2. Engine trouble warning light
3. Ignition coil
4. Spark plug
5. Fuel pump
6. Idling adjustment screw
7. Throttle position sensor
8. Intake air pressure sensor
9. Air filter case
10. ECU
11. Lean angle cut-off switch

12. Catalytic converter
13. Fuel injection system relay
14. Battery
15. Intake air temperature sensor
16. Coolant temperature sensor
17. Fuel injector
18. Crankshaft position sensor
19. O₂ sensor
20. Air induction system solenoid
21. Air cut-off valve

WIRING DIAGRAM



FUEL INJECTION SYSTEM

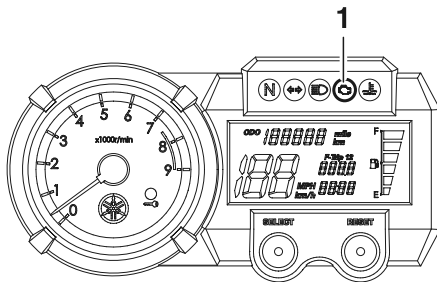
1. Crankshaft position sensor
3. Neutral switch
4. Main switch
7. Battery
8. Main fuse
12. Relay unit
14. Fuel injection system relay
16. Ignition coil
17. Spark plug
18. Fuel injector
19. O₂ sensor
20. Air induction system solenoid
21. Intake air temperature sensor
22. Coolant temperature sensor
23. ECU
24. Speed sensor
25. Throttle position sensor
26. Intake air pressure sensor
27. Lean angle cut-off switch
28. Multi-function meter unit
37. Engine trouble warning light
38. Fuel pump
39. Sidestand switch
42. Engine stop switch
67. Ignition fuse
70. Fuel injection system fuse

FUEL INJECTION SYSTEM

ECU'S SELF-DIAGNOSTIC FUNCTION

The ECU is equipped with a self-diagnostic function in order to ensure that the engine control system is operating normally. If this function detects a malfunction in the system, it immediately operates the engine under substitute characteristics and illuminates the engine trouble warning light to alert the rider that a malfunction has occurred in the system. Once a malfunction has been detected, a fault code is stored in the memory of the ECU.

- To inform the rider that the fuel injection system is not functioning correctly, the engine trouble warning light flashes when the start switch is being pushed to start the engine.
- If a malfunction is detected in the system by the self-diagnostic function, this mode provides an appropriate substitute characteristic operation, and alerts the rider of the detected malfunction by illuminating the engine trouble warning light.
- After the engine has been stopped, the lowest fault code number displays on the FI diagnostic tool. This fault code remains stored in the memory of the ECU until it is deleted.



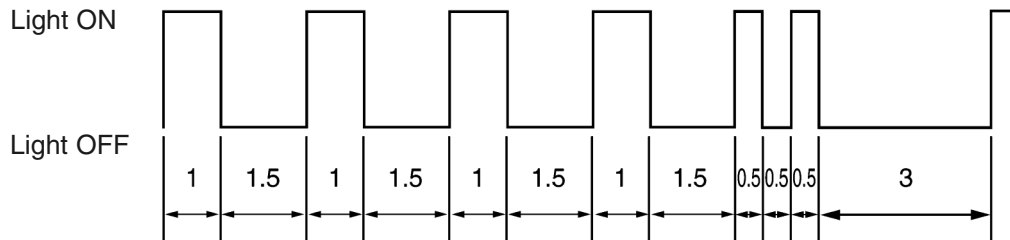
1. Engine trouble warning light

Engine trouble warning light fault code indication

Digit of 10: Cycles of 1 sec. ON and 1.5 sec. OFF.

Digit of 1: Cycles of 0.5 sec. ON and 0.5 sec. OFF.

<Example> 42



EAS00900

Engine trouble warning light indication and FI system operating condition

Engine condition	Warning light indication	FI operation	Vehicle operation
Operates (cranking with electric starter)	Flashing	Operation stopped.	Unable
	Remains ON	Operated with substitute characteristics in accordance with the description of the malfunction.	Able
Stopped	Flashing (indicate the fault code)	—	—

FUEL INJECTION SYSTEM

EAS27380

SELF-DIAGNOSTIC FUNCTION TABLE

If the ECU detects an abnormal signal from a sensor while the vehicle is being driven, the ECU illuminates the engine trouble warning light and provides the engine with alternate operating instructions that are appropriate for the type of malfunction.

When an abnormal signal is received from a sensor, the ECU processes the specified values that are programmed for each sensor in order to provide the engine with alternate operating instructions that enable the engine to continue to operate or stop operating, depending on the conditions.

FAIL-SAFE ACTION TABLE

Self-diagnostic function

Fault code No.	Item	Symptom	Fail-safe action	Startability	Driveability
12	Crankshaft position sensor	No normal signals are received from the sensor.	—	No	No
13	Intake air pressure sensor (open or short circuit)	Open or short circuit is detected.	• Fixes the intake air pressure to 101 kPa (760 mmHg, 29.9 inHg).	Yes	Yes
14	Intake air pressure sensor	Intake air pressure sensor hose is clogged or disconnected, causing the constant application of atmospheric pressure to the sensor.	• Fixes the intake air pressure to 101 kPa (760 mmHg, 29.9 inHg).	Yes	Yes
15	Throttle position sensor (open or short circuit)	Open or short circuit is detected.	• Fixes the throttle position sensor to fully open.	Yes	Yes
16	Throttle position sensor (stuck)	The throttle position sensor is detected stuck.	• Fixes the throttle position sensor to fully open.	Yes	Yes
19	Broken or disconnected blue/black lead of the ECU	Open circuit in the input line (blue/black) of the ECU is detected.	—	No	No
21	Coolant temperature sensor	Open or short circuit is detected.	• Fixes the coolant temperature to 80 °C (176 °F).	Yes	Yes
22	Intake air temperature sensor	Open or short circuit is detected.	• Fixes the intake air temperature to 20 °C (68 °F).	Yes	Yes
24	O ₂ sensor	No normal signal is received from the O ₂ sensor.	—	Yes	Yes
30	Lean angle cut-off switch (latch up detected)	The motorcycle has overturned.	—	No	No
33	Faulty ignition	Open circuit is detected in the primary lead of the ignition coil.	—	No	No
41	Lean angle cut-off switch (open or short circuit)	Open or short circuit is detected.	—	No	No
42	Speed sensor, neutral switch	No normal signals are received from the speed sensor or an open or short circuit is detected in the neutral switch.	• Fixes the gear to the top gear.	Yes	Yes
43	Fuel system voltage (monitor voltage)	The ECU is unable to monitor the battery voltage (open circuit in the wire to the ECU).	• Fixes the battery voltage to 12 V.	Yes	Yes
44	Error in writing the amount of CO adjustment on EEPROM	An error is detected while reading or writing on EEPROM (CO adjustment value).	—	Yes	Yes

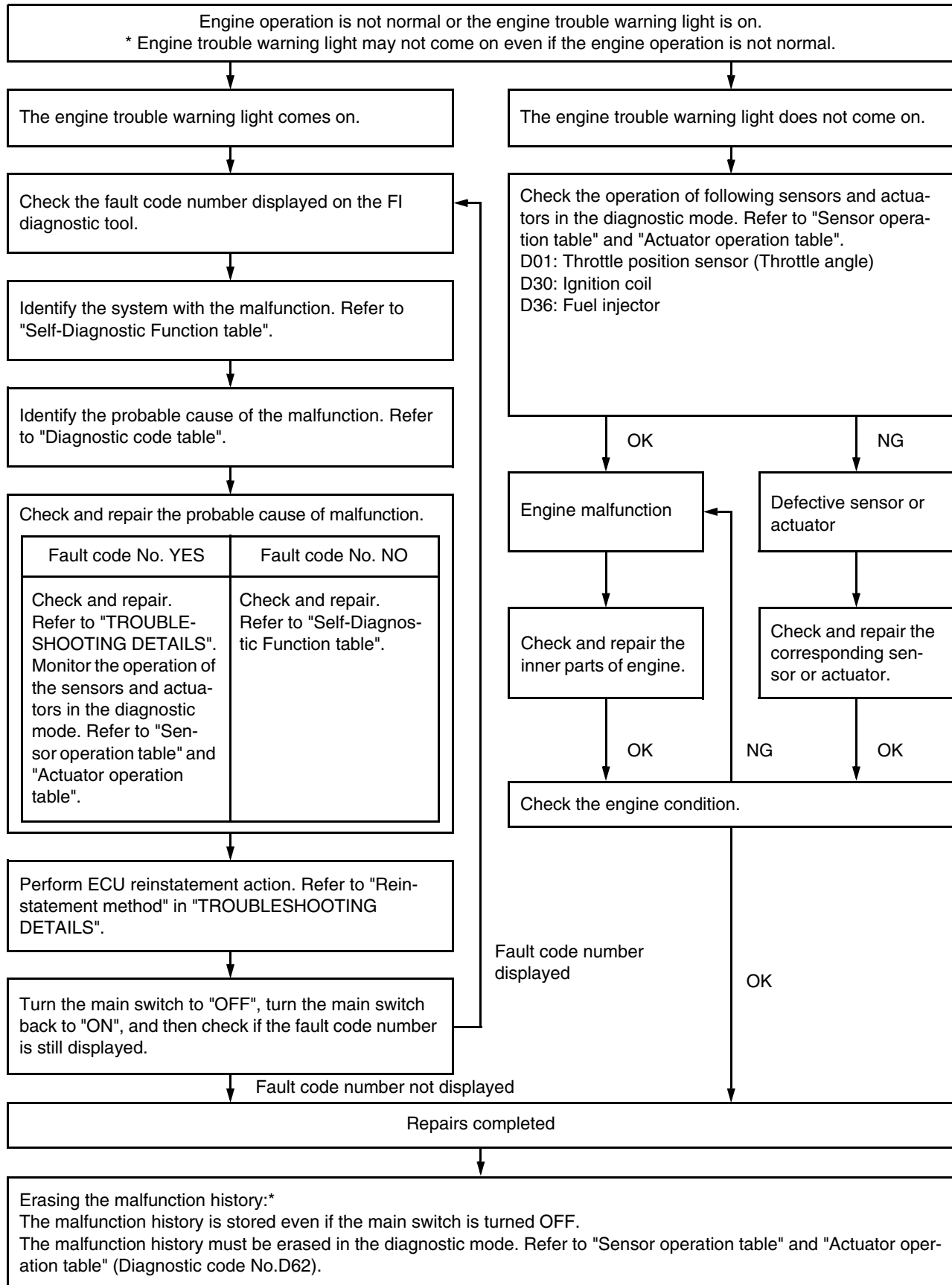
FUEL INJECTION SYSTEM

Fault code No.	Item	Symptom	Fail-safe action	Startability	Driveability
46	Vehicle system power supply (monitor voltage)	Power supply to the fuel injection system relay is not normal.	—	Yes	Yes
50	ECU internal malfunction (memory check error)	Faulty ECU memory. When this malfunction is detected, the code number might not appear on the meter.	—	No	Yes
—	Start unable warning	Relay is not turned ON even if the crank signal is input while the start switch is turned ON. When the start switch is turned ON while an error is detected with the fault code of No. 12, 19, 33, 41 or 50.	• Engine trouble warning light flashes when the start switch is turned ON.	No	No

FUEL INJECTION SYSTEM

EAS00904

TROUBLESHOOTING CHART



* Operated when the engine trouble warning light is on.

FUEL INJECTION SYSTEM

HAS00905

DIAGNOSTIC MODE

It is possible to monitor the sensor output data or check the activation of actuators with the FI diagnostic tool connected to the vehicle and set to the normal mode or the diagnostic monitoring mode.



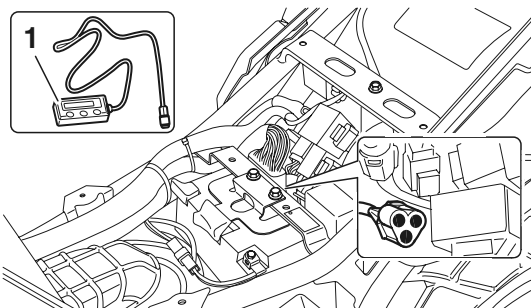
FI diagnostic tool
90890-03182

Setting the normal mode

NOTE:

The engine speed, engine temperature, and fault code, if detected, can be displayed on the LCD of the FI diagnostic tool when the tool is connected to the vehicle and is set to the normal mode.

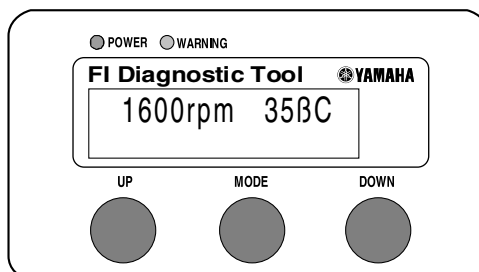
1. Turn the main switch to "OFF" and set the engine stop switch to "RUN".
2. Remove the self-diagnosis signal coupler cap, and then connect the FI diagnostic tool "1" as shown.



3. Turn the main switch to "ON" and start the engine.

NOTE:

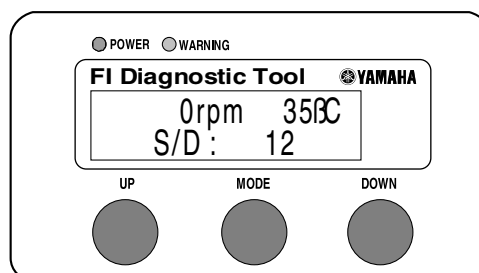
- Coolant temperature and engine revolution appear on the LCD of the FI diagnostic tool.
- "POWER" LED (Green) comes on.
- If a malfunction is detected in the system, "WARNING" LED (Orange) comes on.



4. Stop the engine.

NOTE:

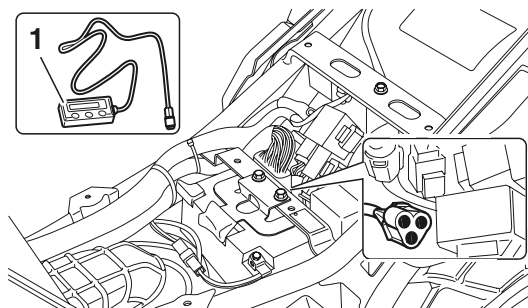
If a malfunction is detected in the system, the fault code appears on the LCD of the FI diagnostic tool. And also, "WARNING" LED (Orange) comes on.



5. Turn the main switch to "OFF" to cancel the normal mode.
6. Disconnect the FI diagnostic tool and connect the self-diagnosis signal connector.

Setting the diagnostic mode

1. Turn the main switch to "OFF" and set the engine stop switch to "RUN".
2. Remove the self-diagnosis signal coupler cap, and then connect the FI diagnostic tool "1" as shown.



3. While press the "MODE" button, turn the main switch to "ON".

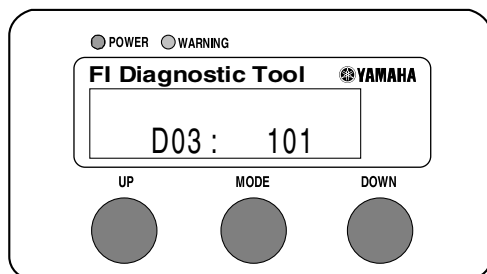
NOTE:

- “DIAG” appears on the LCD of the FI diagnostic tool.
 - “POWER” LED (Green) comes on.
-

4. Press the “UP” button to select the CO adjustment mode “CO” or the diagnostic mode “DIAG”.
5. After selecting “DIAG”, press the “MODE” button.
6. Select the diagnostic code number corresponding to the fault code number by pressing the “UP” and “DOWN” buttons.

NOTE:

- The diagnostic code number appears on the LCD (D01-D70).
 - To decrease the selected diagnostic code number, press the “DOWN” button. Press the “DOWN” button for 1 second or longer to automatically decrease the diagnostic code numbers.
 - To increase the selected diagnostic code number, press the “UP” button. Press the “UP” button for 1 second or longer to automatically increase the diagnostic code numbers.
-



7. Verify the operation of the sensor or actuator.
 - Sensor operation
The data representing the operating conditions of the sensor appear on the LCD.
 - Actuator operation
Set the engine stop switch to “OFF” and then to “RUN”.
8. Turn the main switch to “OFF” to cancel the diagnostic mode.
9. Disconnect the FI diagnostic tool and connect the self-diagnosis signal connector.

FUEL INJECTION SYSTEM

EAS00906

Diagnostic monitoring code table

Fault code No.	Symptom	Probable cause of malfunction	Diagnostic code
12	No normal signals are received from the crankshaft position sensor.	• Open or short circuit in wire harness • Defective crankshaft position sensor • Disconnected crankshaft position sensor coupler • Malfunction in A.C. magneto rotor • Malfunction in ECU • Improperly installed crankshaft position sensor	—
13	Open or short circuit is detected in the intake air pressure sensor.	• Open or short circuit in wire harness • Defective intake air pressure sensor • Disconnected intake air pressure sensor coupler • Malfunction in ECU	D03
14	Faulty intake air pressure sensor hose system: • detected hose • clogged hose.	• Disconnected, clogged, kinked, or pinched intake air pressure sensor hose • Defective intake air pressure sensor • Malfunction in ECU	D03
15	Open or short circuit is detected in the throttle position sensor.	• Open or short circuit in wire harness • Defective throttle position sensor • Disconnected throttle position sensor coupler • Malfunction in ECU • Improperly installed throttle position sensor	D01
16	Stuck throttle position sensor is detected.	• Stuck throttle position sensor • Improperly installed throttle position sensor • Malfunction in ECU	D01
19	Open circuit in the input line (blue/black lead) of ECU is detected when the start switch is pushed.	• Open circuit in wire harness (ECU coupler) • Malfunction in ECU	D20
21	Open or short circuit is detected in the coolant temperature sensor.	• Open or short circuit in wire harness • Defective coolant temperature sensor • Disconnected coolant temperature sensor coupler • Malfunction in ECU • Improperly installed coolant temperature sensor	D06
22	Open or short circuit is detected in the intake air temperature sensor.	• Open or short circuit in wire harness • Defective intake air temperature sensor • Disconnected intake air temperature sensor coupler • Malfunction in ECU • Improperly installed intake air temperature sensor	D05
24	No normal signal is received from the O ₂ sensor.	• Open or short circuit in wire harness • Defective O₂ sensor • Improperly installed sensor • Malfunction in ECU	—
30	The motorcycle has overturned.	• Overturned motorcycle • Malfunction in ECU	D08
31	The amount of air-fuel ratio feedback compensation is maintained continuously in the vicinity of the upper limit (lean air-fuel ratio).	• Open or short circuit in wiring harness • Fuel pressure too low • Clogged injectors • Defective O₂ sensor (unable to output a rich signal) • Malfunction in other areas of the fuel system • Malfunction in ECU	—
32	The amount of air-fuel ratio feedback compensation is maintained continuously in the vicinity of the lower limit (rich air-fuel ratio).	• Open or short circuit in wiring harness • Fuel pressure too high • Faulty injectors (excessive injection volume) • Defective O₂ sensor (unable to output a lean signal) • Malfunction in other areas of the fuel system • Malfunction in ECU	—

FUEL INJECTION SYSTEM

Fault code No.	Symptom	Probable cause of malfunction	Diagnostic code
33	Open circuit is detected in the primary lead of the ignition coil.	• Open circuit in wire harness • Malfunction in ignition coil • Malfunction in ECU • Malfunction in a component of the ignition cut-off circuit system	D30
41	Open or short circuit is detected in the lean angle cut-off switch.	• Open or short circuit in wire harness • Defective lean angle cut-off switch • Disconnected lean angle cut-off switch coupler • Malfunction in ECU	D08
42	No normal signals are received from the speed sensor or an open or short circuit is detected in the neutral switch.	• Open or short circuit in wire harness • Defective speed sensor • Disconnected speed sensor coupler • Malfunction in vehicle speed sensor detected unit • Defective neutral switch • Disconnected neutral switch connector • Malfunction in the engine side of the neutral switch • Malfunction in ECU	D07 D21
43	Power supply to the injector and fuel pump is not normal. (The ECU is unable to monitor the battery voltage.)	• Open circuit in wire harness • Malfunction in ECU • Defective fuel injection system relay	D09, D50
44	An error is detected while reading or writing on EEPROM.	• Malfunction in ECU (The CO adjustment value is not properly written on or read from the internal memory.)	D60
46	Power supply to the fuel injection system relay is not normal.	• Open circuit in wire harness • Malfunction in rectifier/regulator • Malfunction in A.C. magneto rotor Refer to "CHARGING SYSTEM" on page 8-11.	D09
50	Faulty ECU memory. When this malfunction is detected, the code number might not appear on the meter.	• Malfunction in ECU (The program and data are not properly written on or read from the internal memory.)	—

FUEL INJECTION SYSTEM

EAS00907

Diagnostic mode table

Switch the meter display from the regular mode to the diagnostic mode. To switch the display, refer to "DIAGNOSTIC MODE".

