



**YAMAHA**

**2004**

**FZ6-S(S)**

**5VX1-AE1**

**SERVICE MANUAL**



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EAS00000

**FZ6-S (S)  
SERVICE MANUAL**  
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## NOTICE

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

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

**NOTE:**

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Designs and specifications are subject to change without notice.

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## IMPORTANT MANUAL INFORMATION

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



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



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

**CAUTION:**

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

**NOTE:**

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



## HOW TO USE THIS MANUAL

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

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

CLUTCH    ENG

**CLUTCH COVER**

④ →      ⑤ →

⑥ →      ⑦ →

Order	Job/Part	Qty	Remarks
<b>Removing the clutch cover</b>			
	Engine oil		Removing the parts in the order listed. Drain. Refer to "CHANGING THE ENGINE OIL" in chapter 3.
	Coolant		Drain. Refer to "CHANGING THE COOLANT" in chapter 3.
1	Coolant hose	1	Disconnect.
2	Clutch cable	1	Disconnect.
3	Clutch cover	1	
4	Clutch cover gasket	1	
5	Dowel pin	2	
For installation, reverse the removal procedure.			

5-46

CLUTCH    ENG

**REMOVING THE CLUTCH**

1. Remove:

- clutch cover ①
- gasket

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

2. Remove:

- compression spring bolts ①
- compression springs
- pressure plate ②
- pull rod ③
- friction plates
- clutch plates

3. Straighten the lock washer tab.

4. Loosen:

- clutch boss nut ①

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

**Universal clutch holder**  
90890-04086, YM-91042

5. Remove:

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

























**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.

5-49

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

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## SYMBOLS

The following symbols are not relevant to every vehicle.

Symbols ① to ⑨ indicate the subject of each chapter.

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

Symbols ⑩ to ⑰ indicate the following.

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










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

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

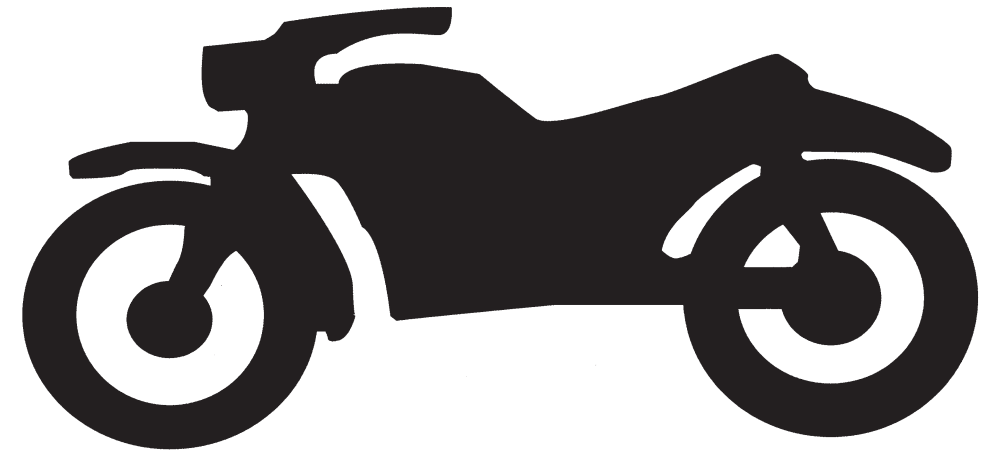
Symbols ㉔ to ㉕ in the exploded diagrams indicate the following.

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

# TABLE OF CONTENTS

GENERAL INFORMATION		GEN INFO	<b>1</b>
SPECIFICATIONS		SPEC	<b>2</b>
PERIODIC CHECKS AND ADJUSTMENTS		CHK ADJ	<b>3</b>
CHASSIS		CHAS	<b>4</b>
ENGINE		ENG	<b>5</b>
COOLING SYSTEM		COOL	<b>6</b>
FUEL INJECTION SYSTEM		FI	<b>7</b>
ELECTRICAL SYSTEM		ELEC	<b>8</b>
TROUBLESHOOTING		TRBL SHTG	<b>9</b>





**GEN  
INFO**

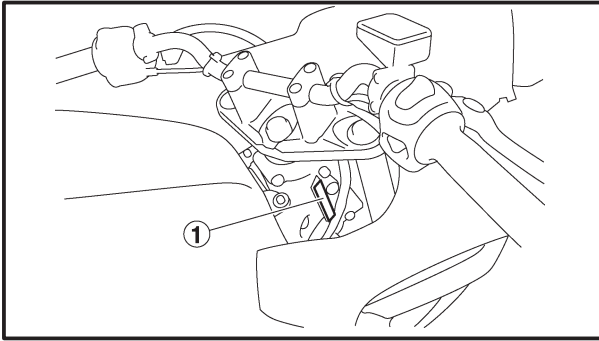
**1**

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## CHAPTER 1 GENERAL INFORMATION

<b>MOTORCYCLE IDENTIFICATION</b> .....	1-1
VEHICLE IDENTIFICATION NUMBER .....	1-1
MODEL LABEL .....	1-1
<b>FEATURES</b> .....	1-2
OUTLINE OF FI SYSTEM .....	1-2
FI SYSTEM .....	1-3
INSTRUMENT FUNCTION .....	1-4
<b>IMPORTANT INFORMATION</b> .....	1-6
PREPARATION FOR REMOVAL AND DISASSEMBLY .....	1-6
REPLACEMENT PARTS .....	1-6
GASKETS, OIL SEALS AND O-RINGS .....	1-6
LOCK WASHERS/PLATES AND COTTER PINS .....	1-7
BEARINGS AND OIL SEALS .....	1-7
CIRCLIPS .....	1-7
<b>CHECKING THE CONNECTIONS</b> .....	1-8
<b>SPECIAL TOOLS</b> .....	1-9





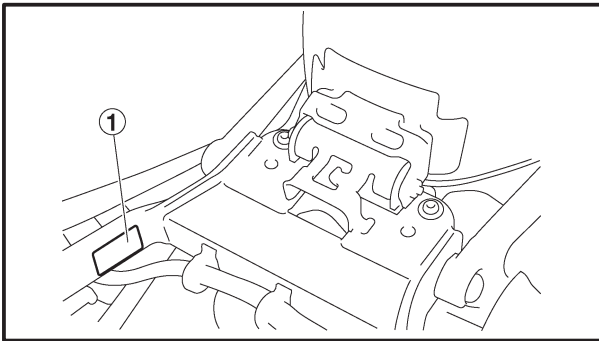
EAS00014

## GENERAL INFORMATION MOTORCYCLE IDENTIFICATION

EAS00017

### VEHICLE IDENTIFICATION NUMBER

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



EAS00018

### MODEL LABEL

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



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## FEATURES

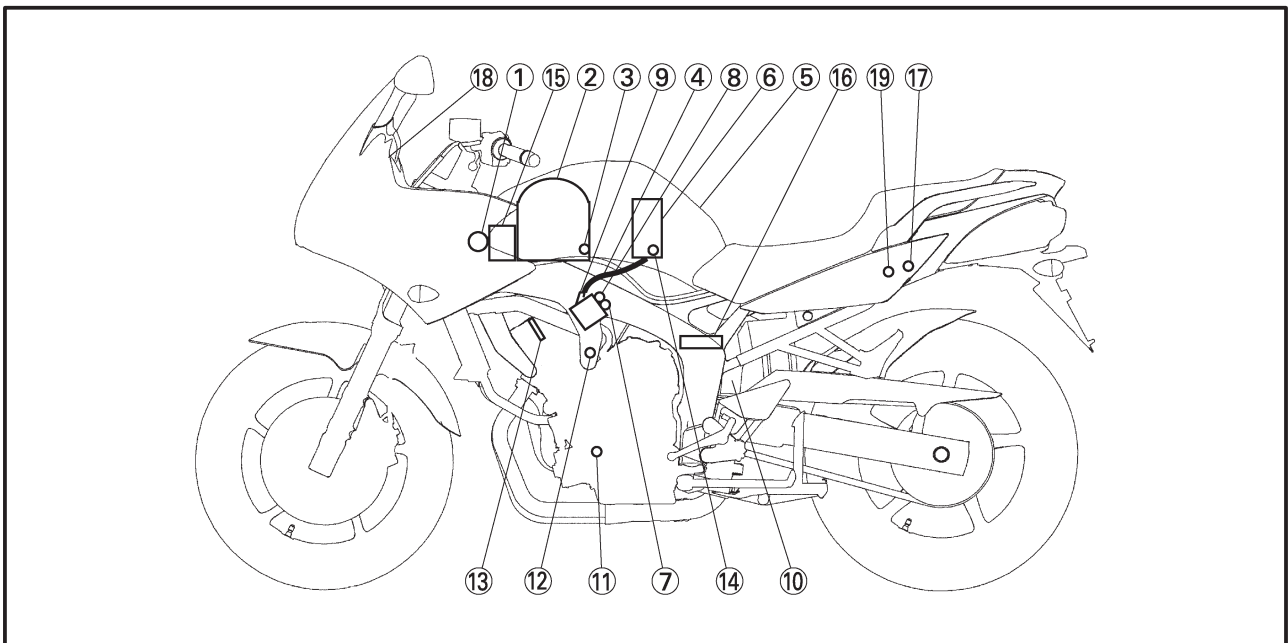
### OUTLINE OF FI SYSTEM

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 the 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 carburetor.

Despite the same volume of intake air, the fuel volume requirement varies by the engine operating conditions, such as acceleration, deceleration, or operating 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 the engine 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 the 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.

The 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.



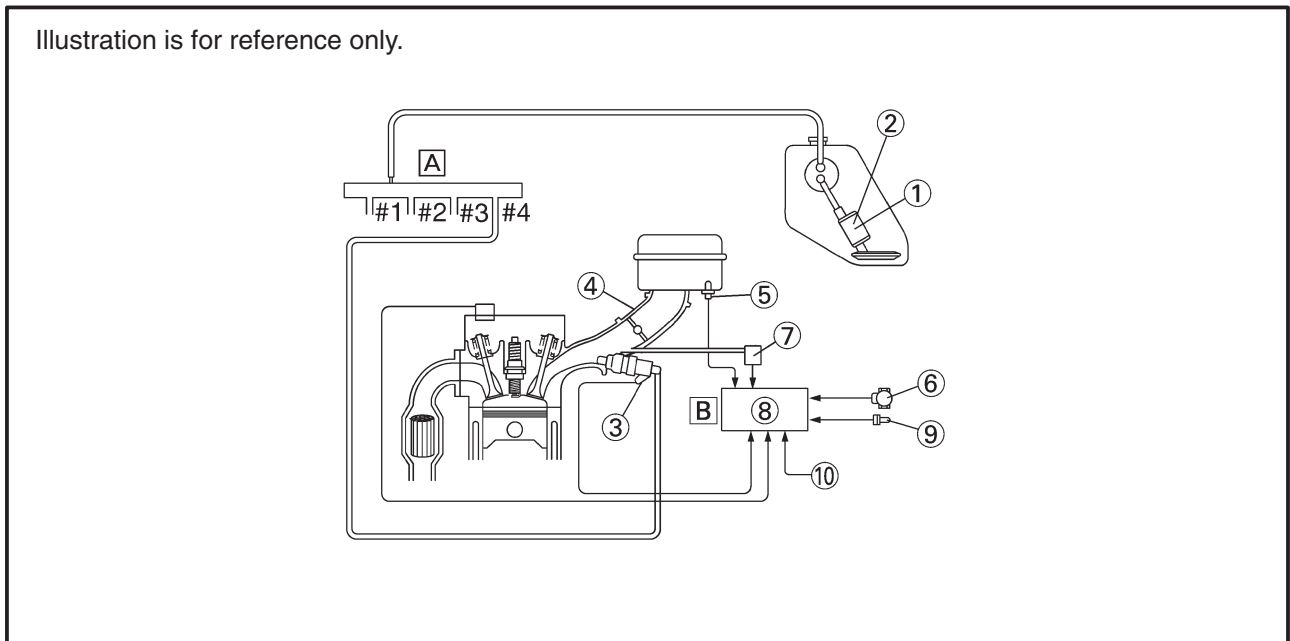
- |                                 |                              |                               |                                |
|---------------------------------|------------------------------|-------------------------------|--------------------------------|
| ① Ignition coil                 |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

EAS00897

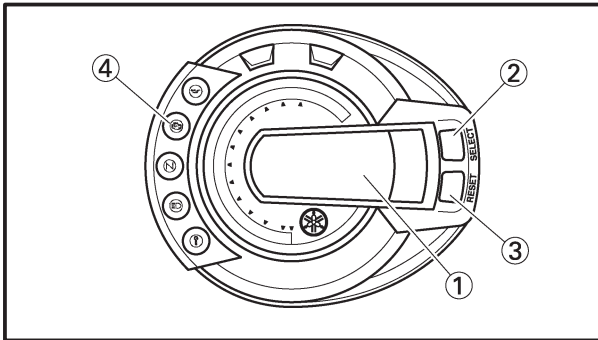
**FI SYSTEM**

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 only 250 kPa (2.5 kg/cm<sup>2</sup>). 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 temperature sensor and coolant temperature sensor enable the ECU to determine the injection duration. The injection timing is determined through the signals 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.



- ① Fuel pump
- ② Pressure regulator
- ③ Fuel filter
- 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
- A Fuel system
- B Control system



- ① Multi-function display
- ② “SELECT” button
- ③ “RESET” button
- ④ Engine trouble warning light

## INSTRUMENT FUNCTION

### Multi-function display

The multi-function display is equipped with the following:

- a speedometer (which shows the riding speed)
- 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 tachometer (which shows the engine speed)
- a fuel meter
- a water temperature
- a clock
- a intake air temperature
- 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 display between kilometers and miles, press the “SELECT” button for at least two seconds.

### Odometer, tripmeter and tachometer modes

Pushing the “SELECT” button switches the display between the odometer mode “ODO” and the tripmeter modes “TRIP 1” and “TRIP 2” and the tachometer mode “E” in the following order:

ODO → TRIP 1 → TRIP 2 → (TRIP F) → E → ODO

When approximately 3.6 L of fuel remain in the fuel tank, the bottom segment of the fuel meter will start flashing, and the odometer display will automatically change to the fuel reserve tripmeter mode “TRIP F” and start counting the distance traveled from that point. In that case, pushing the “SELECT” button switches the display between the various tripmeter and odometer modes in the following order:

TRIP-F → E → ODO → TRIP 1 → TRIP 2 → TRIP F

To reset a tripmeter, select it by pushing the “SELECT” button, and then push the “RESET” button for at least one second. 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 (3.1 mi).

### Tachometer mode

Displays the digital indication of the engine speed on the odometer section.

Air intake temperature indicator.

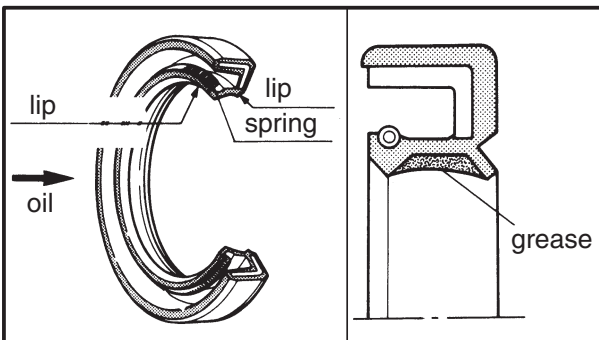
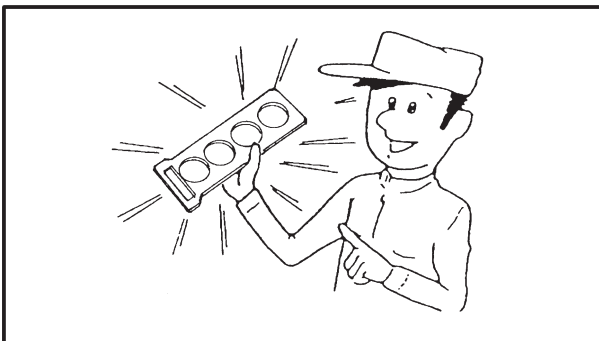
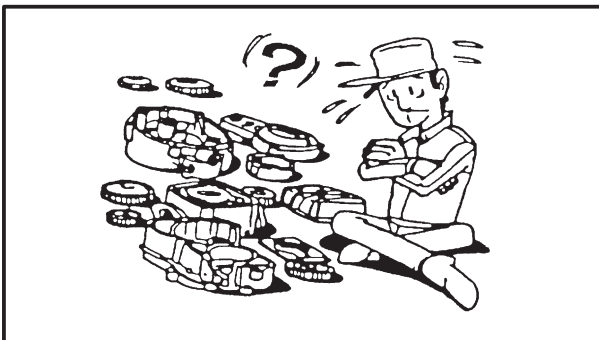
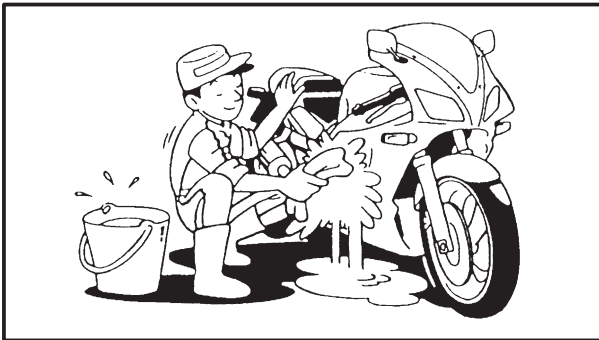
When “ODO” is displayed, pressing the “RESET” for a long time allows the indicator to switch displays between Clock and Air intake temperature. (It activates the clock indication when the main switch is turned OFF.)

In the Co adjustment mode, the indication automatically changes from clock (Air intake temperature) to the engine speed.

**Clock mode**

To set the clock:

1. Push the "SELECT" button and "RESET" button together for at least two seconds.
2. When the hour digits start flashing, push the "RESET" button to set the hours.
3. Push the "SELECT" button, 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.



EAS00020

**IMPORTANT INFORMATION  
PREPARATION FOR REMOVAL AND  
DISASSEMBLY**

1. Before removal and disassembly, eliminate all dirt, mud, dust and foreign material.
2. Use only the proper tools and cleaning equipment.  
Refer to the "SPECIAL TOOLS".
3. When disassembling, always keep mated parts together. This includes gears, cylinders, pistons and other parts that have been "mated" through normal wear. Mated parts must always be reused or replaced as an assembly.
4. During disassembly, clean all of the parts and place them in trays in the order of disassembly. This will speed up assembly and allow for the correct installation of all parts.
5. Keep all parts away from any source of fire.

EAS00021

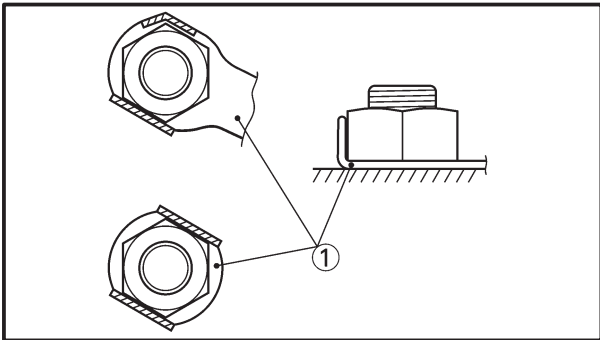
**REPLACEMENT PARTS**

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.

EAS00022

**GASKETS, OIL SEALS AND O-RINGS**

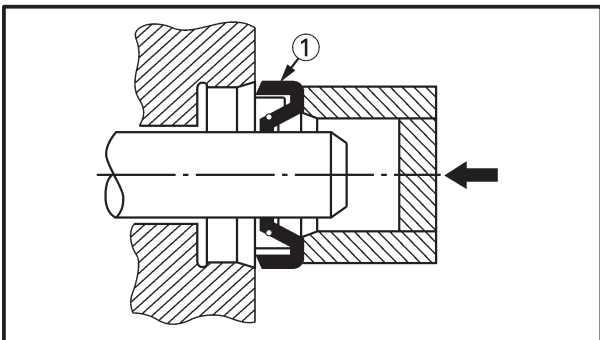
1. When overhauling the engine, replace all gaskets, seals and O-rings. All gasket surfaces, oil seal lips and O-rings must be cleaned.
2. During reassembly, properly oil all mating parts and bearings and lubricate the oil seal lips with grease.



EAS00023

**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.



EAS00024

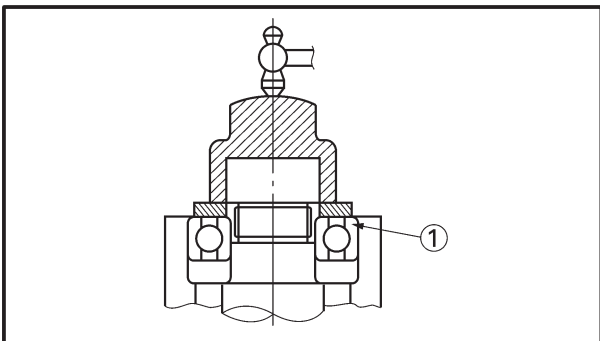
**BEARINGS AND OIL SEALS**

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

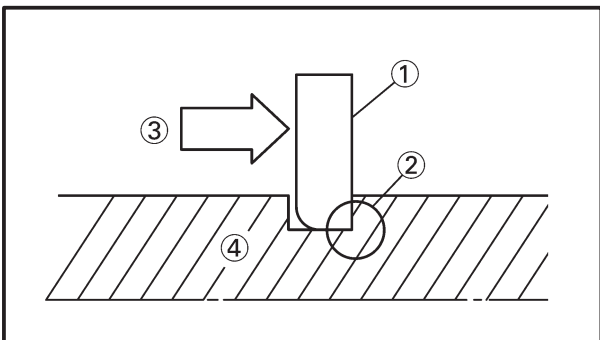
① Oil seal

**CAUTION:** \_\_\_\_\_

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



① Bearing



EAS00025

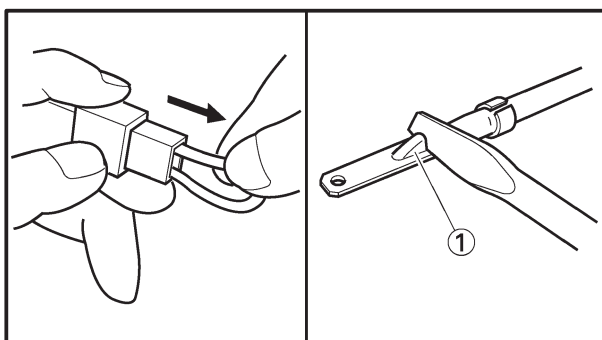
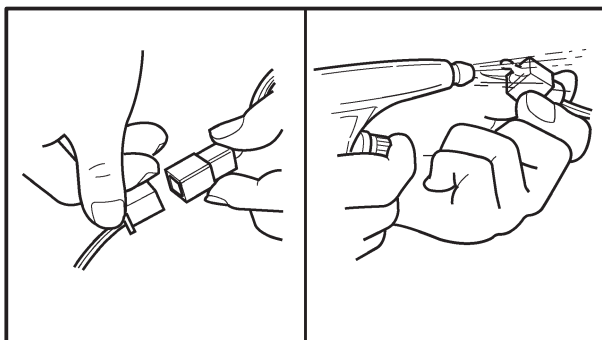
**CIRCLIPS**

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.

④ Shaft

## CHECKING THE CONNECTIONS

**GEN  
INFO**



EAS00026

### 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:** \_\_\_\_\_

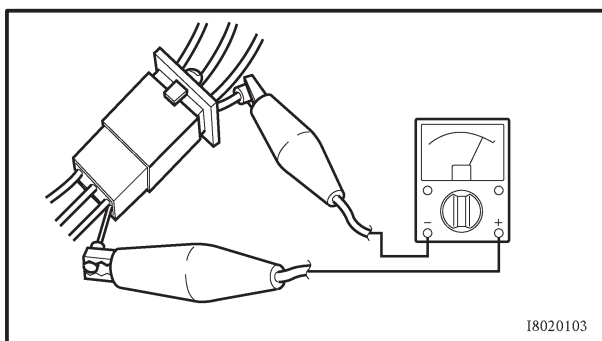
If the pin ① on the terminal is flattened, bend it up.

4. Connect:

- lead
- coupler
- connector

**NOTE:** \_\_\_\_\_

Make sure all connections are tight.



5. Check:

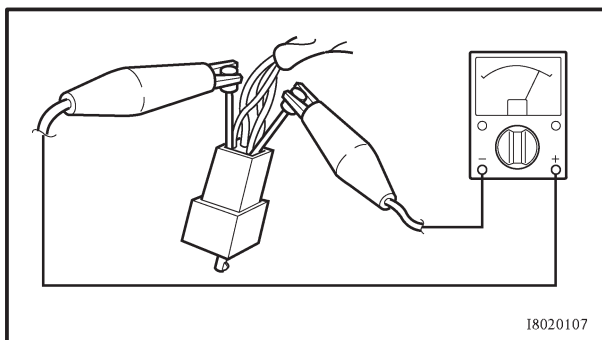
- continuity  
(with the pocket tester)



**Pocket tester**  
90890-03112, YU-3112

**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.



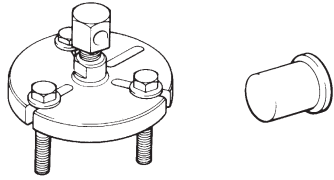
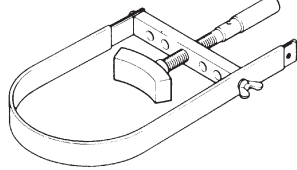
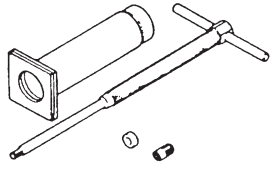
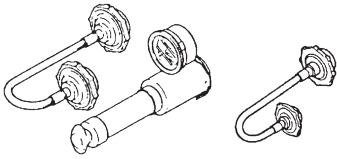
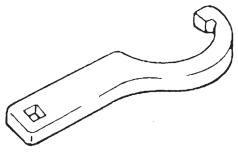
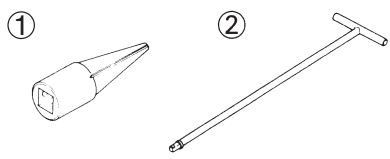
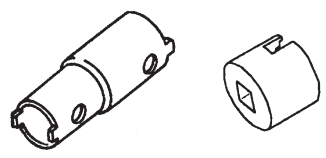
EAS00027

**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.

**NOTE:**

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

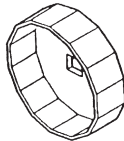
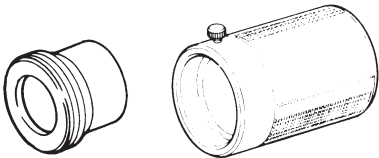
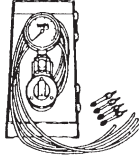
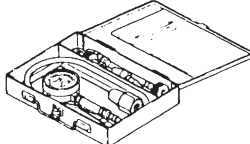
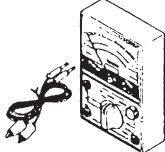
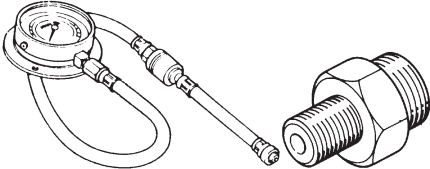
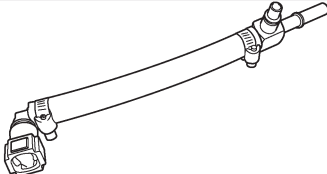
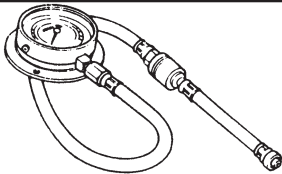
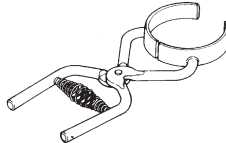
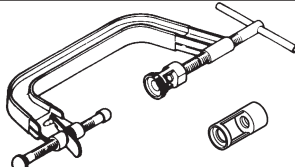
Tool No.	Tool name/Function	Illustration
Flywheel puller 90890-01362 YU-33270-B Adapter 90890-04089 YM-33282	Flywheel puller Adapter  This tool is used to remove the generator rotor.	
90890-01701 YS-01880-A	Sheave holder  This tool is used to hold the generator rotor when removing or installing the generator rotor bolt or pickup coil rotor bolt.	
90890-01304 YU-01304	Piston pin puller  This tool is used to remove the piston pins.	
Radiator cap tester 90890-01325 YU-24460-01 Adapter 90890-01352 YU-33984	Radiator cap tester Adapter  These tools are used to check the cooling system.	
90890-01403 YU-33975	Steering nut wrench  This tool is used to loosen or tighten the steering stem ring nuts.	
90890-01460 -01326	Damper rod holder ① T-handle ②  These tool are used for holding the damper rod when removing or installing the damper rod.	
Pivot shaft wrench 90890-01471 YM-01471 Pivot shaft wrench adapter 90890-01476	Pivot shaft wrench Pivot shaft wrench adapter  This tool is used to loosen or tighten the pivot adjust bolt and engine mount adjust bolt.	



## SPECIAL TOOLS

**GEN  
INFO**



Tool No.	Tool name/Function	Illustration
90890-01426 YU-38411	<p>Oil filter wrench</p> <p>This tool is needed to loosen or tighten the oil filter cartridge.</p>	
Fork seal driver 90890-01367 YM-33963 Fork seal driver attachment 90890-01374 YM-8020-A	<p>Fork seal driver weight Fork seal driver attachment</p> <p>This tool is used to install the front fork's oil seal and dust seal.</p>	
Vacuum gauge 90890-03094 YU-08030	<p>Vacuum gauge</p> <p>This gauge is used to synchronize the carburetors.</p>	
Compression gauge 90890-03081 YU-33223 Adapter 90890-04136	<p>Compression gauge Adapter</p> <p>These tools are used to measure engine compression.</p>	
90890-03112 YU-3112	<p>Pocket tester</p> <p>This tool is used to check the electrical system.</p>	
Oil pressure gauge 90890-03153 YU-03153 Adapter 90890-03139	<p>Oil pressure gauge Adapter</p> <p>These tools are used to measure engine oil pressure.</p>	
90890-03176 YM-03176	<p>Fuel pressure adapter</p> <p>This tool is needed to measure fuel pressure.</p>	
90890-03153 YU-03153	<p>Pressure gauge</p> <p>This tool used is to measure fuel pressure.</p>	
90890-04044 YM-04044	<p>Piston ring compressor</p> <p>This tool is used to compress piston rings when installing the cylinder.</p>	
Valve spring compressor 90890-04019 YM-04019 Attachment 90890-04108 YM-01253	<p>Valve spring compressor Attachment</p> <p>These tools are used to remove or install the valve assemblies.</p>	

## SPECIAL TOOLS

**GEN  
INFO**



Tool No.	Tool name/Function	Illustration
Middle driven shaft bearing driver 90890-04058 YM-4058 Mechanical seal installer 90890-04078 YM-33221	Middle driven shaft bearing driver Mechanical seal installer  These tools are used to install the water pump seal.	
90890-04086 YM-91042	Clutch holding tool  This tool is used to hold the clutch boss when removing or installing the clutch boss nut.	
90890-04101	Valve lapper  This tool is needed to remove and install the valve lifter.	
90890-04111	Valve guide remover (φ4)  This tool is used to remove or install the valve guides.	
90890-04112	Valve guide installer (φ4)  This tool is used to install the valve guides.	
90890-04113 YM-04113	Valve guide reamer (φ4)  This tool is used to rebores the new valve guides.	
90890-06754 YM-34487	Ignition checker  This tool is used to check the ignition system components.	
90890-06756 YB-35956	Vacuum/pressure pump gauge set  This tool used to measure the vacuum pressure.	
90890-85505 ACC-11001-05-01	Yamaha bond No. 1215  This bond is used to seal two mating surfaces (e.g., crankcase mating surfaces).	





**S P E E C**

**2**

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## CHAPTER 2 SPECIFICATIONS

<b>GENERAL SPECIFICATIONS</b> .....	2-1
<b>ENGINE SPECIFICATIONS</b> .....	2-2
<b>CHASSIS SPECIFICATIONS</b> .....	2-10
<b>ELECTRICAL SPECIFICATIONS</b> .....	2-14
<b>CONVERSION TABLE</b> .....	2-17
<b>GENERAL TIGHTENING TORQUE SPECIFICATIONS</b> .....	2-17
<b>TIGHTENING TORQUES</b> .....	2-18
ENGINE TIGHTENING TORQUES .....	2-18
CHASSIS TIGHTENING TORQUES .....	2-21
<b>LUBRICATION POINTS AND LUBRICANT TYPES</b> .....	2-23
ENGINE .....	2-23
CHASSIS .....	2-24
<b>COOLING SYSTEM DIAGRAMS</b> .....	2-25
<b>ENGINE OIL LUBRICATION CHART</b> .....	2-29
<b>LUBRICATION DIAGRAMS</b> .....	2-30
<b>CABLE ROUTING</b> .....	2-36





## SPECIFICATIONS

### GENERAL SPECIFICATIONS

Item	Standard	Limit
<b>Model code</b>	5VX1 (EUR), 5VX2 (AUS)	•••
<b>Dimensions</b>		
Overall length	2,095 mm (82.5 in)	•••
Overall width	750 mm (29.5 in)	•••
Overall height	1,215 mm (47.8 in)	•••
Seat height	795 mm (31.3 in)	•••
Wheelbase	1,440 mm (56.7 in)	•••
Minimum ground clearance	145 mm (5.71 in)	•••
Minimum turning radius	2,800 mm (110.2 in)	•••
<b>Weight</b>		
Wet (with oil and a full fuel tank)	207 kg (456 lb)	•••
Maximum load (except motorcycle)	190 kg (419 lb)	•••



ENGINE SPECIFICATIONS

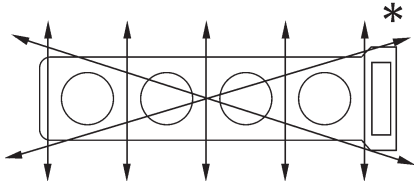
Item	Standard	Limit
<b>Engine</b> Engine type Displacement Cylinder arrangement Bore × stroke Compression ratio Engine idling speed Vacuum pressure at engine idling speed Standard compression pressure (at sea level)	Liquid-cooled, 4-stroke, DOHC 600 cm <sup>3</sup> (36.61 cu.in) Forward-inclined parallel 4-cylinder 65.5 × 44.5 mm (2.58 × 1.75 in) 12.2 : 1 1,250 ~ 1,350 r/min 29 kPa (218 mmHg, 8.6 inHg) 1,550 kPa (15.50 kg/cm <sup>2</sup> , 15.50 bar, 220.46 psi) at 400 r/min	... ... ... ... ... ... ...
<b>Fuel</b> Recommended fuel Fuel tank capacity Total (including reserve) Reserve only	Regular unleaded gasoline only 19.4 L (4.25 Imp gal, 5.1 US gal) 3.6 L (0.79 Imp gal, 0.9 US gal)	... ... ...
<b>Engine oil</b> Lubrication system Recommended oil <p style="text-align: right; font-size: small;">11750703</p> Quantity Total amount Without oil filter cartridge replacement With oil filter cartridge replacement Oil pressure  Engine oil temperature Relief valve opening pressure	Wet sump  Refer to the chart for the engine oil grade  3.4 L (2.99 Imp qt, 3.59 US qt) 2.5 L (2.20 Imp qt, 2.64 US qt) 2.8 L (2.47 Imp qt, 2.96 US qt) 240 kPa at 6,600 r/min (2.4 kg/cm <sup>2</sup> at 6,600 r/min) (2.4 bar at 6,600 r/min) (34.1 psi at 6,600 r/min) 96°C (205°F) 450 ~ 550 kPa (4.5 ~ 5.5 kg/cm <sup>2</sup> , 4.5 ~ 5.5 bar, 65.3 ~ 79.8 psi)	...   ... ... ... ... ...



## ENGINE SPECIFICATIONS

**SPEC**



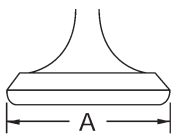
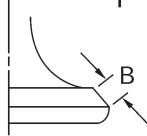
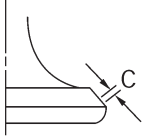
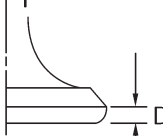
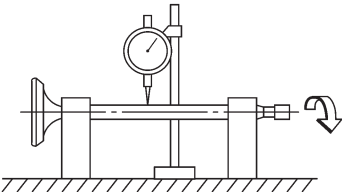
Item	Standard	Limit
<b>Oil filter</b> Oil filter type Bypass valve opening pressure	Formed 80 ~ 120 kPa (0.8 ~ 1.2 kg/cm <sup>2</sup> , 0.8 ~ 1.2 bar, 11.6 ~ 17.4 psi)	... ...
<b>Oil pump</b> Oil pump type Inner-rotor-to-outer-rotor-tip clearance Outer-rotor-to-oil-pump-housing clearance	Trochoid 0.03 ~ 0.09 mm (0.0012 ~ 0.0035 in) 0.03 ~ 0.08 mm (0.0012 ~ 0.0032 in)	... 0.15 mm (0.0059 in) 0.15 mm (0.0059 in)
<b>Cooling system</b> Radiator capacity Radiator cap opening pressure  Radiator core Width Height Depth Coolant reservoir Capacity Water pump Water pump type Reduction ratio Max. impeller shaft tilt	2.0 L (1.76 Imp pt, 2.11 US qt) 93.3 ~ 122.7 kPa (0.93 ~ 1.23 kg/cm <sup>2</sup> , 0.93 ~ 1.23 bar, 13.5 ~ 17.8 psi)  300 mm (11.81 in) 188 mm (7.4 in) 24 mm (0.94 in) 0.27 L (0.24 Imp qt, 0.29 US qt)  Single suction centrifugal pump 86/44 × 31/31 (1.955) ...	...  ... ... ... ... ... ... 0.15 mm (0.006 in)
<b>Starting system type</b>	Electric starter	
<b>Spark plugs</b> Model (manufacturer) × quantity Spark plug gap	CR9EK (NGK) × 4 0.6 ~ 0.7 mm (0.0236 ~ 0.0276 in)	... ...
<b>Cylinder head</b> Volume Max. warpage  	10.3 ~ 10.9 cm <sup>3</sup> (0.63 ~ 0.67 cu.in) ...	... 0.05 mm (0.002 in)



# ENGINE SPECIFICATIONS

**SPEC**



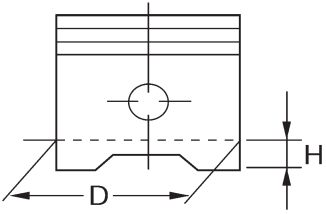
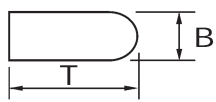
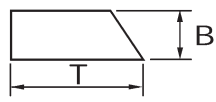
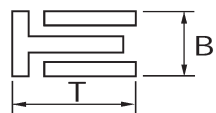
Item	Standard	Limit
<b>Timing chain</b>		
Model/number of links	92RH2015/120	•••
Tensioning system	Automatic	•••
<b>Valves, valve seats, valve guides</b>		
Valve clearance (cold)		
Intake	0.13 ~ 0.20 mm (0.0051 ~ 0.0079 in)	•••
Exhaust	0.23 ~ 0.30 mm (0.0091 ~ 0.0118 in)	•••
Valve dimensions		
		
		
Head Diameter	Face Width	Seat Width
Margin Thickness		
Valve head diameter A		
Intake	24.9 ~ 25.1 mm (0.9803 ~ 0.9882 in)	•••
Exhaust	21.9 ~ 22.1 mm (0.8622 ~ 0.8701 in)	•••
Valve face width B		
Intake	1.14 ~ 1.98 mm (0.0449 ~ 0.0780 in)	•••
Exhaust	1.14 ~ 1.98 mm (0.0449 ~ 0.0780 in)	•••
Valve seat width C		
Intake	0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in)	1.6 mm (0.06 in)
Exhaust	0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in)	1.6 mm (0.06 in)
Valve margin thickness D		
Intake	0.6 ~ 0.8 mm (0.0236 ~ 0.0315 in)	0.5 mm (0.02 in)
Exhaust	0.6 ~ 0.8 mm (0.0236 ~ 0.0315 in)	0.5 mm (0.02 in)
Valve stem diameter		
Intake	3.975 ~ 3.990 mm (0.1565 ~ 0.1571 in)	3.95 mm (0.1555 in)
Exhaust	3.960 ~ 3.975 mm (0.1559 ~ 0.1565 in)	3.935 mm (0.1549 in)
Valve guide inside diameter		
Intake	4.000 ~ 4.012 mm (0.1575 ~ 0.1580 in)	4.042 mm (0.1591 in)
Exhaust	4.000 ~ 4.012 mm (0.1575 ~ 0.1580 in)	4.042 mm (0.1591 in)
Valve-stem-to-valve-guide clearance		
Intake	0.010 ~ 0.037 mm (0.0004 ~ 0.0015 in)	0.08 mm (0.0031 in)
Exhaust	0.025 ~ 0.052 mm (0.0010 ~ 0.0020 in)	0.10 mm (0.0039 in)
Valve stem runout	•••	0.04 mm (0.0016 in)
		
Valve seat width		
Intake	0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in)	1.6 mm (0.06 in)
Exhaust	0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in)	1.6 mm (0.06 in)

## ENGINE SPECIFICATIONS

**SPEC**


Item	Standard	Limit
<b>Valve springs</b>		
Free length		
Intake (inner)	37.0 mm (1.46 in)	35.2 mm (1.39 in)
(outer)	38.4 mm (1.51 in)	36.5 mm (1.44 in)
Exhaust	41.8 mm (1.65 in)	39.7 mm (1.56 in)
Installed length (valve closed)		
Intake (inner)	30 mm (1.18 in)	•••
(outer)	32.5 mm (1.28 in)	•••
Exhaust	36.1 mm (1.42 in)	•••
Compressed spring force (installed)		
Intake (inner)	69.0 ~ 79.0 N (7.03 ~ 8.05 kg, 15.50 ~ 17.75 lb)	•••
(outer)	114.0 ~ 132.0 N (11.62 ~ 13.46 kg, 25.63 ~ 29.67 lb)	•••
Exhaust	160 ~ 184 N (16.32 ~ 18.76 kg, 35.97 ~ 41.36 lb)	•••
Spring tilt		
Intake (inner)	•••	2.5°/1.6 mm (0.06 in)
(outer)	•••	2.5°/1.7 mm (0.07 in)
Exhaust	•••	2.5°/1.8 mm (0.07 in)
Winding direction (top view)		
Intake (inner)	Counter clockwise	•••
(outer)	Clockwise	•••
Exhaust	Clockwise	•••
<b>Cylinders</b>		
Cylinder arrangement	Forward-inclined, parallel 4-cylinder	•••
Bore × stroke	65.5 mm × 44.5 mm (2.58 × 1.75 in)	•••
Compression ratio	12.2 : 1	•••
Bore	65.50 ~ 65.51 mm (2.5787 ~ 2.5791 in)	•••
Max. out-of-round	•••	0.05 mm (0.002 in)

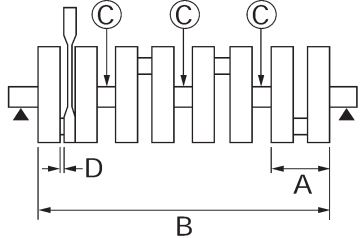


Item	Standard	Limit
<b>Piston</b>		
Piston-to-cylinder clearance	0.010 ~ 0.035 mm (0.0004 ~ 0.0014 in)	0.055 mm (0.0022 in)
Diameter D	65.475 ~ 65.490 mm (2.5778 ~ 2.5783 in)	•••
		
Height H	4 mm (0.16 in)	•••
Piston pin bore (in the piston) Diameter	16.002 ~ 16.013 mm (0.6300 ~ 0.6304 in)	16.043 mm (0.6316 in)
Offset	0.5 mm (0.0197 in)	•••
Offset direction	Intake side	•••
Piston pins Outside diameter	15.991 ~ 16.000 mm (0.6296 ~ 0.6299 in)	15.971 mm (0.6288 in)
Piston-pin-to-piston-pin-bore clearance	0.002 ~ 0.022 mm (0.0001 ~ 0.0009 in)	0.072 mm (0.0028 in)
Piston rings		
Top ring		
Ring type	Barrel	•••
Dimensions (B × T)	0.90 × 2.45 mm (0.04 × 0.10 in)	•••
End gap (installed)	0.25 ~ 0.35 mm (0.0098 ~ 0.0138 in)	0.60 mm (0.0236 in)
Ring side clearance	0.030 ~ 0.065 mm (0.0012 ~ 0.0026 in)	0.115 mm (0.0045 in)
2nd ring		
Ring type	Taper	•••
Dimensions (B × T)	0.8 × 2.5 mm (0.03 × 0.10 in)	•••
End gap (installed)	0.7 ~ 0.8 mm (0.0276 ~ 0.0315 in)	1.15 mm (0.0453 in)
Ring side clearance	0.030 ~ 0.065 mm (0.0012 ~ 0.0026 in)	0.125 mm (0.0049 in)
Oil ring		
Dimensions (B × T)	1.5 × 2.0 mm (0.06 × 0.08 in)	•••
End gap (installed)	0.10 ~ 0.35 mm (0.0039 ~ 0.0138 in)	•••

# ENGINE SPECIFICATIONS

**SPEC**



Item	Standard	Limit
<b>Connecting rods</b> Crankshaft-pin-to-big-end-bearing clearance Bearing color code	0.028 ~ 0.052 mm (0.0011 ~ 0.0020 in) 1 = Blue 2 = Black 3 = Brown 4 = Green	0.08 mm (0.0032 in) ...
<b>Crankshaft</b>  Width A Width B Max. runout C Big end side clearance D Big end radial clearance Small end free play Crankshaft-journal-to-crankshaft-journal-bearing clearance Bearing color code	51.85 ~ 52.55 mm (2.04 ~ 2.06 in) 268.8 ~ 270.0 mm (10.58 ~ 10.63 in) ... 0.160 ~ 0.262 mm (0.0063 ~ 0.0103 in) 0.038 ~ 0.062 mm (0.0015 ~ 0.0024 in) 0.32 ~ 0.50 mm (0.01 ~ 0.02 in) 0.028 ~ 0.052 mm (0.0011 ~ 0.0020 in) 0 = White 1 = Blue 2 = Black 3 = Brown 4 = Green	... ... 0.03 mm (0.0012 in) ... ... ... 0.10 mm (0.0039 in) ...
<b>Clutch</b> Clutch type Clutch release method Clutch release method operation Operation Clutch cable free play (at the end of the clutch lever) Friction plates Color code Thickness Plate quantity Color code Thickness Plate quantity Clutch plates Thickness Plate quantity Max. warpage Thickness Plate quantity Max. warpage Clutch springs Free length Spring quantity	Wet, multiple disc Outer pull, rack and pinion pull Cable operation Left-hand operation 10 ~ 15 mm (0.39 ~ 0.59 in) Brown 2.9 ~ 3.1 mm (0.114 ~ 0.122 in) 6 Purple 2.9 ~ 3.1 mm (0.114 ~ 0.122 in) 2 1.9 ~ 2.1 mm (0.07 ~ 0.08 in) 7 ... 2.2 ~ 2.4 mm (0.086 ~ 0.095 in) 1 ... 55 mm (2.17 in) 6	... ... ... ... ... ... ... 2.8 mm (0.110 in) ... ... 2.8 mm (0.110 in) ... ... ... 0.1 mm (0.0039 in) ... ... 0.1 mm (0.0039 in) ... 52.3 mm (2.06 in) ...

## ENGINE SPECIFICATIONS

**SPEC**


Item	Standard	Limit
<b>Transmission</b>		
Transmission type	Constant mesh, 6-speed	•••
Primary reduction system	Spur gear	•••
Primary reduction ratio	86/44 (1.955)	•••
Secondary reduction system	Chain drive	•••
Secondary reduction ratio	46/16 (2.875)	•••
Operation	Left-foot operation	•••
Gear ratios		
1st gear	37/13 (2.846)	•••
2nd gear	37/19 (1.947)	•••
3rd gear	28/18 (1.556)	•••
4th gear	32/24 (1.333)	•••
5th gear	25/21 (1.190)	•••
6th gear	26/24 (1.083)	•••
Max. main axle runout	•••	0.02 mm (0.0008 in)
Max. drive axle runout	•••	0.02 mm (0.0008 in)
<b>Shifting mechanism</b>		
Shift mechanism type	Shift drum/Guide bar	•••
Max. shift fork guide bar bending	•••	0.05 mm (0.002 in)
<b>Air filter type</b>		
	Oil-coated paper element	•••
<b>Fuel pump</b>		
Pump type	Electrical	•••
Model (manufacturer)	5VX (DENSO)	•••
Output pressure	250 kPa (2.5 kg/cm <sup>2</sup> , 2.5 bar, 36.3 psi)	•••
<b>Throttle position sensor</b>		
Resistance	4.0 ~ 6.0 kΩ at 20°C (68°F)	•••
Output voltage (at idle)	0.63 ~ 0.73 V (Adjusted by tachometer)	
<b>Throttle bodies</b>		
Model (manufacturer) × quantity	36EIDW (MIKUNI) × 2	•••
Intake vacuum pressure	29 kPa (218 mmHg, 8.5038 inHg)	•••
Throttle cable free play (at the flange of the throttle grip)	3 ~ 5 mm (0.12 ~ 0.20 in)	•••
ID mark	5VX1 00 (5VX1/5VX2)	•••
Throttle valve size	#50	•••

## CHASSIS SPECIFICATIONS

**SPEC**



### CHASSIS SPECIFICATIONS

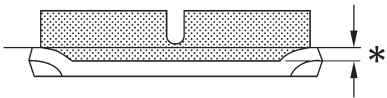
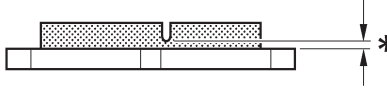
Item	Standard	Limit
<b>Frame</b>		
Frame type	Diamond	•••
Caster angle	25°	•••
Trail	97.5 mm (3.84 in)	•••
<b>Front wheel</b>		
Wheel type	Cast wheel	•••
Rim		
Size	17 M/C × MT3.50	•••
Material	Aluminum	•••
Wheel travel	130 mm (5.12 in)	•••
Wheel runout		
Max. radial wheel runout	•••	1 mm (0.04 in)
Max. lateral wheel runout	•••	0.5 mm (0.02 in)
<b>Rear wheel</b>		
Wheel type	Cast wheel	•••
Rim		
Size	17 M/C × MT5.50	•••
Material	Aluminum	•••
Wheel travel	130 mm (5.12 in)	•••
Wheel runout		
Max. radial wheel runout	•••	1 mm (0.04 in)
Max. lateral wheel runout	•••	0.5 mm (0.02 in)
<b>Front tire</b>		
Tire type	Tubeless	•••
Size	120/70 ZR17 M/C (58W)	•••
Model (manufacturer)	BT020F GG (BRIDGESTONE) D252F (DUNLOP)	•••
Tire pressure (cold)		
0 ~ 90 kg (0 ~ 198 lb)	225 kPa (2.25 kgf/cm <sup>2</sup> , 2.25 bar, 33 psi)	•••
90 ~ 190 kg (198 ~ 419 lb)	250 kPa (2.5 kgf/cm <sup>2</sup> , 2.5 bar, 35.6 psi)	•••
High-speed riding	225 kPa (2.25 kgf/cm <sup>2</sup> , 2.25 bar, 33 psi)	•••
Min. tire tread depth	•••	1.6 mm (0.06 in)



## CHASSIS SPECIFICATIONS

**SPEC**



Item	Standard	Limit
<p><b>Rear tire</b></p> <p>Tire type Size Model (manufacturer)</p> <p>Tire pressure (cold) 0 ~ 90 kg (0 ~ 198 lb) 90 ~ 190 kg (198 ~ 419lb) High-speed riding Min. tire tread depth</p>	<p>Tubeless 180/55 ZR17 M/C (73W) BT020R GG (BRIDGESTONE) D252 (DUNLOP)</p> <p>250 kPa (2.5 kgf/cm<sup>2</sup>, 2.5 bar, 35.6 psi) 290 kPa (2.9 kgf/cm<sup>2</sup>, 2.9 bar, 41.3 psi) 250 kPa (2.5 kgf/cm<sup>2</sup>, 2.5 bar, 35.6 psi) •••</p>	<p>••• ••• ••• ••• ••• ••• ••• 1.6 mm (0.06 in)</p>
<p><b>Front brakes</b></p> <p>Brake type Operation Recommended fluid Brake discs Diameter × thickness Min. thickness</p> <p>Max. deflection</p> <p>Brake pad lining thickness</p>  <p>Master cylinder inside diameter Caliper cylinder inside diameter</p>	<p>Dual disc brake Right hand operation DOT 4</p> <p>298 × 5 mm (11.73 × 0.20 in) •••</p> <p>•••</p> <p>6.0 mm (0.24 in)</p> <p>16 mm (0.63 in) 30.2 mm and 25.4 mm (1.19 in and 1.00 in)</p>	<p>••• ••• ••• ••• 4.5 mm (0.18 in) 0.1 mm (0.004 in) 0.8 mm (0.03 in) ••• •••</p>
<p><b>Rear brake</b></p> <p>Brake type Operation Brake pedal position (below the bottom of the footrest bracket) Recommended fluid Brake discs Diameter × thickness Min. thickness</p> <p>Max. deflection</p> <p>Brake pad lining thickness</p>  <p>Master cylinder inside diameter Caliper cylinder inside diameter</p>	<p>Single disc brake Right foot operation 25.8 mm (1.02 in)</p> <p>DOT 4</p> <p>245 × 5 mm (9.65 × 0.20 in) •••</p> <p>•••</p> <p>6.0 mm (0.24 in)</p> <p>12.7 mm (0.5 in) 38.1 mm (1.5 in)</p>	<p>••• ••• ••• ••• ••• 4.5 mm (0.18 in) 0.15 mm (0.006 in) 1.0 mm (0.04 in) ••• •••</p>

## CHASSIS SPECIFICATIONS

**SPEC**



Item	Standard	Limit
<b>Front suspension</b>		
Suspension type	Telescopic fork	•••
Front fork type	Coil spring/oil damper	•••
Front fork travel	130 mm (5.12 in)	•••
Spring		
Free length	354.0 mm (13.94 in)	347 mm (13.66 in)
Spacer length	131.5 mm (5.18 in)	•••
Installed length	347.0 mm (13.66 in)	•••
Spring rate (K1)	7.4 N/mm (0.75 kg/mm, 42.25 lb/in)	•••
Spring rate (K2)	11.8 N/mm (1,20 kg/mm, 67.38 lb/in)	•••
Spring stroke (K1)	0 ~ 70 mm (0 ~ 2.76 in)	•••
Spring stroke (K2)	70 ~ 130 mm (2.76 ~ 5.12 in)	•••
Inner tube outer diameter	43 mm (1.69 in)	•••
Inner tube bending limit	•••	0.2 mm (0.01 in)
Optional spring available	No	•••
Fork oil		
Recommended oil	Suspension oil "01" or equivalent	•••
Quantity (each front fork leg)	0.467 L (0.41 Imp qt, 0.49 US qt)	•••
Level (from the top of the inner tube, with the inner tube fully compressed, and without the fork spring)	134 mm (5.28 in)	•••

## CHASSIS SPECIFICATIONS

**SPEC**



Item	Standard	Limit
<b>Steering</b>		
Steering bearing type	Angular bearing	•••
<b>Rear suspension</b>		
Suspension type	Swingarm (monocross)	•••
Rear shock absorber assembly type	Coil spring/gas-oil damper	•••
Rear shock absorber assembly travel	50 mm (1.97 in)	•••
Spring		
Free length	185.0 mm (7.28 in)	•••
Installed length	172.0 mm (6.77 in)	•••
Spring rate (K1)	127.4 N/mm (12.99 kg/mm, 727.45 lb/in)	•••
Spring stroke (K1)	0 ~ 50 mm (0.00 ~ 1.97 in)	•••
Optional spring available	No	•••
Standard spring preload gas/air pressure	1,200 kPa (12 kg/cm <sup>2</sup> , 12 bar, 170.7 psi)	•••
Spring preload adjusting positions		
Minimum	1	•••
Standard	3	•••
Maximum	7	•••
<b>Swingarm</b>		
Free play (at the end of the swingarm)		
Radial	•••	1.0 mm (0.04 in)
Axial	•••	1.0 mm (0.04 in)
<b>Drive chain</b>		
Model (manufacturer)	50V4 (DAIDO)	•••
Link quantity	118	•••
Drive chain slack	45 ~ 55 mm (1.77 ~ 2.17 in)	•••
Maximum ten-link section	•••	150.1 mm (5.91 in)



## ELECTRICAL SPECIFICATIONS

Item	Standard	Limit
<b>System voltage</b>	12 V	...
<b>Ignition system</b>		
Ignition system type	DC. T.C.I.	...
Ignition timing	5° BTDC at 1,300 r/min	...
Advancer type	Digital	...
Crankshaft position sensor resistance/color	248 ~ 372 Ω at 20°C (68°F)/Gy-B	...
T.C.I. unit model (manufacturer)	F8T811 (MITSUBISHI)	...
<b>Ignition coils</b>		
Model (manufacturer)	JO383 (DENSO)	...
Minimum ignition spark gap	6 mm (0.24 in)	...
Primary coil resistance	1.53 ~ 2.07 Ω at 20°C (68°F)	...
Secondary coil resistance	12.0 ~ 18.0 kΩ at 20°C (68°F)	...
<b>Spark plug cap</b>		
Material	Resin	...
Resistance	10.0 kΩ at 20°C (68°F)	...
<b>Charging system</b>		
System type	A.C. magneto	...
Model (manufacturer)	F5VX (MORIC)	...
Normal output	14 V/310 W at 5,000 r/min	...
Stator coil resistance/color	0.22 ~ 0.34 Ω at 20°C (68°F)/W-W	...
<b>Rectifier/regulator</b>		
Regulator type	Semi conductor short circuit	...
Model (manufacture)	SH719AA (SHINDENGEN)	...
No-load regulated voltage	14.1 ~ 14.9 V	...
Rectifier capacity	18 A	...
Withstand voltage	240 V	...
<b>Battery</b>		
Battery type	GT12B-4	...
Battery voltage/capacity	12 V/10 Ah	...
Specific gravity	1.320	...
Manufacturer	GS	...
Ten hour rate amperage	1.0 A	...
<b>Headlight type</b>	Halogen bulb	
<b>Bulbs (voltage/wattage × quantity)</b>		
Headlight	12V 60 W/55 W × 1	...
	12 V 55 W × 1	...
Auxiliary light	12 V 5 W × 2	...
Tail/brake light	12 V 5 W/21 W	...
Turn signal light	12 V 10 W × 4	...
Licence light	12 V 5 W × 1	...
Meter light	EL	...

## ELECTRICAL SPECIFICATIONS

**SPEC**


Item	Standard	Limit
<b>Indicator light</b> <b>(voltage/wattage × quantity)</b> Neutral indicator light High beam indicator light Oil level warning light Turn signal indicator light Engine trouble warning light Immobilizer indicator light	LED × 1 LED × 1 LED × 1 LED × 2 LED × 1 LED × 1	... ... ... ... ... ...
<b>Electric starting system</b> System type Starter motor Model (manufacturer) Power output Brushes Overall length Spring force Armature coil resistance Commutator diameter Mica undercut	Constant mesh SM-14 (MITSUBA) 0.6 kW 10 mm (0.39 in) 7.16 ~ 9.52 N (730 ~ 971 g, 25.77 ~ 34.27 oz) 0.0012 ~ 0.0022 Ω at 20°C (68°F) 28 mm (1.1 in) 0.7 mm (0.03 in)	... ... ... 3.5 mm (0.14 in) ... ... 27 mm (1.06 in) ...
<b>Starter relay</b> Model (manufacturer) Amperage Coil resistance	MS5F-441 (JIDECO) 180 A 4.18 ~ 4.62 Ω at 20°C (68°F)	... ... ...
<b>Horn</b> Horn type Model (manufacturer) × quantity Max. amperage Performance Coil resistance	Plain HF-12 (NIKKO) × 1 3 A 105 ~ 118 db/2 m 1.01 ~ 1.11 Ω at 20°C (68°F)	... ... ... ... ...
<b>Turn signal relay</b> Relay type Model (manufacturer) Self-cancelling device built-in Turn signal blinking frequency Wattage	Full transistor FE218BH (DENSO) No 75 ~ 95 cycles/min. 10 W × 2 + 3.4 W	... ... ... ... ...
<b>Oil level switch</b> Model (manufacturer)	5VX (SOMIC ISHIKAWA)	...

## ELECTRICAL SPECIFICATIONS

**SPEC**



Item	Standard	Limit
<b>Fuses (amperage × quantity)</b>		
Main fuse	30 A × 1	...
Fuel injection system fuse	10 A × 1	...
Headlight fuse	20 A × 1	...
Signaling system fuse	10 A × 1	...
Ignition fuse	10 A × 1	...
Radiator fan motor fuse	20 A × 1	...
Backup fuse (odometer and clock)	10 A × 1	...
Parking light fuse	10 A × 1	...
Reserve fuse	30 A, 20 A, 10 A	...
<b>Fuel level sender</b>		
Model (manufacture)	5VX (DENSO)	...
Sender unit resistance-full	20 ~ 26 Ω	...
Sender unit resistance-empty	134 ~ 140 Ω	...
<b>Starting circuit cut-off relay</b>		
Model (manufacture)	G8R-30Y-S (OMRON)	...
Coil resistance	162 ~ 198 Ω	...
<b>Headlight relay, Radiator fan motor relay</b>		
Model (manufacture)	ACM33211M05 (MATSUSHITA)	...
Coil resistance	86.4 ~ 105.6 Ω	...
<b>Fuel injection system relay</b>		
Model (manufacture)	G8R-30Y-R (OMRON)	...
Coil resistance	162 ~ 198 Ω	...
<b>Water temperature sensor</b>		
Model (manufacture)	K003T20191 (MITSUBISHI)	...
Resistance	0.290 ~ 0.354 Ω at 80°C (176°F)	...

# CONVERSION TABLE/ GENERAL TIGHTENING TORQUE SPECIFICATIONS



EAS00028

## CONVERSION TABLE

All specification data in this manual are listed in SI and METRIC UNITS. Use this table to convert METRIC unit data to IMPERIAL unit data.  
Ex.

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

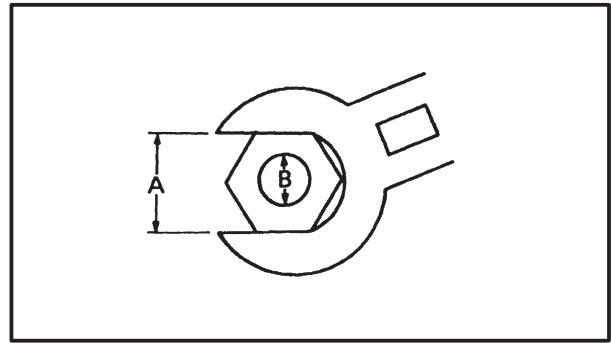
## CONVERSION TABLE

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

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 crisscross pattern and progressive stages until the specified tightening torque is reached. Unless otherwise specified, tightening torque specifications require clean, dry threads. Components should be at room temperature.



A: Distance between flats  
B: Outside thread diameter

A (nut)	B (bolt)	General tightening torques		
		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

**SPEC**



### TIGHTENING TORQUES ENGINE TIGHTENING TORQUES

Item	Fastener	Thread size	Q'ty	Tightening torque			Remarks
				Nm	m•kg	ft•lb	
Spark plugs	–	M10	4	18	1.8	13	
Cylinder head	Bolt	M10	10	1st 19	1.9	14	
				2nd 50	5.0	36	
Camshaft caps	Bolt	M6	2	12	1.2	8.7	
Cylinder head cover	Bolt	M6	20	10	1.0	7.2	
Camshaft cap oil check bolt	Bolt	M6	6	12	1.2	8.7	
Camshaft cap oil check bolt	Bolt	M8	1	20	2.0	15	
Air indication system reed valve cover	Bolt	M6	4	10	1.0	7.2	Yamaha bond No.1215
Air-cut valve stay	Bolt	M6	1	10	1.0	7.2	
Camshaft sprockets	Bolt	M7	4	20	2.0	15	
Connecting rod caps	Nut	M7	8	15 + 150°	15 + 150°	15 + 150°	
Generator rotor	Bolt	M12	1	75	7.5	54	
Timing chain tensioner	Bolt	M6	2	12	1.2	8.7	
Timing chain tensioner cap bolt	Bolt	M6	1	7.0	0.7	5.1	
Thermostat cover	Bolt	M6	2	12	1.2	8.7	
Coolant hose joint	Bolt	M6	2	10	1.0	7.2	
Water pump cover	Bolt	M6	2	10	1.0	7.2	
Water pump	Bolt	M6	2	12	1.2	8.7	
Thermo sensor	Bolt	M12	1	18	1.8	13	
Coolant hose drain bolt (water pump)	Bolt	M6	1	10	1.0	7.2	
Radiator and frame	Bolt	M6	2	7.0	0.7	5.1	
Radiator stay and crankcase	Bolt	M6	1	10	1.0	7.2	
Oil pump cover	Bolt	M6	3	12	1.2	8.7	
Oil pump	Bolt	M6	3	12	1.2	8.7	
Oil pan	Bolt	M6	12	12	1.2	8.7	
Oil pan (center)	Bolt	M6	1	12	1.2	8.7	
Oil cooler	Bolt	M20	1	63	6.3	46	
Engine oil drain bolt	Bolt	M14	1	43	4.3	31	
Oil filter union bolt	Bolt	M20	1	70	7.0	51	
Oil filter	–	M20	1	17	1.7	12	
Oil pump chain guide	Bolt	M6	2	12	1.2	8.7	
Oil pipe	Bolt	M6	2	12	1.2	8.7	
Throttle body joint	Bolt	M6	8	10	1.0	7.2	
Air filter case cover	Screw	M5	6	1.2	0.12	0.9	
Throttle body and throttle body joint	Clamp	M4	4	3.0	0.3	2.2	
Throttle body and air filter case	Clamp	M5	4	3.0	0.3	2.2	
Exhaust pipe and cylinder head	Nut	M8	8	20	2.0	15	
Exhaust pipe and exhaust pipe stay	Bolt	M8	1	20	2.0	15	
Catalyst pipe and catalyst pipe stay	Bolt	M8	1	20	2.0	15	
Muffler joint	Bolt	M8	1	20	2.0	15	See NOTE 1
Catalyst joint	Bolt	M8	1	20	2.0	15	See NOTE 1
Exhaust stay and frame	Bolt	M8	1	34	3.4	25	
Catalyst pipe stay and frame	Bolt	M8	1	20	2.0	15	
Muffler stay and frame	Bolt	M8	2	20	2.0	15	



## TIGHTENING TORQUES

**SPEC**



Item	Fastener	Thread size	Q'ty	Tightening torque			Remarks
				Nm	m•kg	ft•lb	
Crankcase (main journal)	Bolt	M8	10	See NOTE 2			
Crankcase	Bolt	M6	2	14	1.4	1.0	
Crankcase	Bolt	M6	13	12	1.2	8.7	
Crankcase	Bolt	M8	2	24	2.4	17	
Generator rotor cover	Bolt	M6	9	12	1.2	8.7	
Clutch cover	Bolt	M6	7	12	1.2	8.7	
Clutch cover	Bolt	M6	1	12	1.2	8.7	Yamaha bond No.1215
Pickup coil rotor cover	Bolt	M6	7	12	1.2	8.7	
Clutch cable holder	Bolt	M6	2	12	1.2	8.7	
Pickup coil rotor cover	Bolt	M8	1	15	1.5	11	
Shift shaft cover	Bolt	M6	6	12	1.2	8.7	
Breather plate	Screw	M6	3	12	1.2	8.7	
Stator coil	Screw	M6	3	10	1.0	7.2	
Pickup rotor cover and clamp	Screw	M6	1	7.0	0.7	5.1	
Drive sprocket cover	Bolt	M6	3	10	1.0	7.2	
Oil gallery bolt	–	M16	2	8	0.8	5.8	
Generator rotor cover and stator coil lead clamp	Screw	M6	1	10	1.0	7.2	
Breather hose cover	Bolt	M6	4	12	1.2	8.7	
Oil pipe	Bolt	M6	2	12	1.2	8.7	
Crankshaft position sensor	Bolt	M6	2	10	1.0	7.2	
Starter clutch	Screw	M8	3	32	3.2	23	
Starter motor cover bolt	Bolt	M6	2	3.4	0.34	2.5	
Clutch pressure plate	Screw	M6	6	8.0	0.8	5.8	
Clutch boss	Nut	M20	1	90	9.0	65	Use a lock washer
Drive sprocket	Nut	M18	1	90	9.0	65	Use a lock washer
Transmission bearing housing	Screw	M6	3	12	1.2	8.7	
Shift drum retainer	Bolt	M6	2	10	1.0	7.2	
Shift shaft spring stopper	Screw	M8	1	22	2.2	16	
Shift rod	Nut	M6	1	7	0.7	5.1	Left thread
Shift rod	Nut	M6	1	7	0.7	5.1	
Shift rod joint	Bolt	M6	1	10	1.0	7.2	
Shift arm	Bolt	M6	1	10	1.0	7.2	
Pickup coil rotor	Bolt	M8	1	35	3.5	25	
Starter motor	Bolt	M6	2	10	1.0	7.2	
Neutral switch	–	M10	1	20	2.0	14	
Oil level switch	Bolt	M6	2	10	1.0	7.2	
Speed sensor	Bolt	M6	1	10	1.0	7.2	

**NOTE 1:** \_\_\_\_\_

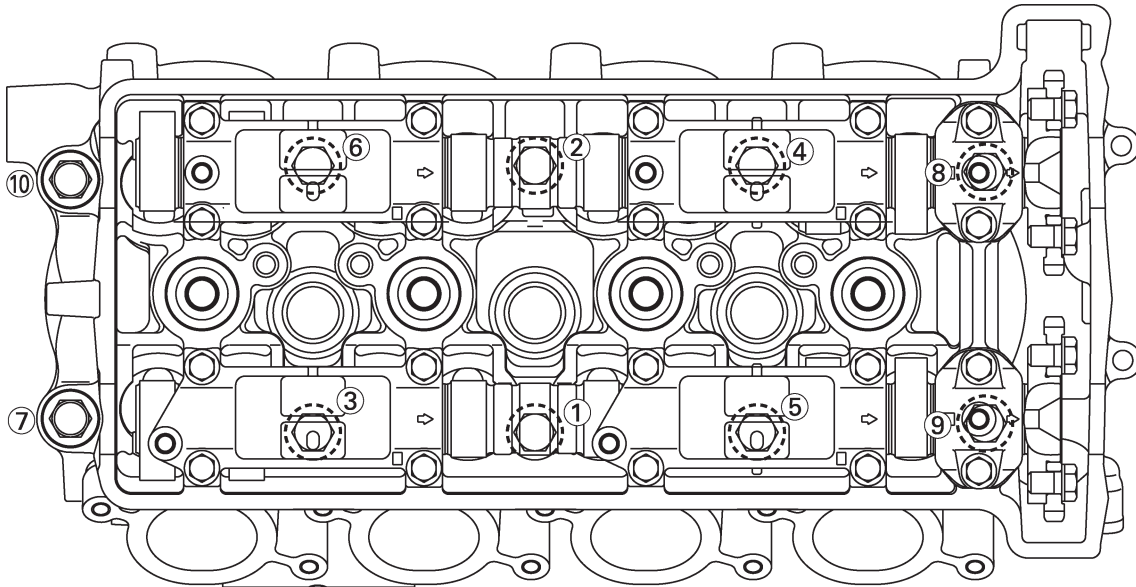
Retighten the bolt at 1000 km (600 ml).

**NOTE 2:** \_\_\_\_\_

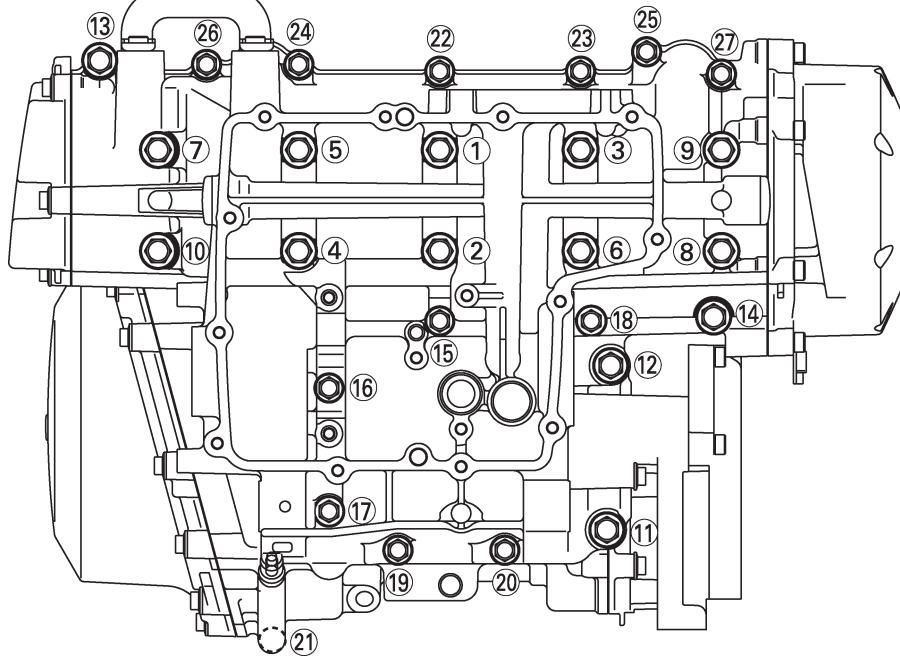
1. First, tighten the bolts to approximately 12 Nm (1.2 m•kg, 8.7 ft•lb) with a torque wrench.  
(Following the tightening order)
2. Retighten the bolts 25 Nm (2.5 m•kg, 18 ft•lb) with a torque wrench.
3. Loosen the all bolts one by one following the tightening order and then tighten them to 27 Nm (2.7 m•kg, 20 ft•lb) again.



Cylinder head tightening sequence:



Crankcase tightening sequence.



## TIGHTENING TORQUES

**SPEC**



### CHASSIS TIGHTENING TORQUES

Item	Thread size	Tightening			Remarks
		Nm	m•kg	ft•lb	
Upper bracket pinch blot	M8	30	3.0	22	See NOTE 1
Steering stem nut	M22	110	11	80	
Upper bracket and upper handlebar holder	M8	23	2.3	17	
Under bracket pinch blot	–	30	3.0	22	
Lower ring nut	M25	18	1.8	13	
Front fork cap bolt	M35	24	2.4	17	
Damper rod assembly bolt	M10	23	2.3	17	
Pinch bolt (front wheel axle)	M8	23	2.3	17	
Front brake master cylinder and master cylinder bracket	M6	10	1.0	7.2	
Front brake master cylinder cap screw	M4	2	0.2	1.4	
Front brake hose union blot	M10	30	3.0	22	
Front brake hose holder and front fork	M6	10	1.0	7.2	
Front cowling stay and frame	M8	33	3.3	24	
Front cowling bracket and frame	M6	7	0.7	5.1	
Front fender and front fork	M6	6	0.6	4.3	
Clutch lever holder pinch bolt	M6	11	1.1	8.0	See NOTE 2
Engine mount bolts (left of front side)	M10	55	5.5	40	
Engine mount bolts (left of rear side)	M10	55	5.5	40	
Engine mount bolts (right of front side)	M10	55	5.5	40	
Engine mount self locking nut (upper)	M10	55	5.5	40	
Engine mount self locking nut (lower)	M10	55	5.5	40	
Pivot shaft and frame	M18	120	12	87	
Rear shock absorber and frame	M10	40	4.0	29	
Rear shock absorber and rear arm	M10	40	4.0	29	
Seal guard and rear arm	M6	7	0.7	5.1	
Rear fender and rear arm	M6	7	0.7	5.1	
Rear brake hose holder and rear arm	M6	7	0.7	5.1	
Fuel tank bracket and frame	M6	7	0.7	5.1	
Fuel tank bracket and fuel tank	M6	7	0.7	5.1	
Fuel tank and rear frame	M6	7	0.7	5.1	
Fuel tank and fuel tank cap	M5	6	0.6	4.3	
Fuel pump and fuel tank	M5	4	0.4	2.9	
Ignition coil and battery box	M6	7	0.7	5.1	
Seat lock and frame	M6	7	0.7	5.1	
Rotor and mud guard	M6	3	0.3	2.2	
Licence plate light and flap	M5	4	0.4	2.9	
Rear reflector and flap	M5	4	0.4	2.9	
Flap and bracket 6	M6	7	0.7	5.1	
Bracket 6 and rear frame	M6	19	1.9	14	
Seat handle and tail/brake right unit	M6	3	0.3	2.2	
Rear fender cover and seat handle	M5	4	0.4	2.9	
Seat handle bolt	M8	23	2.3	17	
Muffler and rear fender	M6	7	0.7	5.1	
Side cover and rear frame	M6	10	1.0	7.2	
Rear mud guard and rear frame	M6	7	0.7	5.1	

## TIGHTENING TORQUES

**SPEC**



Item	Thread size	Tightening			Remarks
		Nm	m•kg	ft•lb	
Engine stop switch and frame	M4	2	0.2	1.4	
Coolant reserver tank bracket and stay 1, 2	M6	10	1.0	7.2	
Stay 1, 2 and frame	M6	10	1.0	7.2	
Coolant reserver tank bracket and coolant reserver tank	M6	4	0.4	2.9	
Front wheel axle shaft and bolt	M18	72	7.2	52	
Front wheel axle pinch bolt	M8	23	2.3	17	
Front brake caliper and front fork	M10	40	4.0	29	
Front brake disc and front wheel	M6	18	1.8	13	
Brake caliper bleed screw	M7	6	0.6	4.3	
Rear wheel axle nut	M24	120	12	87	
Rear brake disc and rear wheel	M8	30	3.0	22	
Rear brake caliper bolt front and rear brake caliper bracket	M8	27	2.7	20	
Rear brake caliper bolt rear and rear brake caliper bracket	M8	22	2.2	16	
Rear wheel sprocket and rear wheel drive hub	M10	100	10	72	
Chain adjusting bolt lock nut	M8	16	1.6	12	
Rear brake hose union bolt	M10	30	3.0	22	
Sidestand bolt lock nut	M10	46	4.6	33	
Sidestand bracket and frame	M10	63	6.3	46	
Sidestand switch screw	M5	4	0.4	2.9	
Footrest bracket and frame	M8	30	3.0	22	
Rear brake reserver tank and coolant reserver tank bracket	M6	3	0.3	2.2	
Rear master cylinder and footrest bracket	M8	23	2.3	17	
Mainstand and nut	M10	73	7.3	53	
Footrest and footrest bolt	M8	10	1.0	7.2	
Brake pedal and brake shaft	M6	8	0.8	5.8	

**NOTE 1:** \_\_\_\_\_

1. First, tighten the ring nut to approximately 52 Nm (5.2 m•kg, 38 ft•lb) with a torque wrench, then loosen the ring nut completely.
2. Retighten the lower ring nut to specification.

**NOTE 2:** \_\_\_\_\_

Refer to “INSTALLING THE ENGINE” in chapter 5.

## LUBRICATION POINTS AND LUBRICANT TYPES



EAS00031

### LUBRICATION POINTS AND LUBRICANT TYPES ENGINE

Lubrication point	Lubricant
Oil seal lips	
O-rings	
Bearings and bushes	
Crankshaft pins	
Piston surfaces	
Piston pins	
Connecting rod bolts	
Crankshaft journals	
Camshaft lobes	
Camshaft journals	
Valve stems (intake and exhaust)	
Valve stem ends (intake and exhaust)	
Valve lifter surface	
Piston cooler (O-ring)	
Oil pump rotors (inner and outer)	
Oil pump housing	
Oil strainer	
Clutch (pull rod)	
Starter clutch idle gear inner surface	
Starter clutch assembly	
Primary driven gear	
Transmission gears (wheel and pinion)	
Main axle and drive axle	
Shift drum	
Shift forks and shift fork guide bars	
Shift shaft	
Shift shaft boss	
Cylinder head cover mating surface	Yamaha bond No.1215
Cylinder head cover semicircular	Yamaha bond No.1215
Crankcase mating surface	Yamaha bond No.1215
Generator rotor cover (stator coil assembly lead grommet)	Yamaha bond No.1215
Pickup rotor cover (crankshaft position sensor lead grommet)	Yamaha bond No.1215

## LUBRICATION POINTS AND LUBRICANT TYPES



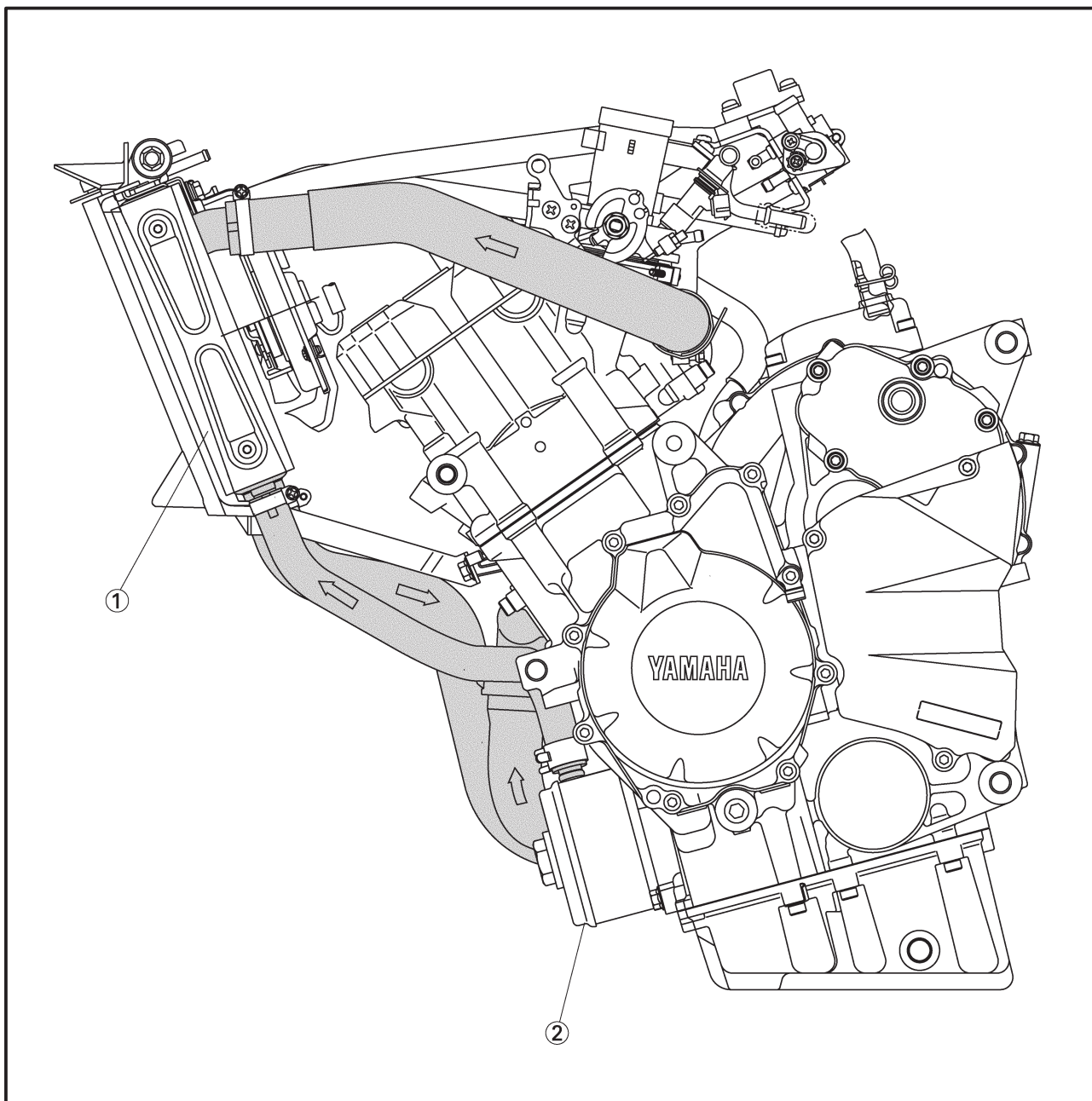
EAS00032

### CHASSIS

Lubrication point	Lubricant
Steering bearings and bearing races (upper and lower)	
Front wheel oil seal (right and left)	
Rear wheel oil seal	
Rear wheel drive hub oil seal	
Rear wheel drive hub mating surface	
Rear brake pedal shaft	
Sidestand pivoting point and metal-to-metal moving parts	
Link and sidestand switch contact point	
Throttle grip inner surface	
Brake lever pivoting point and metal-to-metal moving parts	
Clutch lever pivoting point and metal-to-metal moving parts	
Rear shock absorber collar	
Pivot shaft	
Swingarm pivot bearing	
Swingarm head pipe end, oil seal and bush	
Engine mount bolts (rear upper and lower)	
Shift pedal shaft	
Shift shaft joint	
Rear footrest ball and metal-to-metal moving parts	
Main stand metal-to-metal moving parts	

**COOLING SYSTEM DIAGRAMS**

- ① Radiator
- ② Oil cooler

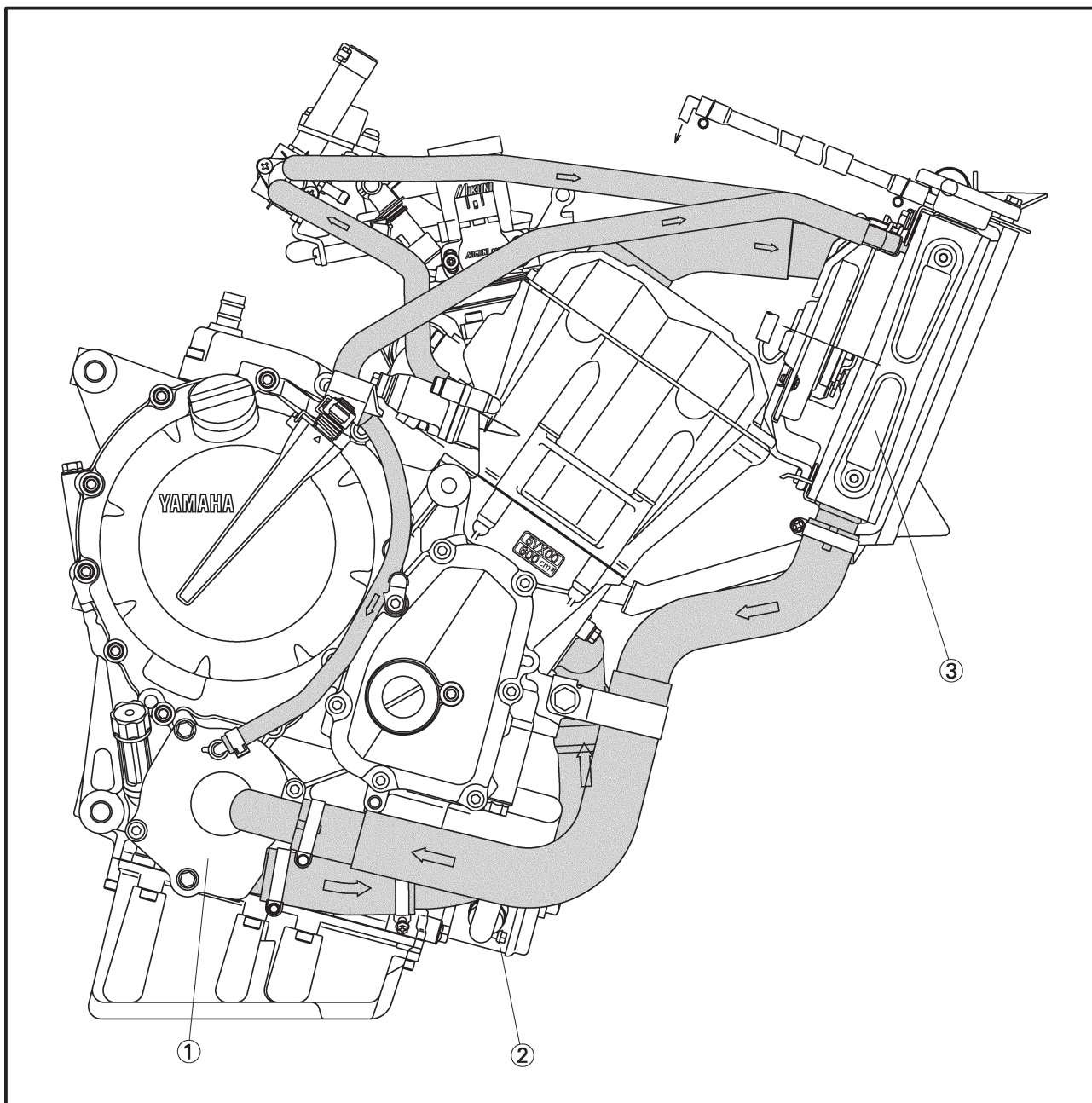




# COOLING SYSTEM DIAGRAMS

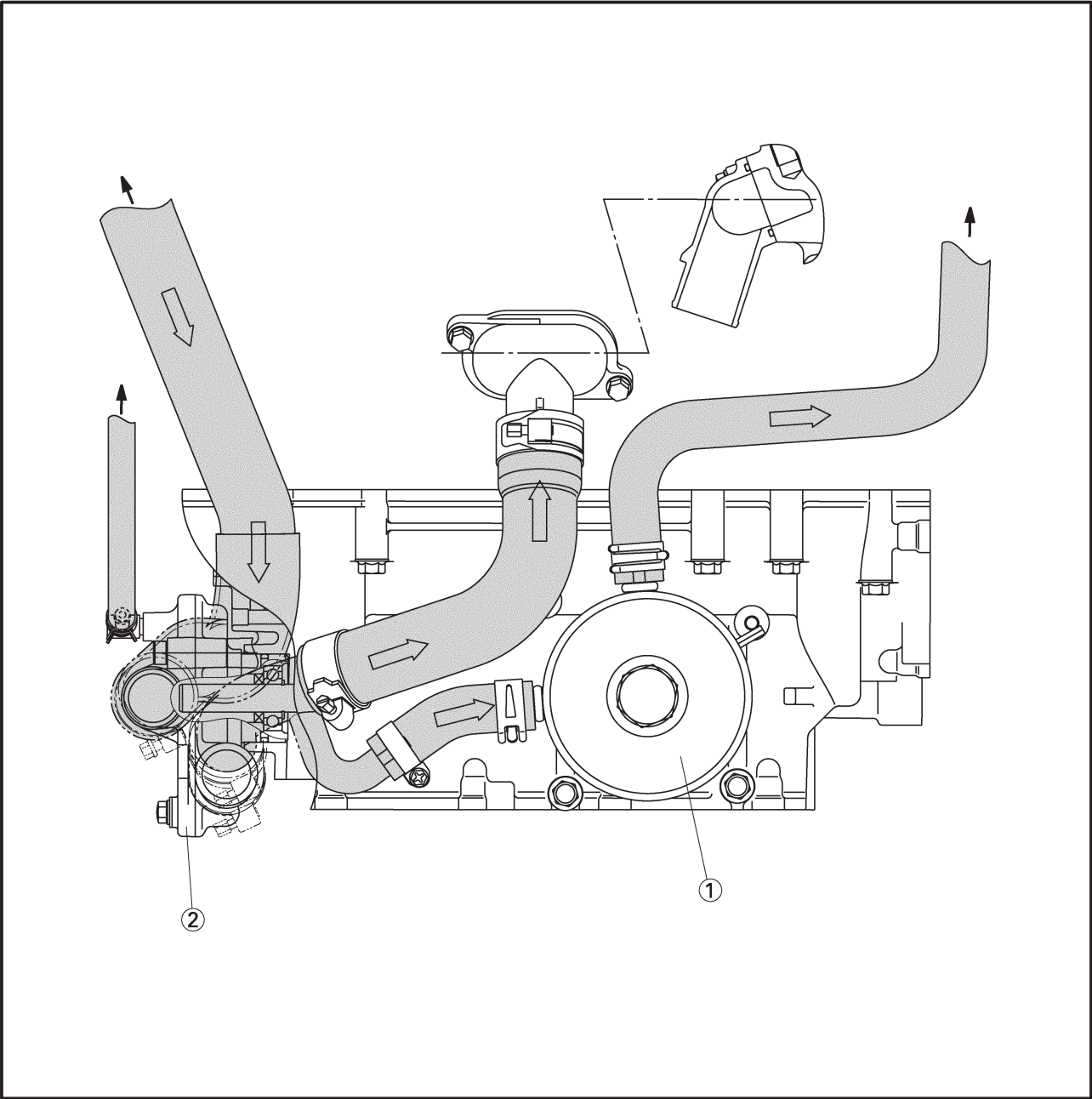


- ① Water pump
- ② Oil cooler
- ③ Radiator





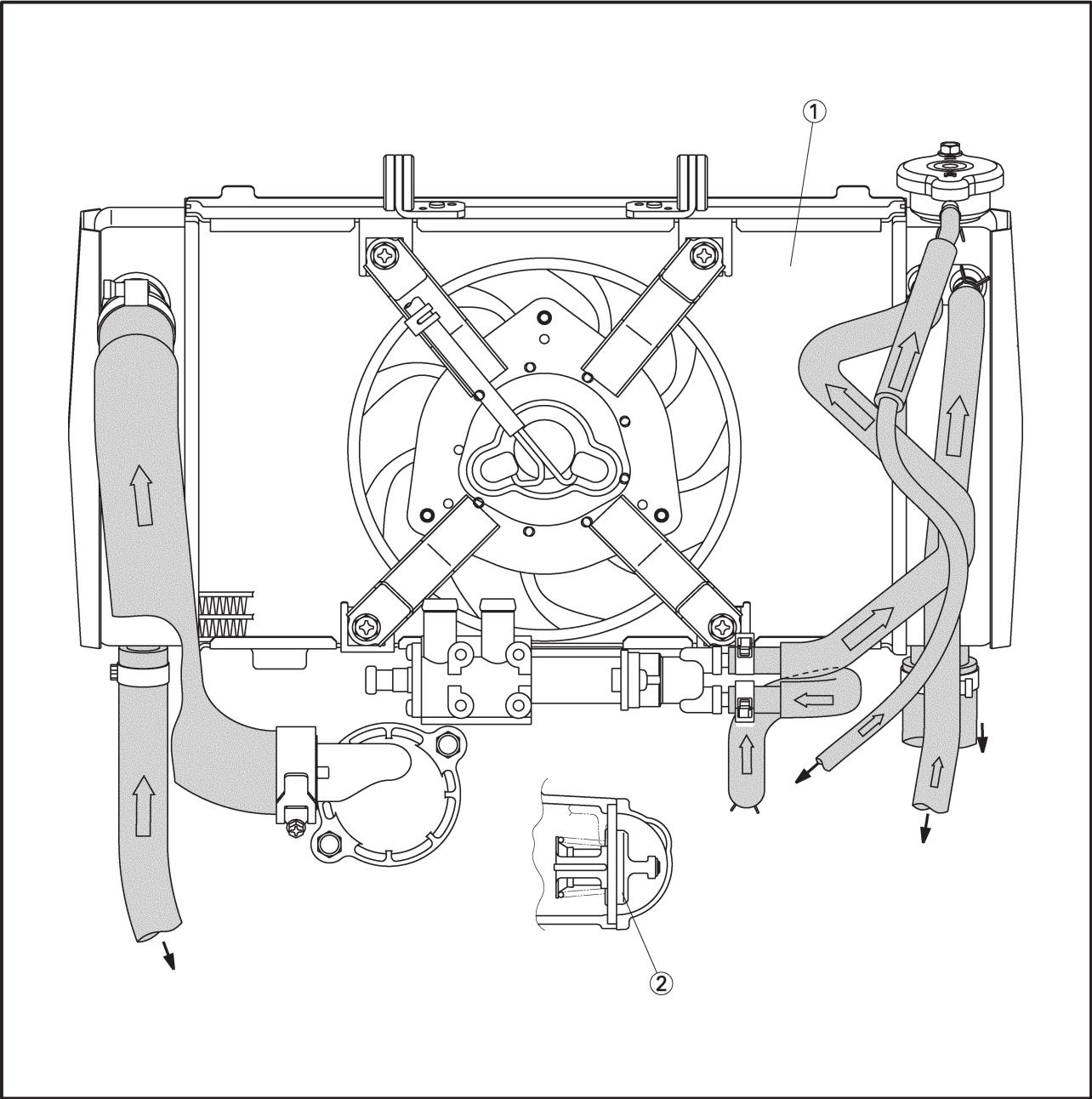
- ① Oil cooler
- ② Water pump



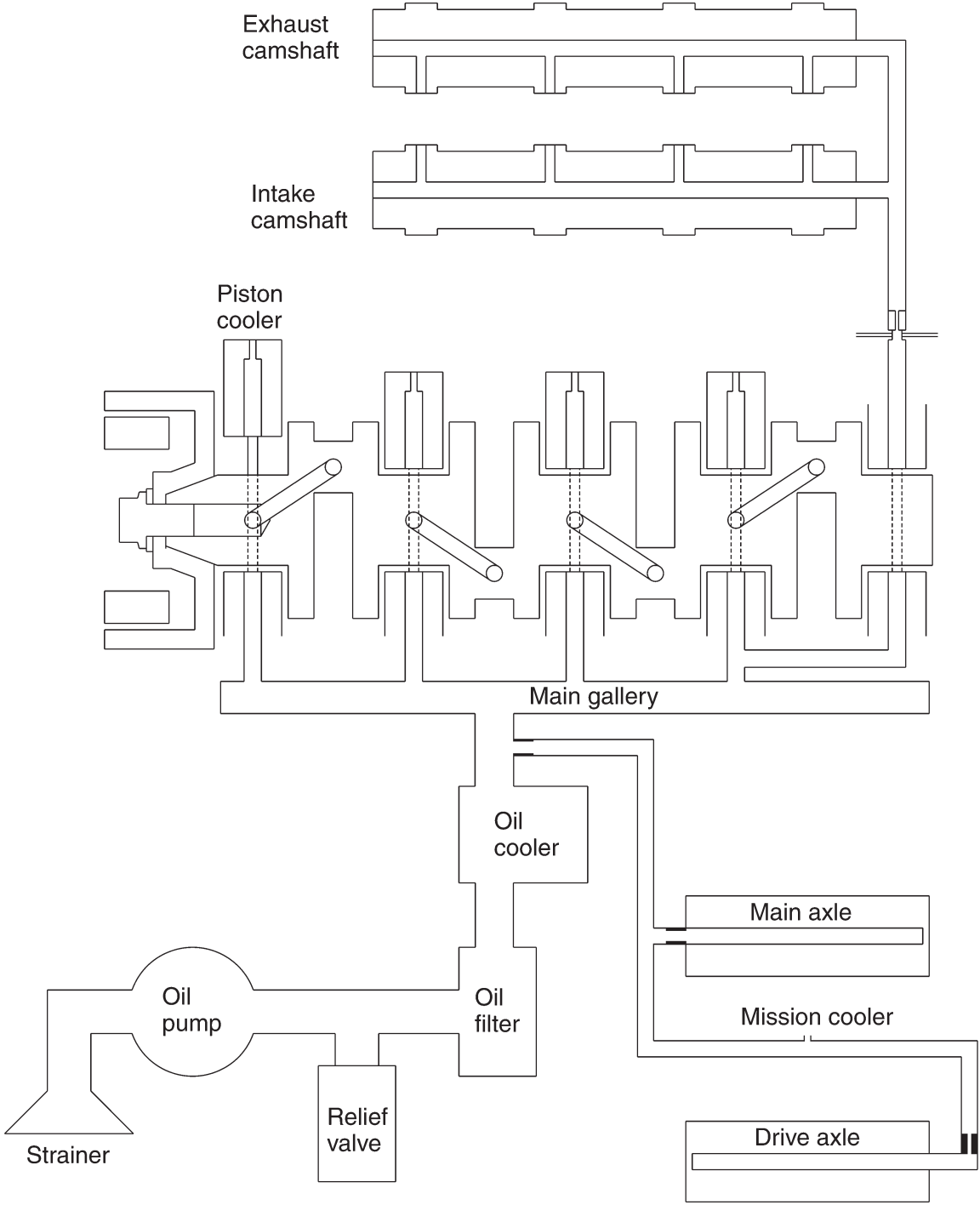
COOLING SYSTEM DIAGRAMS



- ① Radiator
- ② Thermostat



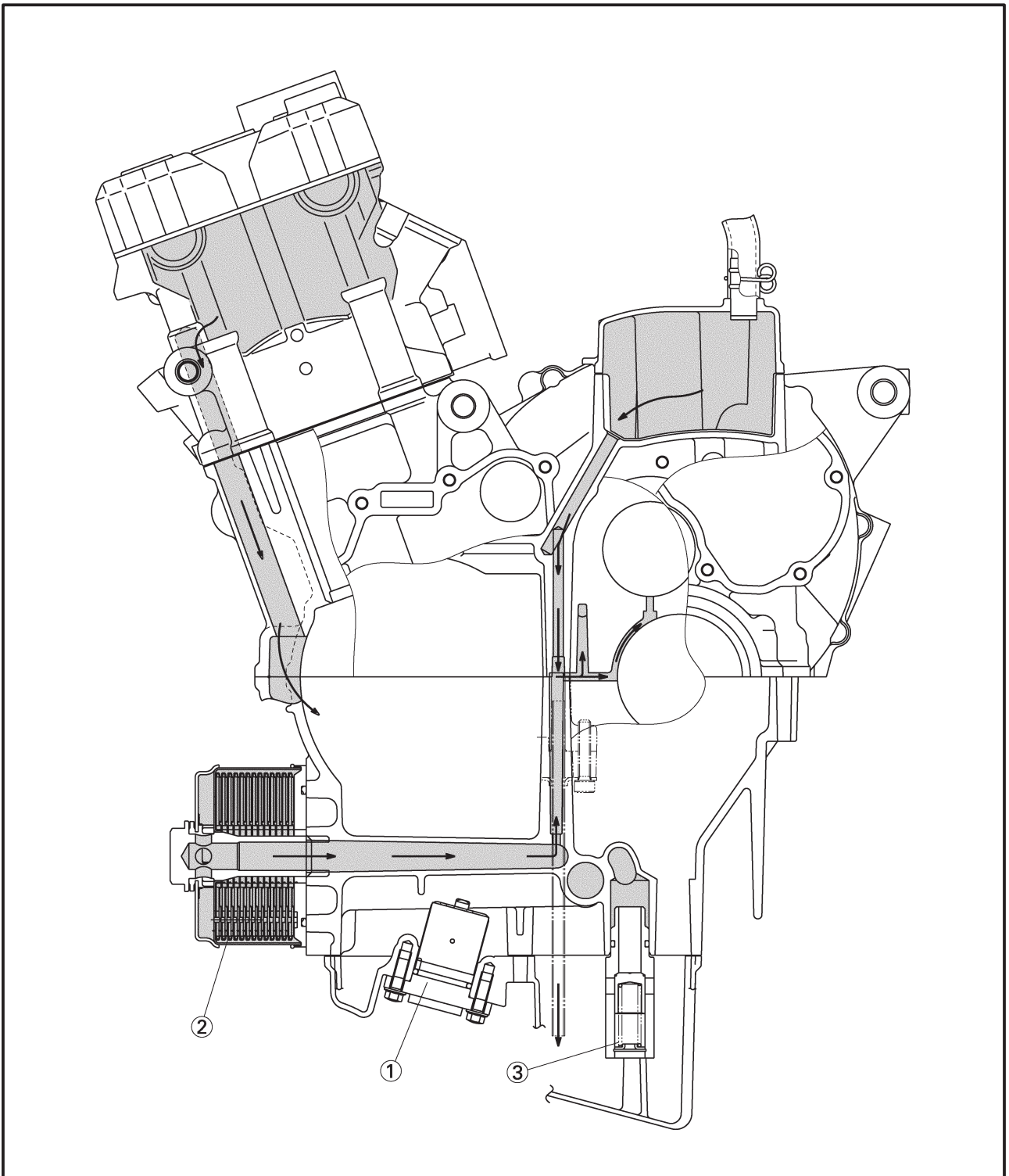
ENGINE OIL LUBRICATION CHART





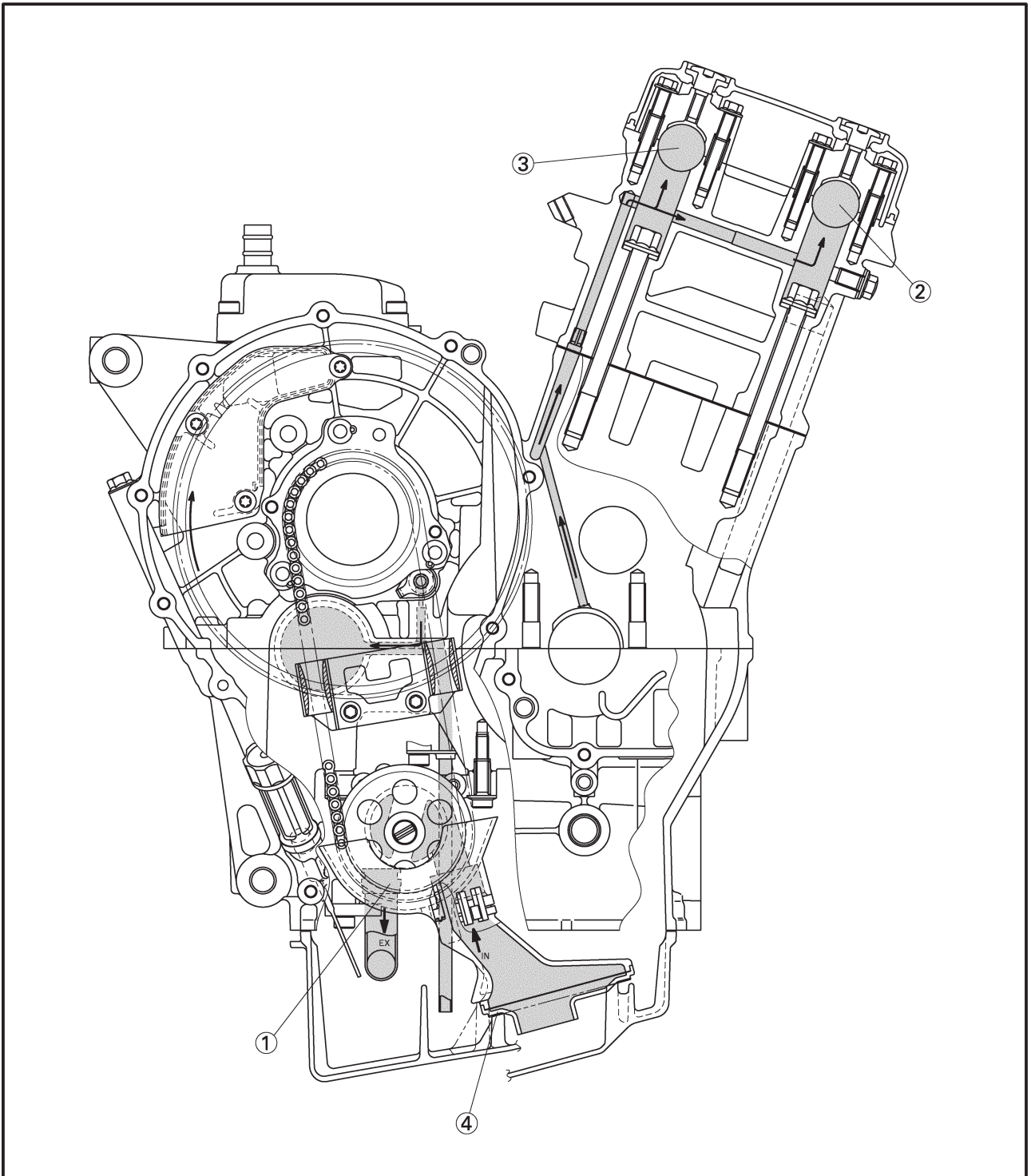
### LUBRICATION DIAGRAMS

- ① Oil level switch
- ② Oil cooler
- ③ Relief valve



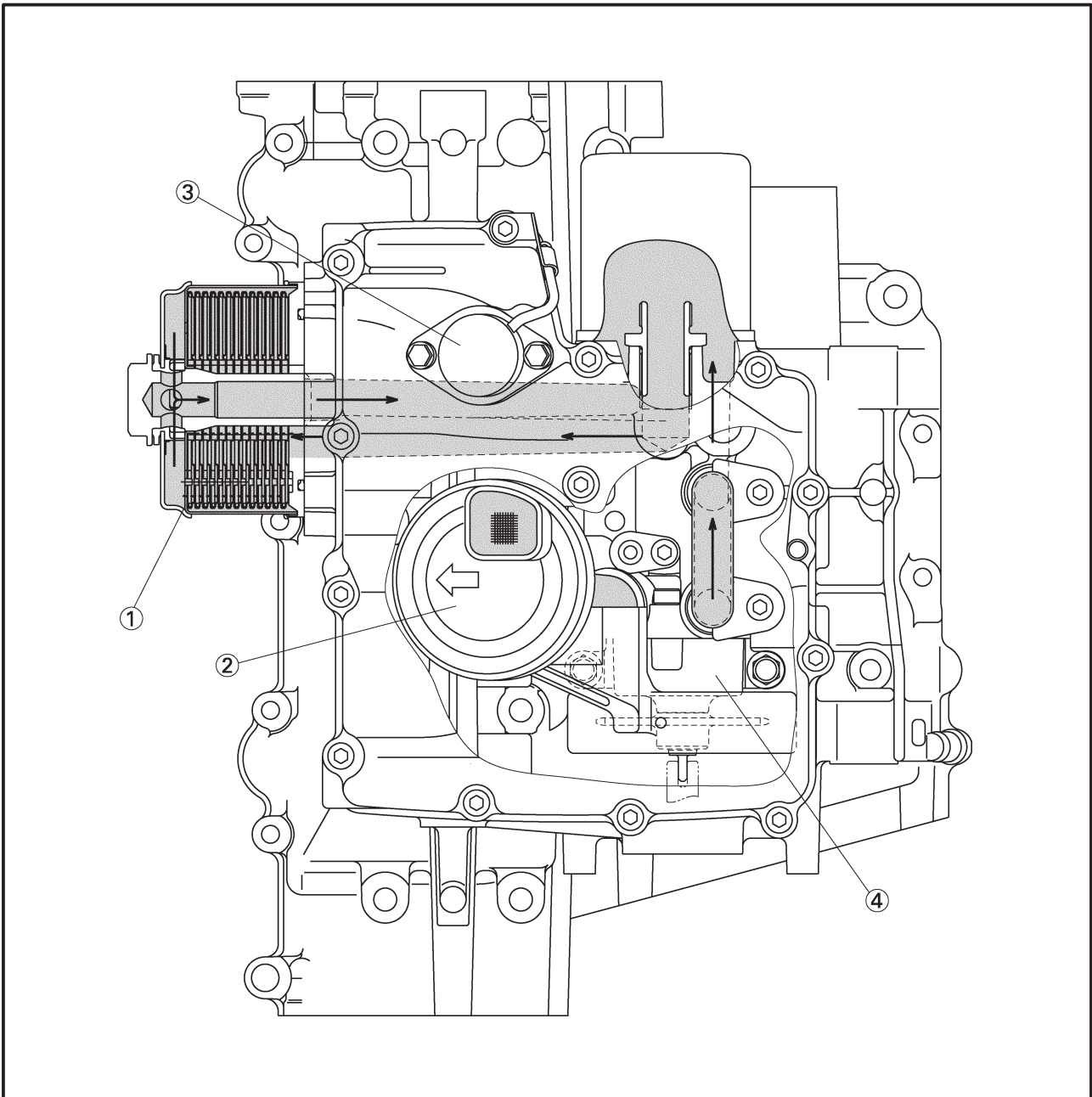


- ① Oil pump
- ② Exhaust camshaft
- ③ Intake camshaft
- ④ Oil strainer



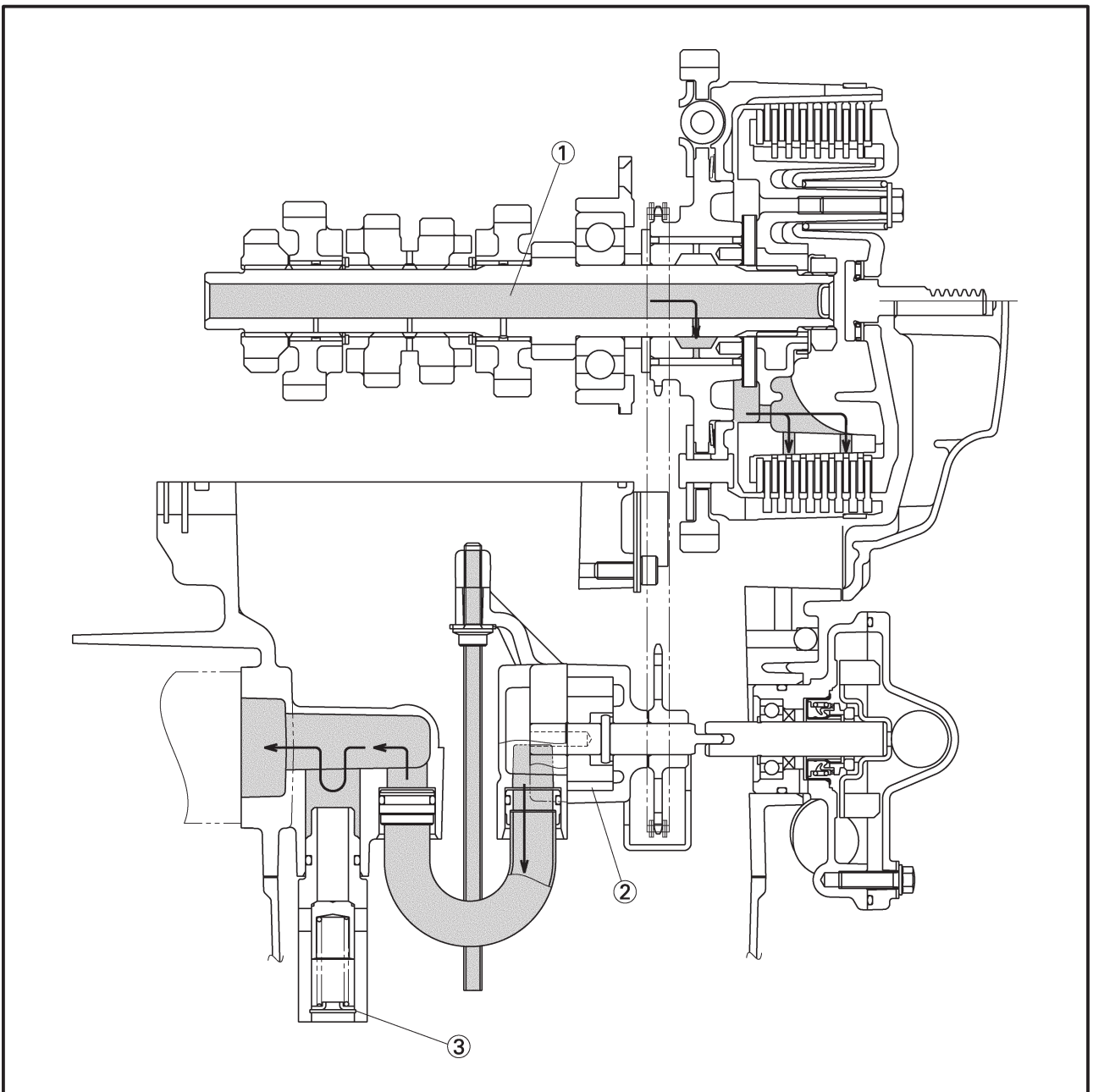


- ① Oil cooler
- ② Oil strainer
- ③ Oil level switch
- ④ Oil pump





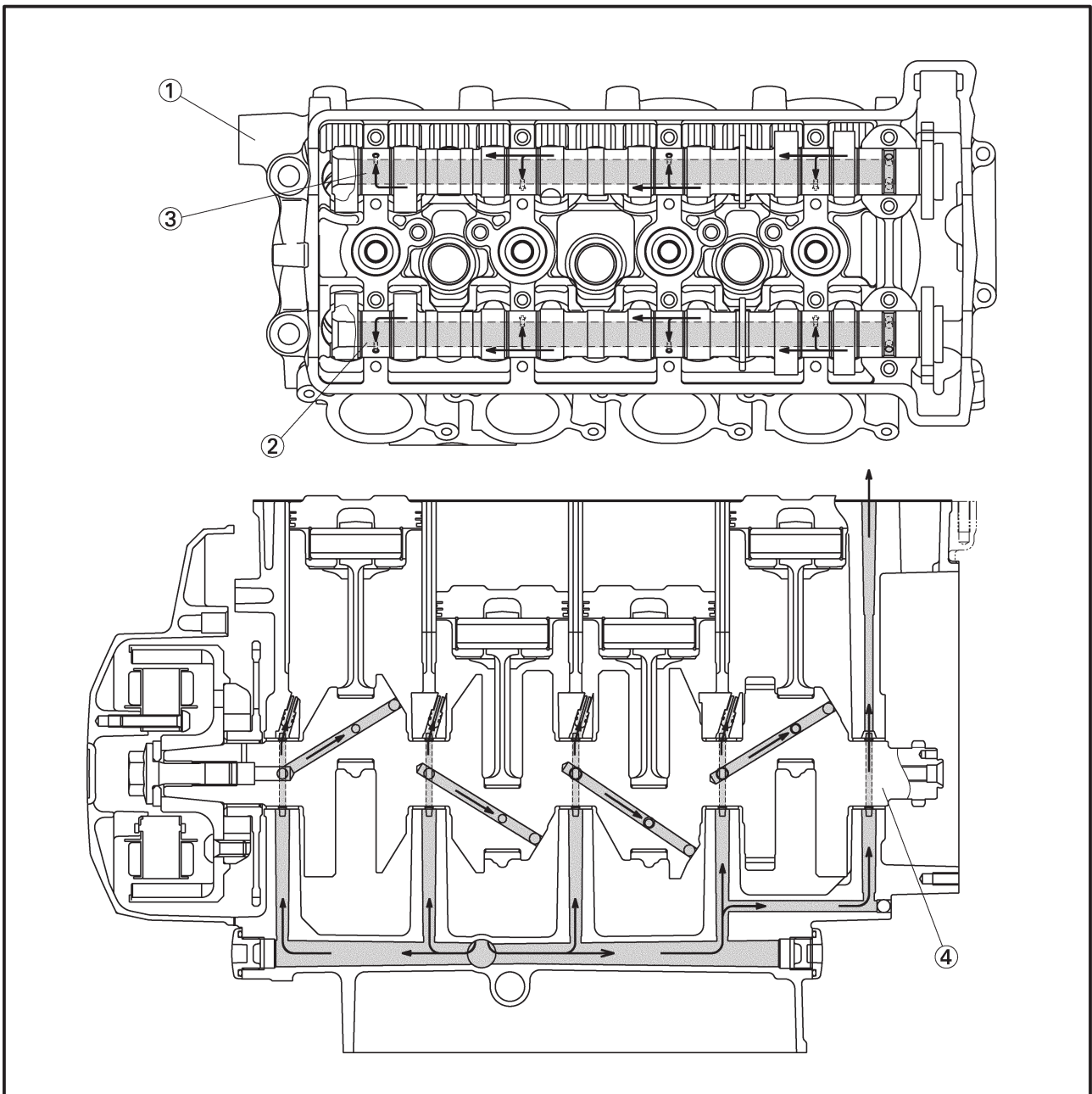
- ① Main axle
- ② Oil pump
- ③ Relief valve







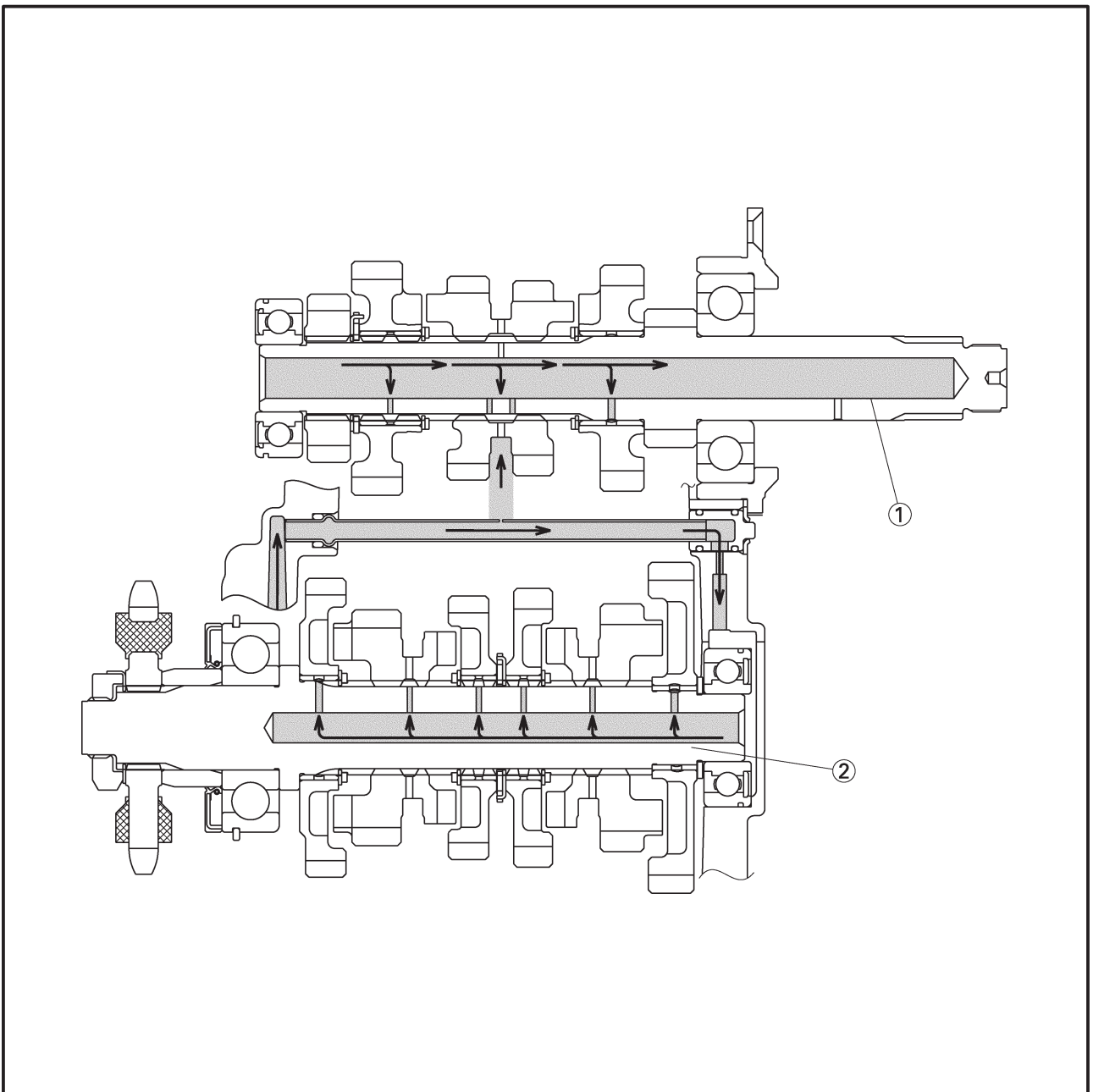
- ① Cylinder head
- ② Intake camshaft
- ③ Exhaust camshaft
- ④ Crankshaft







- ① Main axle
- ② Drive axle

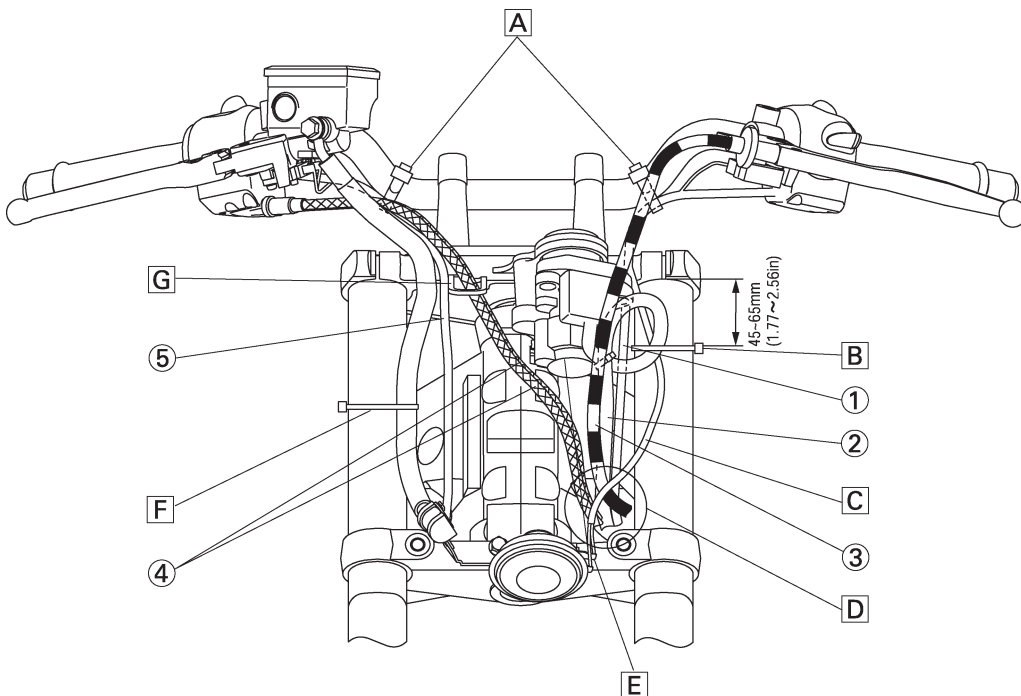




## CABLE ROUTING

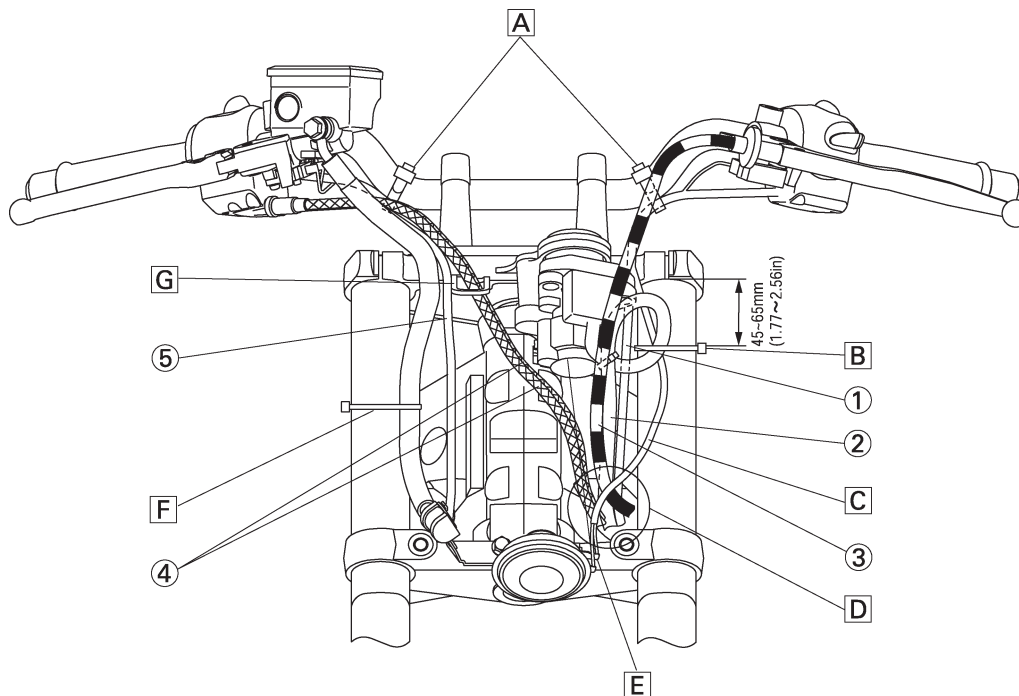
- ① Left handlebar switch lead
- ② Main switch and immobilizer lead
- ③ Clutch cable
- ④ Throttle cables
- ⑤ Right handlebar switch lead

- A Clamp the right and left handlebar switch leads and handlebars. Point the tip of the clamp downward in front of the handlebars.
- B Clamp the horn lead and main switch and immobilizer lead to the inner tube. Point the binding section to the outside of the vehicle body and cut the tip down to the length of 1 to 5 mm (0.04 to 0.20 in).
- C Route the horn lead by the headmost side.
- D Pass the throttle cables, wire harness lead, clutch cable, main switch and immobilizer lead and left handlebar switch lead in order through the frame hole from the inner side of the vehicle.
- E Point the lead, which comes from the terminal, to the front side of the vehicle body.





- F Clamp the brake hose to the inner tube. Point the binding section to the outside of the vehicle body and cut the tip down to the length of 1 to 5 mm (0.04 to 0.20 in).
- G Pass the throttle cables through the wire guide. Route the right handlebar switch lead by the outside of the wire guide.



## CABLE ROUTING

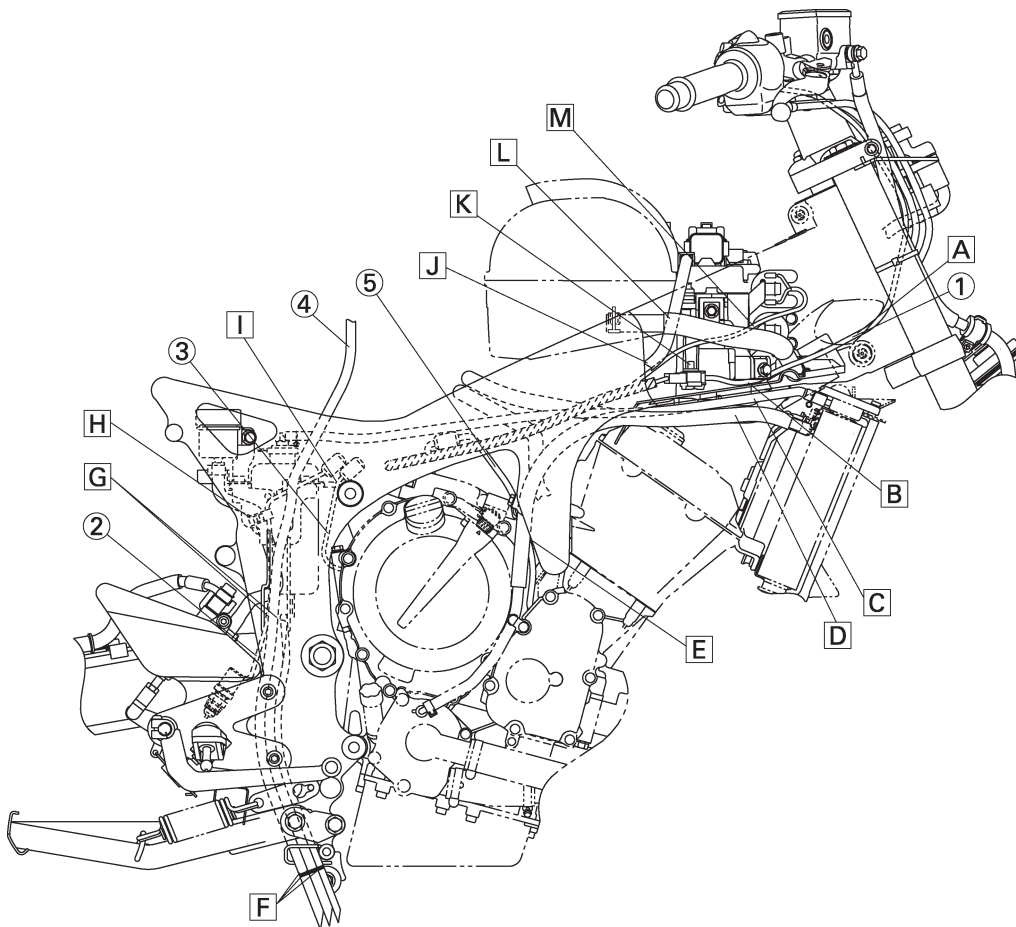
SPEC



- ① Right handlebar switch lead
- ② Rear brake light switch lead
- ③ Neutral switch lead
- ④ Fuel tank breather hose
- ⑤ Crankshaft position sensor lead

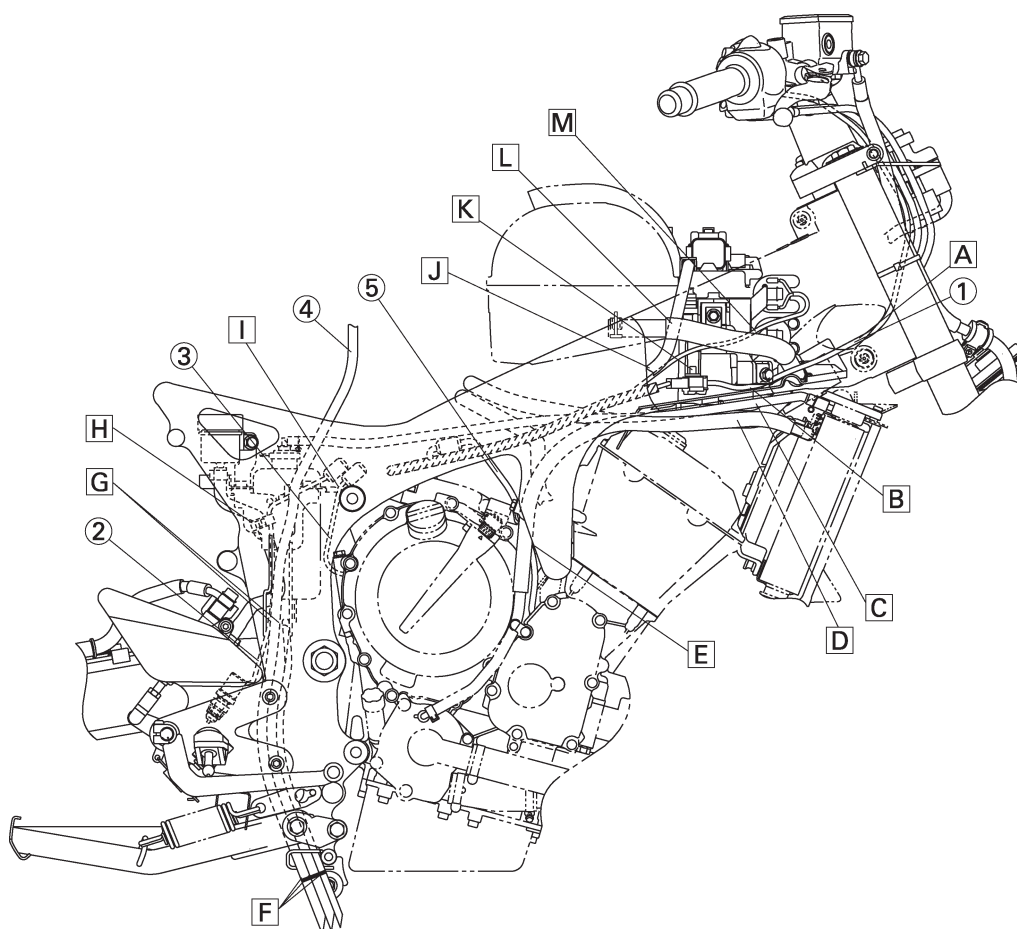
- A Pass the right handlebar switch lead through the hole located on the right side of the frame.
- B Route the right handlebar switch lead under the bracket 2.
- C Route the coolant reservoir tank hose under the cover 2. Route the radiator hose (outside) inner side.

- D Route the radiator hoses (2 pieces) under the cover 2.
- E Route the crank shaft position sensor lead inner side of the radiator hose.
- F Pull down the mark-painted sections of the fuel tank breather hose, fuel tank drain hose and coolant reservoir tank breather hose to be lower than the clamp position of the muffler stay. Any order to take out the fuel tank breather hose and fuel tank drain hose can be accepted.
- G Pass the fuel tank breather hose, fuel tank drain hose, coolant reservoir tank breather hose and brake right switch lead through the guide of the stay assembly 2.
- H Clamp the tail brake light switch lead together with the brake fluid reservoir hose.





- I Pass the neutral switch lead between the engine and coolant reservoir tank bracket.
- J To the starter motor.
- K Install the right handlebar switch lead coupler through the hole of the bracket 2 from the downside.
- L Route the starter motor lead by the inner side of the air cut-off valve hose.
- M Pass the ignition coil leads #1 and #4 through inner side of the air cut-off valve hose, and then between the frame and bracket 2.

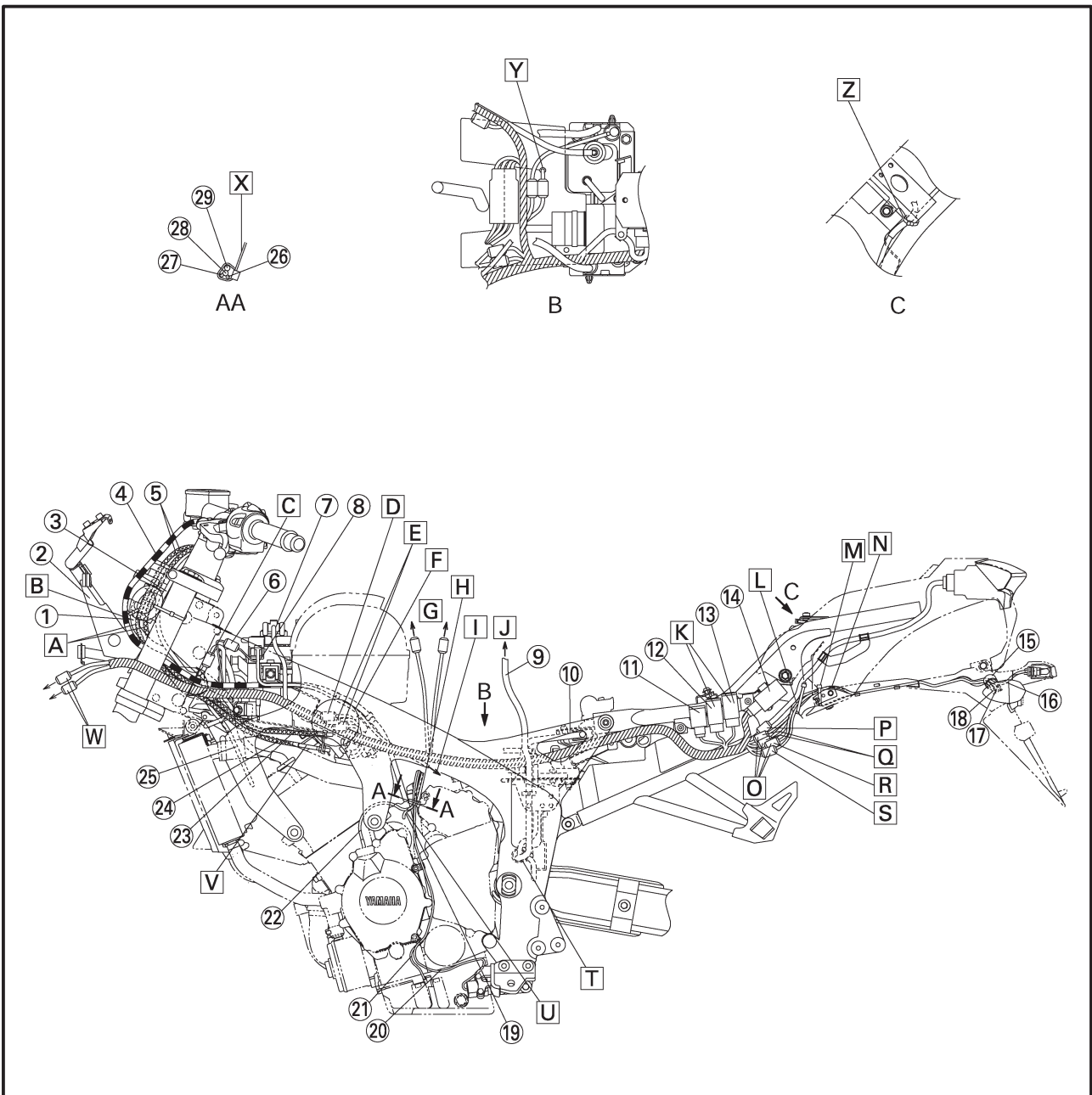


## CABLE ROUTING

**SPEC**



- |                                    |                                       |
|------------------------------------|---------------------------------------|
| ① Main switch and immobilizer lead | ⑩ Rectifier/regulator                 |
| ② Stay assembly                    | ⑪ Turn signal relay                   |
| ③ Left handlebar switch lead       | ⑫ Radiator fan motor relay            |
| ④ Clutch cable                     | ⑬ Dimmer relay                        |
| ⑤ Throttle cables                  | ⑭ Starting circuit cut-off relay      |
| ⑥ Battery negative lead coupler    | ⑮ Clamp                               |
| ⑦ Starter relay lead               | ⑯ License plate light lead            |
| ⑧ Battery negative lead            | ⑰ Rear turn signal light lead (right) |
| ⑨ Fuel tank drain hose             | ⑱ Rear turn signal light lead (left)  |
|                                    | ⑲ Speed sensor lead                   |
|                                    | ⑳ Side stand switch lead              |
|                                    | ㉑ Oil level switch lead               |
|                                    | ㉒ A.C. magneto lead                   |
|                                    | ㉓ Throttle cable (return side)        |
|                                    | ㉔ Throttle cable (pull side)          |
|                                    | ㉕ Radiator fan motor lead             |
|                                    | ㉖ Oil level gauge lead                |
|                                    | ㉗ Sidestand switch lead               |
|                                    | ㉘ A. C. magneto lead                  |
|                                    | ㉙ Speed sensor lead                   |

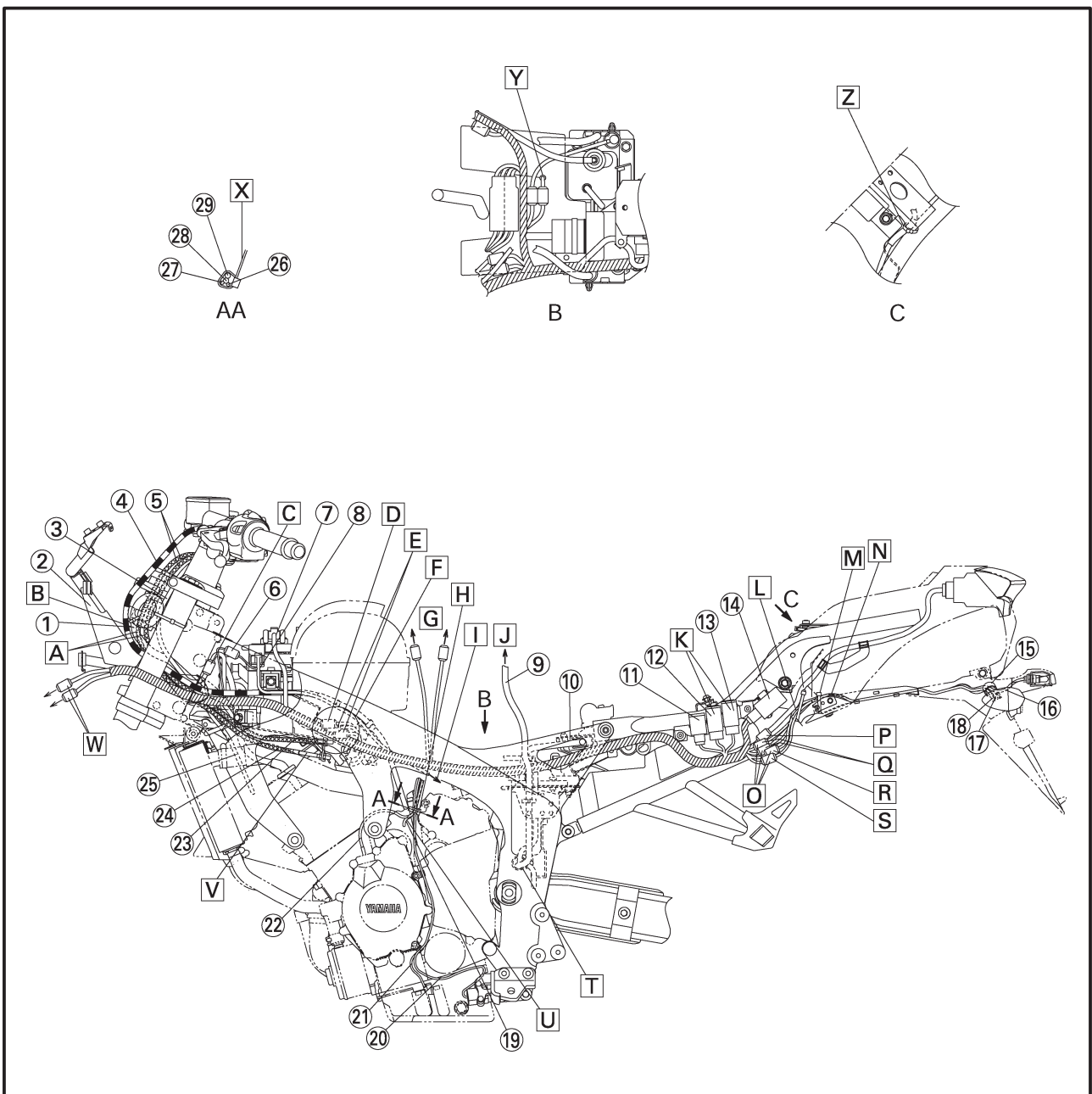


## CABLE ROUTING

**SPEC**



- A** Route the throttle cables above the stay assy 1.
- B** Route the main switch and immobilizer lead above the clutch cable.
- C** Line up the left handlebar switch lead coupler and fan motor lead coupler behind the head pipe.
- D** To the immobilizer.
- E** To the main switch.
- F** Place three couplers on the flange of the cover.
- G** To the fuel pump.
- H** Clamp four wire leads. There should be no excessive slack on the wire leads.
- I** To the engine.
- J** To the fuel tank.
- K** Either installation position can be accepted, but make sure that the leads are not crossed.
- L** Clamp the rear turn signal lead and license plate light lead to the frame. Hook the clamp to the bracket. Pull out the lead sufficiently to the frame side and route it along with the side of the back stay. Cut the tip of the clamp to be between 1 and 5 mm (0.04 and 0.20 in) upward.
- M** Clamp the rear turn signal lead and license plate light lead to the frame. Cut the tip of the clamp to be between 1 and 5 mm (0.04 and 0.20 in).
- N** Gap between the lead and muffler should be 10 mm (0.39 in) or more.
- O** Coupler should not run on the relay assembly.
- P** To the tail/brake light.
- Q** To the license plate light.
- R** To the rear turn signal light. (right)



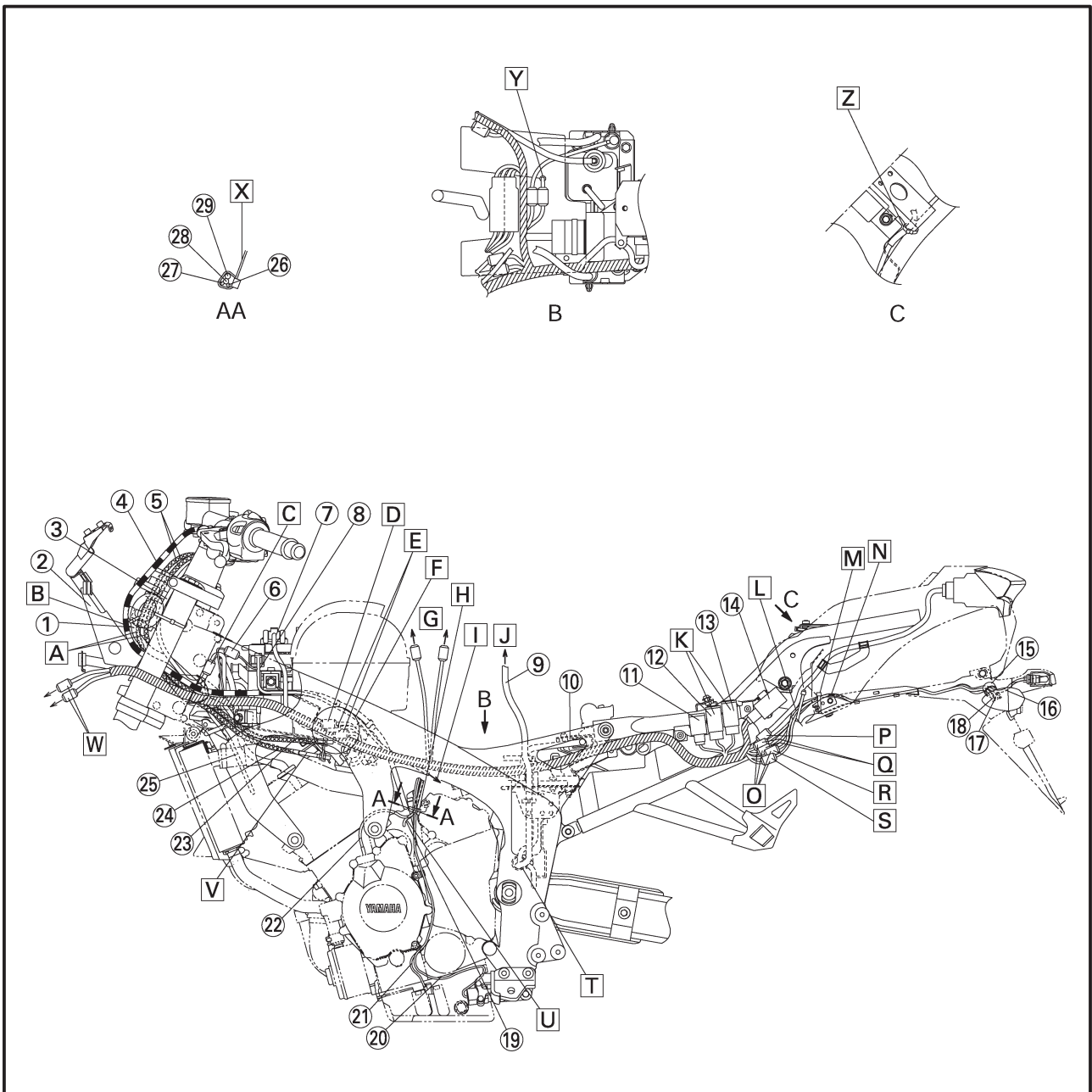


## CABLE ROUTING

**SPEC**



- S** To the rear turn signal light (left)
- T** Pass the fuel tank drain hose through the clamp located under the coolant reservoir tank.
- U** Route it behind the starter motor lead.
- V** Point the bend-R section of the throttle cable (pull side) to the inner side horizontally. It is also possible to visually check the bend-R section.
- W** To the headlight lead.
- X** Point the tip of the clamp to the inner side of the vehicle body.
- Y** Make sure to pass the neutral switch lead through the hole of the flap.
- Z** Clamp the seat lock wire to the frame as shown in the illustration. Secure the clamp to the weld of the cross member with the frame. Position the binding section in front of the vehicle body and cut the tip to be between 1 and 5 mm (0.04 and 0.20 in).



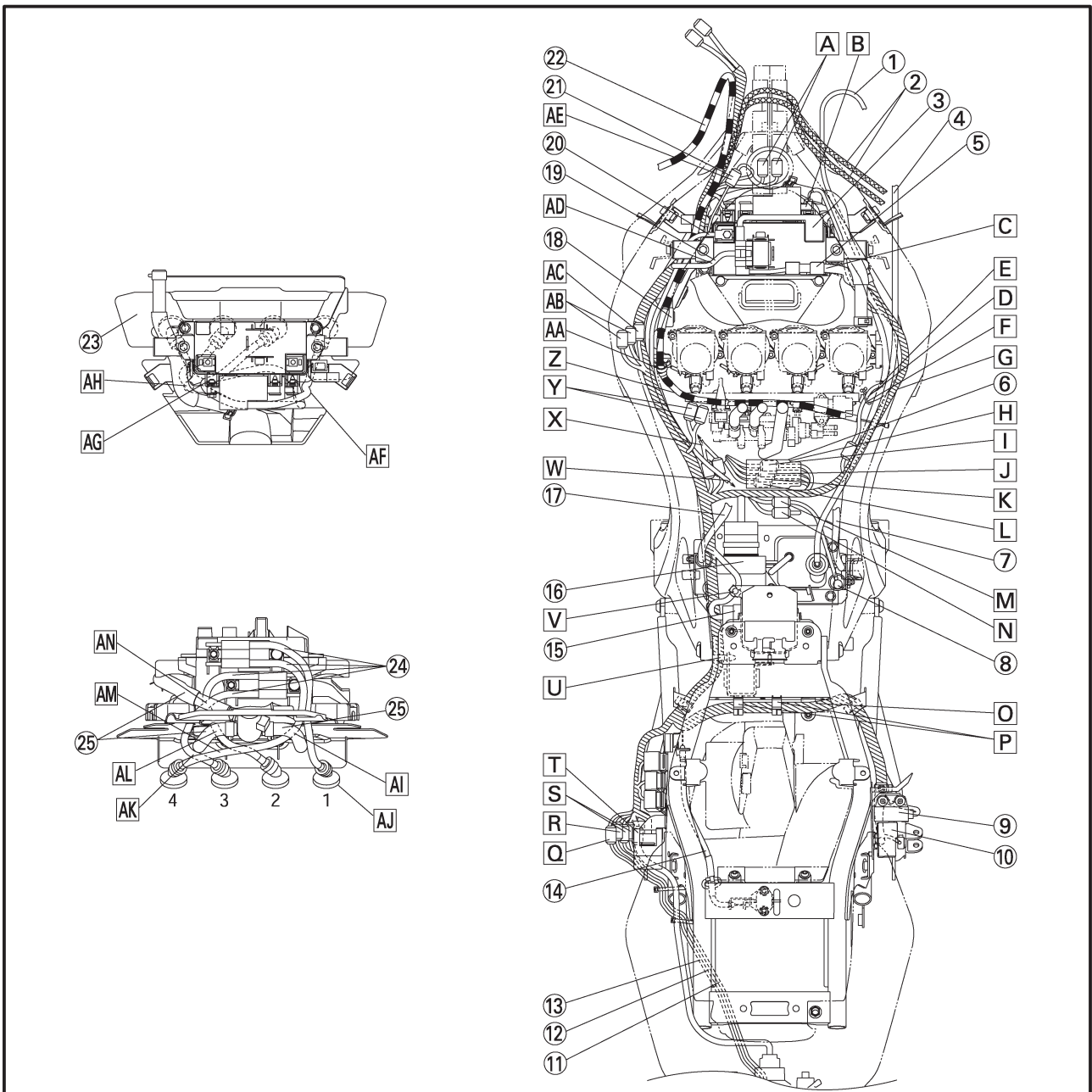


## CABLE ROUTING

SPEC



- ① Right handlebar switch lead
- ② Throttle cables
- ③ Battery positive lead
- ④ Coolant reservoir tank hose
- ⑤ Battery cover
- ⑥ Connector cover
- ⑦ Fuel tank breather hose
- ⑧ Brake fluid reservoir hose
- ⑨ Lean angle cut-off switch
- ⑩ Fuse box
- ⑪ Rear turn signal light lead (right)
- ⑫ Rear turn signal light lead (left)
- ⑬ License plate light lead
- ⑭ Seat lock cable
- ⑮ Rectifier/regulator
- ⑯ E.C.U
- ⑰ Fuel tank drain hose
- ⑱ Cover
- ⑲ Starter relay lead
- ⑳ Battery negative lead
- ㉑ Battery negative lead coupler
- ㉒ Clutch cable
- ㉓ Cover 2
- ㉔ Spark plug lead
- ㉕ Air cut-off valve hose

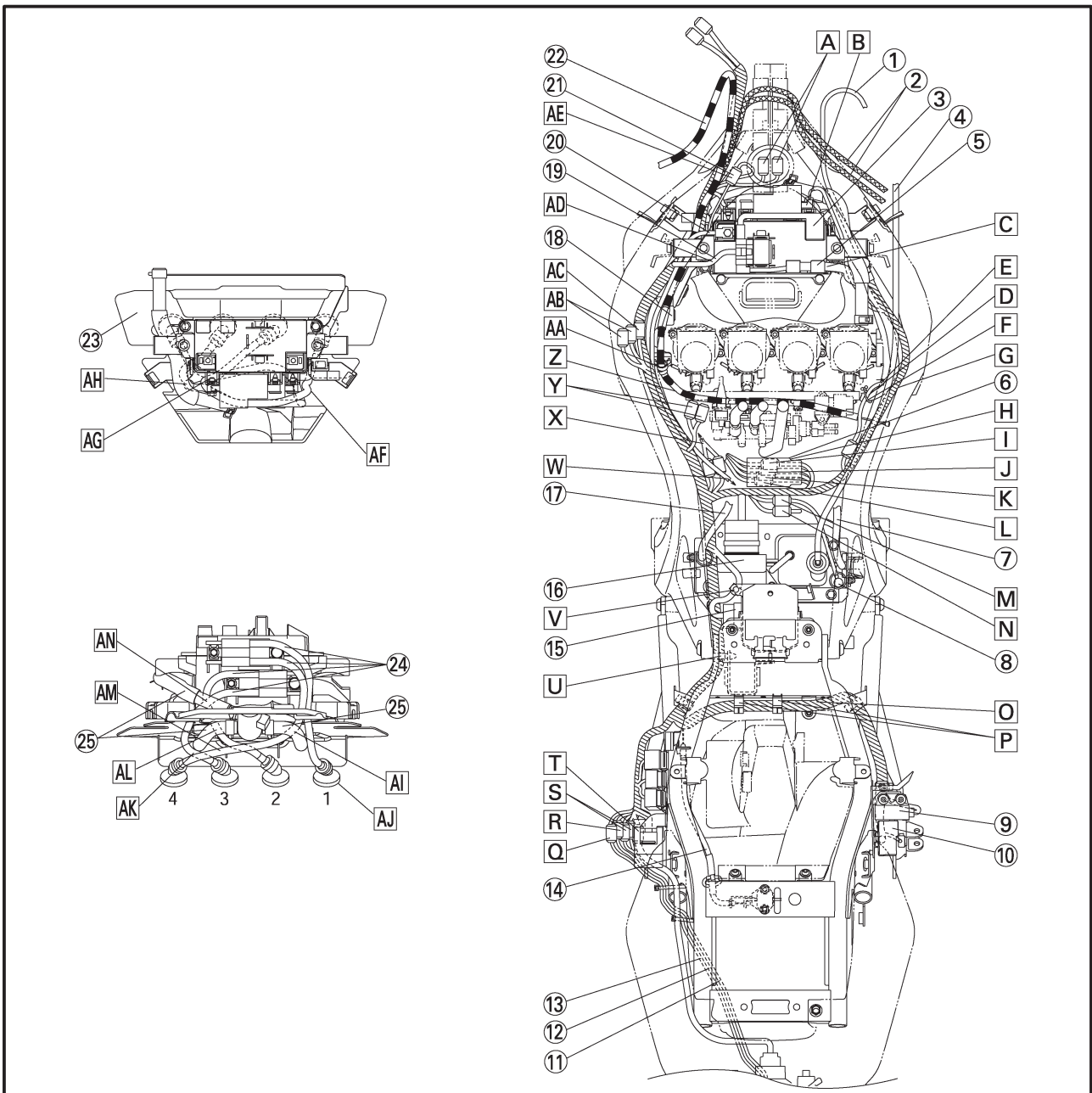


## CABLE ROUTING

**SPEC**



- A** Either right or left side arrangement for the left handlebar switch lead coupler and radiator fan motor coupler can be accepted.
- B** Point the L-shape terminal to the front side of the vehicle.
- C** Hook the starter motor lead to the alternate pawls on the battery cover.
- D** Route the crank shaft position sensor lead above the starter motor leads.
- E** To the crankshaft position sensor.
- F** Clamp the starter motor lead and crank shaft position sensor lead. Point the projected part of the tip to the inner side of the vehicle.
- G** Pass the radiator hose, coolant reservoir hose, wire harness and starter motor lead in order through the lower side of the vehicle.
- H** Set the 4-pin coupler in the connector cover after wiring it.
- I** To the sidestand switch.
- J** To the speed sensor.
- K** To the A.C. magneto.
- L** To the oil level gauge.
- M** To the rear brake/light switch.
- N** To the neutral switch.
- O** Push the wire harness in the groove of the mud guard.
- P** Point the opening section of the clamp upward.
- Q** To the rear turn signal (right)
- R** To the rear turn signal (left)

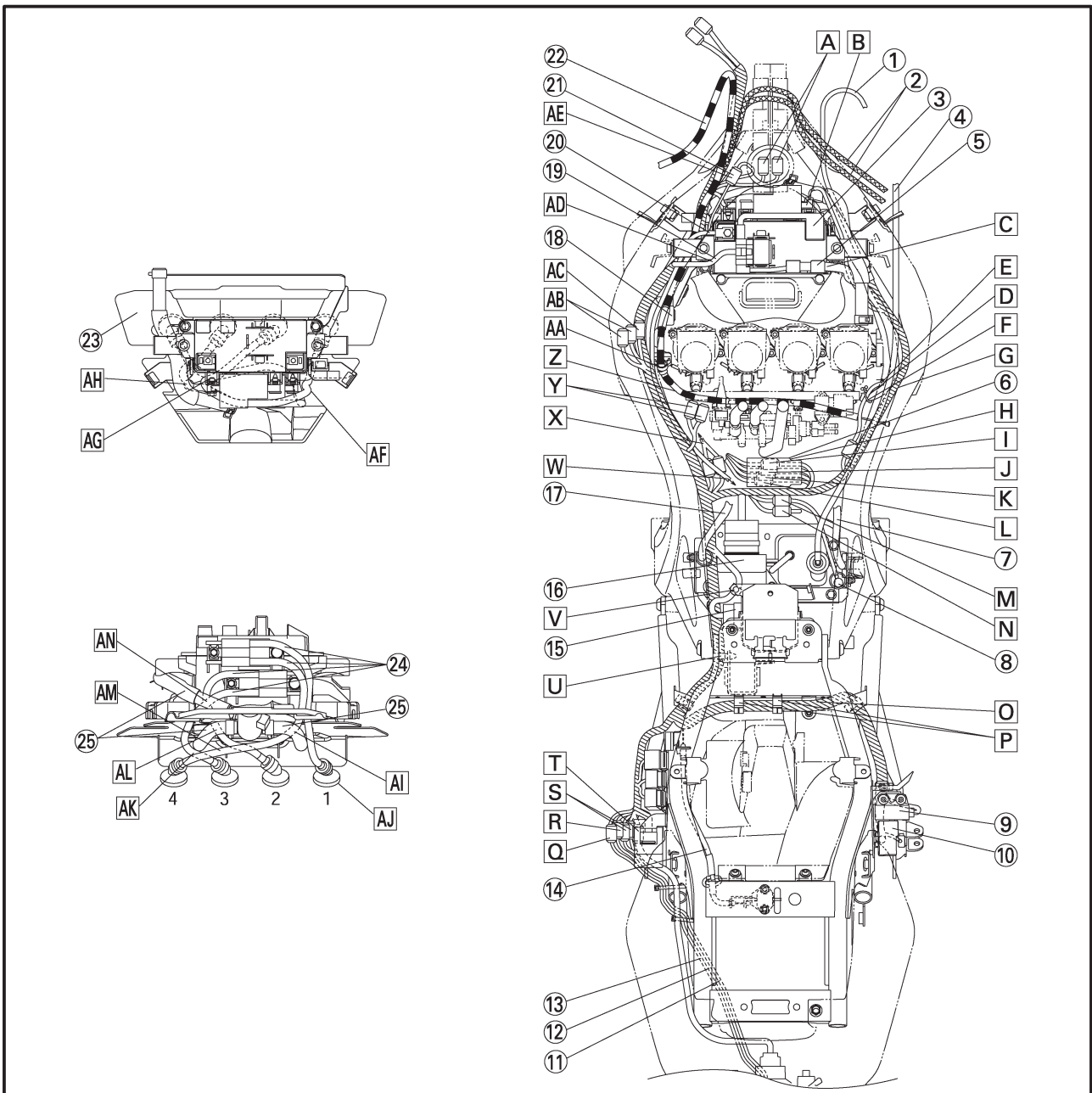


## CABLE ROUTING

**SPEC**

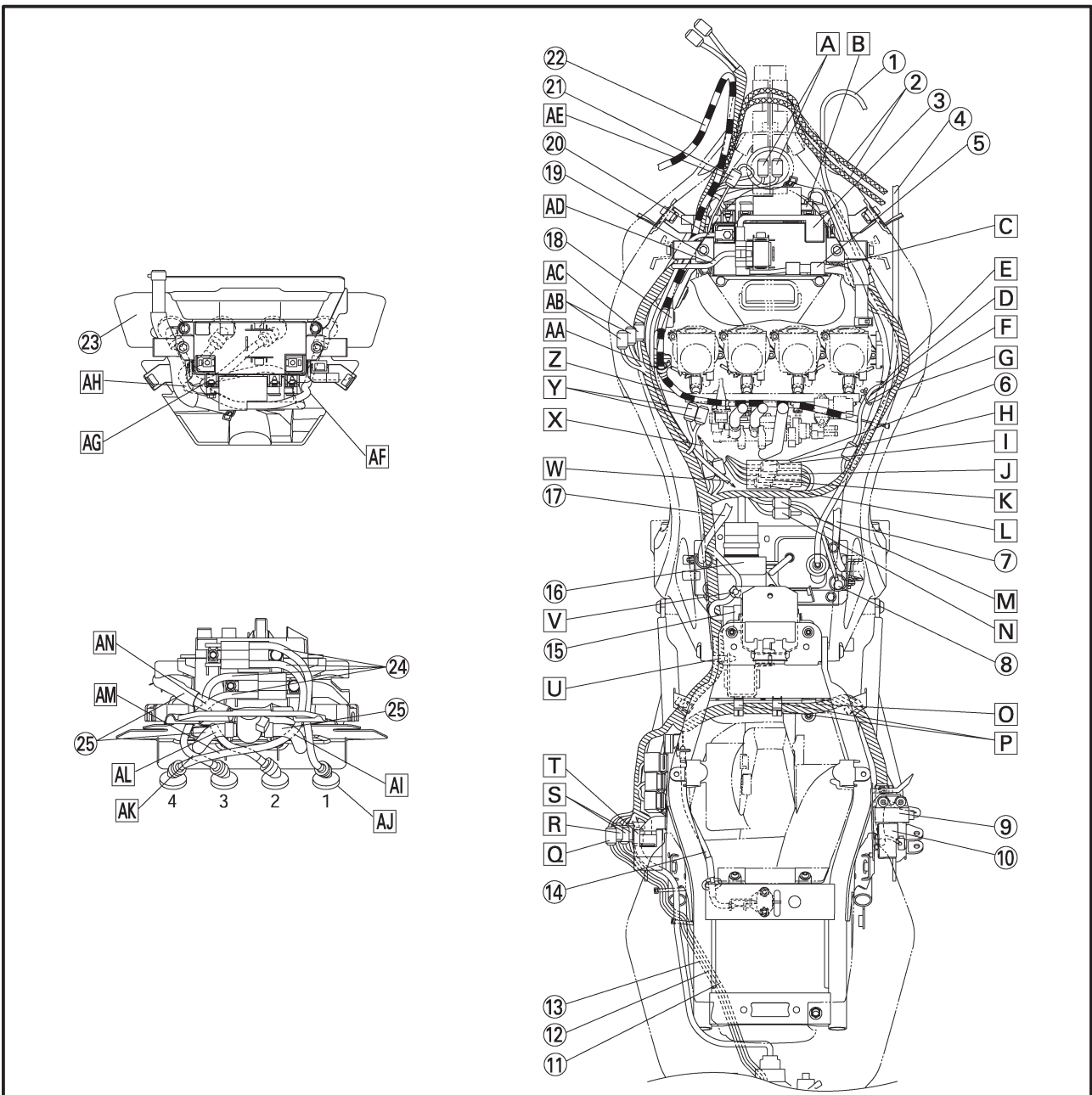


- S** To the license plate light.
- T** To the tail/brake light.
- U** Insert the enwinding clamp of the wire harness into the hole of the rear frame.
- V** Attach the rectifier regulator lead to the clamp of the rectifier bracket.
- W** To the engine ground.
- X** To the fuel injection.
- Y** To the fuel pump.
- Z** Route the clutch cable under the fuel injection lead.
- AA** Pass the clutch cables through the clamp, and then install the clamp to the cover. Position of the clamp is forward of the cable stopper.
- AB** To the main switch.
- AC** To the immobilizer.
- AD** Route the starter relay lead outside of the main switch and immobilizer lead.
- AE** Press the battery negative lead into the space between the ribs of the frame.
- AF** Pass the spark plug leads #1 and #4 through the slit of the cover 2.
- AG** Pass the spark plug lead #2 through the inner hole of the cover 2.
- AH** Pass the spark plug lead #3 through the outer hole of the cover 2.
- AI** Route the spark plug lead #4 behind the air cut-off valve hose.
- AJ** Point the spark plug caps of #1 to #4 to the direction as shown in the illustration.
- AK** Route the spark plug lead #3 under the air cut-off valve hose.
- AL** Route the spark plug lead #2 behind the air cut-off valve hose.





- AM** Route the spark plug lead #4 by the front side of the spark plug leads #2 and #3.
- AN** Route the spark plug leads #2 and #3 behind the air cut-off valve hose. Then route the spark plug lead #3 by the front side of the spark plug lead #2.





**CHK**

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**ADJ**

**3**

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## CHAPTER 3 PERIODIC CHECKS AND ADJUSTMENTS

<b>INTRODUCTION</b> .....	3-1
<b>PERIODIC MAINTENANCE AND LUBRICATION INTERVALS</b> .....	3-1
<b>SEAT</b> .....	3-3
<b>FUEL TANK</b> .....	3-4
REMOVING THE FUEL TANK .....	3-5
REMOVING THE FUEL PUMP .....	3-5
INSTALLING THE FUEL PUMP .....	3-6
INSTALLING THE FUEL TANK .....	3-6
<b>COWLINGS</b> .....	3-7
<b>AIR FILTER CASE</b> .....	3-8
<b>BATTERY BOX AND BATTERY BOX BRACKET</b> .....	3-9
<b>ENGINE</b> .....	3-10
ADJUSTING THE VALVE CLEARANCE .....	3-10
SYNCHRONIZING THE THROTTLE BODIES .....	3-16
ADJUSTING THE ENGINE IDLING SPEED .....	3-18
ADJUSTING THE THROTTLE CABLE FREE PLAY .....	3-19
CHECKING THE SPARK PLUGS .....	3-22
MEASURING THE COMPRESSION PRESSURE .....	3-23
CHECKING THE ENGINE OIL LEVEL .....	3-26
CHANGING THE ENGINE OIL .....	3-27
MEASURING THE ENGINE OIL PRESSURE .....	3-29
ADJUSTING THE CLUTCH CABLE FREE PLAY .....	3-31
CLEANING THE AIR FILTER ELEMENT .....	3-32
CHECKING THE THROTTLE BODY JOINTS .....	3-33
CHECKING THE FUEL AND BREATHER HOSES .....	3-34
CHECKING THE CRANKCASE BREATHER HOSE .....	3-34
CHECKING THE EXHAUST SYSTEM .....	3-35
CHECKING THE COOLANT LEVEL .....	3-36
CHECKING THE COOLING SYSTEM .....	3-37
CHANGING THE COOLANT .....	3-37

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<b>CHASSIS</b> .....	3-41
ADJUSTING THE FRONT BRAKE .....	3-41
ADJUSTING THE REAR BRAKE .....	3-42
CHECKING THE BRAKE FLUID LEVEL .....	3-43
CHECKING THE FRONT AND REAR BRAKE PADS .....	3-44
ADJUSTING THE REAR BRAKE LIGHT SWITCH .....	3-45
CHECKING THE FRONT AND REAR BRAKE HOSES .....	3-45
BLEEDING THE HYDRAULIC BRAKE SYSTEM .....	3-46
ADJUSTING THE SHIFT PEDAL .....	3-47
ADJUSTING THE DRIVE CHAIN SLACK .....	3-48
LUBRICATING THE DRIVE CHAIN .....	3-49
CHECKING AND ADJUSTING THE STEERING HEAD .....	3-50
CHECKING THE FRONT FORK .....	3-52
ADJUSTING THE REAR SHOCK ABSORBER ASSEMBLY .....	3-53
CHECKING THE TIRES .....	3-54
CHECKING THE WHEELS .....	3-56
CHECKING AND LUBRICATING THE CABLES .....	3-57
LUBRICATING THE LEVERS AND PEDALS .....	3-57
LUBRICATING THE SIDESTAND .....	3-57
LUBRICATING THE CENTERSTAND .....	3-57
LUBRICATING THE REAR SUSPENSION .....	3-58
 <b>ELECTRICAL SYSTEM</b> .....	 3-59
CHECKING AND CHARGING THE BATTERY .....	3-59
CHECKING THE FUSES .....	3-65
REPLACING THE HEADLIGHT BULBS .....	3-67
ADJUSTING THE HEADLIGHT BEAMS .....	3-68





EAS00036

## PERIODIC CHECKS AND ADJUSTMENTS

### INTRODUCTION

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

EAS00037

### PERIODIC MAINTENANCE AND LUBRICATION INTERVALS

**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 (× 1,000 km)					ANNUAL CHECK
			1	10	20	30	40	
1	* Fuel line (See page 3-34)	• Check fuel hoses for cracks or damage.		✓	✓	✓	✓	✓
2	* Spark plugs (See page 3-22)	• Check condition. • Clean and regap.		✓		✓		
		• Replace.			✓		✓	
3	* Valves (See page 3-10)	• Check valve clearance. • Adjust.	Every 40,000 km					
4	Air filter element (See page 3-32)	• Replace.					✓	
5	Clutch (See page 3-31)	• Check operation. • Adjust.	✓	✓	✓	✓	✓	
6	* Front brake (See page 3-41, 43, 45)	• Check operation, fluid level and vehicle for fluid leakage.	✓	✓	✓	✓	✓	✓
		• Replace brake pads.	Whenever worn to the limit					
7	* Rear brake (See page 3-42, 43, 45)	• Check operation, fluid level and vehicle for fluid leakage.	✓	✓	✓	✓	✓	✓
		• Replace brake pads.	Whenever worn to the limit					
8	* Brake hoses (See page 3-45)	• Check for cracks or damage.		✓	✓	✓	✓	✓
		• Replace.	Every 4 years					
9	* Wheels (See page 4-3)	• Check runout and for damage.		✓	✓	✓	✓	
10	* Tires (See page 3-54)	• Check tread depth and for damage. • Replace if necessary. • Check air pressure. • Correct if necessary.		✓	✓	✓	✓	✓
11	* Wheel bearings (See page 4-3)	• Check bearing for looseness or damage.		✓	✓	✓	✓	
12	* Swingarm (See page 4-70)	• Check operation and for excessive play.		✓	✓	✓	✓	
		• Lubricate with lithium-soap-based grease.	Every 50,000 km					
13	* Steering bearings (See page 3-50)	• Check bearing play and steering for roughness.	✓	✓	✓	✓	✓	
		• Lubricate with lithium-soap-based grease.	Every 20,000 km					
14	* Chassis fasteners (See page 2-21)	• Make sure that all nuts, bolts and screws are properly tightened.		✓	✓	✓	✓	✓
15	Sidestand, centerstand (See page 3-57)	• Check operation. • Lubricate.		✓	✓	✓	✓	✓



## PERIODIC MAINTENANCE AND LUBRICATION INTERVALS

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NO.	ITEM	CHECK OR MAINTENANCE JOB	ODOMETER READING (× 1,000 km)					ANNUAL CHECK
			1	10	20	30	40	
16	* Sidestand switch (See page 3-57, 8-4)	• Check operation.	✓	✓	✓	✓	✓	✓
17	* Front fork (See page 3-52)	• Check operation and for oil leakage.		✓	✓	✓	✓	
18	* Shock absorber assembly (See page 3-53, 4-65)	• Check operation and shock absorber for oil leakage.		✓	✓	✓	✓	
19	* Electronic fuel injection (See page 3-16, 18)	• Adjust engine idling speed and synchronization.	✓	✓	✓	✓	✓	✓
20	Engine oil (See page 3-26, 27)	• Change. • Check oil level and vehicle for oil leakage.	✓	✓	✓	✓	✓	✓
21	Engine oil filter cartridge (See page 3-27)	• Replace.	✓		✓		✓	
22	* Cooling system (See page 3-36, 37)	• Check coolant level and vehicle for coolant leakage. • Change.		✓	✓	✓	✓	✓
23	Drive chain (See page 3-48, 49)	• Check chain slack. • Make sure that the rear wheel is properly aligned. • Clean and lubricate.	Every 3 years					
24	* Front and rear brake switches (See page 3-45) (See page 8-4)	• Check operation.	✓	✓	✓	✓	✓	✓
25	Moving parts and cables (See page 3-57)	• Lubricate.		✓	✓	✓	✓	✓
26	* Throttle grip housing and cable (See page 3-19)	• Check operation and free play. • Adjust the throttle cable free play if necessary. • Lubricate the throttle grip housing and cable.		✓	✓	✓	✓	✓
27	* Air induction system (See page 7-29)	• Check the air cut-off valve, reed valve, and hose for damage • Replace the entire air induction system if necessary.		✓	✓	✓	✓	✓
28	* Muffler and exhaust pipe (See page 3-35)	• Check the screw clamp for looseness.	✓	✓	✓	✓	✓	
29	* Lights, signals and switches (See page 3-67)	• Check operation. • Adjust headlight beam.	✓	✓	✓	✓	✓	✓

EAU03884

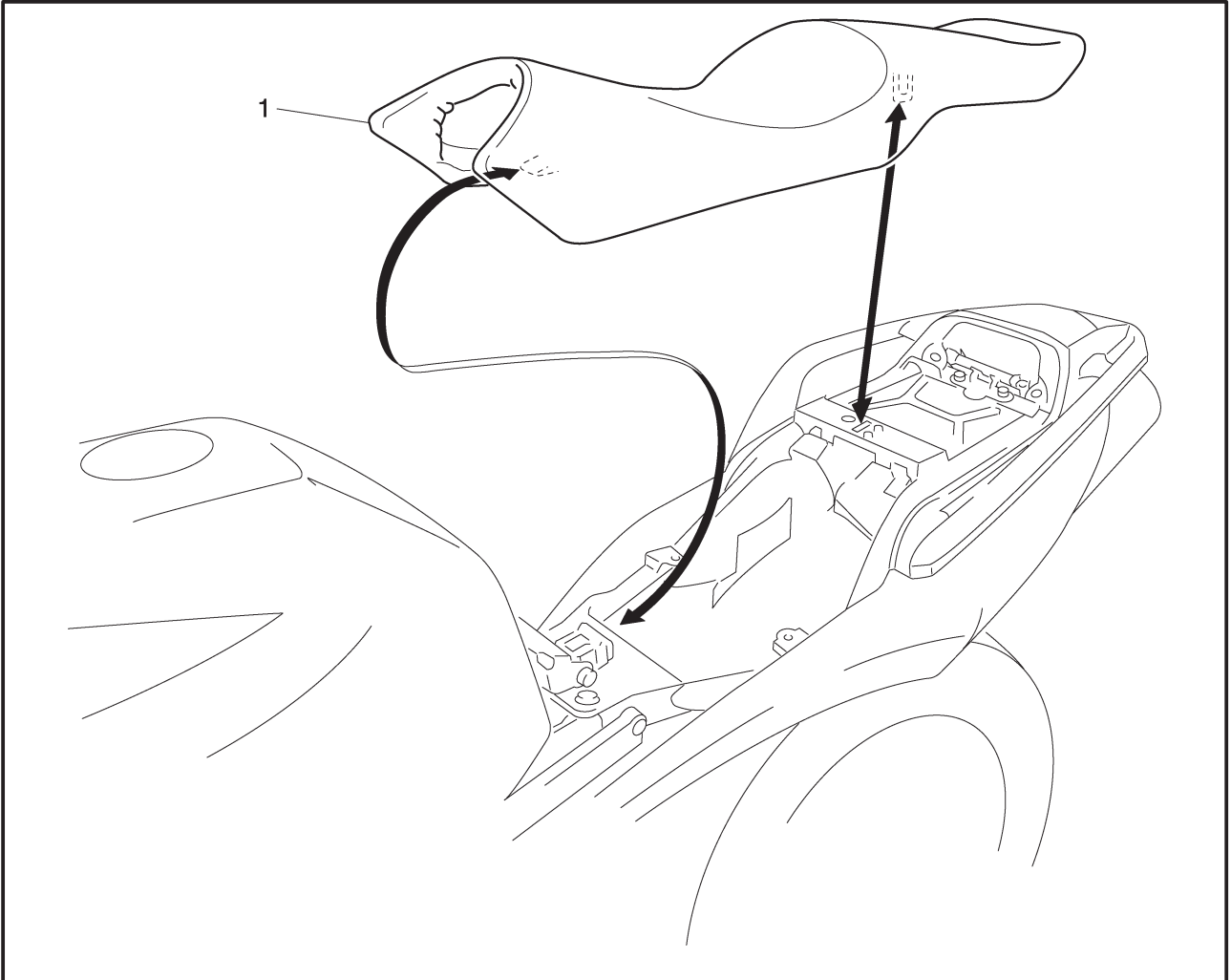
**NOTE:** \_\_\_\_\_

- The air filter needs more frequent service 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 cylinders and calipers, and change the brake fluid.
  - Replace the brake hoses every four years and if cracked or damaged.



EAS00038

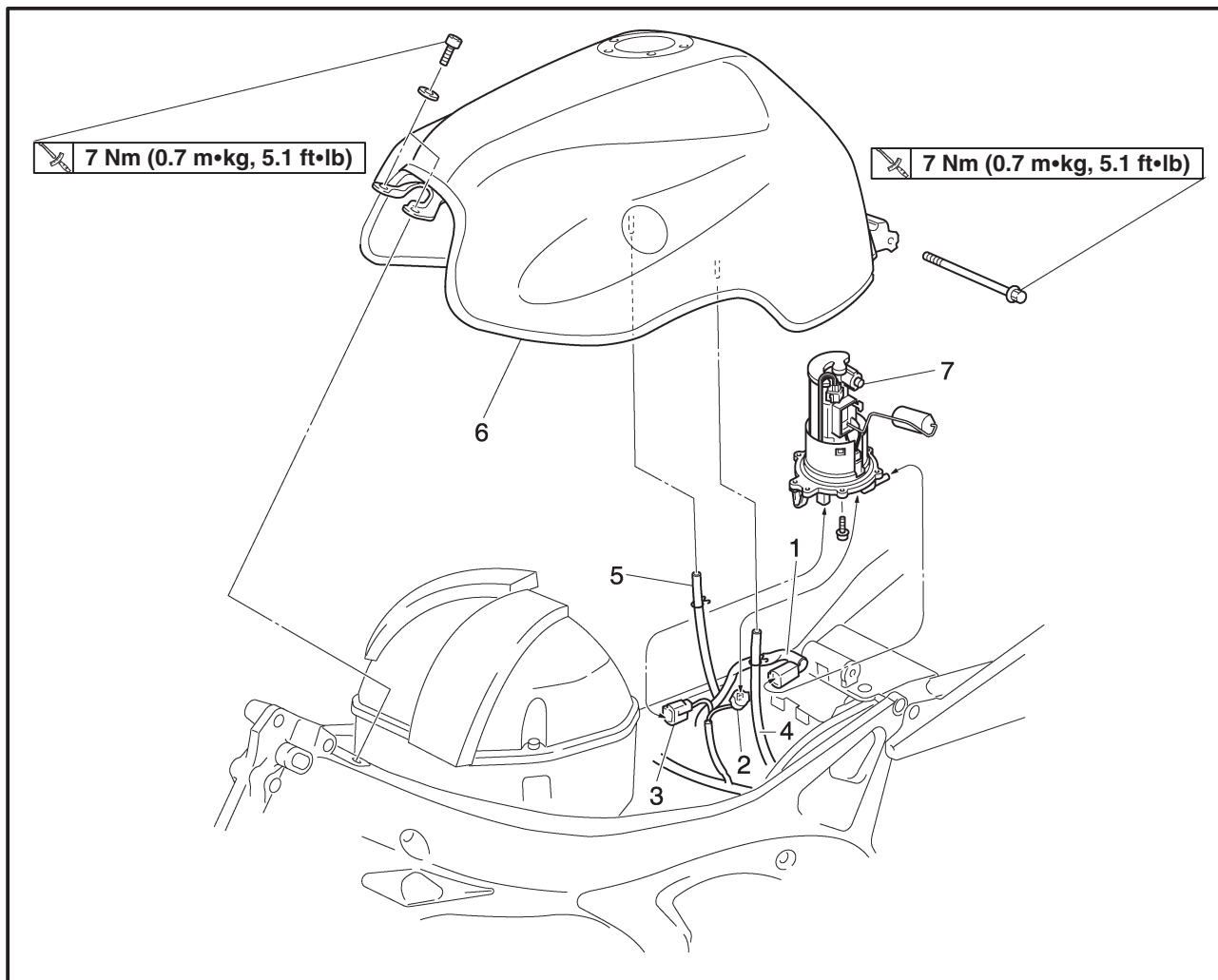
## SEAT



Order	Job/Part	Q'ty	Remarks
1	<b>Removing the seat</b> Seat	1	Remove the parts in the order listed.  For installation, reverse the removal procedure.

EAS00040

**FUEL TANK**



Order	Job/Part	Q'ty	Remarks
	<b>Removing the fuel tank</b>		Remove the parts in the order listed. Disconnect. Refer to "SEAT". Refer to "COWLINGS".
1	Seat	1	
	Front cowling inner panel (left and right)		
1	Fuel hose	1	
2	Fuel sender coupler	1	
3	Fuel pump coupler	1	
4	Fuel tank drain hose	1	
5	Fuel tank breather hose	1	<b>NOTE:</b> _____ There is a white paint mark on the fuel tank breather hose.
6	Fuel tank	1	
7	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:
  - fuel hose

**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 it.

---

**NOTE:** \_\_\_\_\_

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

---

3. Remove:
  - fuel tank

**NOTE:** \_\_\_\_\_

Do not set the fuel tank down so that the installation surface of the fuel pump is directly under the tank. Be sure to lean the fuel tank in an upright position.

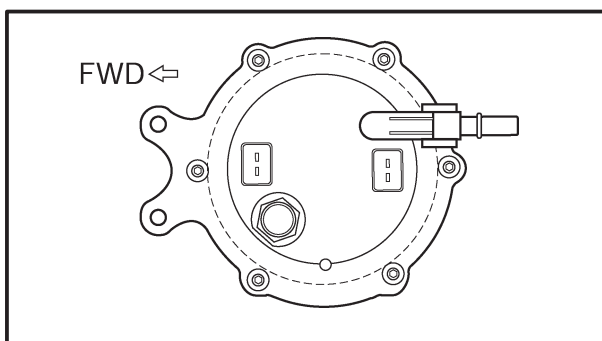
---

**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

 4 Nm (0.4 m•kg, 2.9 ft•lb)

#### NOTE:

- Do not damage the installation surfaces of the fuel tank when installing the fuel pump.
- Always use a new fuel pump gasket.
- Install the fuel pump as shown in the illustration.
- Tighten the fuel pump bolts in stages in a criss-cross pattern and to the specified torque.

### INSTALLING THE FUEL TANK

1. Install:

- fuel hose

#### CAUTION:

When installing the fuel hose, make sure that it is securely connected, and that the fuel hose holders are in the correct position, otherwise the fuel hose will not be properly installed.

2. Install:

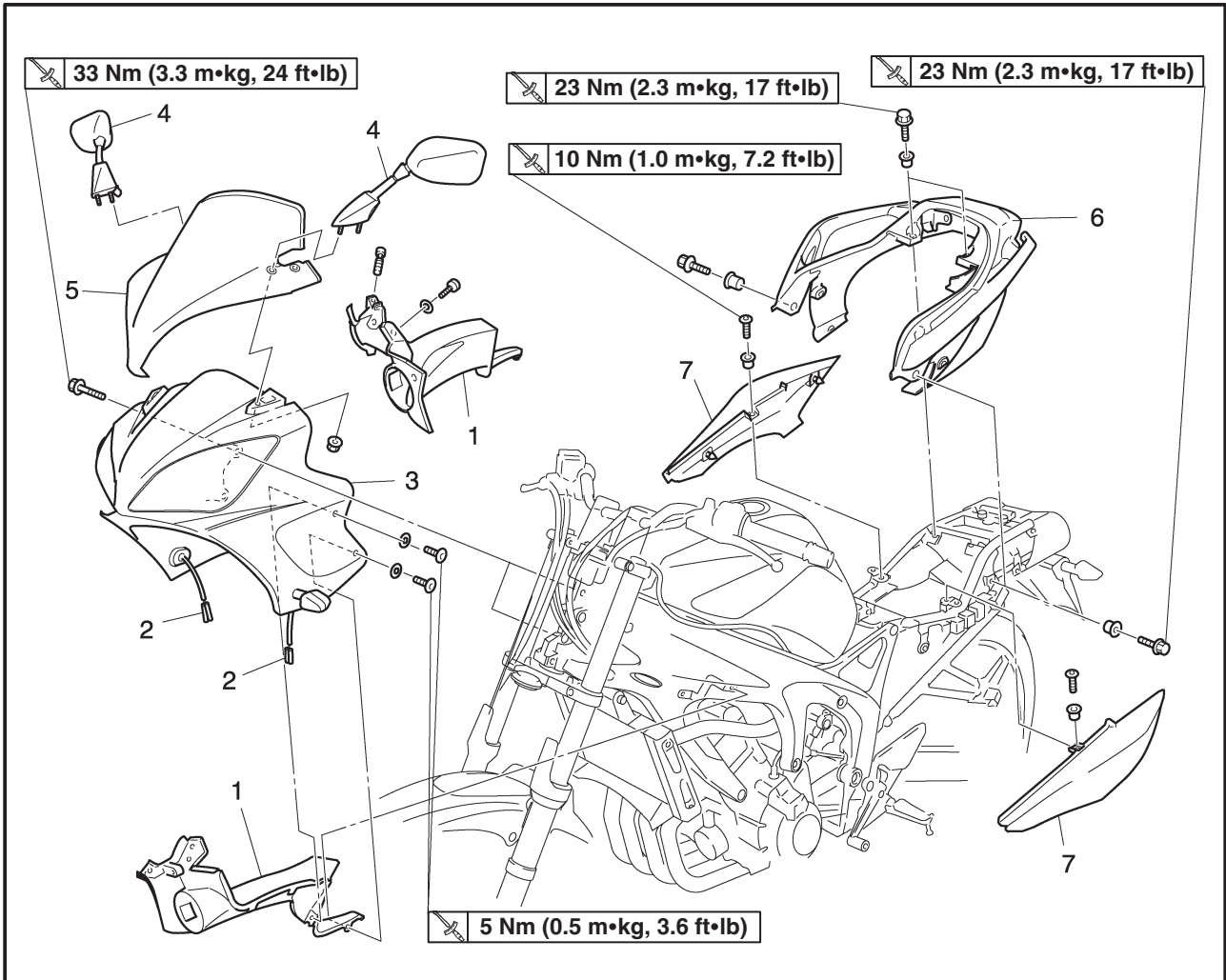
- fuel sender coupler
- fuel pump coupler
- fuel tank breather hose
- fuel tank drain hose

#### NOTE:

There is a white paint mark on the fuel tank breather hose.

Refer to "CABLE ROUTING" in chapter 2.

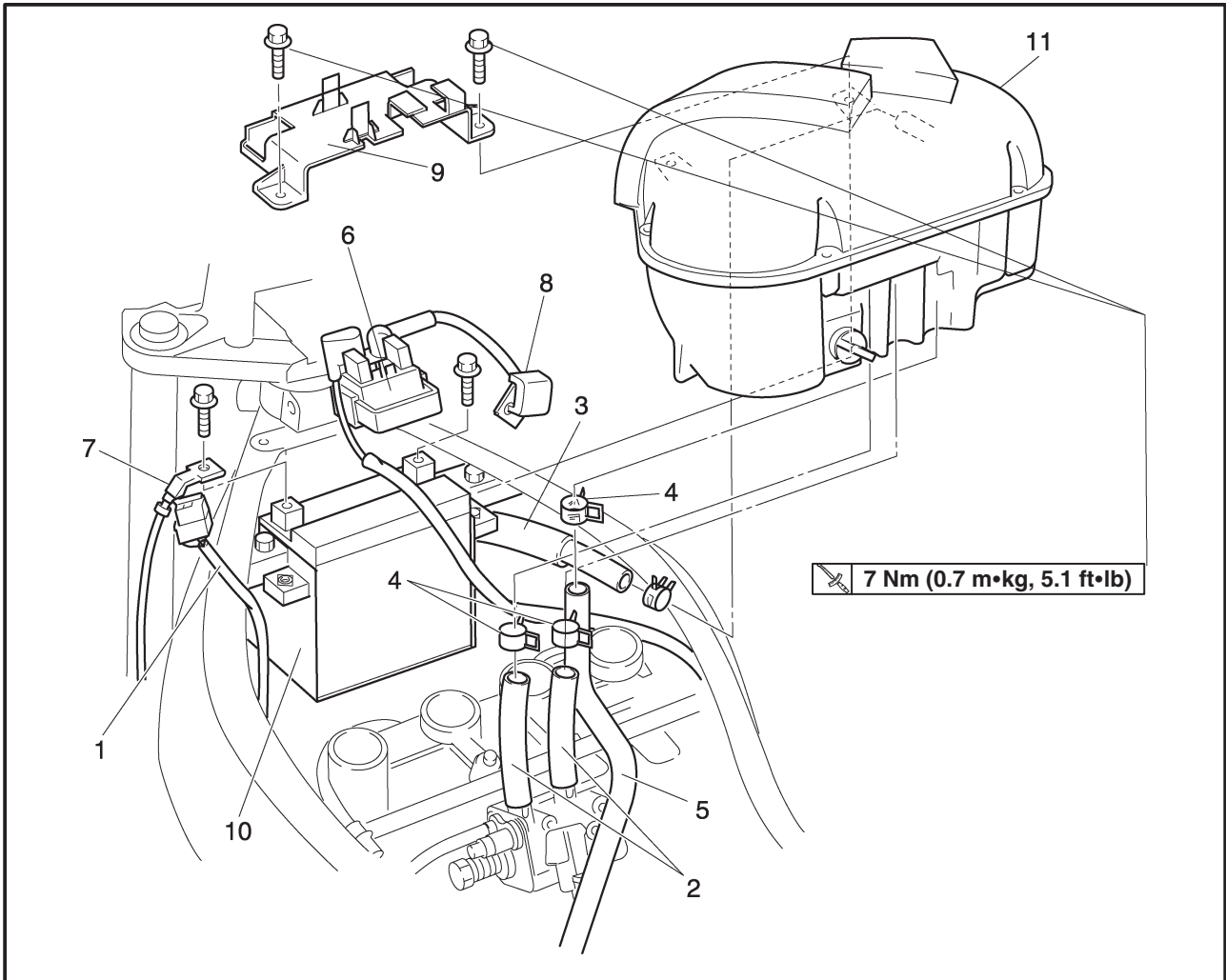
COWLINGS



Order	Job/Part	Q'ty	Remarks
	<b>Removing the cowlings</b>		
	Seat		Remove the parts in the order listed. Refer to "SEAT".
1	Front cowlings inner panel (left and right)	2	
2	Front turn signal light lead couplers	2	Disconnect.
3	Front cowlings	1	
4	Rear view mirrors (left and right)	2	
5	Windshield	1	
6	Rear cowlings	1	
7	Frame side cover	2	
			For installation, reverse the removal procedure.