NOTE:

- Check the intake air temperature and coolant temperature as close as possible to the intake air temperature sensor and the coolant temperature sensor respectively.
- If it is not possible to check the intake air temperature, use the ambient temperature as reference.

Diagnostic code	Item	Action	Data displayed on the FI diagnostic tool (reference value)
D01	Throttle angle	Displays the throttle angle. • Check with throttle fully closed. • Check with throttle fully open.	0 ~ 125 degrees • Fully closed (15 ~ 17 degrees) • Fully open (97 ~ 100 degrees)
D03	Intake air pressure	Displays the intake air pressure. Set the engine stop switch to "○". • Generate the pressure difference by cranking the engine with the start switch, but do not start the engine.	When the engine is stopped: Atmospheric pressure 101.3 kPa (760 mmHg, 30 inHg) When cranking the engine with start switch: 1.3 ~ 26.6 kPa (10 ~ 200 mmHg, 0.4 ~ 7.9 inHg)
D05	Intake air temperature	Displays the intake air temperature. • Check the temperature in the air filter case.	Compare the temperature in the air filter case to the value displayed on the diagnostic tool.
D06	Coolant temperature	Displays the coolant temperature. • Check the coolant temperature.	Compare the coolant temperature to the value displayed on the diagnostic tool.
D07	Vehicle speed pulse	Displays the accumulation of the vehicle speed pulses that are generated when the tire is spun.	(0 ~ 199; resets to 0 after 199) OK if the numbers appear on the diagnostic tool.
D08	Lean angle cut-off switch	Displays the lean angle cut-off switch values.	Upright: 0.4 ~ 1.4 V Overturned: 3.7 ~ 4.4 V
D09	Fuel system voltage (battery voltage)	Displays the fuel system voltage (battery voltage). Set the engine stop switch to "○".	Approximately 12.0 V
D20	Sidestand switch	Displays that the switch is on or off. (When the gear is in a position other than neutral.)	Stand retracted: On Stand extended: Off
D21	Neutral switch	Displays that the switch is on or off.	Neutral: On In gear: Off
D30	Ignition coil	The engine stop switch is set to "○", the ignition coil operates 5 times every second and the engine trouble warning light comes on. • Connect an ignition checker to the spark plug cap. • If the engine stop switch is set to "○", set it to "⊗", and then set it to "○" again.	Check that sparks are generated 5 times with the engine stop switch is set to "○".
D36	Fuel injector	The engine stop switch is set to "○", the fuel injector operates 5 times every second and the engine trouble warning light comes on. • If the engine stop switch is set to "○", set it to "⊗", and then set it to "○" again.	Check that the operating sound of the fuel injector is generated 5 times when the engine stop switch is set to "○".
D48	Air induction system	The engine stop switch is set to "○", the air induction system solenoid operates 5 times every second and the engine trouble warning light comes on. • If the engine stop switch is set to "○", set it to "⊗", and then set it to "○" again.	Check that the operating sound of the air induction system solenoid is generated 5 times when the engine stop switch is set to "○".
D50	Fuel injection system relay	The engine stop switch is set to "○", the fuel injection system relay operates 5 times every second and the engine trouble warning light comes on (on when relay is operating, off when relay is not operating). • If the engine stop switch is set to "○", set it to "⊗", and then set it to "○" again.	Check that the operating sound of the fuel injection system relay is generated 5 times when the engine stop switch is set to "○".

FUEL INJECTION SYSTEM

Diagnostic code	Item	Action	Data displayed on the FI diagnostic tool (reference value)
D51	Radiator fan motor relay	The engine stop switch is set to “○”, the radiator fan motor relay operates 5 times, 5 seconds each time (2 seconds on, 3 seconds off), and the engine trouble warning light comes on. • If the engine stop switch is set to “○”, set it to “⊗”, and then set it to “○” again.	Check that the operating sound of the radiator fan motor relay is generated and that the radiator fan motor is operated 5 times when the engine stop switch is set to “○”.
D52	Headlight relay 1	The engine stop switch is set to “○”, the headlight relay operates 5 times, 5 seconds each time (2 seconds on, 3 seconds off), and the engine trouble warning light comes on. • If the engine stop switch is set to “○”, set it to “⊗”, and then set it to “○” again.	Check that the operating sound of the headlight relay is generated and that the headlight comes on 5 times when the engine stop switch is set to “○”.
D60	E2PROM fault code display	• Transmits the abnormal portion of the data in the E2PROM that has been detected as fault code 44.	01 “00” is displayed when there is no malfunction.
D61	Malfunction history code display	• Displays the codes of the history of the self-diagnosis malfunctions (i.e., a code of a malfunction that occurred once and which has been corrected). • If multiple malfunctions have been detected, different codes are displayed at 2-second intervals, and this process is repeated.	12 ~ 61 “00” is displayed when there is no malfunction.
D62	Malfunction history code erasure	• Displays the total number of codes that are being detected through self diagnosis and the fault codes in the past history. • Erases only the history codes when the engine stop switch is set to “○”. If the engine stop switch is set to “○”, set it to “⊗”, and then set it to “○” again.	00 ~ 17 “00” is displayed when there is no malfunction.
D63	Malfunction code reinstate (for fault code No. 24 only)	• No malfunction code. • Malfunction code exists. To reinstate set the engine stop switch from “⊗” to “○”.	“00” is displayed when there is no malfunction. 24
D70	Control number	• Displays the program control number.	00 ~ 255

FUEL INJECTION SYSTEM

TROUBLESHOOTING DETAILS

This section describes the countermeasures per fault code number displayed on the FI diagnostic tool. Check and service the items or components that are the probable cause of the malfunction following the order given.

After the check and service of the malfunctioning part has been completed, reset the FI diagnostic tool display according to the "Reinstatement method".

Fault code No.:

Fault code number displayed on the FI diagnostic tool when the engine failed to work normally.

Refer to "Diagnostic code table".

Diagnostic code No.:

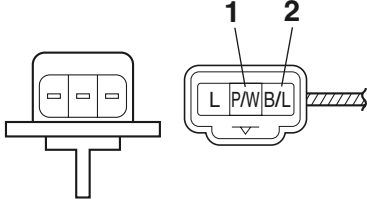
Diagnostic code number to be used when the diagnostic mode is operated. Refer to "DIAGNOSTIC MODE".

Fault code No.	12	Symptom	No normal signals are received from the crankshaft position sensor.	
Used diagnostic code No. --				
Order	Item/components	Check or maintenance job	Restore method	
1	Crankshaft position sensor installation	Check the sensor for looseness or pinching.	Reinstated by cranking the engine.	
2	Coupler connections Crankshaft position sensor coupler ECU coupler	Check the couplers for any pins that may have pulled out. Check that the couplers are securely locked. If necessary, repair the coupler or securely connect it.		
3	Open or short circuit in the wire harness	Repair or replace if there is an open or short circuit between the wire harnesses. Gray - Gray Green/White - Black/Blue		
4	Defective crankshaft position sensor	Replace the sensor if it is defective. Refer to "IGNITION SYSTEM" on page 8-1.		

Communication error with the FI diagnostic tool

LCD Display	Symptom	Probable cause of malfunction
Waiting for connection...	No signals are received from the ECU.	• Improper connection in connecting lead. • The main switch is OFF position. • Malfunction in FI diagnostic tool. • Malfunction in ECU.
ERROR 4	Commands from the FI diagnostic tool are not accepted by the ECU.	• Turn the main switch to "OFF" once, and then set the FI diagnostic tool to CO adjustment mode or diagnostic mode. • Vehicle battery is insufficiently charged. • Malfunction in FI diagnostic tool. • Malfunction in ECU.

FUEL INJECTION SYSTEM

Fault code No. 13 Symptom Open or short circuit is detected from the intake air pressure sensor.			
Used diagnostic code No. 03 (intake air pressure sensor)			
Order	Item/components	Check or maintenance job	Restore method
1	Coupler connections Intake air pressure sensor coupler ECU coupler Sub-wire harness coupler	Check the couplers for any pins that may have pulled out. Check that the couplers are securely locked. If necessary, repair the coupler or securely connect it.	Reinstated by cranking the engine.
2	Open or short circuit in the wire harness	Repair or replace if there is an open or short circuit between the wire harnesses. Black/Blue - Black/Blue Pink/White - Pink/White Blue - Blue	
3	Defective intake air pressure sensor	Execute the diagnostic mode. (Code No. 03) Replace the sensor if it is defective. 1. Connect the pocket tester (DC 20 V) to the intake air pressure sensor coupler (wire harness end) as shown. • Positive tester probe → Pink/White "1" • Negative tester probe → Black/Blue "2"  2. Set the main switch to "ON". 3. Measure the intake air pressure sensor output voltage.  Intake air pressure sensor output voltage 3.4 ~ 3.8 V 4. Is the intake air pressure sensor OK?	

FUEL INJECTION SYSTEM

Fault code No. 14 Symptom Intake air pressure sensor hose is disconnected or clogged.			
Used diagnostic code No. 03 (intake air pressure sensor)			
Order	Item/components	Check or maintenance job	Restore method
1	Disconnected, clogged, kinked, or pinched intake air pressure sensor hose Intake air pressure sensor malfunction at intermediate electrical potential	Repair or replace the hose. Check and repair the connection. Replace the sensor if there is a malfunction.	Reinstated by starting the engine and operating it at idle.
2	Coupler connections Intake air pressure sensor coupler ECU coupler	Check the couplers for any pins that may have pulled out. Check that the couplers are securely locked. If necessary, repair the coupler or securely connect it.	
3	Defective intake air pressure sensor	Execute the diagnostic mode. (Code No. 03) Replace the sensor if it is defective. Refer to "Fault code No. 13".	

Fault code No. 15 Symptom Open or short circuit is detected from the throttle position sensor.				
Used diagnostic code No. 01 (throttle position sensor)				
Order	Item/components	Check or maintenance job	Restore method	
1	Throttle position sensor installation	Check the sensor for looseness or pinching. Check that the sensor is installed in the specified position.	Reinstated by setting the main switch to "ON".	
2	Coupler connections Throttle position sensor coupler ECU coupler	Check the connections of the couplers. Check that the couplers are securely locked. If necessary, repair the coupler or securely connect it.		
3	Open or short circuit in the wire harness	Repair or replace if there is an open or short circuit between the wire harnesses. Black/Blue - Black/Blue Yellow - Yellow Blue - Blue		
4	Check the throttle position sensor lead open circuit output voltage.	Check for an open circuit and replace the throttle position sensor, if necessary. Black/Blue - Yellow		
		Open circuit item		Output voltage
		Ground wire open circuit		5 V
		Output wire open circuit	0 V	
		Power supply wire open circuit	0 V	
5	Defective throttle position sensor	Execute the diagnostic mode. (Code No. 01) Replace the sensor if it is defective. Refer to "THROTTLE BODY ASSEMBLY" in chapter 7.		

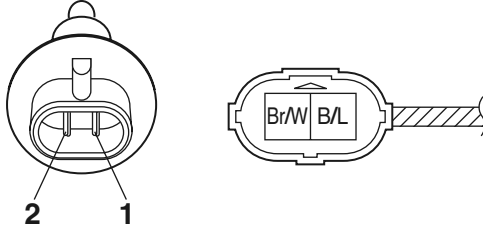
FUEL INJECTION SYSTEM

Fault code No. 16 Symptom The throttle position sensor is detected stuck.			
Used diagnostic code No. 01 (throttle position sensor)			
Order	Item/components	Check or maintenance job	Restore method
1	Defective throttle position sensor	Replace the sensor if it is defective. Refer to "THROTTLE BODY ASSEMBLY".	Reinstated by starting the engine, operating it at idle, and then racing it.
2	Throttle position sensor installation	Execute the diagnostic mode. (Code No. 01) Check the sensor for looseness or pinching. Check that the sensor is installed in the specified position. Refer to "THROTTLE BODY ASSEMBLY" in chapter 7.	

Fault code No. 19 Symptom Open circuit is detected in the input wire from the sidestand switch to the ECU.			
Used diagnostic code No. 20 (sidestand switch)			
Order	Item/components	Check or maintenance job	Restore method
1	Coupler connections ECU coupler Blue/Black connector	Check the couplers for any pins that may have pulled out. Check that the couplers are securely locked. If necessary, repair the coupler or securely connect it.	If the transmission is in gear, it is reinstated by retracting the sidestand. If the transmission is in neutral, it is reinstated by reconnecting the wiring.
2	Open or short circuit in the wire harness	Repair or replace if there is an open or short circuit between the ECU and sidestand switch. Blue/Black	
3	Defective sidestand switch	Execute the diagnostic mode. (Code No. 20) Replace the switch if it is defective. Refer to "CHECKING THE SWITCHES" on page 8-43.	

Fault code No. 21 Symptom Open or short circuit is detected from the coolant temperature sensor.			
Used diagnostic code No. 06 (coolant temperature sensor)			
Order	Item/components	Check or maintenance job	Restore method
1	Coolant temperature sensor installation	Check the sensor for looseness or pinching.	Reinstated by setting the main switch to "ON".
2	Coupler connections Coolant temperature sensor coupler ECU coupler	Check the coupler for any pins that may have pulled out. Check that the couplers are securely locked. If necessary, repair the coupler or securely connect it.	
3	Open or short circuit in the wire harness	Repair or replace if there is an open or short circuit between the wire harnesses. Black/Blue - Black/Blue Green/Red - Green/Red	
4	Defective coolant temperature sensor	Execute the diagnostic mode. (Code No. 06) Replace the sensor if it is defective. Refer to "COOLING SYSTEM" on page 8-25.	

FUEL INJECTION SYSTEM

Fault code No. 22 Symptom Open or short circuit is detected from the intake air temperature sensor.			
Used diagnostic code No. 05 (intake air temperature sensor)			
Order	Item/components	Check or maintenance job	Restore method
1	Intake air temperature sensor installation	Check the sensor looseness or pinching.	Reinstated by setting the main switch to "ON".
2	Coupler connections Intake air temperature sensor coupler ECU coupler	Check the couplers for any pins that may have pulled out. Check that the couplers are securely locked. If necessary, repair the coupler or securely connect it.	
3	Open or short circuit in the wire harness	Repair or replace if there is an open or short circuit between the wire harnesses. Black/Blue - Black/Blue Brown/White - Brown/White	
4	Defective intake air temperature sensor	Execute the diagnostic mode. (Code No. 05) Replace the sensor if it is defective. - Remove the intake air temperature sensor from the air filter case. - Connect the pocket tester ($\Omega \times 100$) to the intake air temperature sensor terminal as shown. • Positive tester probe → Brown/White "1" • Negative tester probe → Black/Blue "2"  - Measure the intake air temperature sensor resistance.  Intake air temperature sensor resistance 2.21 ~ 2.69 Ω at 20 °C (68 °F) ⚠ WARNING • Handle the intake air temperature sensor with special care. • Never subject the intake air temperature sensor to strong shocks. If the intake air temperature sensor is dropped, replace it. 4. Is the intake air temperature sensor OK?	

FUEL INJECTION SYSTEM

Fault code No.	24	Symptom	No normal signal is received from the O ₂ sensor.	
Used diagnostic code No. --				
Order	Item/components	Check or maintenance job	Restore method	
1	Installed condition of O ₂ sensor.	Check the installed area for looseness or pinching.	Starting the engine, warming it up until the coolant temperature is 60 °C or more, and then running it between 2000-3000 r/min until the engine trouble.	
2	Connected state of connector O ₂ sensor coupler ECU coupler	Check the coupler for any pins that may have pulled out. Check the locking condition of the coupler. If there is a malfunction, repair it and connect it securely.		
3	Open or short circuit in wire harness and/or sub lead.	Repair or replace if there is an open or short circuit. Between O ₂ sensor coupler and ECU coupler. Pink - Pink Red/White - Red Gray - Black/Blue Gray/Green - Gray/Green		
4	Check fuel pressure.	Refer to “Checking the fuel pressure” in “CHECKING THE FUEL PUMP” in chapter 7.		
5	Defective O ₂ sensor.	Replace if defective.		

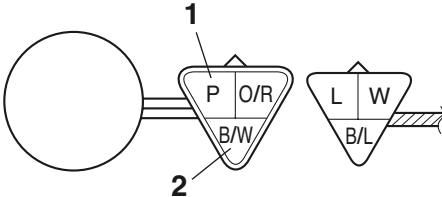
Fault code No.	30	Symptom	The motorcycle has overturned.	
Used diagnostic code No. 08 (lean angle cut-off switch)				
Order	Item/components	Check or maintenance job	Restore method	
1	The motorcycle has overturned.	Raise the motorcycle upright.	Reinstated by setting the main switch to "ON" (the engine cannot be started unless the main switch is first set to "OFF").	
2	Lean angle cut-off switch installation	Check the switch for looseness or pinching.		
3	Coupler connections Lean angle cut-off switch coupler ECU coupler	Check the coupler for any pins that may have pulled out. Check that the couplers are securely locked. If necessary, repair the coupler or securely connect it.		
4	Defective lean angle cut-off switch	Execute the diagnostic mode. (Code No. 08) Replace the switch if it is defective. Refer to "IGNITION SYSTEM" on page 8-1.		

FUEL INJECTION SYSTEM

Fault code No. 33 Symptom Malfunction detected in the primary lead of the ignition coil.			
Used diagnostic code No. 30 (ignition coil)			
Order	Item/components	Check or maintenance job	Restore method
1	Coupler and connector connections Ignition coil primary connector (Orange) ECU coupler	Check the coupler and connector for any pins that may have pulled out. Check the connector and coupler are securely locked. If necessary, repair the coupler or securely connect it.	Reinstated by starting the engine and operating it at idle.
2	Open or short circuit in the wire harness	Repair or replace if there is an open or short circuit between the wire harnesses. Orange - Orange	
3	Defective ignition coil	Execute the diagnostic mode. (Code No. 30) Test the primary and secondary coils for continuity. Replace the coil if it is defective. Refer to "IGNITION SYSTEM" on page 8-1.	

Fault code No. 41 Symptom Open or short circuit is detected in the lean angle cut-off switch.			
Used diagnostic code No. 08 (lean angle cut-off switch)			
Order	Item/components	Check or maintenance job	Restore method
1	Coupler connections Lean angle cut-off switch coupler ECU coupler	Check the couplers for any pins that may have pulled out. Check that the couplers are securely locked. If necessary, repair the coupler or securely connect it.	Reinstated immediately when it becomes normal.
2	Open or short circuit in the wire harness	Repair or replace if there is an open or short circuit between the wire harnesses. Black/Blue - Black/Blue Yellow/Green - Yellow/Green Blue - Blue	
3	Defective lean angle cut-off switch	Execute the diagnostic mode. (Code No. 08) Replace the switch if it is defective. Refer to "Fault code No. 30".	

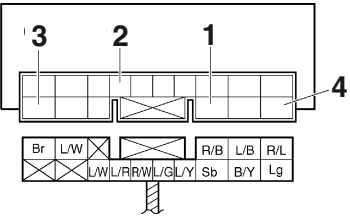
FUEL INJECTION SYSTEM

Fault code No.	42	Symptom	A. No normal signals are received from the speed sensor. B. Open or short circuit is detected in the neutral switch.	
Used diagnostic code No. 07 (speed sensor) → A1 ~ A4 / No. 21 (neutral switch) → B1 ~ B4				
Order	Item/components	Check or maintenance job	Restore method	
A-1	Coupler connections Speed sensor coupler ECU coupler	Check the couplers for any pins that may have pulled out. Check that the couplers are securely locked. If necessary, repair the coupler or securely connect it.	Reinstated by starting the engine, and inputting the vehicle speed signals by operating the motorcycle at 20 to 30 km/h (12.4 to 18.6 mi/h).	
A-2	Open or short circuit in the wire harness	Repair or replace if there is an open or short circuit between the wire harnesses. Blue - Blue White - White Black/Blue - Black/Blue		
A-3	Gear for detecting vehicle speed has broken.	Replace the gear if it is defective. Refer to “TRANSMISSION” on page 5-69.		
A-4	Defective speed sensor	Execute the diagnostic mode. (Code No. 07) Replace the sensor if it is defective. 1. Measure the speed sensor output voltage. 2. Connect the pocket tester (DC 20 V) to the speed sensor coupler as shown. • Positive tester probe → Pink “1” • Negative tester probe → Black/White “2”   Speed sensor output voltage When sensor is on DC 4.8 V or more When sensor is off DC 0.6 V or less 6. Is the speed sensor OK?		