EAS00043

**AIR FILTER CASE**

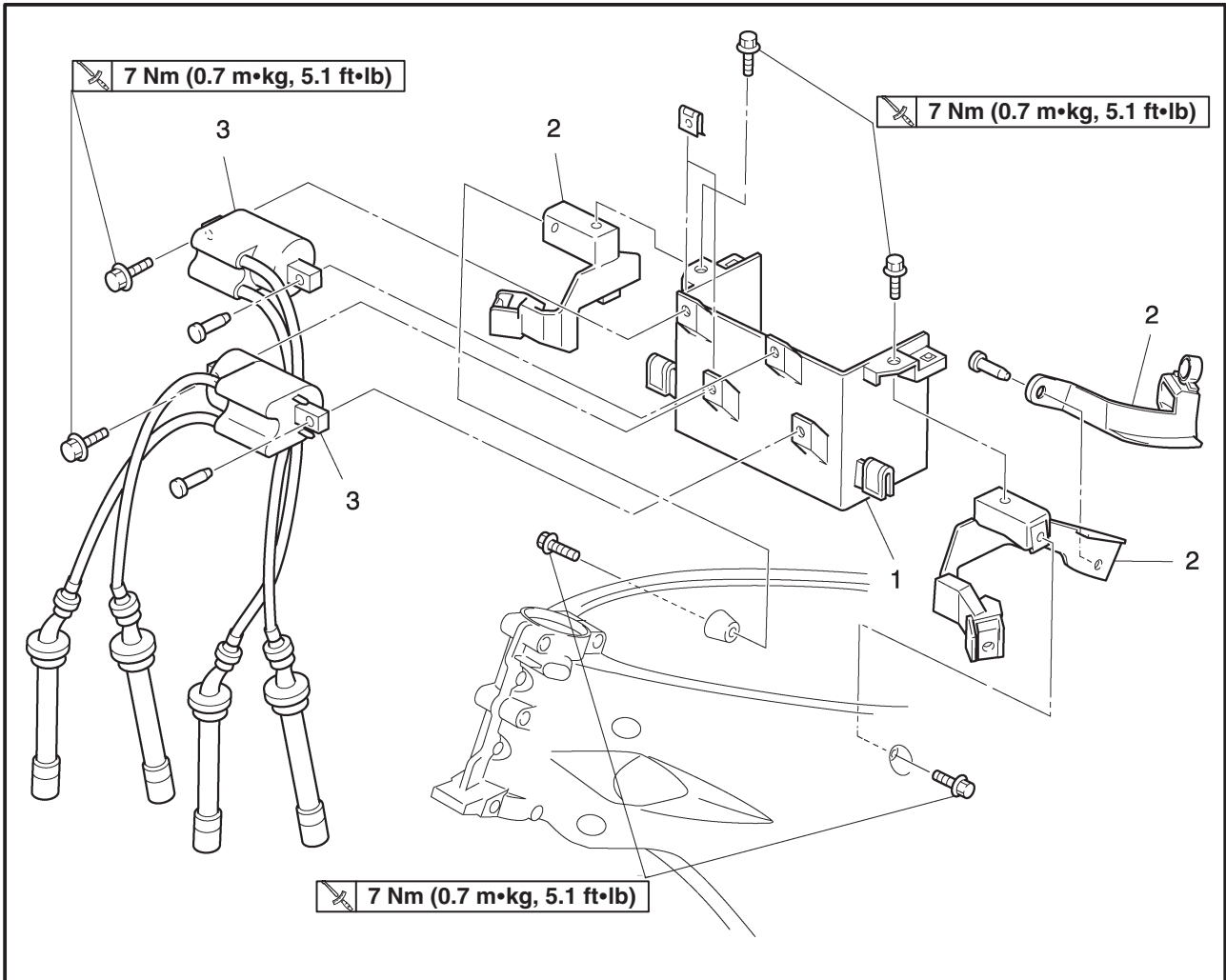


Order	Job/Part	Q'ty	Remarks
	<b>Removing the air filter case</b>		Remove the parts in the order listed.
	Seat		Refer to "SEAT".
	Front cowling inner panel (left and right)		Refer to "COWLINGS".
	Fuel tank		Refer to "FUEL TANK".
1	Intake temperature sensor coupler	1	Disconnect.
2	Throttle body hose	2	Disconnect.
3	Air induction system hose	1	Disconnect.
4	Clamp	4	Loosen.
5	Crankcase breather hose	1	Disconnect.
6	Starter relay	1	
7	Battery negative lead	1	Disconnect.
8	Battery positive lead	1	Disconnect.
9	Battery cover	1	
10	Battery	1	
11	Air filter case	1	
			For installation, reverse the removal procedure.

# BATTERY BOX AND BATTERY BOX BRACKET



## BATTERY BOX AND BATTERY BOX BRACKET



Order	Job/Part	Q'ty	Remarks
1	Battery box	1	Remove the parts in the order listed. <b>NOTE:</b> _____ This part has to be set properly.
2	Battery box bracket	3	
3	Ignition coil assembly	2	
			For installation, reverse the removal procedure.





EAS00045

## ENGINE

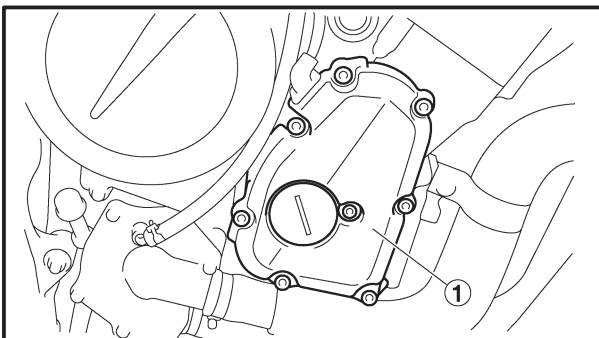
### ADJUSTING THE VALVE CLEARANCE

The following procedure applies to all of the valves.

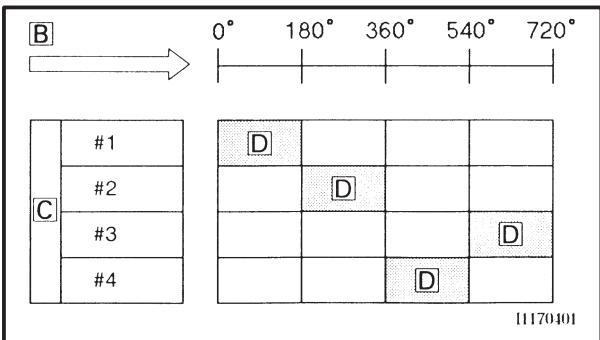
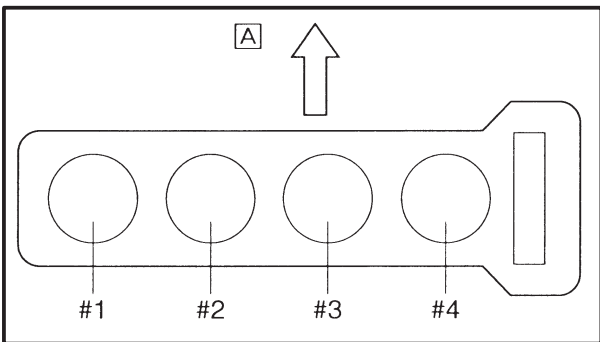
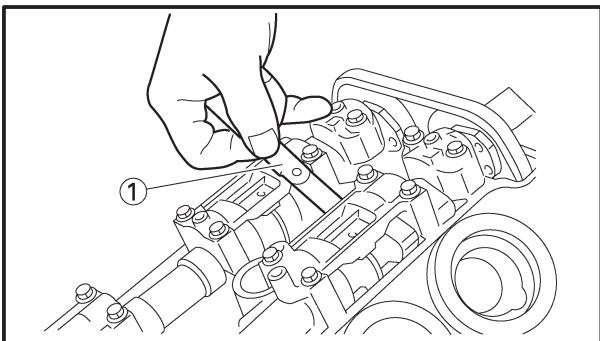
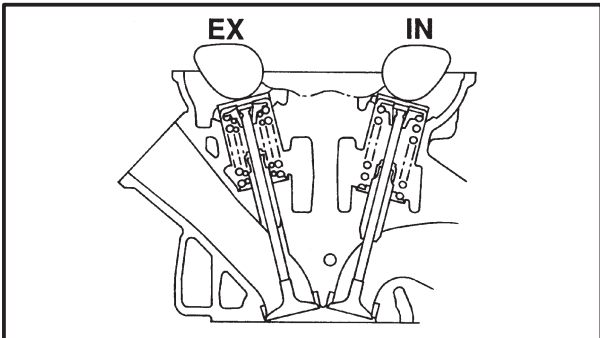
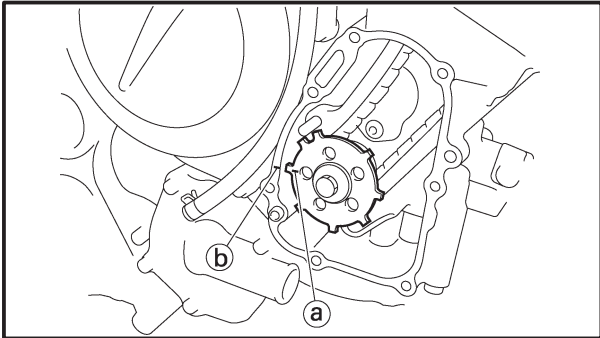
**NOTE:** \_\_\_\_\_

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

1. Remove
  - seat  
Refer to "SEAT".
  - front cowling inner panel (left and right)  
Refer to "COWLINGS".
  - fuel tank  
Refer to "FUEL TANK".
  - battery  
Refer to "CHECKING AND CHARGING THE BATTERY" in chapter 3.
  - air filter case  
Refer to "AIR FILTER CASE".
  - battery box
  - battery box bracket  
Refer to "BATTERY BOX AND BATTERY BOX BRACKET".
  - throttle body assembly  
Refer to "THROTTLE BODIES" in chapter 7.
  - air cut-off valve  
Refer to "AIR INDUCTION SYSTEM" in chapter 7.
  - radiator
  - radiator fan motor  
Refer to "RADIATOR" in chapter 6.
2. Remove
  - ignition coils
  - spark plugs
  - cylinder head cover
  - cylinder head cover gasket  
Refer to "CAMSHAFTS" in chapter 5.
3. Remove
  - pickup rotor cover ①



# ADJUSTING THE VALVE CLEARANCE



### 4. Measure:

- valve clearance
- Out of specification → Adjust.

	<b>Valve clearance (cold)</b>
	<b>Intake valve</b>
	0.13 ~ 0.20 mm
	(0.0051 ~ 0.0079 in)
	<b>Exhaust valve</b>
	0.23 ~ 0.30 mm
	(0.0091 ~ 0.0118 in)



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

**NOTE:** \_\_\_\_\_  
TDC on the compression stroke can be found when the camshaft lobes are turned away from each other.

- c. Measure the valve clearance with a thickness gauge (1).

- NOTE:** \_\_\_\_\_
- If the valve clearance is incorrect, record the measured reading.
  - Measure the valve clearance in the following sequence.

<b>Valve clearance measuring sequence</b>
<b>Cylinder #1 → #2 → #4 → #3</b>

- A Front
- d. To measure the valve clearances of the other cylinders, starting with cylinder #1 at TDC, turn the crankshaft counterclockwise as specified in the following table.
- B Degrees that the crankshaft is turned counterclockwise
- C Cylinder
- D Combustion cycle

<b>Cylinder #2</b>	<b>180°</b>
<b>Cylinder #4</b>	<b>360°</b>
<b>Cylinder #3</b>	<b>540°</b>





## ADJUSTING THE VALVE CLEARANCE



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

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

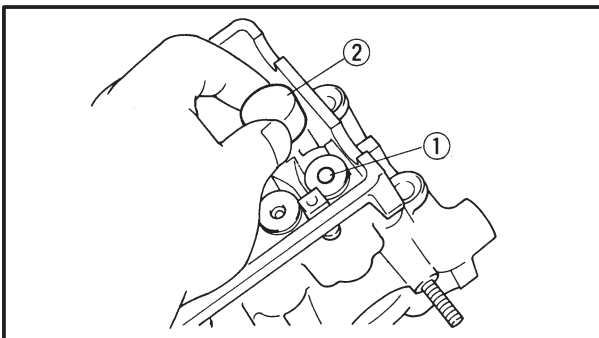
**EXAMPLE:**

Original valve pad number  
= 148 (thickness = 1.48 mm (0.058 in))  
Rounded value = 150

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

**NOTE:** \_\_\_\_\_

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



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

**NOTE:** \_\_\_\_\_

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

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



**Camshaft cap bolt**  
10 Nm (1.0 m•kg, 7.2 ft•lb)

## ADJUSTING THE VALVE CLEARANCE

---



**NOTE:** \_\_\_\_\_

- Refer to “CAMSHAFTS” in chapter 5.
  - Lubricate the camshaft bearings, camshaft lobes and camshaft journals.
  - First, install the exhaust camshaft.
  - Align the camshaft marks with the camshaft cap marks.
  - Turn the crankshaft counterclockwise several full turns to seat the parts.
- 

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





## ADJUSTING THE VALVE CLEARANCE/ SYNCHRONIZING THE THROTTLE BODIES

CHK  
ADJ



7. Install:
- all removed parts

**NOTE:** \_\_\_\_\_

For installation, reverse the removal procedure.

### SYNCHRONIZING THE THROTTLE BODIES

**NOTE:** \_\_\_\_\_

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

1. Stand the motorcycle on a level surface.

**NOTE:** \_\_\_\_\_

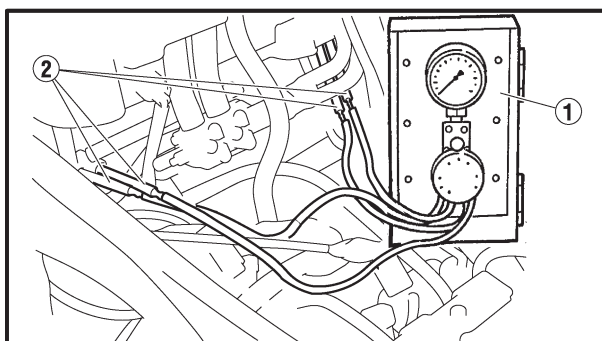
Place the motorcycle on a suitable stand.

2. Remove:

- seat  
Refer to "SEAT".
- front cowling inner panel (left and right)  
Refer to "COWLINGS"
- fuel tank  
Refer to "FUEL TANK".
- air filter case  
Refer to "AIR FILTER CASE".

3. Install:

- vacuum gauge ①  
(onto the synchronizing hose ②)



**Vacuum gauge**  
90890-03094, YU-08030

4. Install:

- air filter case  
Refer to "AIR FILTER CASE".
- fuel tank  
Refer to "FUEL TANK".
- changing the meter display.  
Refer to "FEATURES" in chapter 1.

5. Start the engine and let it warm up for several minutes.







## ADJUSTING THE THROTTLE CABLE FREE PLAY

CHK  
ADJ

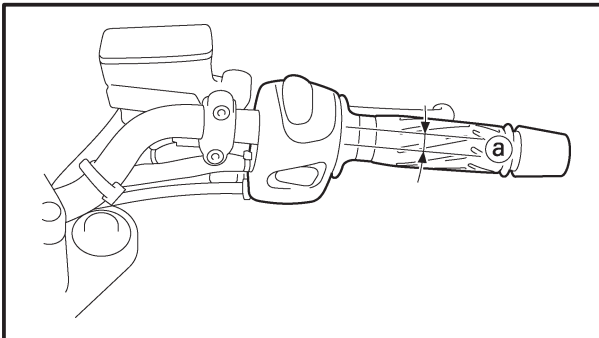


EAS00055

### ADJUSTING THE THROTTLE CABLE FREE PLAY

#### NOTE:

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



#### 1. Check:

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



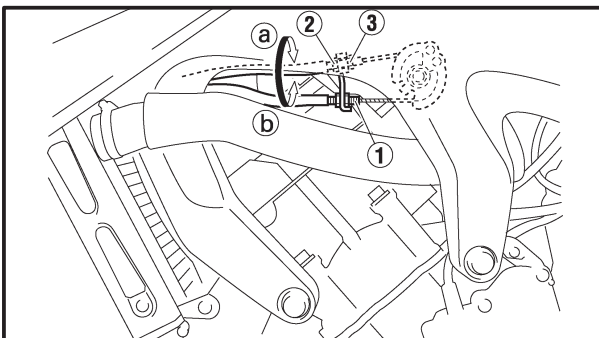
**Throttle cable free play  
(at the flange of the throttle grip)**  
**3 ~ 5 mm (0.12 ~ 0.20 in)**

#### 2. Remove:

- seat  
Refer to “SEAT”.
- front cowling inner panel (left and right)  
Refer to “COWLINGS”.
- fuel tank  
Refer to “FUEL TANK”.
- air filter case  
Refer to “AIR FILTER CASE”.
- battery  
Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.

#### 3. Adjust:

- throttle cable free play



#### NOTE:

When the throttle is opened, the accelerator cable **(1)** is pulled.

#### Throttle body

- Loosen the locknut **(2)** on the decelerator cable.
- Turn the adjusting nut **(3)** in direction **(a)** or **(b)** to take up any slack on the decelerator cable.

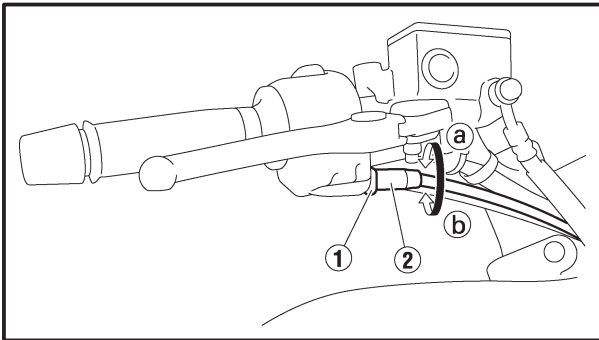
Direction <b>(a)</b>	Throttle cable free play is increased.
Direction <b>(b)</b>	Throttle cable free play is decreased.

- Tighten the locknuts.

#### NOTE:

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

## ADJUSTING THE THROTTLE CABLE FREE PLAY



### Handlebar side

- a. Loosen the locknut (1).
- b. 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.
4. Install:
  - battery assembly  
Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.
  - air filter case  
Refer to “AIR FILTER CASE”.
  - fuel tank  
Refer to “FUEL TANK”.
  - front cowling inner panel (left and right)  
Refer to “COWLINGS”.
  - seat  
Refer to “SEAT”.

### **⚠ WARNING**

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

## ADJUSTING THE EXHAUST GAS VOLUME

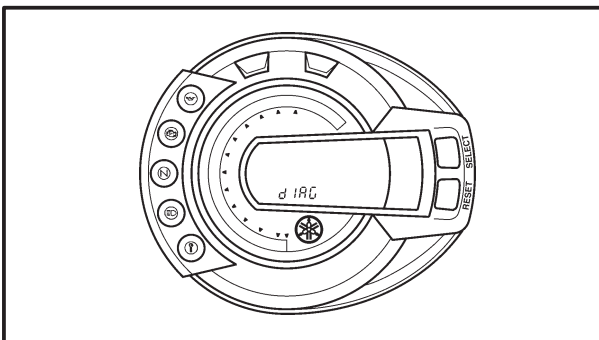
### NOTE:

Be sure to set the carbon monoxide density to standard, and then adjust the exhaust gas.

1. Turn the main switch to “OFF” and engine stop switch “ON”.
2. While keeping the “SELECT” and “RESET” buttons pressed simultaneously, turn “ON” the main switch (keep them pressed for 8 seconds or more).

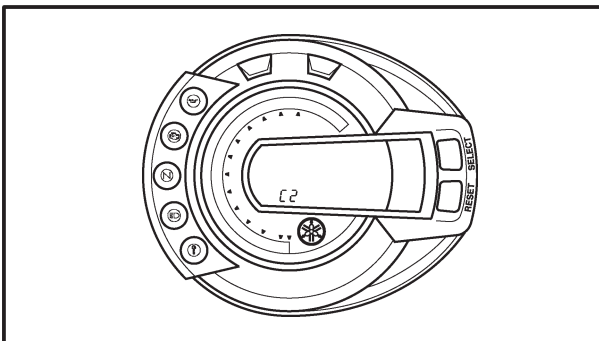
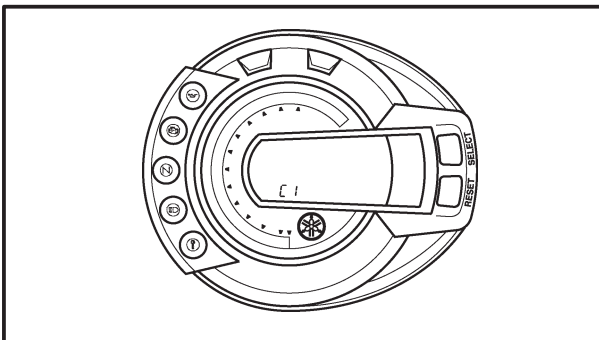
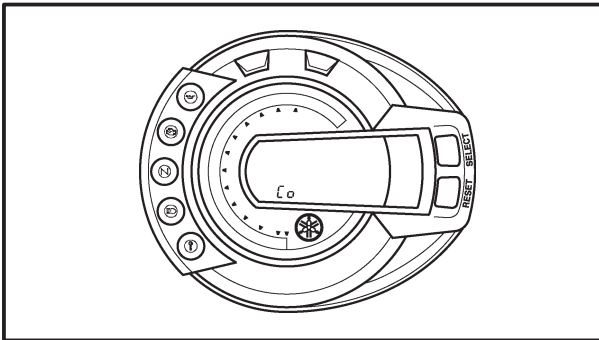
### NOTE:

- All indications on the meter disappear except the clock and trip indications.
- Letters “DIAG” appear on the odo meter LCD.



## ADJUSTING THE EXHAUST GAS VOLUME

CHK  
ADJ



- Using the “SELECT” button, select either the Co adjustment mode (which appears as “Co”) or the diagnosis mode (which appears as “diag”)
- After “Co” appears as a result of pressing the “SELECT” button, simultaneously press the “SELECT” and “RESET” buttons for 2 seconds or more to execute the selection.

- Press the “SELECT” or “RESET” buttons to select the “C1” or “C2”.  
C1=“#1” and “#4”  
C2=“#2” and “#3”

**NOTE:**

- The adjustment cylinder appears on the odometer LCD.  
“RESET” button = decrement  
“SELECT” button = increment

- Execute the selection of the cylinder by simultaneously pressing the “SELECT” and “RESET” buttons for approximately 2 seconds.
- After selecting the adjustment cylinder, change the “Co” adjustment volume by pressing the “SELECT” and “RESET” buttons.

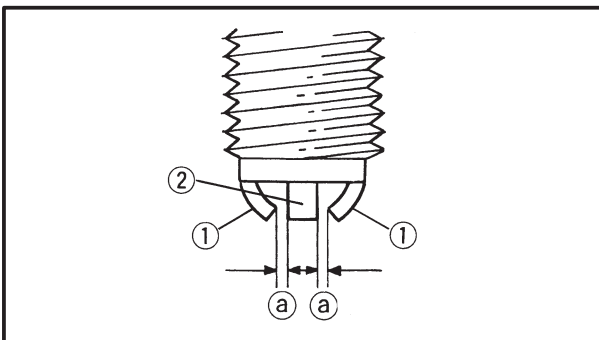
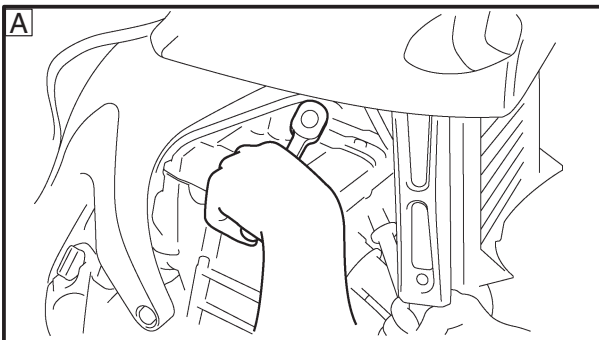
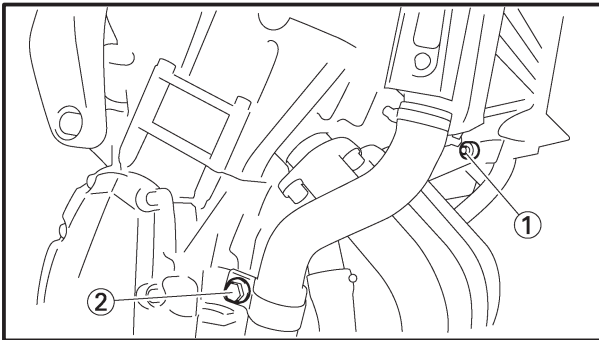
**NOTE:**

- The Co adjustment volume appears on the odometer LCD.  
“RESET” button = decrement  
“SELECT” button = increment

- The selection is executed upon releasing the finger from the switch.
- Simultaneously press the “SELECT” and “RESET” buttons to return to the cylinder selection. (step 5)
- Cancel the mode by turning “OFF” the main switch.

## CHECKING THE SPARK PLUGS

CHK  
ADJ



EAS00059

### CHECKING THE SPARK PLUGS

The following procedure applies to all of the spark plugs.

1. Remove:
  - radiator lower bolt ①
  - radiator lower hose bracket bolt ②
2. Remove:
  - spark plug caps
  - spark plugs

**A** Right side #1 and #2 and #3

**B** Left side #4

#### CAUTION:

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

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



**Spark plug type (manufacturer)  
CR9EK (NGK)**

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



**Spark plug gap  
0.6 ~ 0.7 mm  
(0.0236 ~ 0.0276 in)**


## CHECKING THE SPARK PLUGS/ MEASURING THE COMPRESSION PRESSURE

CHK  
ADJ



### 7. Install:

- spark plug
- spark plug caps

 18 Nm (1.8 m•kg, 13 ft•lb)

### NOTE:

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

### 8. Install:

- radiator lower hose bracket bolt
- radiator lower bolt

EAS00065

## MEASURING THE COMPRESSION PRESSURE

The following procedure applies to all of the cylinders.

### 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”.

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

### 3. Remove:

- rider seat  
Refer to “SEAT”.
- front cowling inner panel (left and right)  
Refer to “COWLINGS”.
- fuel tank  
Refer to “FUEL TANK”.
- air filter case  
Refer to “AIR FILTER CASE”.
- battery  
Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.
- battery box
- battery box bracket  
Refer to “BATTERY BOX AND BATTERY BOX BRACKET”.
- heat protector plate

### 4. Remove:

- cover
- ignition coils
- spark plug caps
- spark plugs






- d. If the compression pressure is below the minimum specification, pour a teaspoonful of engine oil into the spark plug bore and measure again.

Refer to the following table.

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

7. Install:

- spark plug

 18 Nm (1.8 m•kg, 13 ft•lb)

8. Install:

- spark plug caps
- ignition coils

9. Install:

- heat protector plate
- battery box bracket
- battery box

Refer to “BATTERY BOX AND BATTERY BOX BRACKET”.

- battery

Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.

- air filter case

Refer to “AIR FILTER CASE”.

- fuel tank

Refer to “FUEL TANK”.

- front cowling inner panel (left and right)

Refer to “COWLINGS”.

- rider seat

Refer to “SEAT”.



## CHECKING THE ENGINE OIL LEVEL

CHK  
ADJ



EAS00069

### CHECKING THE ENGINE OIL LEVEL

1. Stand the motorcycle on a level surface.

#### NOTE:

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

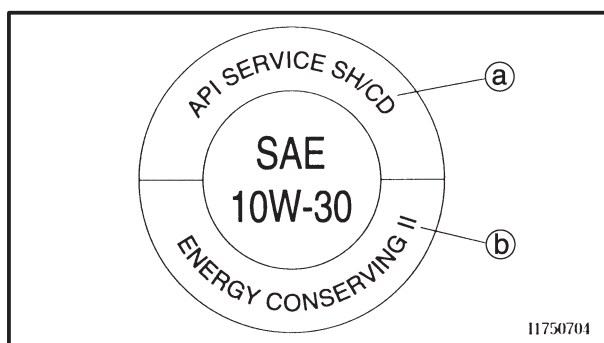
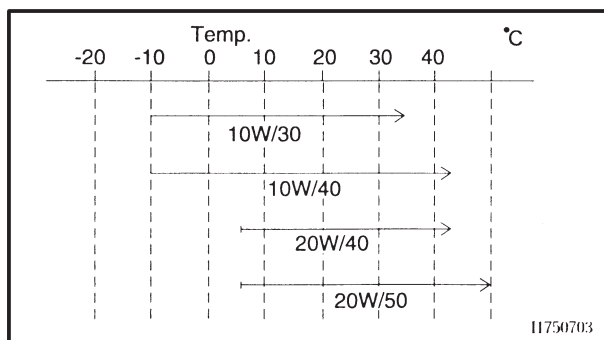
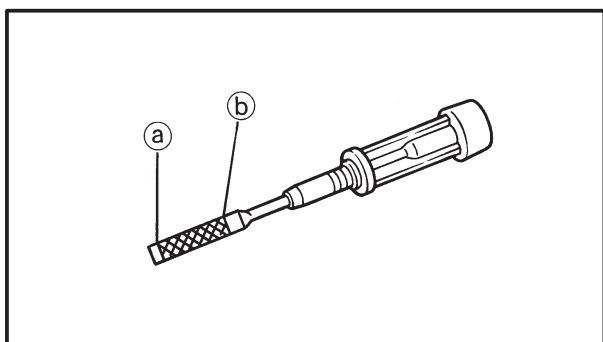
2. Start the engine, warm it up for several minutes, and then turn it off.

3. Check:

- engine oil level

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

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



#### Recommended oil

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

API standard

SE or higher grade

ACEA standard

G4 or G5

#### CAUTION:

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

## CHECKING THE ENGINE OIL LEVEL/ CHANGING THE ENGINE OIL

CHK  
ADJ



**NOTE:** \_\_\_\_\_

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

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

5. Check the engine oil level again.

**NOTE:** \_\_\_\_\_

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

EAS00074

### CHANGING THE ENGINE OIL

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

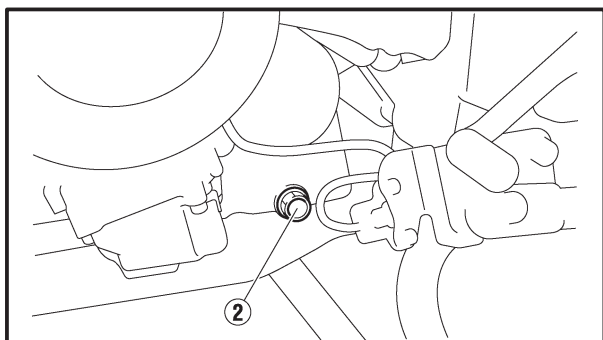
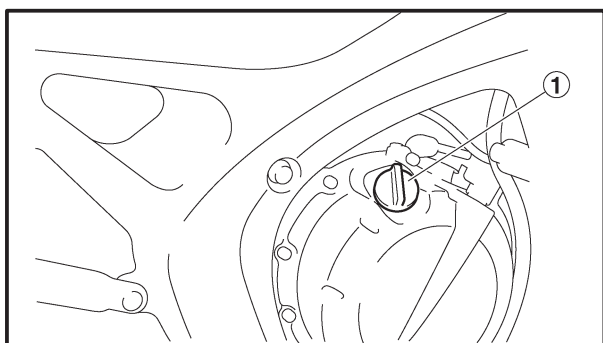
2. Place a container under the engine oil drain bolt.

3. Remove:

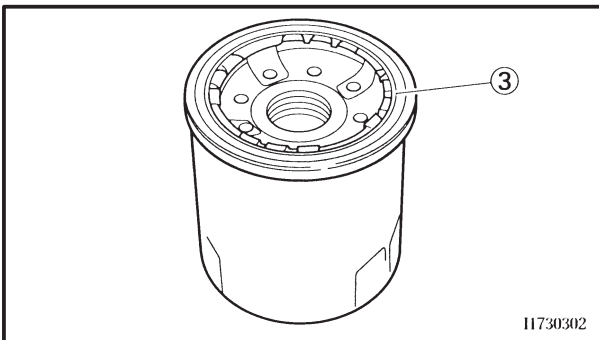
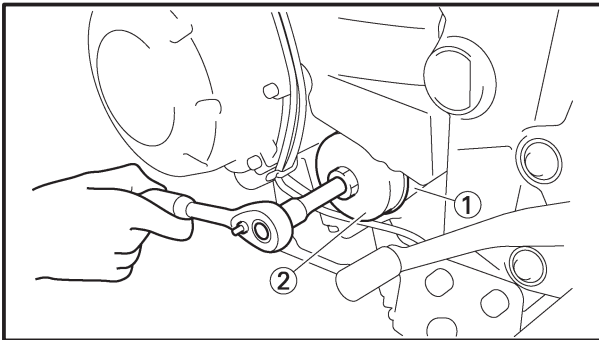
- engine oil filler cap ①
- engine oil drain bolt ② (along with the gasket)

4. Drain:

- engine oil (completely from the crankcase)



## CHANGING THE ENGINE OIL



5. If the oil filter cartridge is also to be replaced, perform the following procedure.



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

	<b>Oil filter wrench</b> <b>90890-01426, YU-38411</b>
--	--

b. Lubricate the O-ring ③ of the new oil filter cartridge with a thin coat of engine oil.

**CAUTION:** \_\_\_\_\_

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

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

	<b>Oil filter cartridge</b> <b>17 Nm (1.7 m•kg, 12 ft•lb)</b>
--	--



6. Replace:

- engine oil drain bolt gasket **New**

7. Install:

- engine oil drain bolt  
(along with the new gasket)

**43 Nm (4.3 m•kg, 31 ft•lb)**

8. Fill:

- crankcase  
(with the specified amount of the recommended engine oil)

	<b>Quantity</b> <b>Total amount</b> <b>3.4 L (2.99 Imp qt, 3.59 US qt)</b> <b>Without oil filter cartridge replacement</b> <b>2.5 L (2.20 Imp qt, 2.64 US qt)</b> <b>With oil filter cartridge replacement</b> <b>2.8 L (2.47 Imp qt, 2.96 US qt)</b>
--	---

## CHANGING THE ENGINE OIL/ MEASURING THE ENGINE OIL PRESSURE

CHK  
ADJ



9. Install:
  - engine oil filler cap
10. Start the engine, warm it up for several minutes, and then turn it off.
11. Check:
  - engine (for engine oil leaks)
12. Check:
  - engine oil levelRefer to “CHECKING THE ENGINE OIL LEVEL”.

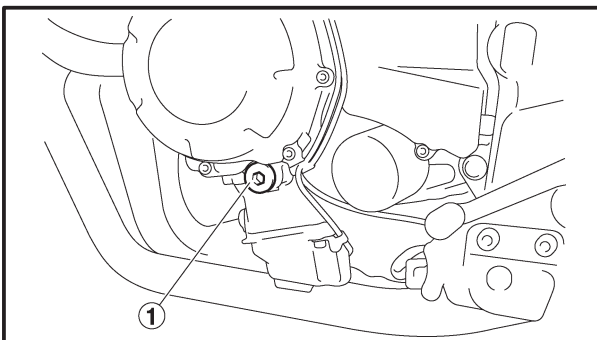
EAS00077

### MEASURING THE ENGINE OIL PRESSURE

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

#### CAUTION:

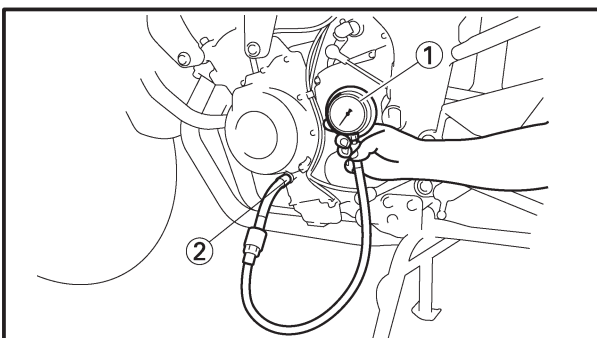
When the engine is cold, the engine oil will have a higher viscosity, causing the engine oil pressure to increase. Therefore, be sure to measure the engine oil pressure after warming up the engine.



3. Remove:
  - oil gallery bolt ①

#### WARNING

The engine, muffler and engine oil are extremely hot.



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



Pressure gauge  
90890-03153, YU-03153  
Oil pressure adapter  
90890-03139

## MEASURING THE ENGINE OIL PRESSURE

CHK  
ADJ



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



**Engine oil pressure**  
240 kPa  
(2.4 kg/cm<sup>2</sup>, 2.4 bar, 34.1 psi)

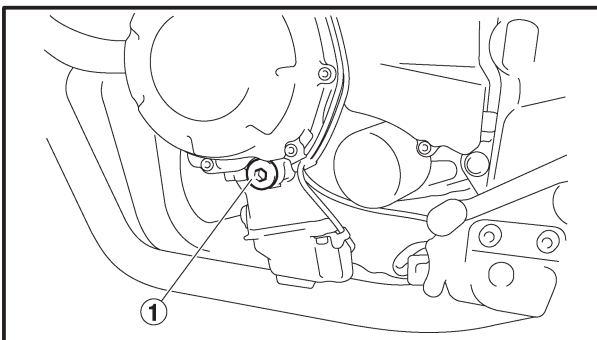
**Engine speed**  
Approx. 6,600 r/min

**Engine oil temperature**  
96°C (205°F)


**NOTE:**

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

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



6. Install:
- oil gallery bolt ①

 8 Nm (0.8 m•kg, 5.8 ft•lb)

# ADJUSTING THE CLUTCH CABLE FREE PLAY

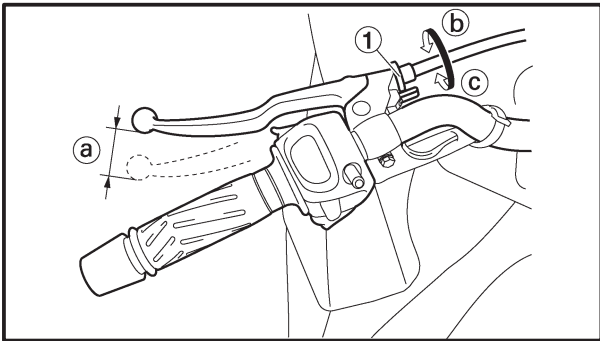


EAS00078

## ADJUSTING THE CLUTCH CABLE FREE PLAY

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

**Clutch cable free play (at the end of the clutch lever)**  
**10 ~ 15 mm (0.39 ~ 0.59 in)**



2. Adjust:
  - clutch cable free play



### Handlebar side

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

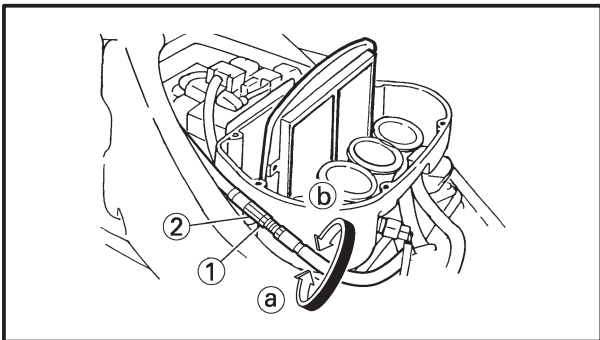
Direction (b)	Clutch cable free play is increased.
Direction (c)	Clutch cable free play is decreased.

### NOTE:

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

### Engine side

3. Remove:
  - seat  
Refer to "SEAT".
  - front cowling inner panel (left and right)  
Refer to "COWLINGS".
  - fuel tank  
Refer to "FUEL TANK".
  - air filter case  
Refer to "AIR FILTER CASE".
- a. Loosen the locknuts (1).
- b. 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.

- d. Tighten the locknuts.

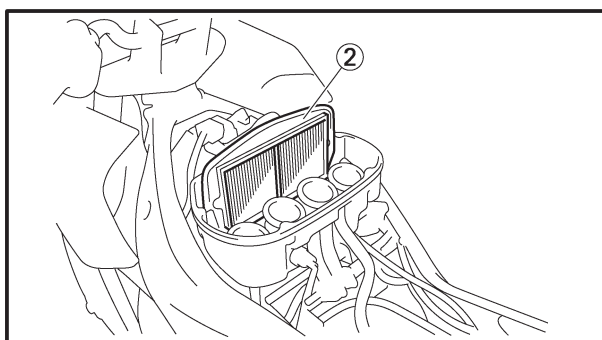
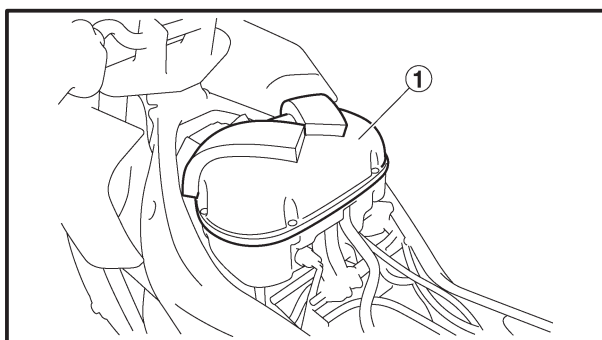


## ADJUSTING THE CLUTCH CABLE FREE PLAY/ CLEANING THE AIR FILTER ELEMENT

CHK  
ADJ



4. Install:
  - air filter case  
Refer to “AIR FILTER CASE”.
  - fuel tank  
Refer to “FUEL TANK”.
  - front cowling inner panel (left and right)  
Refer to “COWLINGS”.
  - seat  
Refer to “SEAT”.



EAS00086

### CLEANING THE AIR FILTER ELEMENT

1. Remove:
  - rider seat  
Refer to “SEAT”.
  - front cowling inner panel (left and right)  
Refer to “COWLINGS”.
  - fuel tank  
Refer to “FUEL TANK”.
2. Remove:
  - air filter case cover ①
  - air filter element ②
3. Clean:
  - air filter element ②
4. Check:
  - air filter element  
Damage → Replace.
5. Install:
  - air filter element ②
  - air filter case cover ①

### CAUTION:

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

## CLEANING THE AIR FILTER ELEMENT/ CHECKING THE THROTTLE BODY JOINTS

CHK  
ADJ



### NOTE:

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

### 6. Install:

- fuel tank  
Refer to “FUEL TANK”.
- front cowling inner panel (left and right)  
Refer to “COWLINGS”.
- rider seat  
Refer to “SEAT”.

EAS00095

### CHECKING THE THROTTLE BODY JOINTS

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

#### 1. Remove:

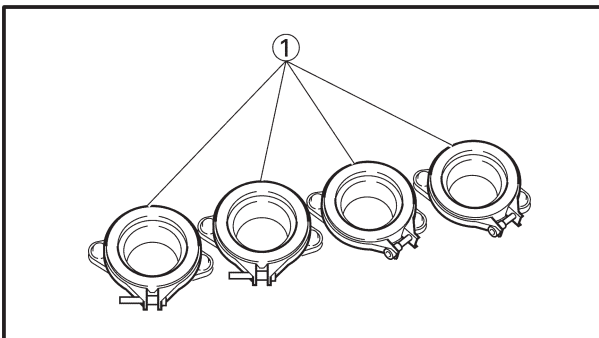
- throttle bodies  
Refer to “THROTTLE BODIES” in chapter 7.

#### 2. Check:

- throttle body joints ①  
Cracks/damage → Replace.

#### 3. Install:

- throttle bodies  
Refer to “THROTTLE BODIES” in chapter 7.





## CHECKING THE FUEL AND BREATHER HOSES/ CHECKING THE CRANKCASE BREATHER HOSE

CHK  
ADJ

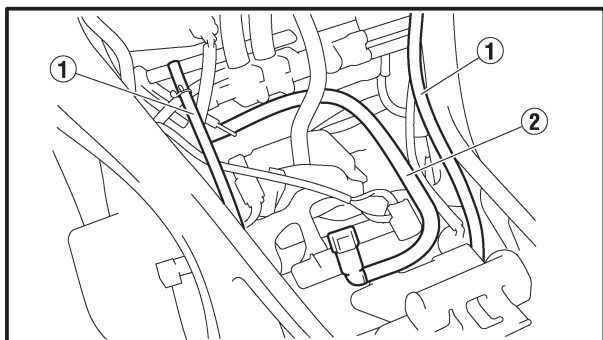


EAS00096

### CHECKING THE FUEL AND BREATHER HOSES

The following procedure applies to all of the fuel and breather hoses.

1. Remove:
  - rider seat  
Refer to “SEAT”.
  - front cowling inner panel (left and right)  
Refer to “COWLINGS”
  - fuel tank  
Refer to “FUEL TANK”.
2. Check:
  - breather hose ①
  - fuel hose ②Cracks/damage → Replace.  
Loose connection → Connect properly.



#### NOTE:

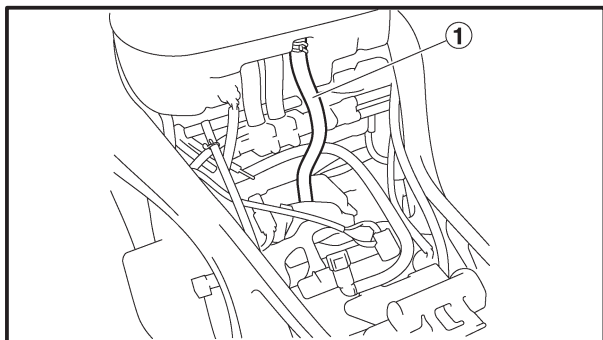
- Before removing the fuel hose, place a few rags in the area under where it will be removed.
- There is a white mark on the fuel tank breather hose.  
Refer to “CABLE ROUTING” in chapter 2.

3. Install:
  - fuel tank  
Refer to “FUEL TANK”.
  - front cowling inner panel (left and right)  
Refer to “COWLINGS”.
  - rider seat  
Refer to “SEAT”.

EAS00098

### CHECKING THE CRANKCASE BREATHER HOSE

1. Remove:
  - rider seat  
Refer to “SEAT”.
  - front cowling inner panel (left and right)  
Refer to “COWLINGS”.
  - fuel tank  
Refer to “FUEL TANK”.
2. Check:
  - crankcase breather hose ①Cracks/damage → Replace.  
Loose connection → Connect properly.



#### CAUTION:

**Make sure the crankcase breather hose is routed correctly.**

## CHECKING THE CRANKCASE BREATHER HOSE/ CHECKING THE EXHAUST SYSTEM

CHK  
ADJ



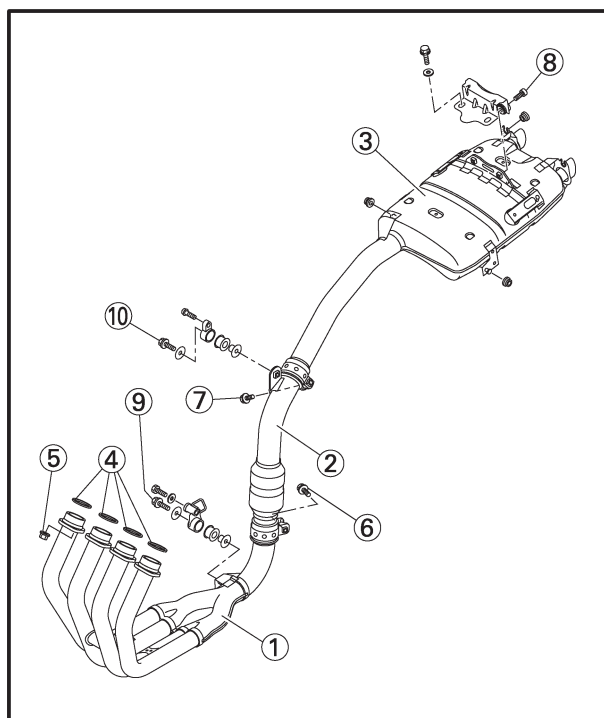
3. Install:
  - fuel tank  
Refer to “FUEL TANK”.
  - front cowling inner panel (left and right)  
Refer to “COWLINGS”.
  - rider seat  
Refer to “SEAT”.

EAS00099

### CHECKING THE EXHAUST SYSTEM

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

1. Remove:
  - radiator  
Refer to “RADIATOR” in chapter 6.



2. Check:
  - exhaust pipe ①
  - catalyst pipe ②
  - muffler ③  
Cracks/damage → Replace.
  - gasket ④  
Exhaust gas leaks → Replace.
3. Check:
  - tightening torque



**Exhaust pipe nut ⑤**  
20 Nm (2.0 m•kg, 15 ft•lb)  
**Catalyst joint bolt ⑥**  
20 Nm (2.0 m•kg, 15 ft•lb)  
**Muffler joint bolt ⑦**  
**Muffler and muffler stay ⑧**  
20 Nm (2.0 m•kg, 15 ft•lb)  
**Exhaust pipe and exhaust pipe stay ⑨**  
20 Nm (2.0 m•kg, 15 ft•lb)  
**Catalyst pipe and catalyst pipe stay ⑩**  
20 Nm (2.0 m•kg, 15 ft•lb)

4. Install:
  - radiator  
Refer to “RADIATOR” in chapter 6.



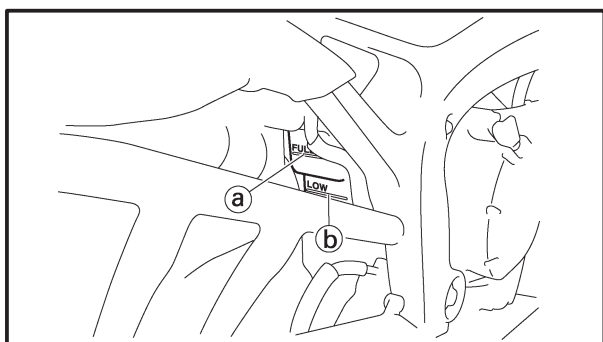
EAS00102

### 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

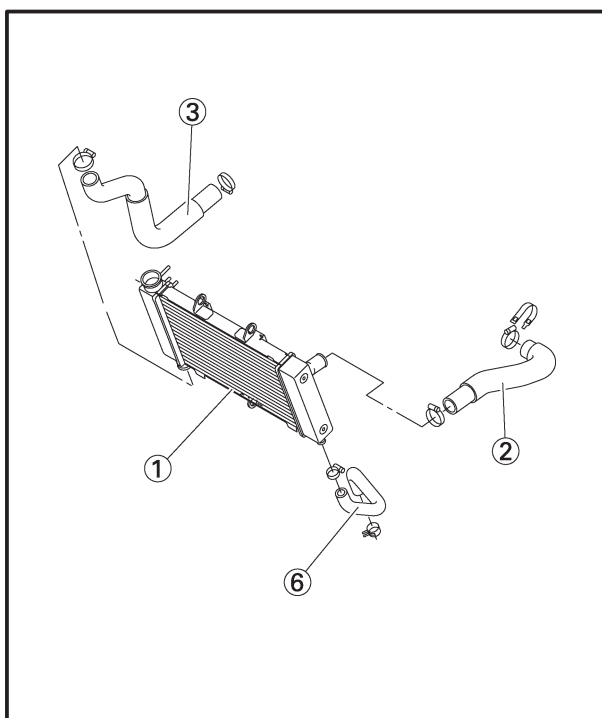
**NOTE:** \_\_\_\_\_

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

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## CHECKING THE COOLING SYSTEM/ CHANGING THE COOLANT

CHK  
ADJ



EAS00104

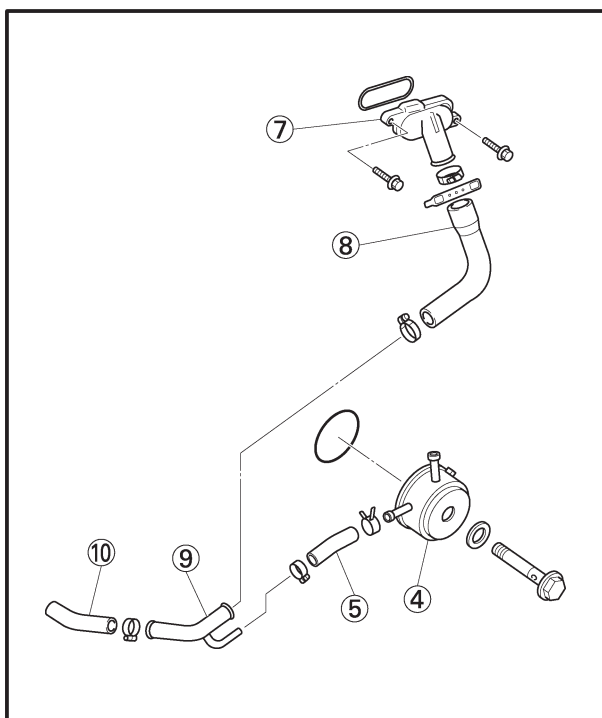
### CHECKING THE COOLING SYSTEM

#### 1. Check:

- radiator ①
- radiator inlet hose ②
- radiator outlet hose ③
- oil cooler ④
- oil cooler inlet hose ⑤
- oil cooler outlet hose ⑥
- water jacket outlet joint ⑦
- water jacket hose ⑧
- water pump outlet pipe ⑨
- water pump outlet hose ⑩

Cracks/damage → Replace.

Refer to "COOLING SYSTEM" in chapter 6.



EAS00105

### CHANGING THE COOLANT

#### 1. Remove:

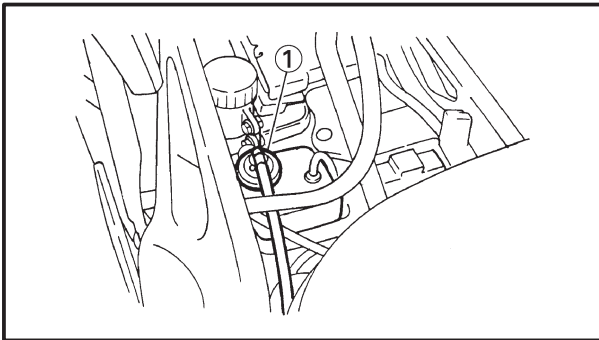
- seat  
Refer to "SEAT".
- front cowling inner panel (left and right)  
Refer to "COWLINGS".
- fuel tank  
Refer to "FUEL TANK".

#### 2. Remove:

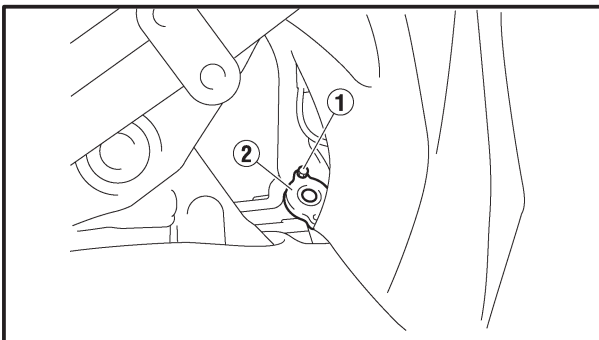
- coolant reservoir tank

## CHANGING THE COOLANT

CHK  
ADJ



3. Disconnect:
  - coolant reservoir cap ①
4. Drain:
  - coolant  
(from the coolant reservoir tank)

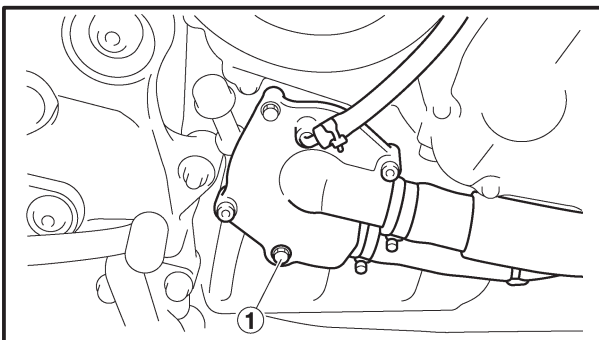


5. Remove:
  - radiator cap lock bolt ①
  - radiator cap ②

### CAUTION:

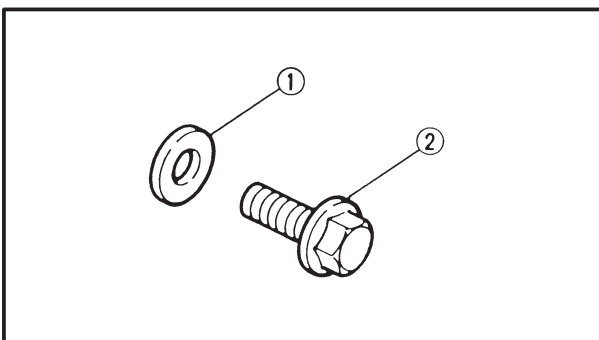
**A hot radiator is under pressure. Therefore, do not remove the radiator cap when the engine is hot. Scalding hot fluid and steam may be blown out, which could cause serious injury. When the engine has cooled, open the radiator cap as follows:**

**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.**




The following procedure applies to all of the coolant drain bolts and copper washers.

6. Remove:
  - coolant drain bolt (water pump) ①  
(along with the copper washer)



7. Drain:
  - coolant  
(from the engine and radiator)
8. Check:
  - copper washer ① **New**  
(coolant drain bolt-water pump ②)
9. Install:
  - coolant drain bolt (water pump)  
(with copper washer)

 **10 Nm (1.0 m•kg, 7.2 ft•lb)**

## CHANGING THE COOLANT

CHK  
ADJ



10. Install:
  - coolant reservoir tank
11. Connect:
  - coolant reservoir hose

12. Fill:
  - cooling system  
(with the specified amount of the recommended coolant)



**Recommended antifreeze**  
**High-quality ethylene glycol**  
**antifreeze containing corrosion**  
**inhibitors for aluminum engines**

**Mixing ratio**

**1:1 (antifreeze:water)**

**Quantity**

**Total amount**

**2.0 L (1.76 Imp qt,**

**2.11 US qt)**

**Coolant reservoir capacity**

**0.27 L (0.24 Imp qt,**

**0.29 US qt)**

### Handling notes for coolant

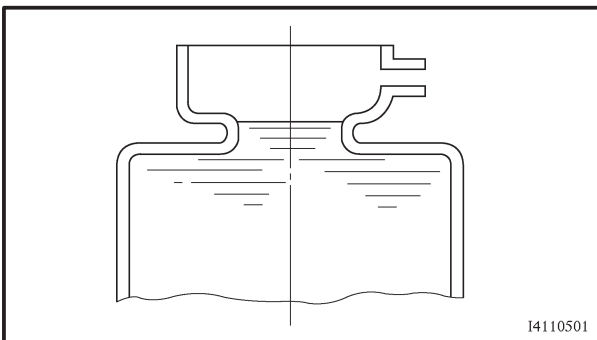
Coolant is potentially harmful and should be handled with special care.

### **! 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.



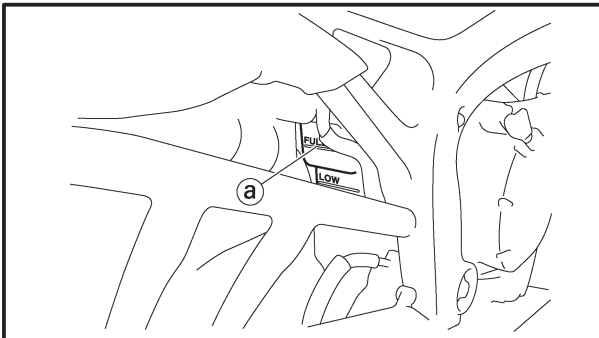
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## CHANGING THE COOLANT

CHK  
ADJ



- 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.



13. Install:
  - radiator cap
14. Fill:
  - coolant reservoir tank (with the recommended coolant to the maximum level mark (a))
15. Install:
  - coolant reservoir cap
16. Start the engine, warm it up for several minutes, and then stop it.
17. Check:
  - coolant level  
Refer to "CHECKING THE COOLANT LEVEL".

**NOTE:** \_\_\_\_\_

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

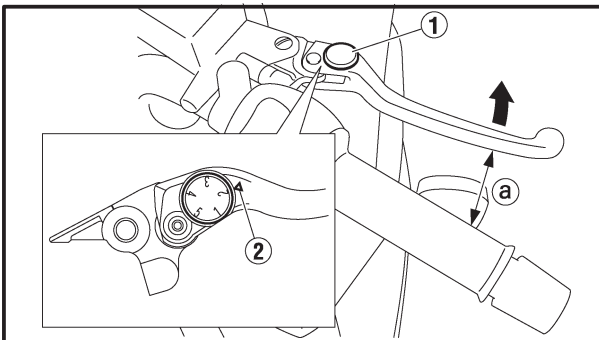
18. Install:
  - fuel tank  
Refer to "FUEL TANK".
  - front cowling inner panel (left and right)  
Refer to "COWLINGS".
  - seat  
Refer to "SEAT".

EAS00107

## CHASSIS ADJUSTING THE FRONT BRAKE

- Adjust:
  - brake lever position  
(distance  $\textcircled{a}$  from the throttle grip to the brake lever)

- NOTE:** \_\_\_\_\_
- While pushing the brake lever forward, turn the adjusting dial  $\textcircled{1}$  until the brake lever is in the desired position.
  - Be sure to align the setting on the adjusting dial with the arrow mark  $\textcircled{2}$  on the brake lever holder.



Position #1	Distance $\textcircled{a}$ is the largest.
Position #5	Distance $\textcircled{a}$ is the smallest.

### **⚠ WARNING** \_\_\_\_\_

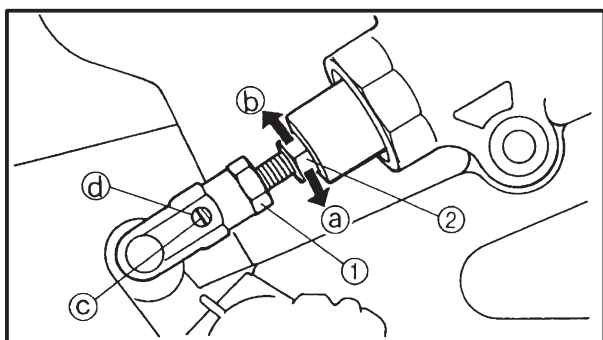
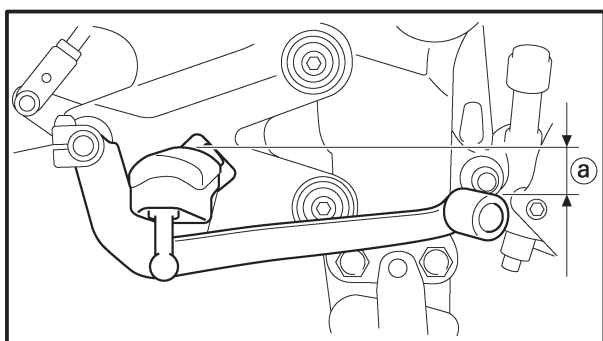
- After adjusting the brake lever position, make sure the pin on the brake lever holder is firmly inserted in the hole in the adjusting dial.
- A soft or spongy feeling in the brake lever can indicate the presence of air in the brake system. Before the vehicle is operated, the air must be removed by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

### **CAUTION:** \_\_\_\_\_

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



## ADJUSTING THE REAR BRAKE



EAS00110

### ADJUSTING THE REAR BRAKE

1. Check:
  - brake pedal position  
(distance ① from the top of the rider footrest to the top of the brake pedal)  
Out of specification → Adjust.

**Brake pedal position (below the top of the rider footrest)**  
**25.8 mm (1.02 in)**

2. Adjust:
  - brake pedal position



- a. Loosen the locknut ①.
- b. Turn the adjusting bolt ② in direction ③ or ④ until the specified brake pedal position is obtained.

Direction ③	Brake pedal is raised.
Direction ④	Brake pedal is lowered.

#### **⚠ WARNING**

After adjusting the brake pedal position, check that the end of the adjusting bolt ⑤ is visible through the hole ⑥.

- c. Tighten the locknut ① to specification.

**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.



## ADJUSTING THE REAR BRAKE/ CHECKING THE BRAKE FLUID LEVEL

CHK  
ADJ



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

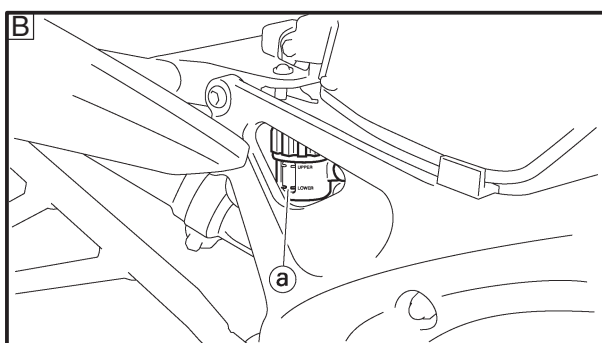
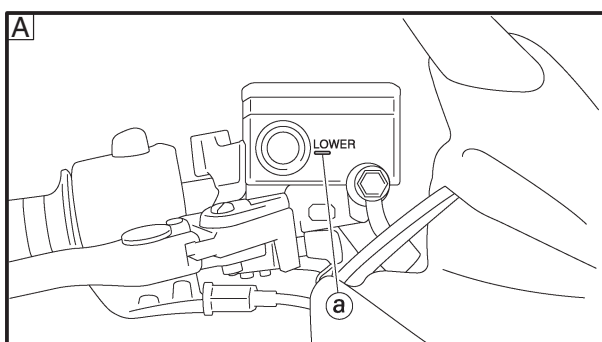
EAS00115

### 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 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.

## CHECKING THE BRAKE FLUID LEVEL/ CHECKING THE FRONT AND REAR BRAKE PADS

CHK  
ADJ



### 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

The following procedure applies to all of the brake pads.

1. Operate the brake.

2. Check:

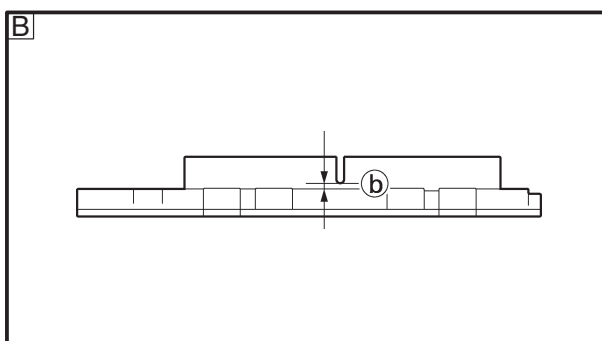
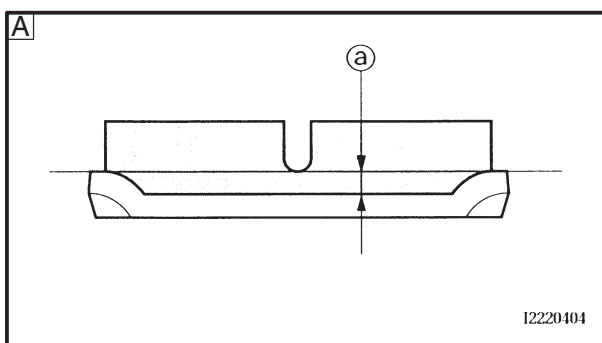
- front brake pad
- rear brake pad

Brake pad wear limit (a), (b)

Wear limit reached → Replace the brake pads as a set.

Refer to "FRONT AND REAR BRAKES" in chapter 4.

- A** Front brake
- B** Rear brake







## BLEEDING THE HYDRAULIC BRAKE SYSTEM/ ADJUSTING THE SHIFT PEDAL



- 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 specification.

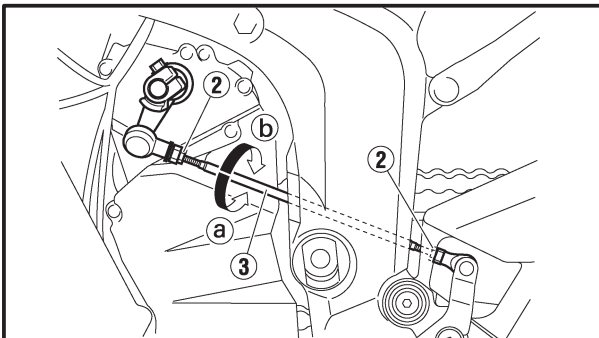
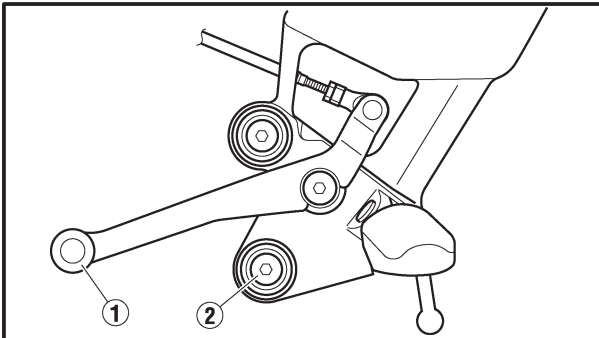


**Bleed screw**  
**6 Nm (0.6 m•kg, 4.3 ft•lb)**

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

### **⚠ WARNING**

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



EAS00136

### **ADJUSTING THE SHIFT PEDAL**

- 1. Check:
  - shift pedal position  
Align the center of shift pedal ① and center of footrest bracket bolt ② in a straight line. Incorrect → Adjust.

- 2. Adjust:
  - shift pedal position



- a. Loosen both locknuts ②.
- b. Turn the shift rod ③ in direction ① or ② to obtain the correct shift pedal position.

<b>Direction ①</b>	<b>Shift pedal is raised.</b>
<b>Direction ②</b>	<b>Shift pedal is lowered.</b>

- c. Tighten both locknuts.







## ADJUSTING THE DRIVE CHAIN SLACK/ LUBRICATING THE DRIVE CHAIN



f. Tighten both locknuts to specification.

	<b>Locknut</b> <b>16 Nm (1.6 m•kg, 12 ft•lb)</b>
---	---

g. Tighten the wheel axle nut to specification.

	<b>Wheel axle nut</b> <b>120 Nm (12 m•kg, 87 ft•lb)</b>
---	--




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 rapidly. Therefore, the drive chain should be serviced, especially when the motorcycle is used in dusty areas.

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

	<b>Recommended lubricant</b> <b>Engine oil or chain lubricant</b> <b>suitable for O-ring chains</b>
---	---





## CHECKING AND ADJUSTING THE STEERING HEAD

CHK  
ADJ



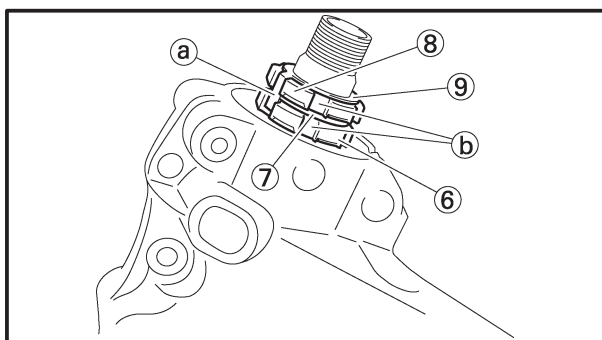
- c. Loosen the lower ring nut ⑥ completely, then tighten it to specification.

### ⚠ WARNING

Do not overtighten the lower ring nut.



**Lower ring nut  
(final tightening torque)**  
18 Nm (1.8 m•kg, 13 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 “STEERING HEAD” in chapter 4.

- e. Install the rubber washer ⑦.  
f. Install the upper ring nut ⑧.  
g. Finger tighten the upper ring nut ⑧, then align the slots of both ring nuts. If necessary, hold the lower ring nut and tighten the upper ring nut until their slots are aligned.  
h. Install the lock washer ⑨.

### NOTE:

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

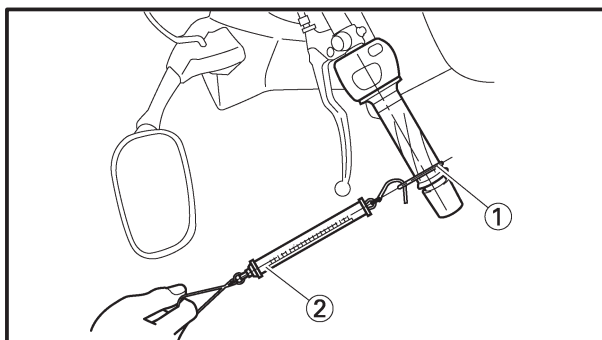


5. Install:
- upper bracket  
Refer to “HANDLEBAR” and “STEERING HEAD” in chapter 4.
6. Measure:
- steering head tension



### NOTE:

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



- a. Point the front wheel straight ahead.  
b. Install a plastic locking tie ① loosely around the end of the handlebar as shown.  
c. Hook a spring gauge ② onto the plastic locking tie.  
d. Hold the spring gauge at a 90° angle from the handlebar, pull the spring gauge, and then record the measurement when the handlebar starts to run.

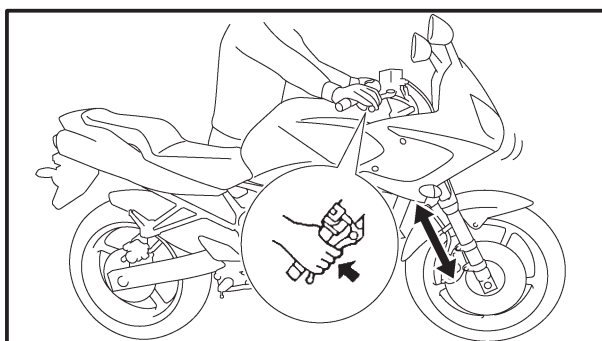
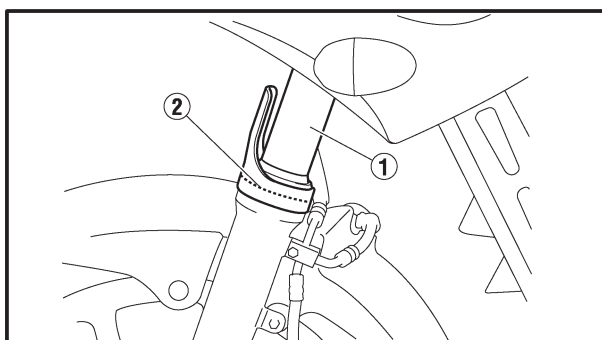
## CHECKING AND ADJUSTING THE STEERING HEAD/ CHECKING THE FRONT FORK

**CHK**  
**ADJ**



**Steering head tension**  
**200 ~ 500 g**

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



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

EAS00156

ADJUSTING THE REAR SHOCK ABSORBER ASSEMBLY

**! WARNING**

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

Spring preload

**CAUTION:**

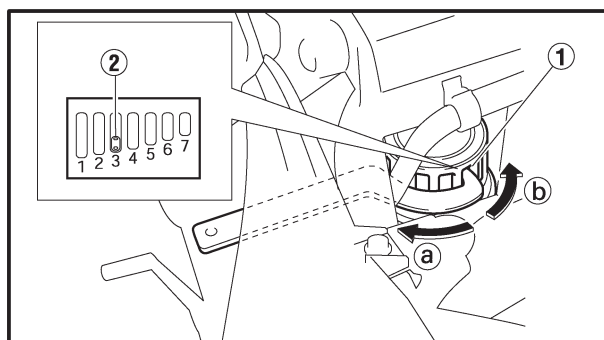
Never go beyond the maximum or minimum adjustment positions.

1. Adjust:

- spring preload



a. Adjust the spring preload with a ring nut wrench.



	<b>Ring nut wrench</b> 90890-01268, YU-01268
--	---

- b. Turn the adjusting ring **①** in direction **Ⓐ** or **Ⓑ**.
- c. Align the desired position on the adjusting ring with the stopper **②**.

<b>Direction Ⓐ</b>	<b>Spring preload is increased (suspension is harder).</b>
<b>Direction Ⓑ</b>	<b>Spring preload is decreased (suspension is softer).</b>

<b>Adjusting positions</b> Minimum: 1 Standard: 3 Maximum: 7
---



## CHECKING THE TIRES

CHK  
ADJ



EAS00162

### CHECKING THE TIRES

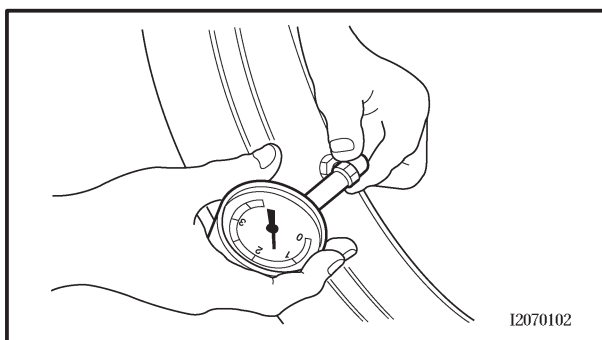
The following procedure applies to both of the tires.

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.**



I2070102

Basic weight (with oil and a full fuel tank)	207 kg (456 lb)	
Maximum load*	190 kg (419 lb)	
Cold tire pressure	Front	Rear
Up to 90 kg (198 lb) load*	225 kPa (2.25 kgf/cm <sup>2</sup> , 2.25 bar, 33psi)	250 kPa (2.5 kgf/cm <sup>2</sup> , 2.5 bar, 35.6 psi)
90 kg ~ 190 kg (198 ~ 419 lb) maximum load*	250 kPa (2.5 kgf/cm <sup>2</sup> , 2.5 bar, 35.6 psi)	290 kPa (2.9 kgf/cm <sup>2</sup> , 2.9 bar, 41.3 psi)
High- speed riding	225 kPa (2.25 kgf/cm <sup>2</sup> , 2.25 bar, 33 psi)	250 kPa (2.5 kgf/cm <sup>2</sup> , 2.5 bar, 35.6 psi)

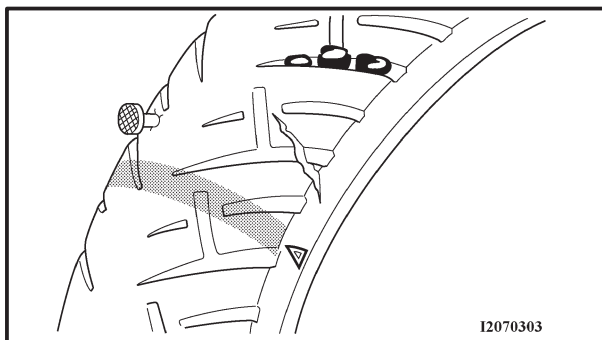
\* Total weight of rider, passenger, cargo and accessories

#### **⚠ WARNING**

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

## CHECKING THE TIRES

CHK  
ADJ



### 2. Check:

- tire surfaces  
Damage/wear → Replace the tire.

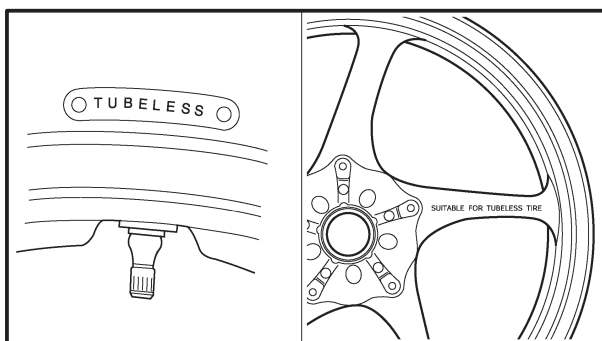


**Minimum tire tread depth**  
**1.6 mm (0.06 in)**

- 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 a tube tire, be sure to install the correct tube.
- Always replace a new tube tire and a new tube as a set.
- To avoid pinching the tube, make sure the wheel rim band and tube are centered in the wheel groove.
- Patching a punctured tube is not recommended. If it is absolutely necessary to do so, use great care and replace the tube as soon as possible with a good quality replacement.



- A Tire
- B Wheel

Tube wheel	Tube tire only
Tubeless wheel	Tube or tubeless tire

### **⚠ 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.

## CHECKING THE TIRES/CHECKING THE WHEELS

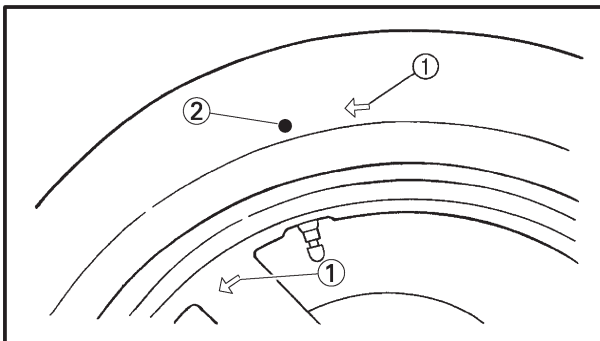


### Front tire

Manufacturer	Size	Model
BRIDGESTONE	120/70ZR 17 M/C (58W)	BT020F GG
DUNLOP	120/70ZR 17 M/C (58W)	D252F

### Rear tire

Manufacturer	Size	Model
BRIDGESTONE	180/55ZR 17 M/C (73W)	BT020R GG
DUNLOP	180/55ZR 17 M/C (73W)	D252



### **⚠ WARNING**

New tires and wheels 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.

EAS00168

### CHECKING THE WHEELS

The following procedure applies to both of the wheels.

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

### **⚠ WARNING**

Never attempt to make any repairs to the wheel.

### NOTE:

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



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.



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

#### **NOTE:**

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

EAS00171

### LUBRICATING THE LEVERS AND PEDALS

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



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

EAS00172

### LUBRICATING THE SIDESTAND

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



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

EAS00173

### LUBRICATING THE CENTERSTAND

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



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



## LUBRICATING THE REAR SUSPENSION

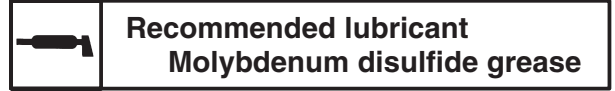
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EAS00174

### LUBRICATING THE REAR SUSPENSION

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





EAS00178

### ELECTRICAL SYSTEM CHECKING AND CHARGING THE BATTERY

#### **⚠ WARNING**

Batteries generate explosive hydrogen gas and contain electrolyte which is made of poisonous and highly caustic sulfuric acid. Therefore, always follow these preventive measures:

- Wear protective eye gear when handling or working near batteries.
- Charge batteries in a well-ventilated area.
- Keep batteries away from fire, sparks or open flames (e.g., welding equipment, lighted cigarettes).
- DO NOT SMOKE when charging or handling batteries.
- KEEP BATTERIES AND ELECTROLYTE OUT OF REACH OF CHILDREN.
- Avoid bodily contact with electrolyte as it can cause severe burns or permanent eye injury.

#### FIRST AID IN CASE OF BODILY CONTACT: EXTERNAL

- Skin – Wash with water.
- Eyes – Flush with water for 15 minutes and get immediate medical attention.

#### INTERNAL

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

---

#### **CAUTION:**

- This is a sealed battery. Never remove the sealing caps because the balance between cells will not be maintained and battery performance will deteriorate.
  - Charging time, charging amperage and charging voltage for an MF battery are different from those of conventional batteries. The MF battery should be charged as explained in the charging method illustrations. If the battery is overcharged, the electrolyte level will drop considerably. Therefore, take special care when charging the battery.
-

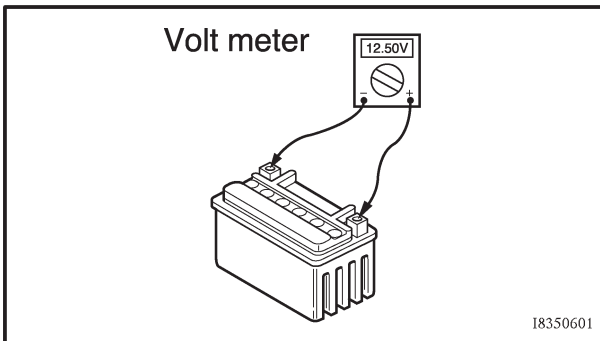
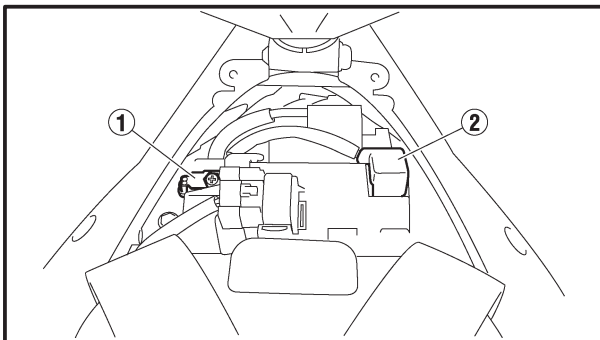
# CHECKING AND CHARGING THE BATTERY

CHK  
ADJ



### 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:
  - rider seat  
Refer to “SEAT”.
  - front cowling inner panel (left and right)  
Refer to “COWLINGS”.
  - fuel tank  
Refer to “FUEL TANK”.
2. Disconnect:
  - battery leads  
(from the battery terminals)

### CAUTION:

**First, disconnect the negative battery lead (1), and then the positive battery lead (2).**

3. Remove:
  - battery
4. Check:
  - battery charge

- a. Connect a pocket tester to the battery terminals.

**Positive tester probe → positive battery terminal**  
**Negative tester probe → negative battery terminal**

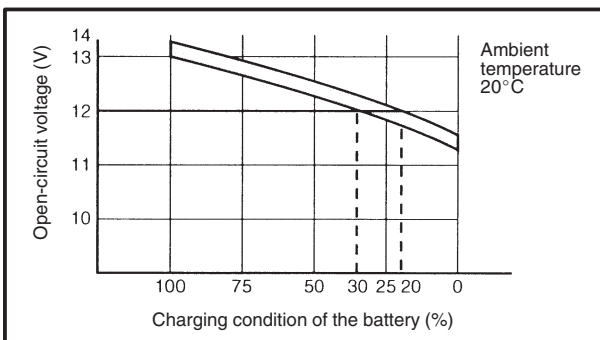
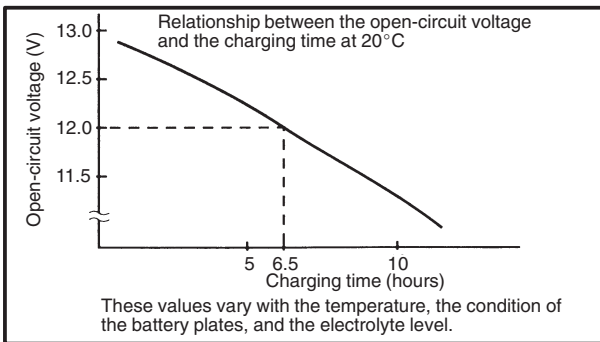
### NOTE:

- 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.

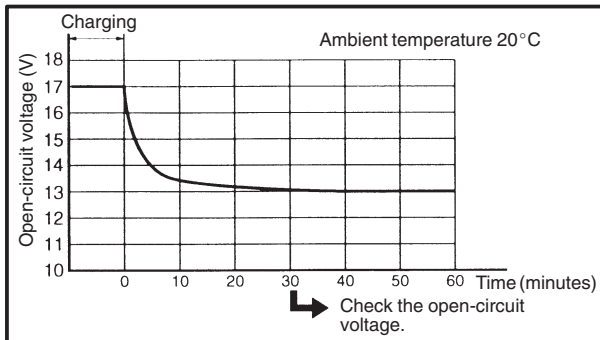
### Example

- c. Open-circuit voltage = 12.0 V
- d. Charging time = 6.5 hours
- e. Charge of the battery = 20 ~ 30%



## CHECKING AND CHARGING THE BATTERY

CHK  
ADJ



### 5. Charge:

- battery  
(refer to the appropriate charging method illustration)

#### **⚠ WARNING**

**Do not quick charge a battery.**

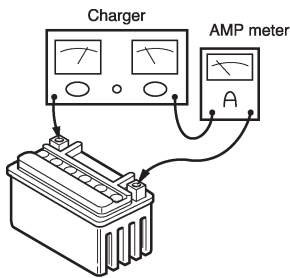
#### **CAUTION:**

- Never remove the MF battery sealing caps.
- Do not use a high-rate battery charger since it forces a high-amperage current into the battery quickly and can cause battery overheating and battery plate damage. If it is impossible to regulate the charging current on the battery charger, be careful not to overcharge the battery.
- When charging a battery, be sure to remove it from the motorcycle. (If charging has to be done with the battery mounted on the motorcycle, disconnect the negative 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.

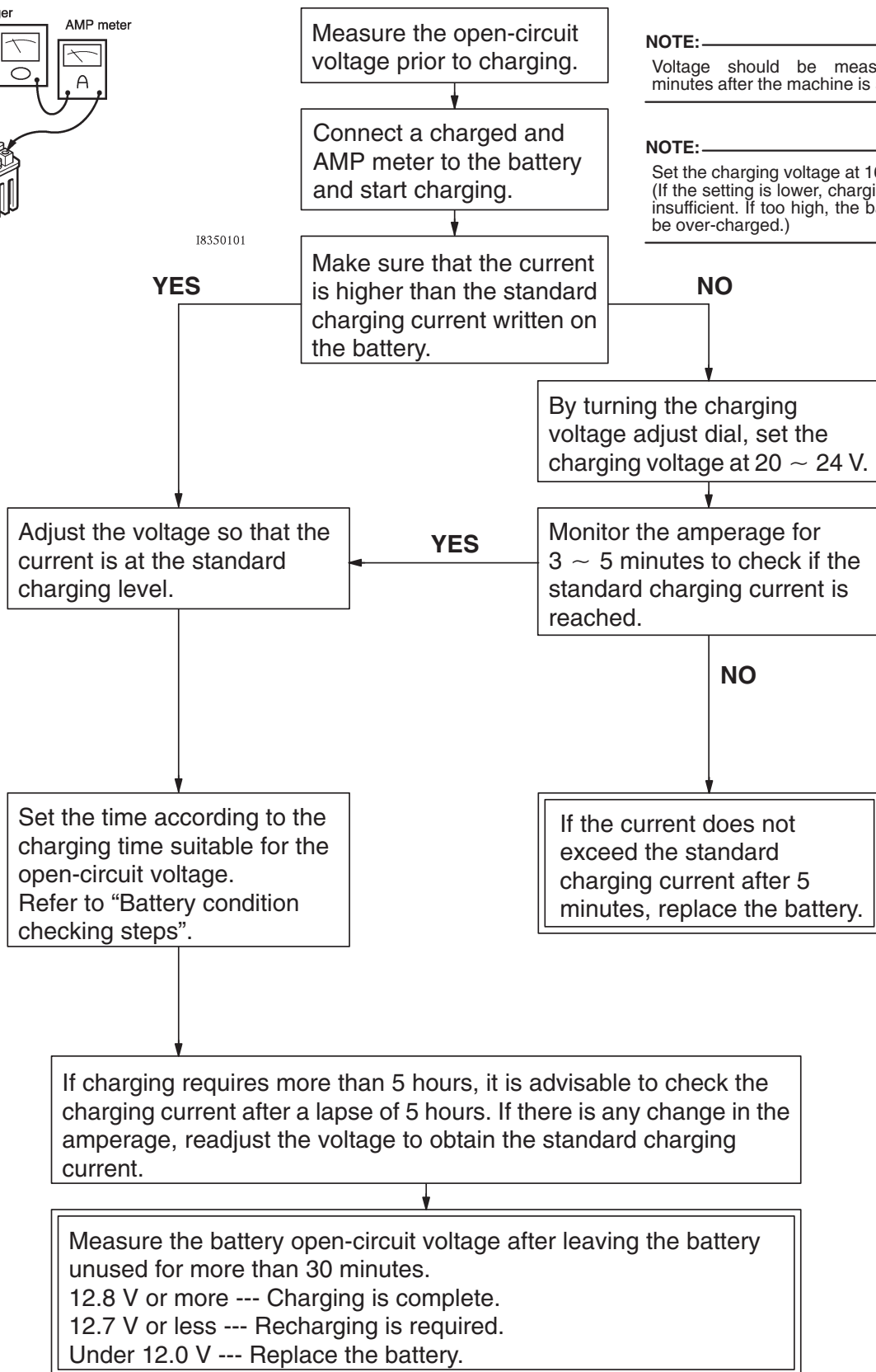
# CHECKING AND CHARGING THE BATTERY



## Charging method using a variable-current (voltage) charger



18350101



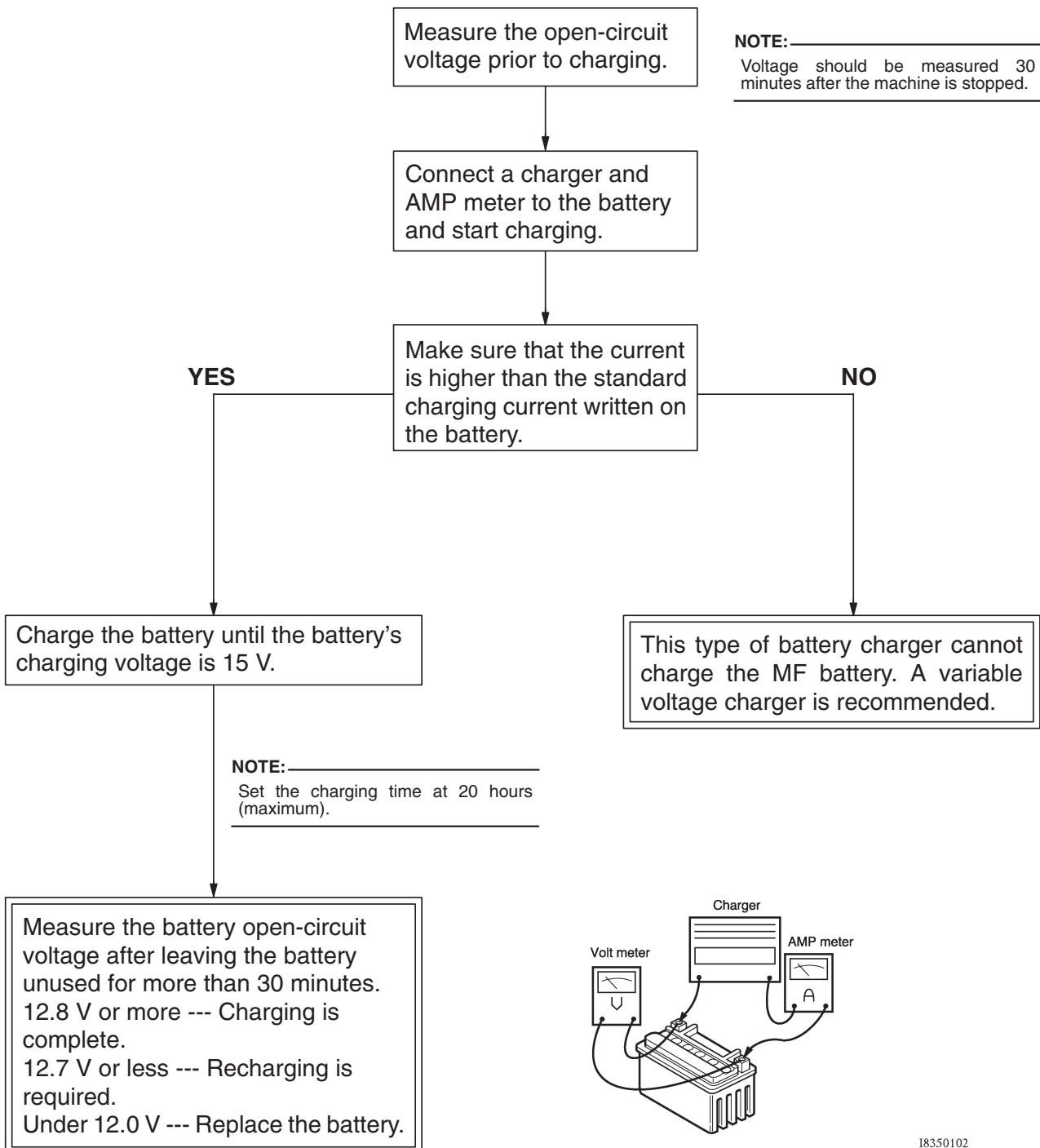
**NOTE:** \_\_\_\_\_  
Voltage should be measured 30 minutes after the machine is stopped.

**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.)

# CHECKING AND CHARGING THE BATTERY



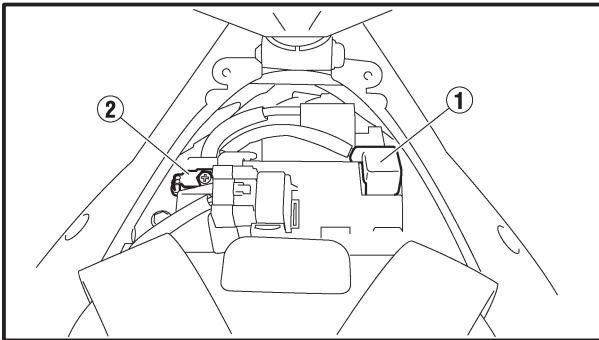
## Charging method using a constant voltage charger



18350102

## CHECKING AND CHARGING THE BATTERY

CHK  
ADJ



**Charging method using a variable-current (voltage) charger**

**Charging method using a constant voltage charger**

6. Install:

- battery

7. Connect:

- battery leads  
(to the battery terminals)

**CAUTION:** \_\_\_\_\_

**First, connect the positive battery lead ①, and then the negative battery lead ②.**

8. Check:

- battery terminals

Dirt → Clean with a wire brush. Loose connection → Connect properly.

9. Lubricate:

- battery terminals



**Recommended lubricant  
Dielectric grease**

10. Install:

- fuel tank

Refer to "FUEL TANK".

- front cowling inner panel (left and right)

Refer to "COWLINGS".

- seat

Refer to "SEAT".







**⚠ WARNING**

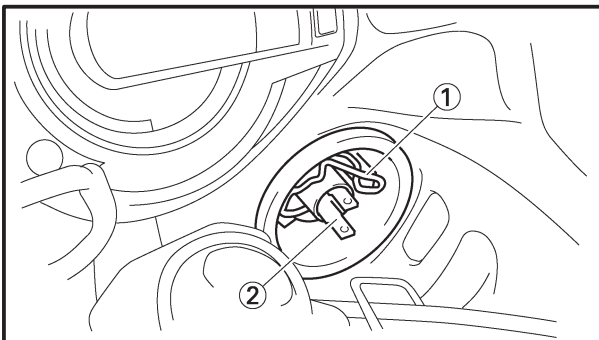
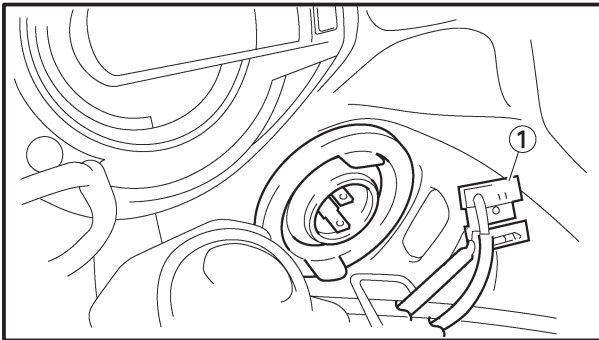
Never use a fuse with an amperage rating other than that specified. Improvising or using a fuse with the wrong amperage rating may cause extensive damage to the electrical system, cause the lighting and ignition systems to malfunction and could possibly cause a fire.



4. Install:
- right side cover
- Refer to "COWLINGS".

## REPLACING THE HEADLIGHT BULBS

CHK  
ADJ



EAS00183

### REPLACING THE HEADLIGHT BULBS

The following procedure applies to both of the headlight bulbs.

1. Remove:
  - front cowling inner panels  
Refer to “COWLINGS”.
2. Disconnect:
  - headlight bulb cover
  - headlight coupler ①
3. Remove:
  - headlight bulb holder ①
4. Remove:
  - headlight bulb ②

#### **⚠ WARNING**

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

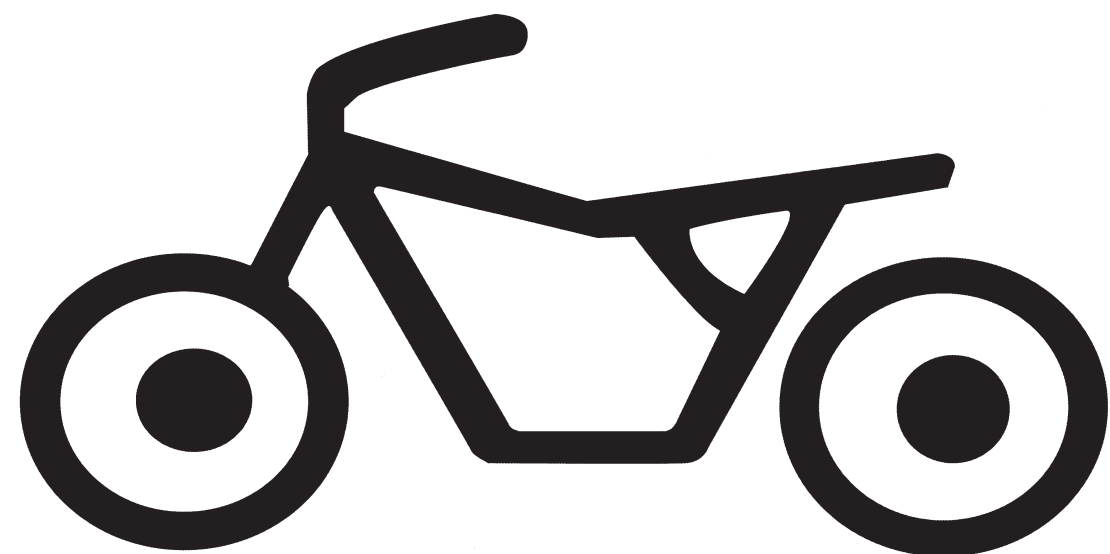
5. Install:
  - headlight bulb **New**  
Secure the new headlight bulb with the headlight bulb holder.

#### **CAUTION:**

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

6. Install:
  - headlight bulb holder
7. Install:
  - headlight bulb cover
8. Connect:
  - headlight coupler
9. Install:
  - front cowling inner panels  
Refer to “COWLINGS”.





**CHAS**

**4**

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## CHAPTER 4 CHASSIS

<b>FRONT WHEEL AND BRAKE DISCS</b> .....	4-1
REMOVING THE FRONT WHEEL .....	4-3
CHECKING THE FRONT WHEEL .....	4-3
CHECKING THE BRAKE DISCS .....	4-5
INSTALLING THE FRONT WHEEL .....	4-6
ADJUSTING THE FRONT WHEEL STATIC BALANCE .....	4-7
<b>REAR WHEEL AND BRAKE DISC</b> .....	4-9
REAR WHEEL .....	4-9
REAR BRAKE DISC AND REAR WHEEL SPROCKET .....	4-10
REMOVING THE REAR WHEEL .....	4-12
CHECKING THE REAR WHEEL .....	4-13
CHECKING THE REAR WHEEL DRIVE HUB .....	4-13
CHECKING AND REPLACING THE REAR WHEEL SPROCKET .....	4-13
INSTALLING THE REAR WHEEL .....	4-14
ADJUSTING THE REAR WHEEL STATIC BALANCE .....	4-15
<b>FRONT AND REAR BRAKES</b> .....	4-16
FRONT BRAKE PADS .....	4-16
REAR BRAKE PADS .....	4-17
REPLACING THE FRONT BRAKE PADS .....	4-19
REPLACING THE REAR BRAKE PADS .....	4-21
FRONT BRAKE MASTER CYLINDER .....	4-23
REAR BRAKE MASTER CYLINDER .....	4-26
DISASSEMBLING THE FRONT BRAKE MASTER CYLINDER ..	4-28
CHECKING THE FRONT AND REAR BRAKE MASTER CYLINDERS .....	4-28
DISASSEMBLING THE REAR BRAKE MASTER CYLINDER ....	4-29
ASSEMBLING AND INSTALLING THE FRONT BRAKE MASTER CYLINDER .....	4-30
ASSEMBLING THE REAR BRAKE MASTER CYLINDER .....	4-32
FRONT BRAKE CALIPERS .....	4-34
REAR BRAKE CALIPER .....	4-36
DISASSEMBLING THE FRONT BRAKE CALIPERS .....	4-38
DISASSEMBLING THE REAR BRAKE CALIPER .....	4-39
CHECKING THE FRONT AND REAR BRAKE CALIPERS .....	4-40
ASSEMBLING AND INSTALLING THE FRONT BRAKE CALIPERS .....	4-41
ASSEMBLING AND INSTALLING THE REAR BRAKE CALIPER .....	4-43

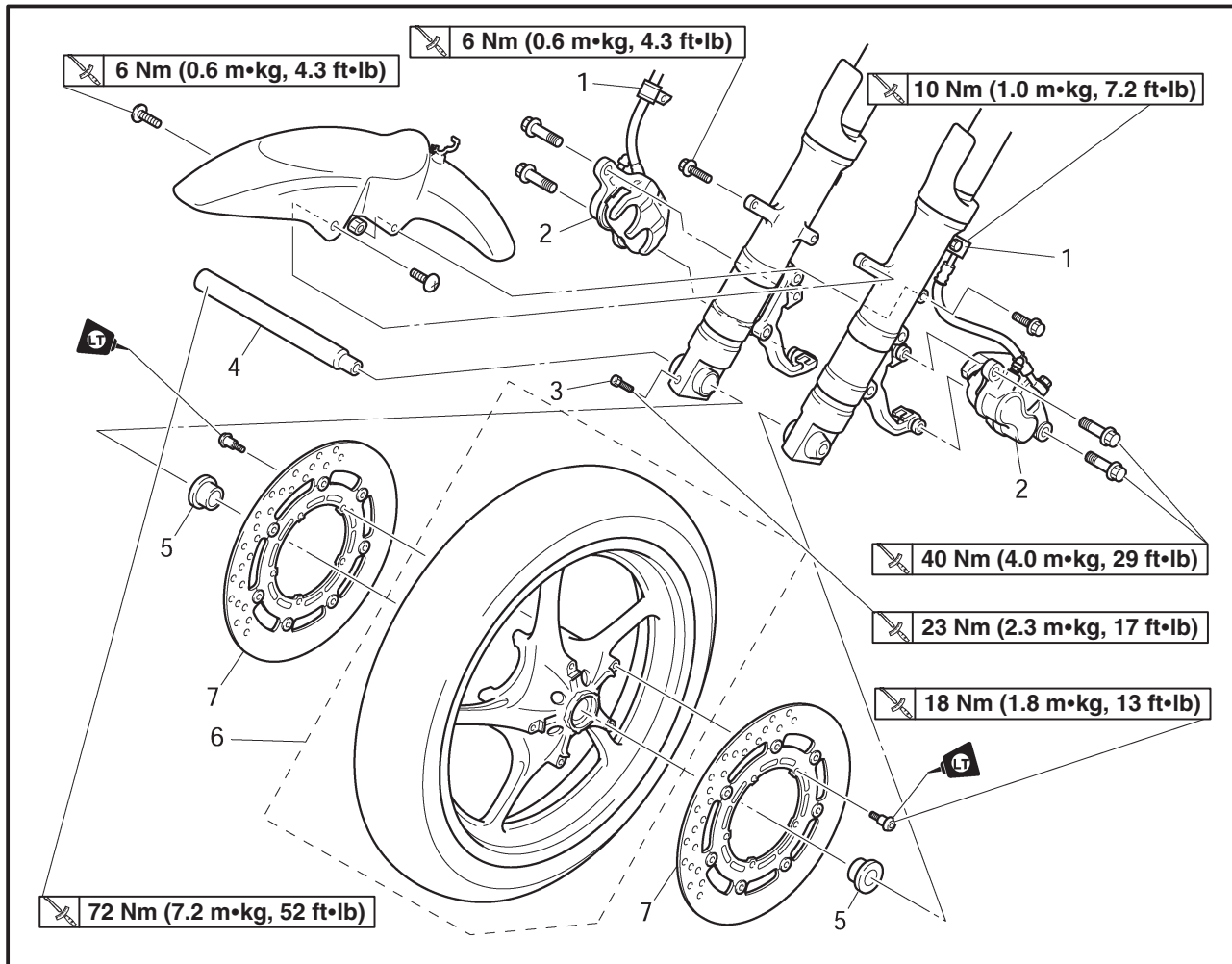
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<b>FRONT FORK</b> .....	4-45
FRONT FORK LEGS .....	4-45
REMOVING THE FRONT FORK LEGS .....	4-48
DISASSEMBLING THE FRONT FORK LEGS .....	4-48
CHECKING THE FRONT FORK LEGS .....	4-50
ASSEMBLING THE FRONT FORK LEGS .....	4-51
INSTALLING THE FRONT FORK LEGS .....	4-54
<b>HANDLEBAR</b> .....	4-55
REMOVING THE HANDLEBAR .....	4-56
CHECKING THE HANDLEBAR .....	4-56
INSTALLING THE HANDLEBAR .....	4-57
<b>STEERING HEAD</b> .....	4-59
UNDER BRACKET .....	4-59
REMOVING THE UNDER BRACKET .....	4-61
CHECKING THE STEERING HEAD .....	4-61
INSTALLING THE STEERING HEAD .....	4-62
<b>REAR SHOCK ABSORBER ASSEMBLY</b> .....	4-64
REMOVING THE REAR SHOCK ABSORBER ASSEMBLY .....	4-65
HANDLING THE REAR SHOCK ABSORBER .....	4-66
DISPOSING OF A REAR SHOCK ABSORBER .....	4-66
CHECKING THE REAR SHOCK ABSORBER ASSEMBLY .....	4-66
INSTALLING THE REAR SHOCK ABSORBER ASSEMBLY .....	4-67
<b>SWINGARM AND DRIVE CHAIN</b> .....	4-68
REMOVING THE SWINGARM .....	4-70
REMOVING THE DRIVE CHAIN .....	4-71
CHECKING THE SWINGARM .....	4-71
INSTALLING THE SWINGARM .....	4-72
CHECKING THE DRIVE CHAIN .....	4-73

EAS00514

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FRONT WHEEL AND BRAKE DISCS

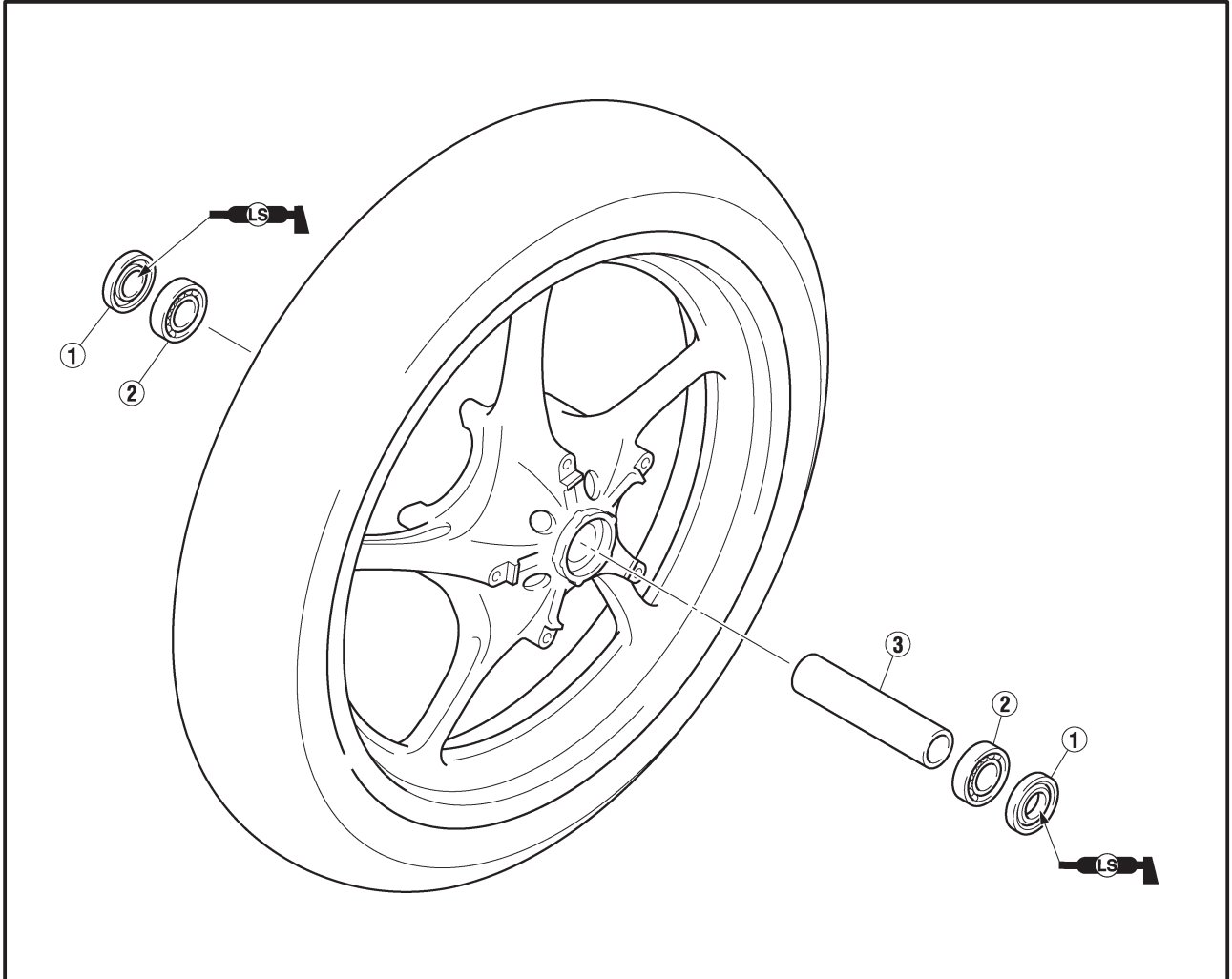


Order	Job/Part	Q'ty	Remarks
	<b>Removing the front wheel and brake discs</b>		Remove the parts in the order listed. <b>NOTE:</b> _____ Place the motorcycle on a suitable stand so that the front wheel is elevated.
1	Brake hose holder (left and right)	2	Loosen.
2	Front brake caliper (left and right)	2	
3	Front wheel axle pinch bolt	1	
4	Front wheel axle	1	
5	Collar (left and right)	2	
6	Front wheel	1	
7	Front brake disc (left and right)	2	
			For installation, reverse the removal procedure.

# FRONT WHEEL AND BRAKE DISCS



EAS00518



Order	Job/Part	Q'ty	Remarks
	<b>Disassembling the front wheel</b>		Disassemble the parts in the order listed.
①	Oil seal (left and right)	2	
②	Wheel bearing (left and right)	2	
③	Spacer	1	For assembly, reverse the disassembly procedure.





EAS00521

## REMOVING THE FRONT WHEEL

1. Stand the motorcycle on a level surface.

### **⚠ WARNING**

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

### **NOTE:**

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

2. Remove:

- left brake caliper
- right brake caliper

### **NOTE:**

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

3. Elevate:

- front wheel

### **NOTE:**

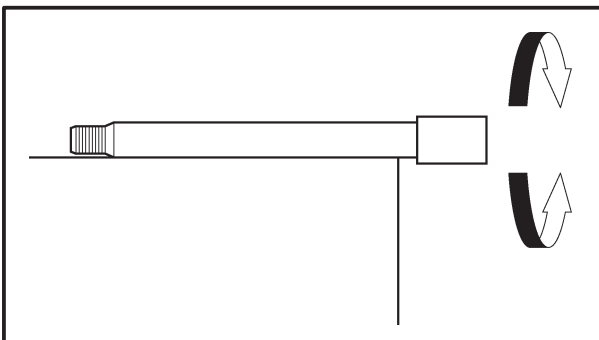
Place the motorcycle on a suitable stand so that the front wheel is elevated.

4. Loosen:

- front wheel axle pinch bolt

5. Remove:

- front wheel axle
- front wheel



EAS00525

## CHECKING THE FRONT WHEEL

1. Check:

- wheel axle

Roll the wheel axle on a flat surface.

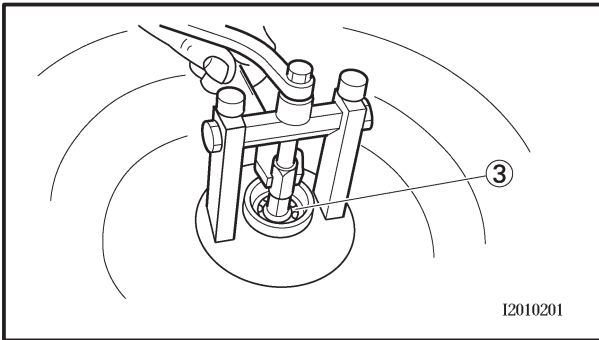
Bends → Replace.

### **⚠ WARNING**

Do not attempt to straighten a bent wheel axle.



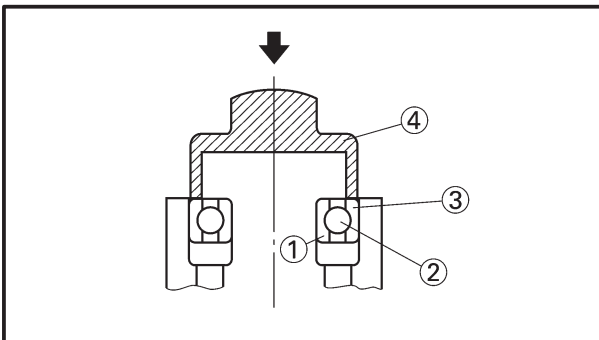
## FRONT WHEEL AND BRAKE DISCS



- c. Remove the wheel bearings ③ with a general bearing puller.
- d. Install the new wheel bearings and oil seals in the reverse order of disassembly.

### CAUTION:

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



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

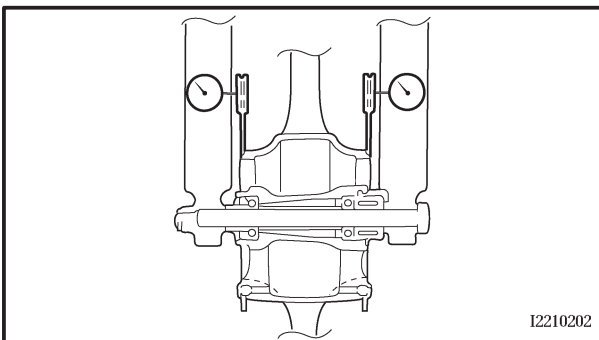


EAS00531

### CHECKING THE BRAKE DISCS

The following procedure applies to all of the brake discs.

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

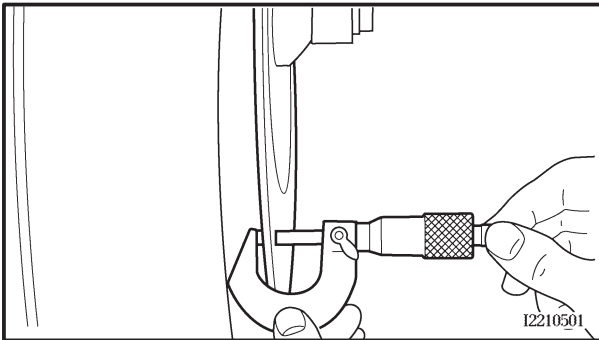


	<b>Brake disc deflection limit (maximum)</b>
	<b>Front: 0.1 mm (0.004 in)</b>
	<b>Rear: 0.15 mm (0.006 in)</b>

- a. Place the motorcycle on a suitable stand so that the 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 2 ~ 3 mm (0.08 ~ 0.12 in) below the edge of the brake disc.



## FRONT WHEEL AND BRAKE DISCS



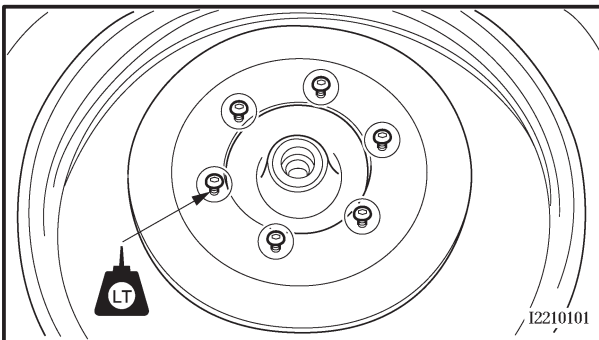
### 3. Measure:

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



#### Brake disc thickness limit (minimum)

Front: 4.5 mm (0.18 in)  
Rear: 4.5 mm (0.18 in)



### 4. Adjust:

- brake disc deflection



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

#### NOTE:

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



#### Brake disc bolt

18 Nm (1.8 m•kg, 13 ft•lb)  
LOCTITE®

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



EAS00545

### INSTALLING THE FRONT WHEEL

The following procedure applies to both brake discs.

- Lubricate:
  - wheel axle
  - oil seal lips

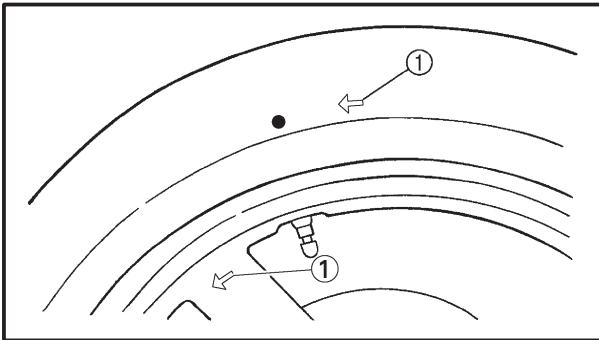


**Recommended lubricant**  
**Lithium-soap-based grease**

- Lift the wheel up between the fork legs.

## FRONT WHEEL AND BRAKE DISCS

CHAS




3. Insert the wheel axle.

**NOTE:** \_\_\_\_\_

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

4. Lower the front wheel so that it is on the ground.

5. Tighten:

• wheel axle  72 Nm (7.2 m•kg, 52 ft•lb)


• wheel axle pinch bolt  23 Nm (2.3 m•kg, 17 ft•lb)

**CAUTION:** \_\_\_\_\_

**Before tightening the wheel axle pinch bolt, push down hard in the handlebar several times and check if the front fork rebounds smoothly.**

6. Install:

• brake calipers (left and right)


 40 Nm (4.0 m•kg, 29 ft•lb)

**NOTE:** \_\_\_\_\_

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

7. Install:

• brake hose holder

 10 Nm (1.0 m•kg, 7.2 ft•lb)

**⚠ WARNING** \_\_\_\_\_

**Make sure the brake hose is routed properly.**

EAS00549

### ADJUSTING THE FRONT WHEEL STATIC BALANCE

**NOTE:** \_\_\_\_\_

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

1. Remove:

• balancing weight(s)

2. Find:

• front wheel's heavy spot

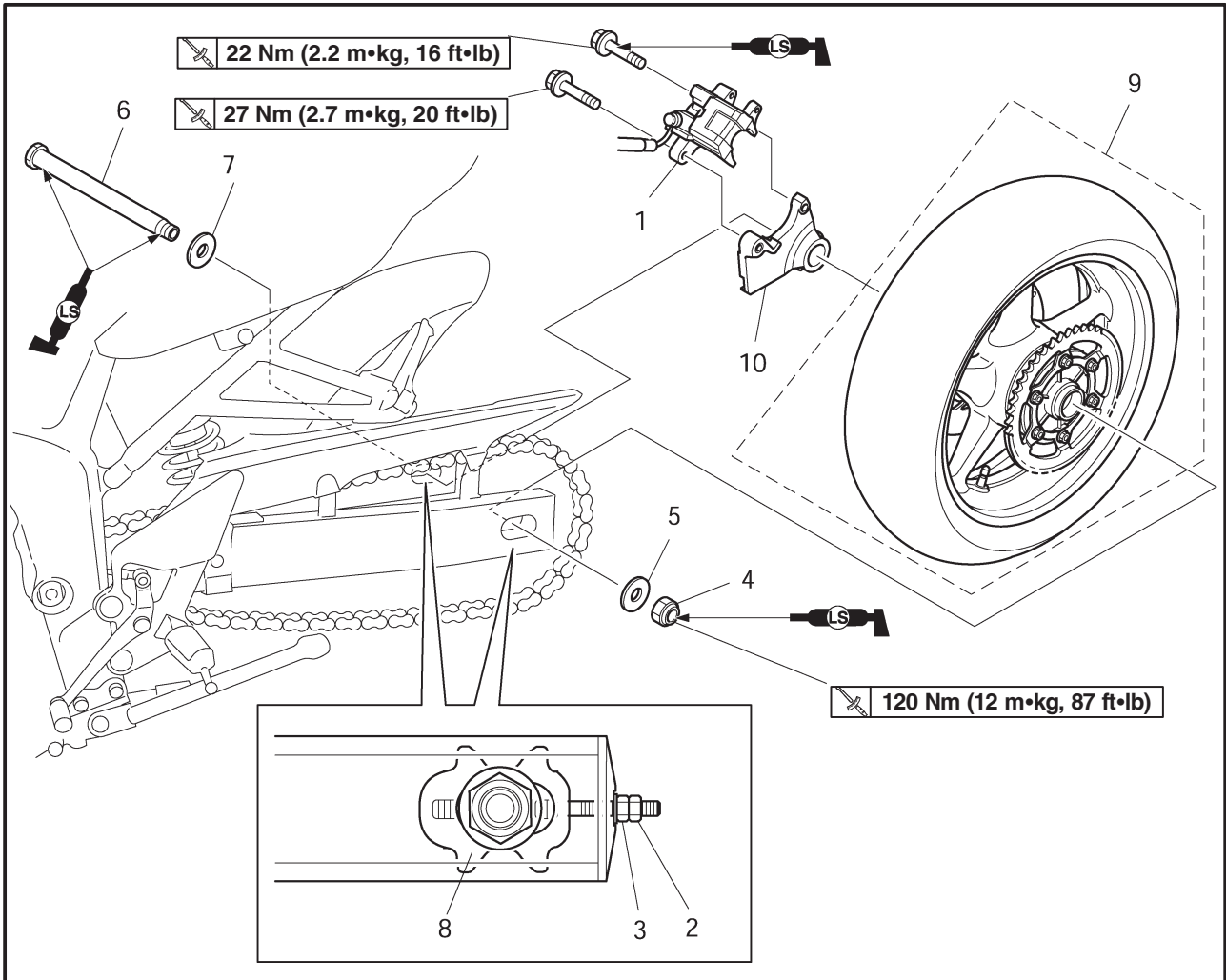
**NOTE:** \_\_\_\_\_

Place the front wheel on a suitable balancing stand.



EAS00551

**REAR WHEEL AND BRAKE DISC**  
**REAR WHEEL**



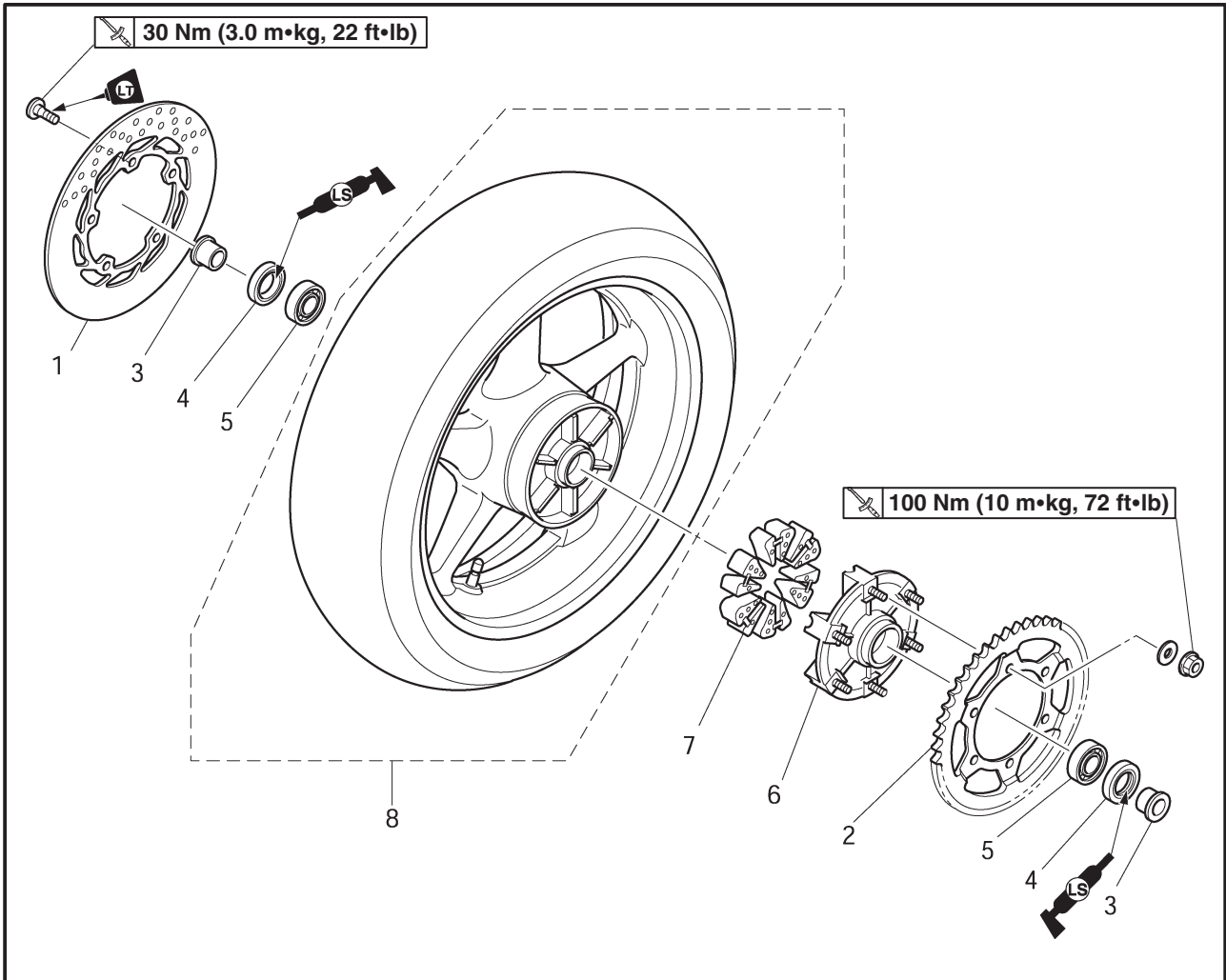
Order	Job/Part	Q'ty	Remarks
	<b>Removing the rear wheel</b>		Remove the parts in the order listed. <b>NOTE:</b> _____ Place the motorcycle on a suitable stand so that the rear wheel is elevated. _____
1	Brake caliper	1	
2	Lock nut (left and right)	2	Loosen.
3	Adjusting nut (left and right)	2	Loosen.
4	Wheel axle nut	1	
5	Washer	1	
6	Rear wheel axle	1	
7	Washer	1	
8	Drive chain puller (left and right)	2	
9	Rear wheel	1	
10	Rear brake caliper bracket	1	
			For installation, reverse the removal procedure.

# REAR WHEEL AND BRAKE DISC



EAS00556

## REAR BRAKE DISC AND REAR WHEEL SPROCKET



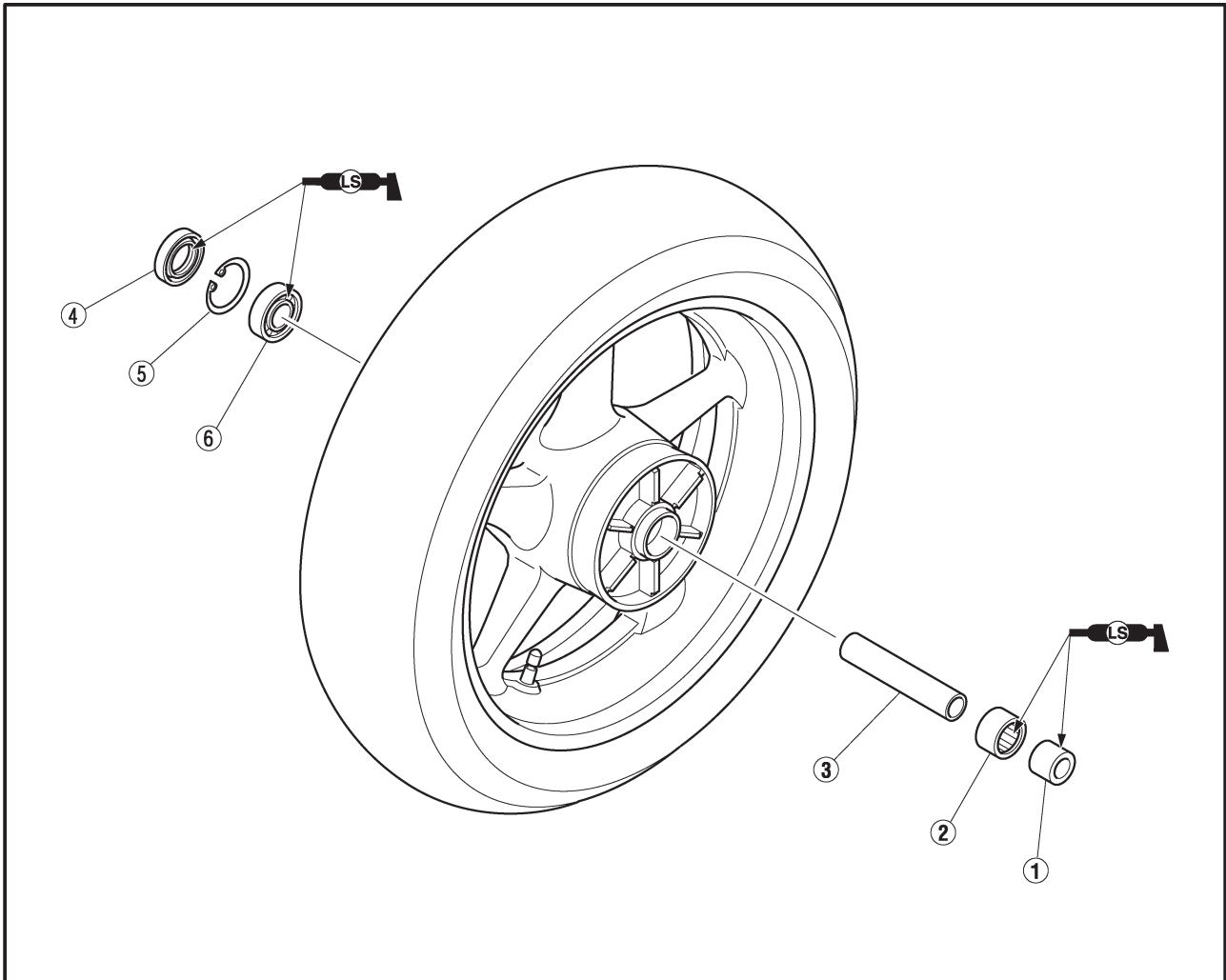
Order	Job/Part	Q'ty	Remarks
	<b>Removing the rear brake disc and rear wheel sprocket</b>		Remove the parts in the order listed.
1	Rear brake disc	1	
2	Rear wheel sprocket	1	
3	Collar	2	
4	Oil seal	2	
5	Bearing	2	
6	Rear wheel drive hub	1	
7	Rear wheel drive hub damper	6	
8	Rear wheel	1	
			For installation, reverse the removal procedure.



# REAR WHEEL AND BRAKE DISC



EAS00560



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

EAS00561

## REMOVING THE REAR WHEEL

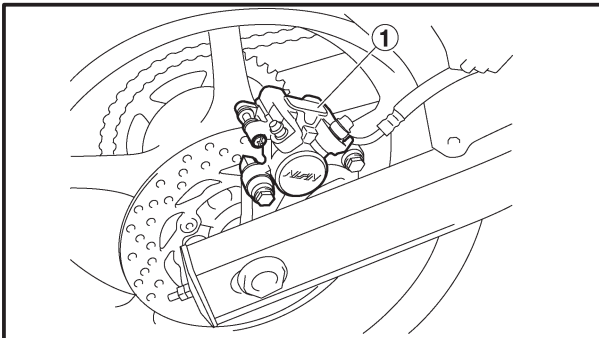
1. Stand the motorcycle on a level surface.

### **WARNING**

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

### NOTE:

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

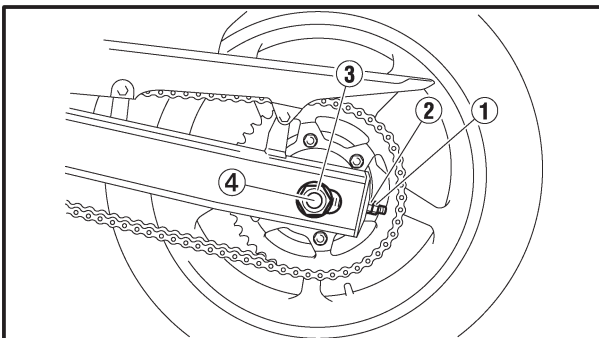


2. Remove:

- brake caliper ①

### NOTE:

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



3. Loosen:

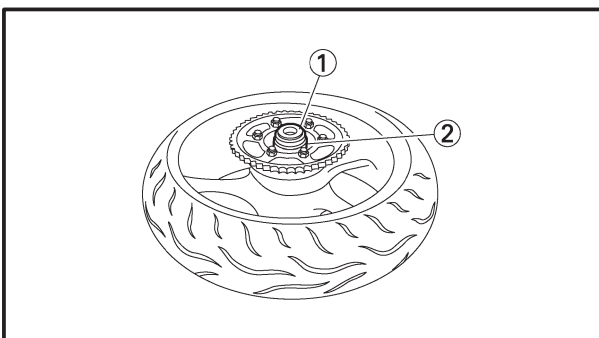
- locknut ①
- adjusting nut ②

4. Remove:

- wheel axle nut ③
- wheel axle ④
- washer
- rear wheel

### NOTE:

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



5. Remove:

- left collar ①
- rear wheel drive hub ②
- rear wheel drive hub damper
- right collar

EAS00565

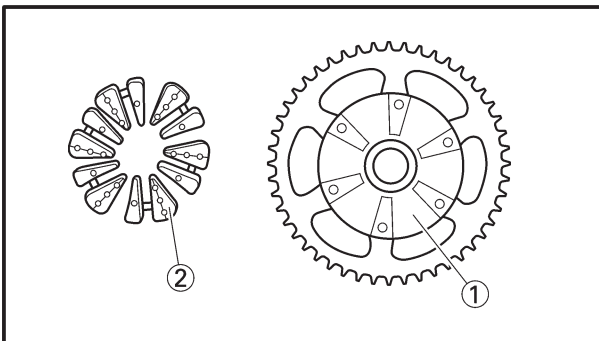
## CHECKING THE REAR WHEEL

1. Check:
  - wheel axle
  - rear wheel
  - wheel bearings
  - oil seals

Refer to “CHECKING THE FRONT WHEEL”.
2. Check:
  - tire
  - rear wheel

Damage/wear → Replace.  
Refer to “CHECKING THE TIRES” and “CHECKING THE WHEELS” in chapter 3.
3. Measure:
  - radial wheel runout
  - lateral wheel runout

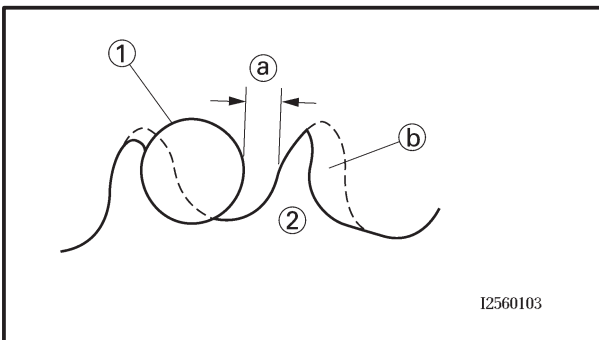
Refer to “CHECKING THE FRONT WHEEL”.



EAS00567

## 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.

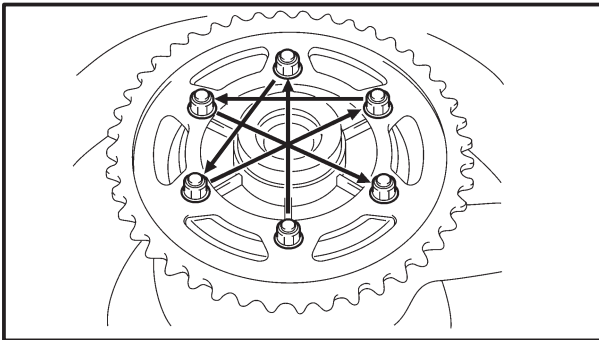


EAS00568

## 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

## REAR WHEEL AND BRAKE DISC



2. Replace:
  - rear wheel sprocket



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



**Rear wheel sprocket self-locking nut**  
 100 Nm (10 m•kg, 72 ft•lb)

**NOTE:**

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



EAS00572

### INSTALLING THE REAR WHEEL

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






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

2. Install:
  - collars
  - rear brake caliper bracket
  - rear wheel
  - washer
  - rear wheel axle
3. Adjust:
  - drive chain slack



**Drive chain slack**  
 45 ~ 55 mm (1.77 ~ 2.17 in)

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

4. Tighten:
  - wheel axle nut  120 Nm (12 m•kg, 87 ft•lb)
  - brake caliper bolts (front)  27 Nm (2.7 m•kg, 20 ft•lb)
  - brake caliper bolts (rear)  22 Nm (2.2 m•kg, 16 ft•lb)



EAS00575

### ADJUSTING THE REAR WHEEL STATIC BALANCE

**NOTE:** \_\_\_\_\_

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

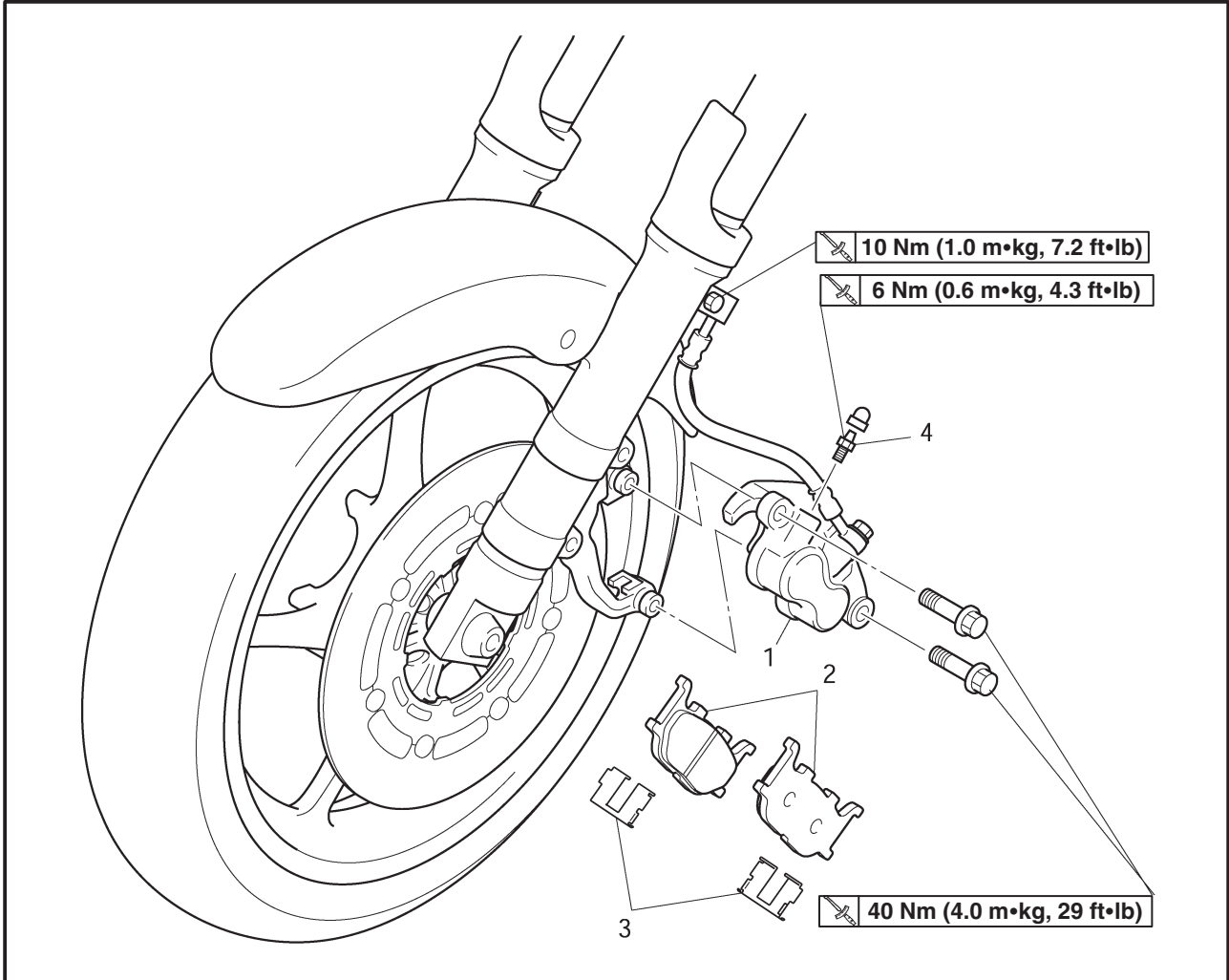
1. Adjust:

- rear wheel static balance

Refer to "ADJUSTING THE FRONT WHEEL STATIC BALANCE".

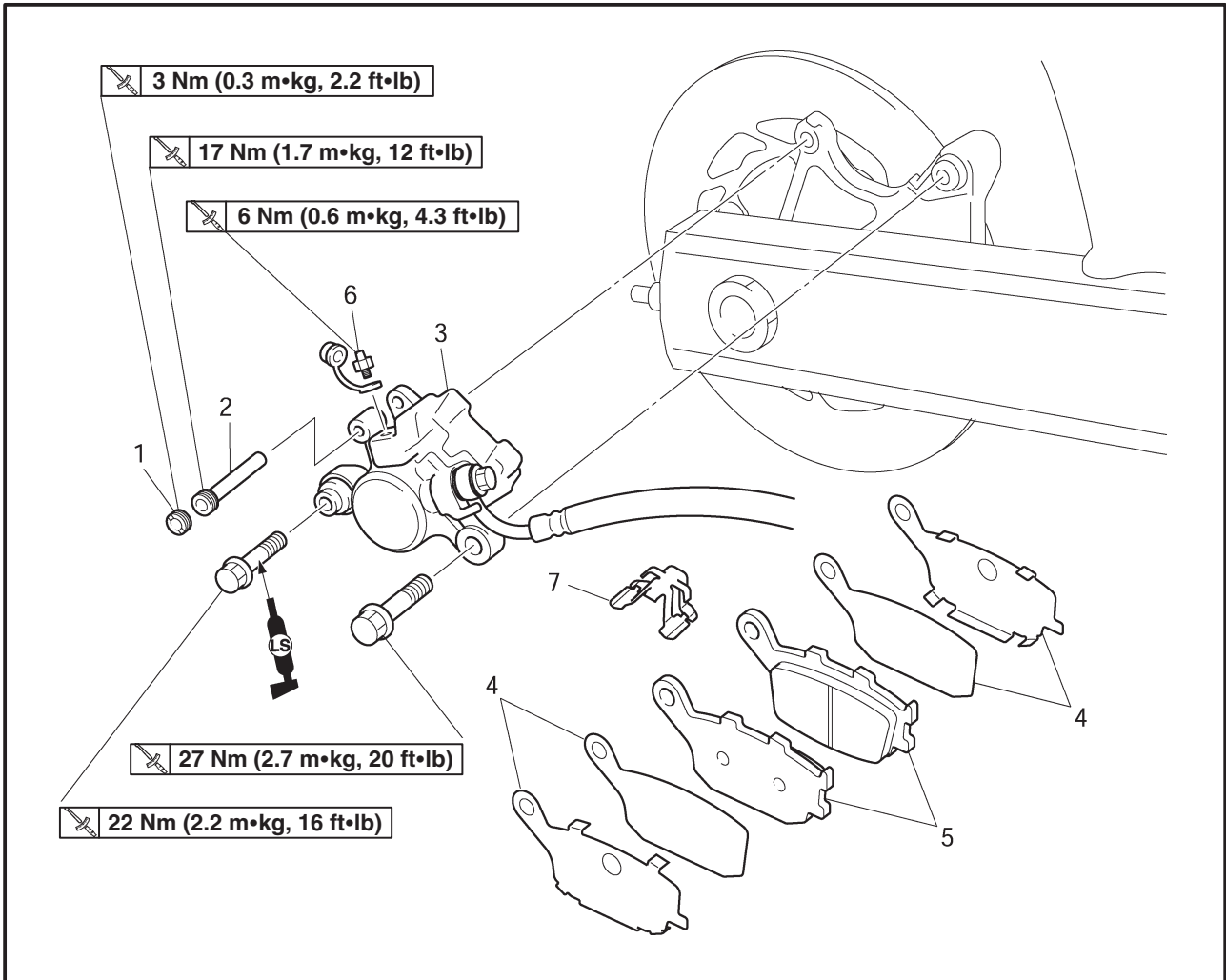
EAS00577

**FRONT AND REAR BRAKES**  
**FRONT BRAKE PADS**



Order	Job/Part	Q'ty	Remarks
	<b>Removing the front brake pads</b>		Remove the parts in the order listed. <b>NOTE:</b> _____ The following procedure applies to both of the front brake calipers.
1	Front brake caliper	1	
2	Brake pad	2	
3	Brake pad spring	2	
4	Bleed screw	1	
			For installation, reverse the removal procedure.

REAR BRAKE PADS



Order	Job/Part	Q'ty	Remarks
	<b>Removing the rear brake pads.</b>		Remove the parts in the order listed
1	Screw plug	1	
2	Brake pad pin	1	
3	Rear brake caliper	1	
4	Brake pad shim	4	
5	Brake pad	2	
6	Brake screw	1	
7	Brake pad spring	1	
			For installation, reverse the removal procedure.



EAS00579

### **CAUTION:** \_\_\_\_\_

Disc brake components rarely require disassembly.

Therefore, always follow these preventive measures:

---

### **⚠ WARNING** \_\_\_\_\_

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



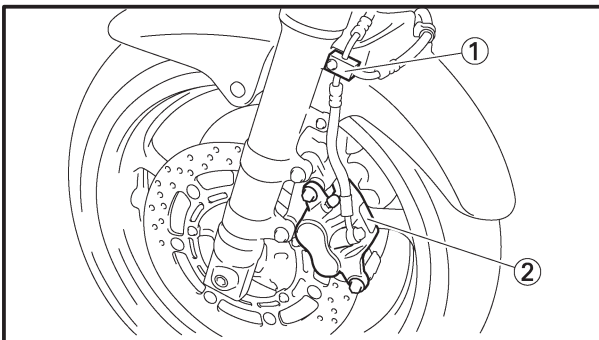
EAS00582

## REPLACING THE FRONT BRAKE PADS

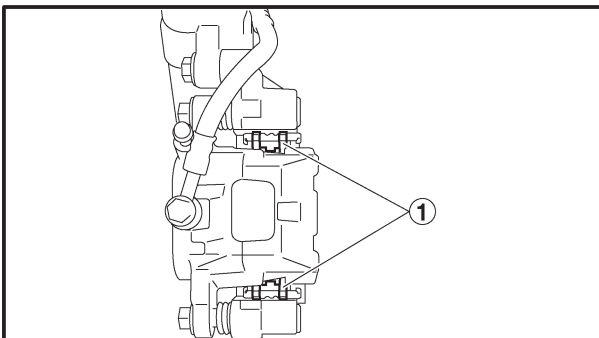
The following procedure applies to both brake calipers.

**NOTE:** \_\_\_\_\_

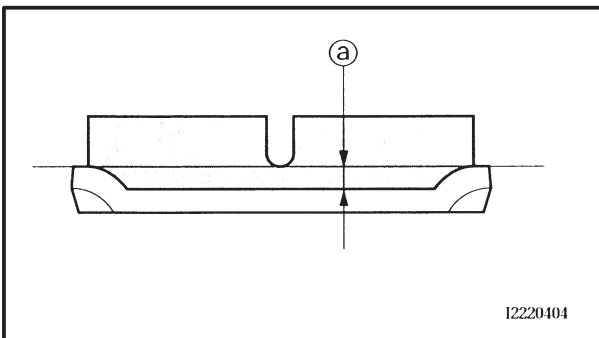
When replacing the brake pads, it is not necessary to disconnect the brake hose or disassemble the brake caliper.



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



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



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



**Brake pad wear limit**  
**0.8 mm (0.03 in)**

4. Install:
  - brake pad spring
  - brake pad shims  
(onto the brake pads)
  - brake pads

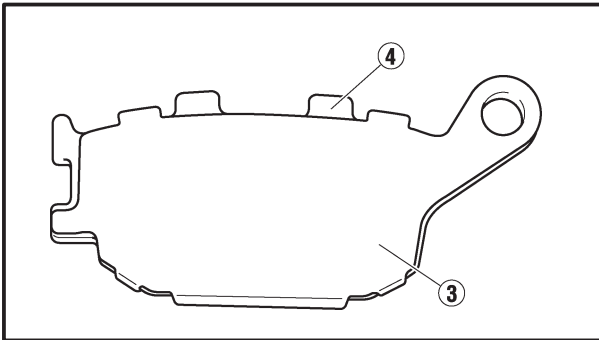
**NOTE:** \_\_\_\_\_

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





## FRONT AND REAR BRAKES



- 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**  
**6 Nm (0.6 m•kg, 4.3 ft•lb)**

- d. Install a new brake pad shim ③ onto each new brake pad ④.



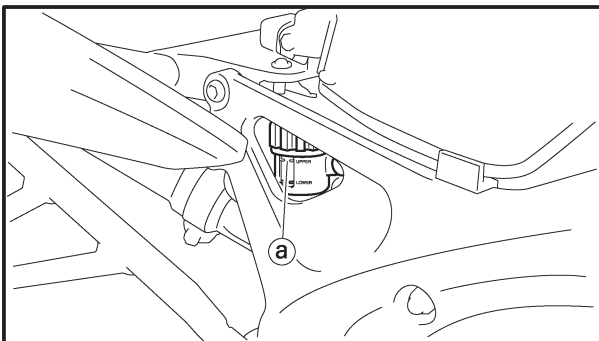
5. Install:
  - brake pad cover
  - brake caliper

(front)		<b>27 Nm (2.7 m•kg, 20 ft•lb)</b>
---------	--	-----------------------------------

(rear)		<b>22 Nm (2.2 m•kg, 16 ft•lb)</b>
--------	--	-----------------------------------

• brake pad pin		<b>17 Nm (1.7 m•kg, 12 ft•lb)</b>
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• screw plug		<b>3 Nm (0.3 m•kg, 2.2 ft•lb)</b>
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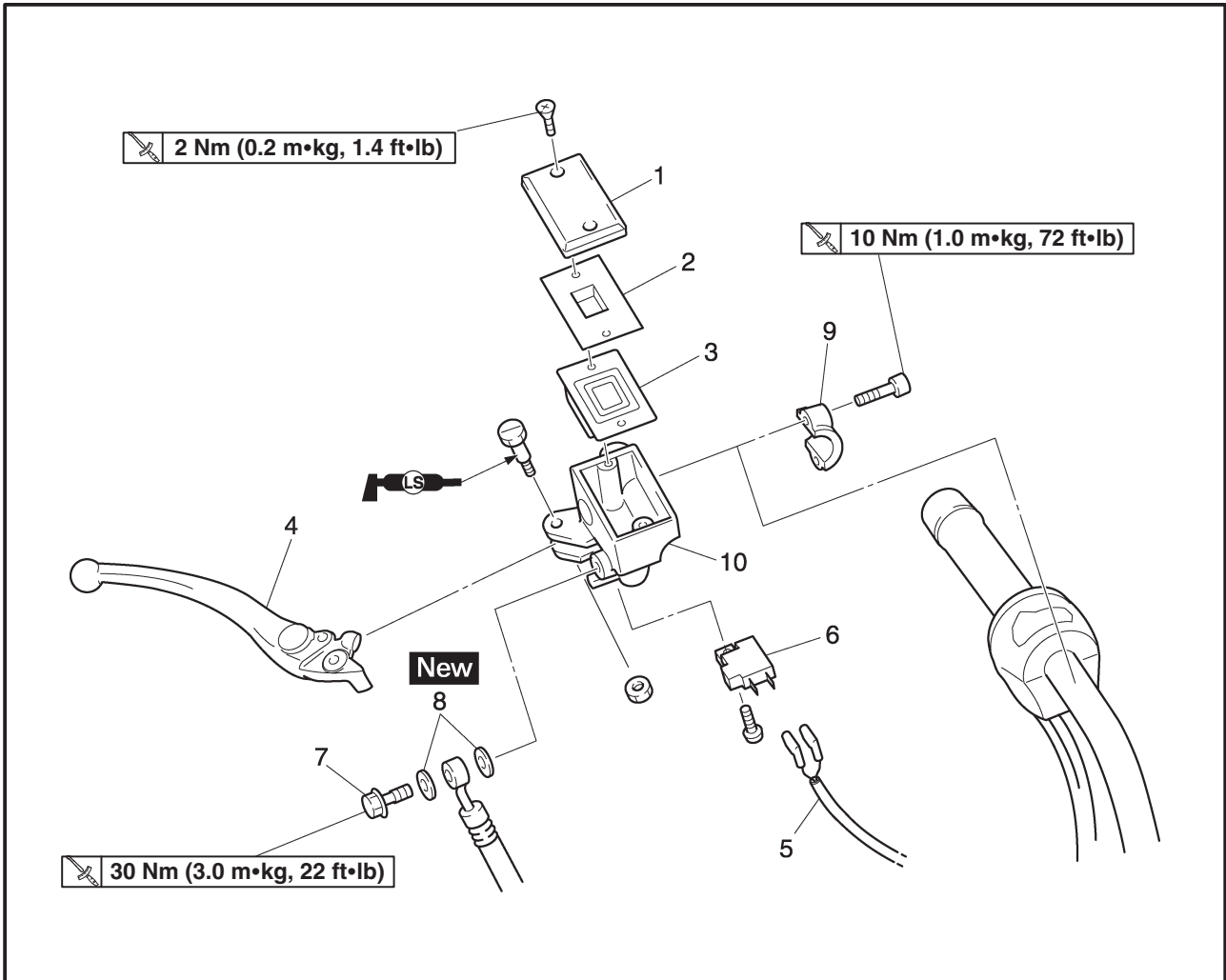


6. Check:
  - brake fluid level  
 Below the minimum level mark ① → Add the recommended brake fluid to the proper level. Refer to “CHECKING THE BRAKE FLUID LEVEL” in chapter 3.

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

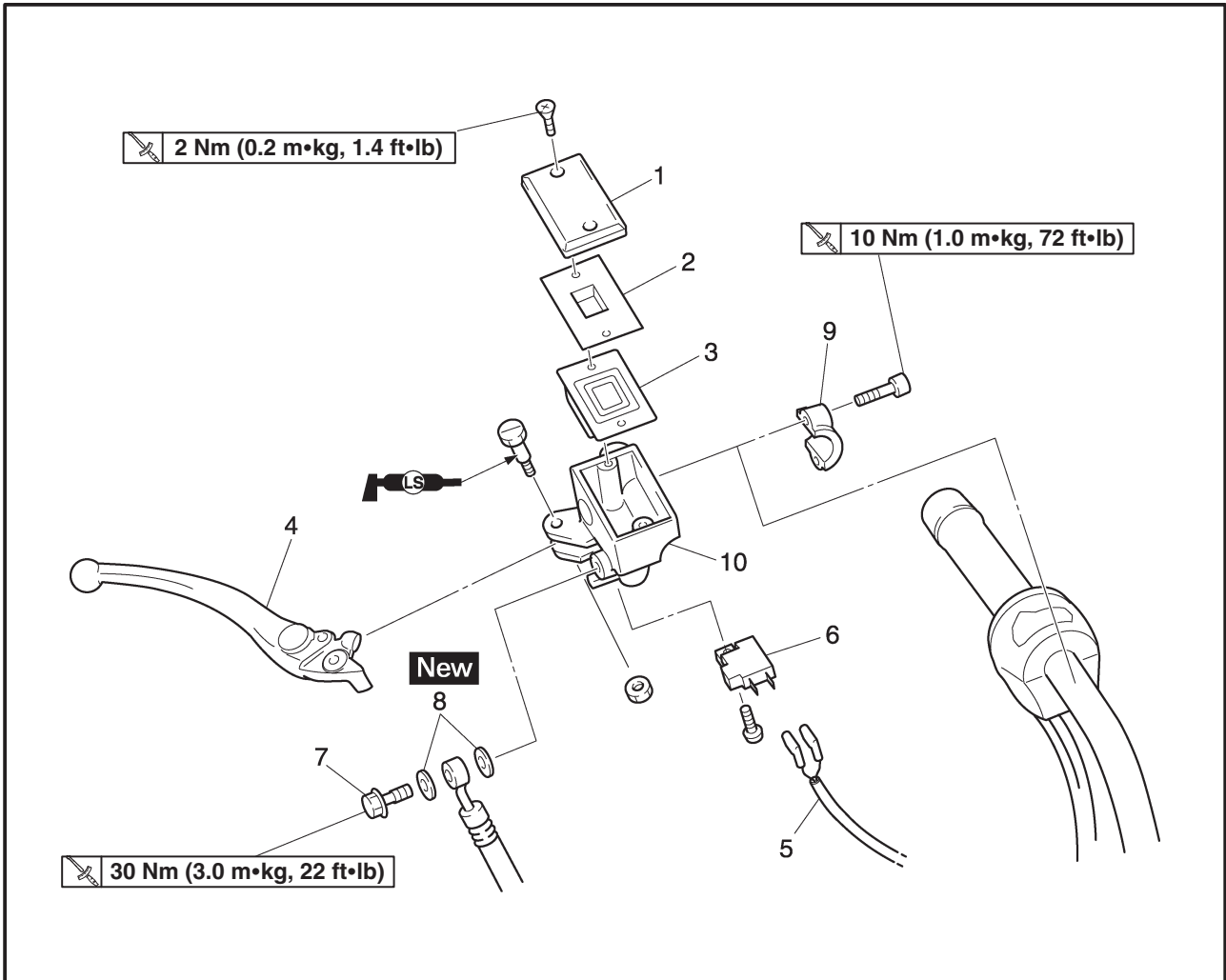
EAS00584

FRONT BRAKE MASTER CYLINDER



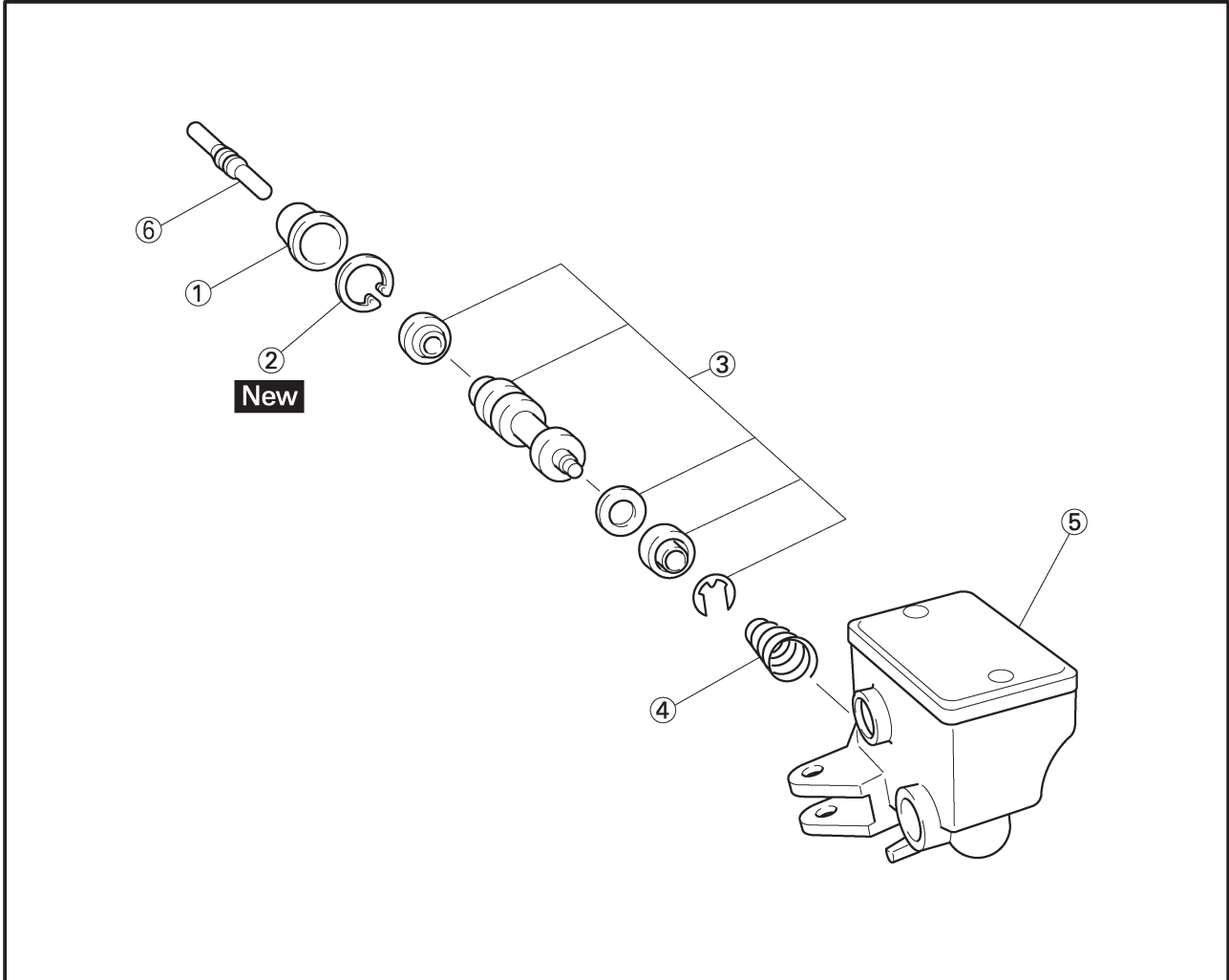
Order	Job/Part	Q'ty	Remarks
	<b>Removing the front brake master cylinder</b>		Remove the parts in the order listed.
	Brake fluid		Drain. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" in chapter 3.
1	Brake master cylinder reservoir cap	1	
2	Brake master cylinder reservoir diaphragm holder	1	
3	Brake master cylinder reservoir diaphragm	1	
4	Brake lever	1	
5	Front brake light switch lead coupler	1	Disconnect.
6	Front brake light switch	1	
7	Union bolt	1	
8	Copper washer	2	
9	Master cylinder holder	1	

# FRONT AND REAR BRAKES



Order	Job/Part	Q'ty	Remarks
10	Master cylinder assembly	1	For installation, reverse the removal procedure.

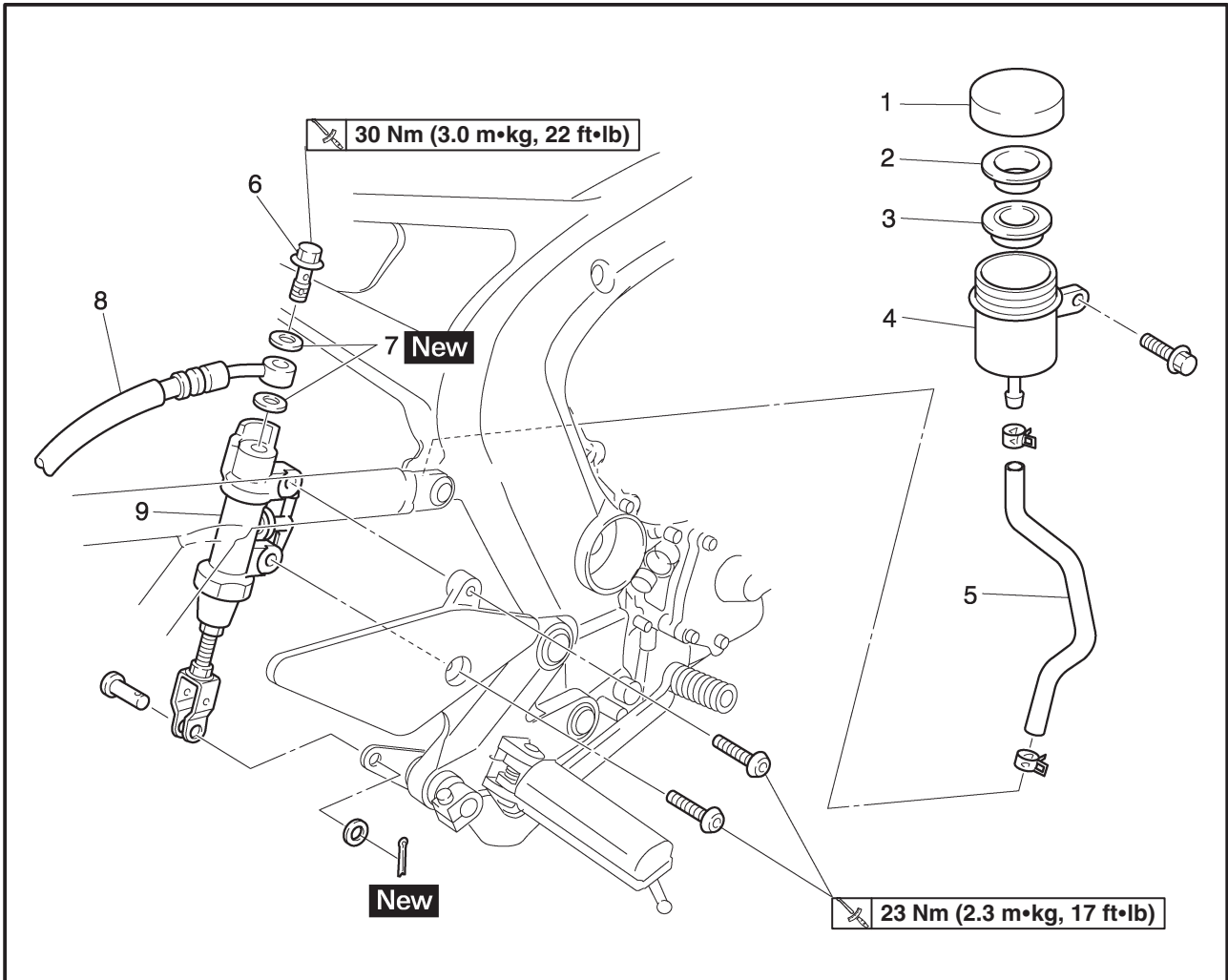
EAS00585



Order	Job/Part	Q'ty	Remarks
	<b>Disassembling the front brake master cylinder</b>		Disassemble the parts in the order listed.
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.

EAS00586

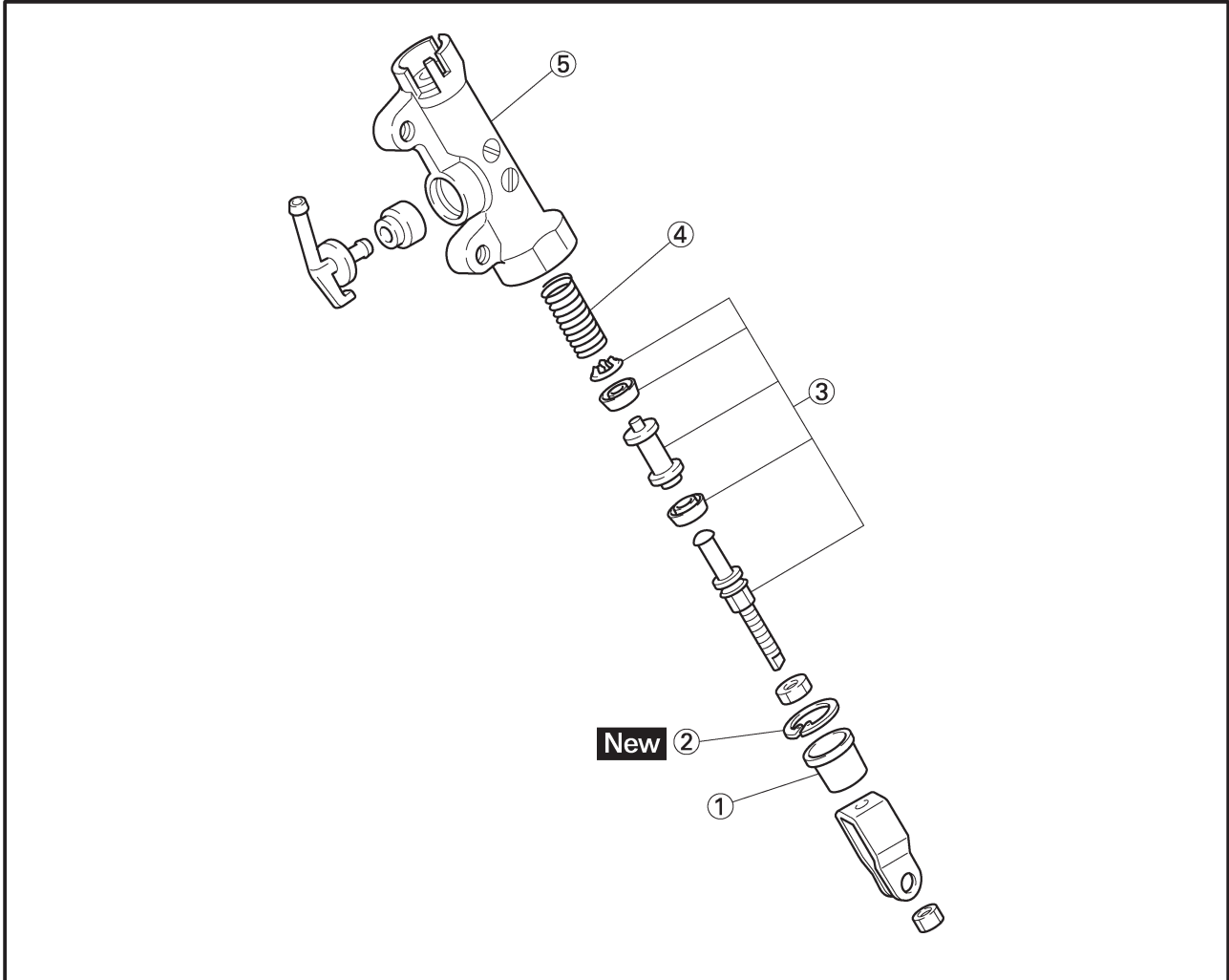
REAR BRAKE MASTER CYLINDER



Order	Job/Part	Q'ty	Remarks
	<b>Removing the rear brake master cylinder</b>		Remove the parts in the order listed.
	Brake fluid		Drain. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" in chapter 3.
1	Brake fluid reservoir cap	1	
2	Rear brake fluid reservoir diaphragm holder	1	
3	Rear brake fluid reservoir diaphragm	1	
4	Brake fluid reservoir tank	1	
5	Brake fluid reservoir hose	1	
6	Union bolt	1	
7	Copper washer	1	
8	Brake hose	1	
9	Master cylinder assembly	1	
			For installation, reverse the removal procedure.



EAS00587



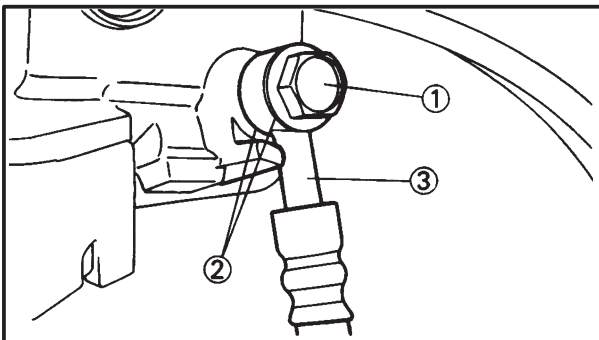
Order	Job/Part	Q'ty	Remarks
	<b>Disassembling the rear brake master cylinder</b>		Disassemble the parts in the order listed.
①	Dust boot	1	
②	Circlip	1	
③	Master cylinder kit	1	
④	Spring	1	
⑤	Master cylinder body	1	
			For assembly, reverse the disassembly procedure.

EAS00588

## DISASSEMBLING THE FRONT BRAKE MASTER CYLINDER

**NOTE:** \_\_\_\_\_

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

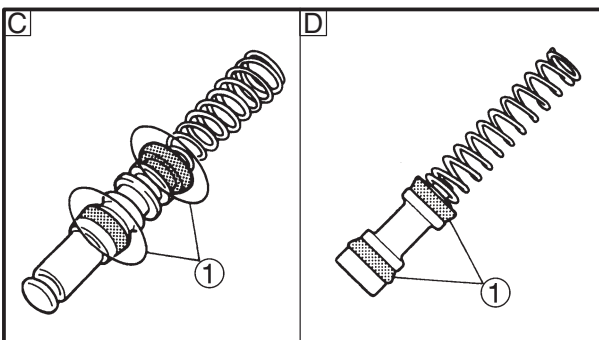
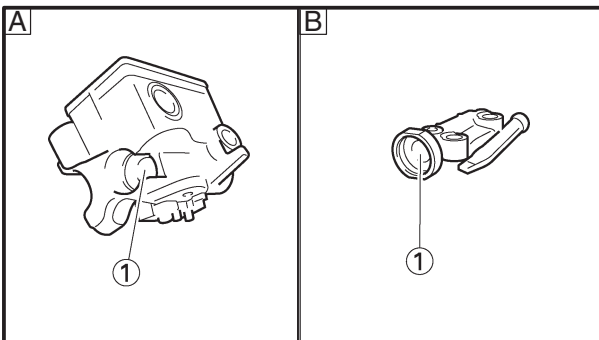


1. Disconnect:
  - brake light switch coupler ①  
(from the brake light switch)
2. Remove:
  - union bolt ①
  - copper washers ②
  - brake hoses ③

**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



EAS00592

## CHECKING THE FRONT AND REAR BRAKE MASTER CYLINDERS

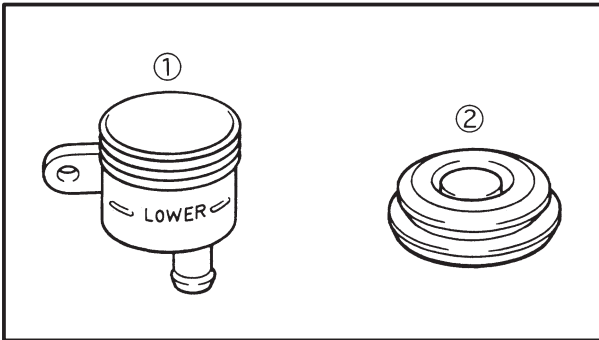
The following procedure applies to the both of the brake master cylinders.

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

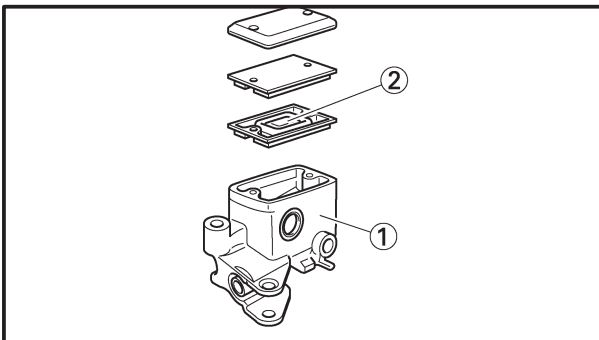
- A Front
- B Rear

2. Check:
  - brake master cylinder kit ①  
Damage/scratches/wear → Replace.

- C Front
- D Rear

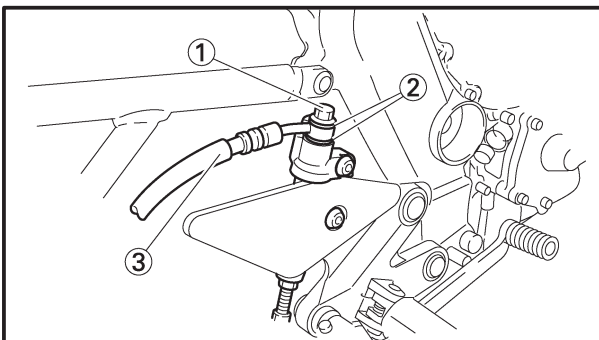


3. Check:
- rear brake fluid reservoir ①  
Cracks/damage → Replace.
  - rear brake fluid reservoir diaphragm ②  
Cracks/damage → Replace.



4. Check:
- front brake master cylinder reservoir ①  
Cracks/damage → Replace.
  - front brake master cylinder reservoir diaphragm ②  
Damage/wear → Replace.

5. Check:
- brake hoses  
Cracks/damage/wear → Replace.  
Refer to “CHECKING THE FRONT AND REAR BRAKE HOSES” in chapter 3.



EAS00589

## DISASSEMBLING THE REAR BRAKE MASTER CYLINDER

1. 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.

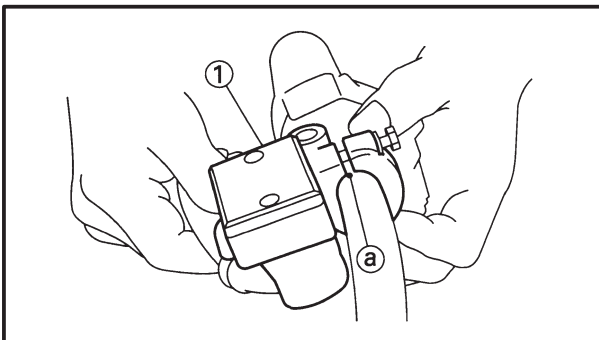
2. Disconnect:
- brake fluid reservoir hose
3. Remove:
- pin (from the brake pedal link)
4. Remove:
- rear brake master cylinder assembly
5. Remove:
- circlip (from the rear brake master cylinder assembly)
  - master cylinder kit

EAS00598

**ASSEMBLING AND INSTALLING THE FRONT BRAKE MASTER CYLINDER**

**⚠ WARNING**

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

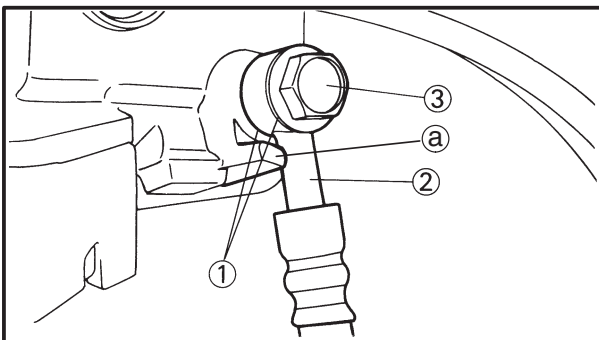


	<b>Recommended brake fluid DOT 4</b>
---	--

1. Install:
- master cylinder kit
  - circlip **New**
  - brake master cylinder ①

**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**
  - brake hose ②
  - union bolt ③  **30 Nm (3.0 m•kg, 22 ft•lb)**

**⚠ WARNING**

Proper brake hose routing is essential to insure safe motorcycle operation. Refer to “CABLE ROUTING” in chapter 2.

**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 as shown.
- 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.

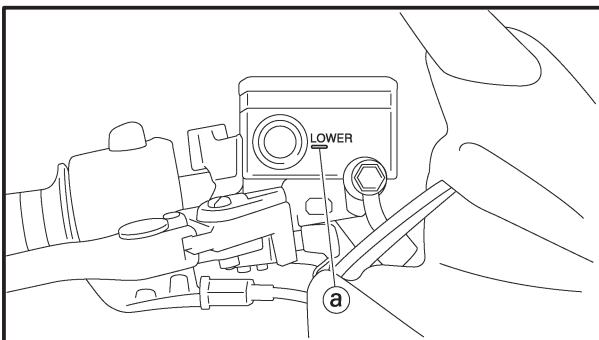
3. Fill:
- brake master cylinder reservoir (with the specified amount of the recommended brake fluid)

	<b>Recommended brake fluid DOT 4</b>
--	--

**! WARNING** \_\_\_\_\_

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

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




4. Bleed:
- brake system  
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” in chapter 3.
5. Check:
- brake fluid level  
Below the minimum level mark (a) → Add the recommended brake fluid to the proper level. Refer to “CHECKING THE BRAKE FLUID LEVEL” in chapter 3.
6. Check:
- brake lever operation  
Soft or spongy feeling → Bleed the brake system.  
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” in chapter 3.



EAS00608


## ASSEMBLING THE REAR BRAKE MASTER CYLINDER

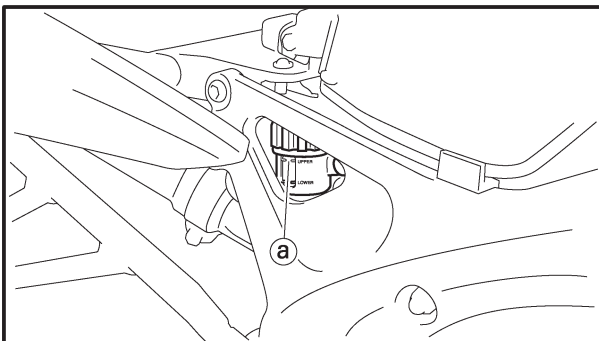
1. Install:
  - brake master cylinder kit
  - circlip
  - dust boot
2. Install:
  - copper washers **New**
  - brake hoses
  - union bolt  **30 Nm (3.0 m•kg, 22 ft•lb)**


### **WARNING**

Proper brake hose routing is essential to insure safe motorcycle operation. Refer to “CABLE ROUTING” in chapter 2.

### **CAUTION:**

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



3. Fill:
  - brake fluid reservoir (to the maximum level mark )

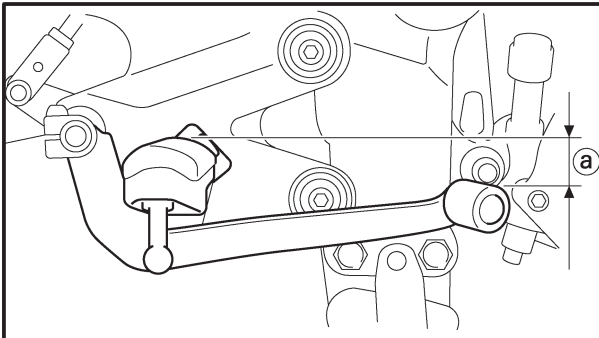
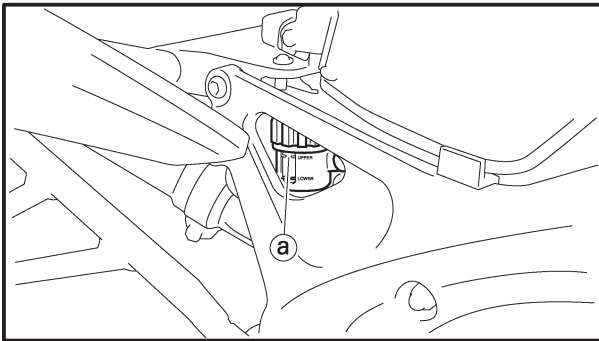
	<b>Recommended brake fluid DOT 4</b>
---	--

### **WARNING**

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

**CAUTION:** \_\_\_\_\_


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



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

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

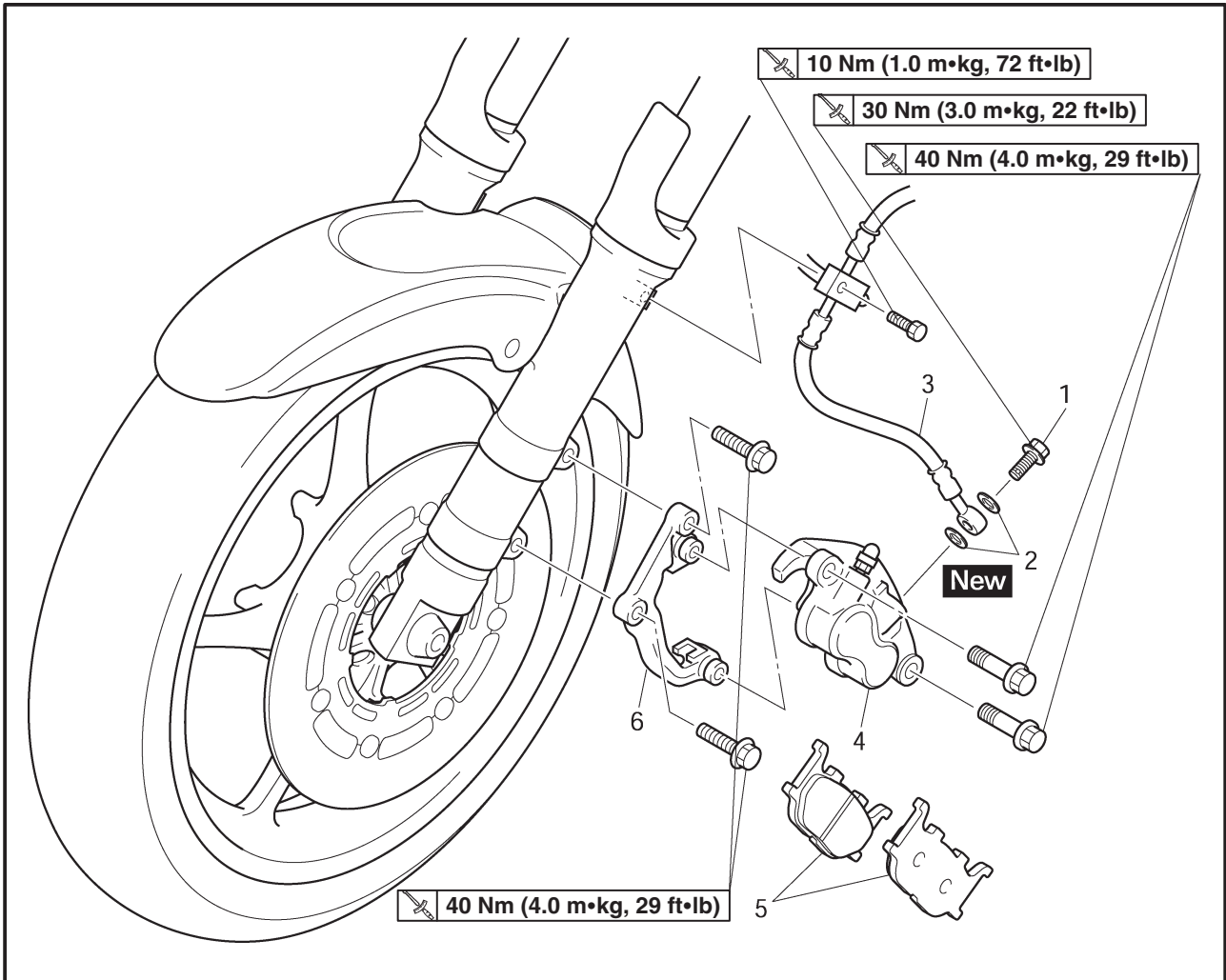
6. Adjust:
- brake pedal position (a)  
Refer to “ADJUSTING THE REAR BRAKE” in chapter 3.

 **Brake pedal position (below the top of the rider footrest)  
25.8 mm (1.02 in)**

7. Adjust:
- rear brake light operation timing  
Refer to “ADJUSTING THE REAR BRAKE LIGHT SWITCH” in chapter 3.

EAS00613

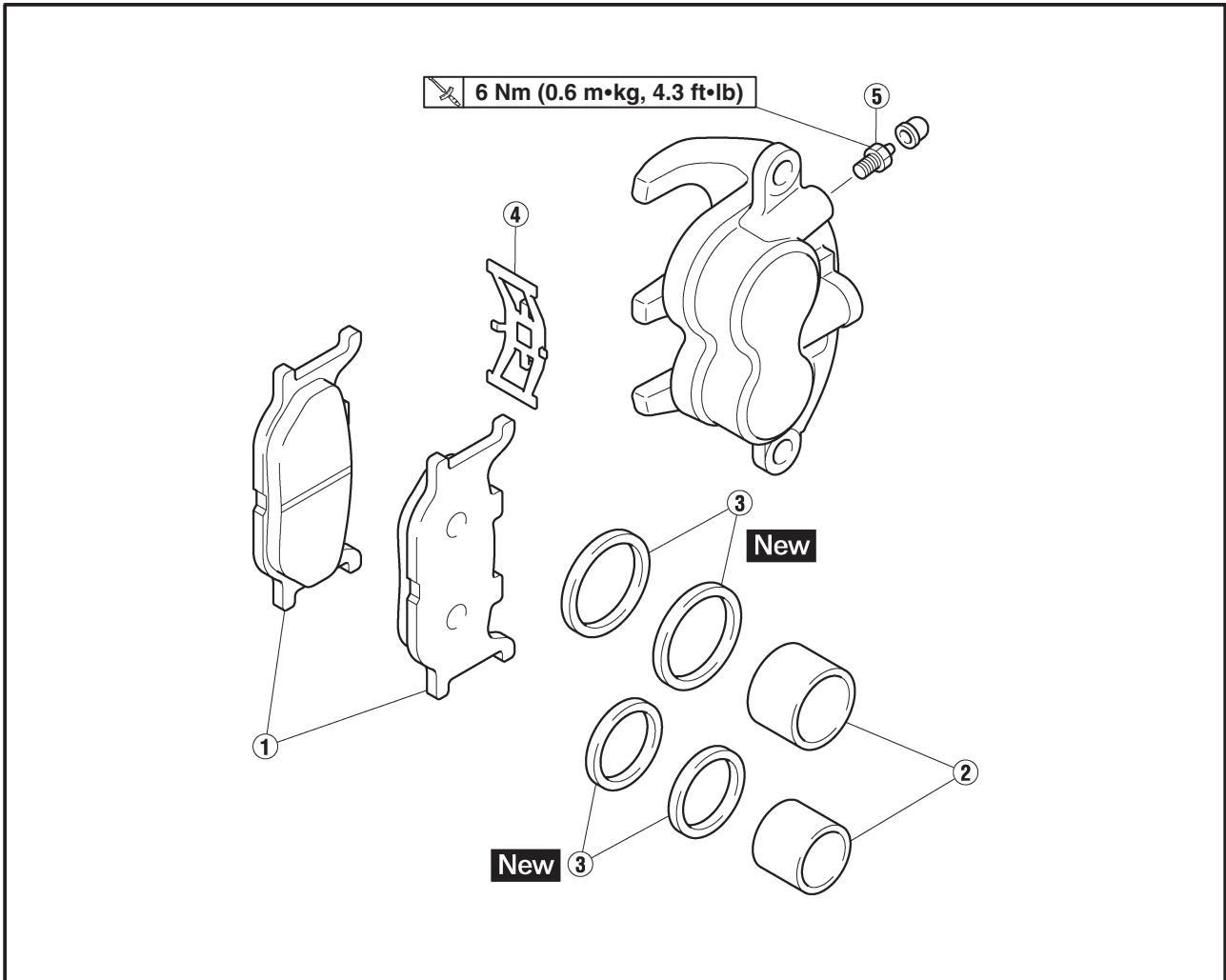
FRONT BRAKE CALIPERS



Order	Job/Part	Q'ty	Remarks
	<b>Removing the front brake calipers</b>		Remove the parts in the order listed. <b>NOTE:</b> _____ The following procedure applies to both of the front brake calipers.
	Brake fluid		Drain. Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" in chapter 3.
1	Union bolt	1	
2	Copper washer	2	
3	Brake hose	1	
4	Brake caliper	1	
5	Brake pad	2	
6	Brake caliper bracket	1	
			For installation, reverse the removal procedure.



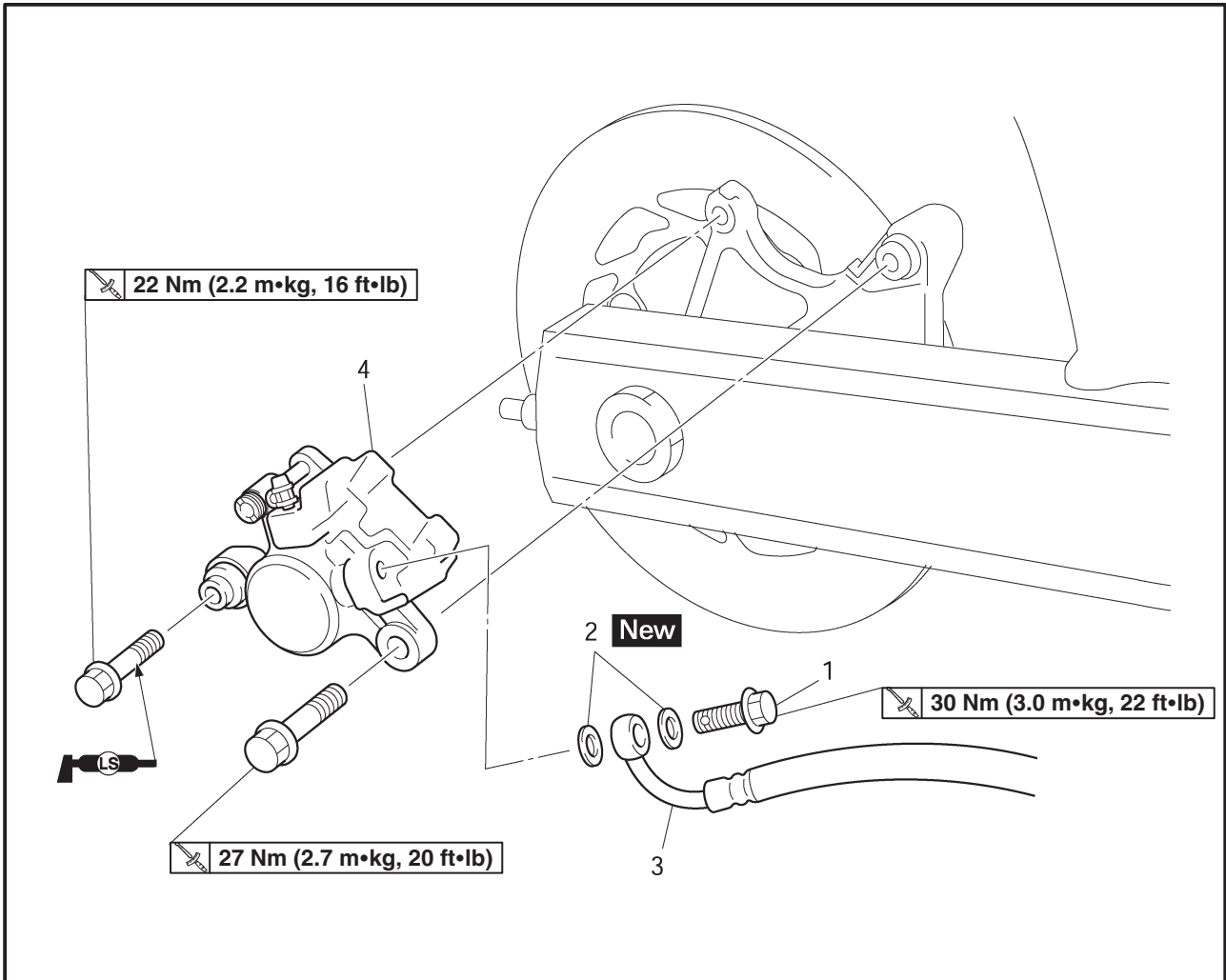
EAS00615



Order	Job/Part	Q'ty	Remarks
	<b>Disassembling the front brake calipers</b>		Disassemble the parts in the order listed. <b>NOTE:</b> _____ The following procedure applies to both of the front brake calipers. _____
①	Brake pad	2	
②	Brake caliper piston	2	
③	Brake caliper piston seal	4	
④	Brake pad spring	1	
⑤	Bleed screw	1	
			For assembly, reverse the disassembly procedure.