FUEL INJECTION SYSTEM

Fault code No.	42	Symptom	A. No normal signals are received from the speed sensor. B. Open or short circuit is detected in the neutral switch.	
Used diagnostic code No. 07 (speed sensor) → A1 ~ A4 / No. 21 (neutral switch) → B1 ~ B4				
Order	Item/components	Check or maintenance job	Restore method	
B-1	Coupler connections Neutral switch connector Wiring harness ECU coupler	Check the couplers for any pins that may have pulled out. Check that the couplers are securely locked. If necessary, repair the coupler or securely connect it.	Reinstated by starting the engine, and inputting the vehicle speed signals by operating the motorcycle at 20 to 30 km/h (12.4 to 18.6 mi/h).	
B-2	Open or short circuit in the wire harness	Repair or replace if there is an open or short circuit between the wire harnesses. between neutral switch and relay unit Sky blue - Sky blue between relay unit and ECU Blue/Yellow - Blue/Black		
B-3	Faulty shift drum (neutral detection area)	Replace if defective. Refer to “TRANSMISSION” on page 5-69.		
B-4	Defective neutral switch	Execute the diagnostic mode. (Code No. 21) Replace the switch if it is defective. Refer to “CHECKING THE SWITCHES” on page 8-43.		

FUEL INJECTION SYSTEM

Fault code No. 43 Symptom The ECU is unable to monitor the battery voltage.			
Used diagnostic code No. 09, 50 (fuel system voltage)			
Order	Item/components	Check or maintenance job	Restore method
1	Coupler connections Fuel injection system relay coupler Wiring harness ECU coupler	Check the couplers for any pins that may have pulled out. Check that the couplers are securely locked. If necessary, repair the coupler or securely connect it.	Reinstated by starting the engine and operating it at idle.
2	Defective main relay	Replace the relay if it is defective.	
3	Open or short circuit in the wire harness	Execute the diagnostic mode. (Code No. 09) Repair or replace if there is an open or short circuit: between battery and fuel injection system fuse Red - Red between fuel injection system fuse and fuel injection system relay Brown - Brown between fuel injection system relay and ECU Red/Blue - Red/Blue	
4	Malfunction or open circuit in the fuel injection system relay	Execute the diagnostic mode. (Code No. 50) Replace if defective. 1. Remove the relay unit. 2. Connect the pocket tester ($\Omega \times 1$) and battery (12 V) to the relay terminals as shown. • Positive battery terminal → Red/Black “1” • Negative battery terminal → Blue/Red “2” • Positive tester probe → Brown “3” • Negative tester probe → Red/Blue “4”  3. Does the diode have continuity between brown and red/blue? If there is no malfunction with the fuel injection system relay, replace the ECU.	

FUEL INJECTION SYSTEM

Fault code No.	44	Symptom	Error is detected while reading or writing on EEPROM (CO adjustment value).
Used diagnostic code No. 60 (EEPROM improper cylinder indication)			
Order	Item/components	Check or maintenance job	Restore method
1	Malfunction in ECU	Execute the diagnostic mode. (Code No. 60) • Check the faulty cylinder. • Readjust the CO of the displayed cylinder. Replace the ECU if it is defective.	Reinstated by setting the main switch to "ON".

Fault code No.	46	Symptom	Power supply to the FI system relay is not normal.
Used diagnostic code No. 09			
Order	Item/components	Check or maintenance job	Restore method
1	Faulty battery	Replace or change the battery. Refer to "CHECKING AND CHARGING THE BATTERY" on page 3-29.	Reinstated by starting the engine and operating it at idle.
2	Open or short circuit in the wire harness.	Execute the diagnostic mode. (Code No. 09) Repair or replace if there is an open or short circuit: between battery and main switch Red - Red between main switch and ignition fuse Brown/Blue - Brown/Blue between ignition fuse and engine stop switch Red - Red between engine stop switch and fuel injection system relay Red/Black - Red/Black between fuel injection system relay and ECU Blue/Red - Blue/Red	
3	Coupler connections ECU coupler	Check the coupler for any pins that may have pulled out. Check that the coupler is securely locked. If necessary, repair the coupler or securely connect it.	

Fault code No.	50	Symptom	Faulty ECU memory. (When this malfunction is detected in the ECU, the fault code number might not appear on the meter.)
Used diagnostic code No. --			
Order	Item/components	Check or maintenance job	Restore method
1	Malfunction in ECU	Replace the ECU.	Reinstated by setting the main switch to "ON".

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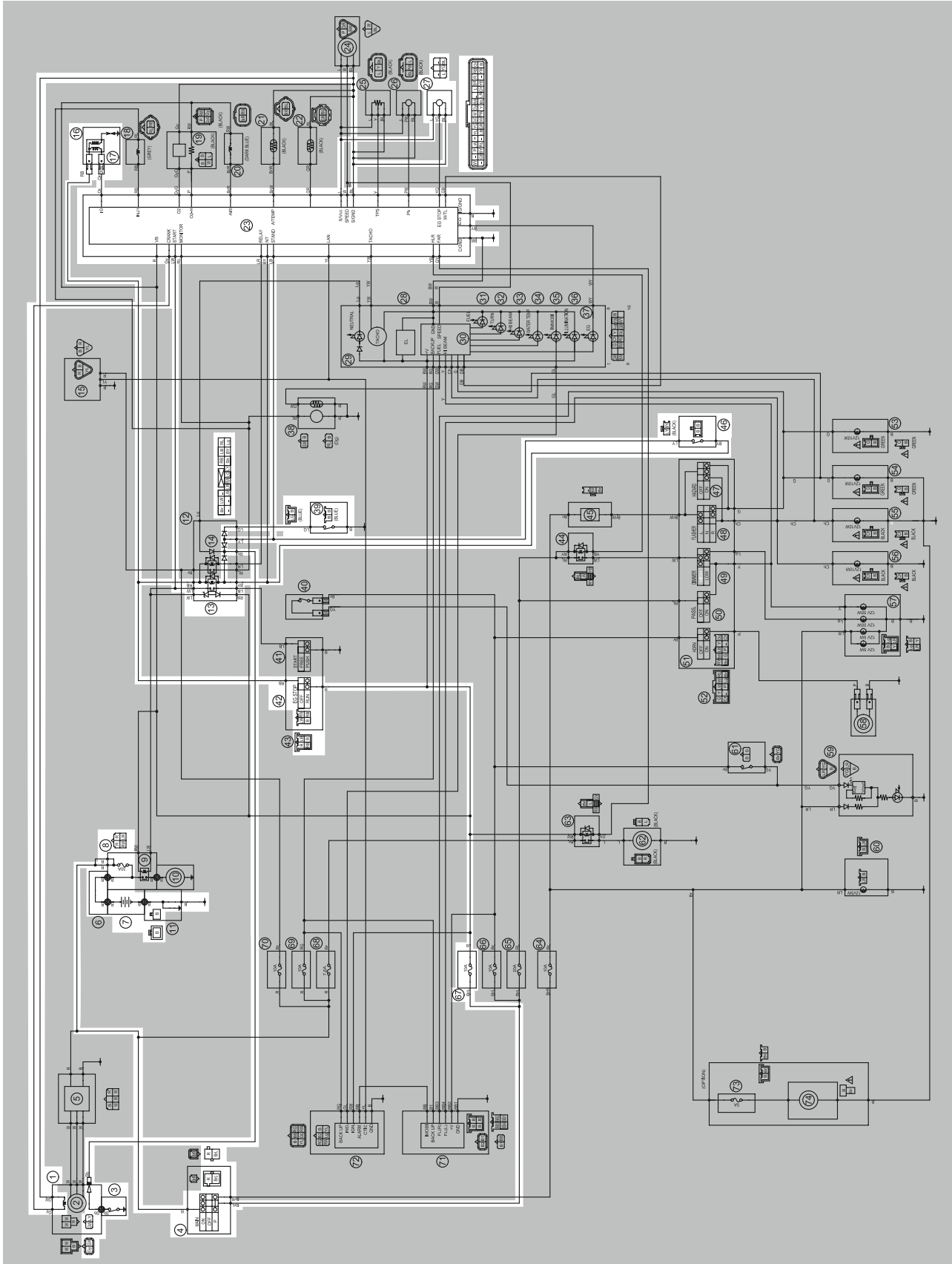
IGNITION SYSTEM

EAS27090

IGNITION SYSTEM

EAS27110

CIRCUIT DIAGRAM



IGNITION SYSTEM

- 1. Crankshaft position sensor
- 3. Neutral switch
- 4. Main switch
- 7. Battery
- 8. Main fuse
- 13. Starting circuit cut-off relay
- 16. Ignition coil
- 17. Spark plug
- 23. ECU
- 27. Lean angle cut-off switch
- 39. Sidestand switch
- 42. Engine stop switch
- 46. Clutch switch
- 67. Ignition fuse

EAS27150

TROUBLESHOOTING

The ignition system fails to operate (no spark or intermittent spark).

NOTE:

• Before troubleshooting, remove the following part(s):

1. Seat
2. Side panels (left and right)
3. Fuel tank

1. Check the fuses. (Main and ignition) Refer to "CHECKING THE FUSES" on page 8-48.	NG →	Replace the fuse(s).
OK ↓		
2. Check the battery. Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-49.	NG →	• Clean the battery terminals. • Recharge or replace the battery.
OK ↓		
3. Check the spark plug. Refer to "CHECKING THE SPARK PLUG" on page 3-6.	NG →	Re-gap or replace the spark plug.
OK ↓		
4. Check the ignition spark gap. Refer to "CHECKING THE IGNITION SPARK GAP" on page 8-55.	OK →	Ignition system is OK.
NG ↓		
5. Check the spark plug cap. Refer to "CHECKING THE SPARK PLUG CAP" on page 8-54.	NG →	Replace the spark plug cap.
OK ↓		
6. Check the ignition coil. Refer to "CHECKING THE IGNITION COIL" on page 8-54.	NG →	Replace the ignition coil.
OK ↓		
7. Check the crankshaft position sensor. Refer to "CHECKING THE CRANKSHAFT POSITION SENSOR" on page 8-55.	NG →	Replace the crankshaft position sensor.
OK ↓		

IGNITION SYSTEM

8. Check the main switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the main switch/immobilizer unit.
OK ↓		
9. Check the engine stop switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the right handlebar switch.
OK ↓		
10. Check the neutral switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the neutral switch.
OK ↓		
11. Check the sidestand switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the sidestand switch.
OK ↓		
12. Check the clutch switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the clutch switch.
OK ↓		
13. Check the relay unit (starting circuit cut-off relay). Refer to "CHECKING THE RELAYS" on page 8-51.	NG →	Replace the relay unit.
OK ↓		
14. Check the lean angle cut-off switch. Refer to "CHECKING THE LEAN ANGLE CUT-OFF SWITCH" on page 8-56.	NG →	Replace the lean angle cut-off switch.
OK ↓		
15. Check the entire ignition system wiring. Refer to "CIRCUIT DIAGRAM" on page 8-1.	NG →	Properly connect or repair the ignition system wiring.
OK ↓		
Replace the ECU.		

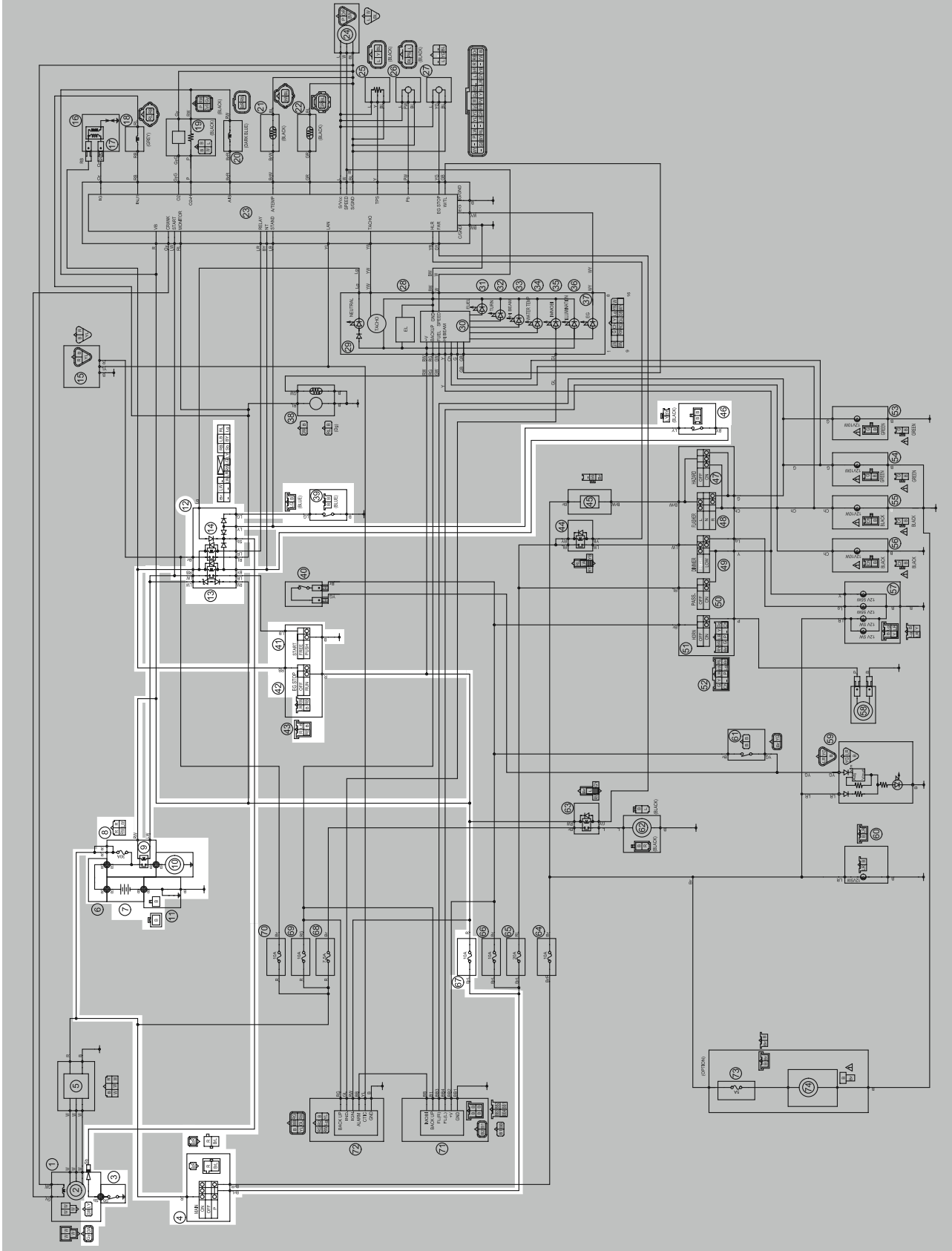
ELECTRIC STARTING SYSTEM

EAS27160

ELECTRIC STARTING SYSTEM

EAS27170

CIRCUIT DIAGRAM



ELECTRIC STARTING SYSTEM

- 3. Neutral switch
- 4. Main switch
- 7. Battery
- 8. Main fuse
- 9. Starter relay
- 10. Starter motor
- 12. Relay unit
- 13. Starting circuit cut-off relay
- 39. Sidestand switch
- 41. Start switch
- 42. Engine stop switch
- 46. Clutch switch
- 67. Ignition fuse

ELECTRIC STARTING SYSTEM

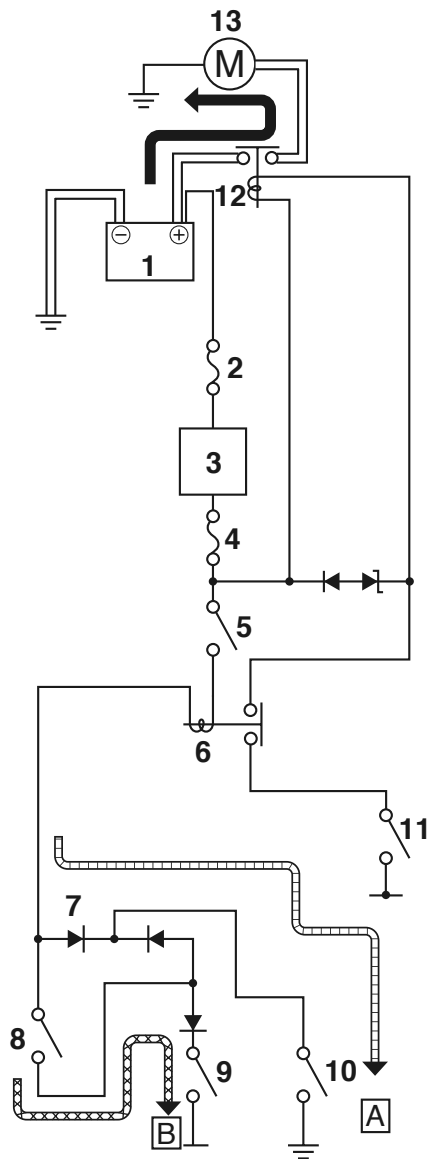
EAS27180

STARTING CIRCUIT CUT-OFF SYSTEM OPERATION

If the engine stop switch is set to “O” and the main switch is turned “ON” (both switch circuits are closed), the starter motor can only operate if at least one of the following conditions is met:

- The transmission is in neutral (the neutral switch circuit is closed).
- The clutch lever is pulled to the handlebar (the clutch switch circuit is closed) and the sidestand is up (the sidestand switch circuit is closed).

The starting circuit cut-off relay prevents the starter motor from operating when neither of these conditions has been met. In this instance, the starting circuit cut-off relay stays open so current cannot reach the starter motor. When at least one of the above conditions has been met, the starting circuit cut-off relay is closed and the engine can be started by pushing the start switch “S”.



ELECTRIC STARTING SYSTEM

A WHEN THE TRANSMISSION IS IN NEUTRAL

B WHEN THE SIDESTAND IS UP AND THE
CLUTCH LEVER IS PULLED TO THE
HANDLEBAR

1. Battery
2. Main fuse
3. Main switch
4. Ignition fuse
5. Engine stop switch
6. Relay unit (starting circuit cut-off relay)
7. Relay unit (diode)
8. Clutch switch
9. Sidestand switch
10. Neutral switch
11. Start switch
12. Starter relay
13. Starter motor

ELECTRIC STARTING SYSTEM

EAS27190

TROUBLESHOOTING

The starter motor fails to turn.

NOTE:

• Before troubleshooting, remove the following part(s):

1. Seat
2. Side panels (left and right)
3. Fuel tank

1. Check the fuses.
(Main and ignition)
Refer to "CHECKING THE FUSES" on page 8-48.

NG →

Replace the fuse(s).

OK ↓

2. Check the battery.
Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-49.

NG →

- Clean the battery terminals.
- Recharge or replace the battery.

OK ↓

3. Check the starter motor.
Refer to "CHECKING THE STARTER MOTOR" on page 8-61.

NG →

Repair or replace the starter motor.

OK ↓

4. Check the relay unit (starting circuit cut-off relay).
Refer to "CHECKING THE RELAYS" on page 8-51.

OK →

Replace the relay unit.

OK ↓

5. Check the relay unit (diode).
Refer to "CHECKING THE RELAY UNIT (DIODE)" on page 8-53.

NG →

Replace the relay unit.

OK ↓

6. Check the starter relay.
Refer to "CHECKING THE RELAYS" on page 8-51.

NG →

Replace the starter relay.

OK ↓

7. Check the main switch.
Refer to "CHECKING THE SWITCHES" on page 8-43.

NG →

Replace the main switch/immobilizer unit.

OK ↓

ELECTRIC STARTING SYSTEM

8. Check the engine stop switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the right handlebar switch.
OK ↓		
9. Check the neutral switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the neutral switch.
OK ↓		
10. Check the sidestand switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the sidestand switch.
OK ↓		
11. Check the clutch switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the clutch switch.
OK ↓		
12. Check the start switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the right handlebar switch.
OK ↓		
13. Check the entire starting system wiring. Refer to "CIRCUIT DIAGRAM" on page 8-5.	NG →	Properly connect or repair the starting system wiring.
OK ↓		
The starting system circuit is OK.		