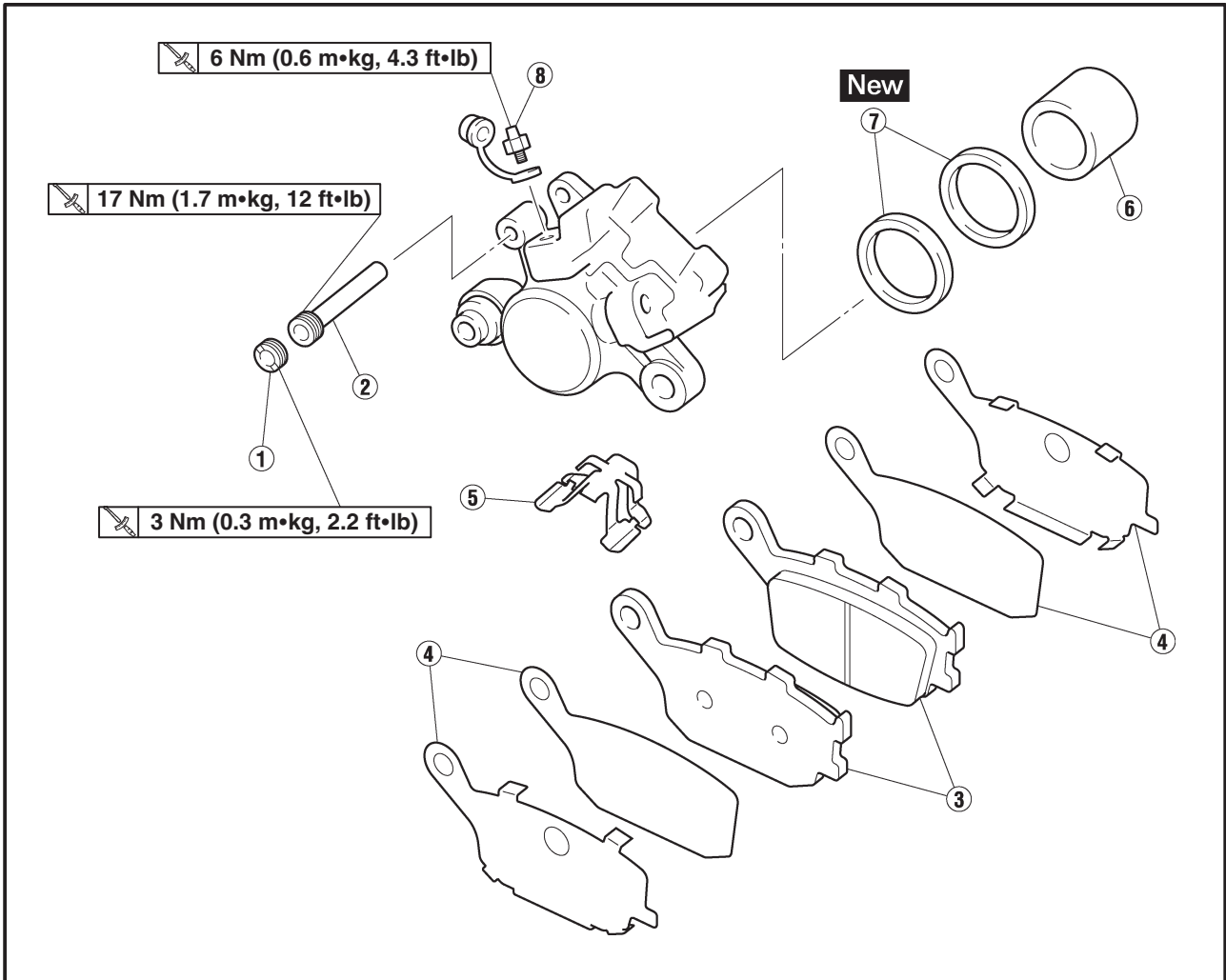
EAS00616

REAR BRAKE CALIPER



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

EAS00617



Order	Job/Part	Q'ty	Remarks
	<b>Disassembling the rear brake caliper</b>		Disassemble the parts in the order listed.
①	Screw plug	1	
②	Brake pad pin	1	
③	Brake pad	2	
④	Brake pad shim	4	
⑤	Brake pad spring	1	
⑥	Brake caliper piston	1	
⑦	Brake caliper piston seal	2	
⑧	Bleed screw	1	
			For assembly, reverse the disassembly procedure.

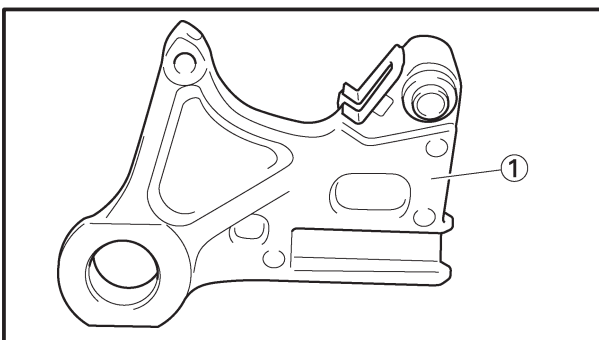
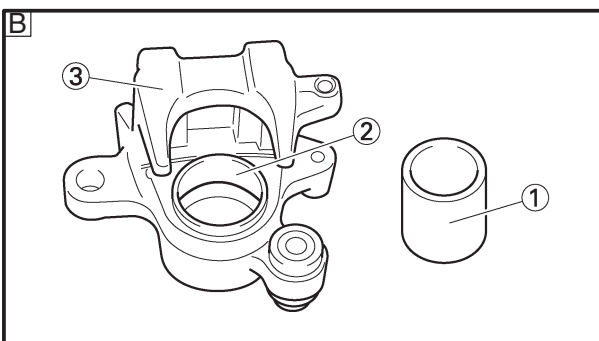
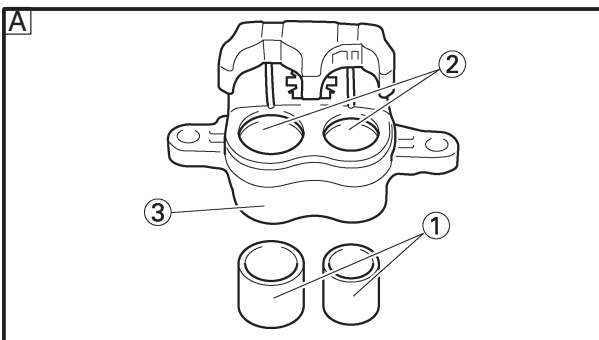




EAS00633

## CHECKING THE FRONT AND REAR BRAKE CALIPERS

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



### 1. Check:

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

### **⚠ WARNING**

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

**A** Front

**B** Rear

### 2. Check:

- Rear brake caliper brackets ①  
Cracks/damage → Replace.

EAS00638

## ASSEMBLING AND INSTALLING THE FRONT BRAKE CALIPERS

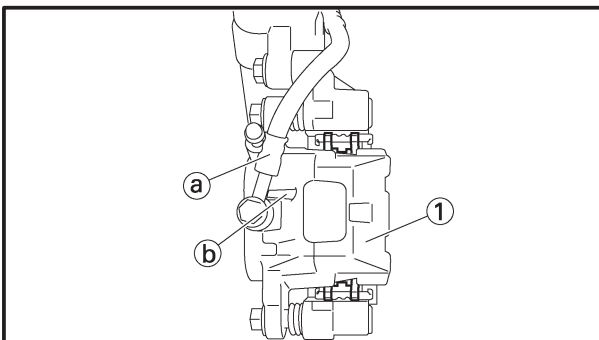
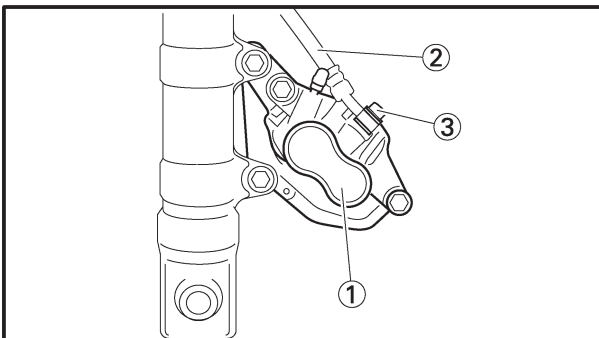
The following procedure applies to both of the brake calipers.

### **⚠ WARNING**

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



**Recommended brake fluid  
DOT 4**



### 1. Install:

- brake caliper bracket

**22 Nm (2.2 m•kg, 16 ft•lb)**

- brake pads

- brake caliper ① **40 Nm (4.0 m•kg, 29 ft•lb)**

- copper washers **New**

- brake hose ②

- union bolt ③ **30 Nm (3.0 m•kg, 22 ft•lb)**

### **⚠ WARNING**

Proper brake hose routing is essential to insure safe motorcycle operation. Refer to “CABLE ROUTING” in chapter 2.

### **CAUTION:**

When installing the brake hose onto the brake caliper ①, make sure the brake pipe ② touches the projection ③ on the brake caliper.

2. Fill:

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



**Recommended brake fluid**

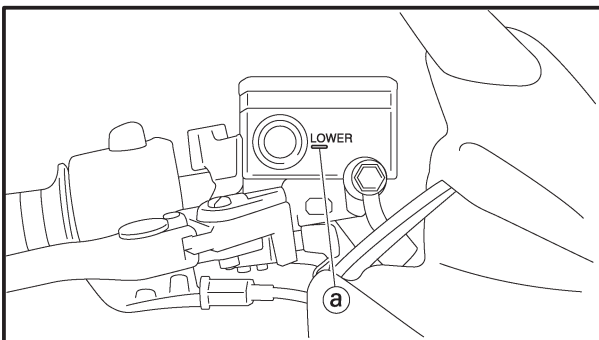
**DOT 4**

**⚠ WARNING**

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

**CAUTION:**

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



3. Bleed:

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

4. Check:

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

5. Check:

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




EAS00642

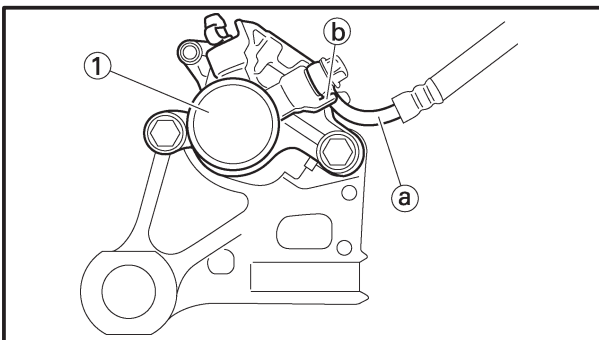
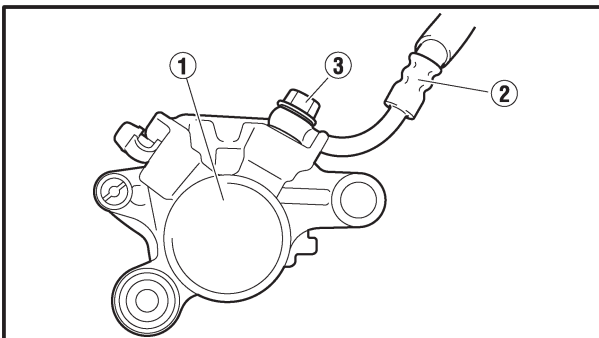
## ASSEMBLING AND INSTALLING THE REAR BRAKE CALIPER

### **⚠ WARNING**




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



**Recommended brake fluid**  
**DOT 4**



### 1. Install:

- brake caliper ①
  - (front)  **27 Nm (2.7 m•kg, 20 ft•lb)**
  - (rear)  **22 Nm (2.2 m•kg, 16 ft•lb)**
- brake pad pin
- screw plug
- copper washers **New**
- brake hose ②
- union bolt ③  **30 Nm (3.0 m•kg, 22 ft•lb)**

### **⚠ WARNING**

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

### **CAUTION:**

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

### 2. Fill:

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



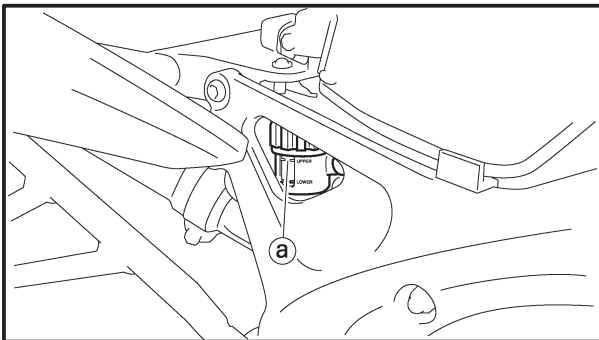
**Recommended brake fluid**  
**DOT 4**

**⚠ WARNING**

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

**CAUTION:**

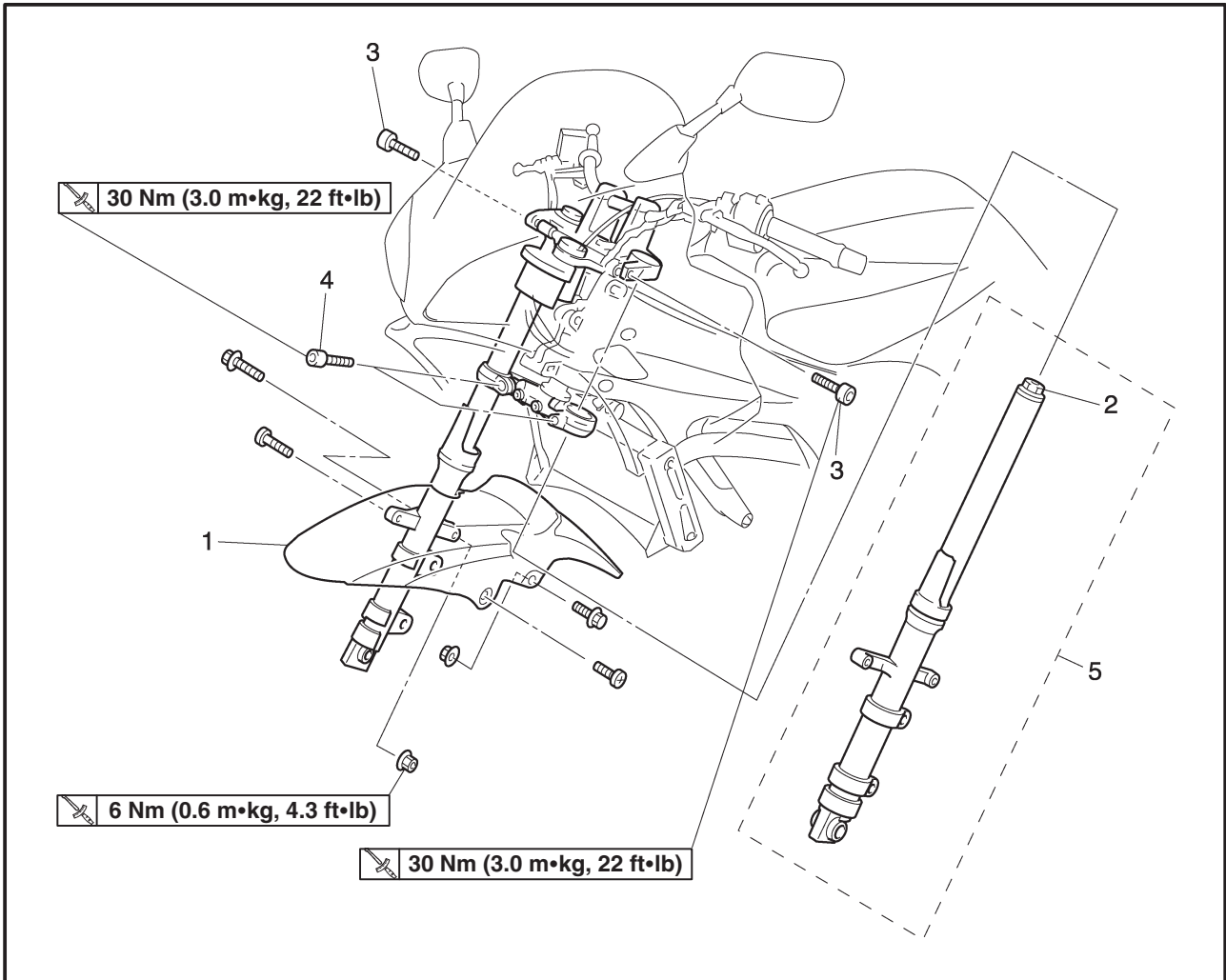
Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.



3. Bleed:
  - brake system  
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” in chapter 3.
4. Check:
  - brake fluid level  
Below the minimum level mark (a) → Add the recommended brake fluid to the proper level. Refer to “CHECKING THE BRAKE FLUID LEVEL” in chapter 3.
5. Check:
  - brake pedal operation  
Soft or spongy feeling → Bleed the brake system.  
Refer to “BLEEDING THE HYDRAULIC BRAKE SYSTEM” in chapter 3.

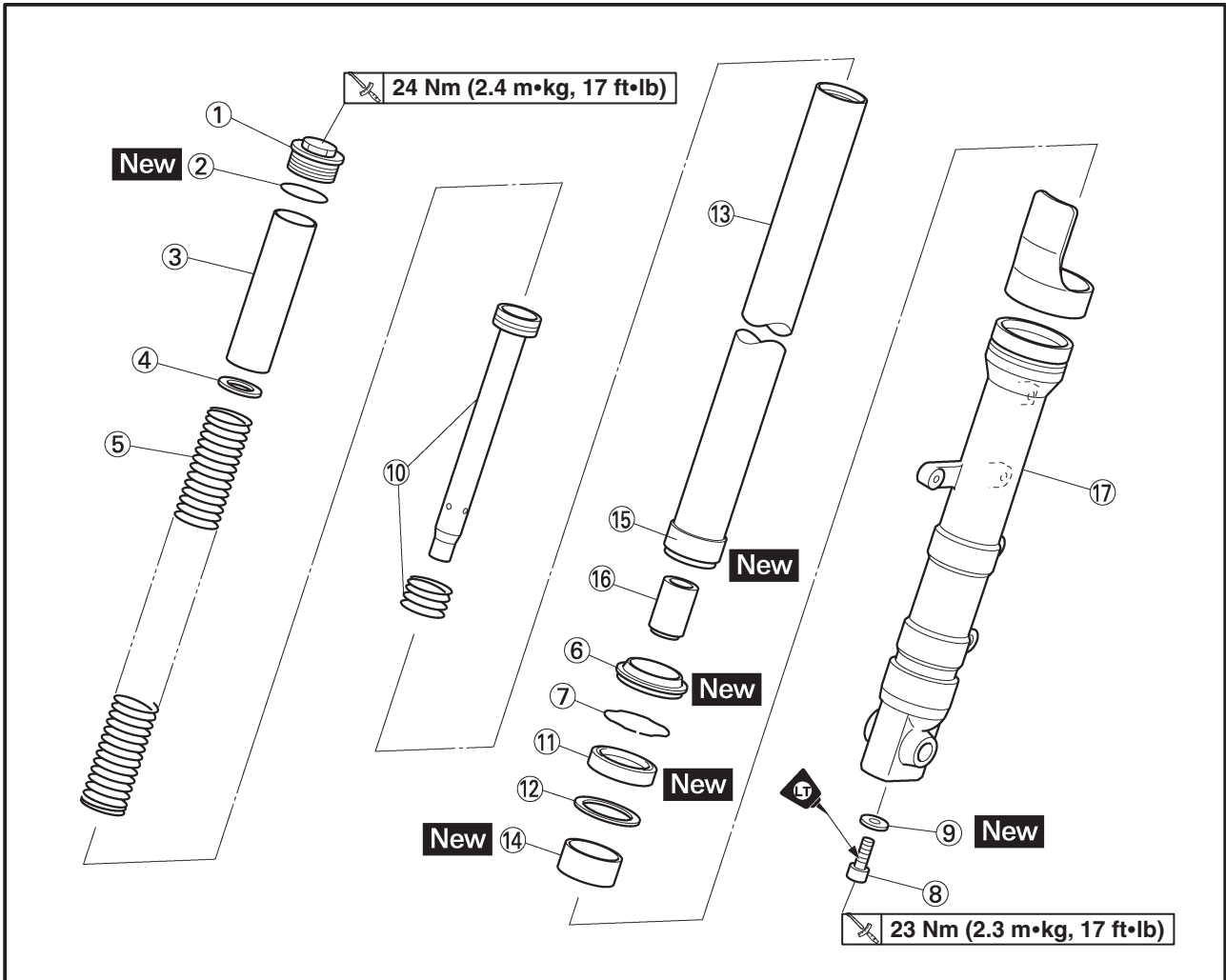
EAS00647

**FRONT FORK**  
**FRONT FORK LEGS**

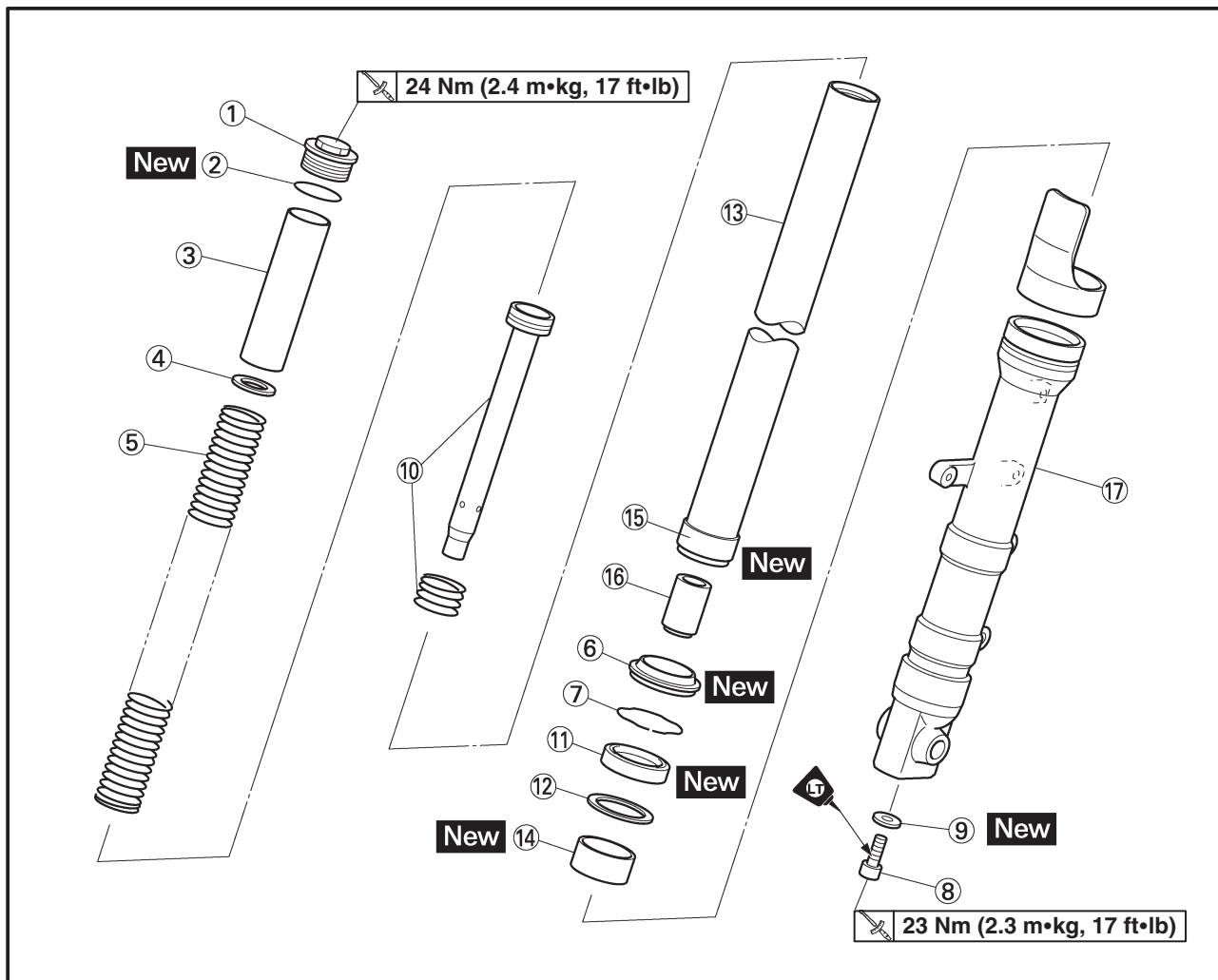


Order	Job/Part	Q'ty	Remarks
	<b>Removing the front fork legs</b>		
	Front wheel		Remove the parts in the order listed. Refer to "FRONT WHEEL AND BRAKE DISCS".
	Front brake calipers		Refer to "FRONT AND REAR BRAKES".
1	Front fender	1	
2	Cap bolt	1	Loosen.
3	Upper bracket pinch bolt	1	Loosen.
4	Under bracket pinch bolt	1	Loosen.
5	Front fork leg	1	
			For installation, reverse the removal procedure.

EAS00648



Order	Job/Part	Q'ty	Remarks
	<b>Disassembling the front fork legs</b>		Disassemble the parts in the order listed. <b>NOTE:</b> _____ The following the 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	Dust seal	1	
⑦	Oil seal clip	1	
⑧	Damper rod assembly bolt	1	
⑨	Copper washer	1	
⑩	Damper rod assembly	1	
⑪	Oil seal	1	
⑫	Washer	1	



Order	Job/Part	Q'ty	Remarks
⑬	Inner tube	1	For assembly, reverse the disassembly procedure.
⑭	Outer tube bushing	1	
⑮	Inner tube bushing	1	
⑯	Oil flow stopper	1	
⑰	Outer tube	1	



EAS00649

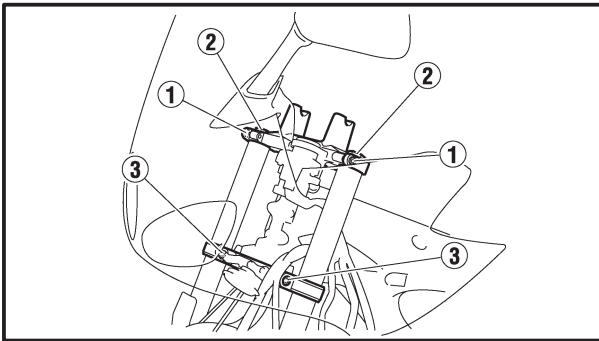
**REMOVING THE FRONT FORK LEGS**

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 bolt ①
- cap bolt ②
- under bracket pinch bolt 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:

- cap bolt
- washer
- spacer
- fork spring

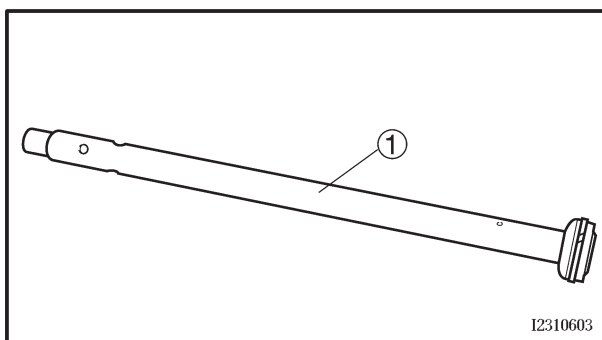
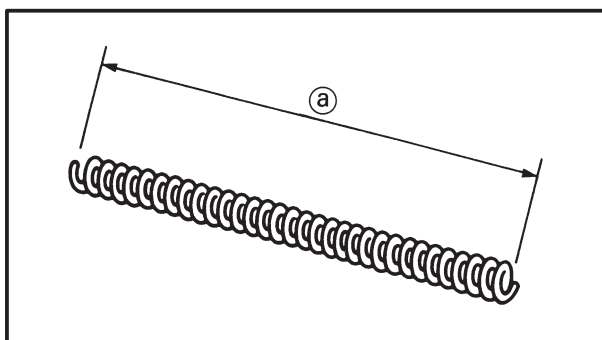
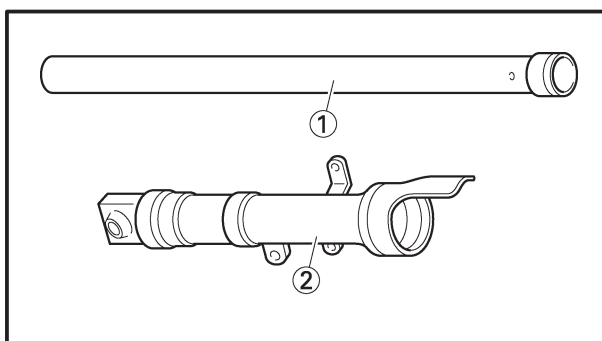
2. Drain:

- fork oil

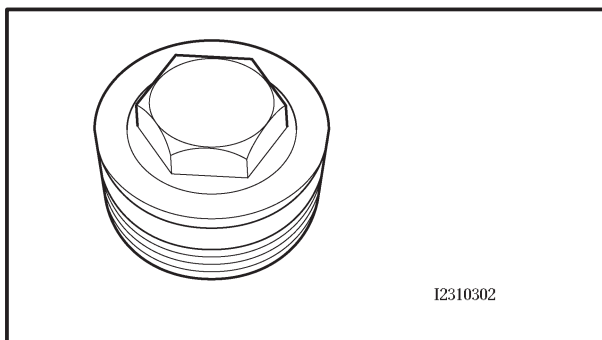
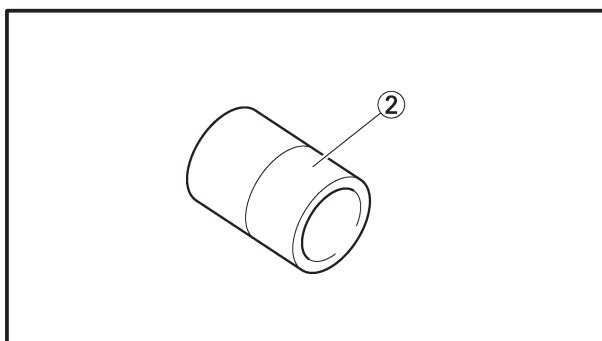
**NOTE:**

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





I2310603



I2310302

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**

**354 mm (13.94 in)**

**<Limit> : 347 mm (13.66 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.





EAS00659

**ASSEMBLING THE FRONT FORK LEGS**

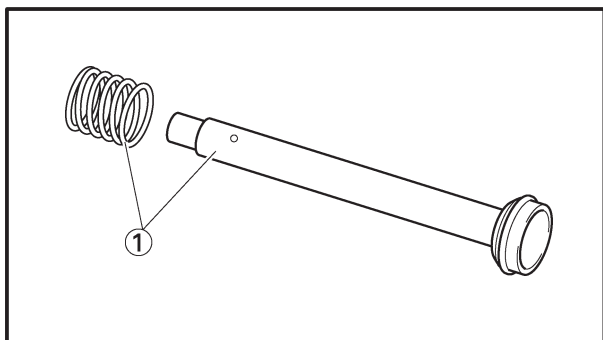
The following procedure applies to both of the front fork legs.

**⚠ 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 bushing
- outer tube bushing
- oil flow stopper
- damper rod assembly ①
- copper washer **New**

**⚠ WARNING**

Always use new copper washer.

**CAUTION:**

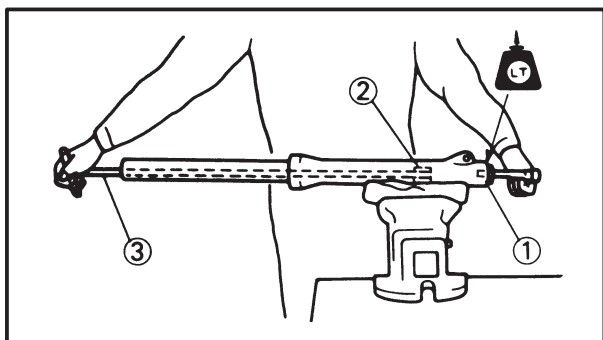
Allow the damper rod assembly to slide slowly down the inner tube until it protrudes from the bottom of the inner tube. Be careful not to damage the inner tube.

## 2. Lubricate:

- inner tube's outer surface



**Recommended lubricant**  
Suspension oil "01" or  
equivalent



## 3. Tighten:

- damper rod assembly bolt ①

**23 Nm (2.3 m•kg, 17 ft•lb)**  
LOCTITE®

**NOTE:**

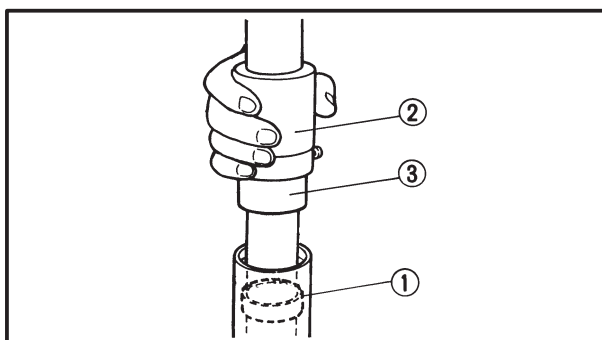
While holding the damper rod assembly with the damper rod holder ② and T-handle ③, tighten the damper rod assembly bolt.

## FRONT FORK

CHAS



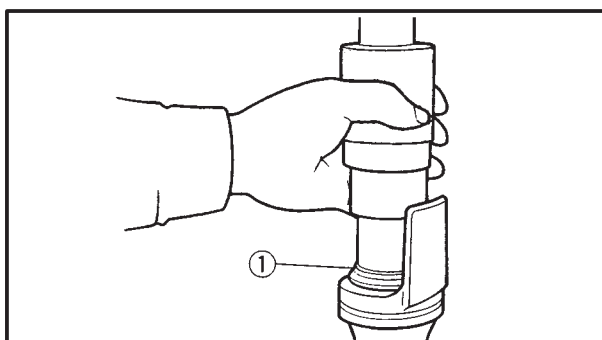
**Damper rod holder**  
90890-01294  
**T-handle**  
90890-01326



4. Install:
- outer tube bushing ①  
(with the fork seal driver weight ② and fork seal driver attachment ③)



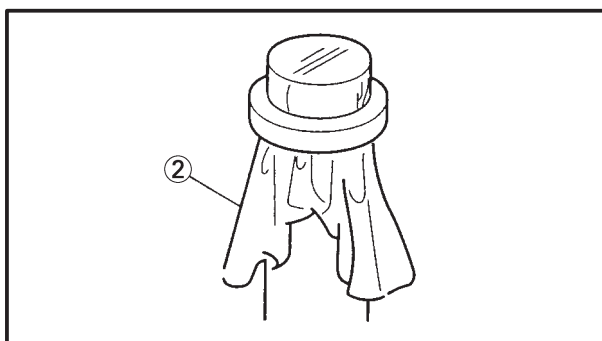
**Fork seal driver weight**  
90890-01367  
**Fork seal driver attachment**  
90890-01374



5. Install:
- washer
  - oil seal ①  
(with the fork seal driver weight and fork seal driver attachment)

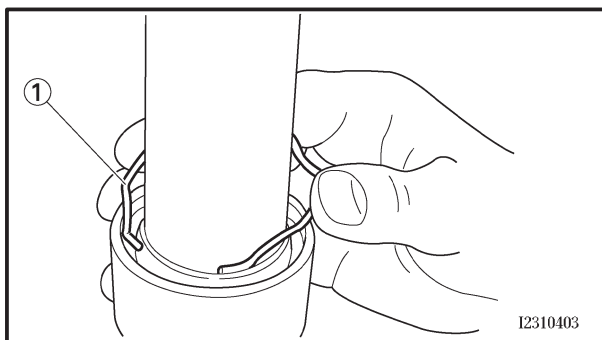
### CAUTION:

**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

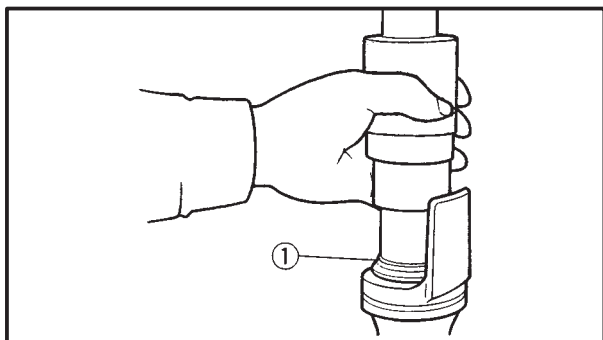
### NOTE:

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

12310403

## FRONT FORK

CHAS



### 7. Install:

- dust seal ①  
(with the fork seal driver weight)



**Fork seal driver weight**  
**90890-01367**

### 8. Fill:

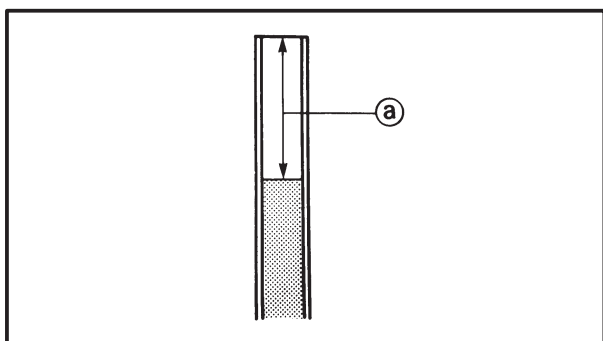
- front fork leg  
(with the specified amount of the recommended fork oil)



**Quantity (each front fork leg)**  
**0.467 L (0.41 Imp qt, 0.49 US qt)**  
**Recommended oil**  
**Suspension oil "01" or**  
**equivalent**

### CAUTION:

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

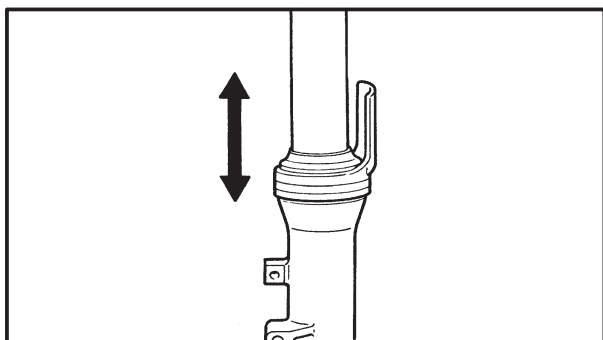


### 9. Measure:

- front fork leg oil level ①  
Out of specification → Correct.

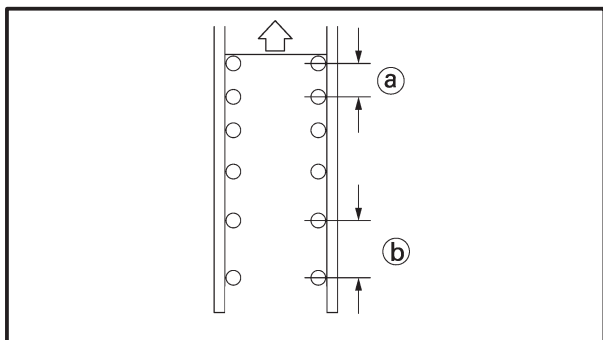
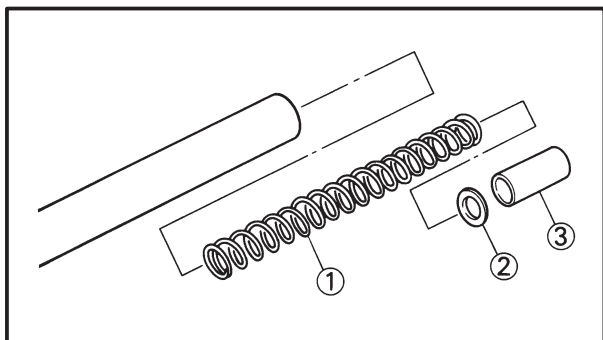


**Front fork leg oil level (from the top of the inner tube, with the inner tube fully compressed and without the fork spring)**  
**134 mm (5.28 in)**



### 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
  - spacer ③
  - cap bolt

**NOTE:**

- Install the spring with the smaller pitch (a) facing up.
- Before installing the cap bolt, lubricate its O-ring with grease.

(b) Larger pitch

EAS00662

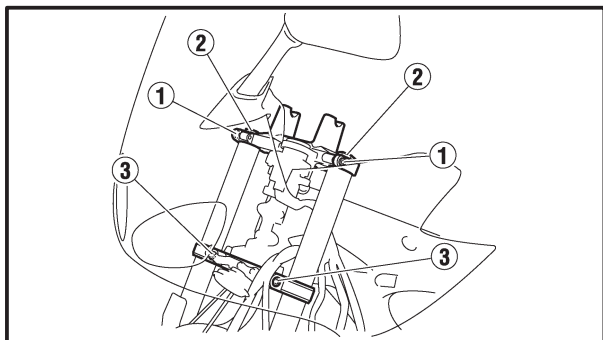
## INSTALLING THE FRONT FORK LEGS

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 ① 

	<b>30 Nm (3.0 m•kg, 22 ft•lb)</b>
---	-----------------------------------
  - cap bolt ② 

	<b>24 Nm (2.4 m•kg, 17 ft•lb)</b>
---	-----------------------------------
  - upper bracket pinch bolt ③ 

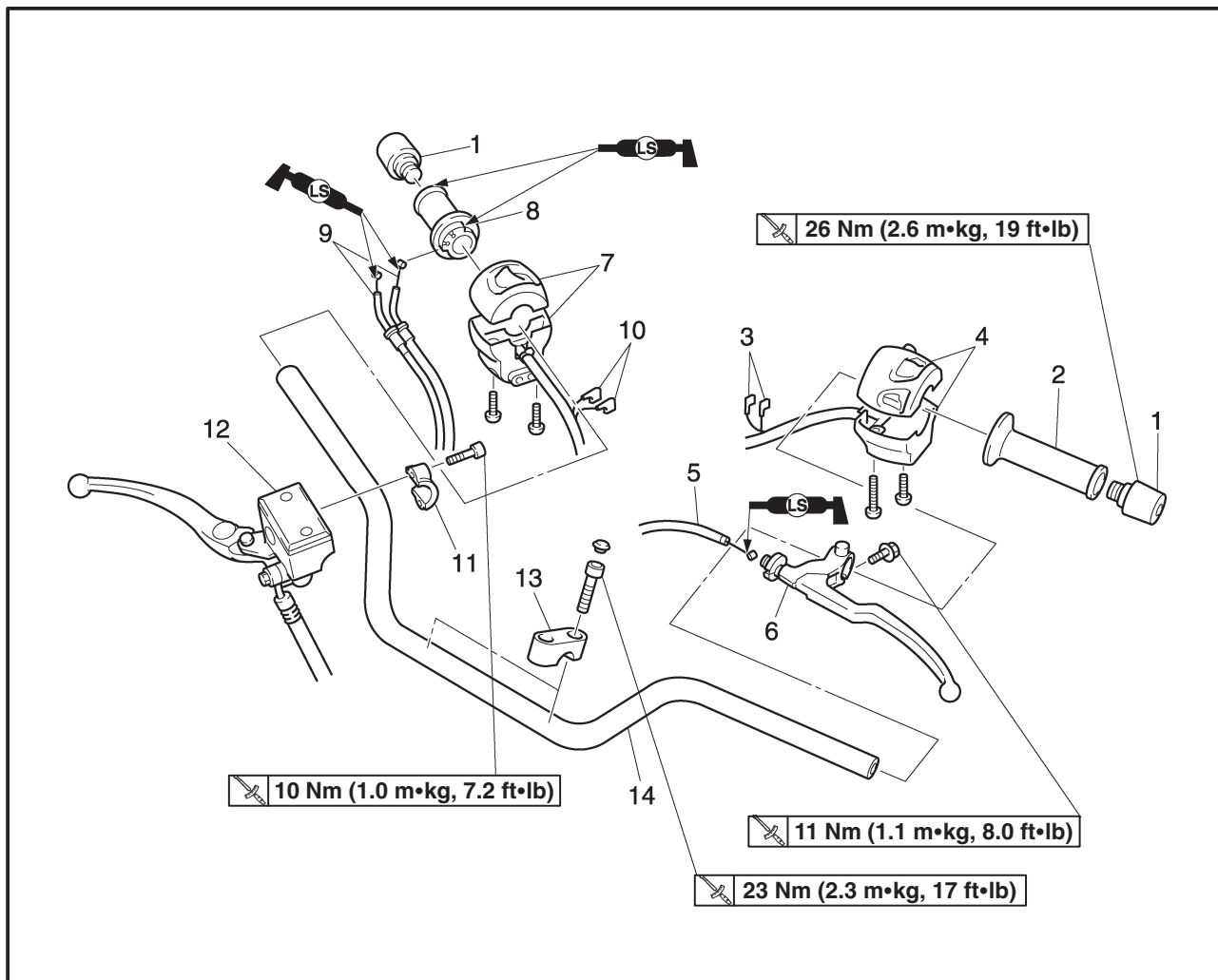
	<b>30 Nm (3.0 m•kg, 22 ft•lb)</b>
---	-----------------------------------

**⚠ WARNING**

Make sure the brake hoses are routed properly.

EAS00664

HANDLEBAR



Order	Job/Part	Q'ty	Remarks
	<b>Removing the handlebar</b>		Remove the parts in the order listed.
1	Grip end	2	
2	Handlebar grip (left)	1	
3	Clutch switch connector	1	Disconnect.
4	Left handlebar switch	1	
5	Clutch cable	1	
6	Clutch lever	1	
7	Right handlebar switch	1	
8	Throttle grip	1	
9	Throttle cable	2	
10	Front brake light switch connector	1	Disconnect.
11	Front brake master cylinder holder	1	
12	Front brake master cylinder	1	
13	Upper handlebar holder	2	
14	Handlebar	1	
			For installation, reverse the removal procedure.



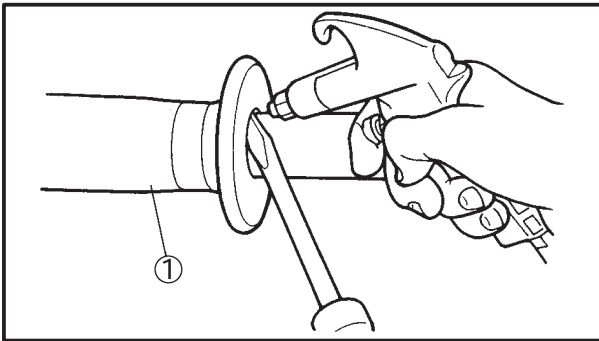
EAS00666

## REMOVING THE HANDLEBAR

1. Stand the motorcycle on a level surface.

### **⚠ WARNING**

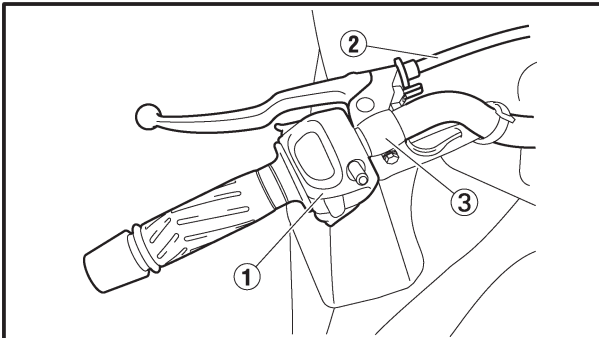
Securely support the motorcycle so that there is no danger of it falling over.



2. Remove:  
 • grip end  
 • handlebar grip ①

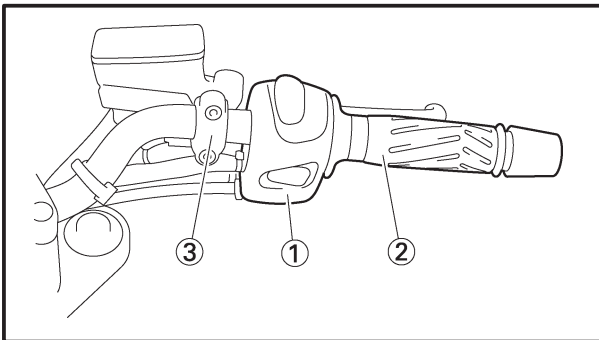
### **NOTE:**

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

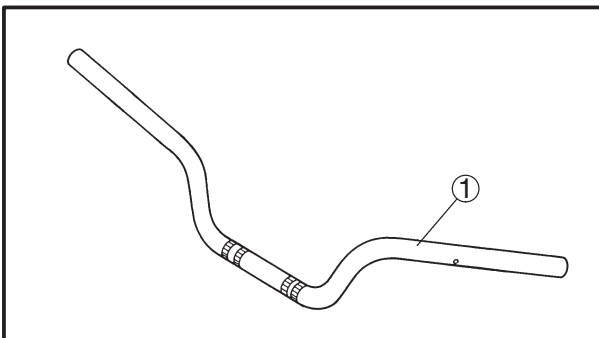


3. Disconnect:  
 • clutch switch connector

4. Remove:  
 • left handlebar switch ①  
 • clutch cable ②  
 • clutch lever holder ③



5. Remove:  
 • grip end  
 • front brake light switch connector  
 • right handlebar switch ①  
 • throttle grip ②  
 • front brake master cylinder holder ③  
 • front brake master cylinder



EAS00668

## CHECKING THE HANDLEBAR

1. Check:  
 • handlebar ①  
 Bends/cracks/damage → Replace.

### **⚠ WARNING**

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



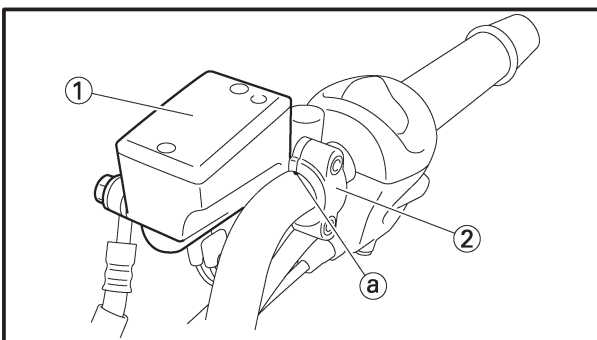
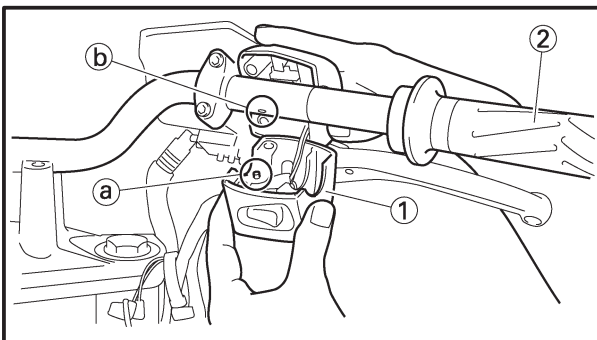
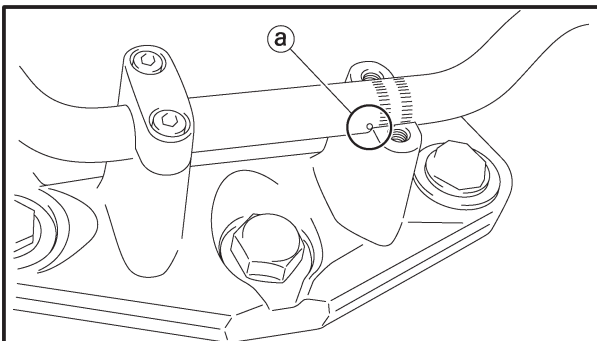
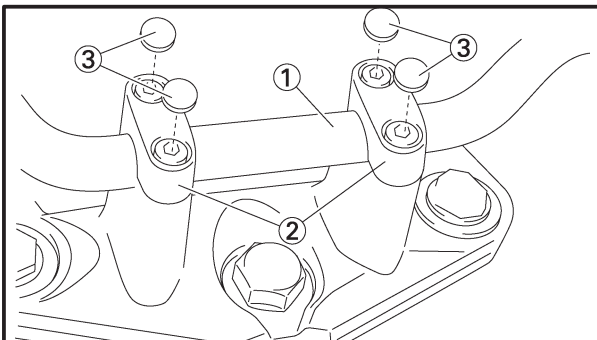
EAS00672

**INSTALLING THE HANDLEBAR**

1. Stand the motorcycle on a level surface.

**⚠ WARNING**

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



2. Install:

- handlebar ①
- upper handlebar holders ②

**23 Nm (2.3 m•kg, 17 ft•lb)**

- upper handlebar holder caps ③

**CAUTION:**

- **First, tighten the bolts on the front side of the handlebar holder, and then on the rear side.**
- **Turn the handlebar all the way to the left and right. If there is any contact with the fuel tank, adjust the handlebar position.**

**NOTE:**

Align the match marks (a) on the handlebar with the upper surface of the lower handlebar holders.

3. Install:

- throttle cables
- right handlebar switch ①
- throttle grip ②

**NOTE:**

Align the projections (a) on the handlebar switch with the holes (b) in the handlebar.

4. Install:

- front brake master cylinder ①
- front brake master cylinder holder ②

Refer to "ASSEMBLING AND INSTALLING THE FRONT BRAKE MASTER CYLINDER".

**NOTE:**

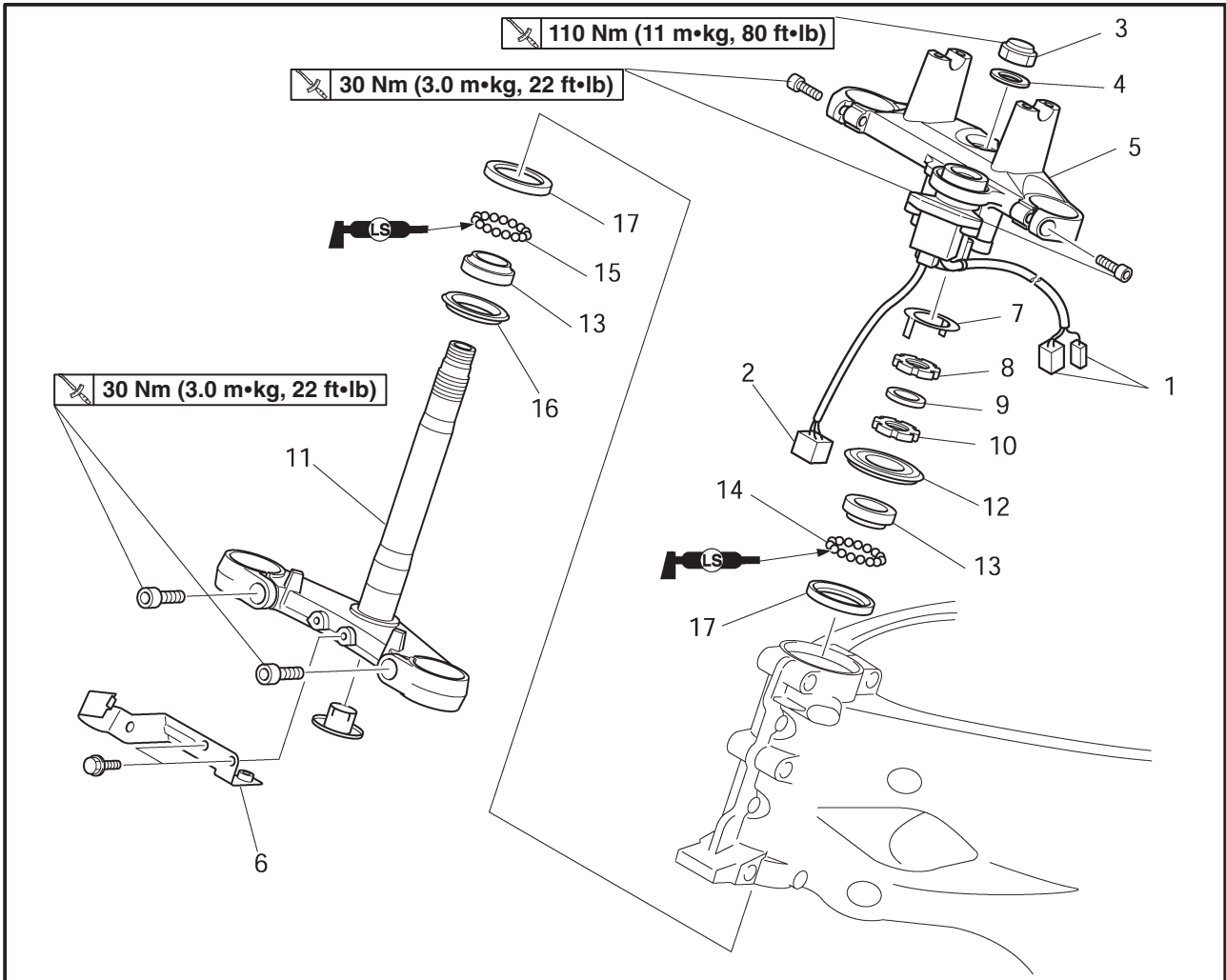
- There should be 17 mm (0.67 in) of clearance between the right handlebar switch and front brake master cylinder.
- Align the mating surfaces of the master cylinder bracket with the punch mark (right handlebar switch side) (a) on the handlebar.



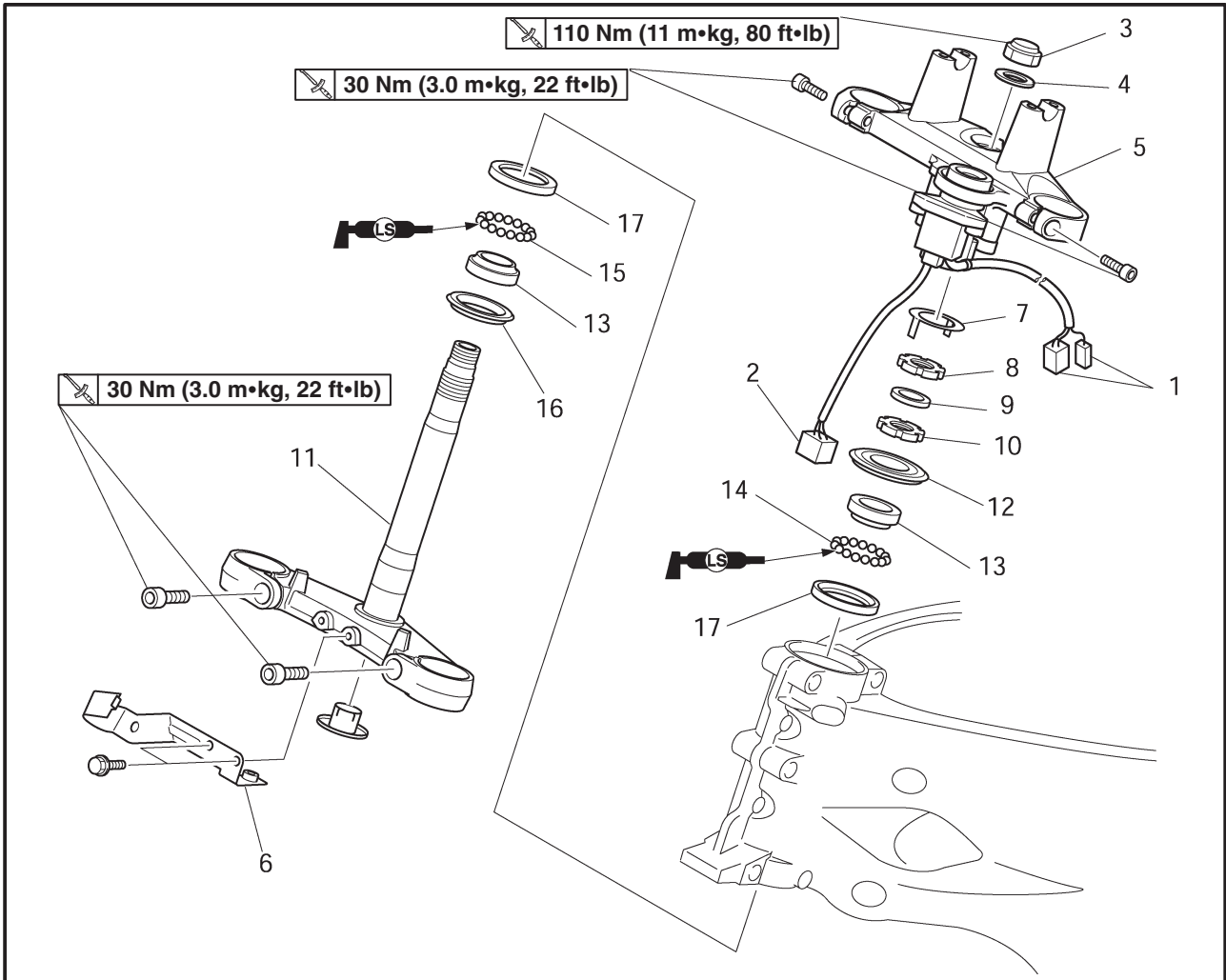


EAS00676

**STEERING HEAD  
UNDER BRACKET**



Order	Job/Part	Q'ty	Remarks
	<b>Removing the under bracket</b>		
	Front wheel		Remove the parts in the order listed. Refer to "FRONT WHEEL AND BRAKE DISCS".
	Front fender		
	Front fork		Refer to "FRONT FORK".
	Handlebar		Refer to "HANDLEBAR".
	Front cowling inner panel (left and right)		Refer to "COWLINGS" in chapter3.
	Fuel tank		Refer to "FUEL TANK" in chapter 3.
1	Main switch coupler	2	Disconnect.
2	Immobilizer coupler	1	Disconnect.
3	Steering stem nut	1	
4	Washer	1	
5	Upper bracket	1	
6	Horn stay	1	
7	Lock washer	1	



Order	Job/Part	Q'ty	Remarks
8	Upper ring nut	1	
9	Rubber washer	1	
10	Lower ring nut	1	
11	Under bracket	1	
12	Bearing cover	1	
13	Bearing inner race	2	
14	Upper bearing	1	
15	Lower bearing	1	
16	Dust seal	1	
17	Bearing outer race	2	
			For installation, reverse the removal procedure.



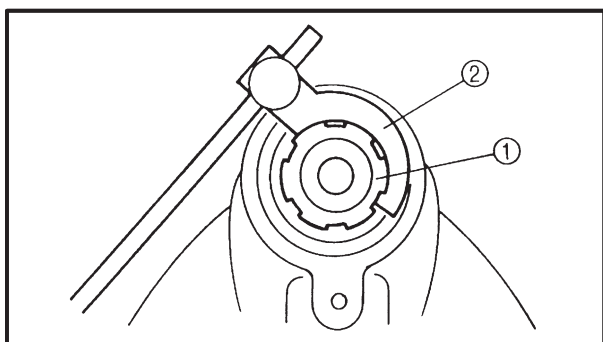
EAS00677

## REMOVING THE UNDER 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
- rubber washer
- ring nut ①  
(with the steering nut wrench ②)

### NOTE:

Hold the lower ring nut with the exhaust and steering nut wrench, and then remove the upper ring nut with the ring nut wrench.



**Steering nut wrench**  
90890-01403, YU-33975

### **⚠ WARNING**

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

EAS00682

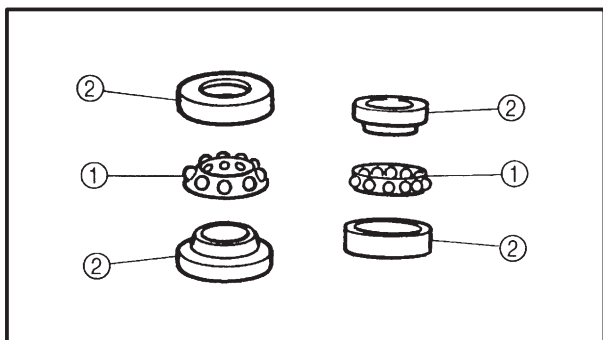
## CHECKING THE STEERING HEAD

1. Wash:

- bearing balls
- bearing races



**Recommended cleaning solvent**  
**Kerosene**



2. Check:

- bearing balls ①
- bearing races ②  
Damage/pitting → Replace.




## STEERING HEAD

---



3. Install:
- upper bracket
  - washer
  - steering stem nut

 **110 Nm (11 m•kg, 80 ft•lb)**

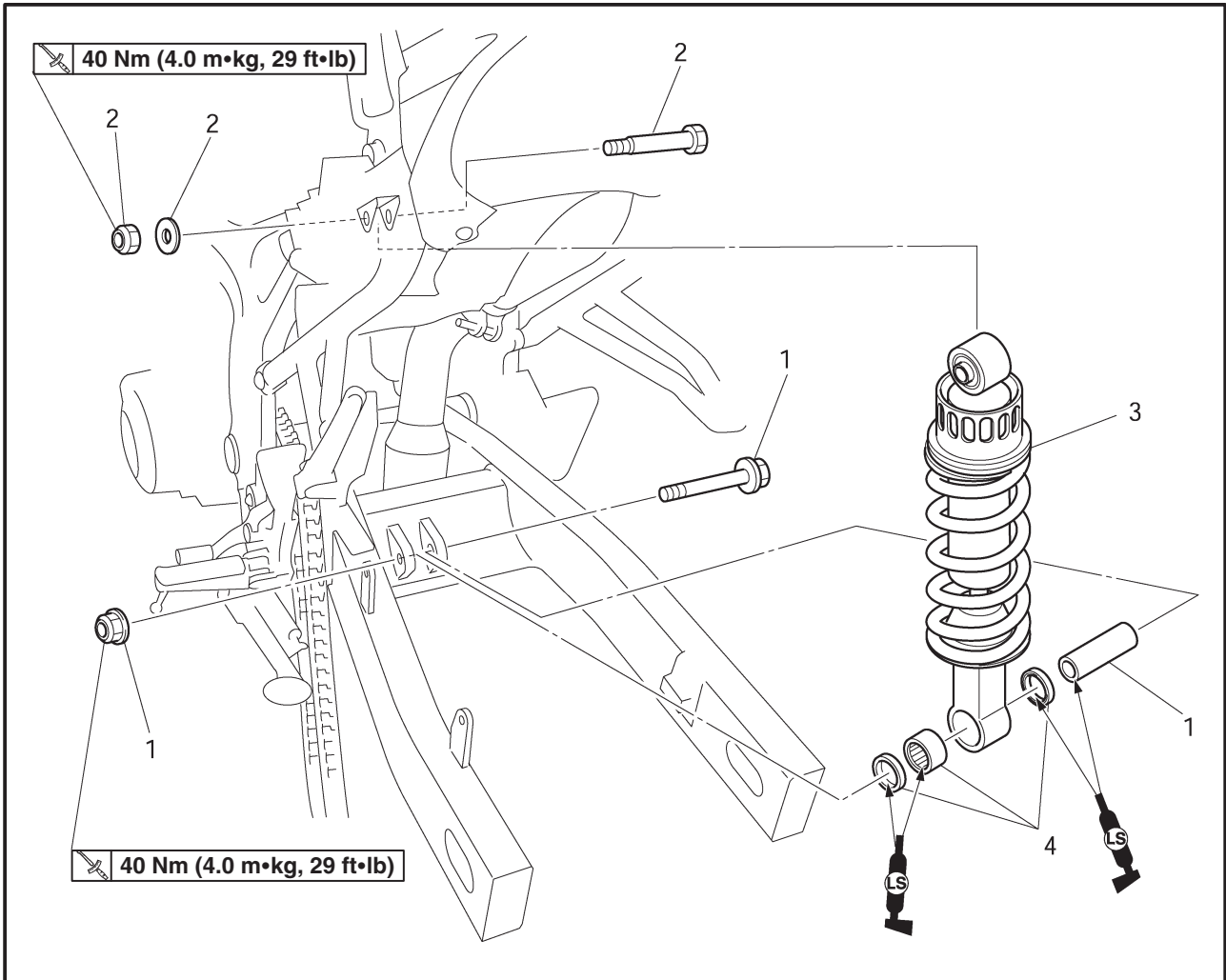
4. Install:
- front fork legs
- Refer to “INSTALLING THE FRONT FORK LEGS”.

# REAR SHOCK ABSORBER ASSEMBLY



EAS00685

## REAR SHOCK ABSORBER ASSEMBLY



Order	Job/Part	Q'ty	Remarks
	<b>Removing the rear shock absorber assembly</b>		Remove the parts in the order listed.
	Rear wheel		Refer to "REAR WHEEL AND BRAKE DISC".
1	Self-locking nut/collar/bolt (Swingarm-rear shock absorber)	1/1/1	
2	Self-locking nut/washer/bolt (Frame-rear shock absorber)	1/1/1	
3	Rear shock absorber	1	
4	Oil seal/bearing	2/1	
			For installation, reverse the removal procedure.

EAS00694

### REMOVING THE REAR SHOCK ABSORBER ASSEMBLY

1. Stand the motorcycle on a level surface.

#### **WARNING**

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

#### **NOTE:**

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

2. Remove:

- rear wheel

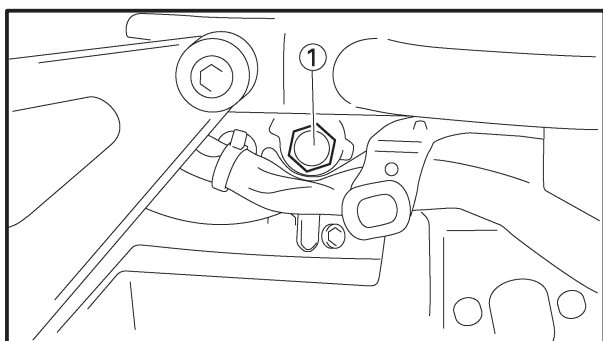
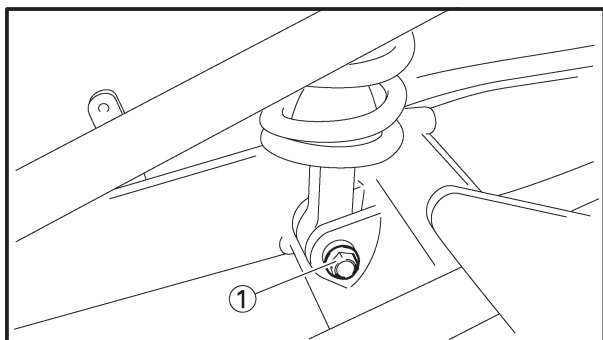
Refer to “REAR WHEEL AND BRAKE DISC”.

3. Remove:

- rear shock absorber assembly lower bolt ①

#### **NOTE:**

While removing the rear shock absorber assembly lower bolt, hold the swingarm so that it does not drop down.



4. Remove:

- rear shock absorber assembly upper bolt ①
- rear shock absorber assembly



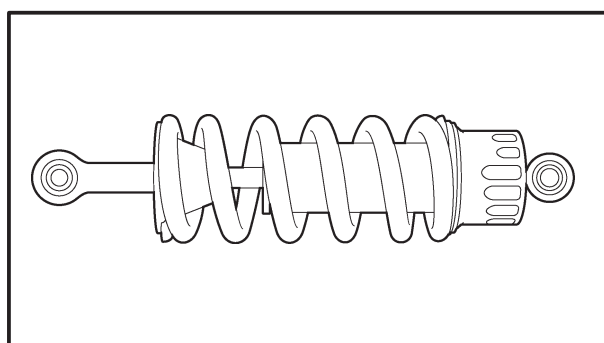
EAS00686

## HANDLING THE REAR SHOCK ABSORBER

### **⚠ 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.



EAS00688

## DISPOSING OF A REAR SHOCK ABSORBER

Gas pressure must be released before disposing of a rear shock absorber. To release the gas pressure, drill a 2 ~ 3 mm hole through the rear shock absorber at a point 15 ~ 20 mm from its end as shown.

### **⚠ WARNING**

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

EAS00695

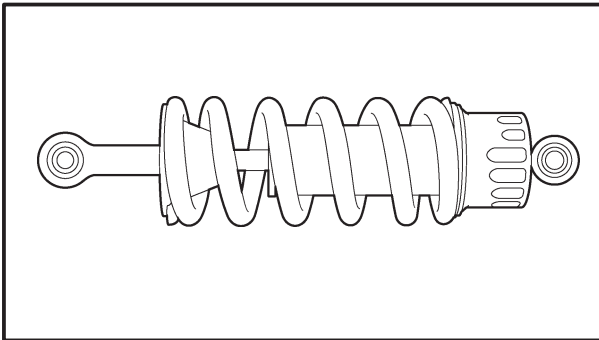
## CHECKING THE REAR SHOCK ABSORBER ASSEMBLY

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.



## REAR SHOCK ABSORBER ASSEMBLY

CHAS



- spring  
Damage/wear → Replace the rear shock absorber assembly.
- bushings  
Damage/wear → Replace.
- dust seals  
Damage/wear → Replace.
- bolts  
Bends/damage/wear → Replace.

EAS00697

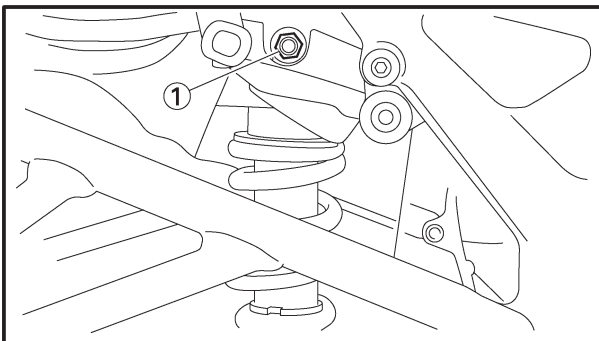
### INSTALLING THE REAR SHOCK ABSORBER ASSEMBLY

#### 1. Lubricate:

- collar
- bearings
- oil seals



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

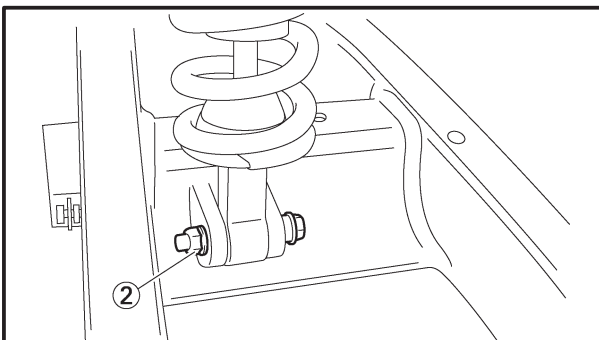


#### 2. Install:

- collar
- rear shock absorber assembly

#### NOTE:

When installing the rear shock absorber assembly, lift up the swingarm.



#### 3. Tighten:

- rear shock absorber assembly upper nut ①  
 **40 Nm (4.0 m•kg, 29 ft•lb)**
- rear shock absorber assembly lower nut ②  
 **40 Nm (4.0 m•kg, 29ft•lb)**

#### 4. Install:

- rear wheel  
Refer to “REAR WHEEL AND BRAKE DISC”.

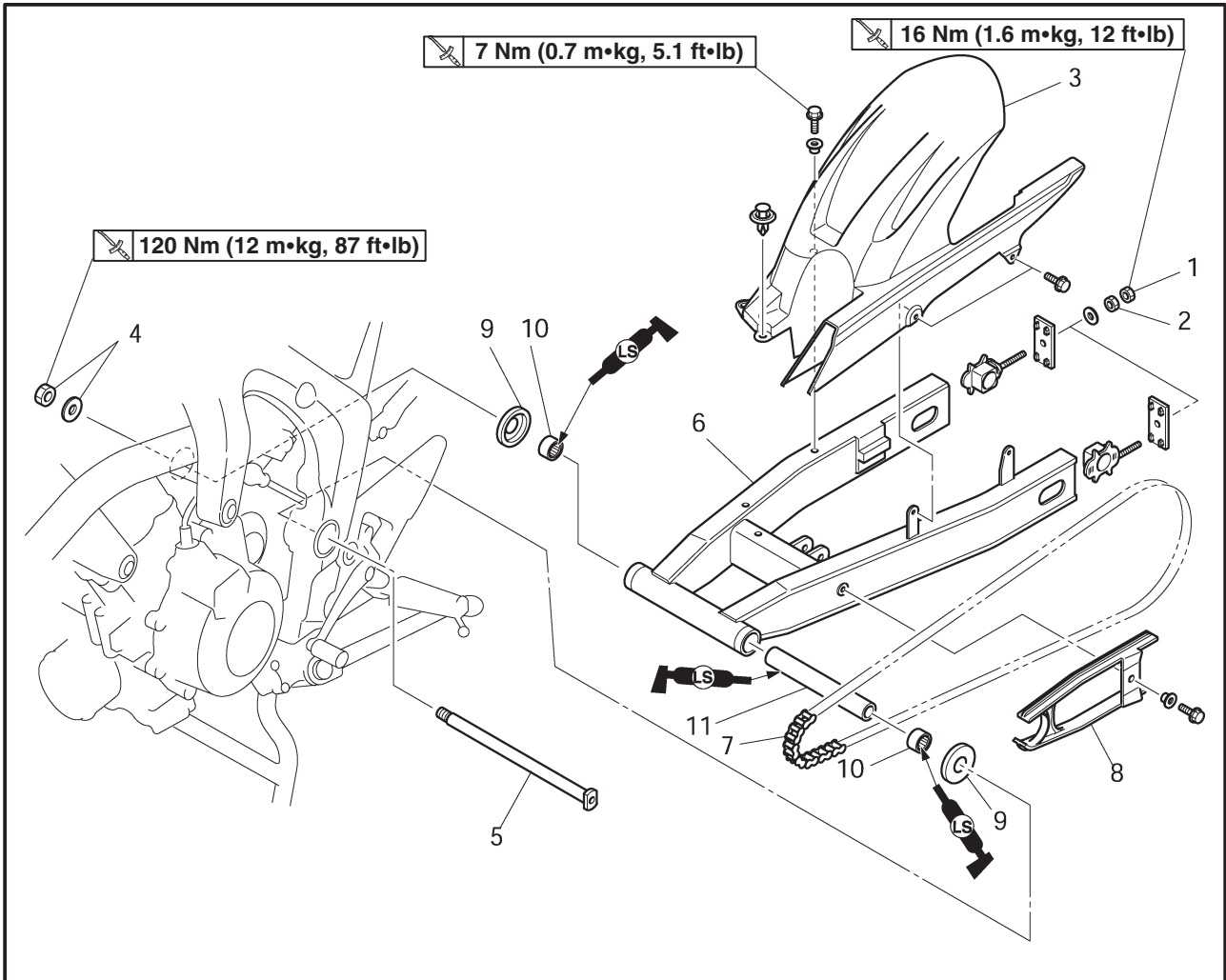
#### 5. Adjust:

- drive chain slack  
Refer to “ADJUSTING THE DRIVE CHAIN SLACK” in chapter 3.



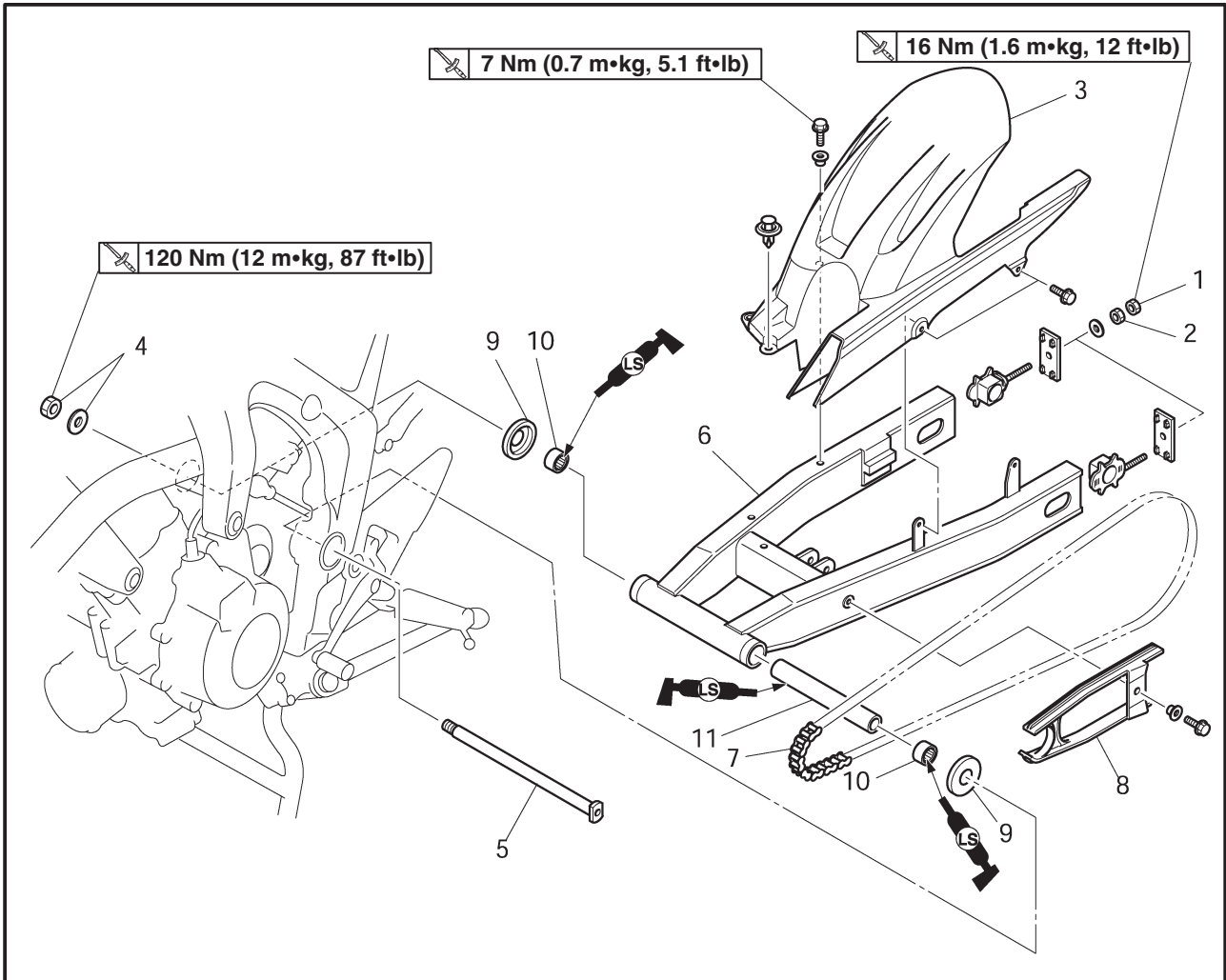
**Drive chain slack**  
**45 ~ 55 mm (1.77 ~ 2.17 in)**

SWINGARM AND DRIVE CHAIN



Order	Job/Part	Q'ty	Remarks
	<b>Removing the swingarm and drive chain</b>		Remove the parts in the order listed.
	Muffler assembly		Refer to "EXHAUST PIPE" in chapter 5.
	Catalyst assembly		
	Exhaust pipe assembly		
	Rear wheel		
	Rear shock absorber assembly		
	Drive sprocket cover		Refer to "REAR SHOCK ABSORBER ASSEMBLY".
	1 Lock nut	2	Refer to "ENGINE" in chapter 5.
	2 Adjusting nut	2	Loosen.
	3 Rear fender	1	Loosen.
	4 Pivot shaft nut/washer	1/1	
	5 Pivot shaft	1	
	6 Swingarm	1	
	7 Drive chain	1	

# SWINGARM AND DRIVE CHAIN



Order	Job/Part	Q'ty	Remarks
8	Drive chain guide	1	For installation, reverse the removal procedure.
9	Dust cover	2	
10	Bearing	2	
11	Spacer	1	





EAS00704

## REMOVING THE DRIVE CHAIN

1. Stand the motorcycle on a level surface.

### **⚠ WARNING**

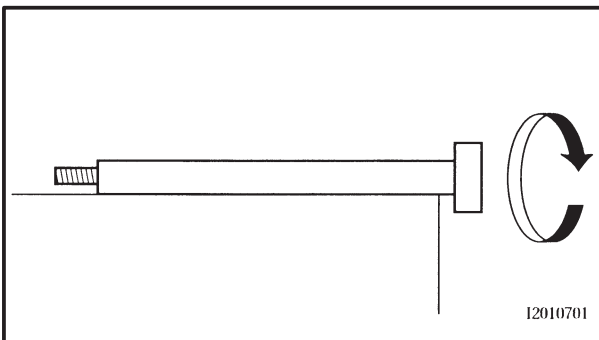
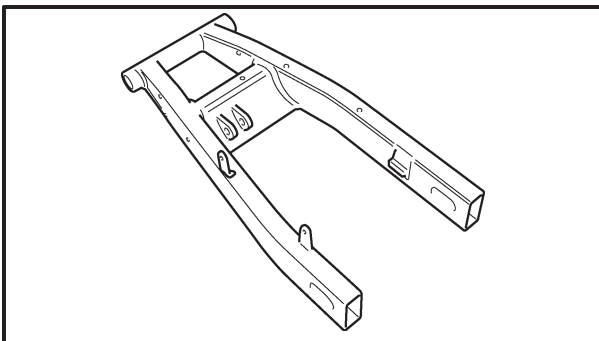
Securely support the motorcycle so that there is no danger of it falling over.

### NOTE:

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

2. Remove:

- drive chain (with the drive chain cutter)



EAS00707

## CHECKING THE SWINGARM

1. Check:

- swingarm  
Bends/cracks/damage → Replace.

2. Check:

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

### **⚠ WARNING**

Do not attempt to straighten a bent pivot shaft.

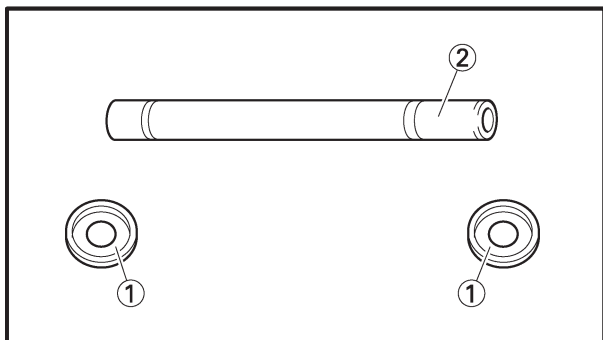
3. Wash:

- pivot shaft
- dust covers
- spacer
- washers
- bearings



## SWINGARM AND DRIVE CHAIN

CHAS



4. Check:
- dust covers ①
  - spacer ②
  - Damage/wear → Replace.
  - bearings
  - Damage/pitting → Replace.

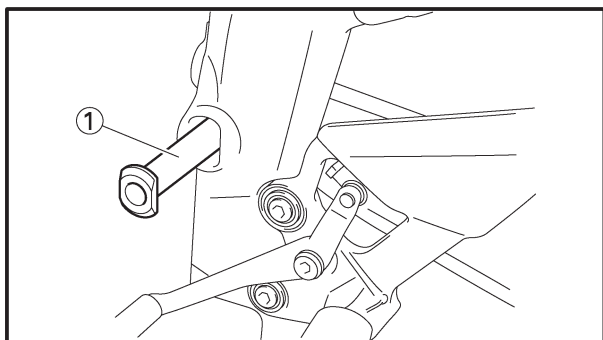
AS00711

### INSTALLING THE SWINGARM

1. Lubricate:
- bearings
  - spacer
  - dust covers
  - pivot shaft



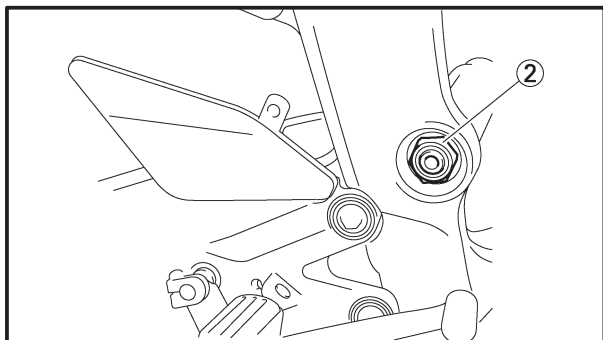
**Recommended lubricant**  
**Lithium-soap-based grease**



2. Install:
- swingarm ①
  - pivot shaft nut ②

**120 Nm (12 m•kg, 87 ft•lb)**

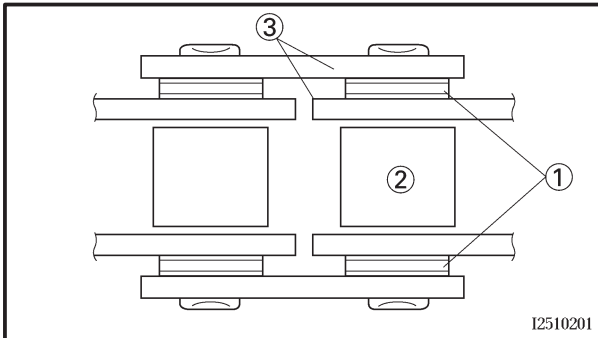
3. Install:
- rear shock absorber assembly
  - rear wheel
- Refer to “INSTALLING THE REAR SHOCK ABSORBER ASSEMBLY” and “INSTALLING THE REAR WHEEL”.
4. Adjust:
- drive chain slack
- Refer to “ADJUSTING THE DRIVE CHAIN SLACK” in chapter 3.



**Drive chain slack**  
**45 ~ 55 mm (1.77 ~ 2.17 in)**



## SWINGARM AND DRIVE CHAIN

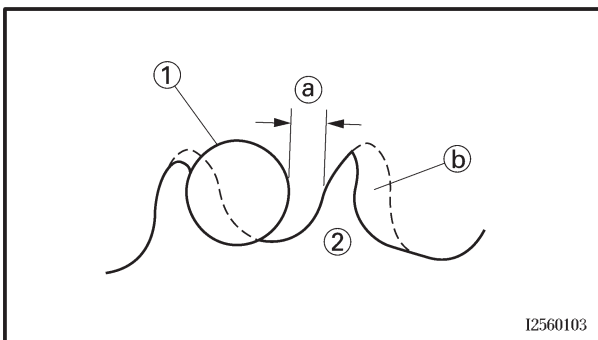
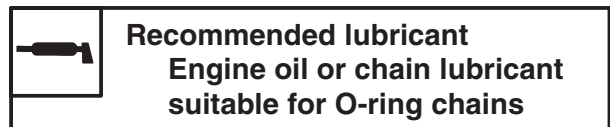


### 4. Check:

- 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 that the battery breather hose is properly routed away from the drive chain and below the swingarm.

### 5. Lubricate:

- drive chain

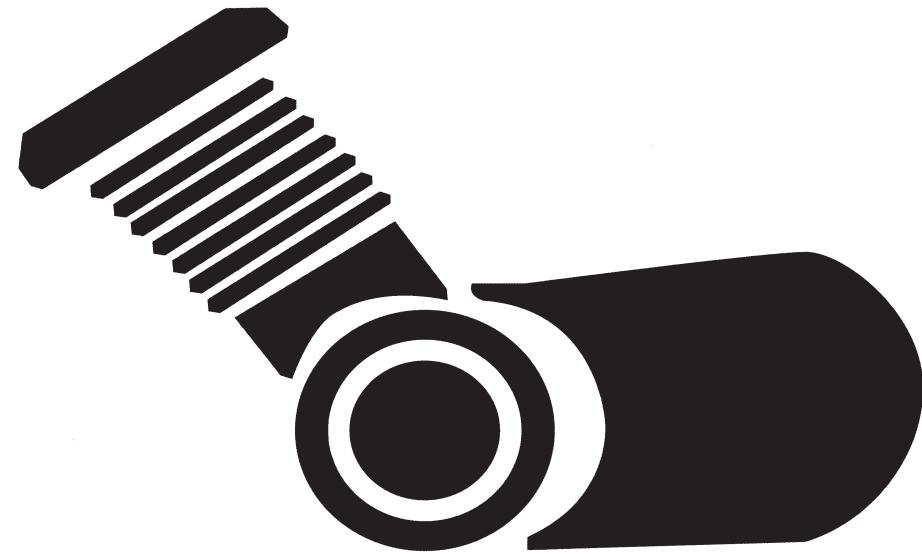


### 6. Check:

- drive sprocket
- rear wheel sprocket  
More than 1/4 tooth ① wear → Replace the drive chain sprockets as a set.  
Bent teeth → Replace the drive chain sprockets as a set.

- ① Correct
- ② Drive chain roller
- ③ Drive chain sprocket





**ENG**

**5**



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## CHAPTER 5 ENGINE

<b>ENGINE</b> .....	5-1
DRIVE SPROCKET .....	5-1
EXHAUST PIPE .....	5-2
LEADS AND HOSES .....	5-3
ENGINE .....	5-5
INSTALLING THE ENGINE .....	5-6
<b>CAMSHAFTS</b> .....	5-8
CYLINDER HEAD COVER .....	5-8
CAMSHAFTS .....	5-9
REMOVING THE CAMSHAFTS .....	5-11
CHECKING THE CAMSHAFTS .....	5-12
CHECKING THE TIMING CHAIN, CAMSHAFT SPROCKETS, AND TIMING CHAIN GUIDES .....	5-14
CHECKING THE TIMING CHAIN TENSIONER .....	5-14
INSTALLING THE CAMSHAFTS .....	5-15
<b>CYLINDER HEAD</b> .....	5-19
REMOVING THE CYLINDER HEAD .....	5-20
CHECKING THE CYLINDER HEAD .....	5-20
INSTALLING THE CYLINDER HEAD .....	5-21
<b>VALVES AND VALVE SPRINGS</b> .....	5-22
REMOVING THE VALVES .....	5-24
CHECKING THE VALVES AND VALVE GUIDES .....	5-25
CHECKING THE VALVE SEATS .....	5-27
CHECKING THE VALVE SPRINGS .....	5-29
CHECKING THE VALVE LIFTERS .....	5-30
INSTALLING THE VALVES .....	5-30
<b>STARTER CLUTCH AND GENERATOR</b> .....	5-32
STATOR COIL ASSEMBLY .....	5-32
REMOVING THE GENERATOR .....	5-34
REMOVING THE STARTER CLUTCH .....	5-35
CHECKING THE STARTER CLUTCH .....	5-36
INSTALLING THE STARTER CLUTCH .....	5-36
INSTALLING THE GENERATOR .....	5-37
<b>SHIFT SHAFT</b> .....	5-39
SHIFT SHAFT AND STOPPER LEVER .....	5-39
CHECKING THE SHIFT SHAFT .....	5-41
CHECKING THE STOPPER LEVER .....	5-41
INSTALLING THE SHIFT SHAFT .....	5-41



---

<b>CRANKSHAFT POSITION SENSOR AND PICKUP ROTOR</b> .....	5-42
REMOVING THE PICKUP ROTOR .....	5-44
INSTALLING THE PICKUP ROTOR .....	5-44
<b>CLUTCH</b> .....	5-46
CLUTCH COVER .....	5-46
CLUTCH .....	5-48
REMOVING THE CLUTCH .....	5-49
CHECKING THE FRICTION PLATES .....	5-49
CHECKING THE CLUTCH PLATES .....	5-50
CHECKING THE CLUTCH SPRINGS .....	5-50
CHECKING THE CLUTCH HOUSING .....	5-51
CHECKING THE CLUTCH BOSS .....	5-51
CHECKING THE PRESSURE PLATE .....	5-51
CHECKING THE PULL LEVER SHAFT AND PULL ROD .....	5-52
INSTALLING THE CLUTCH .....	5-52
<b>OIL PAN AND OIL PUMP</b> .....	5-55
REMOVING THE OIL PAN .....	5-58
CHECKING THE OIL PUMP .....	5-58
CHECKING THE RELIEF VALVE .....	5-59
CHECKING THE OIL DELIVERY PIPE AND OIL PIPE .....	5-59
CHECKING THE OIL STRAINER .....	5-59
CHECKING THE OIL NOZZLES .....	5-59
ASSEMBLING THE OIL PUMP .....	5-60
INSTALLING THE OIL PUMP .....	5-60
INSTALLING THE OIL STRAINER .....	5-61
INSTALLING THE OIL PAN .....	5-61
<b>CRANKCASE</b> .....	5-62
DISASSEMBLING THE CRANKCASE .....	5-64
CHECKING THE CRANKCASE .....	5-65
CHECKING THE BEARINGS AND OIL SEALS .....	5-65
CHECKING THE TIMING CHAIN .....	5-65
ASSEMBLING THE CRANKCASE .....	5-65
<b>CONNECTING RODS AND PISTONS</b> .....	5-67
REMOVING THE CONNECTING RODS AND PISTONS .....	5-68
REMOVING THE CRANKSHAFT ASSEMBLY .....	5-69
CHECKING THE CYLINDER AND PISTON .....	5-69
CHECKING THE PISTON RINGS .....	5-70
CHECKING THE PISTON PINS .....	5-71
CHECKING THE BIG END BEARINGS .....	5-72
INSTALLING THE CONNECTING ROD AND PISTON .....	5-75

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<b>CRANKSHAFT</b> .....	5-79
CHECKING THE CRANKSHAFT .....	5-80
CHECKING THE CRANKSHAFT JOURNAL BEARINGS .....	5-80
INSTALLING THE CRANKSHAFT .....	5-83
<b>TRANSMISSION</b> .....	5-84
TRANSMISSION, SHIFT DRUM ASSEMBLY AND SHIFT FORKS .....	5-84
REMOVING THE TRANSMISSION .....	5-90
CHECKING THE SHIFT FORKS .....	5-90
CHECKING THE SHIFT DRUM ASSEMBLY .....	5-91
CHECKING THE TRANSMISSION .....	5-91
INSTALLING THE TRANSMISSION .....	5-92

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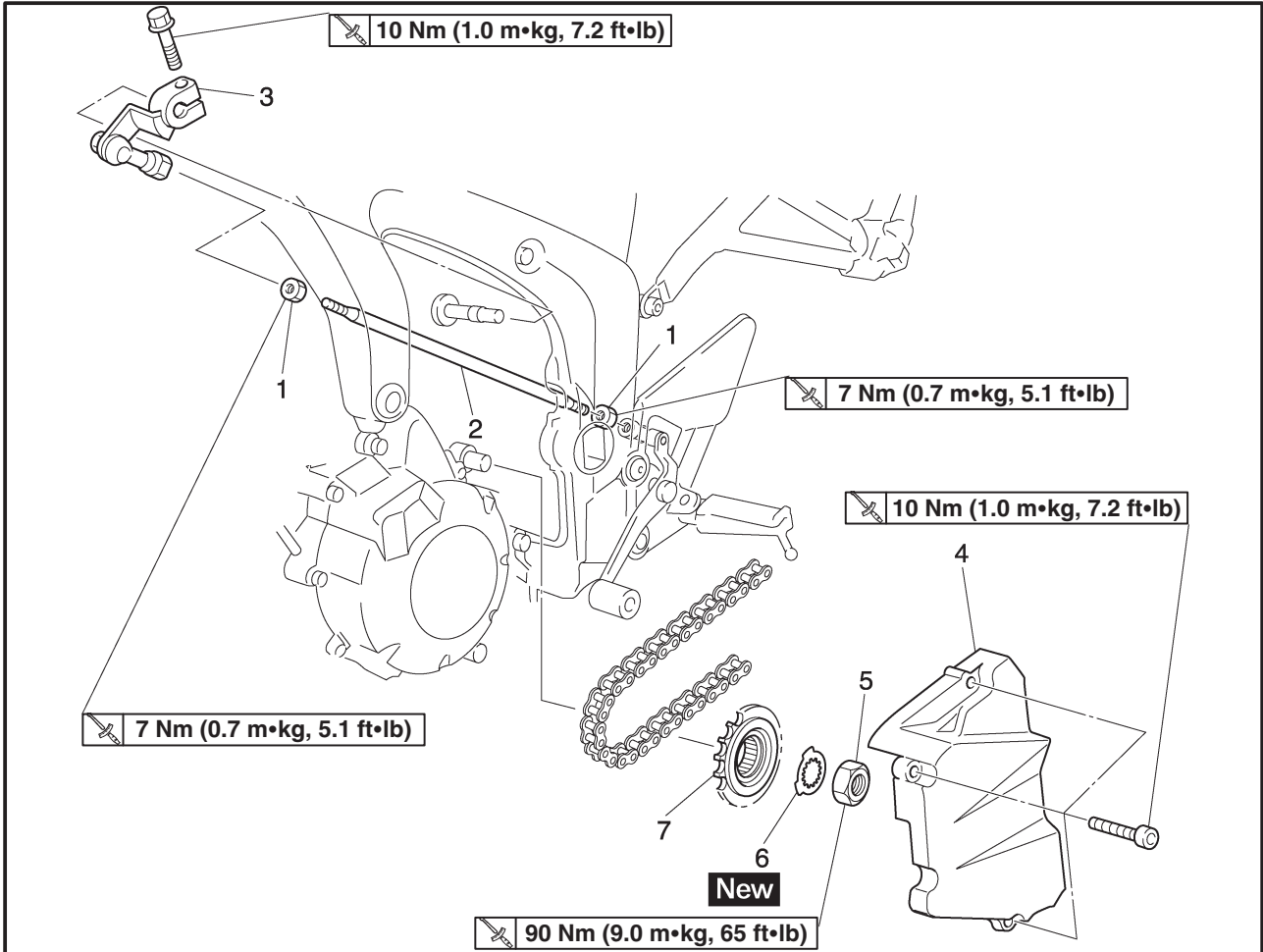
**ENG**



EAS00188

ENGINE

ENGINE  
DRIVE SPROCKET.