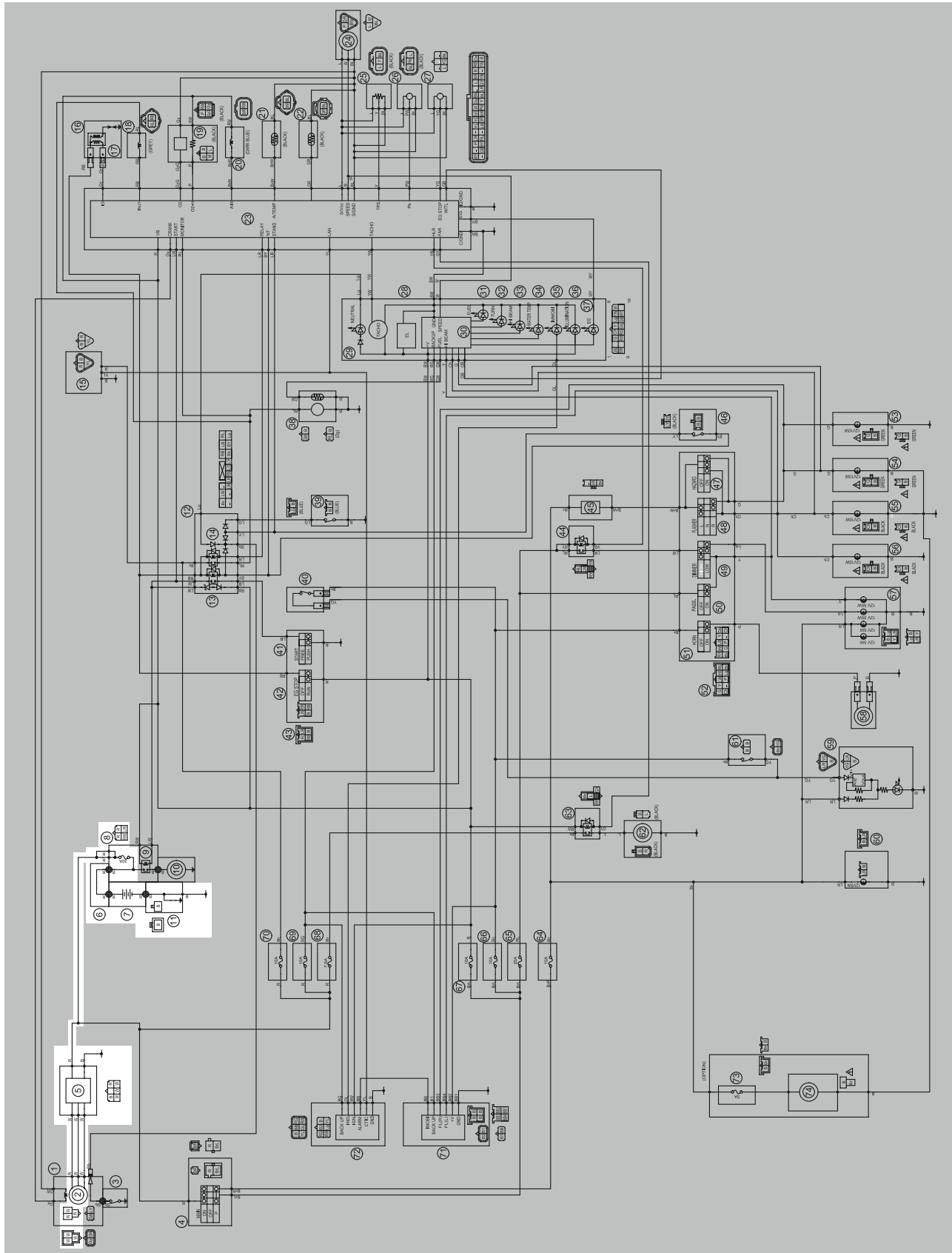
CHARGING SYSTEM

EAS27200

CHARGING SYSTEM

EAS27210

CIRCUIT DIAGRAM



CHARGING SYSTEM

2. A.C. magneto
5. Rectifier/regulator
7. Battery
8. Main fuse

CHARGING SYSTEM

EAS27220

TROUBLESHOOTING

The battery is not being charged.

NOTE:

• Before troubleshooting, remove the following part(s):

1. Seat
2. Side panels (left and right)
3. Fuel tank

1. Check the fuses.
(Main)
Refer to "CHECKING THE FUSES"
on page 8-48.

NG →

Replace the fuse(s).

OK ↓

2. Check the battery.
Refer to "CHECKING AND
CHARGING THE BATTERY" on
page 8-49.

NG →

- Clean the battery terminals.
- Recharge or replace the battery.

OK ↓

3. Check the stator coil.
Refer to "CHECKING THE
STATOR COIL" on page 8-56.

NG →

Replace the stator assembly.

OK ↓

4. Check the rectifier/regulator.

NG →

Replace the rectifier/regulator.

OK ↓

5. Check the entire charging system
wiring.
Refer to "CIRCUIT DIAGRAM" on
page 8-11.

NG →

Properly connect or repair the charging
system wiring.

OK ↓

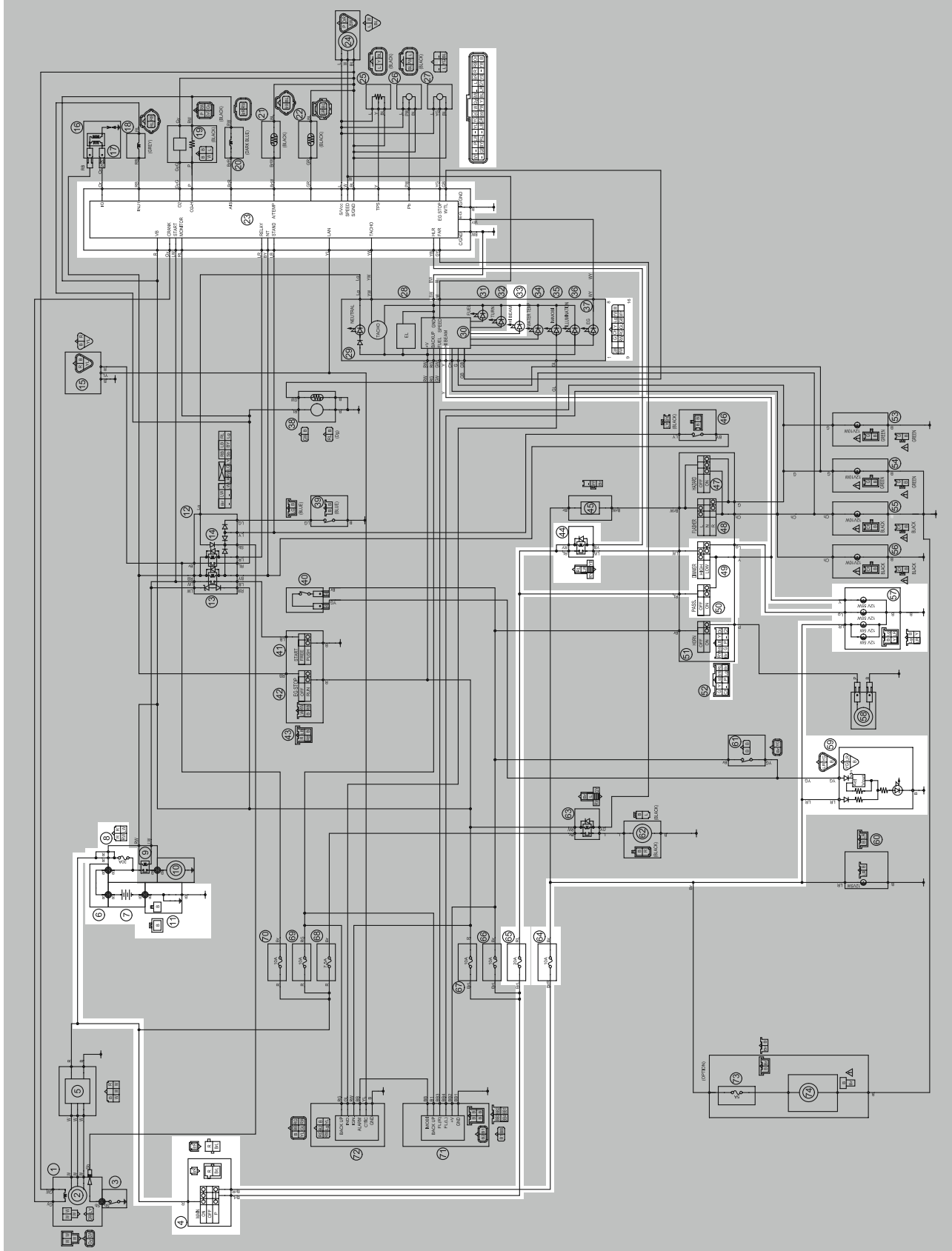
The circuit is OK.

EAS27240

LIGHTING SYSTEM

EAS27250

CIRCUIT DIAGRAM



LIGHTING SYSTEM

- 4. Main switch
- 7. Battery
- 8. Main fuse
- 23. ECU
- 33. High beam indicator light
- 44. Headlight relay
- 49. Dimmer switch
- 50. Pass switch
- 57. Headlight
- 59. Tail/brake light
- 64. Parking lighting fuse
- 65. Headlight fuse

EAS27260

TROUBLESHOOTING

Any of the following fail to light: headlight (high beam), headlight (low beam), high beam indicator light, taillight, license plate light, auxiliary light or meter light.

NOTE:

• Before troubleshooting, remove the following part(s):

1. Seat
2. Side panels (left and right)
3. Fuel tank
4. Headlight assembly

1. Check the condition of each bulb and bulb socket. Refer to "CHECKING THE BULBS AND BULB SOCKETS" on page 8-46.	NG →	Replace the bulb(s) and bulb socket(s).
OK ↓		
2. Check the fuses. (Main, headlight and parking lighting) Refer to "CHECKING THE FUSES" on page 8-48.	NG →	Replace the fuse(s).
OK ↓		
3. Check the battery. Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-49.	NG →	• Clean the battery terminals. • Recharge or replace the battery.
OK ↓		
4. Check the main switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the main switch/immobilizer unit.
OK ↓		
5. Check the dimmer switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the left handlebar switch.
OK		
6. Check the pass switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the left handlebar switch.
OK		
7. Check the headlight relay (on-off). Refer to "CHECKING THE RELAYS" on page 8-51.	NG →	Replace the headlight relay.

LIGHTING SYSTEM

8. Check the high beam indicator light LED. Refer to "CHECKING THE LEDS" on page 8-47.

NG →

Replace the meter assembly.

OK

9. Check the meter light LED. Refer to "CHECKING THE LEDS" on page 8-47.

NG →

Replace the meter assembly.

OK

10. Check the entire lighting system wiring. Refer to "CIRCUIT DIAGRAM" on page 8-15.

NG →

Properly connect or repair the lighting system wiring.

OK ↓

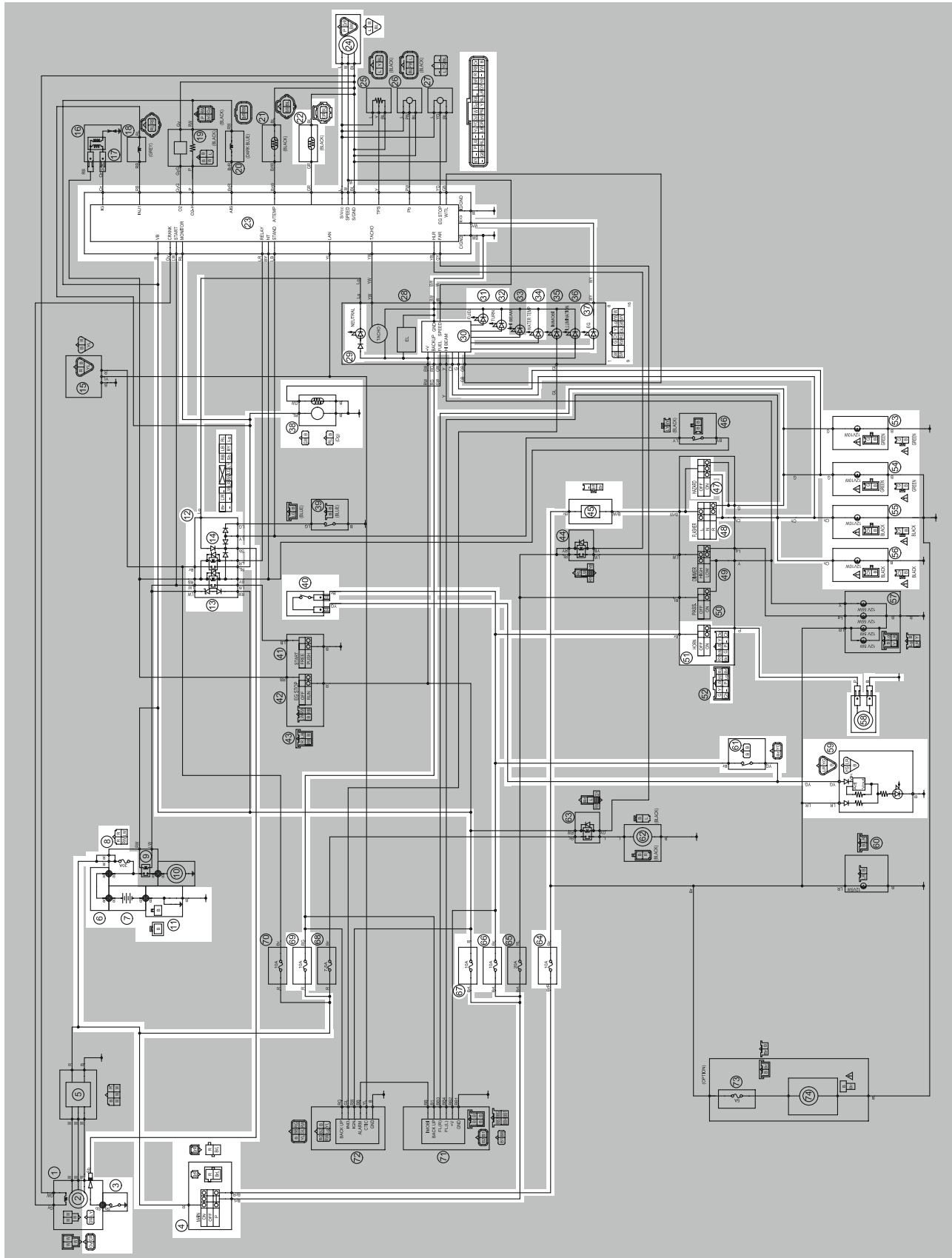
This circuit is OK.

EAS27270

SIGNALING SYSTEM

EAS27280

CIRCUIT DIAGRAM



- 3. Neutral switch
- 4. Main switch
- 7. Battery
- 8. Main fuse
- 12. Relay unit
- 22. Coolant temperature sensor
- 23. ECU
- 24. Speed sensor
- 29. Neutral indicator light
- 30. Multi-function meter
- 31. Fuel meter
- 32. Turn signal indicator light
- 34. Coolant temperature warning light
- 37. Engine trouble warning light
- 38. Fuel pump
- 40. Front brake light switch
- 45. Turn signal/hazard relay
- 47. Hazard switch
- 48. Turn signal switch
- 51. Horn switch
- 53. Rear turn signal light (right)
- 54. Front turn signal light (right)
- 55. Front turn signal light (left)
- 56. Rear turn signal light (left)
- 58. Horn
- 59. Tail/brake light
- 61. Rear brake light switch
- 64. Parking lighting fuse
- 66. Signaling system fuse
- 67. Ignition fuse
- 69. Backup fuse (immobilizer unit, multi-function meter unit)

EAS27290

TROUBLESHOOTING

Any of the following fail to light: turn signal light, brake light or indicator light.

NOTE:

• Before troubleshooting, remove the following part(s):

1. Seat
2. Side panels (left and right)
3. Fuel tank
4. Headlight assembly

1. Check the fuses.
(Main, ignition, signaling system,
parking lighting, and backup fuse)
Refer to "CHECKING THE
FUSES" on page 8-48.

NG →

Replace the fuse(s) and bulb socket(s).

OK ↓

2. Check the battery.
Refer to "CHECKING AND
CHARGING THE BATTERY"
on page 8-49.

NG →

- Clean the battery terminals.
- Recharge or replace the battery.

OK ↓

3. Check the main switch.
Refer to "CHECKING THE
SWITCHES" on page 8-43.

NG →

Replace the main switch/immobilizer unit.

OK ↓

4. Check the entire signaling
system wiring.
Refer to "CIRCUIT DIAGRAM"
on page 8-19.

NG →

- Clean the battery terminals.
- Recharge or replace the battery.

OK ↓

Check the condition of each of the
signaling system's circuits.
Refer to "Checking the signaling
system" on page 8-21.

Checking the signaling system

The horn fails to sound.

1. Check the horn switch.
Refer to "CHECKING THE
SWITCHES" on page 8-43.

NG →

Replace the left handlebar switch.

OK ↓

2. Check the horn.
Refer to "CHECKING THE
HORN" on page 8-57.

NG →

Replace the horn.

OK ↓

SIGNALING SYSTEM

3. Check the entire signaling system wiring.
Refer to "CIRCUIT DIAGRAM" on page 8-19.

NG →

Properly connect or repair the signaling system wiring.

OK ↓

The circuit is OK.

The tail/brake light fails to come on.

1. Check the front brake light switch.
Refer to "CHECKING THE SWITCHES" on page 8-43.

NG →

Replace the front brake light switch.

OK ↓

2. Check the rear brake light switch.
Refer to "CHECKING THE SWITCHES" on page 8-43.

NG →

Replace the rear brake light switch.

OK ↓

3. Check the entire signaling system wiring.
Refer to "CIRCUIT DIAGRAM" on page 8-19.

NG →

Properly connect or repair the signaling system wiring.

OK ↓

The circuit is OK.

The turn signal light, turn signal indicator light or both fail to blink.

1. Check the turn signal light bulbs and sockets.
Refer to "CHECKING THE BULBS AND BULB SOCKETS" on page 8-46.

NG →

Replace the turn signal light bulb, socket or both.

OK ↓

2. Check the turn signal switch.
Refer to "CHECKING THE SWITCHES" on page 8-43.

NG →

Replace the left handlebar switch.

OK ↓

3. Check the turn signal indicator light LED.
Refer to "CHECKING THE LEDS" on page 8-47.

NG →

Replace the meter assembly.

OK ↓

4. Check the hazard switch.
Refer to "CHECKING THE SWITCHES" on page 8-43.

NG →

Replace the left handlebar switch.

OK ↓

SIGNALING SYSTEM

5. Check the turn signal/hazard relay. Refer to "CHECKING THE TURN SIGNAL/HAZARD RELAY" on page 8-53.

NG →

Replace the turn signal/hazard relay.

OK ↓

6. Check the entire signaling system wiring. Refer to "CIRCUIT DIAGRAM" on page 8-19.

NG →

Properly connect or repair the signaling system wiring.

OK ↓

The circuit is OK.

The neutral indicator light fails to come on.

1. Check the neutral switch. Refer to "CHECKING THE SWITCHES" on page 8-43.

NG →

Replace the neutral switch.

OK ↓

2. Check the neutral indicator light LED. Refer to "CHECKING THE LEDS" on page 8-47.

NG →

Replace the meter assembly.

OK ↓

3. Check the relay unit (diode). Refer to "CHECKING THE RELAY UNIT (DIODE)" on page 8-53.

NG →

Replace the relay unit.

OK ↓

4. Check the entire signaling system wiring. Refer to "CIRCUIT DIAGRAM" on page 8-19.

NG →

Properly connect or repair the signaling system wiring.

OK ↓

The circuit is OK.

The fuel meter fails to operate.

1. Check the fuel sender. Refer to "CHECKING THE FUEL SENDER" on page 8-58.

NG →

Replace the fuel pump assembly.

OK ↓

SIGNALING SYSTEM

2. Check the entire signaling system wiring.
Refer to "CIRCUIT DIAGRAM" on page 8-19.

NG →

Properly connect or repair the signaling system wiring.

OK ↓

Replace the meter assembly.

The speedometer fails to operate.

1. Check the speed sensor.
Refer to "CHECKING THE SPEED SENSOR" on page 8-58.

NG →

Replace the speed sensor.

OK ↓

2. Check the entire signaling system wiring.
Refer to "CIRCUIT DIAGRAM" on page 8-19.

NG →

Properly connect or repair the signaling system wiring.

OK ↓

The circuit is OK.

The coolant temperature warning light fails to come on.

1. Check the coolant temperature warning light LED.
Refer to "CHECKING THE LEDS" on page 8-47.

NG →

Replace the meter assembly.

OK ↓

2. Check the coolant temperature sensor. Refer to "CHECKING THE COOLANT TEMPERATURE SENSOR" on page 8-57.

NG →

Replace the coolant temperature sensor.

OK ↓

3. Check the entire signaling system wiring.
Refer to "CIRCUIT DIAGRAM" on page 8-19.

NG →

Properly connect or repair the cooling system wiring.