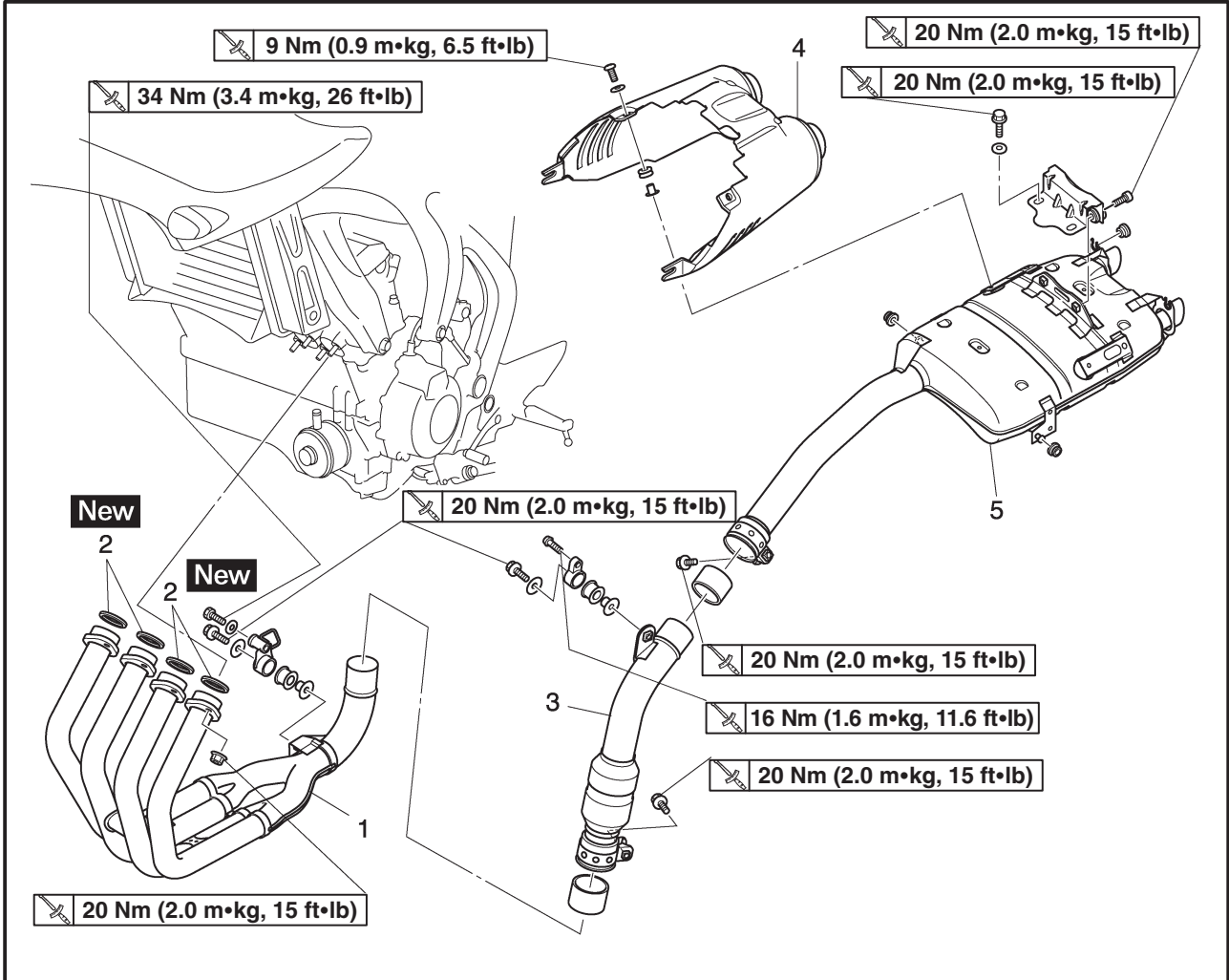


Order	Job/Part	Q'ty	Remarks
	<b>Removing the drive sprocket</b>		
	Drive chain		Loosen. Refer to "ADJUSTING THE DRIVE CHAIN SLACK" in chapter 3.
1	Lock nut	2	Loosen.
2	Shift rod	1	
3	Shift arm	1	
4	Drive sprocket cover	1	
5	Nut	1	
6	Lock washer	1	
7	Drive sprocket	1	
			For installation, reverse the removal procedure.

EAS00189



EXHAUST PIPE



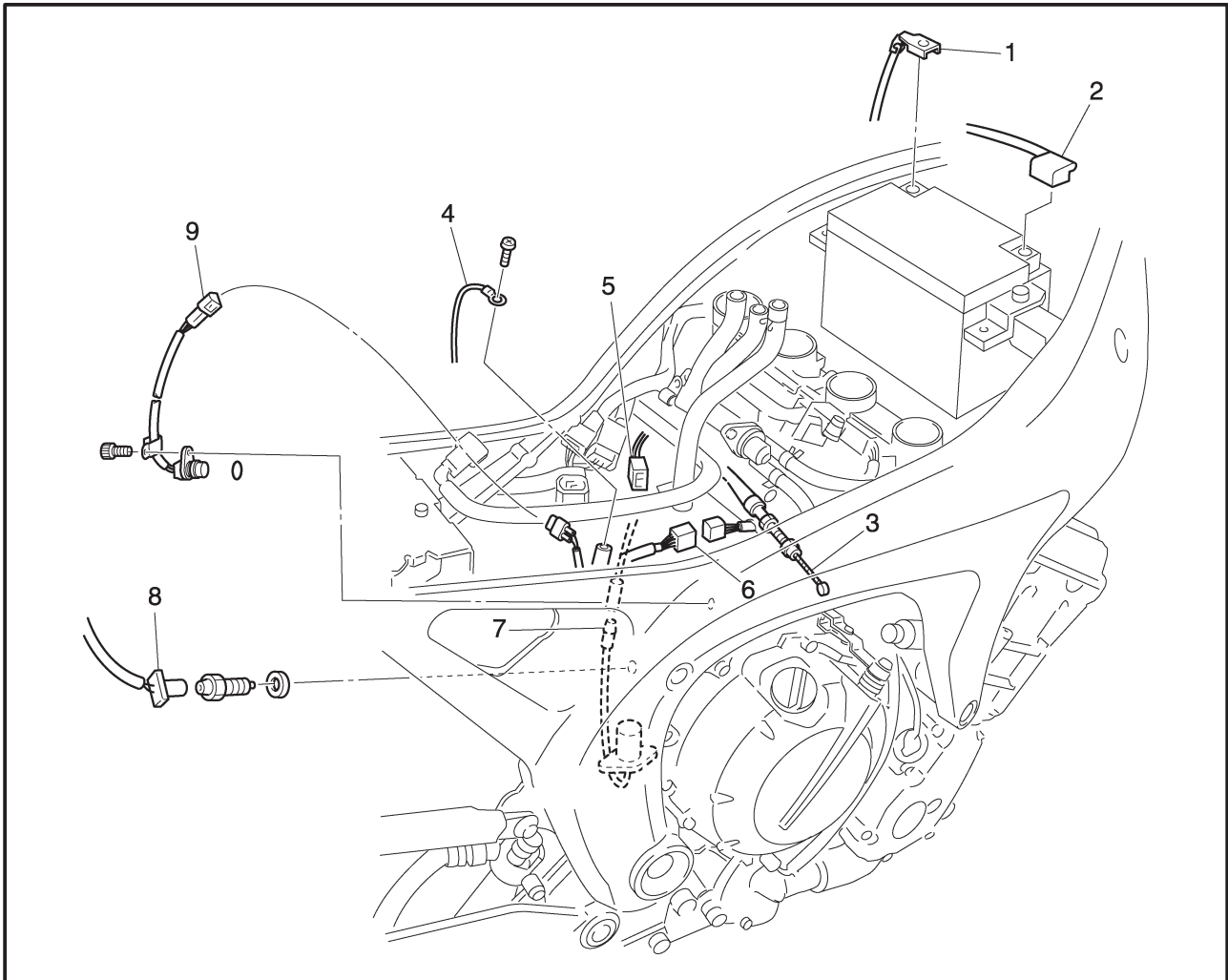
Order	Job/Part	Q'ty	Remarks
	<b>Removing the exhaust pipe</b>		
1	Exhaust pipe assembly	1	Remove the parts in the order listed.
2	Exhaust pipe gasket	4	
3	Catalyst pipe assembly	1	
4	Muffler protector assembly	1	
5	Muffler	1	
			For installation, reverse the removal procedure.



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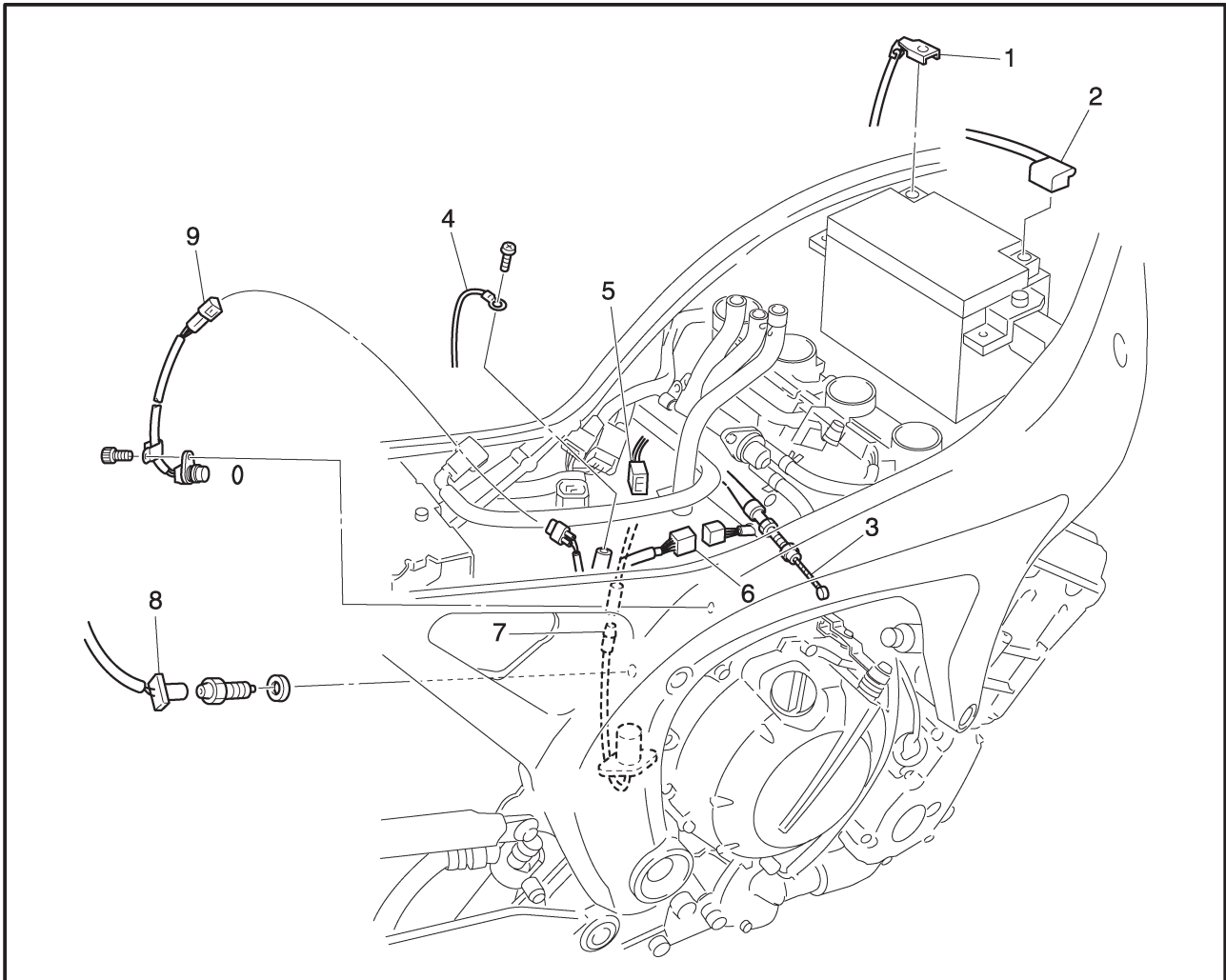


LEADS AND HOSES



Order	Job/Part	Q'ty	Remarks
	<p><b>Disconnecting the leads and hoses</b></p> <p>Seat                      Front cowling inner panel (left and right)                      Fuel tank                      Battery</p> <p>Air filter case                      Battery box and battery box bracket</p> <p>Throttle body assembly</p> <p>Engine oil                      Oil filter cartridge</p> <p>Oil cooler                      Air cut-off valve</p>	<p>Drain</p>	<p>Disconnect the parts in the order listed. Refer to "SEAT" in chapter 3.                      Refer to "COWLINGS" in chapter 3.                      Refer to "FUEL TANK" in chapter 3.                      Refer to "CHECKING AND CHARGING THE BATTERY" in chapter 3.                      Refer to "AIR FILTER CASE" in chapter 3.                      Refer to "BATTERY BOX AND BATTERY BOX BRACKET" in chapter 3.                      Refer to "THROTTLE BODIES" in chapter 7.                      Refer to "CHANGING THE ENGINE OIL" in chapter 3.                      Refer to "OIL COOLER" in chapter 6.                      Refer to "AIR INDUCTION SYSTEM" in chapter 7.</p>

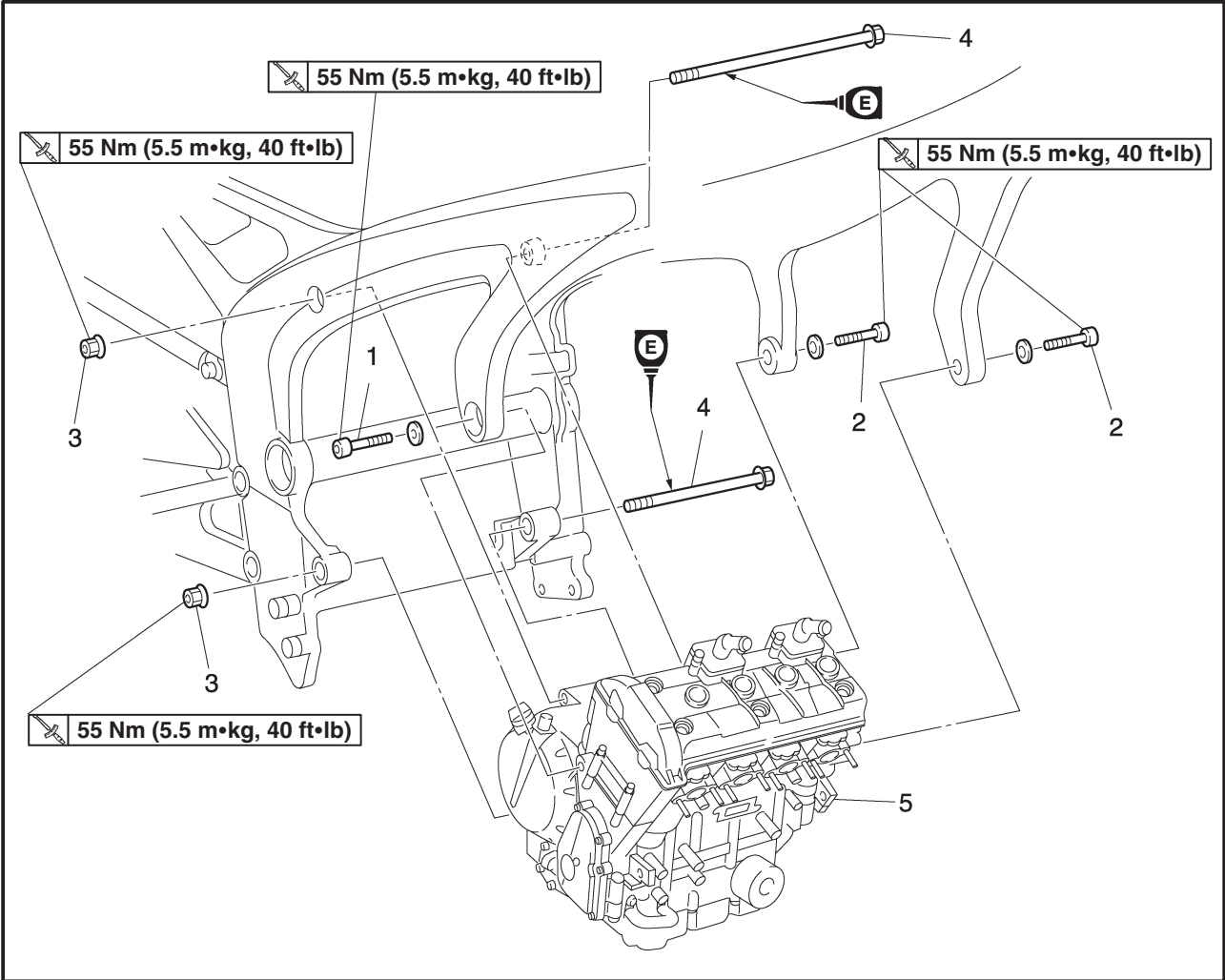




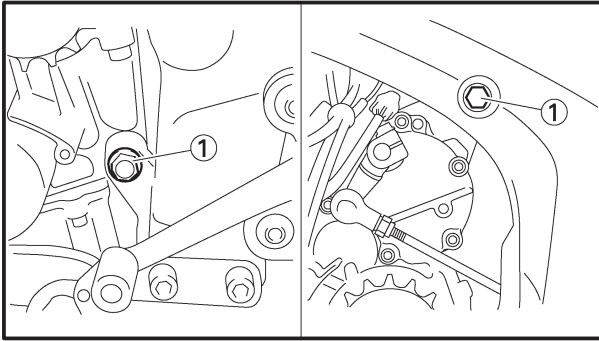
Order	Job/Part	Q'ty	Remarks
	Radiator		Refer to "COOLING SYSTEM" in chapter 6.
	Starter motor		Refer to "STARTER MOTOR" in chapter 8.
1	Battery negative lead	1	
2	Battery positive lead	1	
3	Clutch cable	1	
4	Ground lead	1	
5	Stator coil assembly coupler	1	Disconnect.
6	Crankshaft position sensor coupler	1	Disconnect.
7	Oil level switch connector	1	Disconnect.
8	Neutral switch connector	1	Disconnect.
9	Speed sensor coupler	1	Disconnect.
			For installation, reverse the removal procedure.

EAS00191

ENGINE



Order	Job/Part	Q'ty	Remarks
	<b>Removing the engine</b>		Remove the parts in the order listed. <b>NOTE:</b> _____ Place a suitable stand under the frame and engine. _____
1	Right front engine mounting bolt	1	Refer to "INSTALLING THE ENGINE".
2	Left front engine mounting bolt	2	
3	Self locking nut	2	
4	Rear engine mounting bolt	2	
5	Engine	1	
			For installation, reverse the removal procedure.



EAS00192

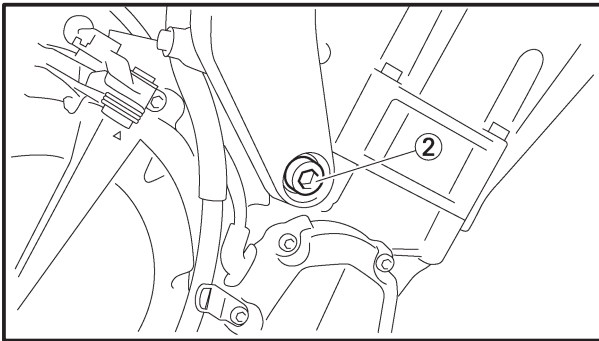
**INSTALLING THE ENGINE**

1. Install:

- rear engine mounting bolts ①

**NOTE:**

Lubricate the rear engine mounting bolt threads with lithium-soap-based grease.

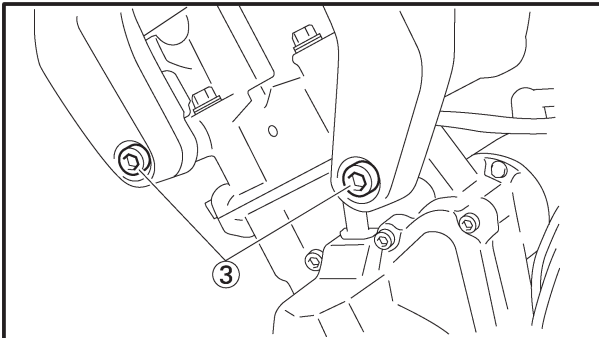


2. Install:

- right front engine mounting bolt ②
- left front engine mounting bolts ③

**NOTE:**

Do not fully tighten the bolts.



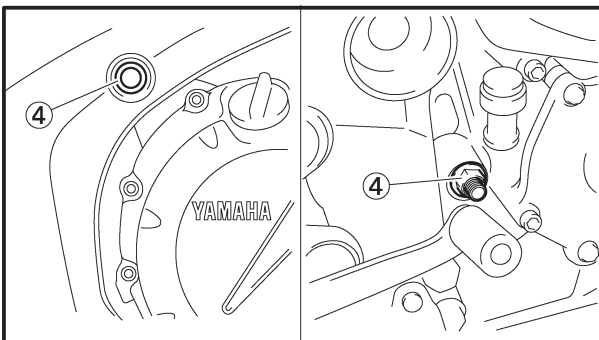
3. Tighten:

- self-locking nut ④

55 Nm (5.5 m•kg, 40 ft•lb)

**NOTE:**

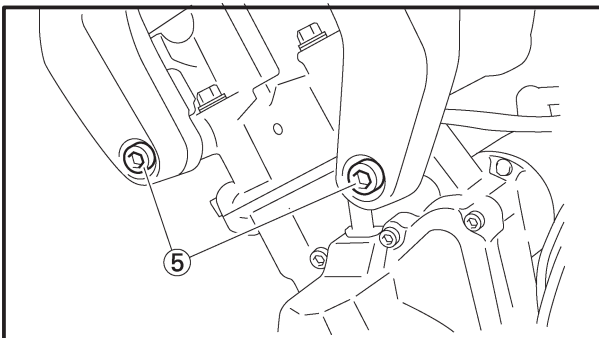
First tighten the lower self-locking nut.

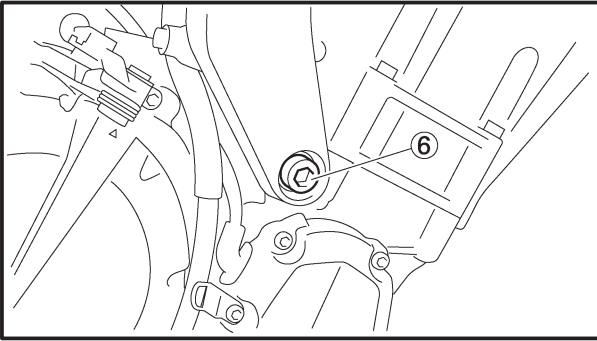


4. Tighten

- left front engine mounting bolts ⑤


55 Nm (5.5 m•kg, 40 ft•lb)

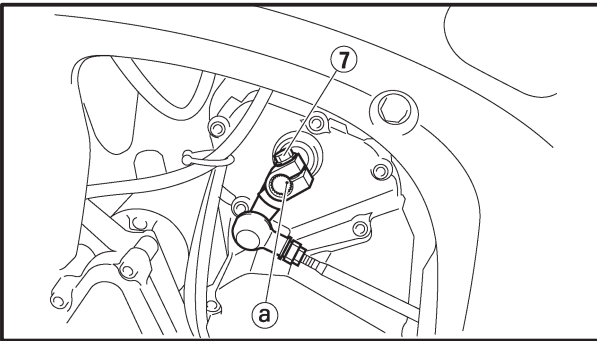




## 5. Tighten


- right front engine mounting bolts ⑥

 55 Nm (5.5 m•kg, 40 ft•lb)



## 6. Install:

- shift arm ⑦

 10 Nm (1.0 m•kg, 7.2 ft•lb)

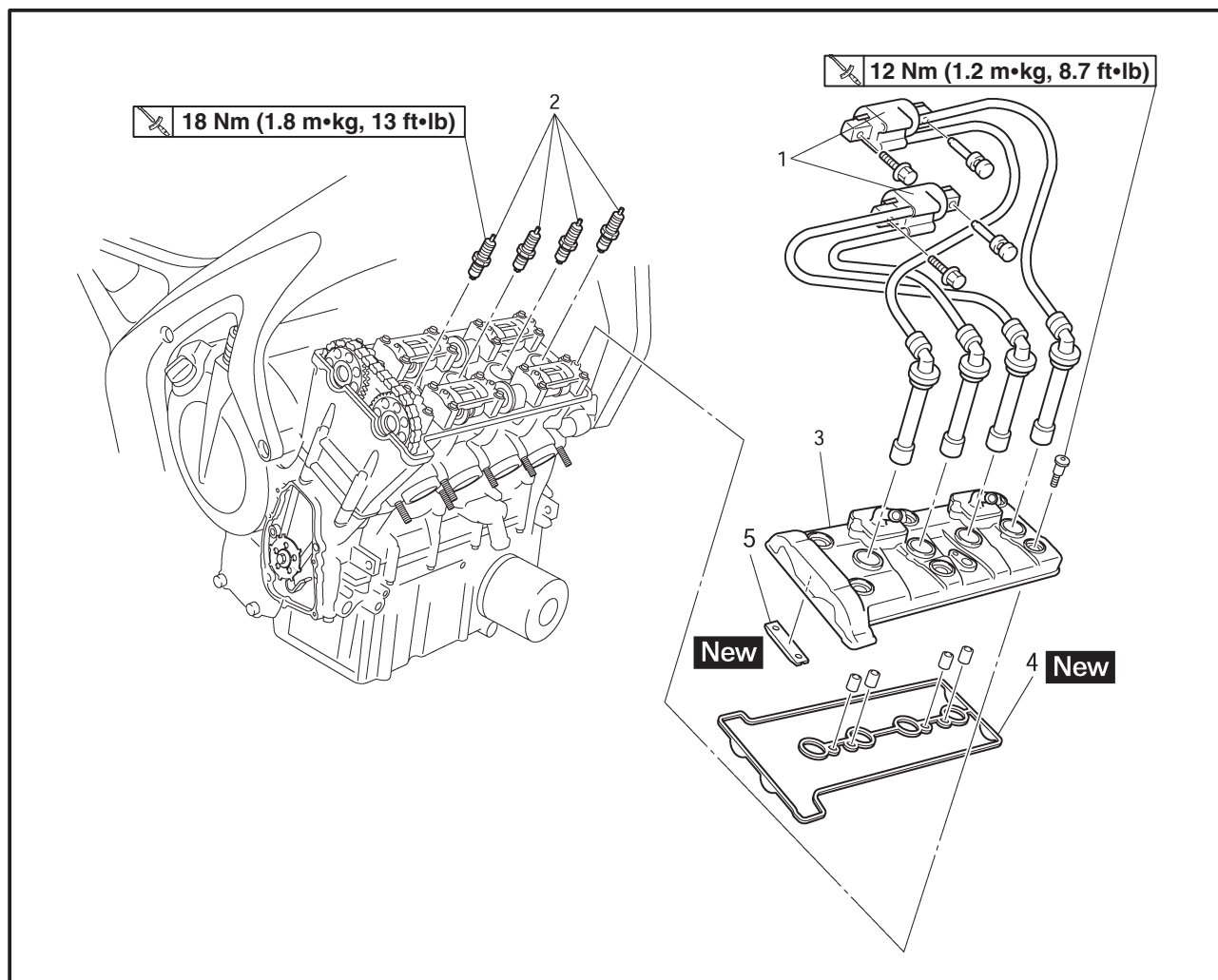
**NOTE:**

- Align the punch mark ① in the shift shaft with the slot in the shift arm.
- Align the bottom edge of the shift pedal with the mark on the frame-to-swingarm bracket.



EAS00194

## CAMSHAFTS CYLINDER HEAD COVER



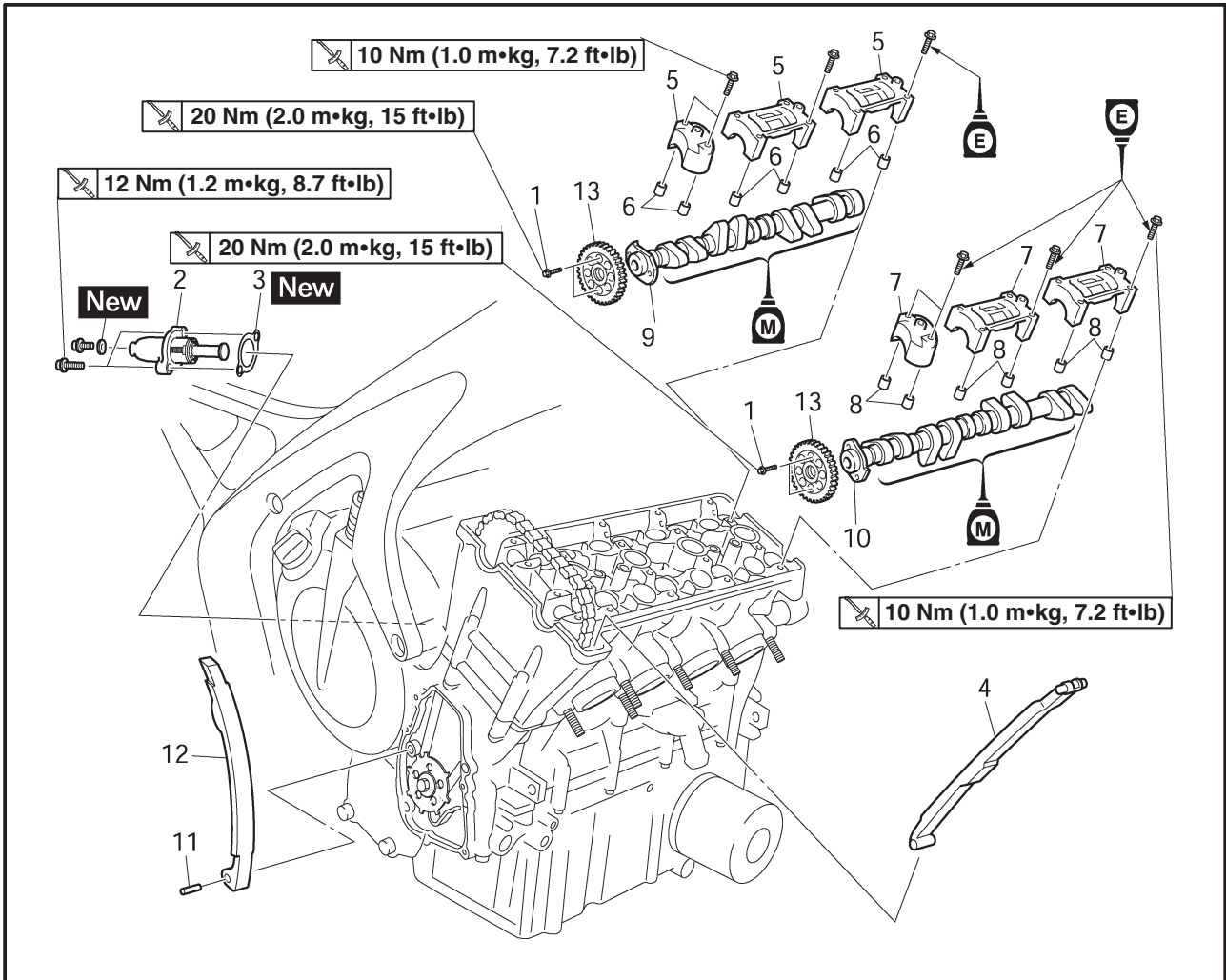
Order	Job/Part	Q'ty	Remarks
	<b>Removing the cylinder head cover</b>		Remove the parts in the order listed.
	Battery		Refer to "CHECKING AND CHARGING THE BATTERY" in chapter 3.
	Air filter case		Refer to "AIR FILTER CASE" in chapter 3.
	Battery box and battery box bracket		Refer to "BATTERY BOX AND BATTERY BOX BRACKET" in chapter 3.
	Throttle body assembly		Refer to "THROTTLE BODIES" in chapter 7.
	Radiator assembly		Refer to "COOLING SYSTEM" in chapter 6.
	Air cut-off valve		Refer to "AIR INDUCTION SYSTEM" in chapter 7.
1	Ignition coil	4	
2	Spark plug	4	
3	Cylinder head cover	1	
4	Cylinder head cover gasket	1	
5	Timing chain guide (top side)	1	
			For installation, reverse the removal procedure.



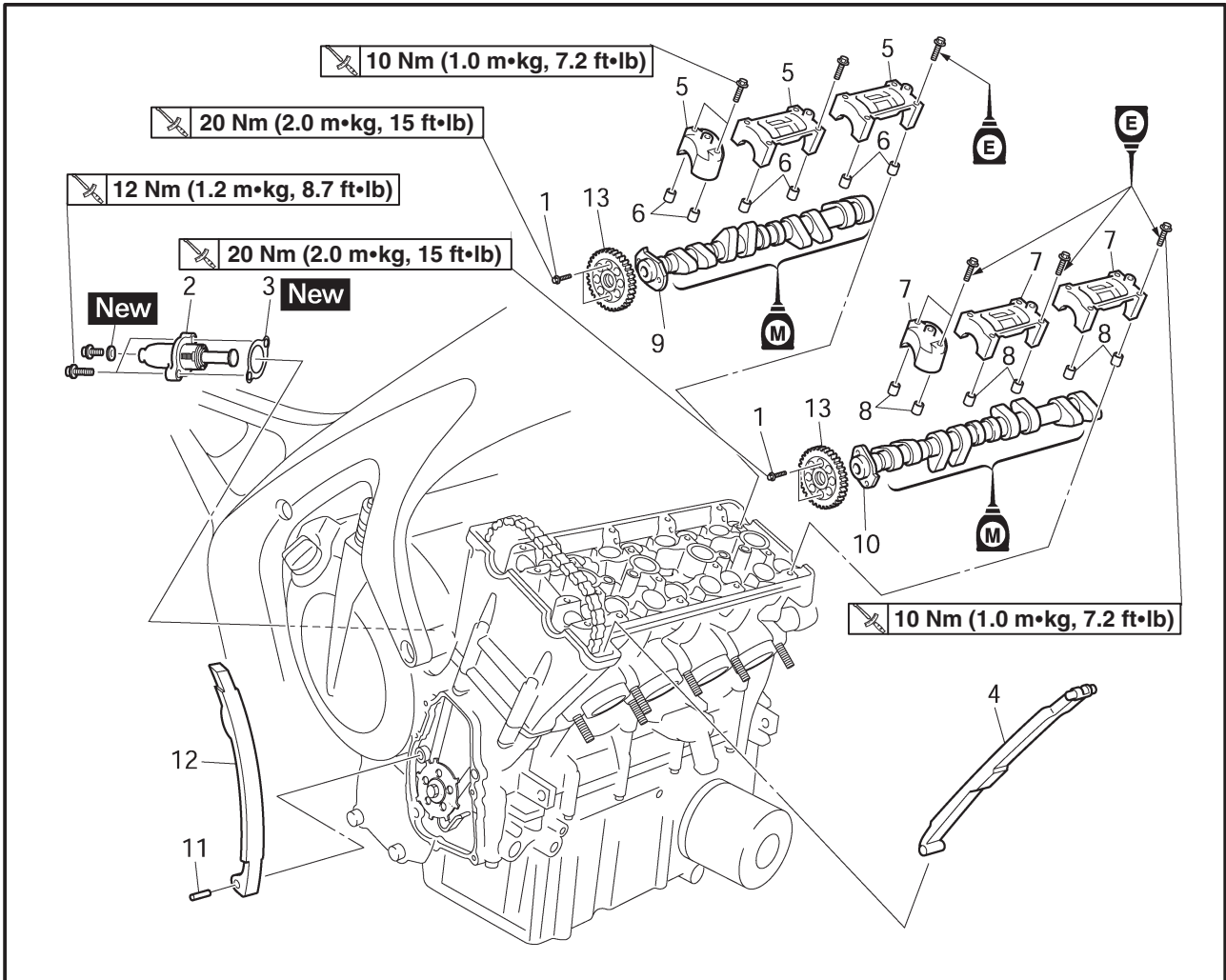
EAS00196



CAMSHAFTS

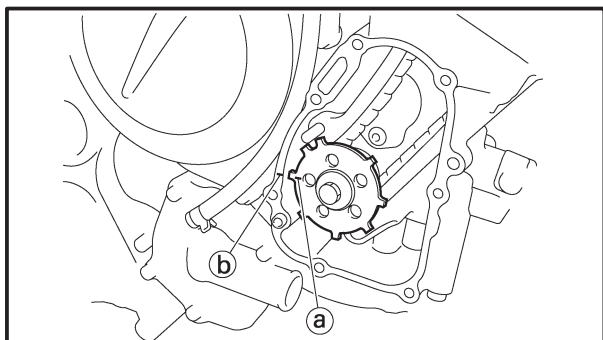


Order	Job/Part	Q'ty	Remarks
	<b>Removing the camshafts</b>		
	Pickup rotor cover		Remove the parts in the order listed. Refer to "CRANKSHAFT POSITION SENSOR AND PICKUP ROTOR" Loosen.
1	Camshaft sprocket bolt	4	<b>NOTE:</b> _____ During removal, the dowel pins may still be connected to the camshaft caps. _____
2	Timing chain tensioner	1	
3	Timing chain tensioner gasket	1	
4	Timing chain guide (exhaust side)	1	
5	Intake camshaft cap	3	
6	Dowel pin	6	
7	Exhaust camshaft cap	3	
8	Dowel pin	6	
9	Intake camshaft	1	



Order	Job/Part	Q'ty	Remarks
10	Exhaust camshaft	1	For installation, reverse the removal procedure.
11	Pin	1	
12	Timing chain guide (intake side)	1	
13	Cam sprocket	2	





EAS00198

**REMOVING THE CAMSHAFTS**

## 1. Remove:

- pickup rotor cover  
Refer to "CRANKSHAFT POSITION SENSOR AND PICKUP ROTOR".

## 2. Align:

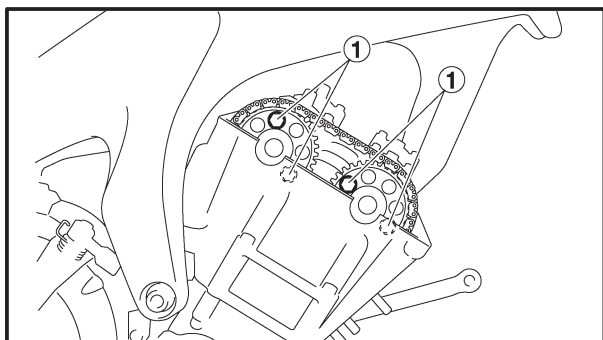
- "T" mark (a) on the pickup rotor  
(with the crankcase mating surface (b))



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

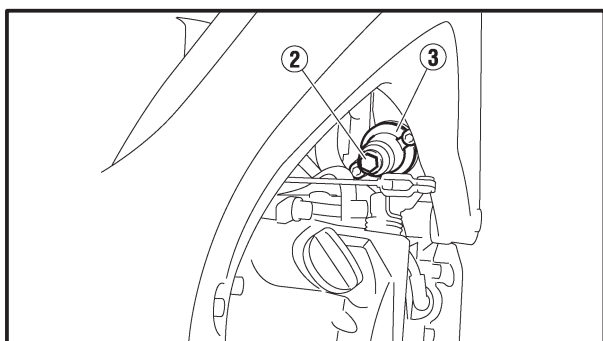
**NOTE:** \_\_\_\_\_

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



## 3. Loosen:

- camshaft sprocket bolts (1)

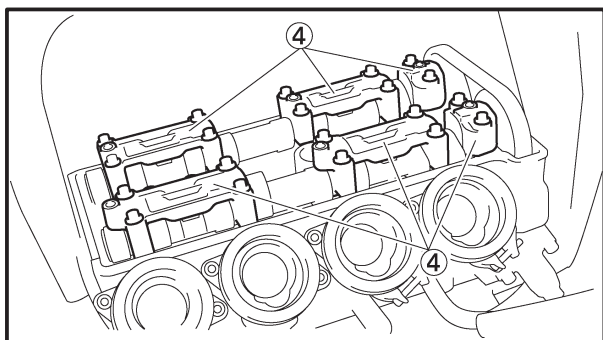


## 4. Loosen:

- cap bolt (2)

## 5. Remove:

- timing chain tensioner (3)
- gasket



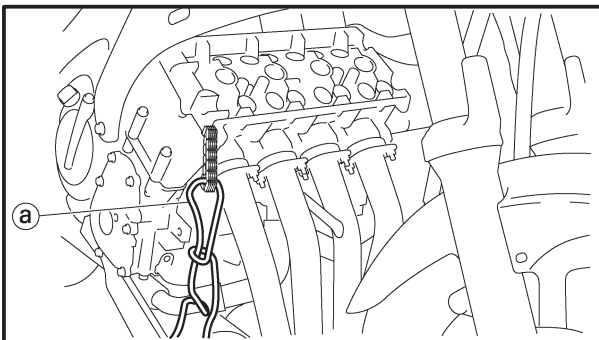
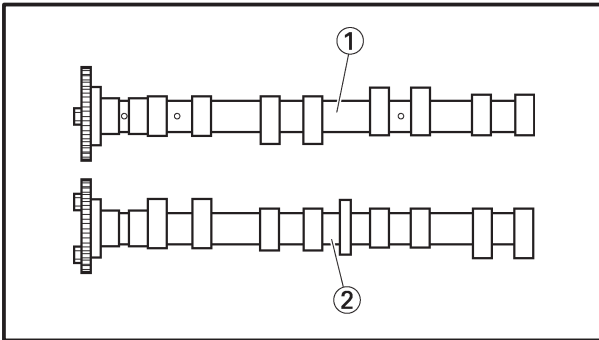
## 6. Remove:

- timing chain guide (exhaust side)
- camshaft caps (4)
- dowel pins

**CAUTION:** \_\_\_\_\_

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





7. Remove:

- intake camshaft ①
- exhaust camshaft ②

**NOTE:**

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

8. Remove:

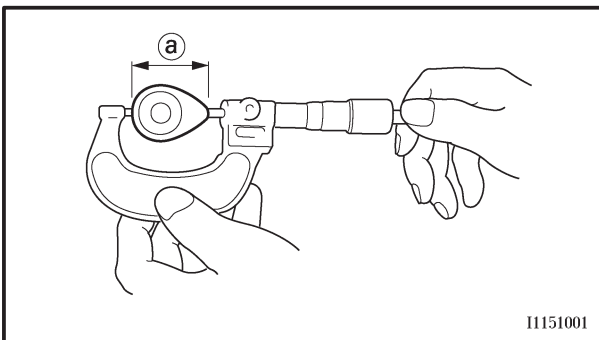
- camshaft sprockets

EAS00204

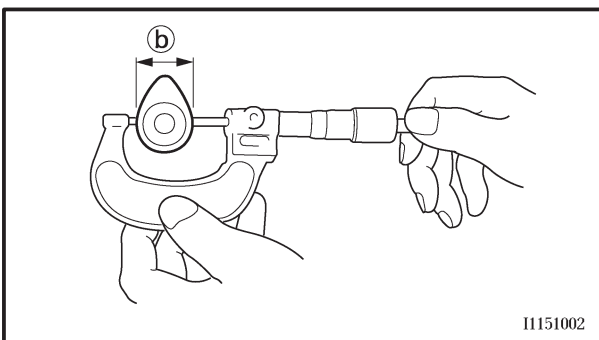
### CHECKING THE CAMSHAFTS

1. Check:

- camshaft lobes  
Blue discoloration/pitting/scratches → Replace the camshaft.



I1151001



I1151002

2. Measure:

- camshaft lobe dimensions (a) and (b)  
Out of specification → Replace the camshaft.



#### Camshaft lobe dimension limit

##### Intake camshaft

① 32.45 ~ 32.55 mm

(1.278 ~ 1.282 in)

<Limit>: 32.40 mm (1.276 in)

② 24.95 mm ~ 25.05 mm

(0.982 ~ 0.986 in)

<Limit>: 24.90 mm (0.980 in)

##### Exhaust camshaft

① 32.45 ~ 32.55 mm

(1.278 ~ 1.282 in)

<Limit>: 32.40 mm (1.276 in)

② 24.95 ~ 25.05 mm

(0.982 ~ 0.986 in)

<Limit>: 24.90 mm (0.980 in)

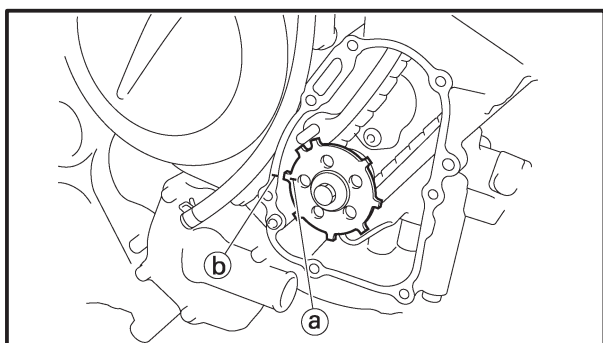




- b. Remove the screwdriver and slowly release the timing chain tensioner rod.
- c. Make sure that the timing chain tensioner rod comes out of the timing chain tensioner housing smoothly. If there is rough movement, replace the timing chain tensioner.





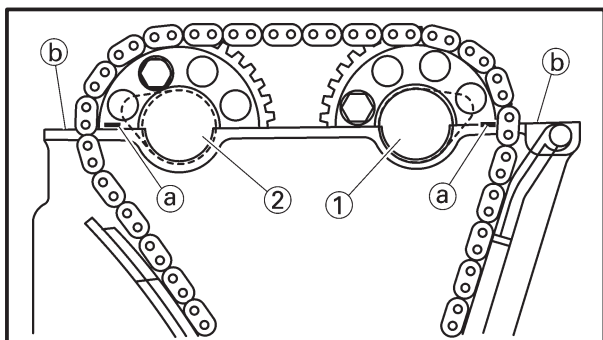
3. Check:
- cap bolt
  - aluminum washer **New**
  - gasket **New**
- Damage/wear → Replace the defective part(s).



EAS00215

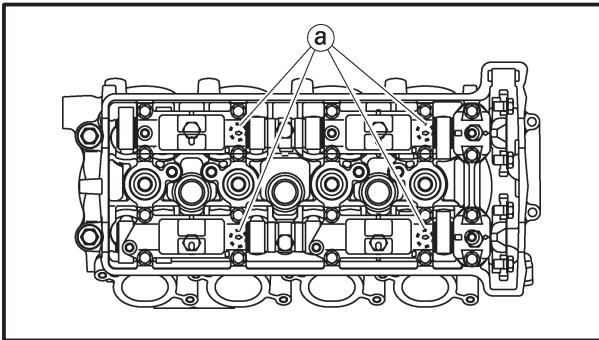
**INSTALLING THE CAMSHAFTS**

1. Align:
- “T” mark (a) on the pickup rotor (with the crankcase mating surface (b))
- 
- a. Turn the crankshaft clockwise.
  - b. When piston #1 is at TDC, align the “T” mark (a) with the crankcase mating surface (b).
- 



2. Install:
- exhaust camshaft (1)
  - intake camshaft (2)
- (with the camshaft sprocket temporarily tightened)

**NOTE:** \_\_\_\_\_  
 Make sure the match mark (a) on the camshaft sprocket is aligned with the cylinder head edge (b).  
 \_\_\_\_\_

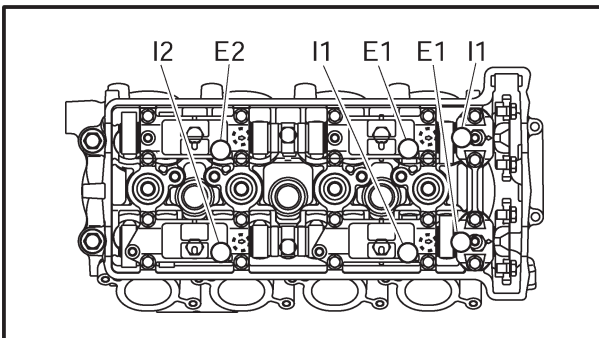


3. Install:

- dowel pins
- exhaust camshaft caps
- intake camshaft caps


**NOTE:** \_\_\_\_\_

- Make sure each camshaft cap is installed in its original place.
- Make sure the arrow mark (a) on each camshaft cap points towards the right side of the engine.



4. Install:

- camshaft cap bolts

 **10 Nm (1.0 m•kg, 7.2 ft•lb)**

**NOTE:** \_\_\_\_\_

Tighten the camshaft cap bolts in stages and in a crisscross pattern, working from the inner caps out.

I1, I2: Intake side camshaft cap mark

E1, E2: Exhaust side camshaft cap mark

**CAUTION:** \_\_\_\_\_

- Lubricate the camshaft cap bolts with the engine oil.
- The camshaft cap bolts must be tightened evenly or damage to the cylinder head, camshaft caps, and camshafts will result.
- Do not turn the crankshaft when installing the camshaft to avoid damage or improper valve timing.

5. Install:

- timing chain guide (exhaust side)

**NOTE:** \_\_\_\_\_

When installing the timing chain guide, be sure to keep the timing chain as tight as possible on the exhaust side.





10. Measure:

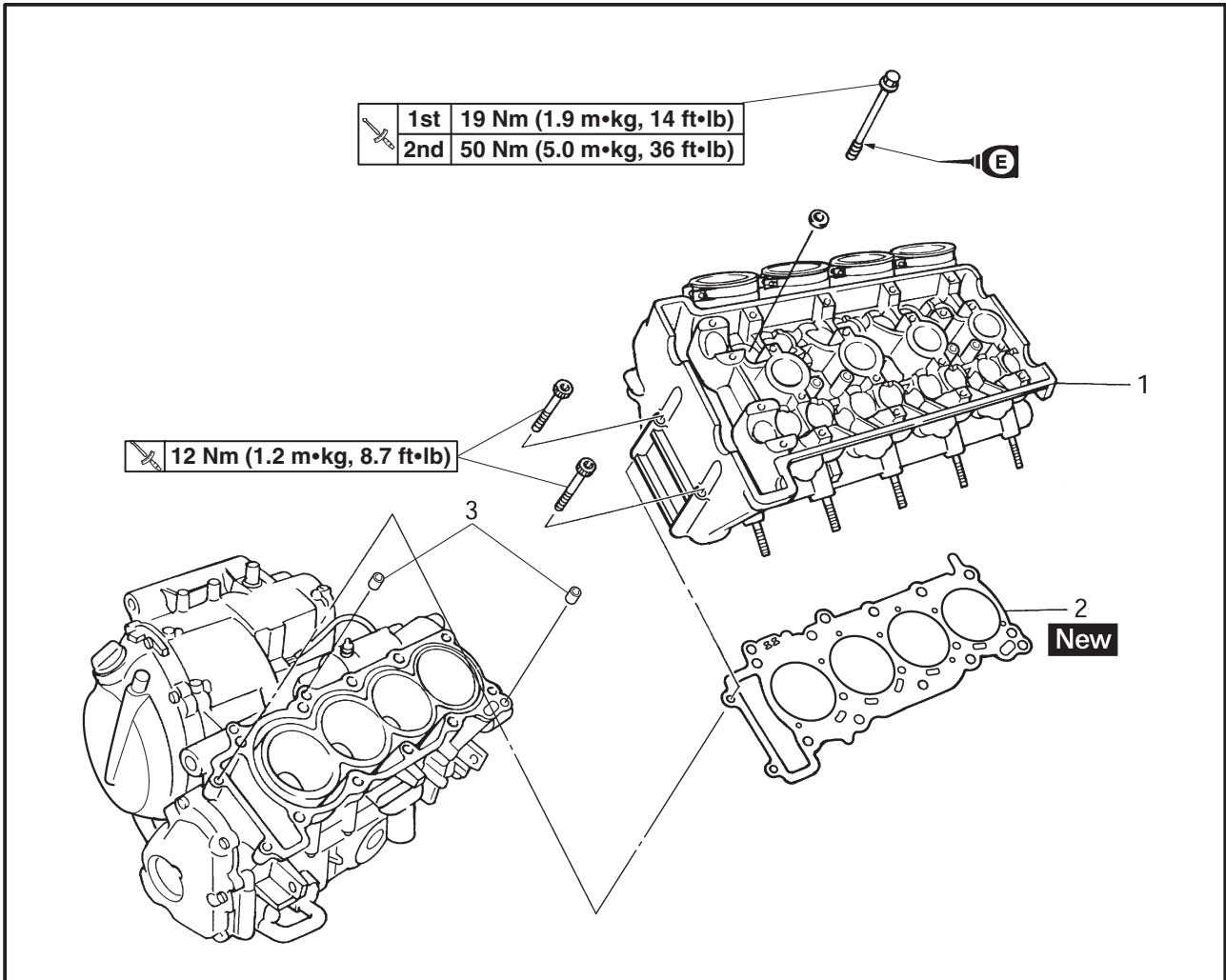
- valve clearance

Out of specification → Adjust.

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

EAS00221

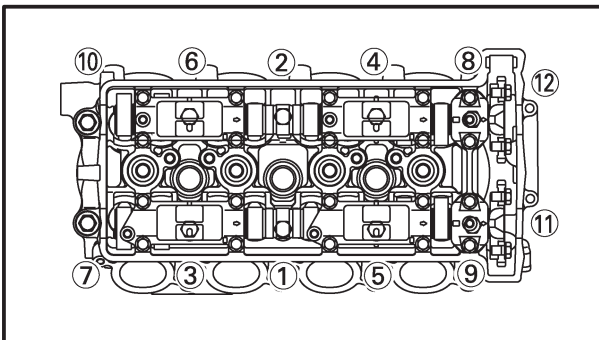
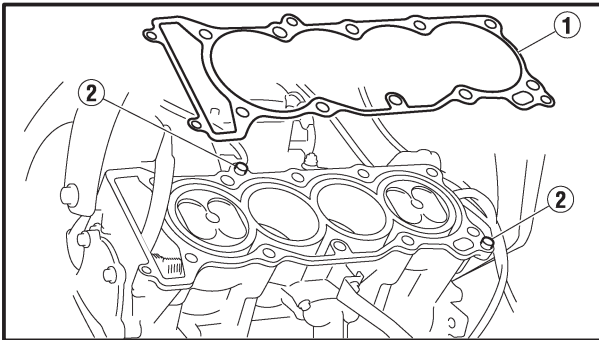
CYLINDER HEAD



Order	Job/Part	Q'ty	Remarks
	<b>Removing the cylinder head</b>		
	Intake and exhaust camshaft		Remove the parts in the order listed.
	Engine bracket		Refer to "CAMSHAFTS".
1	Cylinder head	1	Refer to "ENGINE".
2	Cylinder head gasket	1	
3	Dowel pin	2	
			For installation, reverse the removal procedure.







EAS00233

**INSTALLING THE CYLINDER HEAD**

1. Install:
  - gasket **New** ①
  - dowel pins ②
2. Install:
  - cylinder head

**NOTE:** \_\_\_\_\_  
 Pass the timing chain through the timing chain cavity.

3. Tighten:
  - cylinder head bolts ① ~ ⑩
 

1st	<b>19 Nm (1.9 m•kg, 14 ft•lb)</b>
2nd	<b>50 Nm (5.0 m•kg, 36 ft•lb)</b>
  - cylinder head bolts ⑪, ⑫
 

	<b>12 Nm (1.2 m•kg, 8.7 ft•lb)</b>
--	------------------------------------

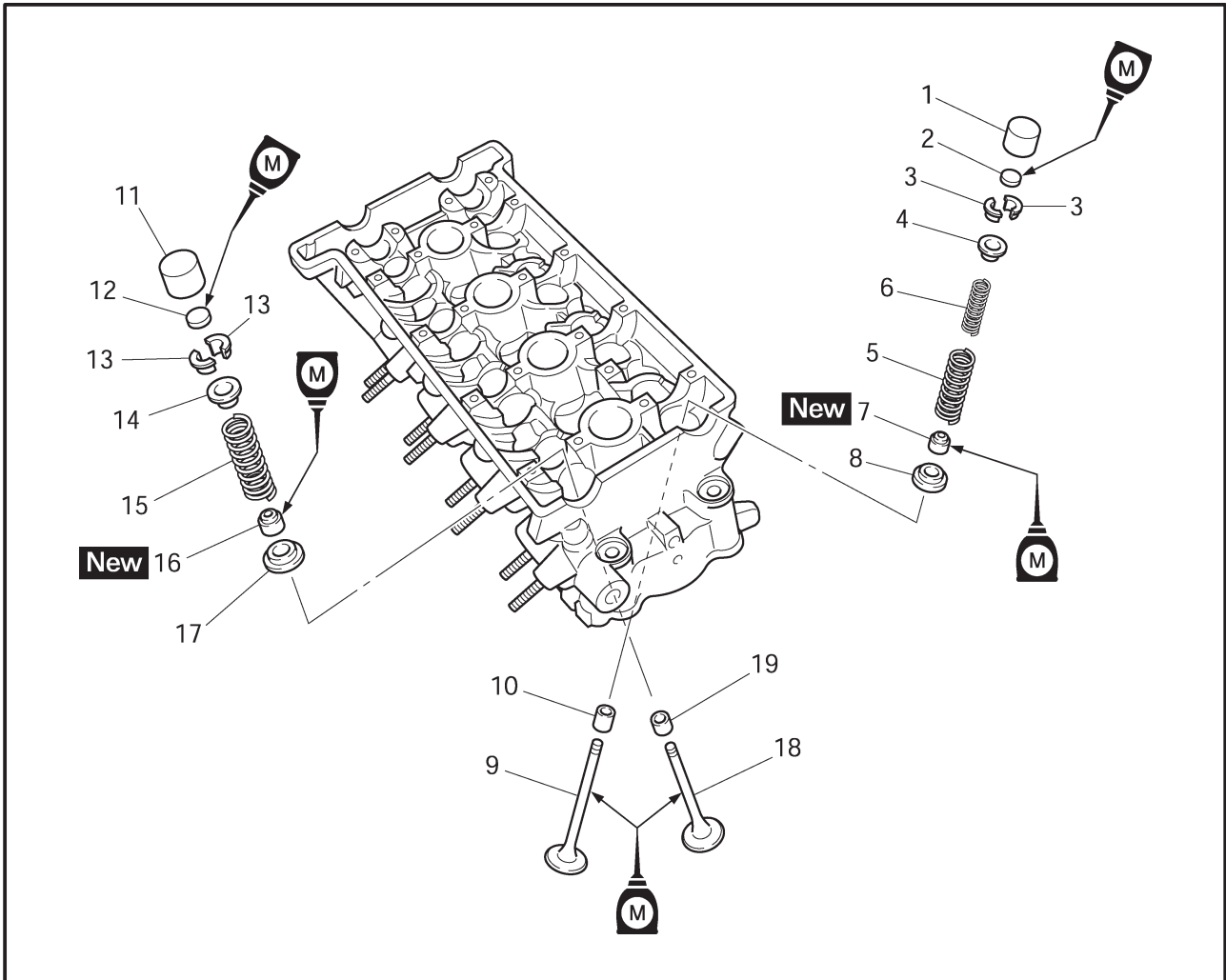
**NOTE:** \_\_\_\_\_

- Lubricate the cylinder head bolts with engine oil.
- Tighten the cylinder head bolts in the proper tightening sequence as shown and torque them in two stages.
- First, tighten the bolts ① ~ ⑩ to approximately 19 Nm (1.9 m•kg, 14 ft•lb) with a torque wrench and then tighten the 50 Nm (5.0 m•kg, 36 ft•lb).

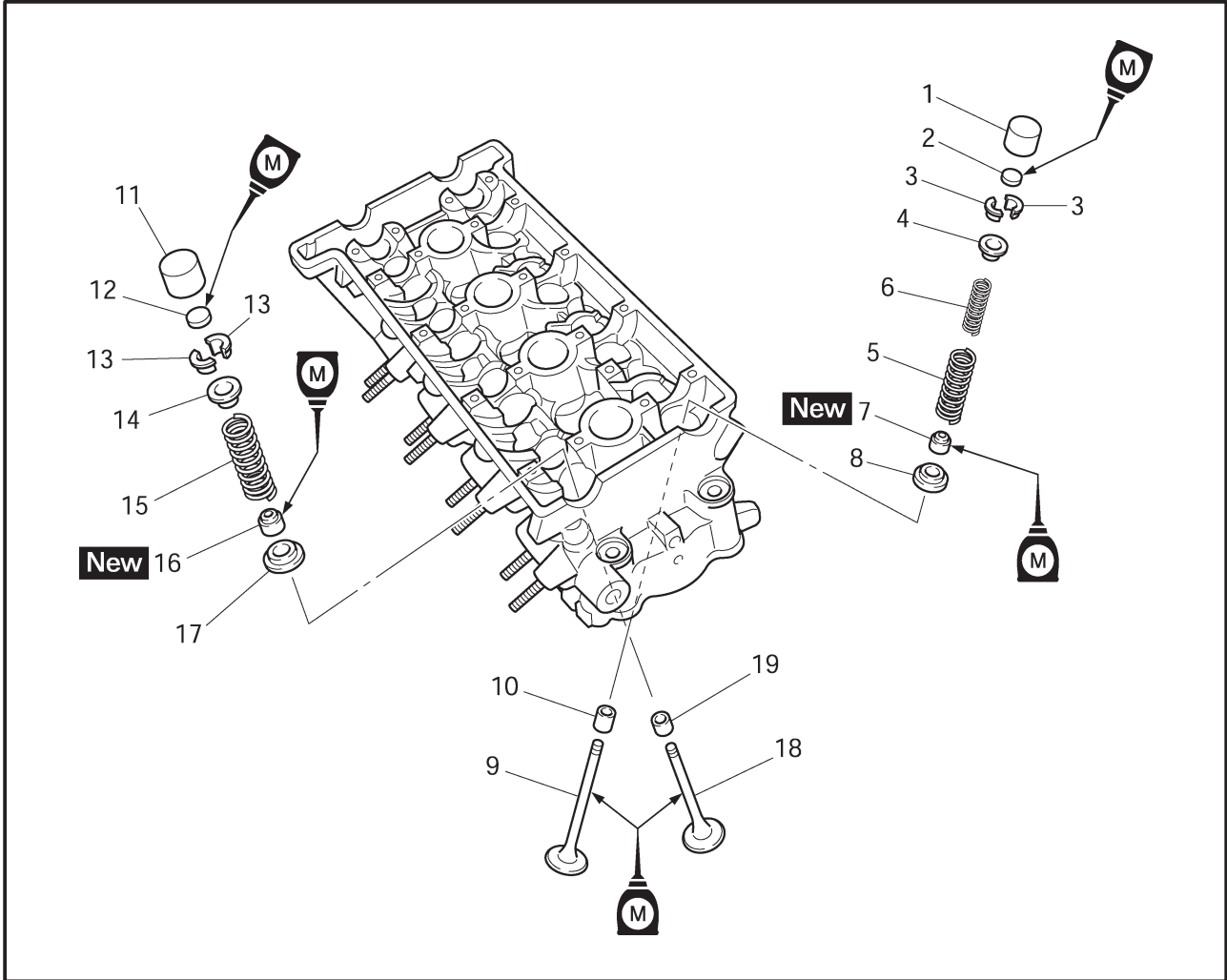
4. Install:
  - exhaust camshaft
  - intake camshaft
 Refer to “INSTALLING THE CAMSHAFTS”.

EAS00236

VALVES AND VALVE SPRINGS



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

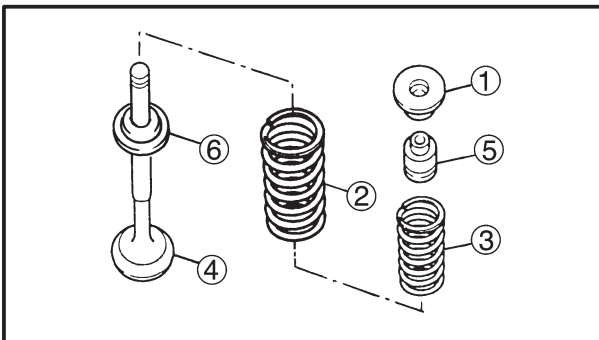


Order	Job/Part	Q'ty	Remarks
14	Exhaust valve upper spring seat	8	Refer to "REMOVING/INSTALLING THE VALVES".
15	Exhaust valve spring	8	
16	Exhaust valve stem seal	8	
17	Exhaust valve lower spring seat	8	
18	Exhaust valve	8	
19	Exhaust valve guide	8	
			For installation, reverse the removal procedure.





Valve spring compressor  
90890-04019, YM-04019  
Valve spring compressor  
attachment  
90890-04108, YM-01253



4. Remove:

- upper spring seat ①
- valve spring outer ②
- valve spring inner (intake only) ③
- valve ④
- valve stem seal ⑤
- lower spring seat ⑥

**NOTE:**

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

EAS00239

**CHECKING THE VALVES AND VALVE GUIDES**

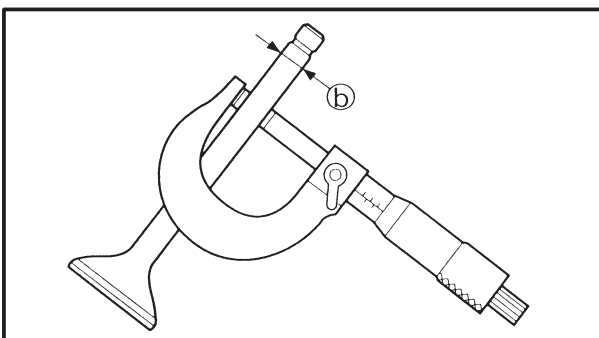
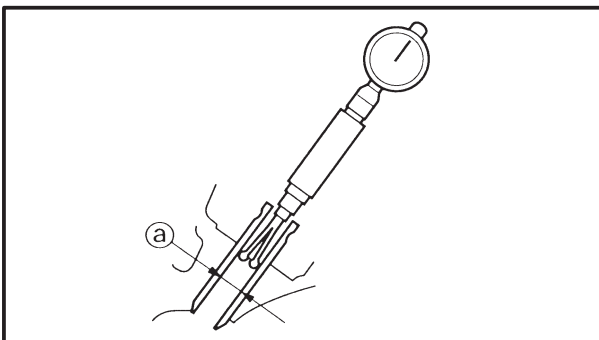
The following procedure applies to all of the valves and valve guides.

1. Measure:

- valve-stem-to-valve-guide clearance

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

Out of specification → Replace the valve guide.



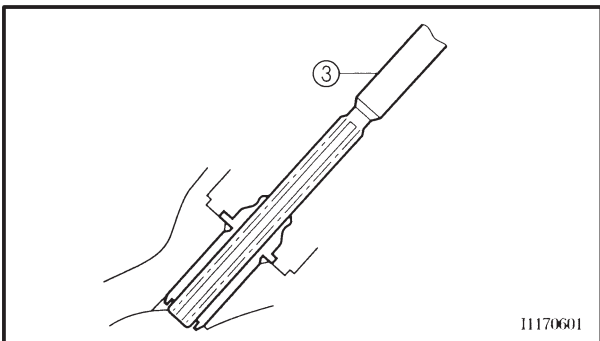
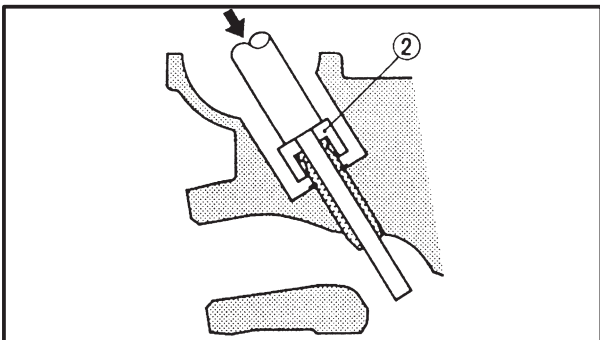
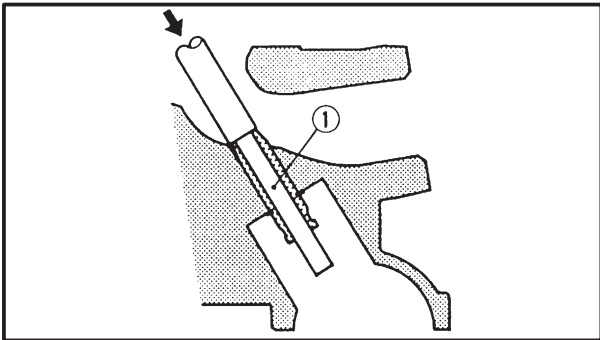
**Valve-stem-to-valve-guide clearance**

**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)



11170601

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.



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

**NOTE:** \_\_\_\_\_

After replacing the valve guide, reface the valve seat.



**Valve guide remover**  
(4 mm, 0.16 in)  
90890-04111,

**Valve guide installer**  
(4 mm, 0.16 in)  
90890-04112,

**Valve guide reamer (4 mm, 0.16 in)**  
90890-04113, YM-04113

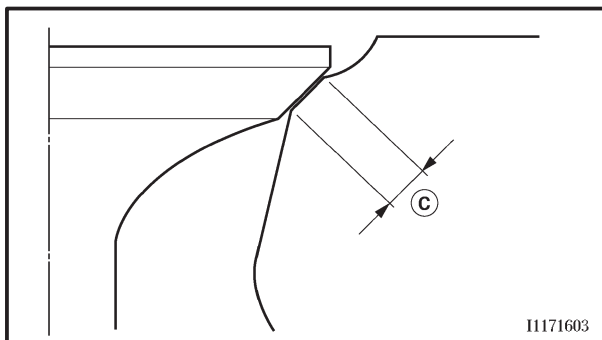


3. Eliminate:
  - carbon deposits  
(from the valve face and valve seat)
4. Check:
  - valve face  
Pitting/wear → Grind the valve face.
  - valve stem end  
Mushroom shape or diameter larger than the body of the valve stem → Replace the valve.



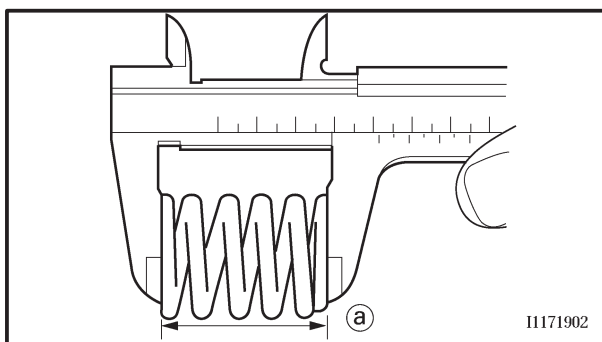






11171603

j. Measure the valve seat width © again. If the valve seat width is out of specification, reface and lap the valve seat.



11171902

EAS00241

**CHECKING THE VALVE SPRINGS**

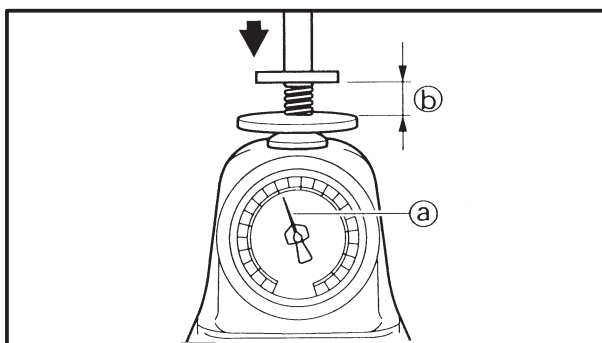
The following procedure applies to all of the valve springs.

1. Measure:

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



<p><b>Valve spring free length</b></p> <p><b>Intake valve spring (inner)</b>                      37.0 mm (1.46 in)                      &lt;Limit&gt;: 35.2 mm (1.39 in)</p> <p><b>Intake valve spring (outer)</b>                      38.4 mm (1.51 in)                      &lt;Limit&gt;: 36.5 mm (1.44 in)</p> <p><b>Exhaust valve spring</b>                      41.8 mm (1.65 in)                      &lt;Limit&gt;: 39.7 mm (1.56 in)</p>
--



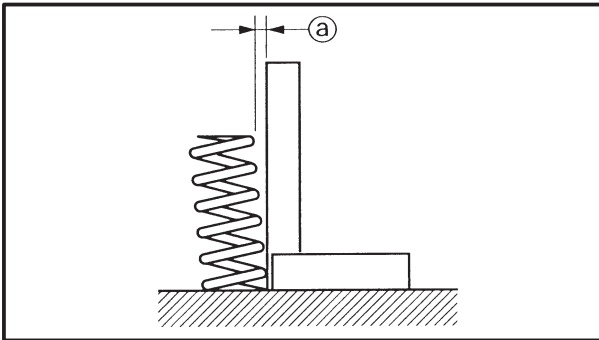
2. Measure:

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

(b) Installed length



<p><b>Compressed valve spring force (installed)</b></p> <p><b>Intake valve spring (inner)</b>                      69.0 ~ 79.0 N                      (7.03 ~ 8.05 kg,                      15.50 ~ 17.75 lb)</p> <p><b>Intake valve spring (outer)</b>                      114.0 ~ 132.0 N                      (11.62 ~ 13.46 kg,                      25.63 ~ 29.67 lb)</p> <p><b>Exhaust valve spring</b>                      160 ~ 184 N                      (16.32 ~ 18.76 kg,                      35.97 ~ 41.36 lb)</p>
--



3. Measure:

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



### Spring tilt limit

**Intake valve spring (inner)**

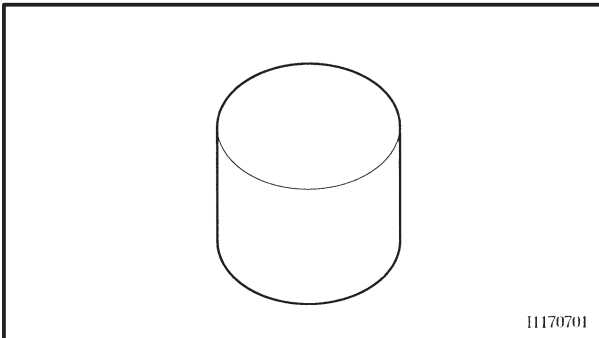
2.5° / 1.6 mm (0.06 in)

**(outer)**

2.5° / 1.7 mm (0.07 in)

**Exhaust valve spring**

2.5° / 1.8 mm (0.07 in)



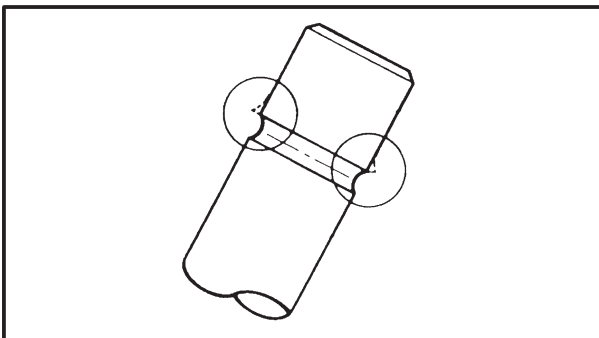
EAS00242

### CHECKING THE VALVE LIFTERS

The following procedure applies to all of the valve lifters.

1. Check:

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



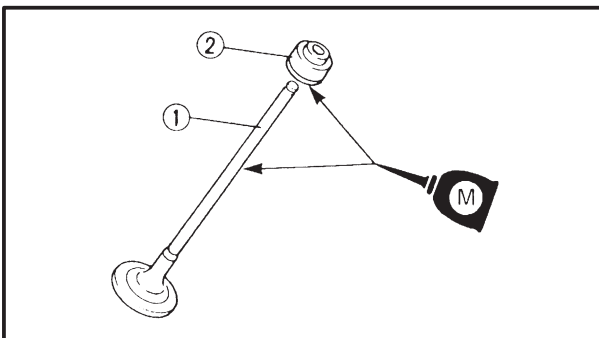
EAS00246

### INSTALLING THE VALVES

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

1. Deburr:

- valve stem end  
(with an oil stone)

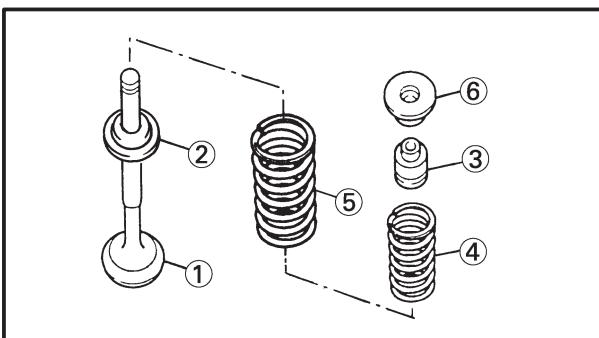


2. Lubricate:

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

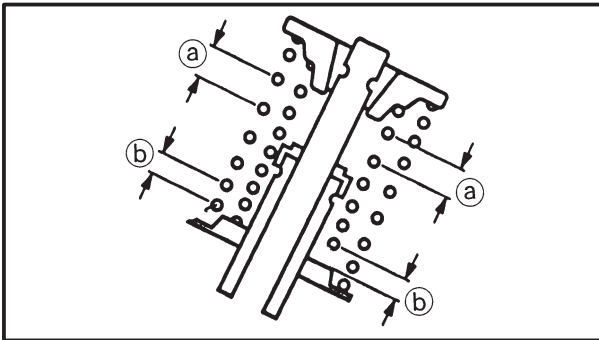


**Recommended lubricant**  
**Molybdenum disulfide oil**



3. Install:

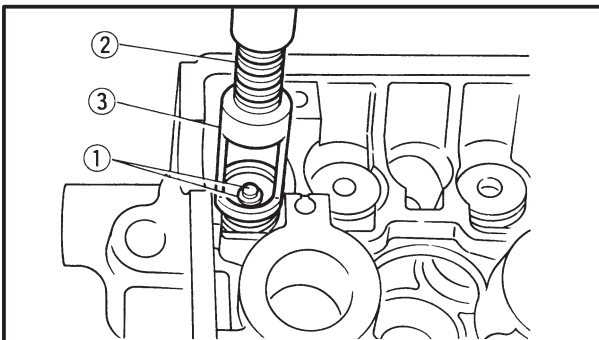
- valve (1)
  - lower spring seat (2)
  - valve stem seal (3)
  - valve spring inner (intake only) (4)
  - valve spring outer (5)
  - upper spring seat (6)
- (into the cylinder head)



**NOTE:**

- Make sure that each valve is installed in its original place.
- Install the valve springs with the larger pitch (a) facing up.

(b) Smaller pitch



4. Install:

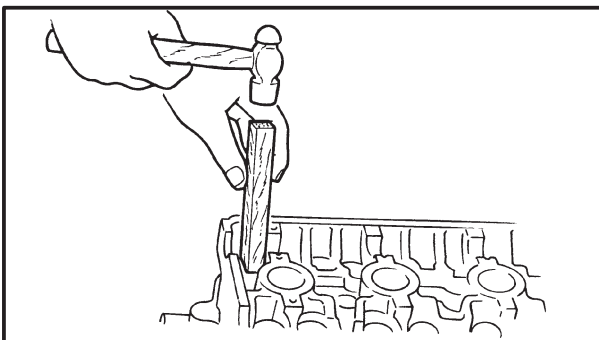
- valve cotters (1)

**NOTE:**

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



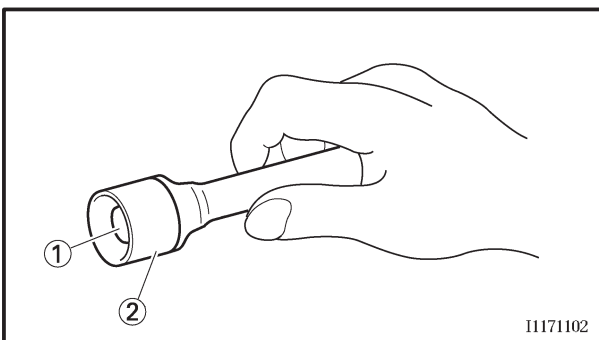
**Valve spring compressor**  
90890-04019, YM-04019  
**Valve spring compressor attachment**  
90890-04108, YM-01253



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

**CAUTION:**

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



6. Install:

- valve pad (1)
- valve lifter (2)

**NOTE:**

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

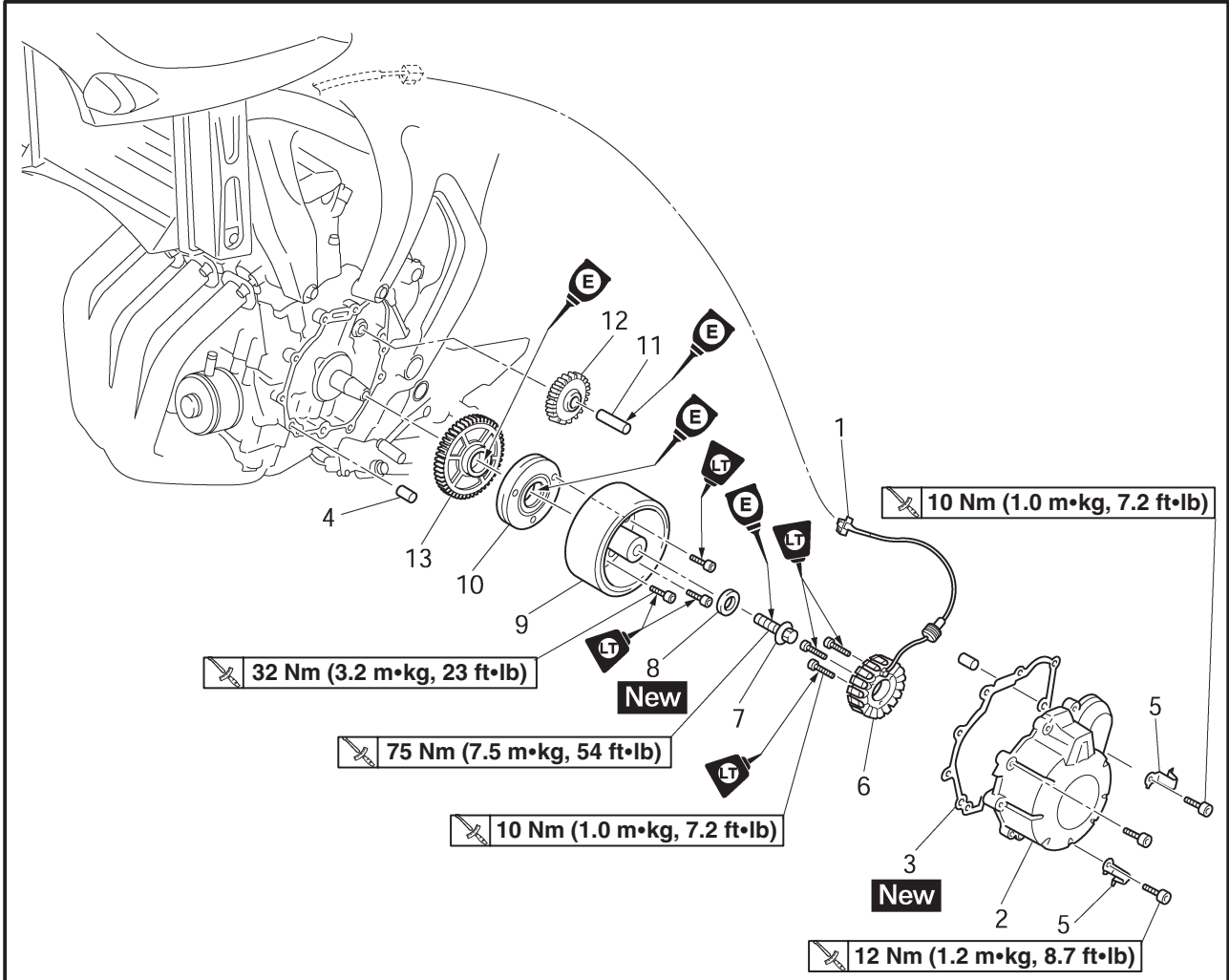
11171102

# STARTER CLUTCH AND GENERATOR



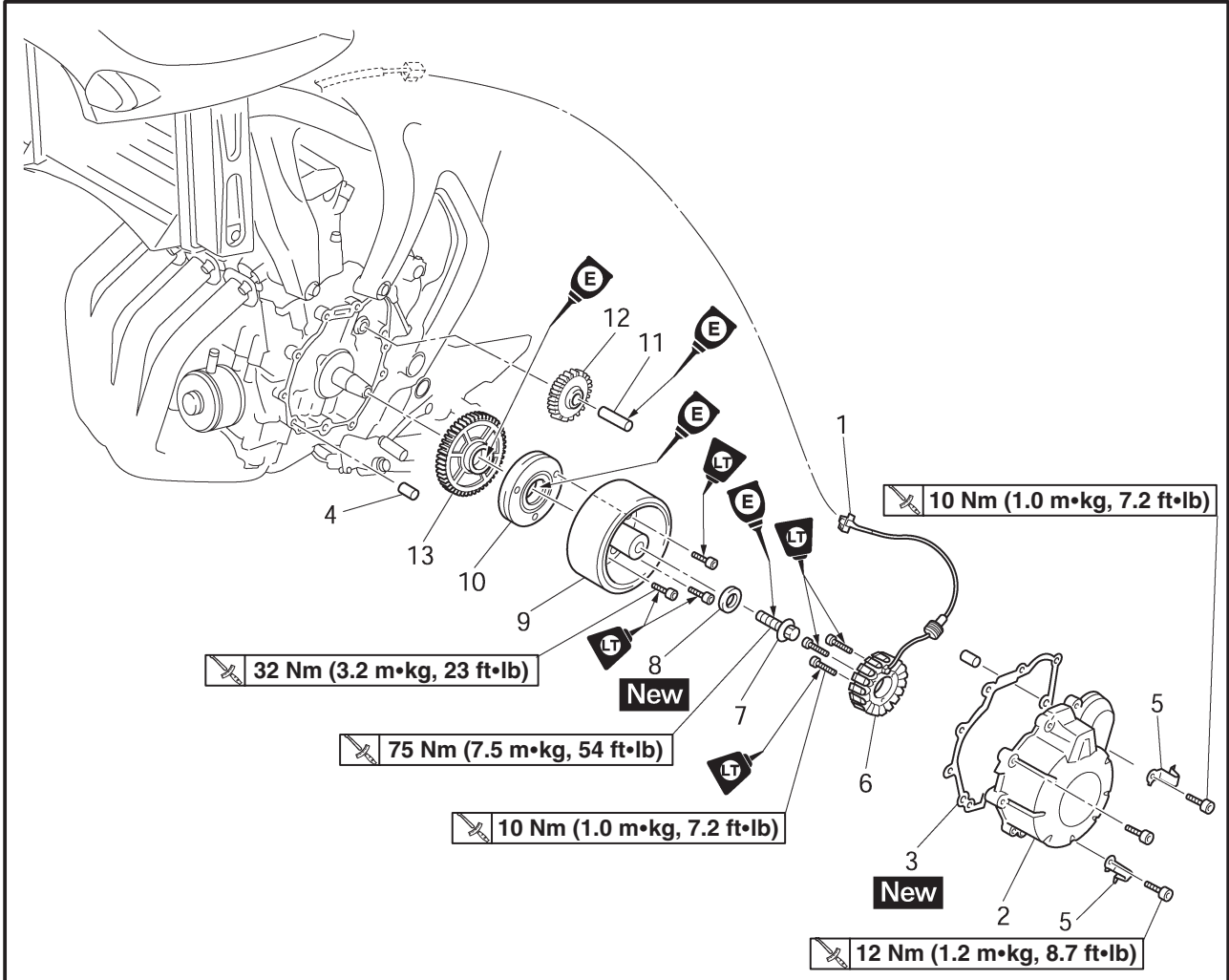
EAS00341

## STARTER CLUTCH AND GENERATOR STATOR COIL ASSEMBLY



Order	Job/Part	Q'ty	Remarks
	<b>Removing the stator coil assembly</b>		Remove the parts in the order listed.
	Seat and fuel tank		Refer to "SEAT" and "FUEL TANK" in chapter 3.
	Coolant		Drain.
	Coolant reservoir tank		Refer to "CHANGING THE COOLANT" in chapter 3.
	Engine oil		Drain.
			Refer to "CHANGING THE ENGINE OIL" in chapter 3.
1	Stator coil assembly coupler	1	Disconnect.
2	Generator rotor cover	1	
3	Generator rotor cover gasket	1	
4	Dowel pin	2	
5	Stator coil assembly lead holder	1	

# STARTER CLUTCH AND GENERATOR



Order	Job/Part	Q'ty	Remarks
6	Stator coil assembly	1	Refer to "REMOVING/INSTALLING THE GENERATOR".
7	Generator rotor bolt	1	
8	Washer	1	
9	Generator rotor	1	
10	Starter clutch assembly	1	
11	Idler gear shaft	1	
12	Idler gear	1	
13	Starter clutch drive gear	1	
			For installation, reverse the removal procedure.



EAS00347

## REMOVING THE GENERATOR

### 1. Remove:

- seat  
Refer to “SEAT” in chapter 3.
- front cowling inner panel (left and right)  
Refer to “COWLINGS” in chapter 3.
- fuel tank  
Refer to “FUEL TANK” in chapter 3.

### 2. Drain:

- coolant  
Refer to “CHANGING THE COOLANT” in chapter 3.
- engine oil  
Refer to “CHANGING THE ENGINE OIL” in chapter 3.

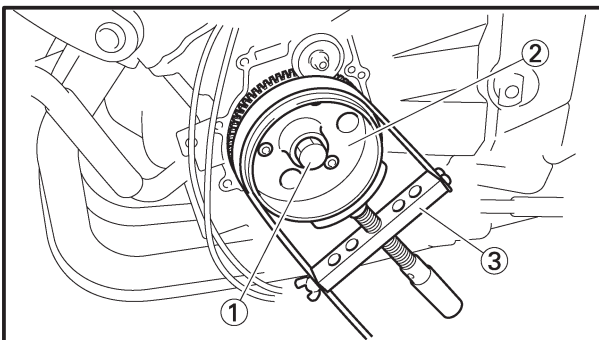
### 3. Remove:

- generator rotor 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.

---



### 4. Remove:

- generator rotor bolt ①
- washer

#### **NOTE:** \_\_\_\_\_

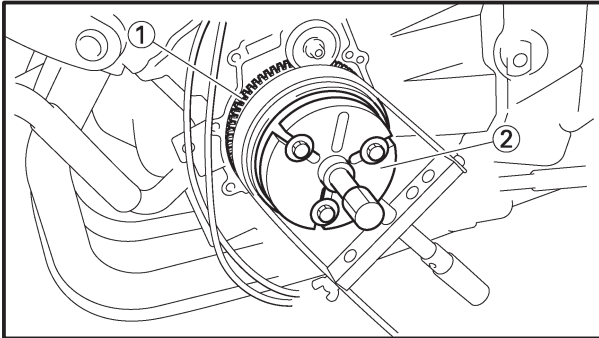
- While holding the generator rotor ② with the sheave holder ③, loosen the generator rotor bolt.
  - Do not allow the sheave holder to touch the projection on the generator rotor.
- 



**Sheave holder**  
90890-01701, YS-01880-A

## STARTER CLUTCH AND GENERATOR

ENG



5. Remove:

- generator rotor ①  
(with the flywheel puller ② and flywheel puller attachment)
- woodruff key

### CAUTION:

To protect the end of the crankshaft, place an appropriate sized socket between the flywheel puller set's center bolt and the crankshaft.

### NOTE:

Make sure the flywheel puller is centered over the generator rotor.

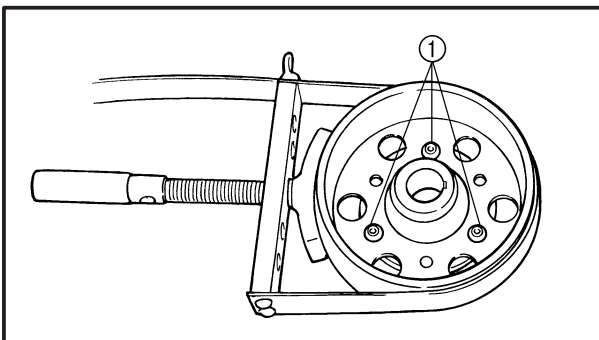


Flywheel puller

90890-01362, YU-33270

Flywheel puller attachment

90890-04089, YM-33282



## REMOVING THE STARTER CLUTCH

1. Remove:

- starter clutch bolt ①

### NOTE:

- While holding the generator rotor with the sheave holder, remove the starter clutch bolt.
- Do not allow the sheave holder to touch the projection on the generator rotor.