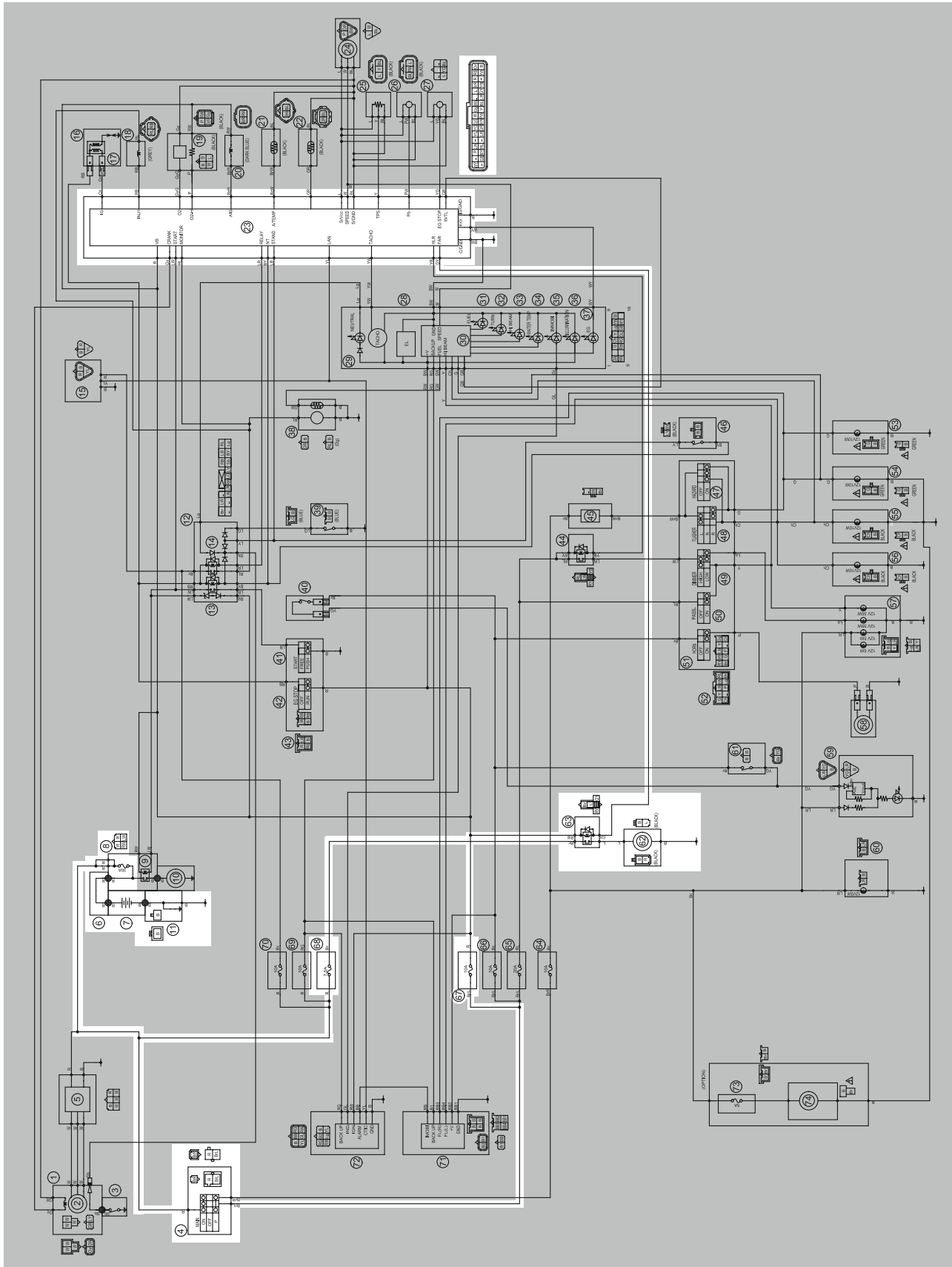
OK ↓

The circuit is OK.

EAS00807

COOLING SYSTEM

CIRCUIT DIAGRAM



COOLING SYSTEM

- 4. Main switch
- 7. Battery
- 8. Main fuse
- 23. ECU
- 62. Radiator fan motor
- 63. Radiator fan motor relay
- 67. Ignition fuse
- 68. Radiator fan motor fuse

EAS27570

TROUBLESHOOTING

If the radiator fan motor fails to operate.

NOTE:

• Before troubleshooting, remove the following part(s):

1. Seat
2. Side panels (left and right)
3. Fuel tank

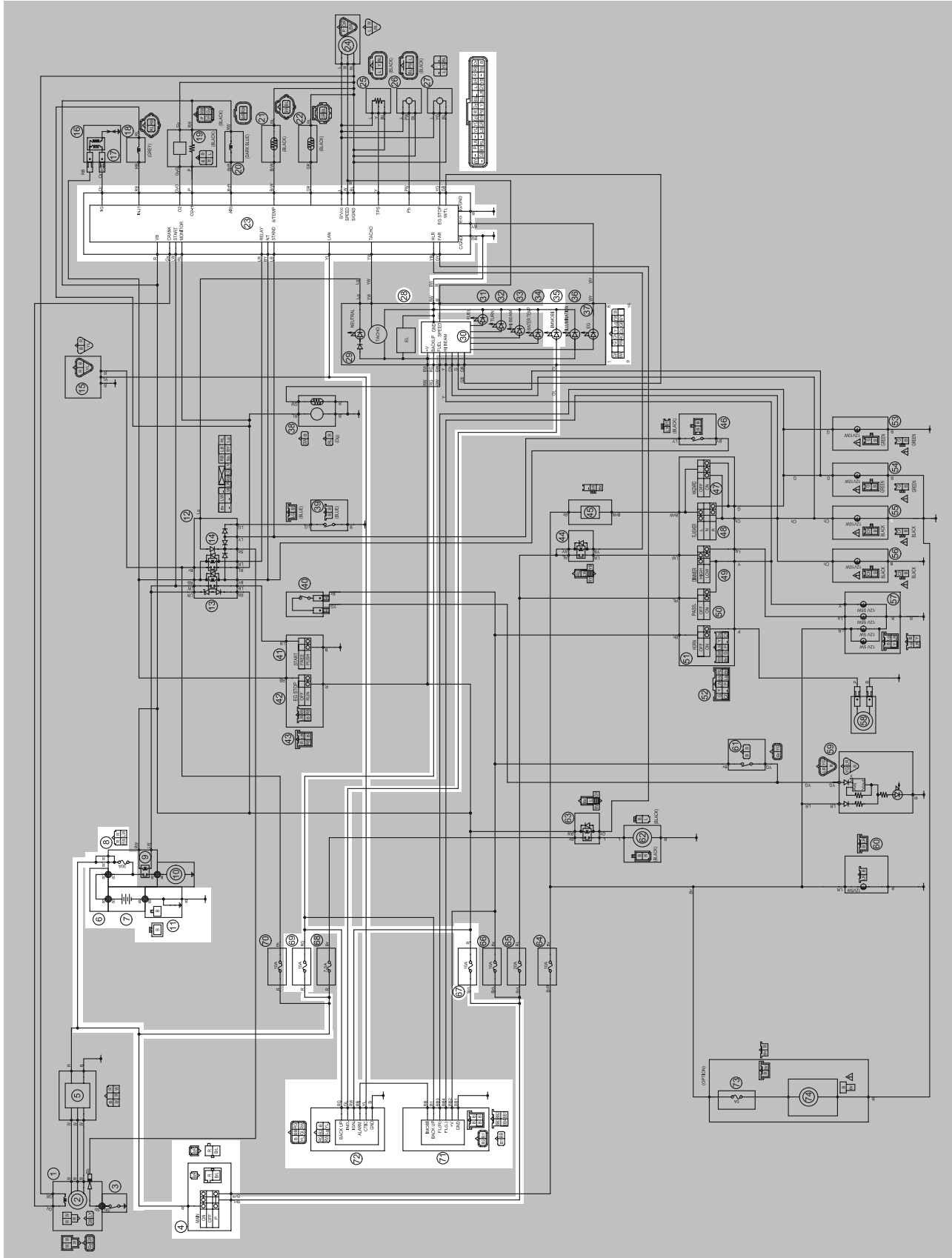
1. Check the fuses. (Main, radiator fan motor and ignition). Refer to "CHECKING THE FUSES" on page 8-48.	NG →	Replace the fuse(s).
OK ↓		
2. Check the battery. Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-49.	NG →	• Clean the battery terminals. • Recharge or replace the battery.
OK ↓		
3. Check the main switch. Refer to "CHECKING THE SWITCHES" on page 8-43.	NG →	Replace the main switch/immobilizer unit.
OK ↓		
4. Check the radiator fan motor. Refer to "CHECKING THE RADIATOR FAN MOTOR" on page 8-60.	NG →	Replace the radiator fan motor.
OK ↓		
5. Check the radiator fan motor relay. Refer to "CHECKING THE RELAYS" on page 8-51.	NG →	Replace the radiator fan motor relay.
OK ↓		
6. Check the coolant temperature sensor. Refer to "CHECKING THE COOLANT TEMPERATURE SENSOR" on page 8-57.	NG →	Replace the coolant temperature sensor.
OK ↓		
7. Check the entire cooling system wiring. Refer to "CIRCUIT DIAGRAM" on page 8-25.	NG →	Properly connect or repair the cooling system wiring.
OK ↓		
Replace the ECU.		

ET5YU1002

IMMOBILIZER SYSTEM

ET5YU1003

CIRCUIT DIAGRAM



IMMOBILIZER SYSTEM

- 4. Main switch
- 7. Battery
- 8. Main fuse
- 23. ECU
- 28. Multi-function meter unit
- 35. Immobilizer system indicator light
- 67. Ignition fuse
- 69. Backup fuse (immobilizer unit, multi-function meter unit)
- 71. Anti-theft alarm (optional)
- 72. Immobilizer unit

IMMOBILIZER SYSTEM

EAS27670

GENERAL INFORMATION

This vehicle is equipped with an immobilizer system to help prevent theft by re-registering codes in the standard keys. This system consists of the following:

- a code re-registering key (with a red bow)
- two standard keys (with a black bow) that can be re-registered with new codes
- a transponder (installed in the red key bow)
- an immobilizer unit
- the ECU
- an immobilizer system indicator light

The key with the red bow is used to register codes in each standard key. Do not use the key with the red bow for driving. It should only be used for re-registering new codes in the standard keys. The immobilizer system cannot be operated with a new key until the key registered with a code. If you lose the code re-registering key, the ECU and main switch (equipped with the immobilizer unit) need to be replaced.

Therefore, always use a standard key for driving. (See caution below.)

NOTE:

Each standard key is registered during production, therefore re-registering at purchase is not necessary.

ECSYU1026

CAUTION:

- **DO NOT LOSE THE CODE RE-REGISTERING KEY!** If the code re-registering key is lost, registering new codes in the standard keys is impossible. The standard keys can still be used to start the vehicle. However, if code re-registering is required (e.g., if a new standard key is made or all keys are lost) the entire immobilizer system must be replaced. Therefore, it is highly recommended to use either standard key for driving, and to keep the code re-registering key in a safe place.
 - Do not submerge the keys in water.
 - Do not expose the keys to excessively high temperatures.
 - Do not place the keys close to magnets (this includes, but is not limited to, products such as speakers, etc.).
 - Do not place heavy items on the keys.
 - Do not grind the keys or alter their shape.
 - Do not disassemble the key bows.
 - Do not put two keys of any immobilizer system on the same key ring.
 - Keep the standard keys as well as other immobilizer system keys away from the code re-registering key.
 - Keep other immobilizer system keys away from the main switch as they may cause signal interference.
-

EAS27690

PART REPLACEMENT AND KEY CODE REGISTRATION REQUIREMENTS

In the course of use, you may encounter the following cases where replacement of parts and registration of code re-registering/standard keys are required.

NOTE:

Each standard key is registered during production, therefore re-registering at purchase is not necessary.

IMMOBILIZER SYSTEM

	Parts to be replaced					Key registration requirement
	Main switch/immo- bilizer unit		Standard key	ECU	Accesso- ry lock* and key	
	Main switch	Immobiliz- er unit				
Standard key is lost			√			New standard key
All keys have been lost (including code re-registering key)	√		√	√	√	Code re-registering key and standard keys
ECU is defective				√		Code re-registering key and standard keys
Immobilizer unit is defective		√				Code re-registering key and standard keys
Main switch is defective	√		√	√	√	Code re-registering key and standard keys
Accessory lock* is defective					√	Not required

* Accessory locks mean the seat lock and fuel tank cap.

Code re-registering key registration:

When the immobilizer unit or ECU is replaced, the code re-registering key must be registered to the unit.

To register a code re-registering key:

1. Turn the main switch to "ON" with the code re-registering key.

NOTE:

Check that the immobilizer system indicator light comes on for one second, then goes off. When the immobilizer system indicator light goes off, the code re-registering key has been registered.

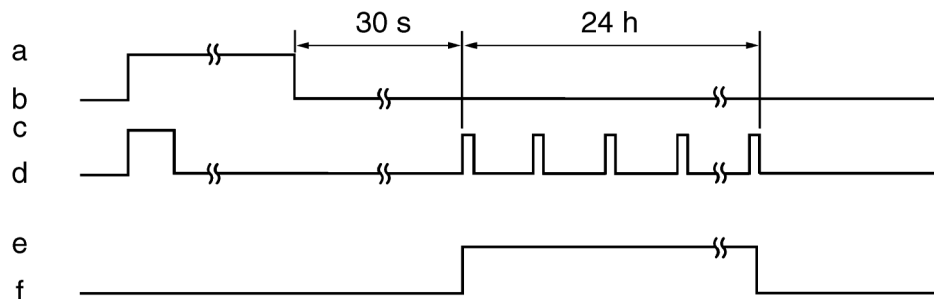
2. Check that the engine can be started.

3. Register the standard key, following the instructions in the section below.

Standby mode:

To enable the immobilizer system, turn the ignition key to "OFF". 30 seconds later, the indicator light will start flashing continuously in the standby flashing mode pattern for up to 24 hours. After that time, the indicator light will stop flashing, but the immobilizer system is still enabled.

Standby mode



a. Main switch "ON"
b. Main switch "OFF"
c. LED on

d. LED off
e. Standby mode on
f. Standby mode off

Standard key registration:

Standard key registration is required when a standard key is lost and needs to be replaced, or when the code re-registering key is re-registered after the immobilizer unit or ECU are replaced.

NOTE:

Do not start the engine with a standard key that has not been registered. If the main switch is turned "ON" with a standard key that has not been registered, the immobilizer system indicator light flashes to indicate fault code "52". (Refer to "SELF-DIAGNOSIS FAULT CODE INDICATION" on page 8-36).

1. Check that the immobilizer system indicator light signals the standby mode.
2. Using the code re-registering key, turn the main switch to "ON", then "OFF", and then remove the key within 5 seconds.
3. Insert the first standard key to be registered into the main switch, then turn the key to "ON" within 5 seconds to activate the key registration mode.

NOTE:

The existing standard key code is erased from the memory when the key registration mode is activated. When the key registration mode is activated, the immobilizer system indicator light flashes rapidly.

4. While the indicator light is flashing, turn the main switch to "OFF", remove the key, and within 5 seconds, insert the second standard key to be registered into the main switch.

NOTE:

If the immobilizer system indicator light stops flashing 5 seconds after the first standard key is registered, the registration mode is deactivated. If this occurs, the second standard key cannot be registered, and steps 2 to 4 need to be repeated to register both standard keys.

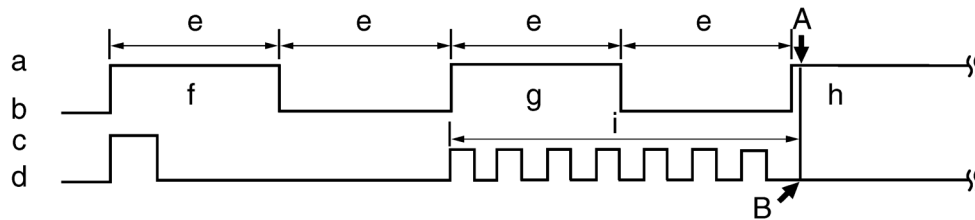
5. Turn the main switch to "ON".

NOTE:

When the indicator light goes off, the registration is complete.

6. Check that the engine can be started with the two registered standard keys.

Standard key registration

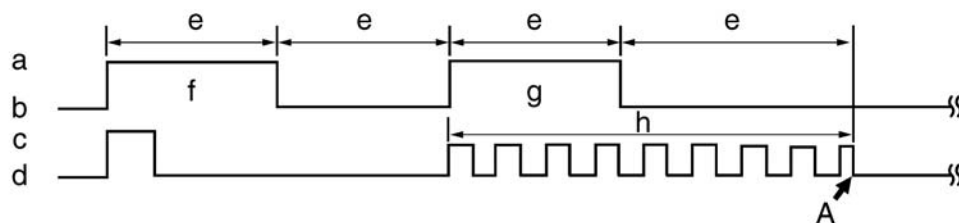


- a. Main switch "ON"
- b. Main switch "OFF"
- c. LED on
- d. LED off
- e. Less than 5.0 s
- f. Code re-registering key
- g. First standard key
- h. Second standard key
- i. Registration mode
- A. Registration of the second standard key is complete.
- B. Immobilizer system indicator light stops flashing when the registration of the second standard key is complete.

Voiding the standard key code:

If a standard key has been lost, it is possible to disable its use by re-registering the remaining standard key. Standard key registration erases the stored standard key code from the memory, thus disabling the lost standard key. To re-register, refer to "Standard key registration".

Standard key code voiding method



- a. Main switch "ON"
- b. Main switch "OFF"
- c. LED on
- d. LED off
- e. Less than 5.0 s
- f. Code re-registering key
- g. Remaining standard key
- h. Registration mode
- A. If the immobilizer system indicator light stops flashing 5 seconds after the first standard key is registered, the second standard key cannot be registered.

IMMOBILIZER SYSTEM

EAS27700

TROUBLESHOOTING

When the main switch is turned to "ON", the immobilizer system indicator light does not come on nor flashes.

NOTE:

• Before troubleshooting, remove the following part(s):

1. Seat
2. Side panels (left and right)
3. Fuel tank

1. Check the fuses. (Main, ignition and backup).
Refer to "CHECKING THE FUSES" on page 8-48.

NG →

Replace the fuse(s).

OK ↓

2. Check the battery.
Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-49.

NG →

- Clean the battery terminals.
- Recharge or replace the battery.

OK ↓

3. Check the main switch.
Refer to "CHECKING THE SWITCHES" on page 8-43.

NG →

Replace the main switch/immobilizer unit.

OK ↓

4. Check the immobilizer system indicator light LED.
Refer to "CHECKING THE LEDS" on page 8-47.

NG →

Replace the meter assembly.

OK ↓

5. Check the entire immobilizer system wiring.
Refer to "CIRCUIT DIAGRAM" on page 8-29.

NG →

Properly connect or repair the immobilizer system wiring.

OK ↓

- Check the condition of the each immobilizer system circuits.
- Refer to "SELF-DIAGNOSIS FAULT CODE INDICATION" on page 8-36.

IMMOBILIZER SYSTEM

EAS27720

SELF-DIAGNOSIS FAULT CODE INDICATION

When a system malfunction occurs, the fault code number is signaled by the immobilizer system indicator light.

Fault code	Part	Symptom	Cause	Action
51	IMMOBILIZER UNIT	Code cannot be transmitted between the key and the immobilizer unit.	1. Radio wave interference caused by objects around the keys and antenna. 2. Immobilizer unit malfunction. 3. Key malfunction.	1. Keep magnets, metal objects, and other immobilizer system keys away from the keys and antennas. 2. Replace the main switch/ immobilizer unit. 3. Replace the key.
52	IMMOBILIZER UNIT	Codes between the key and immobilizer unit do not match.	1. Signal received from other transponder (failed to recognize code after ten consecutive attempts). 2. Signal received from unregistered standard key.	1. Place the immobilizer unit at least 50 mm away from the transponder of other vehicles. 2. Register the standard key.
53	IMMOBILIZER UNIT	Codes cannot be transmitted between the ECU and the immobilizer unit.	Noise interference or disconnected lead/cable. 1. Interference due to radio wave noise. 2. Disconnected communication harness. 3. Immobilizer unit malfunction. 4. ECU malfunction.	1. Check the wire harness and connector. 2. Replace the main switch/ immobilizer unit. 3. Replace the ECU.
54	IMMOBILIZER UNIT	Codes transmitted between the ECU and the immobilizer unit do not match.	Noise interference or disconnected lead/cable. 1. Interference due to radio wave noise. 2. Disconnected communication harness. 3. Immobilizer unit malfunction. 4. ECU failure. (The ECU or immobilizer unit was replaced with a used unit from another vehicle.)	1. Register the code re-registering key. 2. Check the wire harness and connector. 3. Replace the main switch/ immobilizer unit. 4. Replace the ECU.

IMMOBILIZER SYSTEM

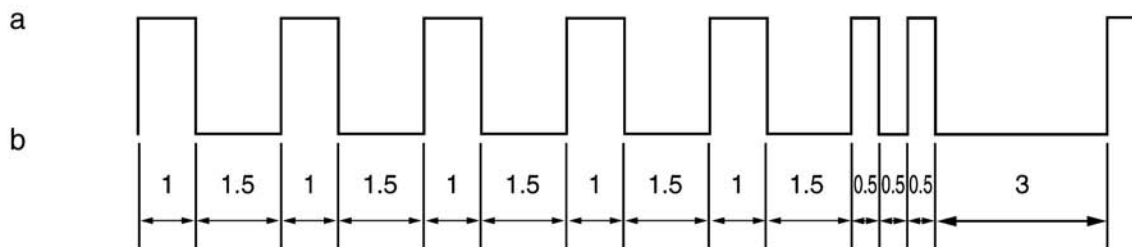
Fault code	Part	Symptom	Cause	Action
55	IMMOBILIZER UNIT	Key code registration malfunction.	Same standard key was attempted to be registered two consecutive times.	Register another standard key.
56	ECU	Unidentified code is received.	Noise interference or disconnected lead/cable. 1. Obstruction due to radio wave noise. 2. Error by disconnection of the communication harness.	1. Check the wire harness and connector. 2. Replace the main switch/ immobilizer unit. 3. Replace the ECU.