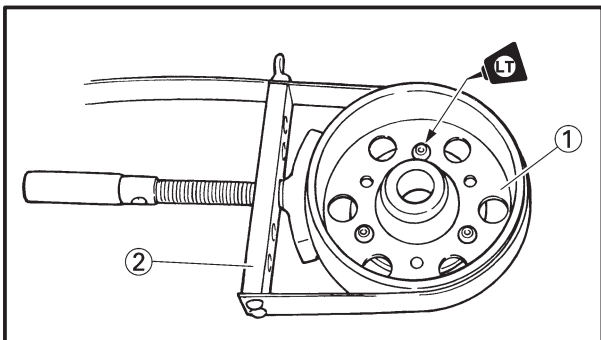
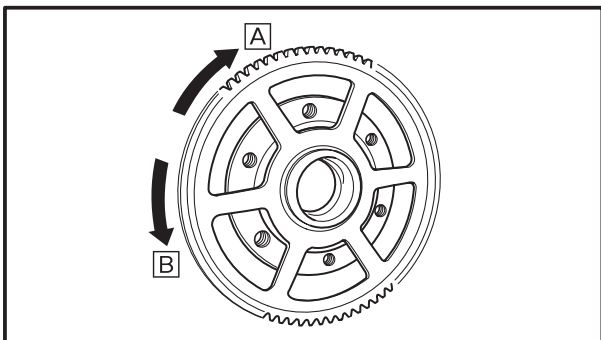
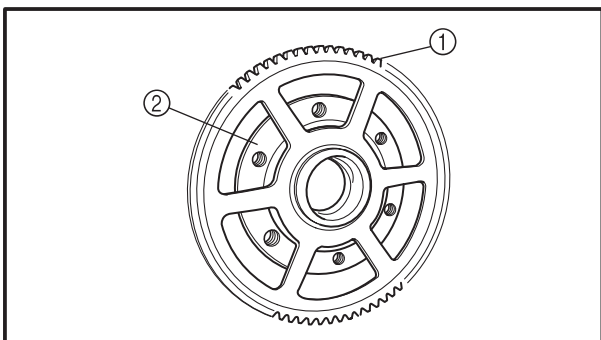
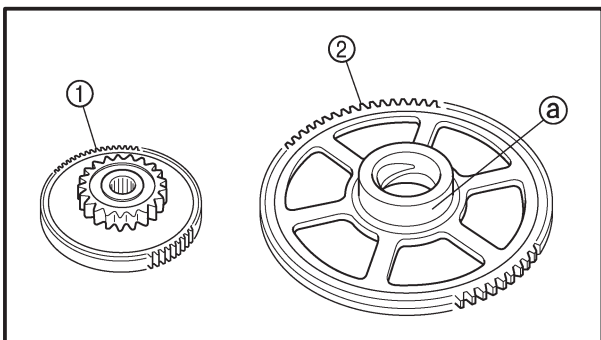
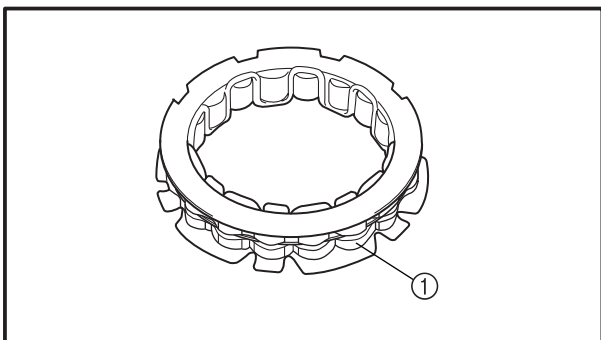


Sheave holder

90890-01701, YS-01880-A



# STARTER CLUTCH AND GENERATOR



EAS00351

## CHECKING THE STARTER CLUTCH

1. Check:

- starter clutch rollers ①  
Damage/wear → Replace.

2. Check:

- starter clutch idle gear ①
- starter clutch drive gear ②  
Burr/chips/roughness/wear → Replace the defective part(s).

3. Check:

- starter clutch gear's contacting surfaces ①  
Damage/pitting/wear → Replace the starter clutch gear.

4. Check:

- starter clutch operation



- Install the starter clutch drive gear ① onto the starter clutch ② and hold the starter clutch.
- When turning the starter clutch drive gear clockwise [A], the starter clutch and the starter clutch drive gear should engage, otherwise the starter clutch is faulty and must be replaced.
- When turning the starter clutch drive gear counterclockwise [B], it should turn freely, otherwise the starter clutch is faulty and must be replaced.



EAS00355

## INSTALLING THE STARTER CLUTCH

1. Install:

- starter clutch

	<b>32 Nm (3.2 m•kg, 23 ft•lb)</b> <b>LOCTITE®</b>
--	--

**NOTE:** \_\_\_\_\_

- While holding the generator rotor ① with the sheave holder ②, tighten the starter clutch bolt.

## STARTER CLUTCH AND GENERATOR

ENG



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



**Sheave holder**  
90890-01701, YS-01880-A

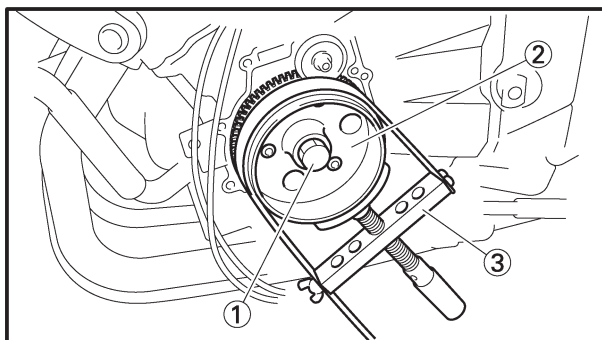
EAS00354

### INSTALLING THE GENERATOR

1. Install:
  - generator rotor
  - washer **New**
  - generator rotor bolt

#### NOTE:

- Clean the tapered portion of the crankshaft and the generator rotor hub.
- Replace the washer with a new one.

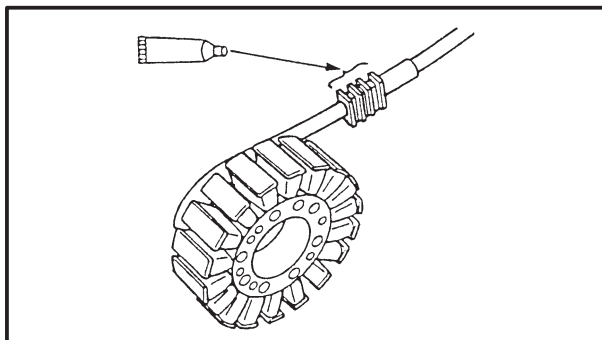


2. Tighten:
  - generator rotor bolt ①

75 Nm (7.5 m•kg, 54 ft•lb)

#### NOTE:

- While holding the generator rotor ② with the sheave holder ③, tighten the generator rotor bolt.
- Do not allow the sheave holder to touch the projection on the generator rotor.



**Sheave holder**  
90890-01701, YS-01880-A

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



**Yamaha bond No.1215**  
90890-85505, ACC-11001-05-01

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

12 Nm (1.2 m•kg, 8.7 ft•lb)



**NOTE:** \_\_\_\_\_  
Tighten the generator rotor cover bolts in stages and in a crisscross pattern.

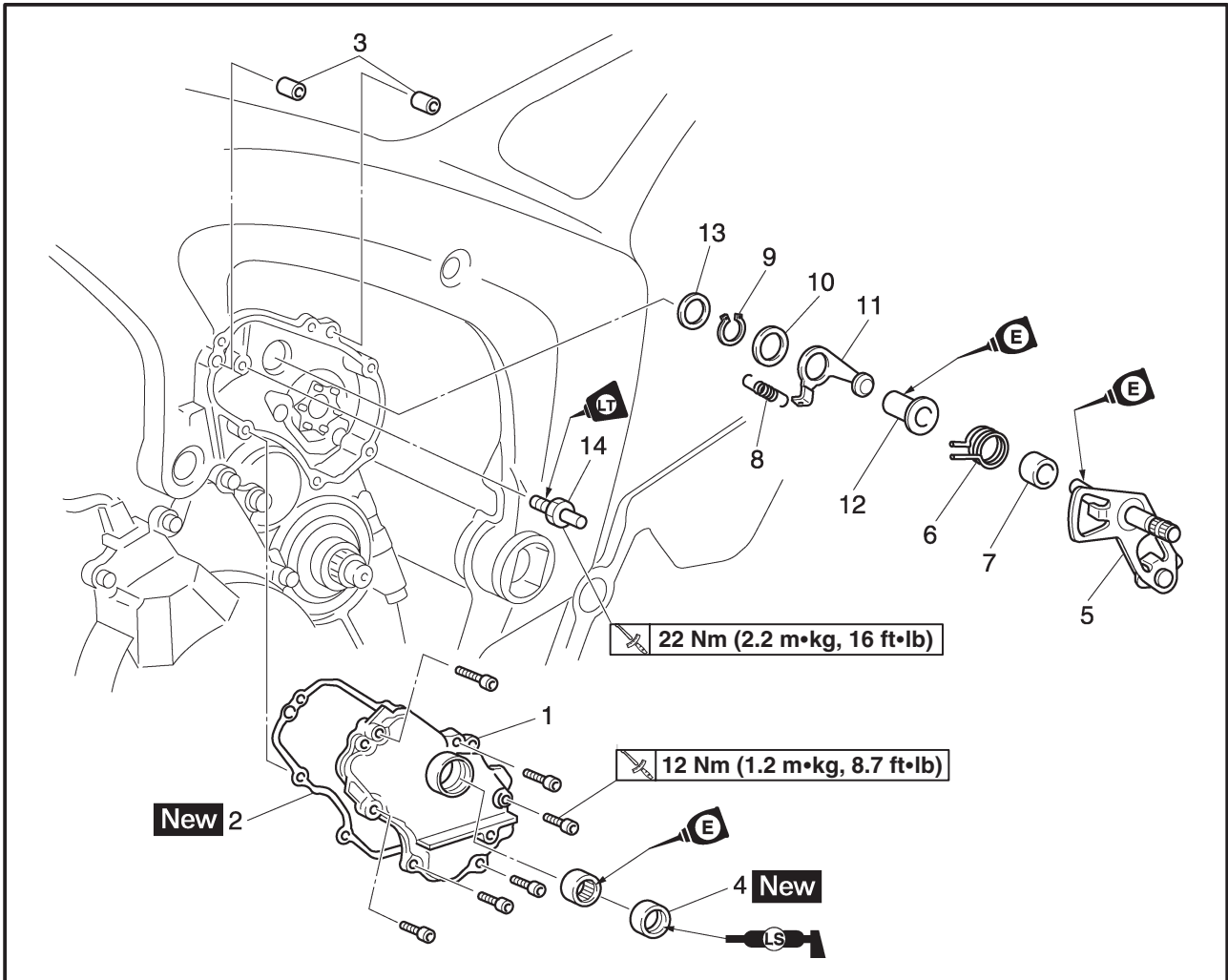
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6. Fill:
  - engine oil  
Refer to “CHANGING THE ENGINE OIL” in chapter 3.
  - coolant  
Refer to “CHANGING THE COOLANT” in chapter 3.
7. Install:
  - fuel tank  
Refer to “FUEL TANK” in chapter 3.
  - front cowling inner panel (left and right)  
Refer to “COWLINGS” in chapter 3.
  - seat  
Refer to “SEAT” in chapter 3.

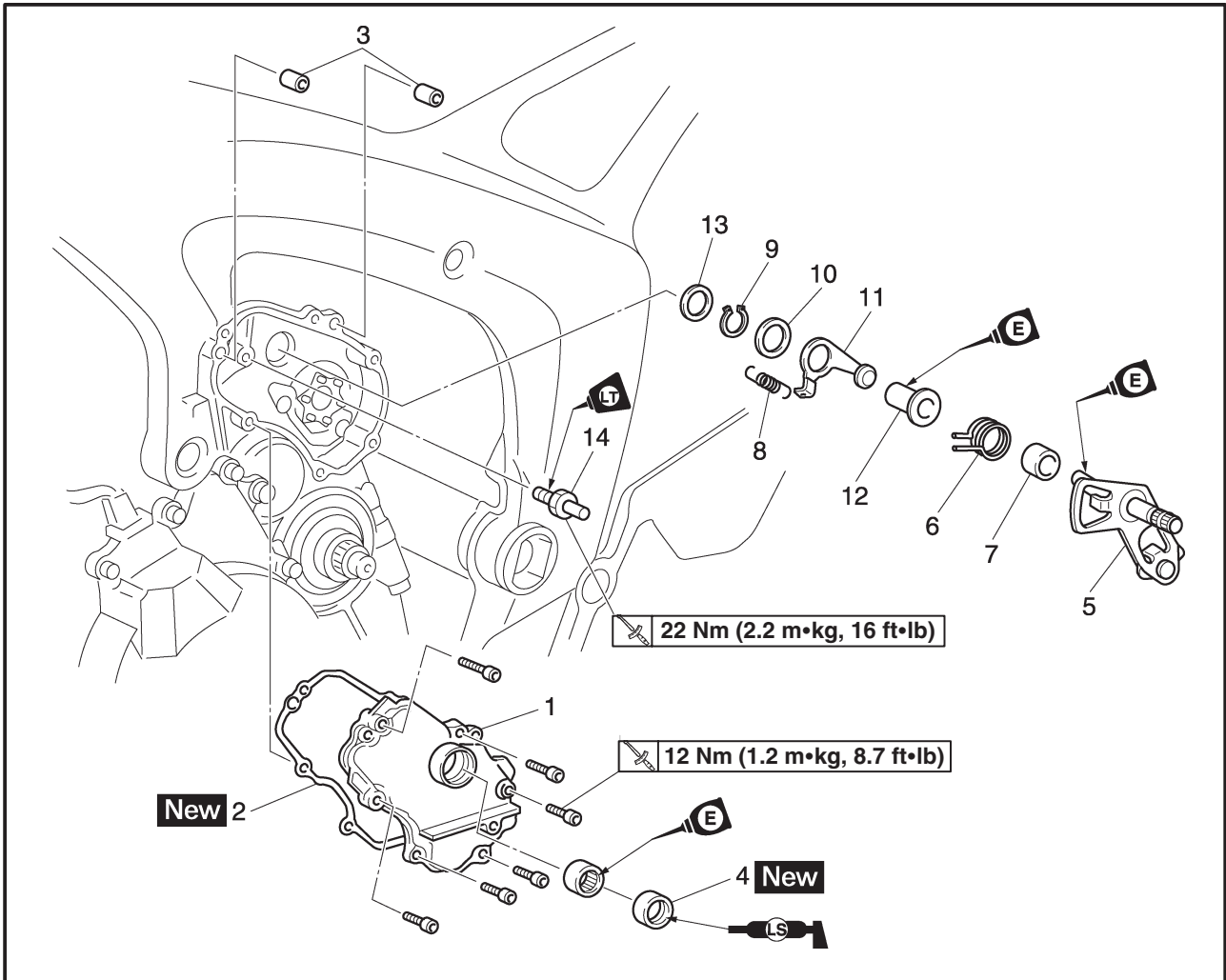


EAS00327

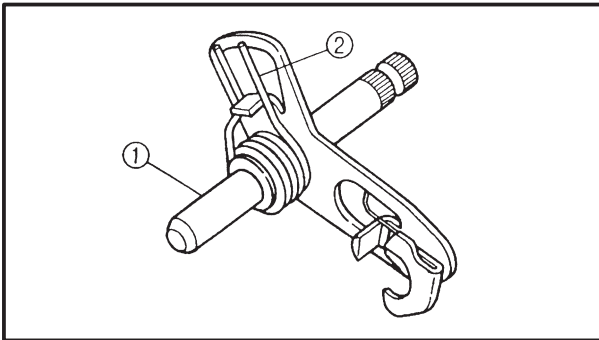
### SHIFT SHAFT SHIFT SHAFT AND STOPPER LEVER



Order	Job/Part	Q'ty	Remarks
	<b>Removing the shift shaft and stopper lever</b>		Remove the parts in the order listed.
	Coolant		Drain.
	Coolant reservoir tank		Refer to "CHANGING THE COOLANT" in chapter 3.
	Drive sprocket cover		Refer to "ENGINE".
1	Shift shaft cover	1	
2	Shift shaft cover gasket	1	
3	Dowel pin	1	
4	Oil seal	1	
5	Shift shaft	1	
6	Shift shaft spring	1	
7	Collar	1	
8	Stopper lever spring	1	
9	Circlip	1	
10	Washer	1	



Order	Job/Part	Q'ty	Remarks
11	Stopper lever	1	For installation, reverse the removal procedure.
12	Collar	1	
13	Washer	1	
14	Shift shaft spring stopper	1	

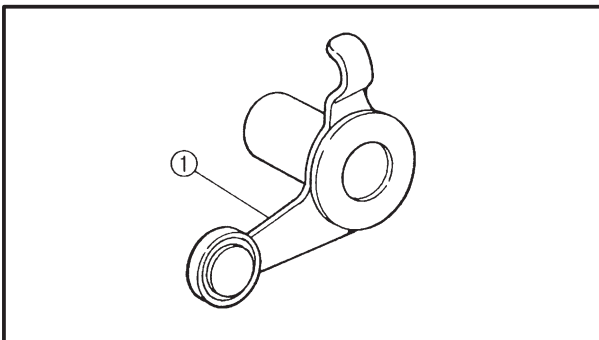


EAS00328

## CHECKING THE SHIFT SHAFT

1. Check:

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

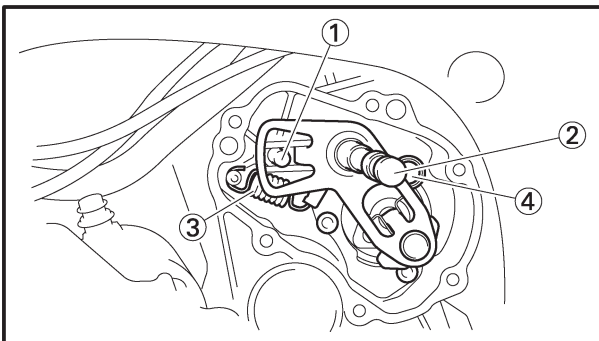


EAS00330

## CHECKING THE STOPPER LEVER

1. Check:

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



EAS00332

## INSTALLING THE SHIFT SHAFT

1. Install:

- shift shaft spring stopper ①

22 Nm (2.2 m•kg, 16 ft•lb)

- washers
- shift shaft ②

### NOTE:

- Apply LOCTITE® to the threads of the shift shaft spring stopper.
- Hook the ends ③ of the stopper lever spring onto the stopper lever ④ and the crankcase boss.
- Mesh the stopper lever with the shift drum segment assembly.

2. Install:

- shift shaft cover

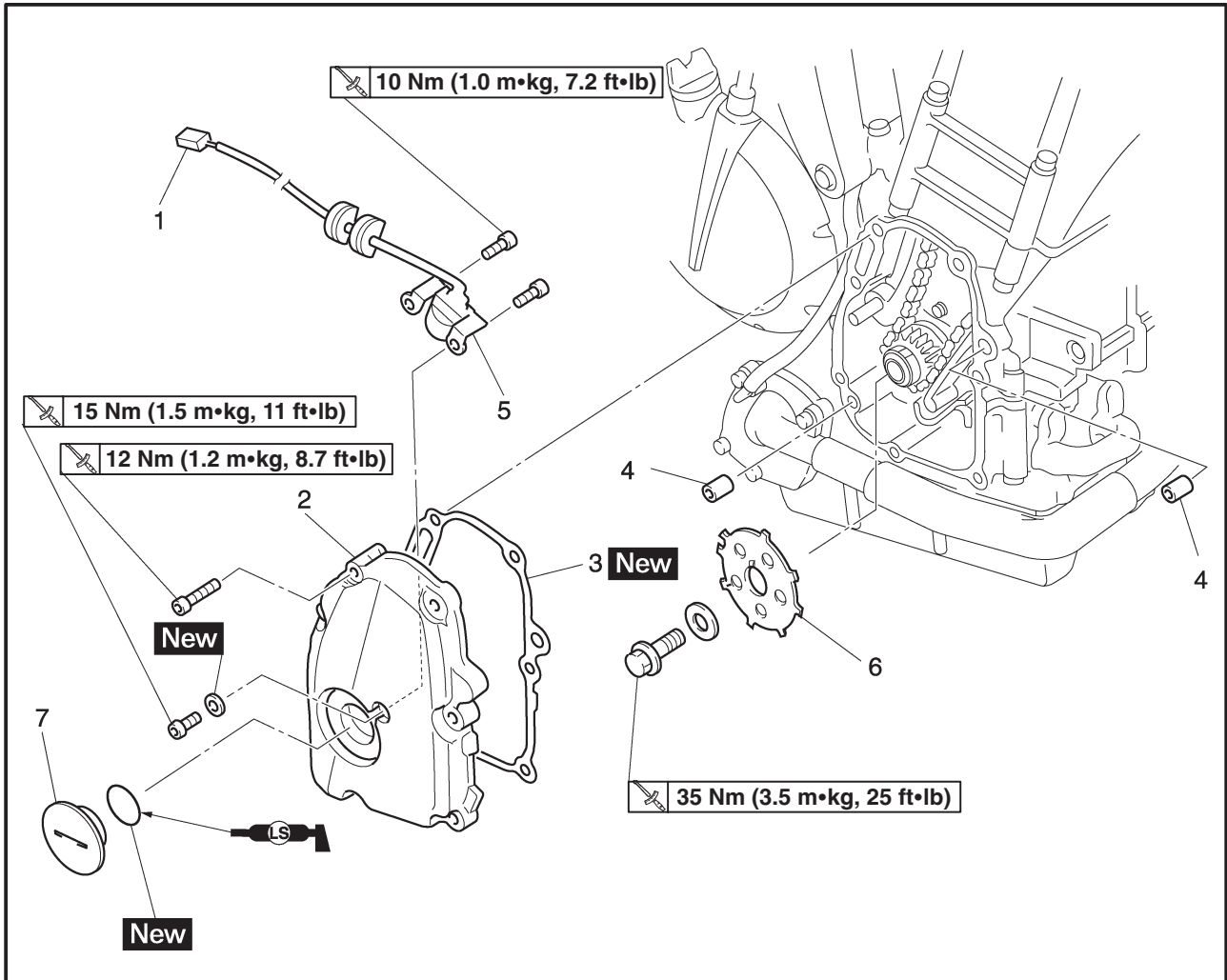
### NOTE:

Lubricate the oil seal lips with lithium-soap-based grease.

# CRANKSHAFT POSITION SENSOR AND PICKUP ROTOR

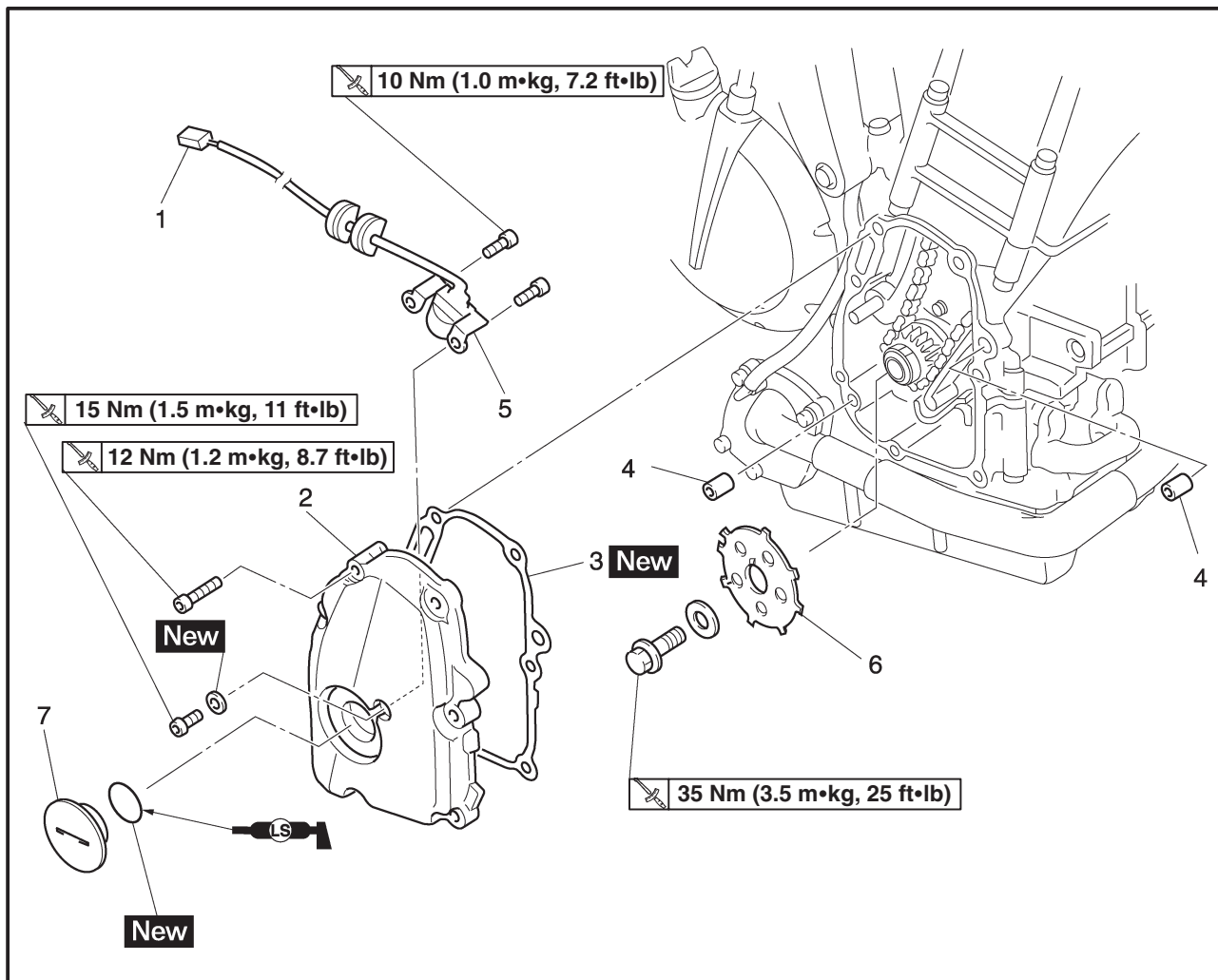


## CRANKSHAFT POSITION SENSOR AND PICKUP ROTOR



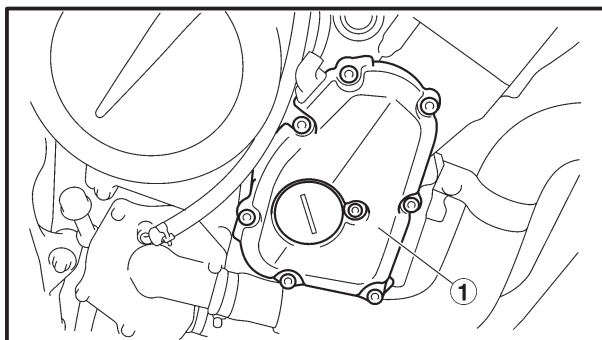
Order	Job/Part	Q'ty	Remarks
	<b>Removing the crankshaft position sensor and pickup rotor</b>		Remove the parts in the order listed.
	Seat		Refer to "SEAT" in chapter 3.
	Front cowling inner panel (left and right)		Refer to "COWLINGS" in chapter 3.
	Fuel tank		Refer to "FUEL TANK" in chapter 3.
	Engine oil		Drain.
	Generator cover		Refer to "CHANGING THE ENGINE OIL" in chapter 3.
			Refer to "STARTER CLUTCH AND GENERATOR".
1	Crankshaft position sensor lead coupler	1	Disconnect.
2	Pickup rotor cover	1	
3	Pickup rotor cover gasket	1	
4	Dowel pin	2	

# CRANKSHAFT POSITION SENSOR AND PICKUP ROTOR



Order	Job/Part	Q'ty	Remarks
5	Crankshaft position sensor	1	For installation, reverse the removal procedure.
6	Pickup rotor	1	
7	Plug screw	1	



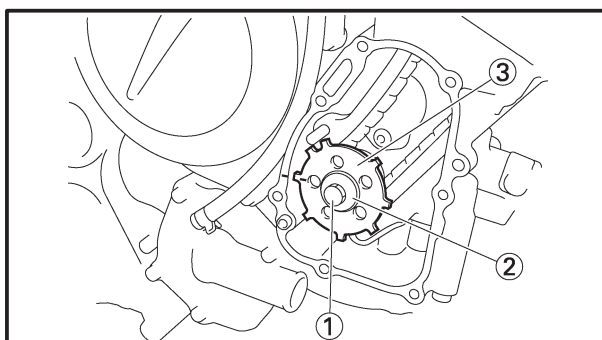


## REMOVING THE PICKUP ROTOR

1. Remove:
  - pickup rotor cover ①

**NOTE:** \_\_\_\_\_

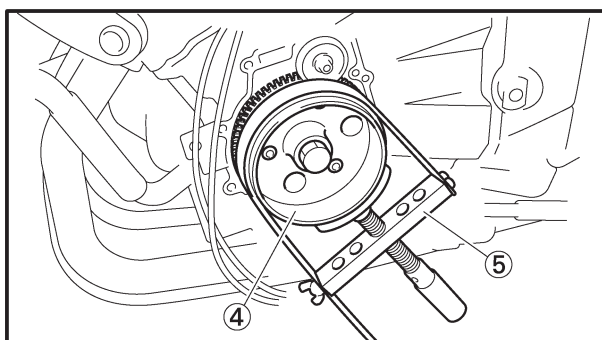
Loosen each bolt 1/4 of a turn at a time, in stages and in a crisscross pattern. After all of the bolts are fully loosened, remove them.



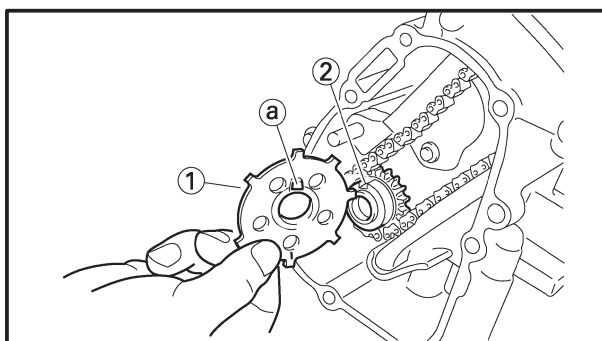
2. Remove:
  - pickup rotor bolt ①
  - washer ②
  - pickup rotor ③

**NOTE:** \_\_\_\_\_

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



**Sheave holder**  
90890-01701, YS-01880-A



## INSTALLING THE PICKUP ROTOR

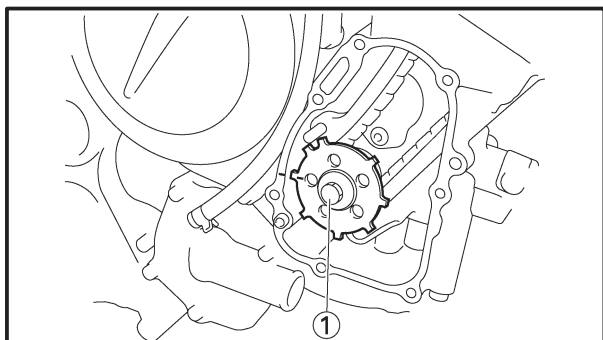
1. Install:
  - pickup rotor ①
  - washer
  - pickup rotor bolt

**NOTE:** \_\_\_\_\_

When installing the pickup rotor, align the groove ② in the crankshaft sprocket with the point ③ in the pickup rotor.


## CRANKSHAFT POSITION SENSOR AND PICKUP ROTOR

ENG



2. Tighten:

- pickup rotor bolt (1)

 35 Nm (3.5 m•kg, 25 ft•lb)

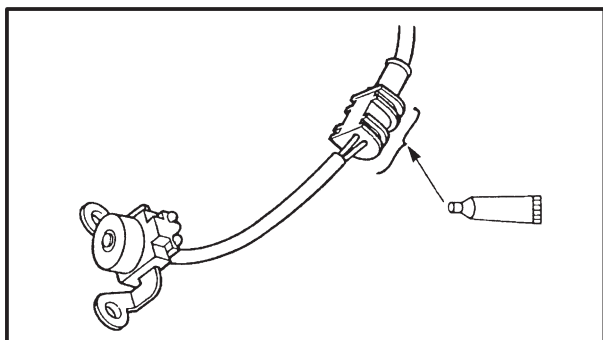
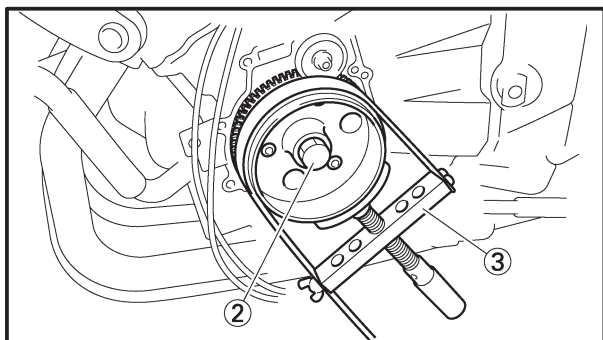
**NOTE:**

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



**Sheave holder**

90890-01701, YS-01880-A



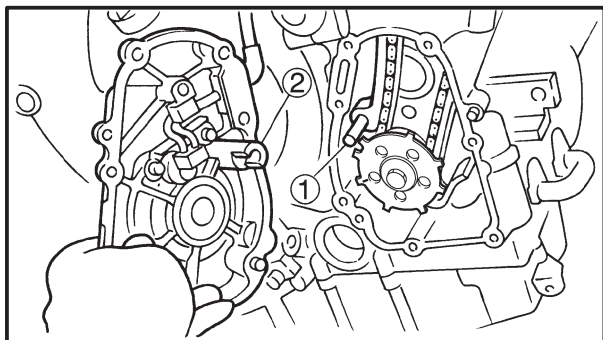
3. Apply:

- sealant  
(onto the crankshaft position sensor lead grommet)



**Yamaha bond No.1215**

90890-85505, ACC-11001-5-01



4. Install:

- pickup rotor cover
- gasket **New**

**NOTE:**

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

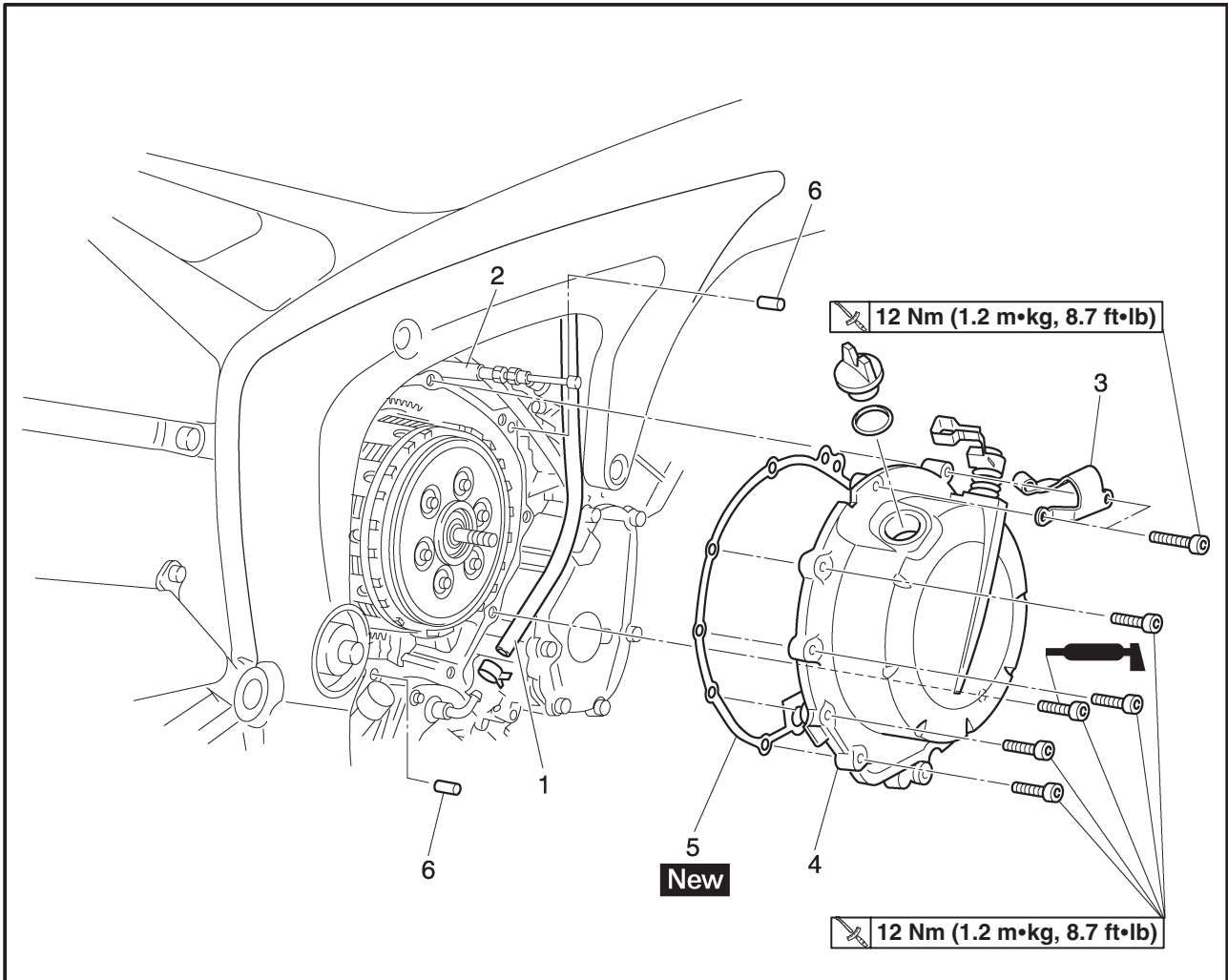


EAS00273

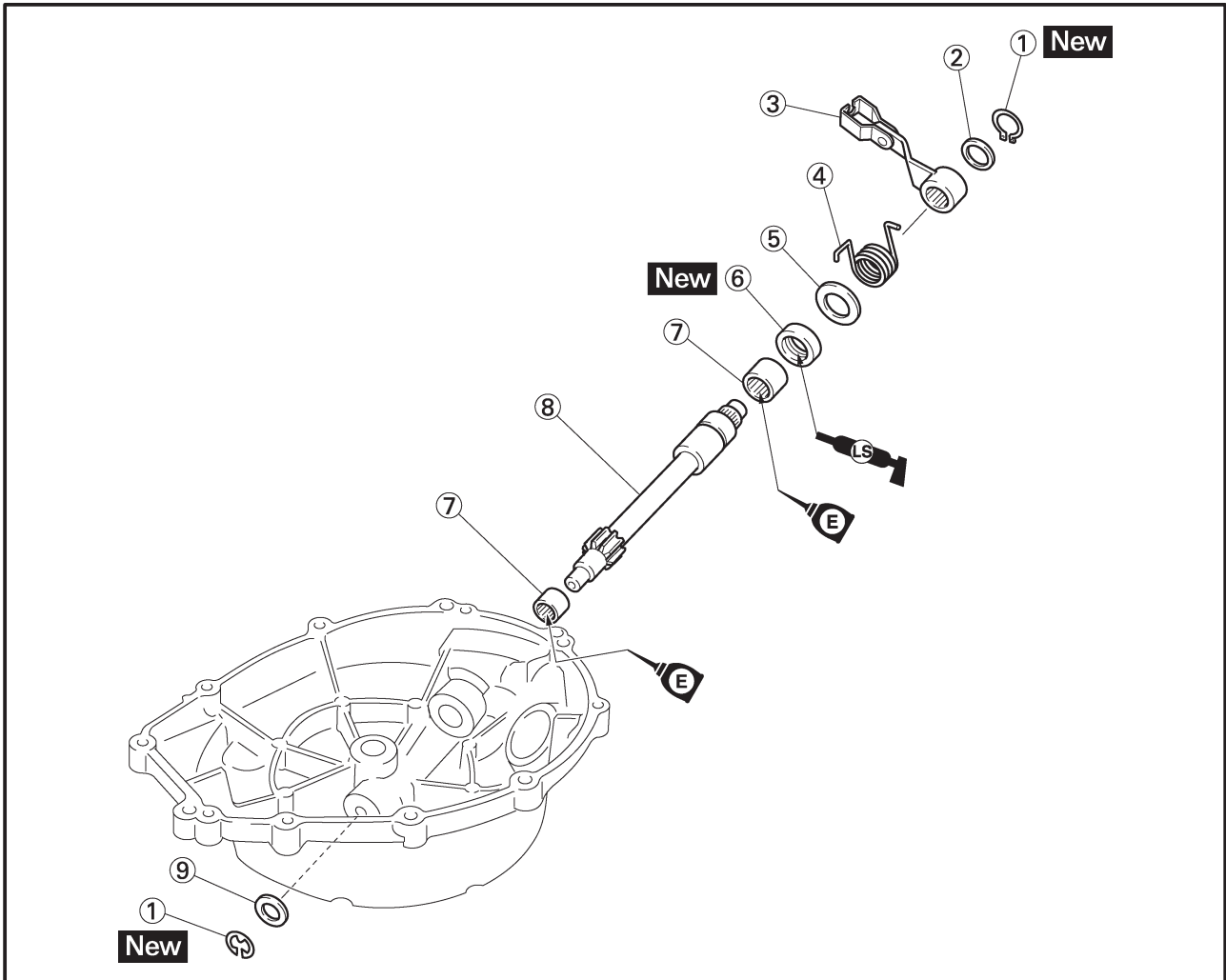
**CLUTCH  
CLUTCH COVER**



: YAMAHA BOND No. 1215



Order	Job/Part	Q'ty	Remarks
	<b>Removing the clutch cover</b>		Remove the parts in the order listed.
	Engine oil		Drain. Refer to "CHANGING THE ENGINE OIL" in chapter 3.
	Coolant		Drain. Refer to "CHANGING THE COOLANT" in chapter 3.
1	Coolant hose	1	Disconnect.
2	Clutch cable	1	Disconnect.
3	Clutch cable holder	1	
4	Clutch cover	1	
5	Clutch cover gasket	1	
6	Dowel pin	2	
			For installation, reverse the removal procedure.

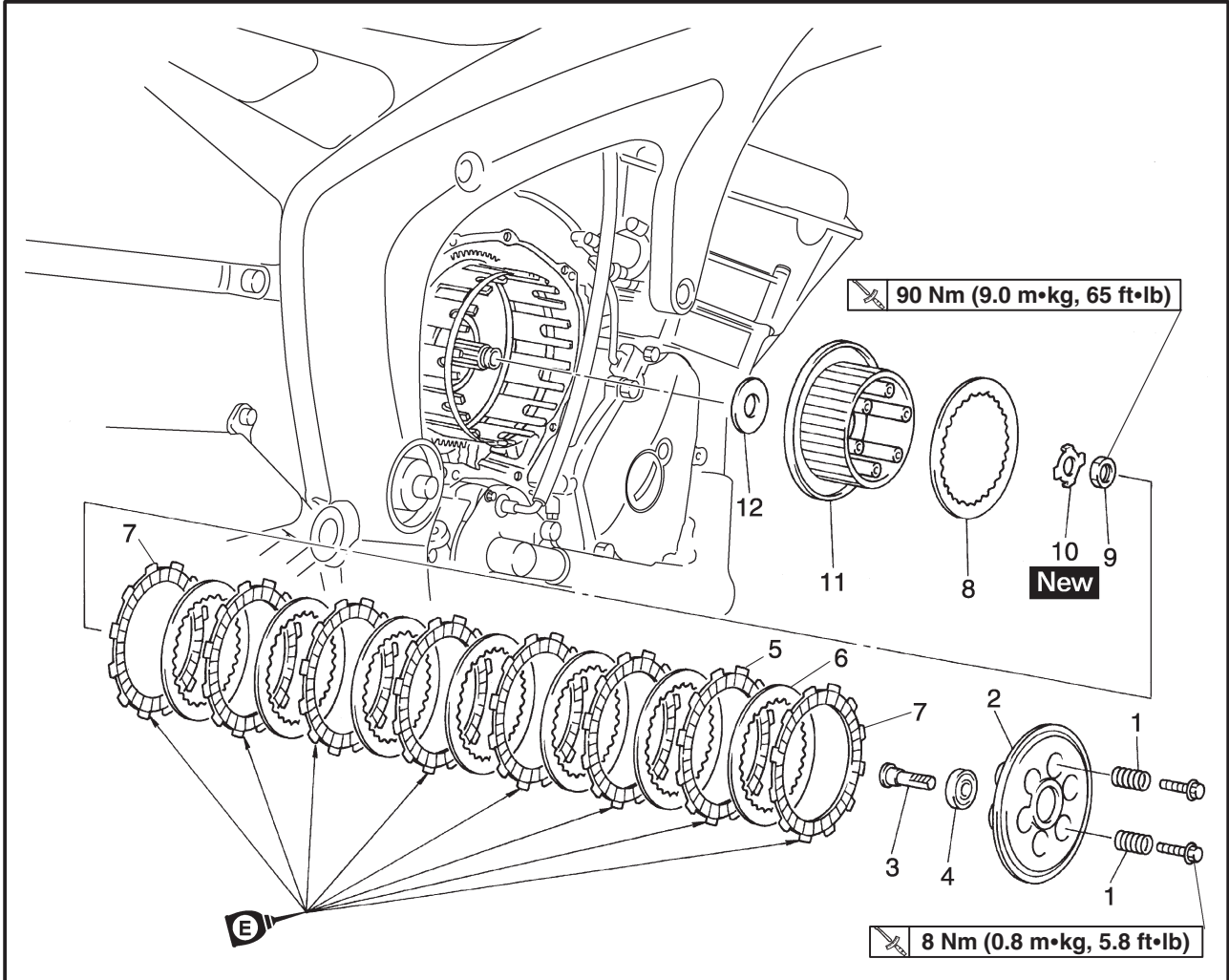


Order	Job/Part	Q'ty	Remarks
	<b>Disassembling the clutch cover</b>		Disassemble the parts in the order listed.
①	Circlip	2	
②	Washer	1	
③	Pull lever	1	
④	Pull lever spring	1	
⑤	Washer	1	
⑥	Oil seal	1	
⑦	Bearing	2	
⑧	Pull lever shaft	1	
⑨	Washer	1	
			For assembly, reverse the disassembly procedure.

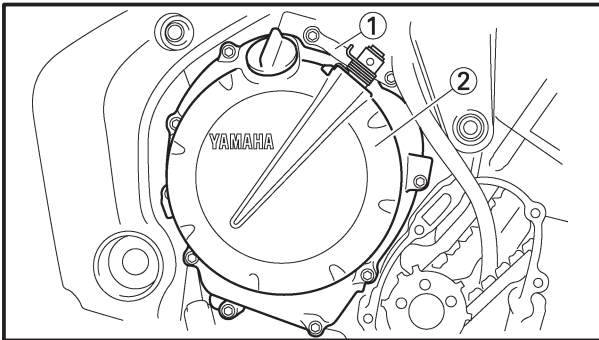


EAS00274

CLUTCH



Order	Job/Part	Q'ty	Remarks
	<b>Removing the clutch</b>		Remove the parts in the order listed.
1	Compression spring	6	
2	Pressure plate	1	
3	Pull rod	1	
4	Bearing	1	
5	Friction plate (Brown)	6	
6	Clutch plate (t=2.0 mm, 0.08 in)	7	
7	Friction plate	2	
8	Clutch plate (t=2.3 mm, 0.09 in)	1	
9	Clutch boss nut	1	
10	Lock plate	1	
11	Clutch boss	1	
12	Thrust plate	1	
			For installation, reverse the removal procedure.



EAS00276

**REMOVING THE CLUTCH**

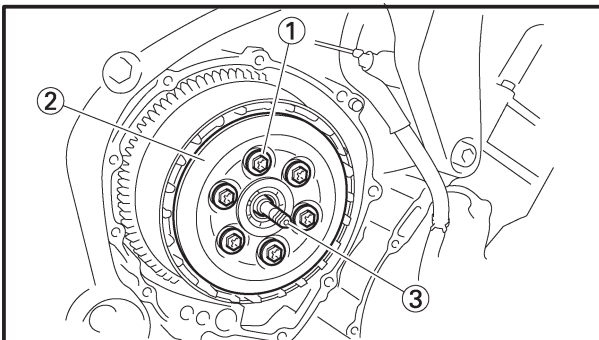
1. Remove:

- clutch cable holder ①
- clutch cover ②
- gasket

**NOTE:**

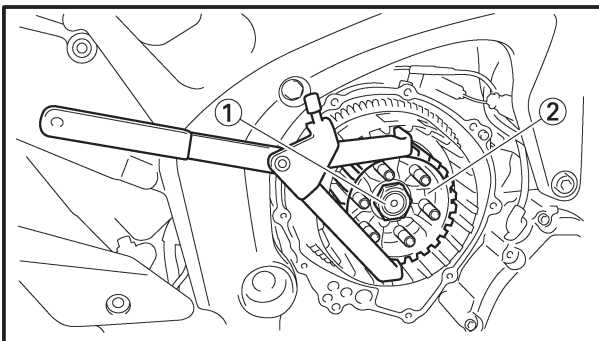
Loosen each bolt 1/4 of a turn at a time, in stages and in a crisscross pattern.

After all of the bolts are fully loosened, remove them.



2. Remove:

- compression spring bolts ①
- compression springs
- pressure plate ②
- pull rod ③
- friction plates
- clutch plates



3. Straighten the lock washer tab.

4. Loosen:

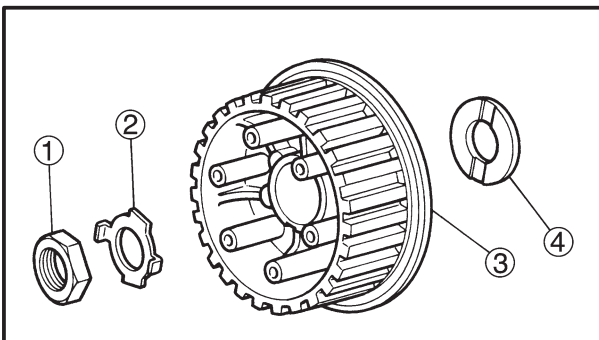
- clutch boss nut ①

**NOTE:**

While holding the clutch boss ② with the universal clutch holder, loosen the clutch boss nut.

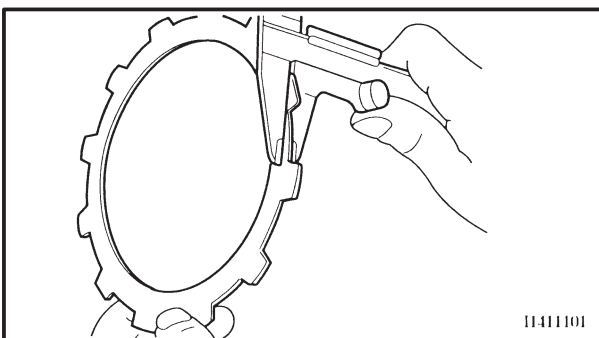


**Universal clutch holder**  
90890-04086, YM-91042



5. Remove:

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



EAS00280

**CHECKING THE FRICTION PLATES**

The following procedure applies to all of the friction plates.

1. Check:

- friction plate

Damage/wear → Replace the friction plates as a set.

11411101



## 2. Measure:

- friction plate thickness

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

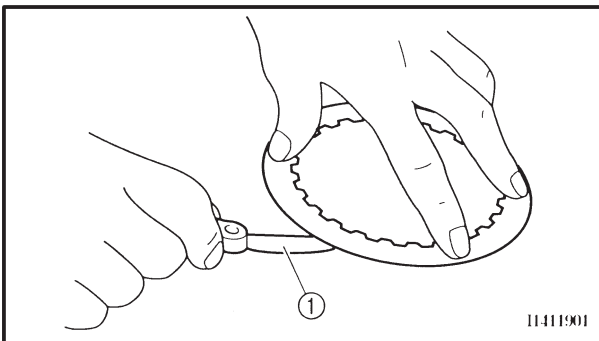
**NOTE:**

Measure the friction plate at four places.

**Friction plate thickness**

2.9 ~ 3.1 mm (0.114 ~ 0.122 in)

<Limit>: 2.8 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:

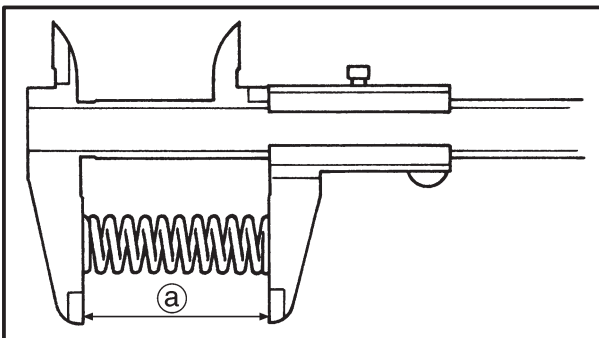
- clutch plate warpage

(with a surface plate and thickness gauge ①)

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

**Clutch plate warpage limit**

0.1 mm (0.0039 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:

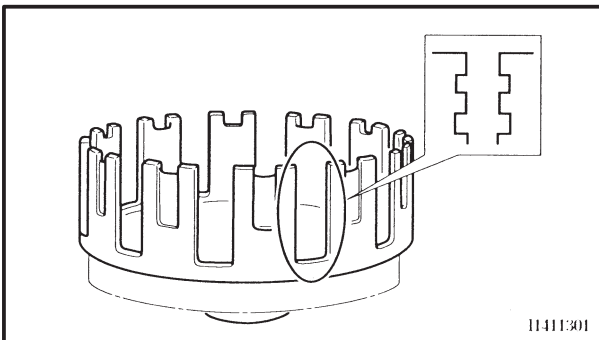
- clutch spring free length ①  
Out of specification → Replace the clutch springs as a set.



**Clutch spring free length**

**55 mm (2.17 in)**

**<Limit>: 52.3 mm (2.06 in)**



EAS00284

**CHECKING THE CLUTCH HOUSING**

1. Check:

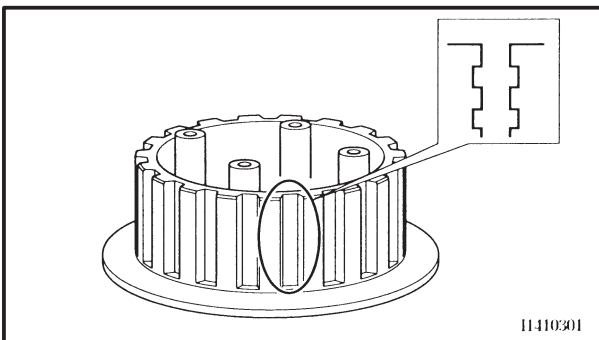
- clutch housing dogs  
Damage/pitting/wear → Deburr the clutch housing dogs or replace the clutch housing.

**NOTE:**

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

2. Check:

- bearing  
Damage/wear → Replace the bearing and clutch housing.



EAS00285

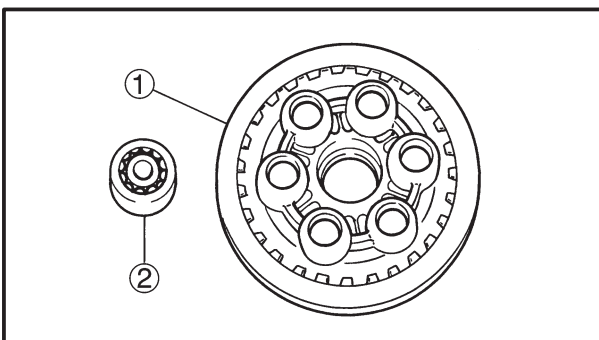
**CHECKING THE CLUTCH BOSS**

1. Check:

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

**NOTE:**

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



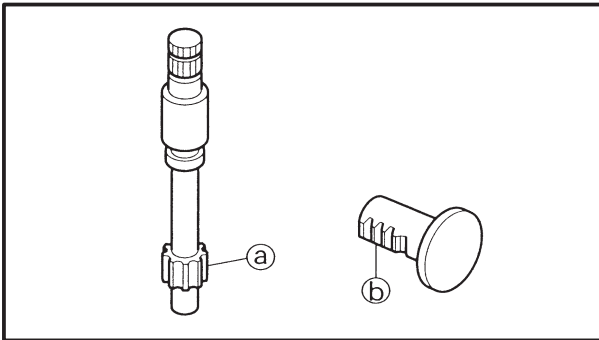
EAS00286

**CHECKING THE PRESSURE PLATE**

1. Check:

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





EAS00287

### CHECKING THE PULL LEVER SHAFT AND PULL ROD

#### 1. Check:

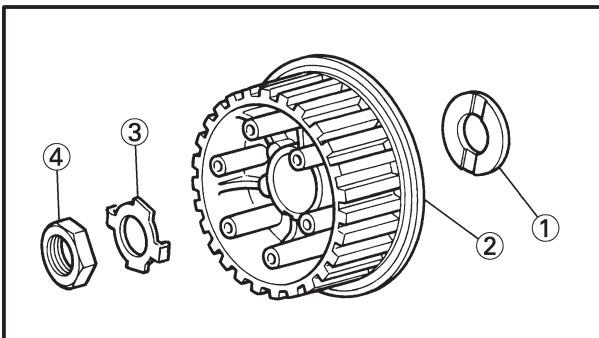
- pull lever shaft pinion gear teeth (a)
- pull rod teeth (b)

Damage/wear → Replace the pull rod and pull lever shaft pinion gear as a set.

#### 2. Check:

- pull rod bearing

Damage/wear → Replace.



EAS00299

### INSTALLING THE CLUTCH

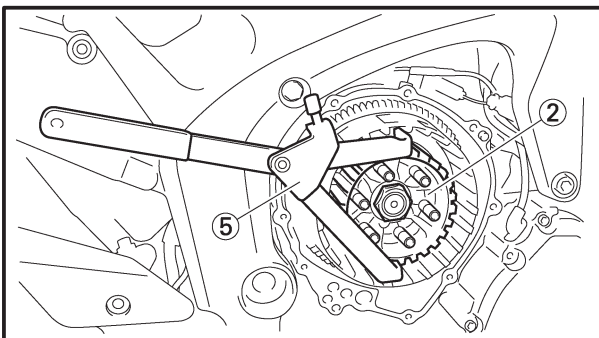
#### 1. Install:

- thrust plate (1)
- clutch boss (2)
- lock washer (3) **New**
- clutch boss nut (4)

90 Nm (9.0 m•kg, 65 ft•lb)

#### NOTE:

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



**Universal clutch holder**  
90890-04089, YM-91042

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

#### 4. Lubricate:

- friction plates
- clutch plates  
(with the recommended lubricant)



**Recommended lubricant**  
Engine oil

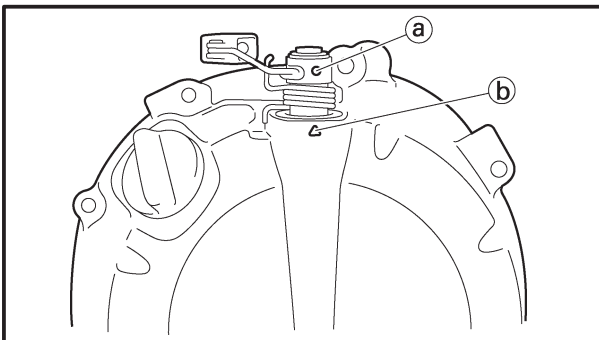




9. Install:
- clutch cover
  - gasket **New**
  - clutch cable holder

**NOTE:** \_\_\_\_\_

- Install the pull rod so that the teeth face towards the rear of the motorcycle. Then, install the clutch cover.
- Apply oil onto the bearing.
- Apply molybdenum disulfide grease onto the pull rod.
- When installing the clutch cover, push the pull lever and check that the punch mark (a) on the pull lever aligns with the mark (b) on the clutch cover. Make sure that the pull rod teeth and pull lever shaft pinion gear are engaged.
- Tighten the clutch cover bolts in stages and in a crisscross pattern.

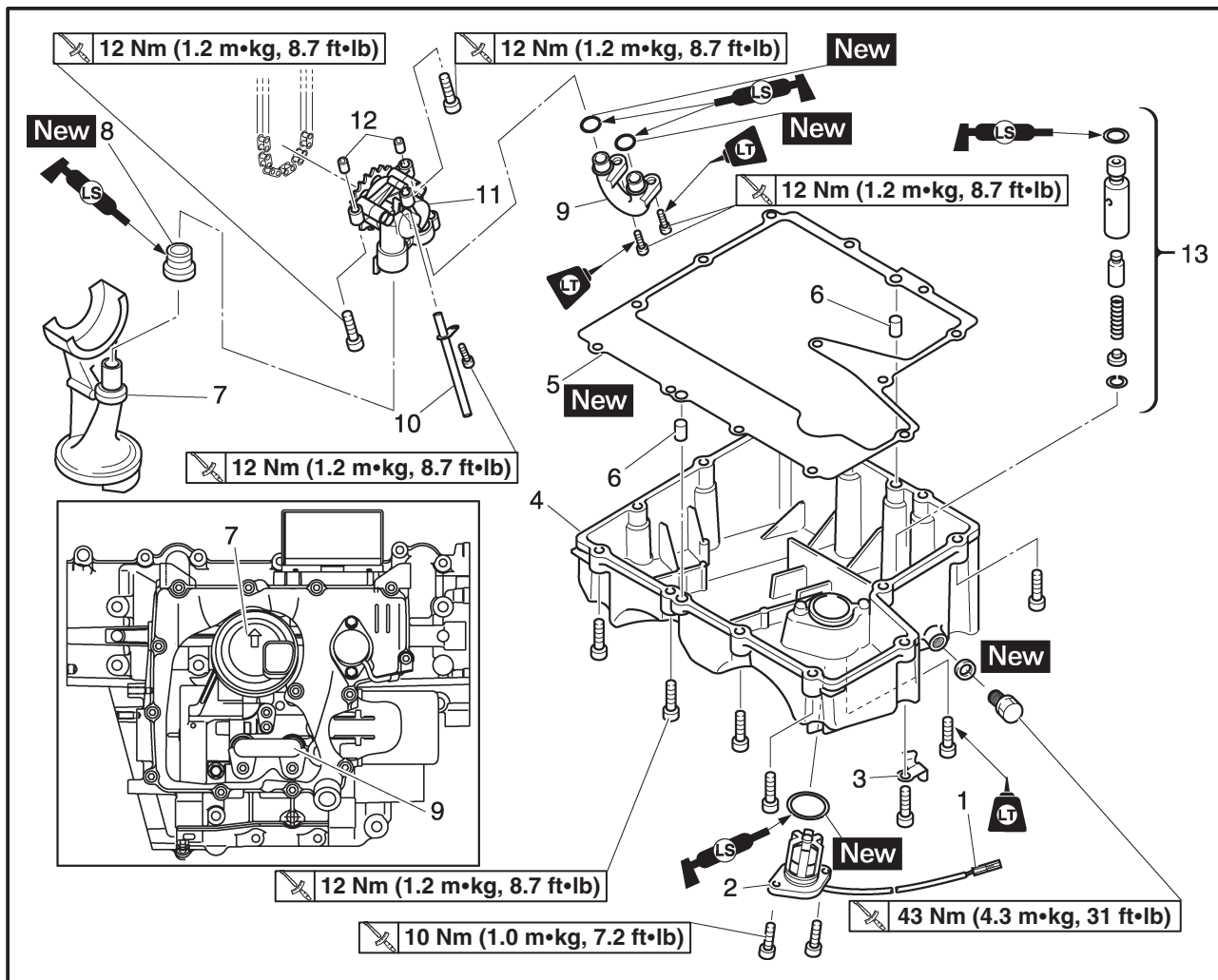


10. Adjust:
- clutch cable free play  
Refer to “ADJUSTING THE CLUTCH CABLE FREE PLAY” in chapter 3.



EAS00356

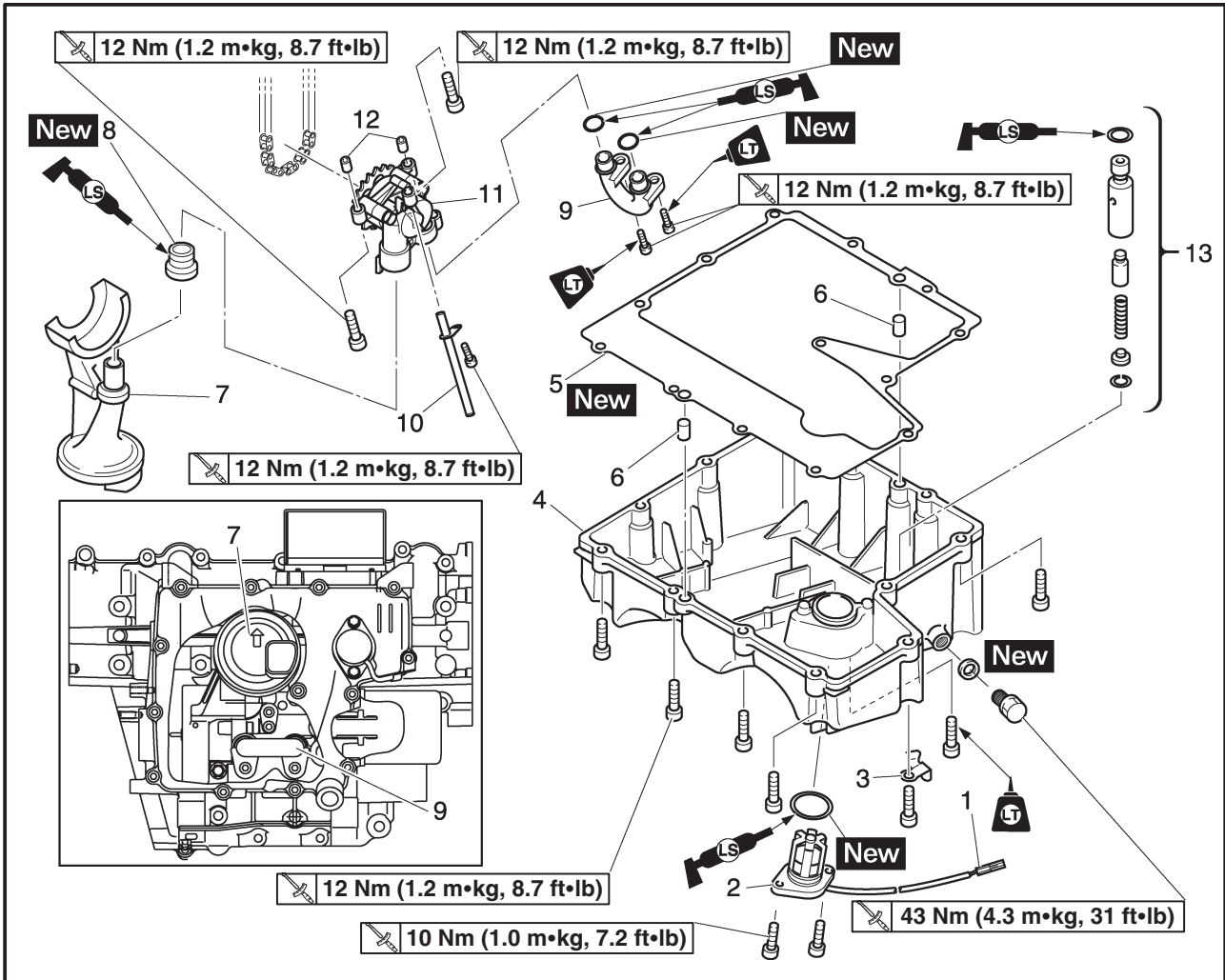
OIL PAN AND OIL PUMP



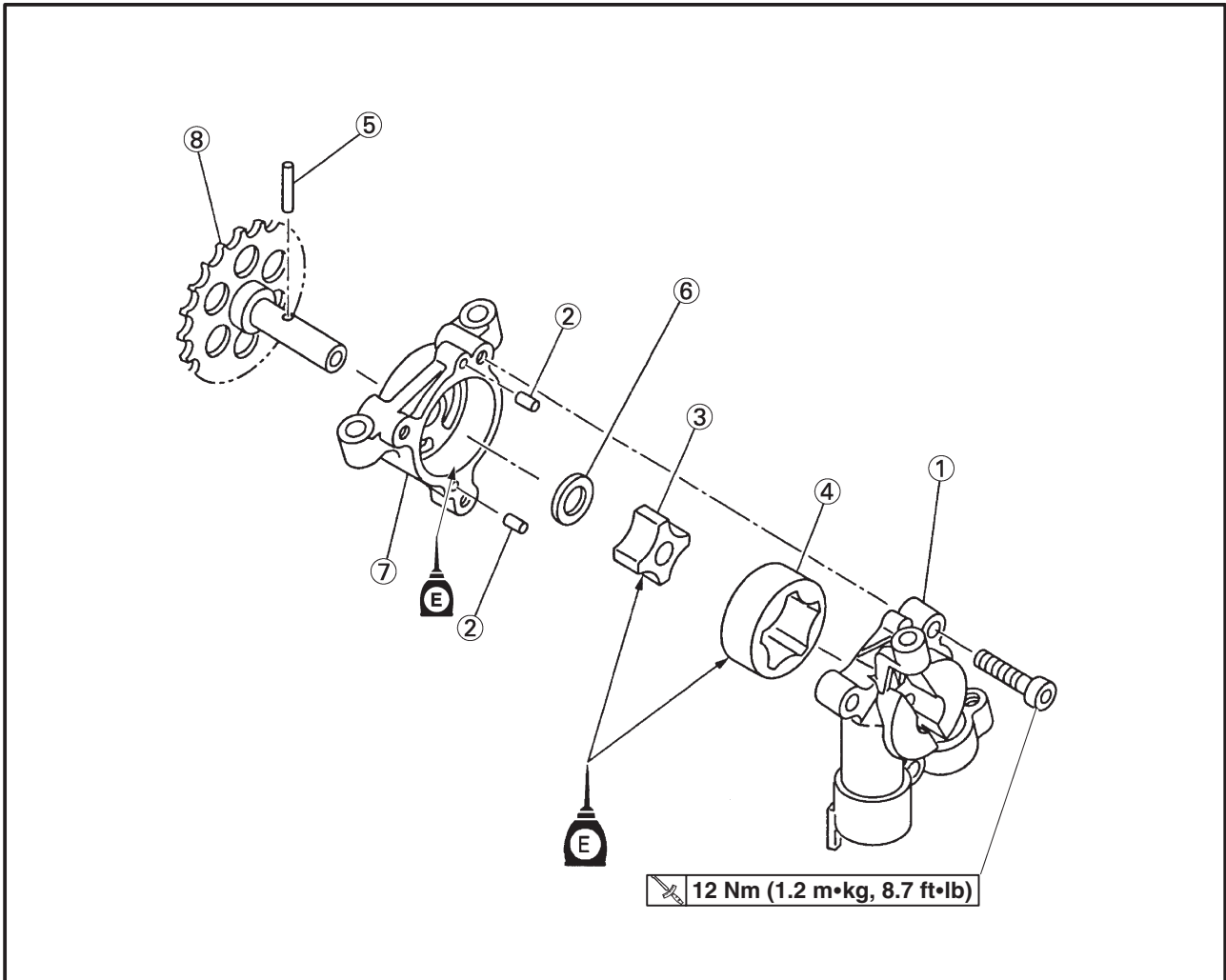
Order	Job/Part	Q'ty	Remarks
	<b>Removing the oil pan and oil pump</b>		Remove the parts in the order listed.
	Engine oil		Drain.
	Coolant		Refer to "CHANGING THE ENGINE OIL" in chapter 3.
	Exhaust pipe assembly		Refer to "CHANGING THE COOLANT" in chapter 3.
	Water pump		Refer to "ENGINE".
	Oil level switch coupler	1	Refer to "WATER PUMP" in chapter 6.
1	Oil level switch coupler	1	Disconnect.
2	Oil level switch	1	
3	Oil level switch lead holder	1	
4	Oil pan	1	
5	Oil pan gasket	1	
6	Dowel pin	2	
7	Oil strainer	1	
8	Oil strainer gasket	1	

# OIL PAN AND OIL PUMP

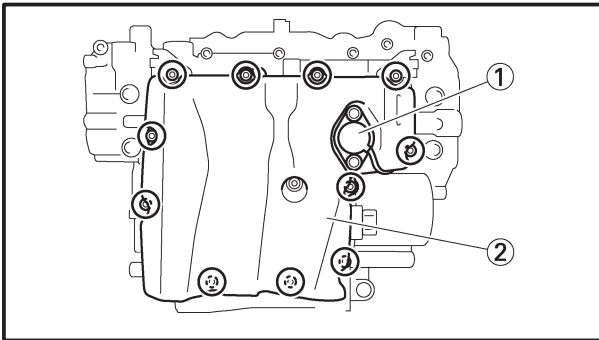
ENG



Order	Job/Part	Q'ty	Remarks
9	Oil pipe	1	For installation, reverse the removal procedure.
10	Oil delivery pipe	1	
11	Oil pump assembly	1	
12	Dowel pin	2	
13	Relief valve assembly	1	



Order	Job/Part	Q'ty	Remarks
	<b>Disassembling the oil pump assembly</b>		Disassemble the parts in the order listed.
①	Oil pump cover	1	
②	Pin	2	
③	Oil pump inner rotor	1	
④	Oil pump outer rotor	1	
⑤	Pin	1	
⑥	Washer	1	
⑦	Oil pump rotor housing	1	
⑧	Oil pump driver sprocket	1	
			For assembly, reverse the disassembly procedure.



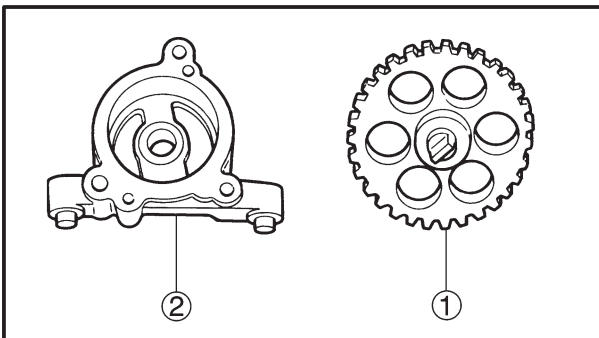
EAS00362

## REMOVING THE OIL PAN

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

### NOTE:

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

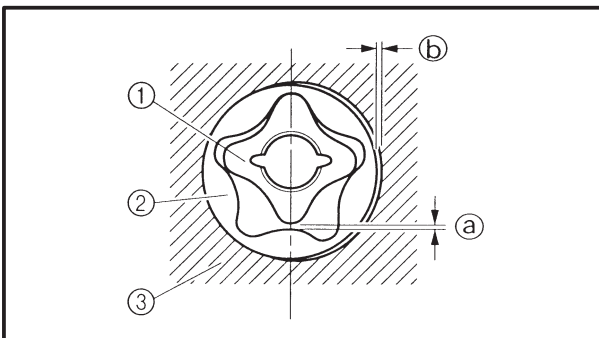


EAS00364

## CHECKING THE OIL PUMP

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

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



### 2. Measure:

- inner-rotor-to-outer-rotor-tip clearance ①
- outer-rotor-to-oil-pump-housing clearance ②

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



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

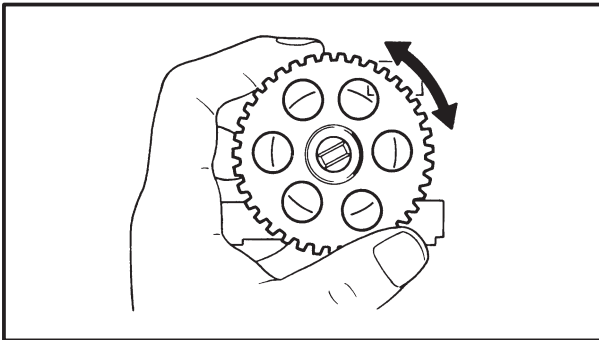
0.03 ~ 0.09 mm  
(0.0012 ~ 0.0035 in)

<Limit>: 0.15 mm (0.0059 in)

### Outer-rotor-to-oil-pump-housing clearance

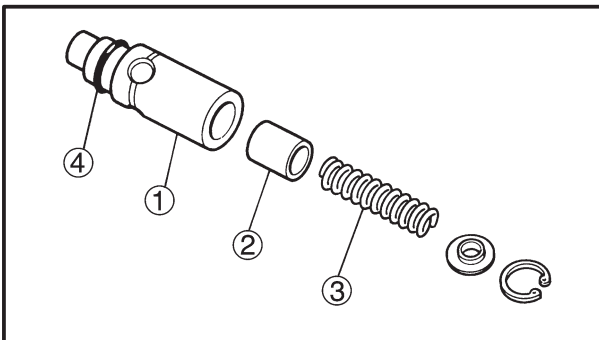
0.03 ~ 0.08 mm  
(0.0012 ~ 0.0032 in)

<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).



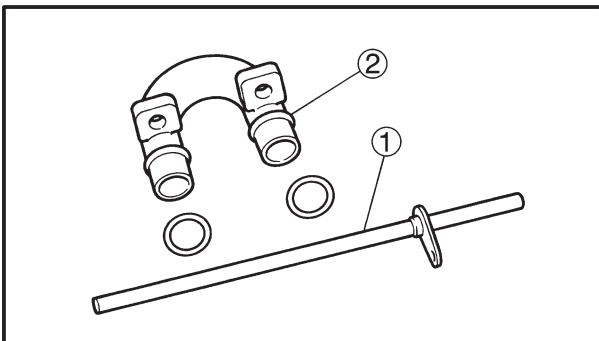
EAS00365

### CHECKING THE RELIEF VALVE

1. Check:

- relief valve body ①
- relief valve ②
- spring ③
- O-ring ④

Damage/wear → Replace the defective part(s).



EAS00367

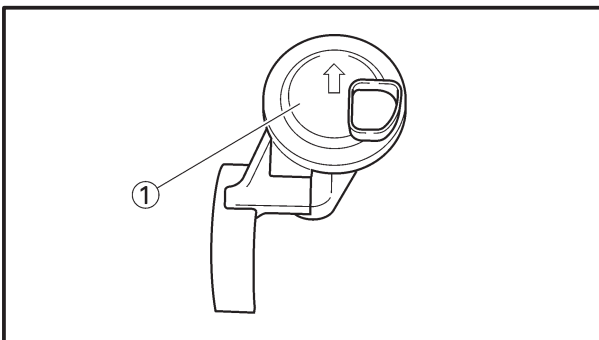
### CHECKING THE OIL DELIVERY PIPE AND OIL PIPE

1. Check:

- oil delivery pipe ①
- oil pipe ②

Damage → Replace.

Obstruction → Wash and blow out with compressed air.



EAS00368

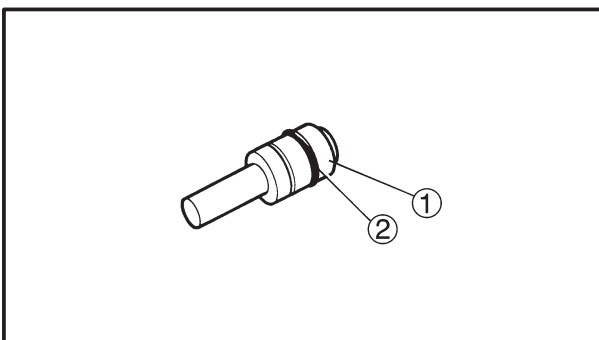
### CHECKING THE OIL STRAINER

1. Check:

- oil strainer ①

Damage → Replace.

Contaminants → Clean with solvent.



EAS00373

### CHECKING THE OIL NOZZLES

The following procedure applies to all of the oil nozzles.

1. Check:

- oil nozzle ①

Damage/wear → Replace the oil nozzle.

- O-ring ②

Damage/wear → Replace.

- oil nozzle passage

Obstruction → Blow out with compressed air.





EAS00374

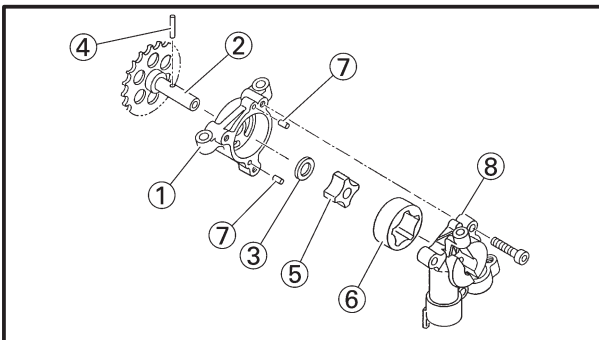
## ASSEMBLING THE OIL PUMP

### 1. Lubricate:

- inner rotor
- outer rotor
- oil pump shaft  
(with the recommended lubricant)




**Recommended lubricant**  
**Engine oil**



### 2. Install:

- oil pump housing ①
- oil pump shaft ②
- washer ③
- pin ④
- inner rotor ⑤
- outer rotor ⑥
- dowel pins ⑦
- oil pump cover ⑧

 **12 Nm (1.2 m•kg, 8.7 ft•lb)**

### NOTE:

When installing the inner rotor, align the pin ④ in the oil pump shaft with the groove in the inner rotor ⑤.

### 3. Check:


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

EAS00376

## INSTALLING THE OIL PUMP

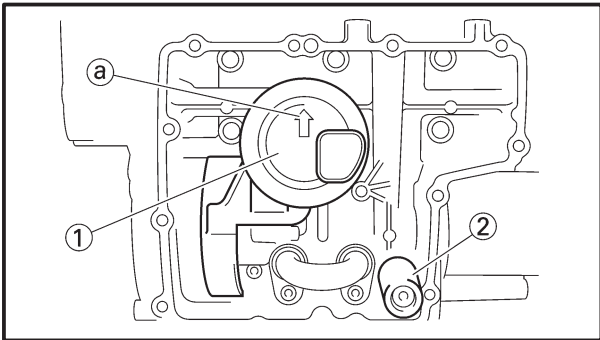
### 1. Install:

- oil pump drive chain
- gear cover
- oil pump

 **12 Nm (1.2 m•kg, 8.7 ft•lb)**

### CAUTION:

**After tightening the bolts, make sure the oil pump turns smoothly.**



EAS00378

## INSTALLING THE OIL STRAINER




1. Install:
  - oil strainer ①
  - relief valve ②

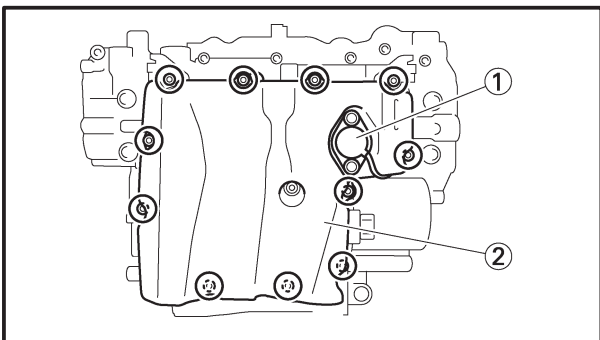
### NOTE:

Make sure to check the arrow mark (a) located on the oil strainer housing for the front and rear direction of the engine and then install the oil strainer so that its arrow mark points to the front side of the engine.

EAS00380

## INSTALLING THE OIL PAN

1. Install:
  - oil pipe
  - oil delivery pipe
2. Install:
  - dowel pins
  - gasket **New**
  - oil pan ①  **12 Nm (1.2 m•kg, 8.7 ft•lb)**
  - oil level switch ②  **10 Nm (1.0 m•kg, 7.2 ft•lb)**
  - engine oil drain bolt  **43 Nm (4.3 m•kg, 31 ft•lb)**



### **⚠ WARNING**

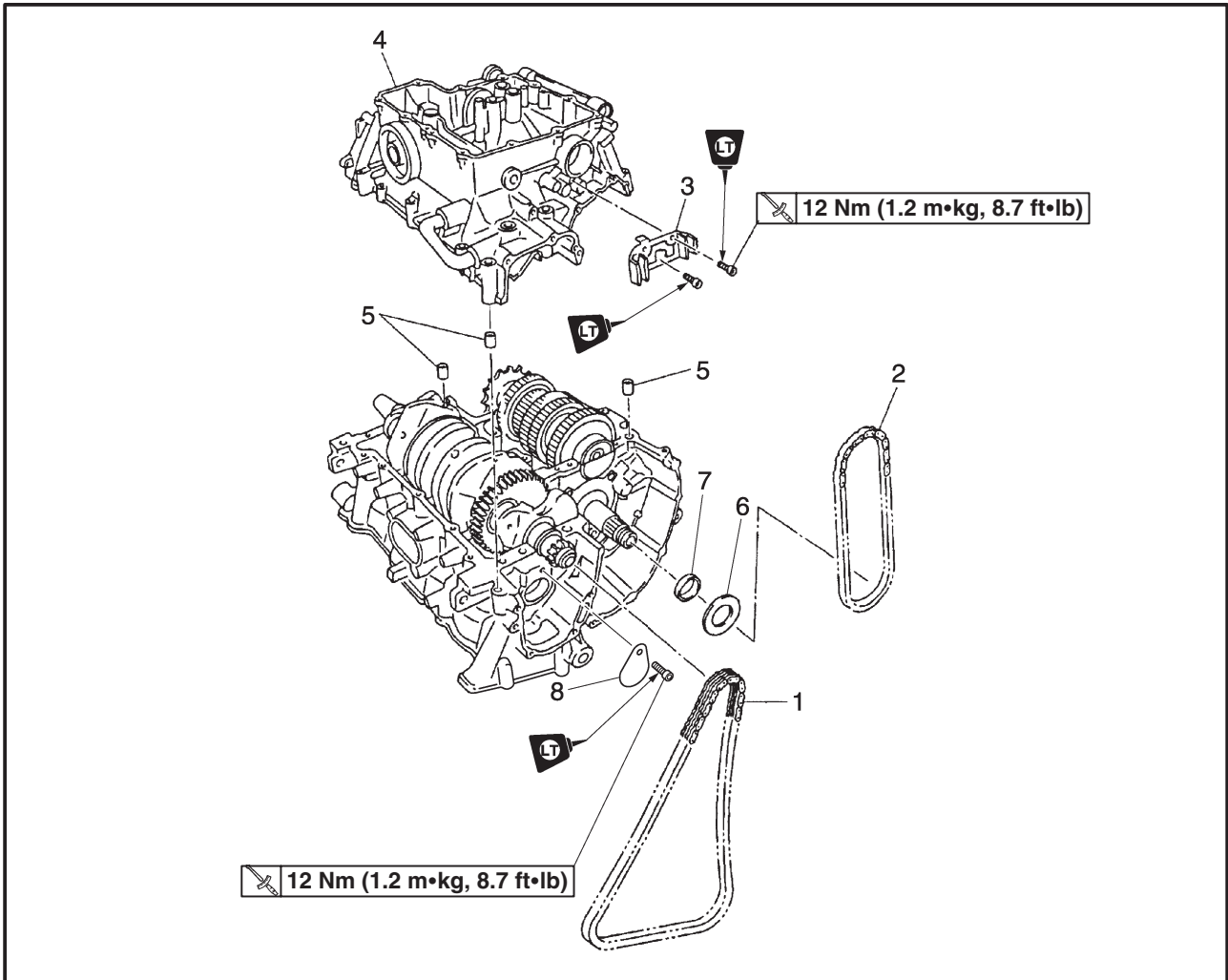
Always use new copper washers.

### NOTE:

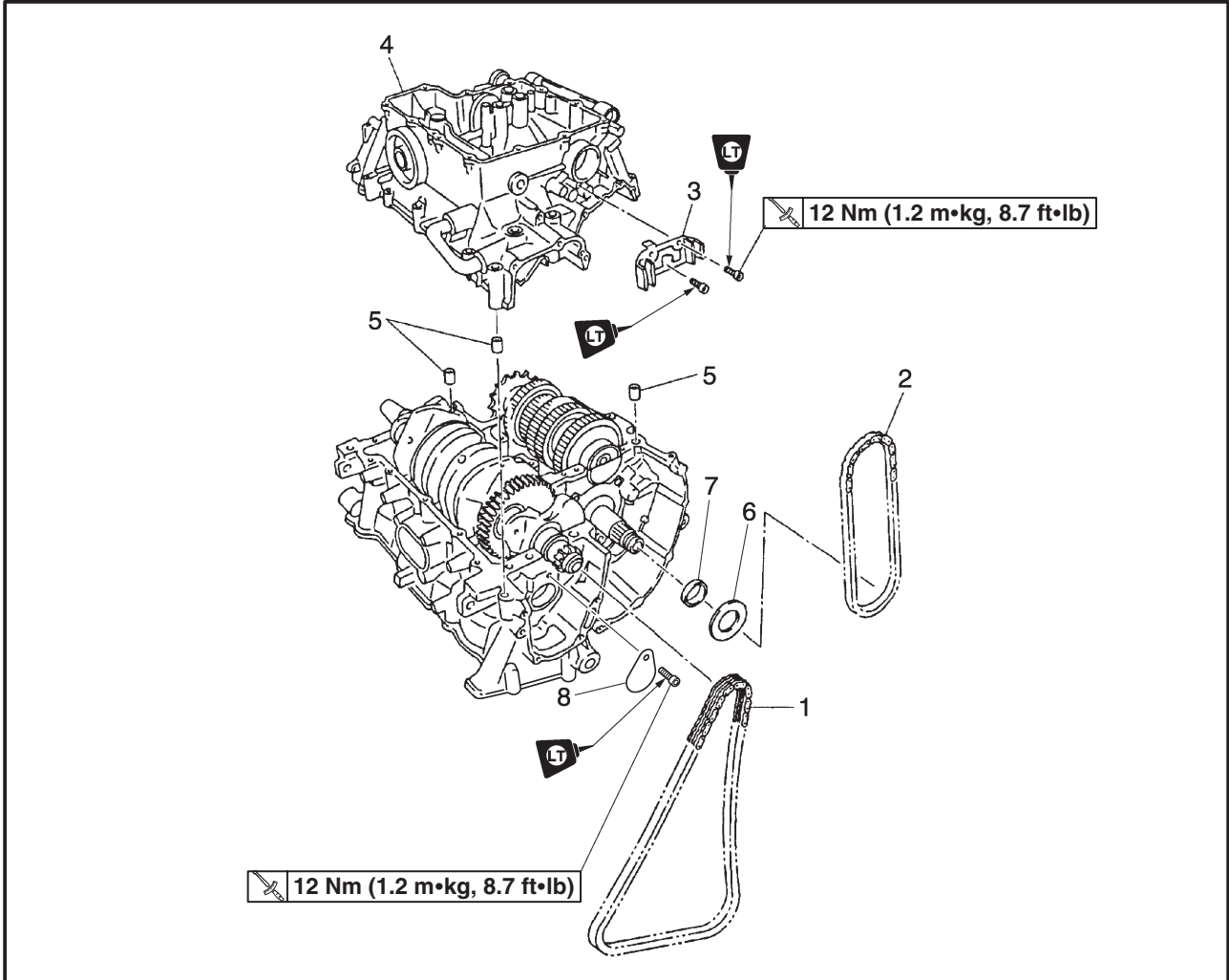
- Tighten the oil pan bolts in stages and in a crisscross pattern.
- Lubricate the oil level switch O-ring with engine oil.



CRANKCASE



Order	Job/Part	Q'ty	Remarks
	<b>Removing the crankcase</b>		
	Engine		Remove the parts in the order listed. Refer to "ENGINE".
	Cylinder head		Refer to "CYLINDER HEAD".
	Starter clutch and generator		Refer to "STARTER CLUTCH AND GENERATOR".
	Shift shaft		Refer to "SHIFT SHAFT".
	Crankshaft position sensor and pickup rotor		Refer to "CRANKSHAFT POSITION SENSOR AND PICKUP ROTOR".
	Clutch		Refer to "CLUTCH".
	Water pump assembly		Refer to "WATER PUMP" in chapter 6.
	Oil pan and oil pump		Refer to "OIL PAN AND OIL PUMP".
1	Timing chain	1	
2	Oil pump drive chain	1	
3	Oil pump drive chain guide	1	
4	Lower crankcase	1	
5	Dowel pin	3	



Order	Job/Part	Q'ty	Remarks
6	Thrust plate	1	For installation, reverse the removal procedure.
7	Washer	1	
8	Plate	1	



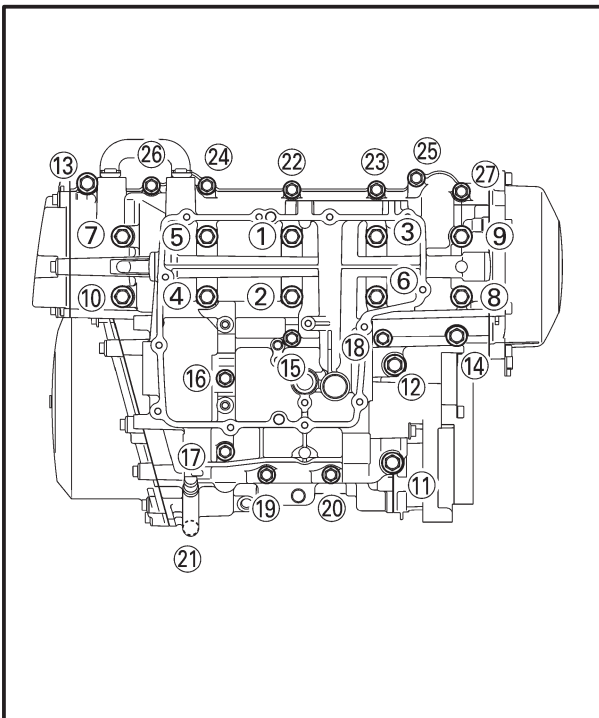
EAS00384

**DISASSEMBLING THE CRANKCASE**

1. Place the engine upside down.
2. Remove:
  - crankcase bolts

**NOTE:**

- Loosen each bolt 1/4 of a turn at a time, in stages and in a crisscross pattern. After all of the bolts are fully loosened, remove them.
- Loosen the bolts in decreasing numerical order (refer to the numbers in the illustration).
- The numbers embossed on the crankcase indicate the crankcase tightening sequence.



M8 × 85 mm (3.3 in) bolts: ① ~ ⑦, ⑩

M8 × 115 mm (4.5 in) bolts: ⑧, ⑨

M8 × 65 mm (2.6 in) bolts: ⑪, ⑫

M6 × 65 mm (2.6 in) bolts: ⑬, ⑭

M6 × 55 mm (2.2 in) bolts: ⑮, ⑲ ~ ⑳

M6 × 45 mm (1.8 in) bolts: ⑯, ⑱, ⑳

M6 × 65 mm (2.6 in) bolts: ⑰, ⑳

M6 × 75 mm (3.0 in) bolt: ⑱

M6 × 100 mm (3.9 in) bolts: ㉑

3. Remove:
  - lower crankcase

**CAUTION:**

**Tap on one side of the crankcase with a soft-face hammer. Tap only on reinforced portions of the crankcase, not on the crankcase mating surfaces. Work slowly and carefully and make sure the crankcase halves separate evenly.**

4. Remove:
  - dowel pins
5. Remove:
  - crankshaft journal lower bearing (from the lower crankcase)

**NOTE:**

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



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.

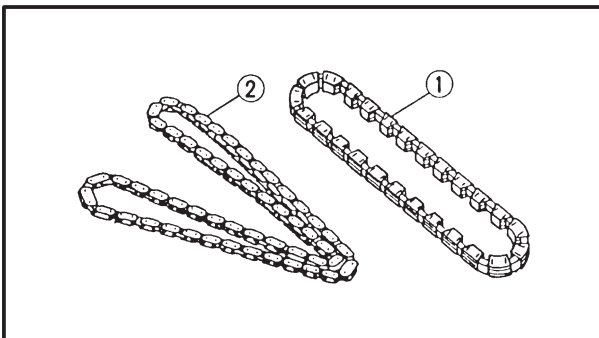
EAS00401

## CHECKING THE BEARINGS AND OIL SEALS

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

## CHECKING THE TIMING CHAIN

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

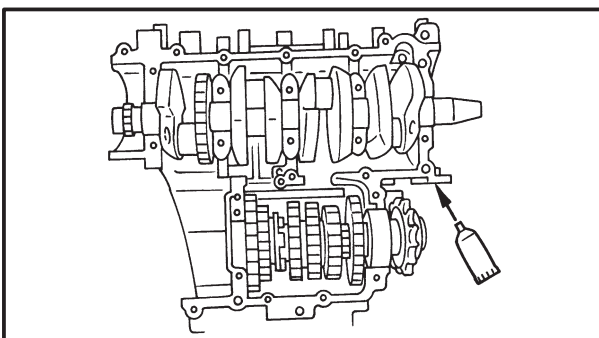


## ASSEMBLING THE CRANKCASE

1. Lubricate:
  - crankshaft journal bearings  
(with the recommended lubricant)



**Recommended lubricant**  
**Engine oil**



2. Apply:
  - sealant



**Yamaha bond No. 1215**  
**90890-85505, ACC-1109-05-01**



**NOTE:**

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

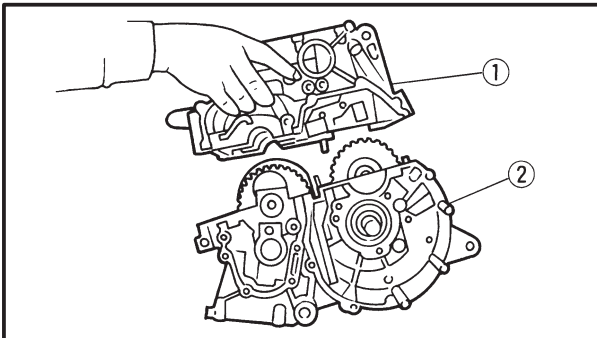
3. Install:

- dowel pin

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

5. Install:

- lower crankcase ①  
(onto the upper crankcase ②)



**CAUTION:**

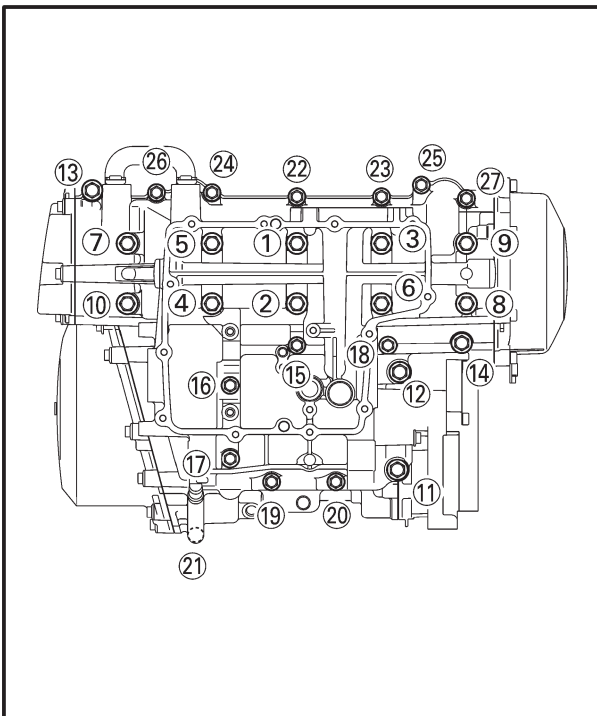
Before tightening the crankcase bolts, make sure that the transmission gears shift correctly when the shift drum assembly is turned by hand.

6. Install:

- crankcase bolts

**NOTE:**

- Lubricate the bolt threads with engine oil.
- Install a washer on bolts ① ~ ⑩.
- Seal bolt ⑱
- Tighten the bolts in the tightening sequence cast on the crankcase.