Immobilizer system indicator light fault code indication

Units of 10: Cycles of on for 1 second and off for 1.5 seconds.

Units of 1: Cycles of on for 0.5 second and off for 0.5 second.

Example: fault code 52



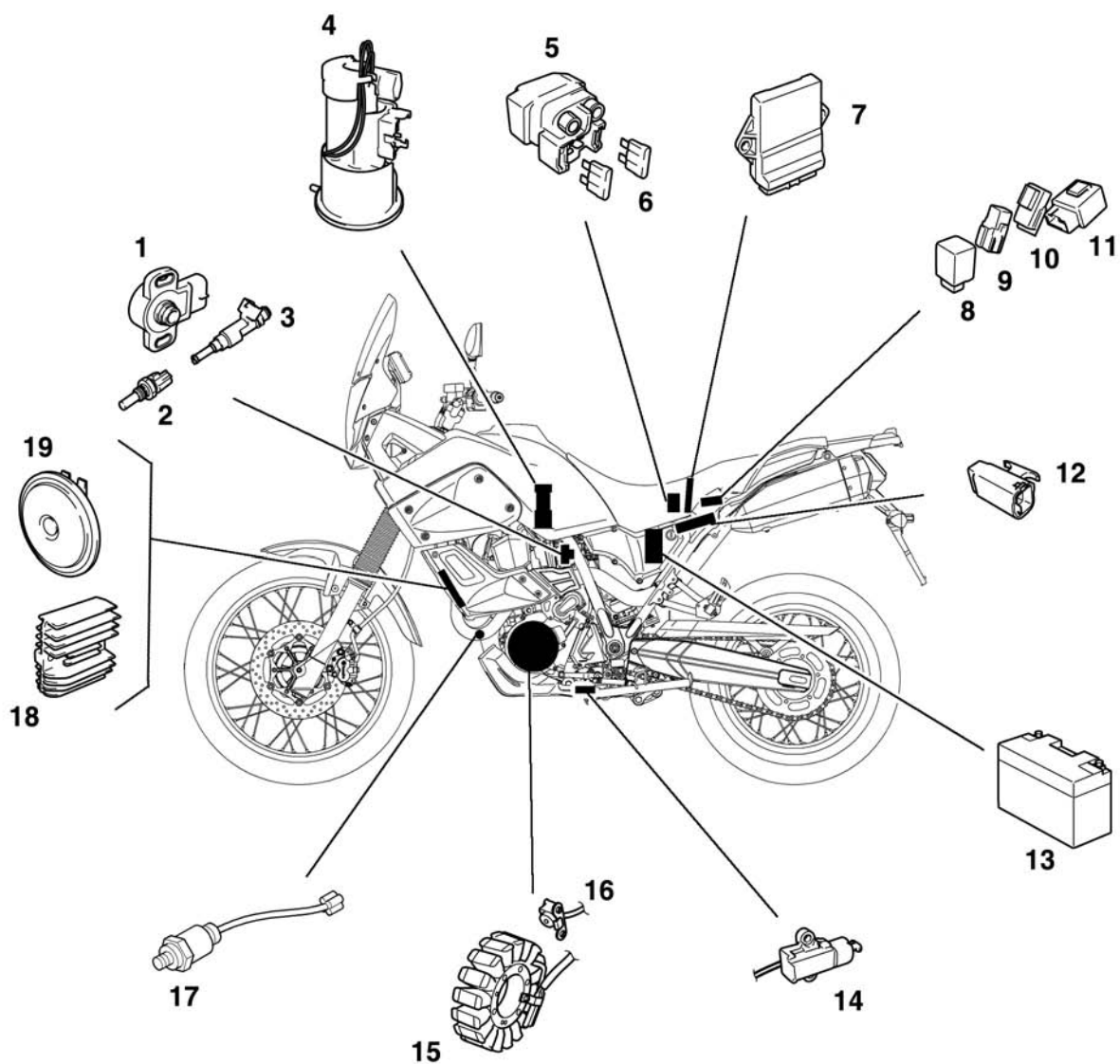
a. Light on

b. Light off

ELECTRICAL COMPONENTS

EAS27970

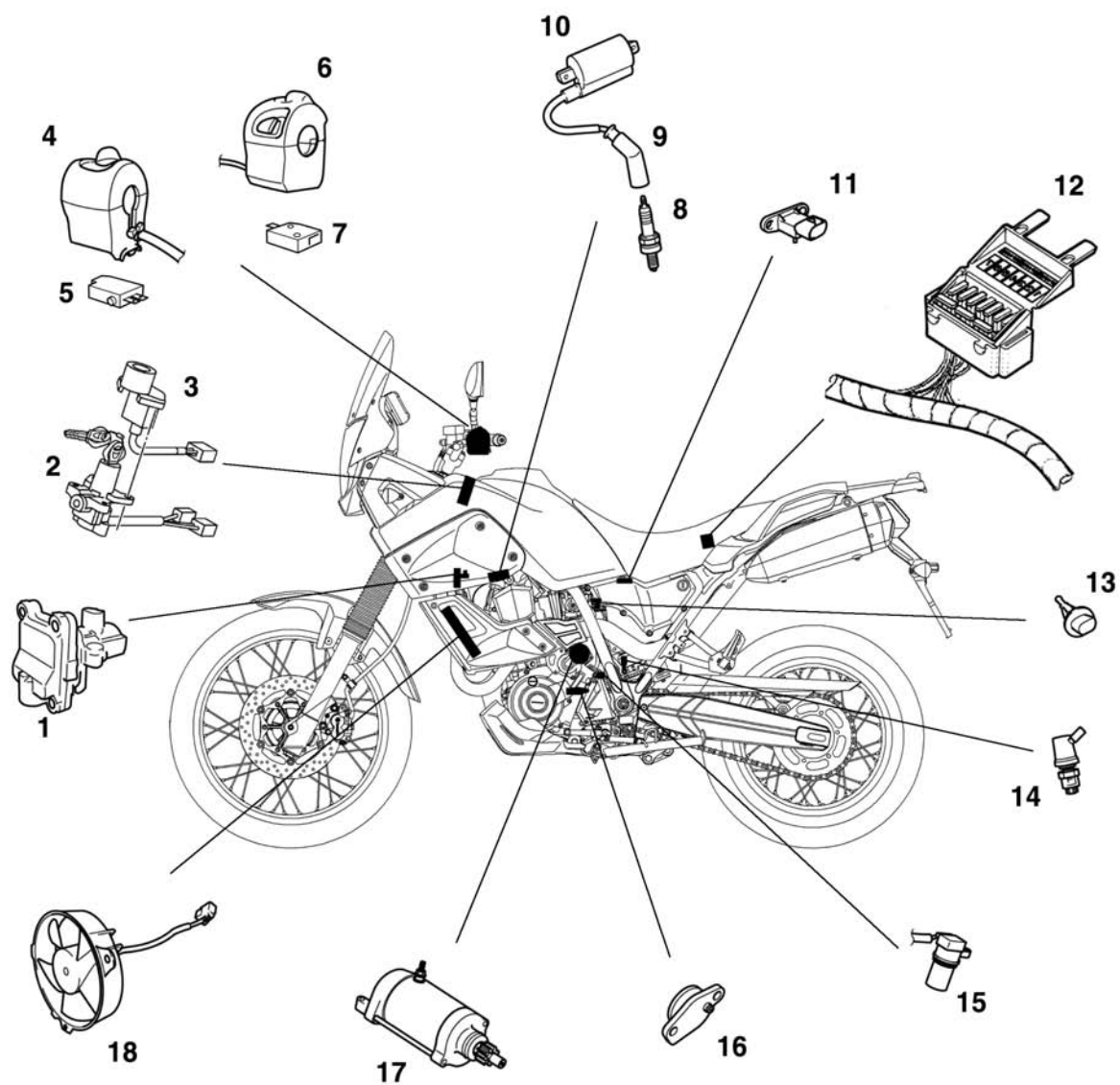
ELECTRICAL COMPONENTS



ELECTRICAL COMPONENTS

1. Throttle position sensor
2. Coolant temperature sensor
3. Fuel injector
4. Fuel pump
5. Starter relay
6. Main fuse
7. ECU (Electronic Control Unit)
8. Turn signal/hazard relay
9. Headlight relay
10. Radiator fan motor relay
11. Relay unit
12. Lean angle cut-off switch
13. Battery
14. Sidestand switch
15. Stator coil
16. Crankshaft position sensor
17. O₂ sensor
18. Rectifier/regulator
19. Horn

ELECTRICAL COMPONENTS



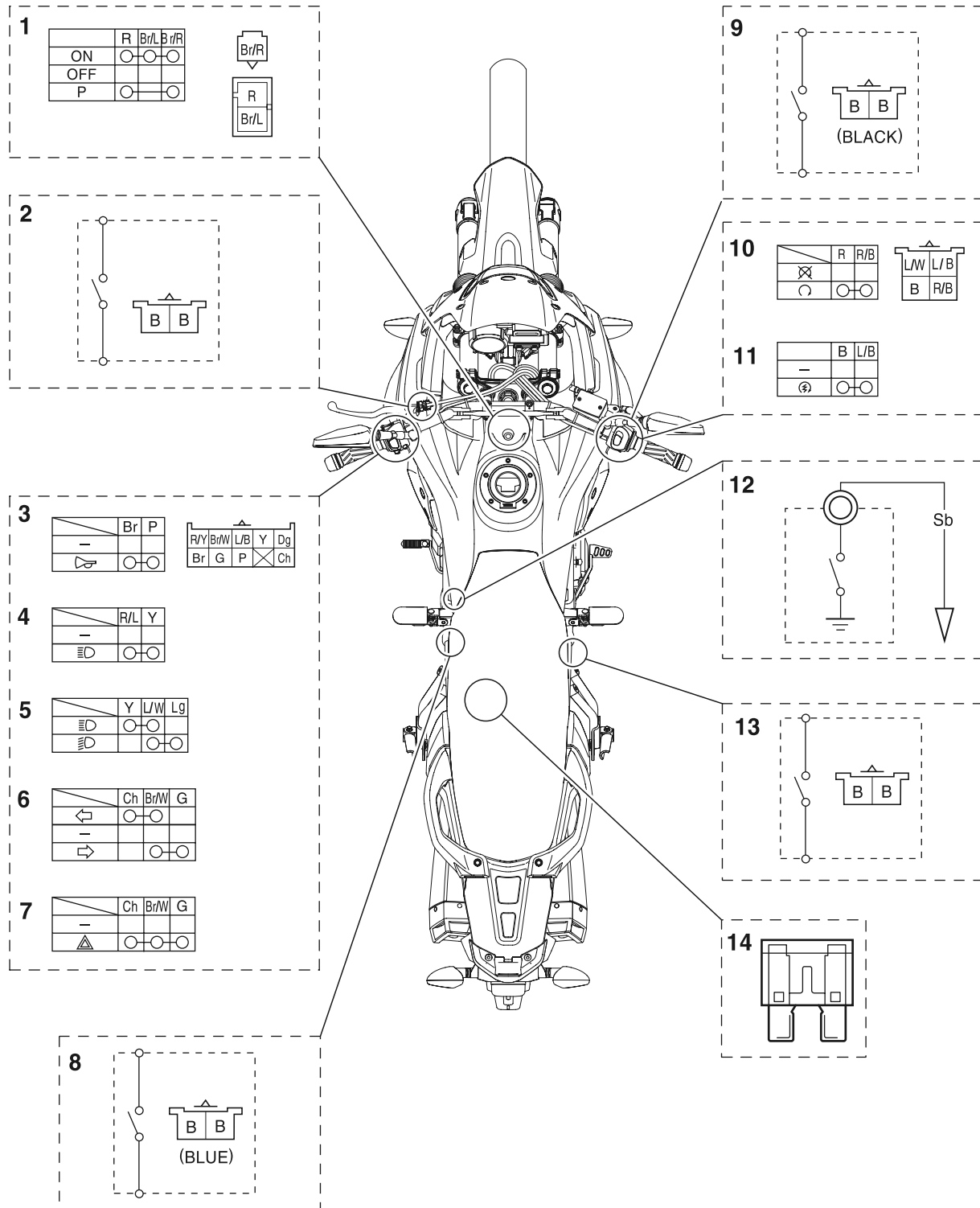
ELECTRICAL COMPONENTS

1. Air induction system solenoid
2. Main switch
3. Immobilizer unit
4. Right handlebar switch
5. Front brake light switch
6. Left handlebar switch
7. Clutch switch
8. Spark plug
9. Plug cap
10. Ignition coil
11. Intake air pressure sensor
12. Fuse box
13. Intake air temperature sensor
14. Rear brake light switch
15. Speed sensor
16. Neutral switch
17. Starter motor
18. Radiator fan motor

ELECTRICAL COMPONENTS

EAS27980

CHECKING THE SWITCHES



ELECTRICAL COMPONENTS

1. Main switch
2. Clutch switch
3. Horn switch
4. Pass switch
5. Dimmer switch
6. Turn signal switch
7. Hazard switch
8. Sidestand switch
9. Front brake light switch
10. Engine stop switch
11. Start switch
12. Neutral switch
13. Rear brake light switch
14. Fuses

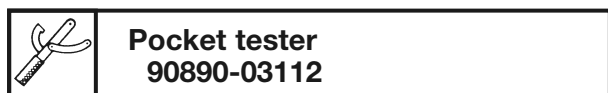
ELECTRICAL COMPONENTS

Check each switch for continuity with the pocket tester. If the continuity reading is incorrect, check the wiring connections and if necessary, replace the switch.

ECA14370

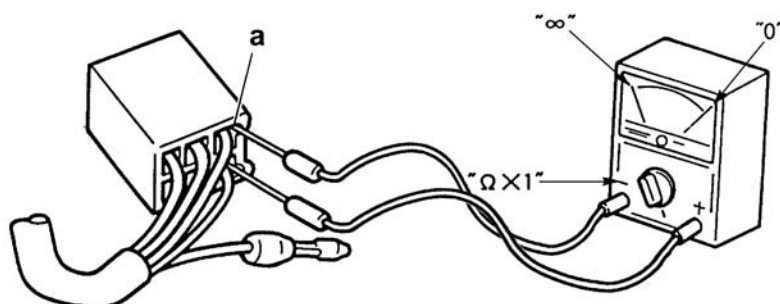
CAUTION:

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



NOTE:

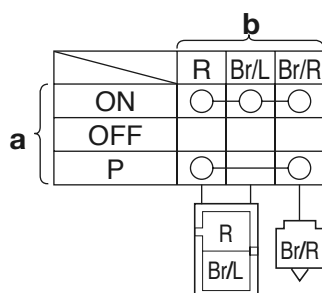
- Before checking for continuity, set the pocket tester to "0" and to the " $\Omega \times 1$ " range.
- When checking for continuity, switch back and forth between the switch positions a few times.

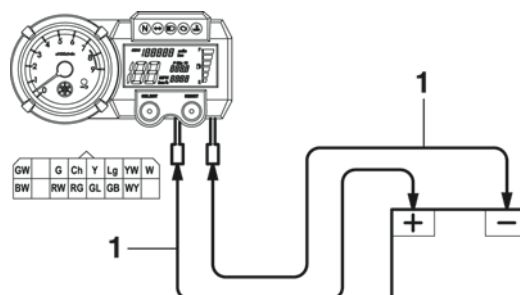
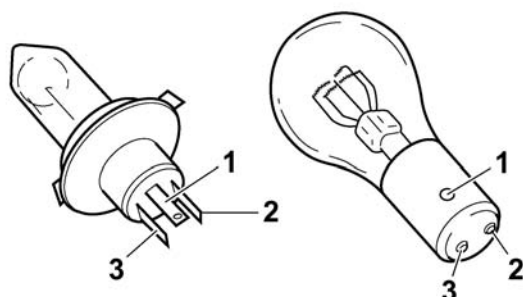


The switches and their terminal connections are illustrated as in the following example of the main switch.

The switch positions "a" are shown in the far left column and the switch lead colors "b" are shown in the top row.

The continuity (i. e., a closed circuit) between switch terminals at a given switch position is indication by "○—○". There is continuity between red, brown/blue, and brown/red when the switch is set to "ON" and between red and brown/red when the switch is set to "P".





Checking the condition of the bulb sockets

The following procedure applies to all of the bulb sockets.

1. Check:
 - Bulb socket (for continuity) (with the pocket tester)
No continuity → Replace.



Pocket tester
90890-03112

NOTE:

Check each bulb socket for continuity in the same manner as described in the bulb section; however, note the following.

- Install a good bulb into the bulb socket.
- Connect the pocket tester probes to the respective leads of the bulb socket.
- Check the bulb socket for continuity. If any of the readings indicate no continuity, replace the bulb socket.

CHECKING THE LEDS

The following procedures applies to all of the LEDs.

1. Check:
 - LED (for proper operation)
Improper operation → Replace.

- Disconnect the meter assembly coupler (meter assembly end).
- Connect two jumper leads "1" from the battery terminals to the respective coupler terminal as shown.

Turn signal indicator light (left)	Positive battery terminal → chocolate Negative battery terminal → black/white
Turn signal indicator light (right)	Positive battery terminal → green Negative battery terminal → black/white
High beam indicator light	Positive battery terminal → yellow Negative battery terminal → black/white
Neutral indicator light	Positive battery terminal → red/white Negative battery terminal → light green
Coolant temperature warning light	Positive battery terminal → red/green Negative battery terminal → black/white
Engine trouble warning light	Positive battery terminal → red/white Negative battery terminal → white/yellow
Back light	Positive battery terminal → red/white or red/green Negative battery terminal → black/white

ELECTRICAL COMPONENTS

Immobilizer system indicator LED
Connect the pocket tester (k Ω x 1) to the
meter coupler.

Positive tester probe → black/white Negative tester probe → green/blue	Continuity
Positive tester probe → green/blue Negative tester probe → black/white	No continuity

⚠ WARNING

- A wire that is used as a jumper lead must have at least the same capacity of the battery lead, otherwise the jumper lead may burn.
- This check is likely to produce sparks, therefore, make sure no flammable gas or fluid is in the vicinity.

CAUTION:

Do not connect the jumper lead (battery voltage) to the terminals (green/blue and black/white) for the immobilizer system indicator light (LED). The LED could be damaged.

- c. When the jumper leads are connected to the terminals, the respective LED should illuminate.
Does not light → Replace the meter assembly.

FAS28000

CHECKING THE FUSES

The following procedure applies to all of the fuses.

EC5YU1013

CAUTION:

To avoid a short circuit, always turn the main switch to “OFF” when checking or replacing a fuse.

The main fuse and the fuse box which contains the fuses for the individual circuits are located under the seat.

1. Remove:
 - Seat
2. Check:
 - Fuse

- a. Connect the pocket tester to the fuse and check the continuity.

NOTE:

Set the pocket tester selector to “Ω x 1”.



Pocket tester
90890-03112

- b. If the pocket tester indicates “∞”, replace the fuse.

- 3. Replace:
 - Blown fuse

- Turn the main switch to “OFF”.
- Install a new fuse of the correct amperage rating.
- Set on the switches to verify if the electrical circuit is operational.
- If the fuse immediately blows again, check the electrical circuit.

Fuses	Amperage rating	Q'ty
Main	30 A	1
Ignition	10 A	1
Headlight	20 A	1
Fuel injection system	10 A	1
Radiator fan motor	7.5 A	1
Signaling system	10 A	1
Parking lighting	10 A	1
Backup (odometer, clock and immobilizer system)	10 A	1
Spare	30 A	1
Spare	20 A	1
Spare	10 A	1
Spare	7.5 A	1

⚠ WARNING

Never use a fuse with an amperage rating other than that specified. Improvising or using a fuse with the wrong amperage rating may cause extensive damage to the electrical system, cause the lighting and ignition systems to malfunction and could possibly cause a fire.

4. Install:

- Seat

EAS28030

CHECKING AND CHARGING THE BATTERY

EWA13290

⚠ WARNING

Batteries generate explosive hydrogen gas and contain electrolyte which is made of poisonous and highly caustic sulfuric acid. Therefore, always follow these preventive measures:

- Wear protective eye gear when handling or working near batteries.
- Charge batteries in a well-ventilated area.
- Keep batteries away from fire, sparks or open flames (e.g., welding equipment, lighted cigarettes).
- DO NOT SMOKE when charging or handling batteries.
- KEEP BATTERIES AND ELECTROLYTE OUT OF REACH OF CHILDREN.
- Avoid bodily contact with electrolyte as it can cause severe burns or permanent eye injury.

FIRST AID IN CASE OF BODILY CONTACT: EXTERNAL

- Skin — Wash with water.
- Eyes — Flush with water for 15 minutes and get immediate medical attention.

INTERNAL

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

ECA13660

CAUTION:

- This is a sealed battery. Never remove the sealing caps because the balance between cells will not be maintained and battery performance will deteriorate.
- Charging time, charging amperage and charging voltage for an MF battery are different from those of conventional batteries. The MF battery should be charged as explained in the charging method illustrations. If the battery is overcharged, the electrolyte level will drop considerably. Therefore, take special care when charging the battery.

NOTE:

Since MF batteries are sealed, it is not possible to check the charge state of the battery by measuring the specific gravity of the electrolyte.

Therefore, the charge of the battery has to be checked by measuring the voltage at the battery terminals.

1. Remove:

- Seat
- Battery stay

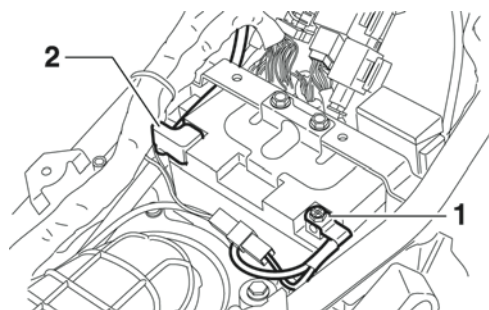
2. Disconnect:

- Battery leads (from the battery terminals)

ECA13640

CAUTION:

First, disconnect the negative battery lead "1", and then positive battery lead "2".



3. Remove:
 - Battery
4. Check:
 - Battery charge

- Connect a pocket tester to the battery terminals.

- Positive tester probe → positive battery terminal
- Negative tester probe → negative battery terminal

NOTE:

- The charge state of an MF battery can be checked by measuring its open-circuit voltage (i.e., the voltage when the positive battery terminal is disconnected).
- No charging is necessary when the open-circuit voltage equals or exceeds 12.8 V.

- b. Check the charge of the battery, as shown in the charts and the following example.

Example
Open-circuit voltage = 12.0 V
Charging time = 6.5 hours
Charge of the battery = 20–30%

A

5. Charge:
• Battery
(refer to the appropriate charging method)

FWA13300

⚠ WARNING

Do not quick charge a battery.

FWA13300

CAUTION:

- Never remove the MF battery sealing caps.
- Do not use a high-rate battery charger since it forces a high-amperage current into the battery quickly and can cause battery overheating and battery plate damage.
- If it is impossible to regulate the charging current on the battery charger, be careful not to overcharge the battery.
- When charging a battery, be sure to remove it from the vehicle. (If charging has to be done with the battery mounted on the vehicle, disconnect the negative battery lead from the battery terminal.)

- To reduce the chance of sparks, do not plug in the battery charger until the battery charger leads are connected to the battery.
- Before removing the battery charger lead clips from the battery terminals, be sure to turn off the battery charger.
- Make sure the battery charger lead clips are in full contact with the battery terminal and that they are not shorted. A corroded battery charger lead clip may generate heat in the contact area and a weak clip spring may cause sparks.
- If the battery becomes hot to the touch at any time during the charging process, disconnect the battery charger and let the battery cool before reconnecting it. Hot batteries can explode!
- As shown in the following illustration, the open-circuit voltage of an MF battery stabilizes about 30 minutes after charging has been completed. Therefore, wait 30 minutes after charging is completed before measuring the open-circuit voltage.

Charging method using a variable-current (voltage) charger

- a. Measure the open-circuit voltage prior to charging.

NOTE:

Voltage should be measured 30 minutes after the engine is stopped.

- b. Connect a charger and ammeter to the battery and start charging.

NOTE:

Set the charging voltage at 16–17 V. If the setting is lower, charging will be insufficient. If too high, the battery will be over-charged.

- c. Make sure that the current is higher than the standard charging current written on the battery.

NOTE:

If the current is lower than the standard charging current written on the battery, set the charging voltage adjust dial at 20–24 V and monitor the amperage for 3–5 minutes to check the battery.

ELECTRICAL COMPONENTS

- Standard charging current is reached
Battery is good.
- Standard charging current is not reached
Replace the battery.

- Adjust the voltage so that the current is at the standard charging level.
- Set the time according to the charging time suitable for the open-circuit voltage.
Refer to "Battery condition checking steps".
- If charging requires more than 5 hours, it is advisable to check the charging current after a lapse of 5 hours. If there is any change in the amperage, readjust the voltage to obtain the standard charging current.
- Measure the battery open-circuit voltage after leaving the battery unused for more than 30 minutes.

12.8 V or more --- Charging is complete.
12.7 V or less --- Recharging is required.
Under 12.0 V --- Replace the battery.

Charging method using a constant voltage charger

- Measure the open-circuit voltage prior to charging.

NOTE:

Voltage should be measured 30 minutes after the engine is stopped.

- Connect a charger and ammeter to the battery and start charging.
- Make sure that the current is higher than the standard charging current written on the battery.

NOTE:

If the current is lower than the standard charging current written on the battery, this type of battery charger cannot charge the MF battery. A variable voltage charger is recommended.

- Charge the battery until the battery's charging voltage is 15 V.

NOTE:

Set the charging time at 20 hours (maximum).

- Measure the battery open-circuit voltage after leaving the battery unused for more than 30 minutes.

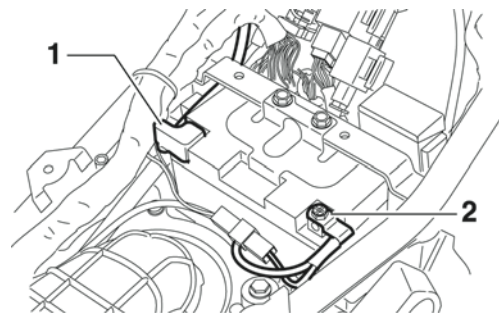
12.8 V or more --- Charging is complete.
12.7 V or less --- Recharging is required.
Under 12.0 V --- Replace the battery.

- Install:
 - Battery
- Connect:
 - Battery leads
(to the battery terminals)

ECA13630

CAUTION:

First, connect the positive battery lead "1", and then the negative battery lead "2".



- Check:
 - Battery terminals
 - Dirt → Clean with a wire brush.
 - Loose connection → Connect properly.
- Lubricate:
 - Battery terminals



Recommended lubricant
Dielectric grease

- Install:
 - Battery stay
 - Seat

EAS28040

CHECKING THE RELAYS

Check each switch for continuity with the pocket tester. If the continuity reading is incorrect, replace the relay.

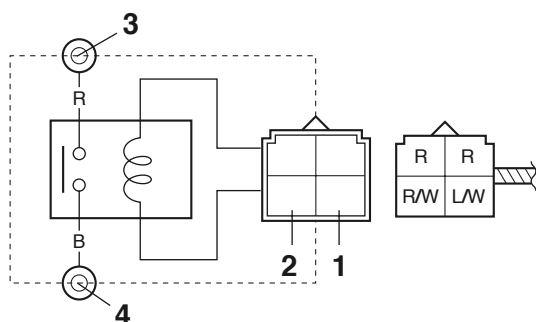
ELECTRICAL COMPONENTS



Pocket tester
90890-03112

1. Disconnect the relay from the wire harness.
2. Connect the pocket tester ($\Omega \times 1$) and battery (12 V) to the relay terminal as shown. Check the relay operation. Out of specification → Replace.

Starter relay

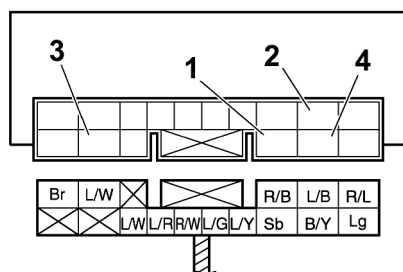


1. Positive battery terminal
2. Negative battery terminal
3. Positive tester probe
4. Negative tester probe



Result
Continuity
(between "3" and "4")

Relay unit (starting circuit cut-off relay)

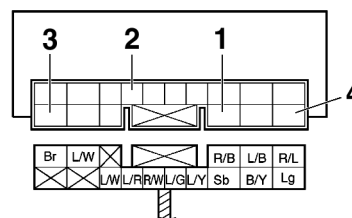


1. Positive battery terminal
2. Negative battery terminal
3. Positive tester probe
4. Negative tester probe



Result
Continuity
(between "3" and "4")

Fuel injection system relay

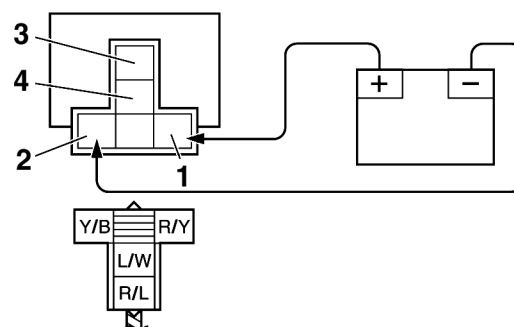


1. Positive battery terminal
2. Negative battery terminal
3. Positive tester probe
4. Negative tester probe



Result
Continuity
(between "3" and "4")

Headlight relay



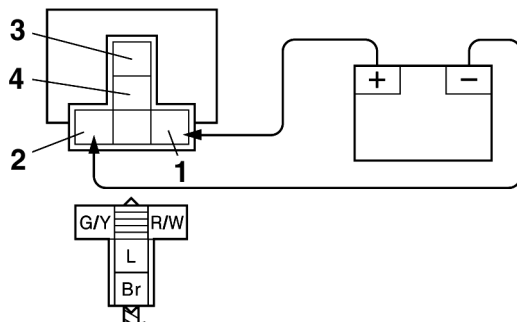
1. Positive battery terminal
2. Negative battery terminal
3. Positive tester probe
4. Negative tester probe



Result
Continuity
(between "3" and "4")

ELECTRICAL COMPONENTS

Radiator fan motor relay



1. Positive battery terminal
2. Negative battery terminal
3. Positive tester probe
4. Negative tester probe



Result
Continuity
(between “3” and “4”)

ET5YU1021

CHECKING THE TURN SIGNAL/HAZARD RELAY

1. Check:
 - Turn signal/hazard relay input voltage
Out of specification → The wiring circuit from the main switch to the turn signal/hazard relay coupler is faulty and must be repaired.



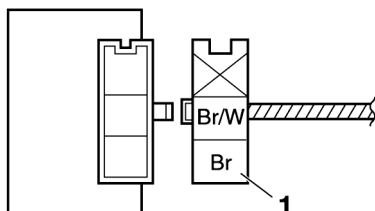
Turn signal/hazard relay input voltage
DC 12 V

- a. Connect the pocket tester (DC 20 V) to the turn signal/hazard relay terminal as shown.



Pocket tester
90890-03112

- Positive tester probe → brown “1”
- Negative tester probe → ground



- b. Turn the main switch to “ON”.
- c. Measure the turn signal/hazard relay input voltage.



2. Check:
 - Turn signal/hazard relay output voltage
Out of specification → Replace.



Turn signal/hazard relay output voltage
DC 12 V

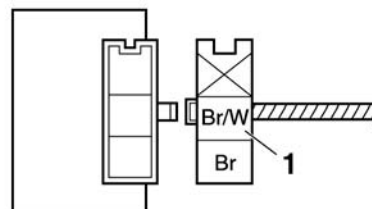


- a. Connect the pocket tester (DC 20 V) to the turn signal/hazard relay terminal as shown.



Pocket tester
90890-03112

- Positive tester probe → brown/white “1”
- Negative tester probe → ground



- b. Turn the main switch to “ON”.
- c. Measure the turn signal/hazard relay output voltage.



EAS28050

CHECKING THE RELAY UNIT (DIODE)

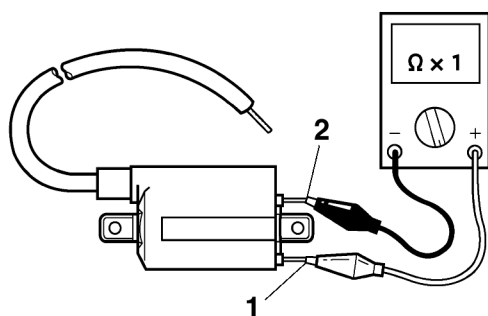
1. Check:
 - Relay unit (diode)
Out of specification → Replace.



Pocket tester
90890-03112

NOTE: _____
The pocket tester and the analog pocket tester readings are shown in the following table.

ELECTRICAL COMPONENTS



c. Measure the primary coil resistance.

2. Check:

- Secondary coil resistance
- Out of specification → Replace.



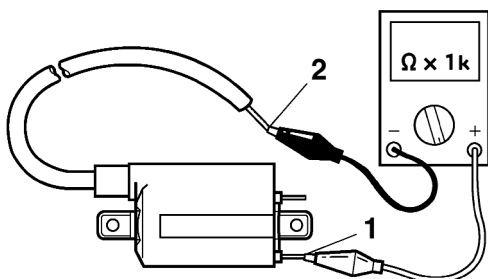
Secondary coil resistance
10.4-15.6 kΩ at 20 °C (68 °F)

- Disconnect the spark plug cap from the ignition coil.
- Connect the pocket tester (Ω x 1k) to the ignition coil as shown.



Pocket tester
90890-03112

- Positive tester probe → red/black “1”
- Negative tester probe → spark plug lead “2”



c. Measure the secondary coil resistance.

ETS5YU1032

CHECKING THE IGNITION SPARK GAP

1. Check:

- Ignition spark gap
- Out of specification → Perform the ignition system troubleshooting, starting with step 5. Refer to “TROUBLESHOOTING” on page 8-3.



Minimum ignition spark gap
6.0 mm (0.24 in)

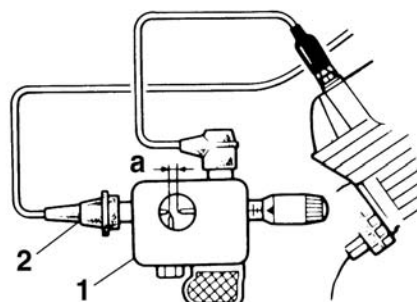
NOTE:

If the ignition spark gap is within specification, the ignition system circuit is operating normally.

- Disconnect the spark plug cap “2” from the spark plug.
- Connect the ignition checker “1” as shown.



Ignition checker
90890-06754



2. Spark plug cap

- Turn the main switch to “ON” and engine stop switch to “O”.
- Measure the ignition spark gap “a”.
- Crank the engine by pushing the start switch “O” and gradually increase the spark gap until a misfire occurs.

EAS28120

CHECKING THE CRANKSHAFT POSITION SENSOR

1. Disconnect:

- Crankshaft position sensor coupler (from the wire harness)

2. Check:

- Crankshaft position sensor resistance
- Out of specification → Replace the crankshaft position sensor.

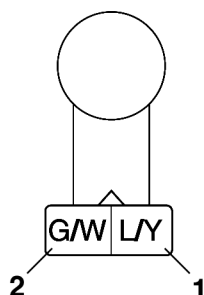


Crankshaft position sensor resistance
192-288 Ω at 20 °C (68 °F)/
blue/yellow-green/white

- a. Connect the pocket tester ($\Omega \times 100$) to the crankshaft position sensor coupler as shown.



- Positive tester probe → blue/yellow “1”
- Negative tester probe → green/white “2”

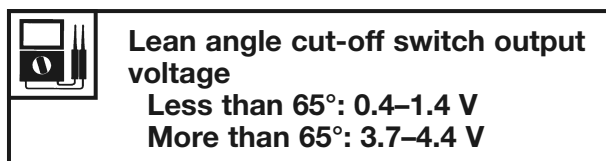


- b. Measure the crankshaft position sensor resistance.

EAS28130

CHECKING THE LEAN ANGLE CUT-OFF SWITCH

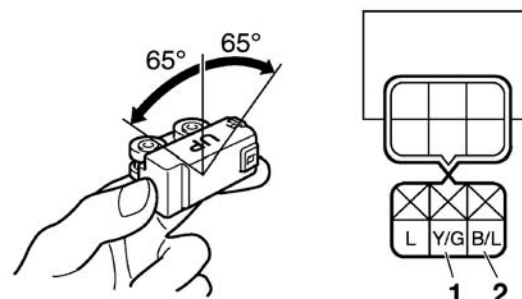
1. Remove:
 - Lean angle cut-off switch
2. Check:
 - Lean angle cut-off switch output voltage
 Out of specification → Replace.



- a. Connect the lean angle cut-off switch coupler to the lean angle cut-off switch.
- b. Connect the pocket tester (DC 20 V) to the lean angle cut-off switch coupler as shown.



- Positive tester probe → yellow/green “1”
- Negative tester probe → black/blue “2”



- c. Turn the lean angle cut-off switch to 65°.
- d. Measure the lean angle cut-off switch output voltage.

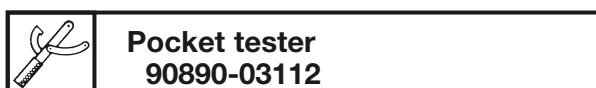
EAS28150

CHECKING THE STATOR COIL

1. Disconnect:
 - Stator coil coupler (from the wire harness)
2. Check:
 - Stator coil resistance
 Out of specification → Replace the stator assembly.

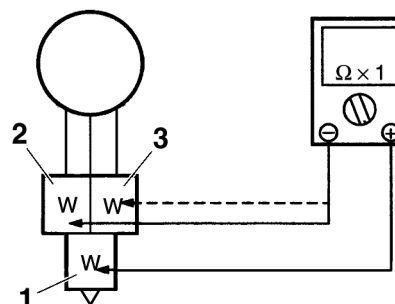


- a. Connect the pocket tester ($\Omega \times 1$) to the stator coil coupler as shown.



- Positive tester probe → white “1”
- Negative tester probe → white “2”

- Positive tester probe → white “1”
- Negative tester probe → white “3”



- b. Measure the stator coil resistance.

EAS28180

CHECKING THE HORN

1. Check:

- Horn resistance
Out of specification → Replace.



Coil resistance
1.15–1.25 Ω at 20 °C (68 °F)

- Disconnect the horn leads from the horn terminals.
- Connect the pocket tester ($\Omega \times 1$) to the horn terminals.



Pocket tester
90890-03112

- Positive tester probe → horn terminal
- Negative tester probe → horn terminal

c. Measure the horn resistance.

2. Check:

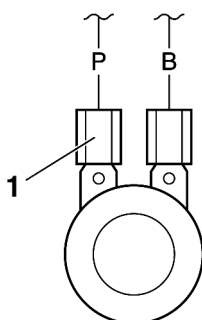
- Voltage

- Disconnect the horn leads from the horn terminals.
- Connect the pocket tester (DC 20 V) to the horn leads.



Pocket tester
90890-03112

- Positive tester probe → pink “1”
- Negative tester probe → ground



- Set the main switch to “ON”.
- Push the horn switch.
- Measure the voltage (DC 12 V) of pink at the horn terminal.

3. Check:

- Horn sound
Faulty sound → Replace the horn.

- Disconnect the horn leads from the horn terminals.
- Connect a battery (12 V) to the horn terminals.

EAS28210

CHECKING THE COOLANT TEMPERATURE SENSOR

1. Remove:

- Coolant temperature sensor
(from the engine)

⚠ WARNING

- Handle the coolant temperature sensor with special care.
- Never subject the coolant temperature sensor to strong shocks. If the coolant temperature sensor is dropped, replace it.

2. Check:

- Coolant temperature sensor resistance
Out of specification → Replace.

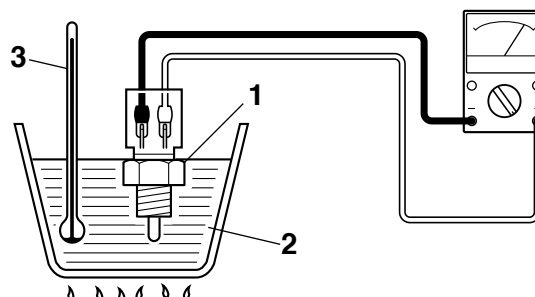


Coolant temperature sensor resistance
2.28–2.63 k Ω at 20 °C (68 °F)
0.305–0.331 k Ω at 80 °C (176 °F)
0.138–0.145 k Ω at 110 °C (230 °F)

- Connect the pocket tester ($\Omega \times 1k$) to the coolant temperature sensor terminal as shown.



Pocket tester
90890-03112



- Immerse the coolant temperature sensor “1” in a container filled with water “2”.

ELECTRICAL COMPONENTS

NOTE:

Make sure that the coolant temperature sensor terminals do not get wet.

- Place a thermometer “3” in the water.
- Slowly heat the water, then let it cool down to the specified temperature.
- Measure the coolant temperature sensor resistance.



3. Install:

- Coolant temperature sensor



Coolant temperature sensor
18 Nm (1.8 m·kg, 13 ft·lb)

EAS28230

CHECKING THE FUEL SENDER

This model is equipped with a self-diagnosis device for the fuel sender circuit. If the fuel sender circuit is defective, the following cycle will be repeated until the malfunction is corrected.

- The fuel level warning light will flash four times and then go off for 3.0 seconds if the fuel sender circuit is in short circuit.
- The fuel level warning light will flash eight times and then go off for 3.0 seconds if the fuel sender circuit is interrupted or the coupler disconnected.

- Remove:
 - Fuel tank
- Disconnect:
 - Fuel pump coupler
 - Fuel sender coupler (from the wire harness)
- Remove:
 - Fuel pump (from the fuel tank)
- Check:
 - Fuel sender resistance
Out of specification → Replace the fuel pump assembly.



Fuel sender resistance
1.35–1.65 kΩ at 25 °C (77 °F)

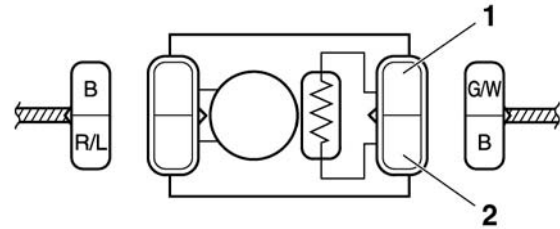


- Connect the pocket tester (Ω x 1k) to the fuel sender terminal as shown.



Pocket tester
90890-03112

- Positive tester probe → green/white “1”
- Negative tester probe → black “2”



- Measure the fuel sender resistance.



EAS28240

CHECKING THE SPEED SENSOR

1. Check:

- Speed sensor output voltage
Out of specification → Replace.



Output voltage reading cycle
0.6 V to 4.8 V to 0.6 V to 4.8 V

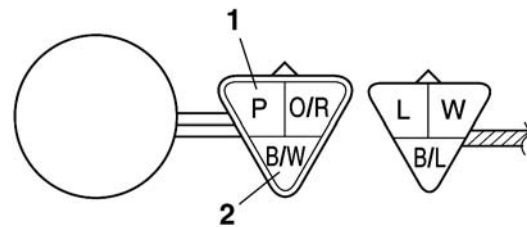


- Connect the pocket tester (DC 20 V) to the speed sensor coupler (wire harness side) as shown.



Pocket tester
90890-03112

- Positive tester probe → pink “1”
- Negative tester probe → black/white “2”



- Turn the main switch to “ON”.
- Elevate the rear wheel and slowly rotate it.
- Measure the voltage (DC 5V) of pink and black/white. With each full rotation of the rear wheel, the voltage reading should cycle from 0.6 V to 4.8 V to 0.6 V to 4.8 V.



- Resistance**
4.0–6.0 k Ω /blue-black/blue

	Pocket tester 90890-03112
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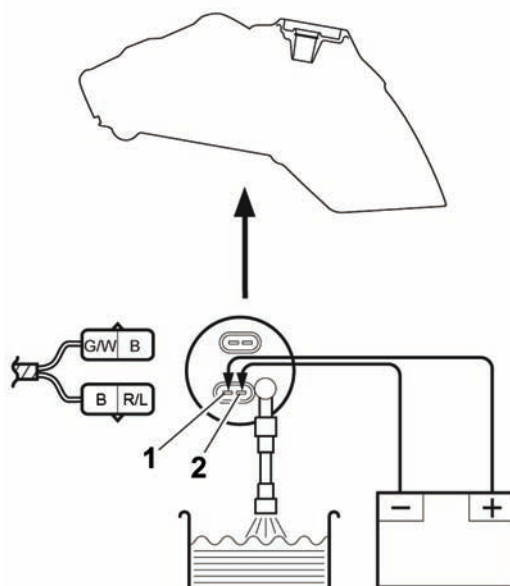
-

- NOTE:**

CHECKING THE FUEL PUMP

Gasoline is extremely flammable and under certain circumstances there can be a danger of an explosion or fire. Be extremely careful and note the following points:

- Positive battery lead → red/blue “1”
- Negative battery lead → black “2”

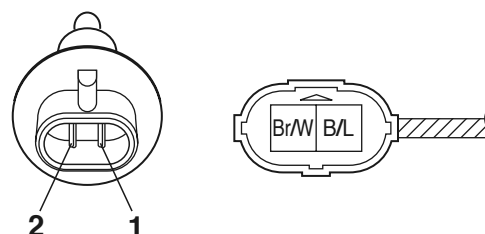


- d. Check the fuel pump operation.

- a. Connect the pocket tester ($\Omega \times 100$) to the intake air temperature sensor terminal as shown.



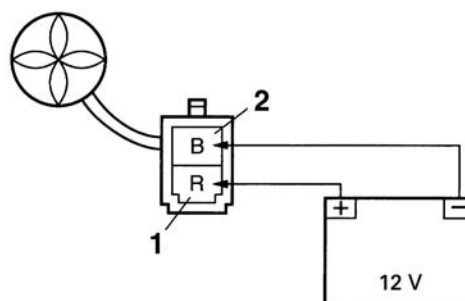
- Positive tester probe → brown/white “1”
- Negative tester probe → black/blue “2”



1. Check:
 - Radiator fan motor
Faulty/rough movement → Replace.

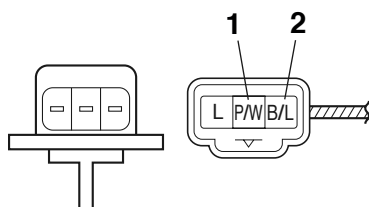


- Positive tester probe → red “1”
- Negative tester probe → black “2”



EAS28410

- Positive tester probe → pink/white “1”
- Negative tester probe → black/blue “2”



EAS28410

EW5YU1002

8-60

TROUBLESHOOTING

TROUBLESHOOTING	9-1
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POOR MEDIUM-AND-HIGH-SPEED PERFORMANCE	9-2
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OVERHEATING.....	9-3
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FAULTY FRONT FORK LEGS	9-3
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FAULTY LIGHTING OR SIGNALING SYSTEM	9-4

EAS28450

TROUBLESHOOTING

EAS28460

GENERAL INFORMATION

NOTE:

The following guide for troubleshooting does not cover all the possible causes of trouble. It should be helpful, however, as a guide to basic troubleshooting. Refer to the relative procedure in this manual for checks, adjustments, and replacement of parts.

EAS28470

STARTING FAILURES

Engine

1. Cylinder and cylinder head
 - Loose spark plug
 - Loose cylinder head or cylinder
 - Damaged cylinder head gasket
 - Damaged cylinder gasket
 - Worn or damaged cylinder
 - Incorrect valve clearance
 - Improperly sealed valve
 - Incorrect valve-to-valve-seat contact
 - Incorrect valve timing
 - Faulty valve spring
 - Seized valve
2. Piston and piston ring(s)
 - Improperly installed piston ring
 - Damaged, worn or fatigued piston ring
 - Seized piston ring
 - Seized or damaged piston
3. Air filter
 - Improperly installed air filter
 - Clogged air filter element
4. Crankcase and crankshaft
 - Improperly assembled crankcase
 - Seized crankshaft

Fuel system

1. Fuel tank
 - Empty fuel tank
 - Clogged fuel tank drain hose
 - Deteriorated or contaminated fuel
2. Fuel pump
 - Faulty fuel pump
 - Faulty relay unit
3. Throttle body
 - Deteriorated or contaminated fuel
 - Sucked-in air

Electrical system

1. Battery
 - Discharged battery
 - Faulty battery
2. Fuse(s)
 - Blown, damaged or incorrect fuse
 - Improperly installed fuse
3. Spark plug
 - Incorrect spark plug gap
 - Incorrect spark plug heat range
 - Fouled spark plug
 - Worn or damaged electrode
 - Worn or damaged insulator
 - Faulty spark plug cap
4. Ignition coil
 - Cracked or broken ignition coil body
 - Broken or shorted primary or secondary coils
 - Faulty spark plug lead
5. Ignition system
 - Faulty ECU
 - Faulty crankshaft position sensor
 - Broken A.C. magneto rotor woodruff key
6. Switches and wiring
 - Faulty main switch
 - Faulty engine stop switch
 - Broken or shorted wiring
 - Faulty neutral switch
 - Faulty start switch
 - Faulty sidestand switch
 - Faulty clutch switch
 - Improperly grounded circuit
 - Loose connections
7. Starting system
 - Faulty starter motor
 - Faulty starter relay
 - Faulty starting circuit cut-off relay
 - Faulty starter clutch

EAS28490

INCORRECT ENGINE IDLING SPEED

Engine

1. Cylinder and cylinder head
 - Incorrect valve clearance
 - Damaged valve train components
2. Air filter
 - Clogged air filter element

Fuel system

1. Throttle body
 - Damaged or loose throttle body joint
 - Improperly adjusted engine idling speed (throttle stop screw)
 - Improper throttle cable free play
 - Flooded throttle body
 - Faulty air induction system

Electrical system

1. Battery
 - Discharged battery
 - Faulty battery
2. Spark plug
 - Incorrect spark plug gap
 - Incorrect spark plug heat range
 - Fouled spark plug
 - Worn or damaged electrode
 - Worn or damaged insulator
 - Faulty spark plug cap
3. Ignition coil
 - Broken or shorted primary or secondary coils
 - Faulty spark plug lead
 - Cracked or broken ignition coil
4. Ignition system
 - Faulty ECU
 - Faulty crankshaft position sensor
 - Broken A.C. magneto rotor woodruff key

EAS28510

POOR MEDIUM AND HIGH-SPEED PERFORMANCE

Refer to “STARTING FAILURES” on page 9-1.

Engine

1. Air filter
 - Clogged air filter element

Fuel system

1. Fuel pump
 - Faulty fuel pump

EAS28530

FAULTY GEAR SHIFTING

Shifting is difficult

Refer to “Clutch drags”.

EAS28540

SHIFT PEDAL DOES NOT MOVE

Shift shaft

- Improperly adjusted shift rod
- Bent shift shaft

Shift drum and shift forks

- Foreign object in a shift drum groove
- Seized shift fork
- Bent shift fork guide bar

Transmission

- Seized transmission gear
- Foreign object between transmission gears
- Improperly assembled transmission

EAS28550

JUMPS OUT OF GEAR

Shift shaft

- Incorrect shift pedal position
- Improperly returned stopper lever

Shift forks

- Worn shift fork

Shift drum

- Incorrect axial play
- Worn shift drum groove

Transmission

- Worn gear dog

EAS28570

FAULTY CLUTCH

Clutch slips

1. Clutch
 - Improperly assembled clutch
 - Improperly adjusted clutch cable
 - Loose or fatigued clutch spring
 - Worn friction plate
 - Worn clutch plate
2. Engine oil
 - Incorrect oil level
 - Incorrect oil viscosity (low)
 - Deteriorated oil

Clutch drags

1. Clutch
 - Unevenly tensioned clutch springs
 - Warped pressure plate
 - Bent clutch plate
 - Swollen friction plate
 - Bent clutch push rod
 - Damaged clutch boss
 - Burnt primary driven gear bushing
 - Damaged clutch release cylinder
 - Match marks not aligned
2. Engine oil
 - Incorrect oil level
 - Incorrect oil viscosity (high)
 - Deteriorated oil

EAS28590

OVERHEATING

Engine

1. Clogged coolant passages
2. Cylinder head and piston
 - Heavy carbon buildup
3. Engine oil
 - Incorrect oil level
 - Incorrect oil viscosity
 - Inferior oil quality

Cooling system

1. Coolant
 - Low coolant level
2. Radiator
 - Damaged or leaking radiator
 - Faulty radiator cap
 - Bent or damaged radiator fin
3. Water pump
 - Damaged or faulty water pump
 - Thermostat
 - Thermostat stays closed
 - Damaged hose
 - Improperly connected hose
 - Damaged pipe
 - Improperly connected pipe

Fuel system

1. Throttle body
 - Faulty throttle body
 - Damaged or loose throttle body joint
2. Air filter
 - Clogged air filter element

Chassis

1. Brake(s)
 - Dragging brake

Electrical system

1. Spark plug
 - Incorrect spark plug gap
 - Incorrect spark plug heat range
2. Ignition system
 - Faulty ECU

EAS00856

OVERCOOLING

Cooling system

1. Thermostat
 - Thermostat stays open

EAS28620

POOR BRAKING PERFORMANCE

- Worn brake pad
- Worn brake disc
- Air in hydraulic brake system
- Leaking brake fluid
- Faulty brake caliper seal
- Loose union bolt
- Damaged brake hose
- Oil or grease on the brake disc
- Oil or grease on the brake pad
- Incorrect brake fluid level

EAS28660

FAULTY FRONT FORK LEGS

Leaking oil

- Bent, damaged or rusty inner tube
- Cracked or damaged outer tube
- Improperly installed oil seal
- Damaged oil seal lip
- Incorrect oil level (high)
- Loose damper rod assembly bolt
- Damaged damper rod assembly bolt copper washer
- Cracked or damaged cap bolt O-ring

Malfunction

- Bent or damaged inner tube
- Bent or damaged outer tube
- Damaged fork spring
- Worn or damaged outer tube bushing
- Bent or damaged damper rod
- Incorrect oil viscosity
- Incorrect oil level

EAS28670

UNSTABLE HANDLING

1. Handlebar
 - Bent or improperly installed handlebar
2. Steering head components
 - Improperly installed upper bracket
 - Improperly installed lower bracket (improperly tightened ring nut)
 - Bent steering stem
 - Damaged ball bearing or bearing race
3. Front fork leg(s)
 - Uneven oil levels (both front fork legs)
 - Unevenly tensioned fork spring (both front fork legs)
 - Broken fork spring
 - Bent or damaged inner tube
 - Bent or damaged outer tube

4. Swingarm
 - Worn bearing or bushing
 - Bent or damaged swingarm
5. Rear shock absorber assembly
 - Faulty rear shock absorber spring
 - Leaking oil or gas
6. Tire(s)
 - Uneven tire pressures (front and rear)
 - Incorrect tire pressure
 - Uneven tire wear
7. Wheel(s)
 - Incorrect wheel balance
 - Spoke(s) loose(en)
 - Deformed wheel rim
 - Damaged wheel bearing
 - Bent or loose wheel axle
 - Excessive wheel runout
8. Frame
 - Bent frame
 - Damaged steering head pipe
 - Improperly installed bearing race

EAS28710

FAULTY LIGHTING OR SIGNALING SYSTEM

Headlight(s) does not come on

- Wrong headlight bulb
- Too many electrical accessories
- Hard charging
- Incorrect connection
- Improperly grounded circuit
- Poor contacts (main or light switch)
- Burnt-out headlight bulb
- Faulty headlight relay
- Faulty ECU

Headlight(s) bulb burnt out

- Wrong headlight bulb
- Faulty battery
- Faulty rectifier/regulator
- Improperly grounded circuit
- Faulty main switch
- Headlight bulb life expired

Tail/brake light does not come on

- Too many electrical accessories
- Incorrect connection
- Burnt-out tail/brake light led(s)
- Wrong tail/brake light
- Faulty battery

Tail/brake bulb burnt out

- Wrong tail/brake light led
- Faulty battery
- Tail/brake light led life expired

Turn signal does not come on

- Faulty turn signal switch
- Faulty turn signal/hazard relay
- Burnt-out turn signal bulb
- Incorrect connection
- Damaged or faulty wire harness
- Improperly grounded circuit
- Faulty battery
- Blown, damaged or incorrect fuse

Turn signal flashes slowly

- Faulty turn signal/hazard relay
- Faulty main switch
- Faulty turn signal switch
- Incorrect turn signal bulb

Turn signal remains lit

- Faulty turn signal/hazard relay
- Burnt-out turn signal bulb

Turn signal flashes quickly

- Incorrect turn signal bulb
- Faulty turn signal/hazard relay
- Burnt-out turn signal bulb

Horn does not sound

- Improperly adjusted horn
- Damaged or faulty horn
- Faulty main switch
- Faulty horn switch
- Faulty battery
- Blown, damaged or incorrect fuse
- Faulty wire harness

WIRING DIAGRAM

XT660Z 2008

1. Crankshaft position sensor
2. A.C. magneto
3. Neutral switch
4. Main switch
5. Rectifier/regulator
6. Wire plus lead
7. Battery
8. Main fuse
9. Starter relay
10. Starter motor
11. Wire minus lead
12. Relay unit
13. Starting circuit cut-off relay
14. Fuel injection system relay
15. Fuel injection diagnostic tool
16. Ignition coil
17. Spark plug
18. Fuel injector
19. O₂ sensor
20. Air induction system solenoid
21. Intake air temperature sensor
22. Coolant temperature sensor
23. ECU
24. Speed sensor
25. Throttle position sensor
26. Intake air pressure sensor
27. Lean angle cut-off switch
28. Multi-function meter unit
29. Neutral indicator light
30. Multi-function meter
31. Fuel meter
32. Turn signal indicator light
33. High beam indicator light
34. Coolant temperature warning light
35. Immobilizer system indicator light
36. Multi-function meter light
37. Engine trouble warning light
38. Fuel pump
39. Sidestand switch
40. Front brake light switch
41. Start switch
42. Engine stop switch
43. Right handlebar switch
44. Headlight relay
45. Turn signal/hazard relay
46. Clutch switch
47. Hazard switch
48. Turn signal switch
49. Dimmer switch
50. Pass switch
51. Horn switch
52. Left handlebar switch
53. Rear turn signal light (right)
54. Front turn signal light (right)
55. Front turn signal light (left)
56. Rear turn signal light (left)
57. Headlight
58. Horn
59. Tail/brake light
60. License light
61. Rear brake light switch
62. Radiator fan motor
63. Radiator fan motor relay
64. Parking lighting fuse
65. Headlight fuse
66. Signaling system fuse
67. Ignition fuse
68. Radiator fan motor fuse
69. Backup fuse (immobilizer unit, multi-function meter unit)
70. Fuel injection system fuse
71. Anti-theft alarm (optional)
72. Immobilizer unit
73. Fuse (optional)
74. 12V (optional)

COLOR CODE

	Black Noir Schwarz Nero Negro		Yellow Jaune Gelb Giallo Amarillo		Blue/Red Bleu/Rouge Blau/Rot Blu/Rosso Azul/Rojo		Gray/Green Gris/Vert Grau/Grün Grigio/Verde Gris/Verde
	Brown Brun Braun Marrone Marrón		Black/Blue Noir/Bleu Schwarz/Blau Nero/Blu Negro/Azul		Blue/White Bleu/Blanc Blau/Weiß Blu/Bianco Azul/Blanco		
	Chocolate Chocolat Schokofarben Cioccolato Chocolate		Black/White Noir/Blanc Schwarz/Weiß Nero/Bianco Negro/Blanco		Blue/Yellow Bleu/Jaune Blau/Gelb Blu/Giallo Azul/Amarillo		
	Dark green Vert foncé Dunkelgrün Verde scuro Verde oscuro		Black/Yellow Noir/Jaune Schwarz/Gelb Nero/Giallo Negro/Amarillo		Orange/Red Orange/Rouge Orange/Rot Aranjado/Rosso Naranja/Rojo		
	Green Vert Grün Verde Verde		Brown/Blue Brun/Bleu Braun/Blau Marrone/Blu Marrón/Azu		Pink/White Rose/Blanc Rosa/Weiß Rosa/Bianco Rosa/Blanco		
	Gray Gris Grau Grigio Gris		Brown/Red Brun/Rouge Braun/Rot Marrone/Rosso Marrón/Rojo		Red/Black Rouge/Noir Rot/Schwarz Rosso/Nero Rojo/Negro		
	Blue Bleu Blau Blu Azul		Brown/White Brun/Blanc Braun/Weiß Marrone/Bianco Marrón/Blanco		Red/Green Rouge/Vert Rot/Grün Rosso/Verde Rojo/Verde		
	Light green Vert clair Hellgrün Verde chiaro Verde claro		Green/Blue Vert/Bleu Grün/Blau Verde/Blu Verde/Azul		Red/Blue Rouge/Bleu Rot/Blau Rosso/Blu Rojo/Azul		
	Orange Orange Orange Aranjado Naranja		Green/Red Vert/Rouge Grün/Rot Verde/Rosso Verde/Rojo		Red/White Rouge/Blanc Rot/Weiß Rosso/Bianco Rojo/Blanco		
	Pink Rose Rosa Rosa Rosa		Green/White Vert/Blanc Grün/Weiß Verde/Bianco Verde/Blanco		Red/Yellow Rouge/Jaune Rot/Gelb Rosso/Giallo Rojo/Amarillo		
	Red Rouge Rot Rosso Rojo		Green/Yellow Vert/Jaune Grün/Gelb Verde/Giallo Verde/Amarillo		Yellow/Black Jaune/Noir Gelb/Schwarz Giallo/Nero Amarillo/Negro		
	Sky blue Bleu ciel Himmelblau Celeste Azul celeste		Blue/Black Bleu/Noir Blau/Schwarz Blu/Nero Azul/Negro		Yellow/Green Jaune/Vert Gelb/Grün Giallo/Verde Amarillo/Verde		
	White Blanc Weiß Bianco Blanco		Blue/Green Bleu/Vert Blau/Grün Blu/Verde Azul/Verde		Yellow/Blue Jaune/Bleu Gelb/Blau Giallo/Blu Amarillo/Azul		



XT660Z 2008 WIRING DIAGRAM