M8 × 85 mm (3.3 in) bolts: ① ~ ⑦, ⑩

M8 × 115 mm (4.5 in) bolts: ⑧, ⑨

M8 × 65 mm (2.6 in) bolts: ⑪, ⑫

M6 × 65 mm (2.6 in) bolts: ⑬, ⑭

M6 × 55 mm (2.2 in) bolts: ⑮, ⑲ ~ ⑳

M6 × 45 mm (1.8 in) bolts: ⑯, ⑲, ⑳

M6 × 65 mm (2.6 in) bolts: ⑰, ⑳

M6 × 75 mm (3.0 in) bolt: ⑱

M6 × 100 mm (3.9 in) bolt: ㉑



**Crankcase bolt**

**Bolt ① ~ ⑩**

**1st: 12 Nm (1.2 m•kg, 8.7 ft•lb)**

**2nd: 25 Nm (2.5 m•kg, 18 ft•lb)**

**\*3rd: 27 Nm (2.7 m•kg, 20 ft•lb)**

**Bolt ⑪, ⑫**

**24 Nm (2.4 m•kg, 17 ft•lb)**

**Bolt ⑬, ⑭**

**14 Nm (1.4 m•kg, 1.0 ft•lb)**

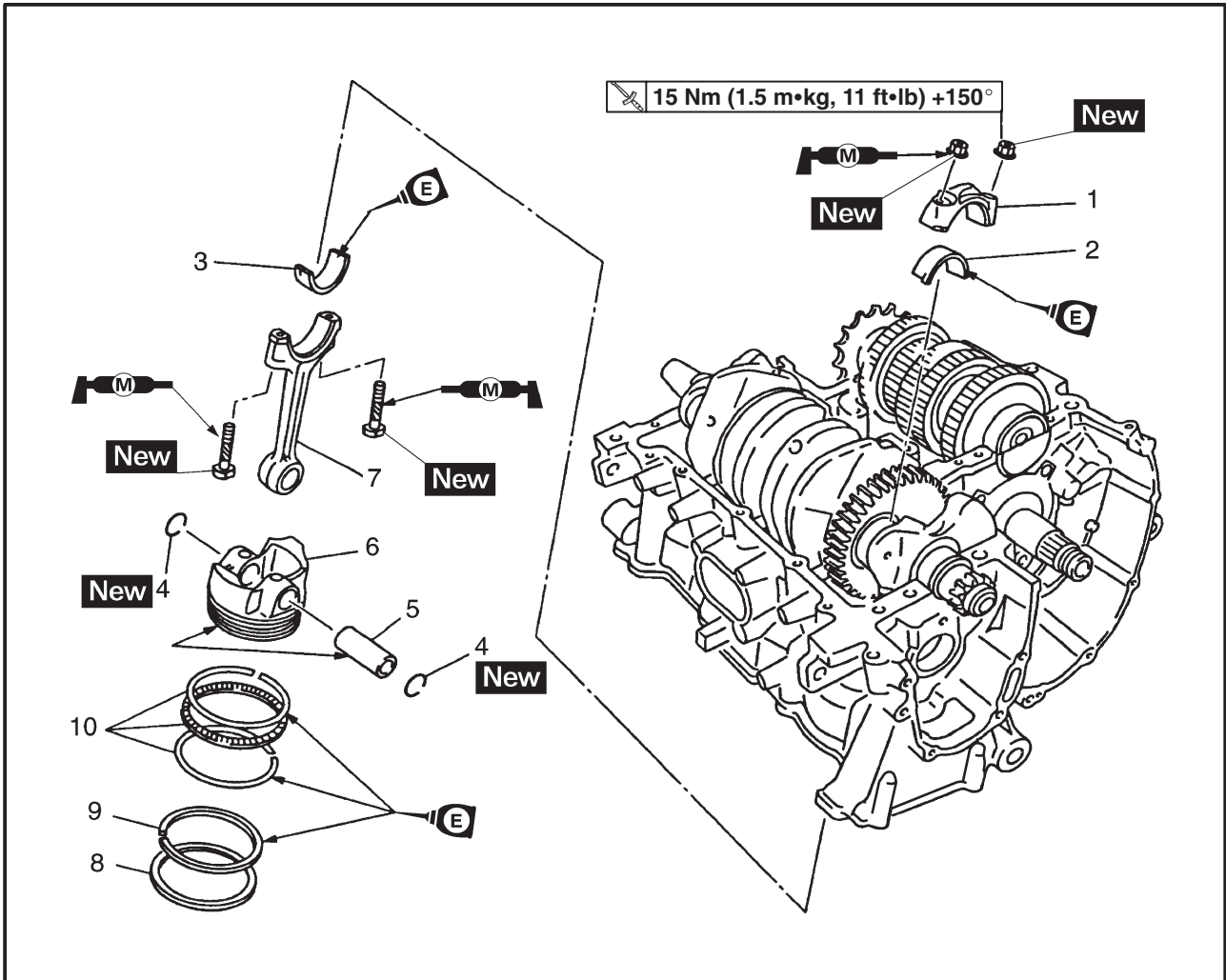
**Bolt ⑮ ~ ⑳**

**12 Nm (1.2 m•kg, 8.7 ft•lb)**

\* Loosen the bolts following the tightening order and then tighten to specification torque.

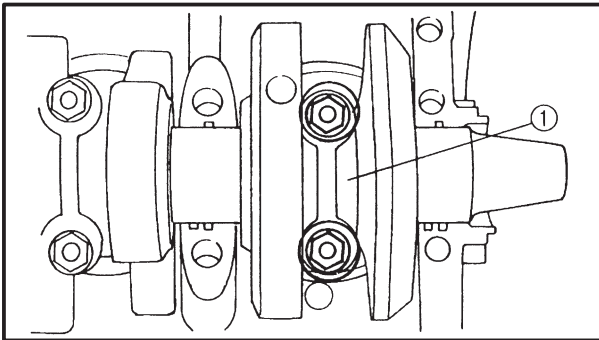
EAS00252

CONNECTING RODS AND PISTONS



Order	Job/Part	Q'ty	Remarks
	<b>Removing the connecting rods and pistons</b>		Remove the parts in the order listed.
	Lower crankcase		Refer to "CRANKCASE".
1	Connecting rod cap	4	
2	Big end lower bearing	4	
3	Big end upper bearing	4	
4	Piston pin clip	8	
5	Piston pin	4	
6	Piston	4	
7	Connecting rod	4	
8	Top ring	4	
9	2nd ring	4	
10	Oil ring	4	
			For installation, reverse the removal procedure.





EAS00393

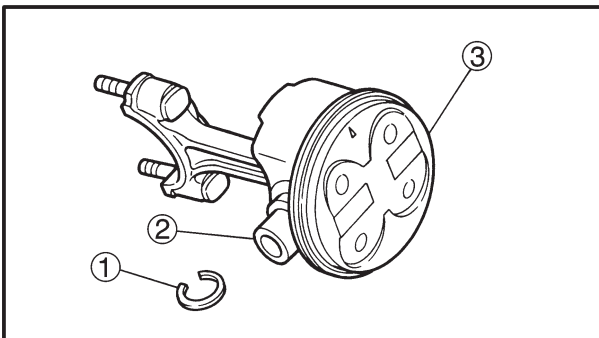
## REMOVING THE CONNECTING RODS AND PISTONS

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

- Remove:
  - connecting rod cap (1)
  - big end bearings

**NOTE:** \_\_\_\_\_

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



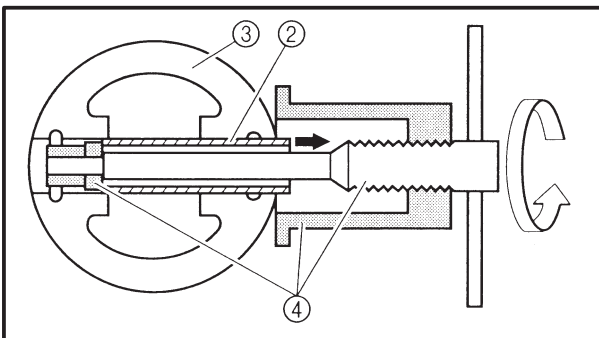
- Remove:
  - piston pin clips (1)
  - piston pin (2)
  - piston (3)

**CAUTION:** \_\_\_\_\_

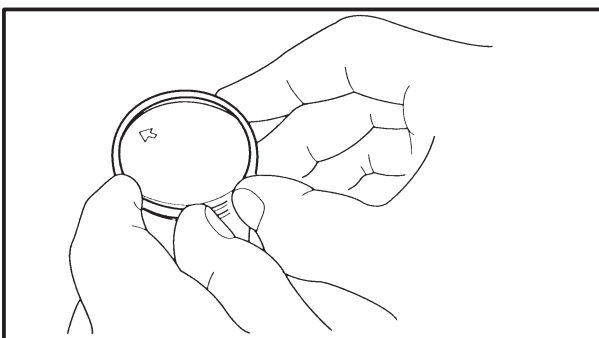
**Do not use a hammer to drive the piston pin out.**

**NOTE:** \_\_\_\_\_

- For reference during installation, put identification marks on the piston crown.
- Before removing the piston pin, deburr the piston pin clip groove and the piston pin bore area. If both areas are deburred and the piston pin is still difficult to remove, remove it with the piston pin puller set (4).



	<p><b>Piston pin puller set</b> 90890-01304, YU-01304</p>
--	---



- 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.



EAS00387

## REMOVING THE CRANKSHAFT ASSEMBLY

1. Remove:
  - crankshaft assembly
  - crankshaft journal upper bearings (from the upper crankcase)
 Refer to “CRANKSHAFT”.

**NOTE:** \_\_\_\_\_

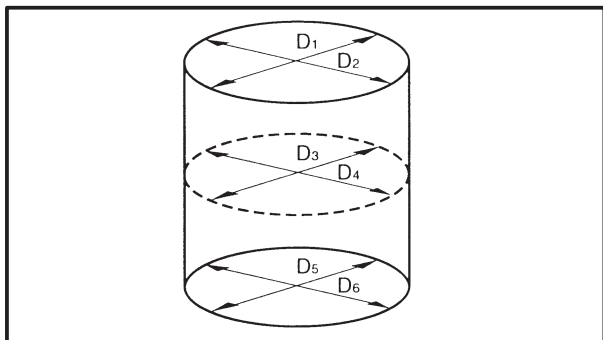
Identify the position of each crankshaft journal upper bearing so that it can be reinstalled in its original place.

\_\_\_\_\_

EAS00261

## 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:** \_\_\_\_\_

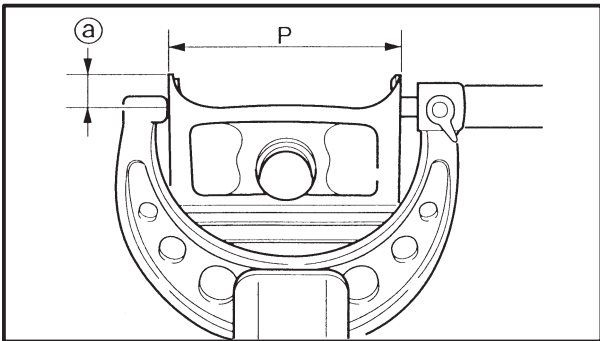
Measure cylinder bore “C” by taking side-to-side and front-to-back measurements of the cylinder. Then, find the average of the measurements.

\_\_\_\_\_



Cylinder bore "C"	65.50 ~ 65.51 mm (2.5787 ~ 2.5791 in)
Wear limit	65.56 mm (2.5811 in)
Taper limit "T"	0.05 mm (0.002 in)
Out of round "R"	0.05 mm (0.002 in)

"C" = maximum of D <sub>1</sub> ~ D <sub>6</sub>
"T" = maximum of D <sub>1</sub> or D <sub>2</sub> – maximum of D <sub>5</sub> or D <sub>6</sub>
"R" = maximum of D <sub>1</sub> D <sub>3</sub> or D <sub>5</sub> – minimum of D <sub>2</sub> D <sub>4</sub> or D <sub>6</sub>




- b. If out of specification, replace the cylinder, and the pistons and piston rings as a set.
- c. Measure piston skirt diameter "P" with the micrometer.
- Ⓐ 4 mm (0.16 in) from the bottom edge of the piston

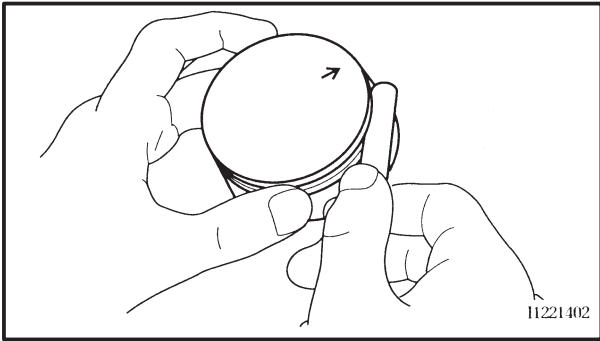
<b>Piston size "P"</b> 65.475 ~ 65.490 mm (2.5778 ~ 2.5783 in)
--

- 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.

<b>Piston-to-cylinder clearance =</b> <b>Cylinder bore "C" –</b> <b>Piston skirt diameter "P"</b>
---

 <b>Piston-to-cylinder clearance</b> 0.010 ~ 0.035 mm (0.0004 ~ 0.0014 in) <Limit>: 0.055 mm (0.0022 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 ~ 0.065 mm

(0.0012 ~ 0.0026 in)

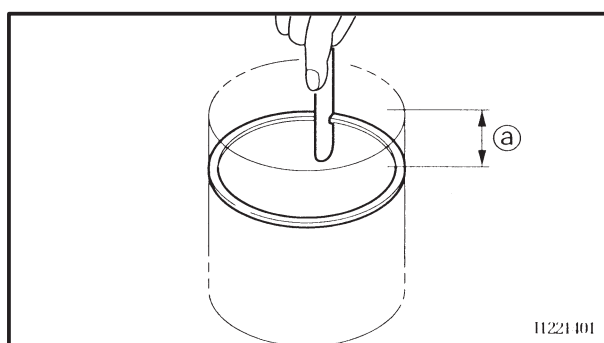
&lt;Limit&gt;: 0.115 mm (0.0045 in)

**2nd ring**

0.030 ~ 0.065 mm

(0.0012 ~ 0.0026 in)

&lt;Limit&gt;: 0.125 mm (0.0049 in)



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## 2. Install:

- piston ring  
(into the cylinder)

**NOTE:**

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

① 5 mm (0.20 in)

## 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**

0.25 ~ 0.35 mm

(0.0098 ~ 0.0138 in)

&lt;Limit&gt;: 0.60 mm (0.0236 in)

**2nd ring**

0.7 ~ 0.8 mm

(0.0276 ~ 0.0315 in)

&lt;Limit&gt;: 1.15 mm (0.0453 in)

**Oil ring**

0.10 ~ 0.35 mm

(0.0039 ~ 0.0138 in)

**CHECKING THE PISTON PINS**

The following procedure applies to all of the piston pins.

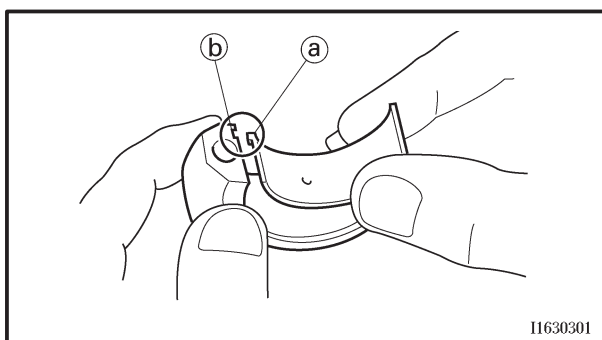
## 1. Check:

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



**CAUTION:**

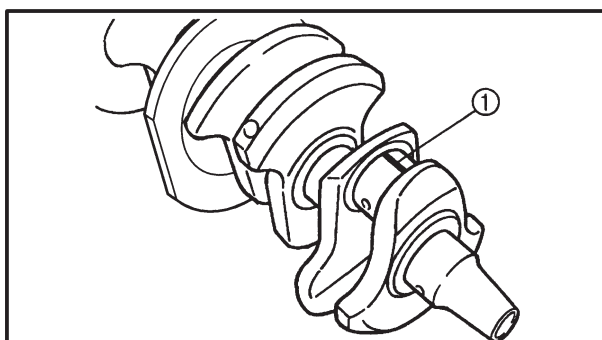
Do not interchange the big end bearings and connecting rods. To obtain the correct crankshaft-pin-to-big-end-bearing clearance and prevent engine damage, the big end bearings must be installed in their original positions.



- a. Clean the big end bearings, crankshaft pins, and the inside of the connecting rod halves.
- b. Install the big end upper bearing into the connecting rod and the big end lower bearing into the connecting rod cap.

**NOTE:**

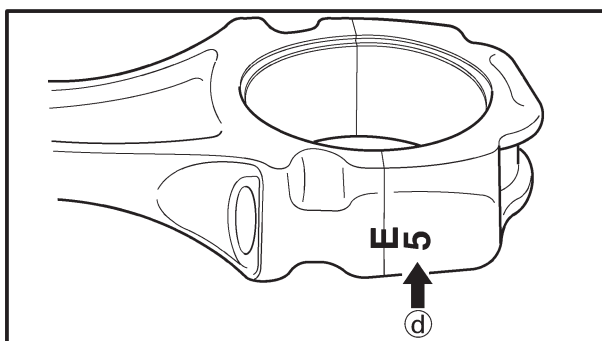
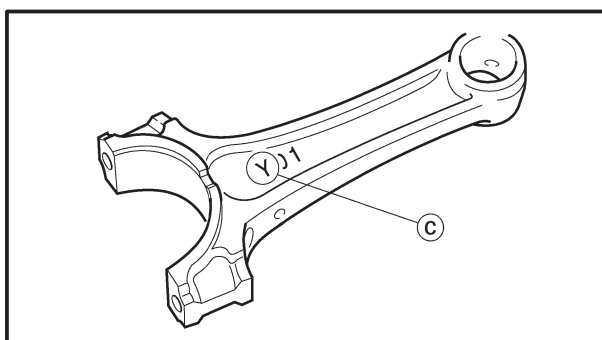
Align the projections (a) on the big end bearings with the notches (b) in the connecting rod and connecting rod cap.



- c. Put a piece of Plastigauge<sup>®</sup> (1) on the crankshaft pin.
- d. Assemble the connecting rod halves.

**NOTE:**

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



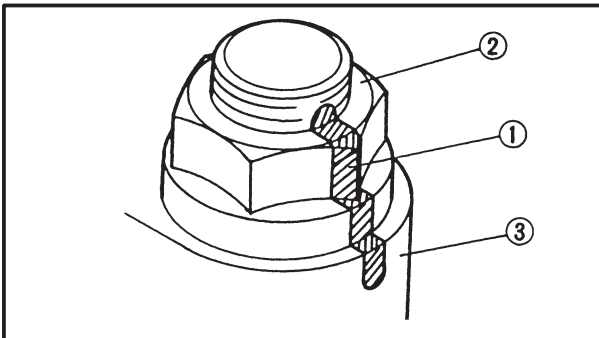
e. Tighten the connecting rod nuts.

	<p style="margin: 0;"><b>Connecting rod nut</b> 15 Nm (1.5 m•kg, 11 ft•lb) + 150°</p>
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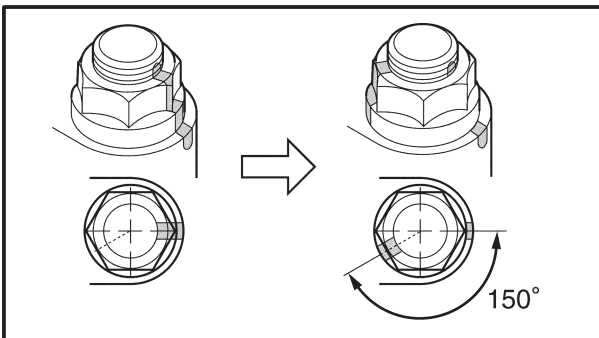
f. Replace the connecting rod bolts with new ones.

**CAUTION:** \_\_\_\_\_

**Tighten the connecting rod bolts using the plastic-region tightening angle method. Always install new bolts and nuts.**



- g. Clean the connecting rod bolts.
- h. Tighten the connecting rod bolts.
- i. Put a mark ① on the corner of the connecting rod nut ② and the connecting rod ③.



j. Tighten the nut further to reach the specified angle (150°).

**⚠ WARNING** \_\_\_\_\_

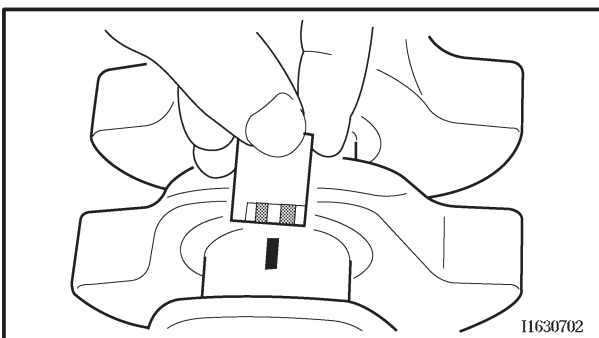
**When the nut is tightened more than the specified angle, do not loosen the nut and then retighten it. Replace the bolt with a new one and perform the procedure again.**

**CAUTION:** \_\_\_\_\_

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

**NOTE:** \_\_\_\_\_

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

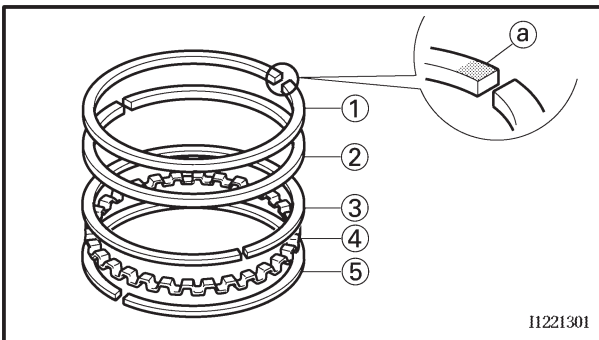
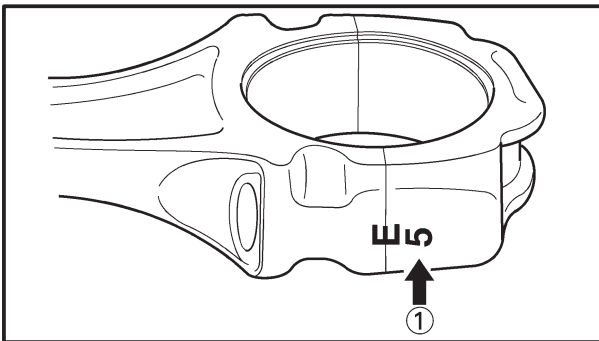
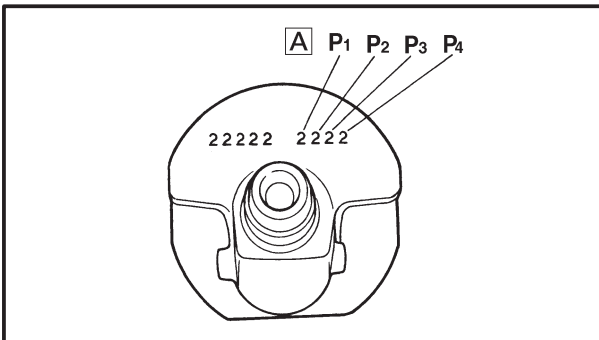
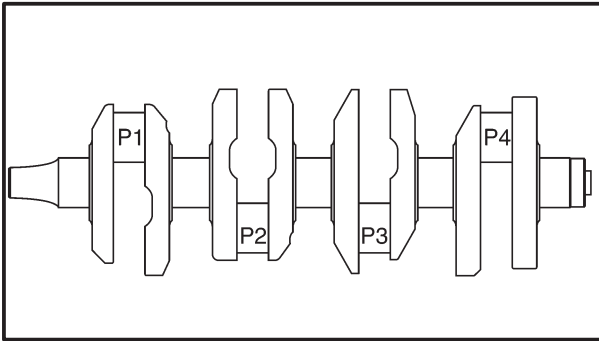


- k. Remove the connecting rod and big end bearings. Refer to “REMOVING THE CONNECTING RODS AND PISTONS”.
- l. Measure the compressed Plastigauge® width on the crankshaft pin. If the crankshaft-pin-to-big-end-bearing clearance is out of specification, select replacement big end bearings.



## CONNECTING RODS AND PISTONS

ENG



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2. Select:

- big end bearings (P1 ~ P4)

**NOTE:**

- The numbers **A** stamped into the crankshaft web and the numbers **①** on the connecting rods are used to determine the replacement big end bearing sizes.
- “P1” ~ “P4” refer to the bearings shown in the crankshaft illustration.

For example, if the connecting rod “P<sub>1</sub>” and the crankshaft web “P<sub>1</sub>” numbers are “5” and “2” respectively, then the bearing size for “P<sub>1</sub>” is:

$$\begin{aligned} &\text{“P}_1\text{” (connecting rod) – “P}_1\text{”} \\ &\text{(crankshaft) =} \\ &5 - 2 = 3 \text{ (brown)} \end{aligned}$$

### BIG END BEARING COLOR CODE

1	Blue
2	Black
3	Brown
4	Green

### INSTALLING THE CONNECTING ROD AND PISTON

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

1. Install:

- top ring **①**
- 2nd ring **②**
- upper oil ring rail **③**
- oil ring expander **④**
- lower oil ring rail **⑤**

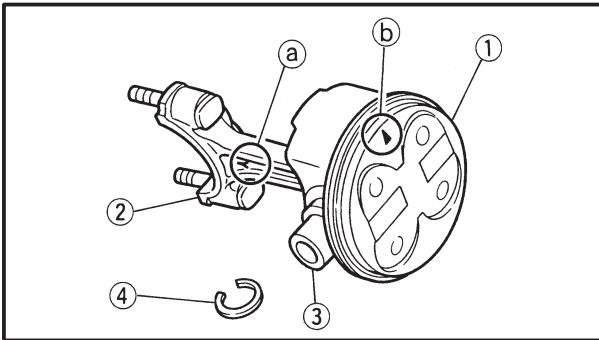
**NOTE:**

Be sure to install the piston rings so that the manufacturer’s marks or numbers **Ⓐ** face up.



## CONNECTING RODS AND PISTONS

ENG



### 2. Install:

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

### NOTE:

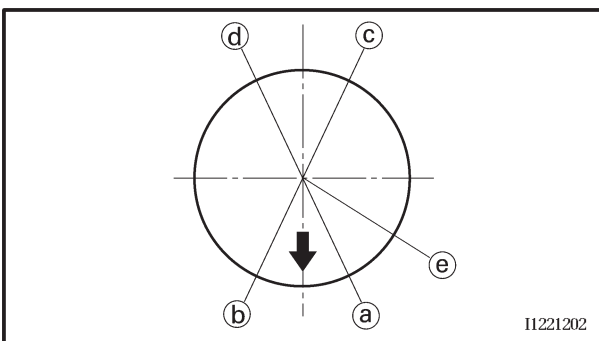
- Apply engine oil onto the piston pin.
- Make sure that the “Y” mark (a) on the connecting rod faces left when the arrow mark (b) on the piston is pointing up. Refer to the illustration.
- Reinstall each piston into its original cylinder (numbering order starting from the left: #1 to #4).

### 3. Lubricate:

- piston
- piston rings
- cylinder  
(with the recommended lubricant)



**Recommended lubricant**  
**Engine oil**



### 4. Offset:

- piston ring end gaps

- ① Top ring
- ② Lower oil ring rail
- ③ Upper oil ring rail
- ④ 2nd ring
- ⑤ Oil ring expander

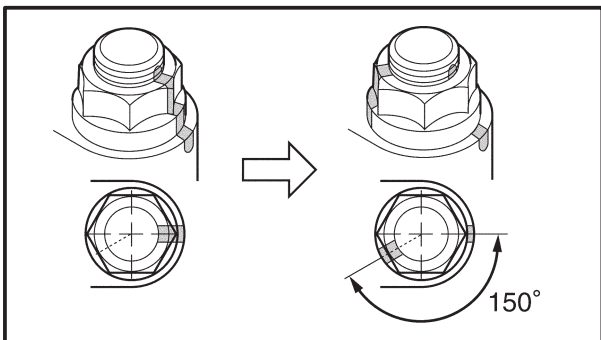
### 5. Lubricate:

- crankshaft pins
- big end bearings
- connecting rod big end inner surface  
(with the recommended lubricant)



**Recommended lubricant**  
**Engine oil**





e. Tighten the nut further to reach the specified angle (150°).

**⚠ WARNING**

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

**CAUTION:**

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

**NOTE:**

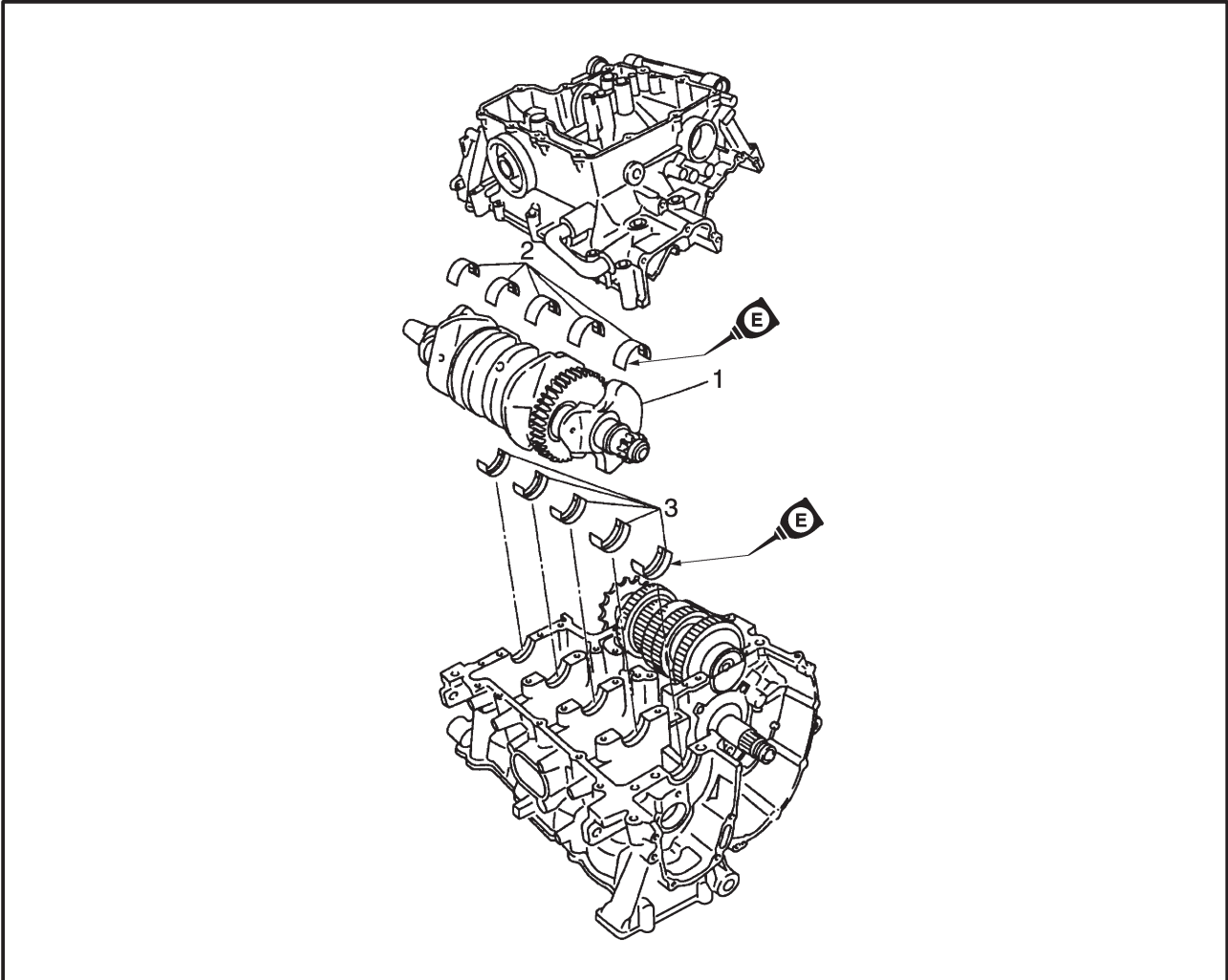
When using a hexagonal nut, note that the angle from one corner to another is 60°.





EAS00381

CRANKSHAFT

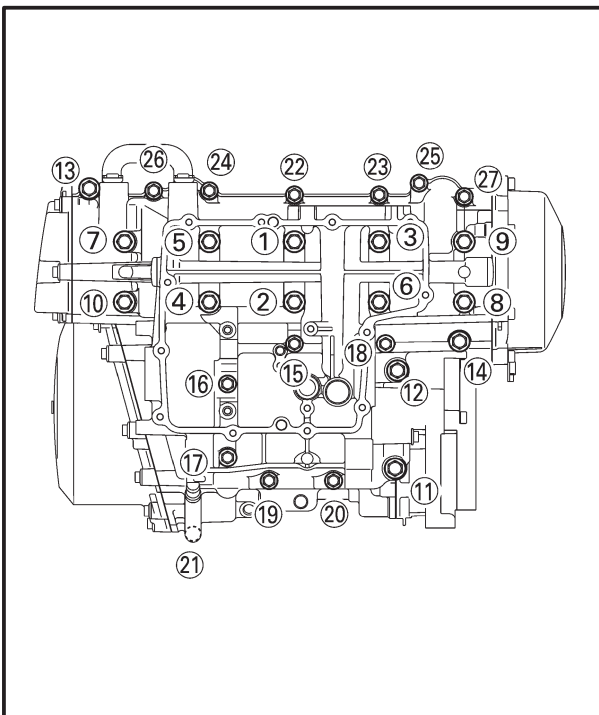
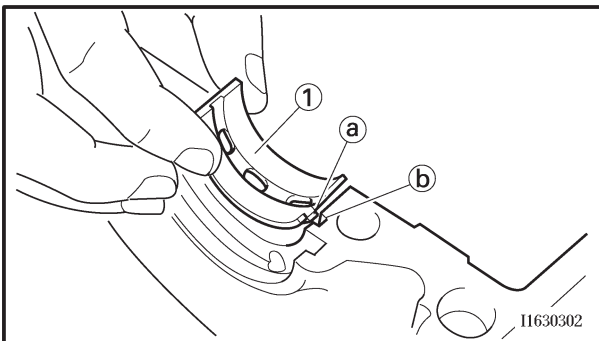
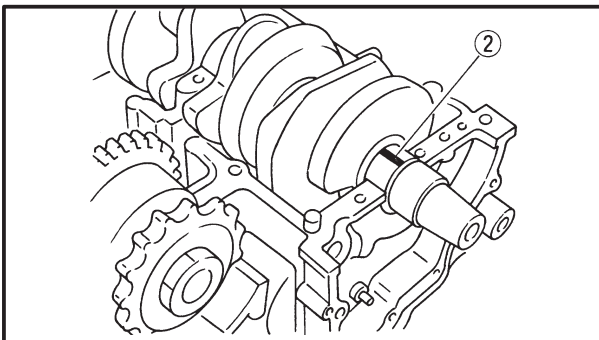
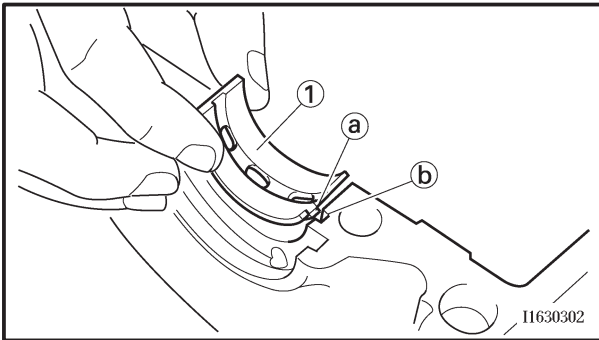


Order	Job/Part	Q'ty	Remarks
	<b>Removing the crankshaft</b>		
	Crankcase		Remove the parts in the order listed. Separate. Refer to "CRANKCASE".
	Connecting rod caps		Refer to "CONNECTING RODS AND PISTONS".
1	Crankshaft	1	
2	Crankshaft journal lower bearing	5	
3	Crankshaft journal upper bearing	5	
			For installation, reverse the removal procedure.



# CRANKSHAFT

ENG



c. Install the crankshaft journal upper bearings ① and the crankshaft into the upper crankcase.

**NOTE:**

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

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

**NOTE:**

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

e. Install the crankshaft journal lower bearings ① into the lower crankcase and assemble the crankcase halves.

**NOTE:**

- Align the projections ① of the crankshaft journal lower bearings with the notches ② in the lower crankcase.
- Do not move the crankshaft until the clearance measurement has been completed.

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



**Crankcase bolt**

**Bolt ① ~ ⑩**

**1st: 12 Nm (1.2 m•kg, 8.7 ft•lb)**

**2nd: 25 Nm (2.5 m•kg, 18 ft•lb)**

**\*3rd: 27 Nm (2.7 m•kg, 20 ft•lb)**

**Bolt ⑪, ⑫**

**24 Nm (2.4 m•kg, 17 ft•lb)**

**Bolt ⑬, ⑭**

**14 Nm (1.4 m•kg, 1.0 ft•lb)**

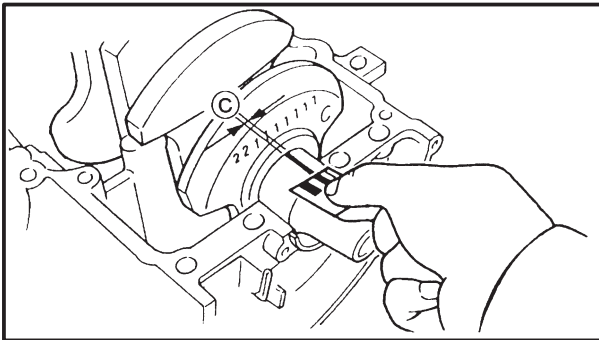
**Bolt ⑮ ~ ⑳**

**12 Nm (1.2 m•kg, 8.7 ft•lb)**

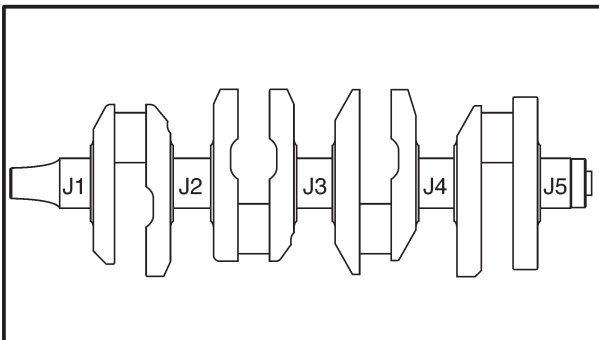
\* Loosen the bolts following the tightening order and then tighten to specification torque.

**NOTE:**

Lubricate the crankcase bolt threads with engine oil. Refer to "CRANKCASE".



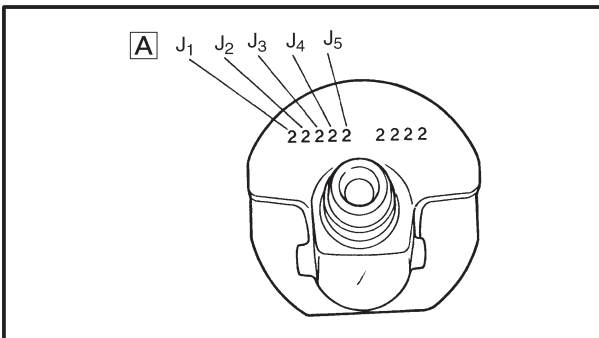
- g. Remove the lower crankcase and the crankshaft journal lower bearings.
- h. Measure the compressed Plastigauge® width ③ on each crankshaft journal.  
If the crankshaft-journal-to-crankshaft-journal-bearing clearance is out of specification, select replacement crankshaft journal bearings.



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

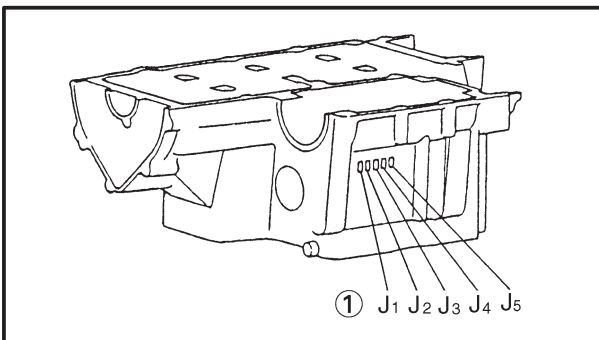
**NOTE:**

- The numbers **A** stamped into the crankshaft web and the numbers ① stamped into the lower crankcase are used to determine the replacement crankshaft journal bearing sizes.
- “J1 ~ J5” refer to the bearings shown in the crankshaft illustration.
- If “J1 ~ J5” are the same, use the same size for all of the bearings.
- If the size is the same for all “J1 to J5” one digit for that size is indicated. (Crankcase side only)

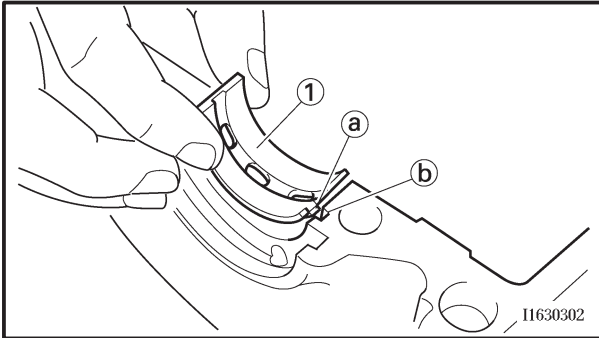


For example, if the crankcase “J<sub>1</sub>” and crankshaft web “J<sub>1</sub>” numbers are “6” and “2” respectively, then the bearing size for “J<sub>1</sub>” is:

“J<sub>1</sub>” (crankcase) – “J<sub>1</sub>” (crankshaft web) – 1 =  
6 – 2 – 1 = 3 (brown)



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



EAS00407

**INSTALLING THE CRANKSHAFT**

## 1. Install:

- crankshaft journal upper bearings ①  
(into the upper crankcase)

**NOTE:**

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

## 2. Install:

- crankshaft

## 3. Install:

- crankcase (lower)  
Refer to "CRANKCASE".

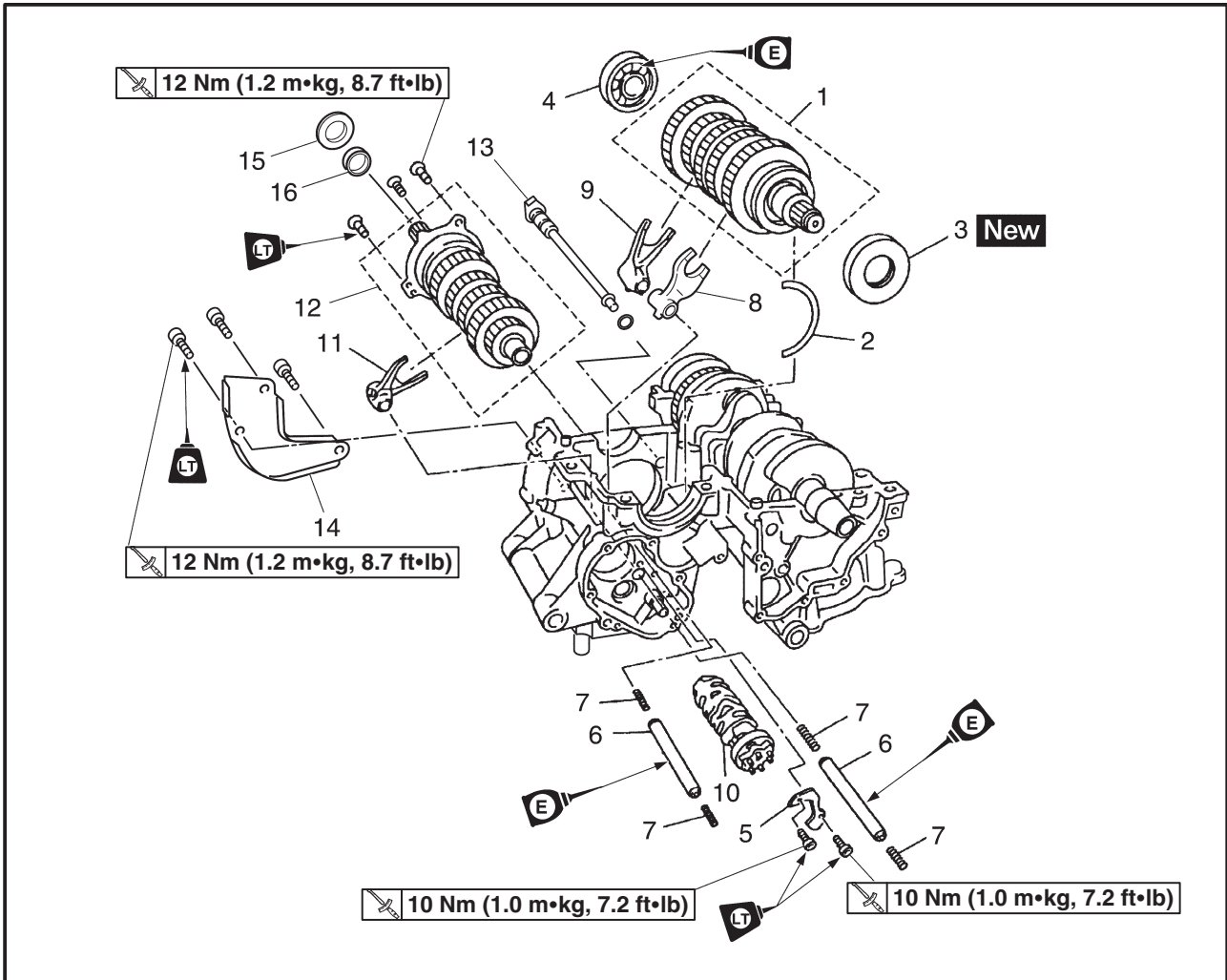




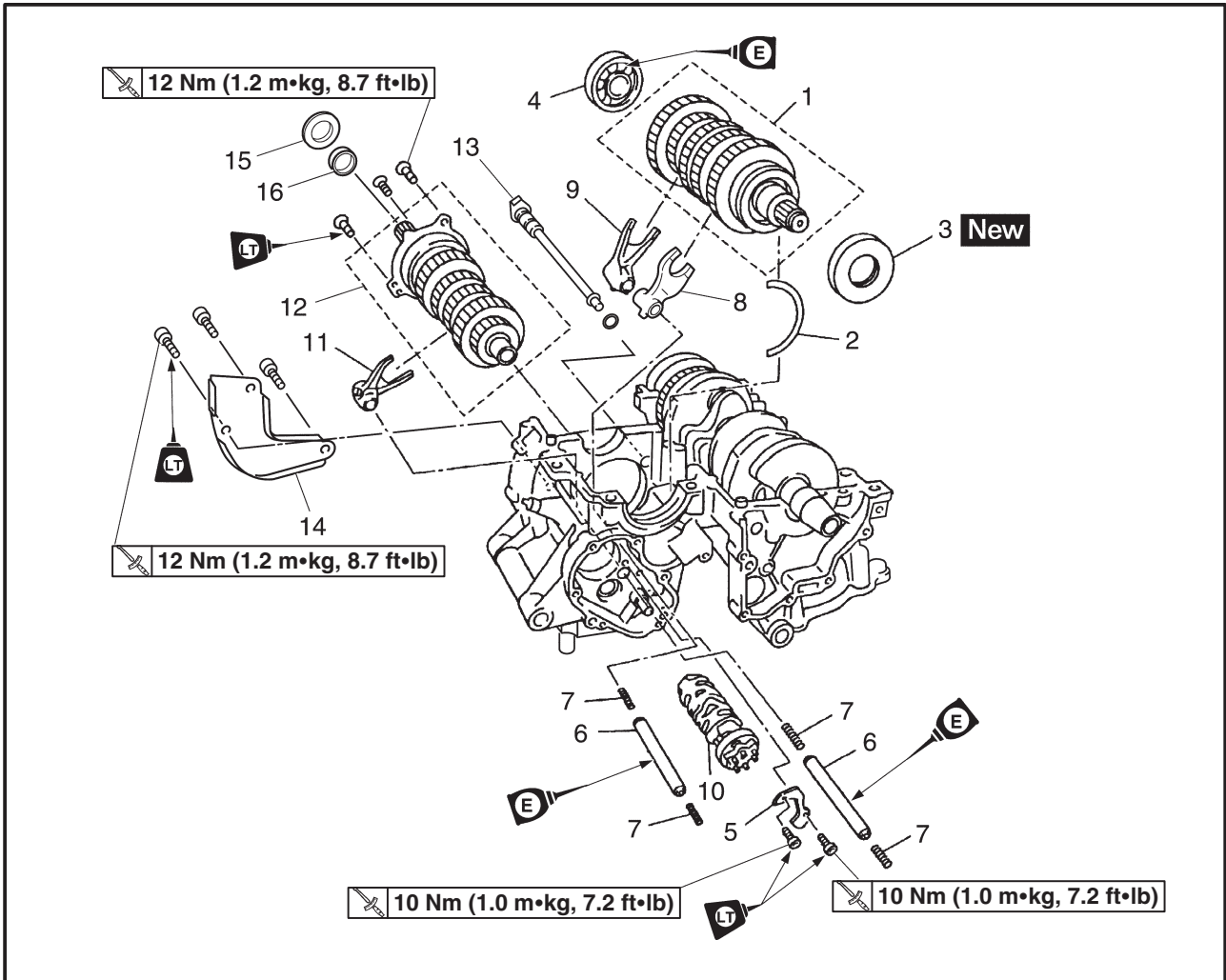
EAS00419

**TRANSMISSION**

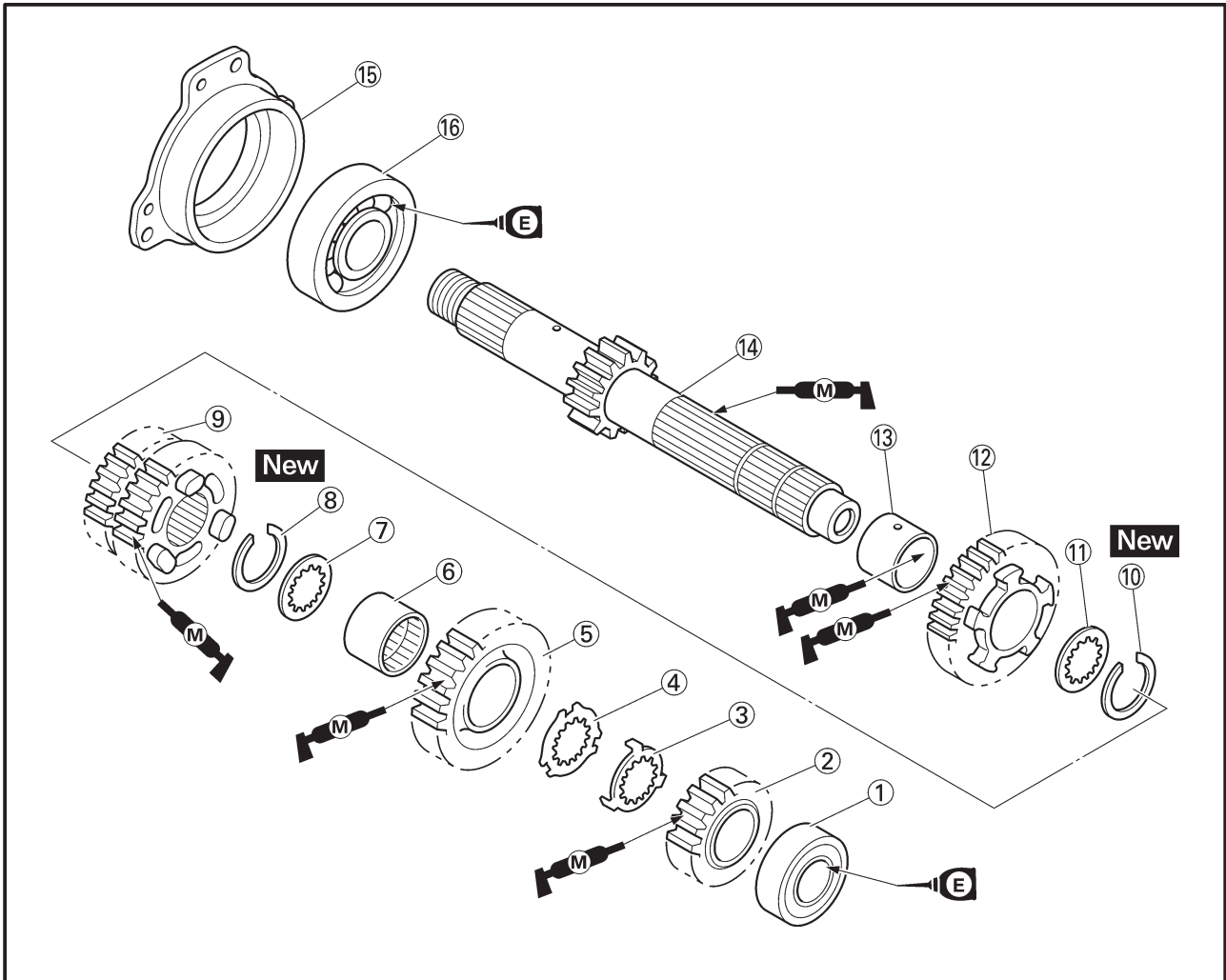
**TRANSMISSION, SHIFT DRUM ASSEMBLY AND SHIFT FORKS**



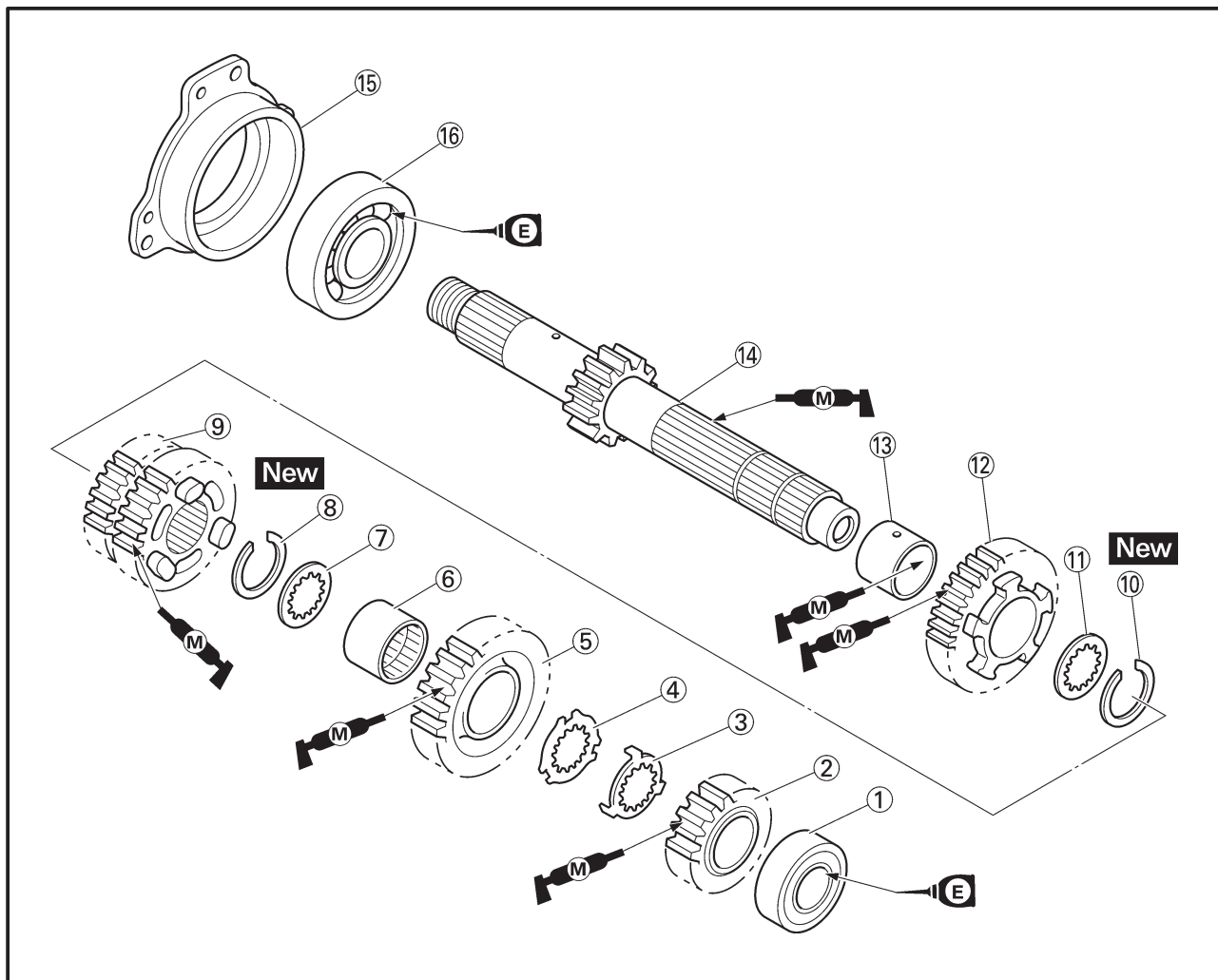
Order	Job/Part	Q'ty	Remarks
	<b>Removing the transmission, shift drum assembly, and shift forks</b>		Remove the part in the order listed.
	Crankcase lower		Separate. Refer to "CRANKCASE".
1	Drive axle assembly	1	
2	Circlip	1	
3	Oil seal	1	
4	Bearing	1	
5	Shift drum retainer	1	
6	Shift fork guide bar	2	
7	Spring	4	
8	Shift fork "L"	1	
9	Shift fork "R"	1	
10	Shift drum assembly	1	
11	Shift fork "C"	1	



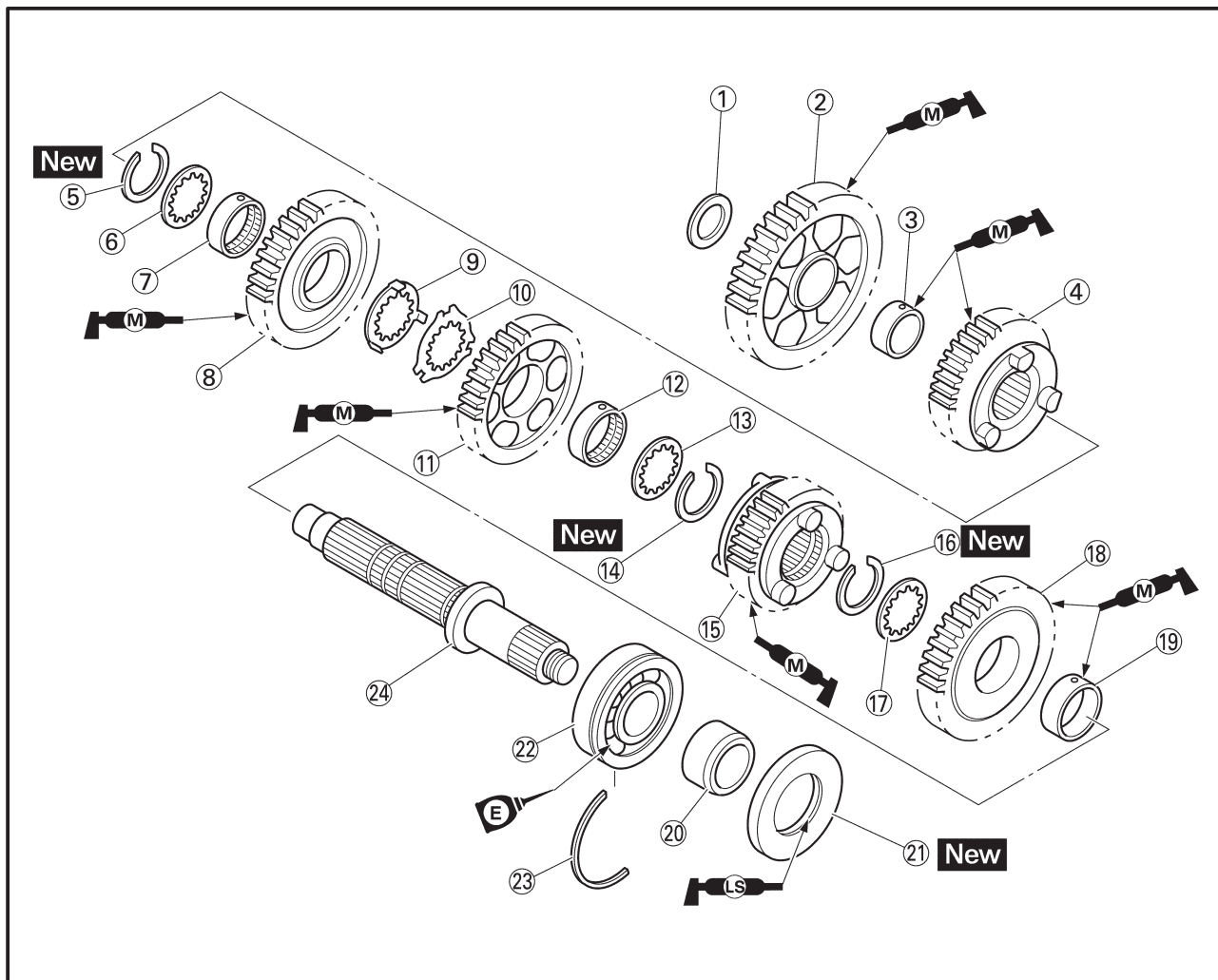
Order	Job/Part	Q'ty	Remarks
12	Main axle assembly	1	For installation, reverse the removal procedure.
13	Oil pipe	1	
14	Oil baffle plate	1	
15	Thrust plate	1	
16	Washer	1	



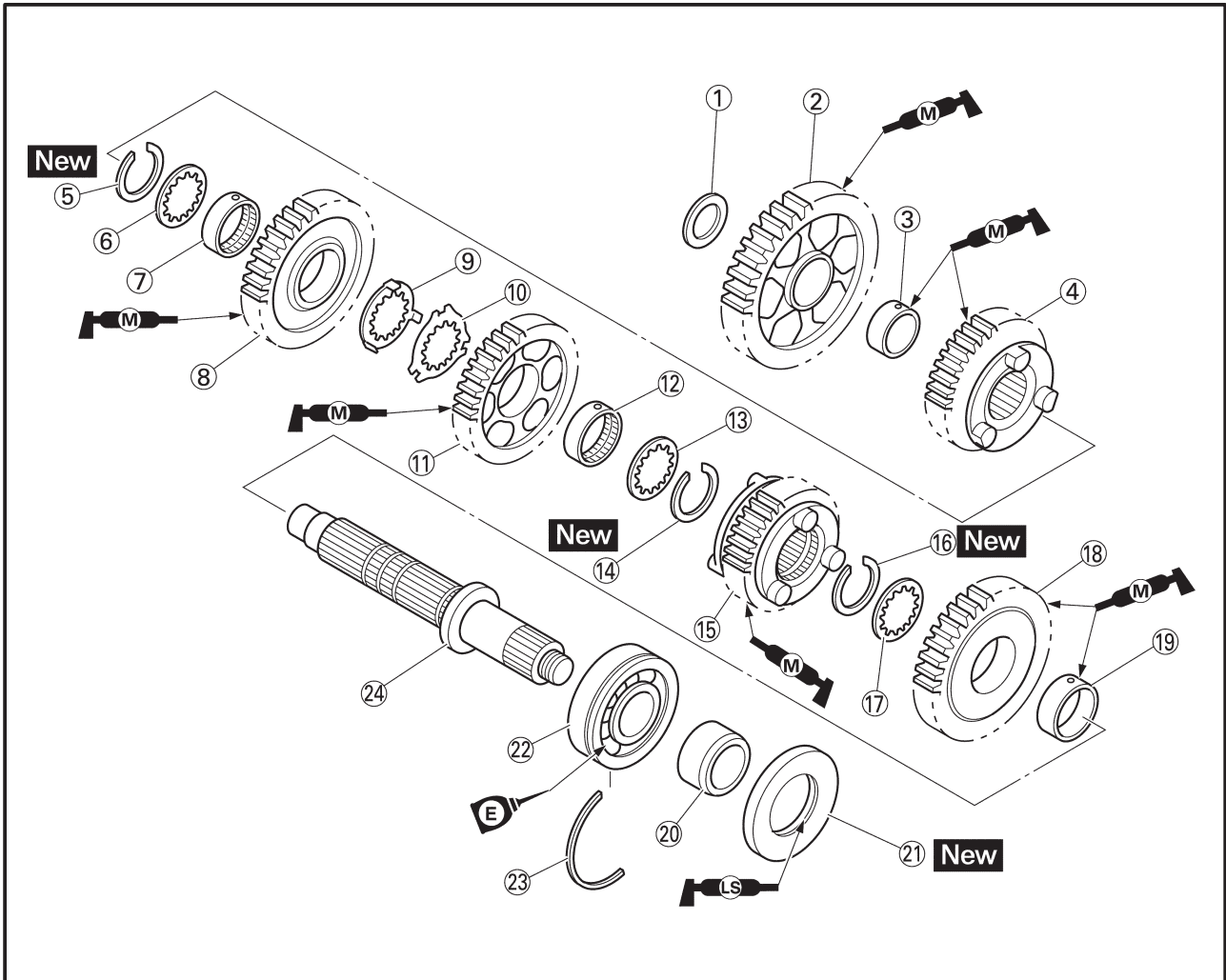
Order	Job/Part	Q'ty	Remarks
	<b>Disassembling the main axle assembly</b>		Disassemble the parts in the order listed.
①	Bearing	1	
②	2nd pinion gear	1	
③	Toothed lock washer	1	
④	Toothed lock washer retainer	1	
⑤	6th pinion gear	1	
⑥	Collar	1	
⑦	Washer	1	
⑧	Circlip	1	
⑨	3rd pinion gear	1	
⑩	Circlip	1	
⑪	Washer	1	
⑫	5th pinion gear	1	
⑬	Collar	1	
⑭	Main axle	1	



Order	Job/Part	Q'ty	Remarks
⑮	Bearing housing	1	For installation, reverse the removal procedure.
⑯	Bearing	1	

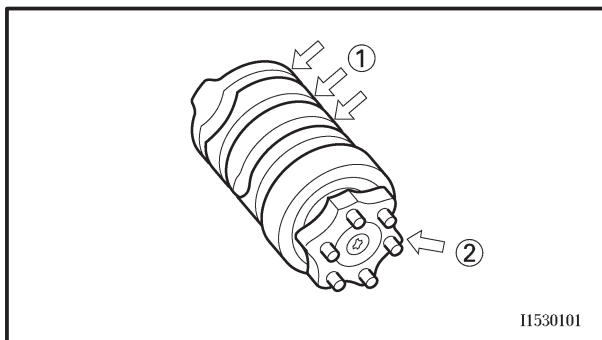


Order	Job/Part	Q'ty	Remarks
	<b>Disassembling the drive axle assembly</b>		Disassemble the parts in the order listed.
①	Washer	1	
②	1st wheel gear	1	
③	Collar	1	
④	5th wheel gear	1	
⑤	Circlip	1	
⑥	Washer	1	
⑦	Collar	1	
⑧	3rd wheel gear	1	
⑨	Toothed lock washer	1	
⑩	Toothed lock washer retainer	1	
⑪	4th wheel gear	1	
⑫	Collar	1	
⑬	Washer	1	
⑭	Circlip	1	



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



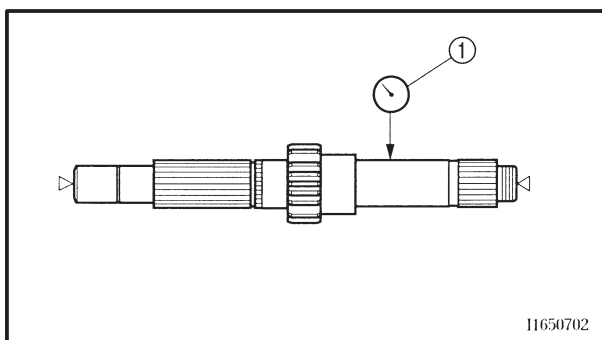


EAS00422

### 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

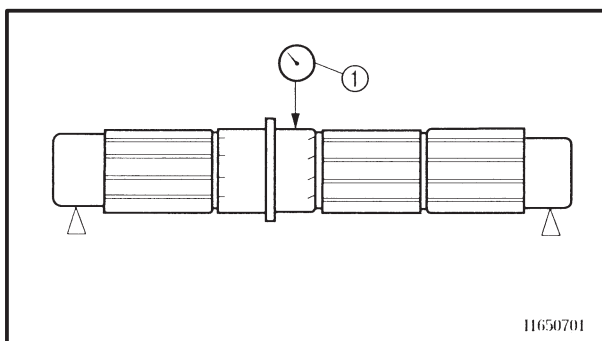
### CHECKING THE TRANSMISSION

#### 1. Measure:

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



**Main axle runout limit**  
**0.02 mm (0.0008 in)**

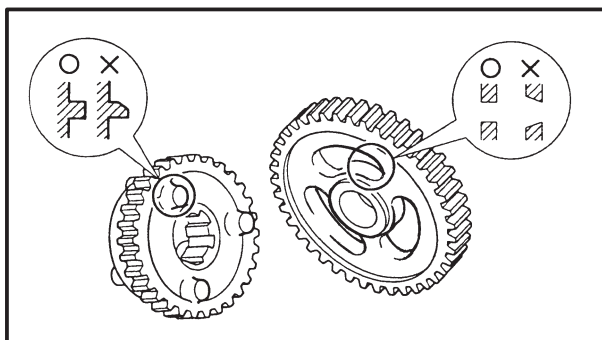


#### 2. Measure:

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



**Drive axle runout limit**  
**0.02 mm (0.0008 in)**



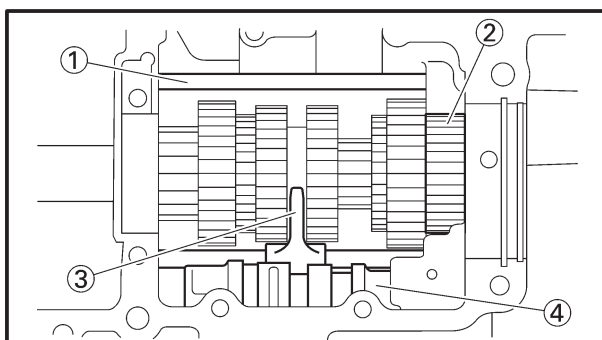
#### 3. Check:

- 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.



EAS00430

**INSTALLING THE TRANSMISSION**

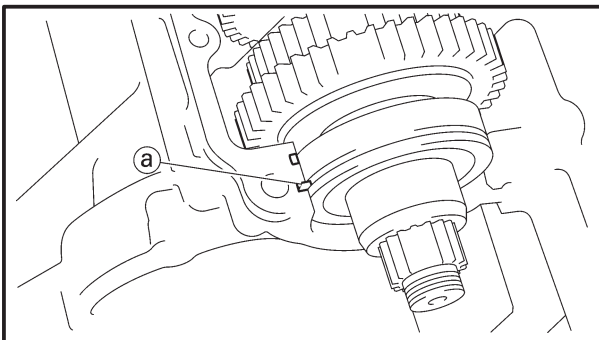
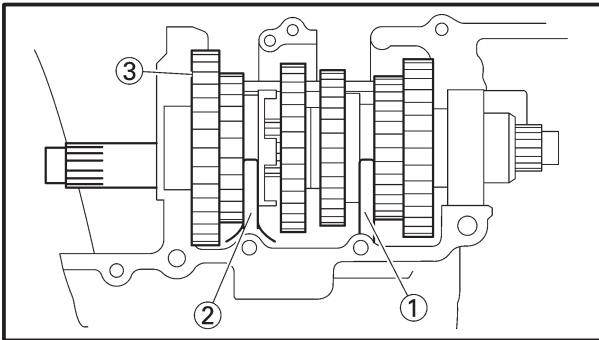
1. Install:
  - oil pipe ①
  - main axle assembly ②  
(with the Torx® wrench T30)

**NOTE:** \_\_\_\_\_  
Make sure to caulk the bolts at three positions after installing the bearing housing.

2. Install:
  - shift fork "C" ③
  - shift drum assembly ④
  - shift fork guide bar


**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", "L".
- Carefully position the shift forks so that they are installed correctly into the transmission gears.
- Install shift fork "C" into the groove in the 3rd and 4th pinion gear on the main axle.



## 3. Install:

- shift fork "R" ① and "L" ②
- drive axle ③
- shift fork guide bar
- shift drum retainer

 10 Nm (1.0 m•kg, 7.2 ft•lb)

**NOTE:**

- Install shift fork "L" into the groove in the 6th wheel gear and shift fork "R" into the groove in the 5th wheel gear on the drive axle.
- Make sure that the drive axle bearing circlip ① is inserted into the grooves in the upper crankcase.

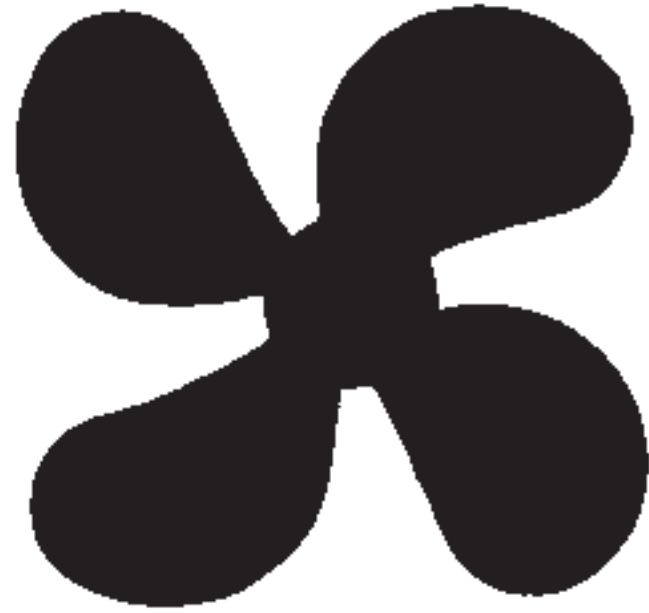
## 4. Check:

- transmission  
Rough movement → Repair.

**NOTE:**

Oil each gear, shaft, and bearing thoroughly.





**COOL**

**6**



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## CHAPTER 6 COOLING SYSTEM

<b>RADIATOR</b> .....	6-1
CHECKING THE RADIATOR .....	6-3
INSTALLING THE RADIATOR .....	6-4
<b>OIL COOLER</b> .....	6-5
CHECKING THE OIL COOLER .....	6-7
INSTALLING THE OIL COOLER .....	6-7
<b>THERMOSTAT</b> .....	6-8
CHECKING THE THERMOSTAT .....	6-9
INSTALLING THE THERMOSTAT .....	6-10
<b>WATER PUMP</b> .....	6-11
DISASSEMBLING THE WATER PUMP .....	6-13
CHECKING THE WATER PUMP .....	6-14
ASSEMBLING THE WATER PUMP .....	6-14
INSTALLING THE WATER PUMP .....	6-16

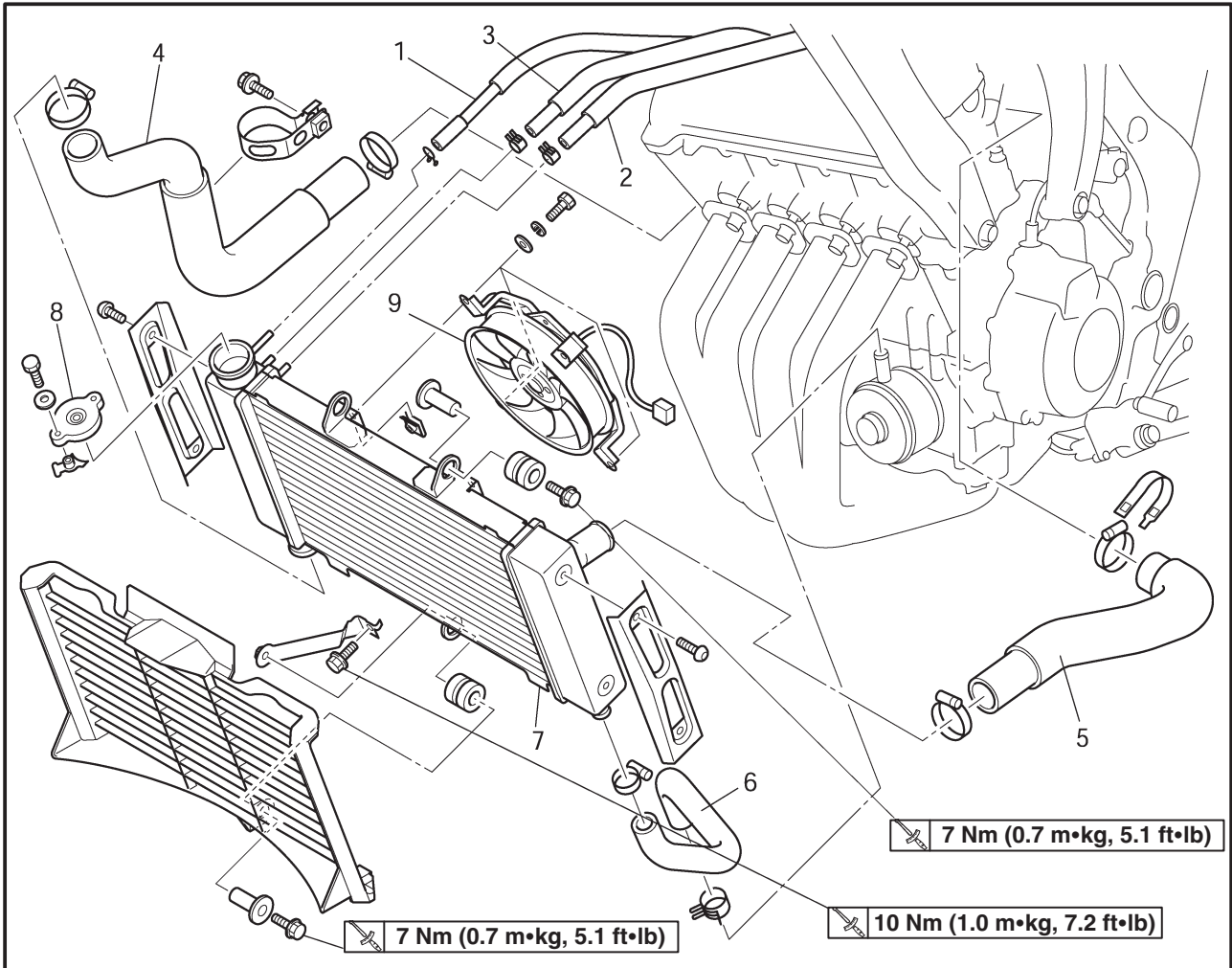




EAS00454

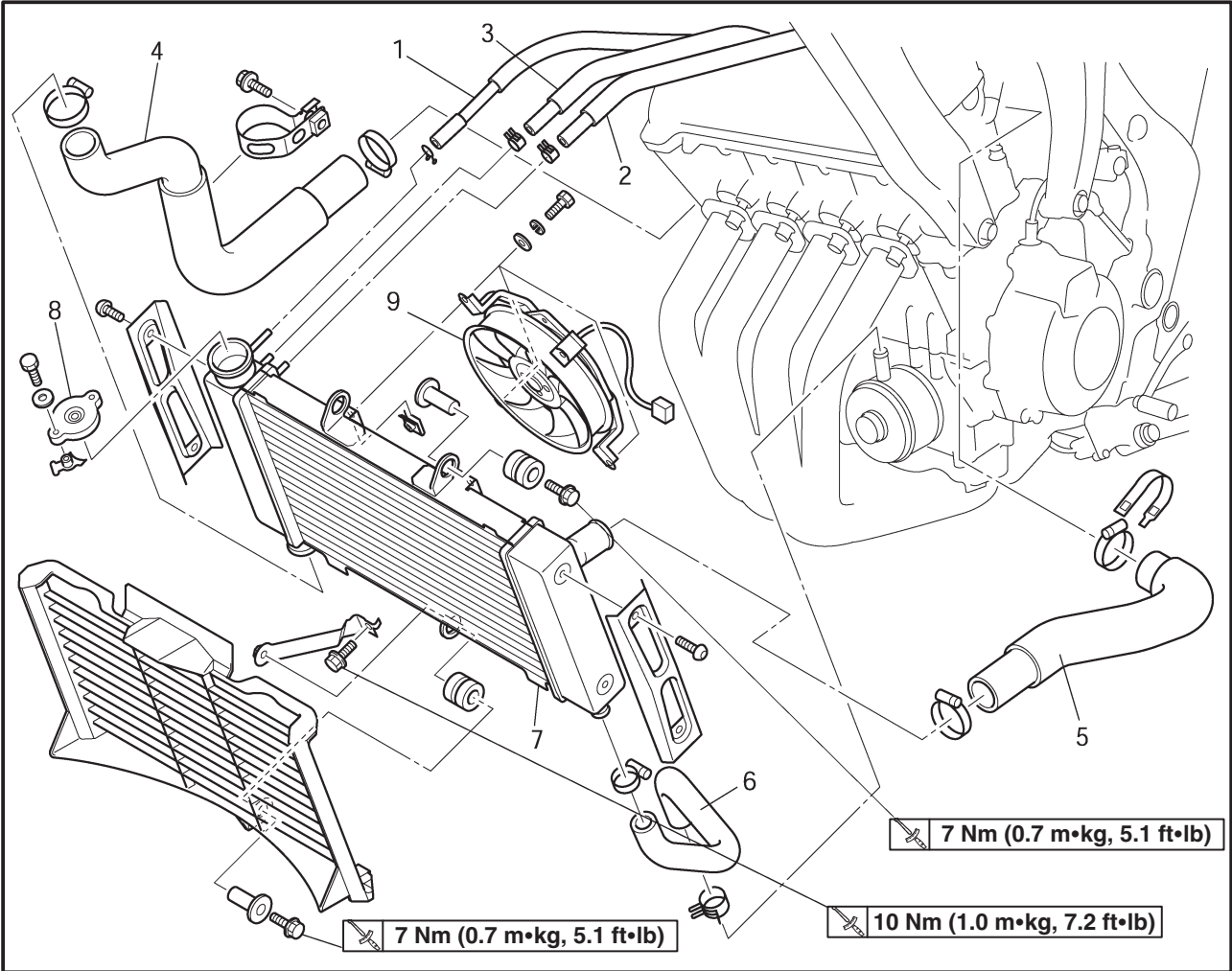
COOLING SYSTEM

RADIATOR



Order	Job/Part	Q'ty	Remarks
	<b>Removing the radiator</b>		Remove the parts in the order listed.
	Seat		Refer to "SEAT" in chapter 3.
	Front cowling inner panel (left and right)		Refer to "COWLINGS"
	Fuel tank		Refer to "FUEL TANK" in chapter 3.
	Air filter case		Refer to "AIR FILTER CASE" in chapter 3.
	Coolant		Drain. Refer to "CHANGING THE COOLANT" in chapter 3.
1	Coolant reservoir hose	1	Disconnect.
2	Throttle body hose	1	Disconnect.
3	Water pump breather hose	1	Disconnect.
4	Radiator outlet hose	1	
5	Radiator inlet hose	1	
6	Oil cooler outlet hose	1	
7	Radiator	1	
8	Radiator cap	1	

RADIATOR



Order	Job/Part	Q'ty	Remarks
9	Radiator fan	1	For installation, reverse the removal procedure.







EAS00456

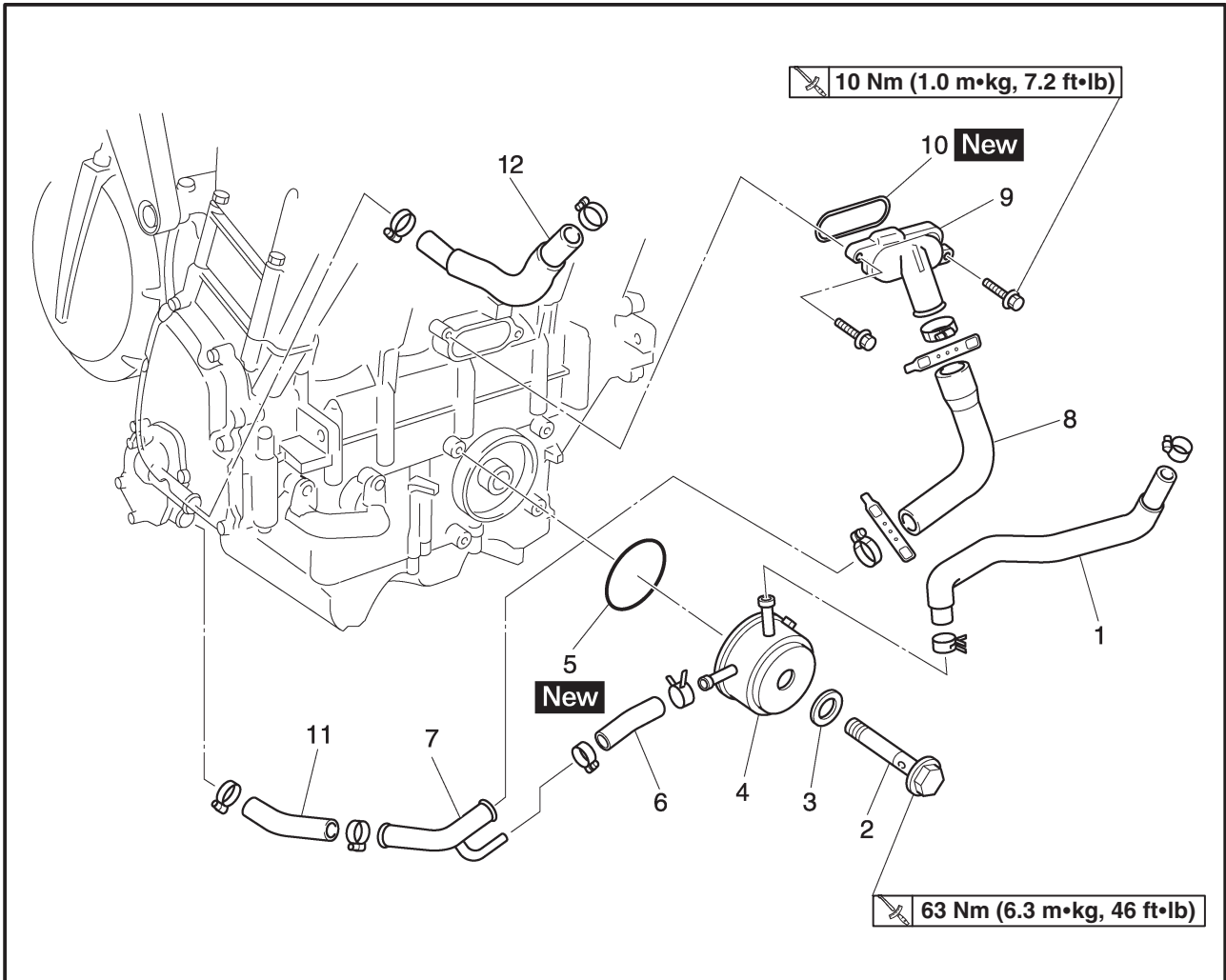
### INSTALLING THE RADIATOR

1. Install:
  - radiator
  - coolant hoses
2. Fill:
  - cooling system  
(with the specified amount of the recommended coolant)  
Refer to "CHANGING THE COOLANT" in chapter 3.
3. Check:
  - cooling system  
Leaks → Repair or replace any faulty part.
4. Measure:
  - radiator cap opening pressure  
Below the specified pressure → Replace the radiator cap.  
Refer to "CHECKING THE RADIATOR".

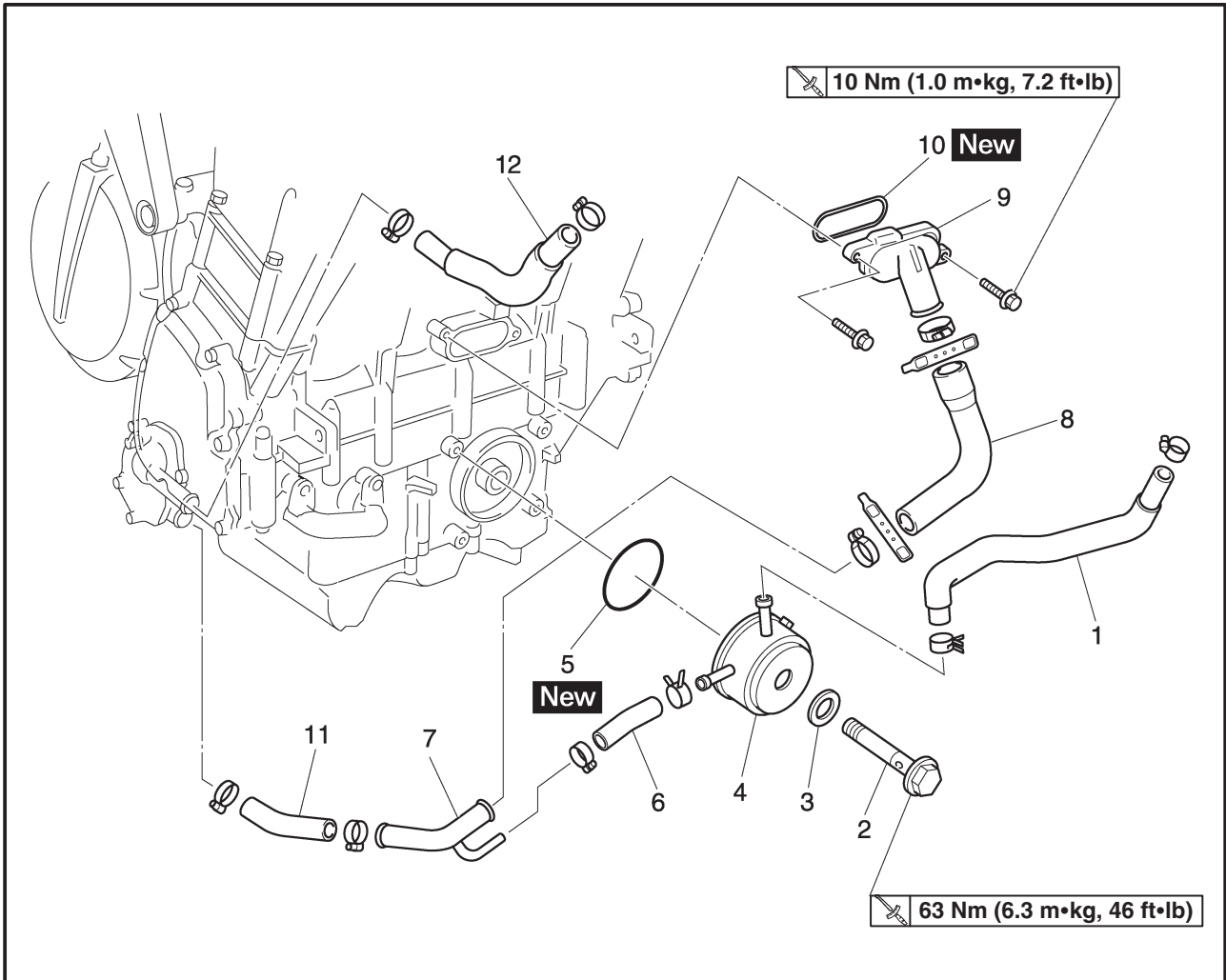


EAS00457

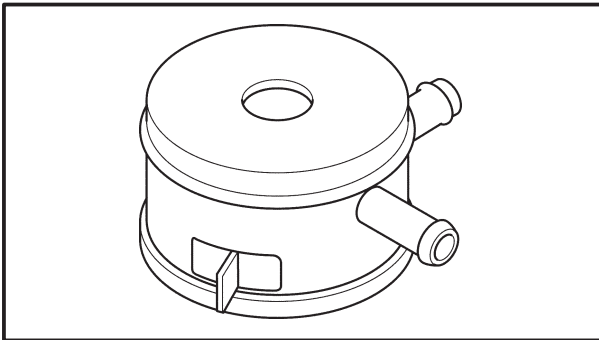
**OIL COOLER**



Order	Job/Part	Q'ty	Remarks
	<b>Removing the oil cooler</b>		
	Radiator assembly		Remove the parts in the order listed.
	Engine oil		Refer to "RADIATOR".
			Drain.
			Refer to "CHANGING THE ENGINE OIL" in chapter 3.
1	Oil cooler outlet hose	1	
2	Union bolt	1	
3	Washer	1	
4	Oil cooler	1	
5	O-ring	1	
6	Oil cooler inlet hose	1	
7	Oil cooler inlet pipe	1	
8	Water jacket joint hose	1	
9	Water jacket joint	1	



Order	Job/Part	Q'ty	Remarks
10	O-ring	1	For installation, reverse the removal procedure.
11	Water pump outlet hose	1	
12	Radiator outlet hose	1	




EAS00458

**CHECKING THE OIL COOLER**

1. Check:
  - oil cooler  
Cracks/damage → Replace.
2. Check:
  - oil cooler inlet hose
  - oil cooler outlet hose  
Cracks/damage/wear → Replace.

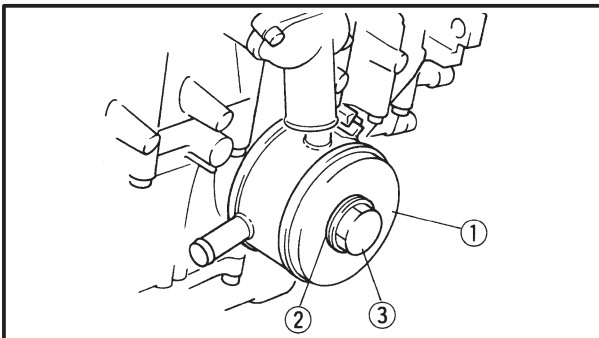
EAS00459

**INSTALLING THE OIL COOLER**

1. Clean:
  - mating surfaces of the oil cooler and the crankcase  
(with a cloth dampened with lacquer thinner)
2. Install:
  - O-ring **New**
  - oil cooler ①
  - washer ② **New**
  - union bolt ③  **63 Nm (6.3 m•kg, 46 ft•lb)**

**NOTE:**

- Before installing the oil cooler, lubricate the union bolt and O-ring with a thin coat of engine oil.
- Make sure the O-ring is positioned properly.

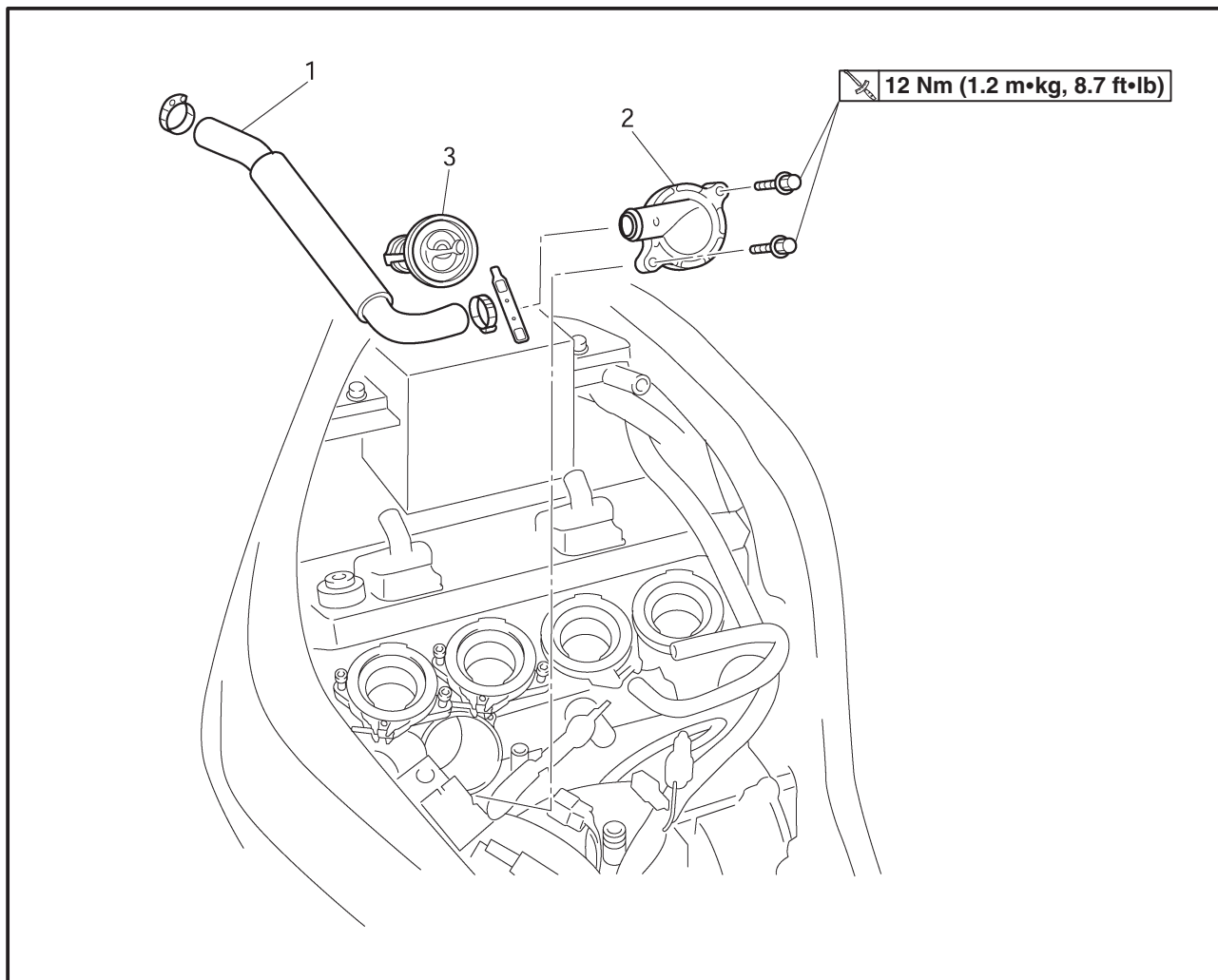


3. Fill:
  - cooling system  
(with the specified amount of the recommended coolant)  
Refer to “CHANGING THE COOLANT” in chapter 3.
4. Fill:
  - crankcase  
(with the specified amount of the recommended engine oil)  
Refer to “CHANGING THE ENGINE OIL” in chapter 3.
5. Check:
  - cooling system  
Leaks → Repair or replace any faulty part.
6. Measure:
  - radiator cap opening pressure  
Below the specified pressure → Replace the radiator cap.  
Refer to “CHECKING THE RADIATOR”.



EAS00460

THERMOSTAT

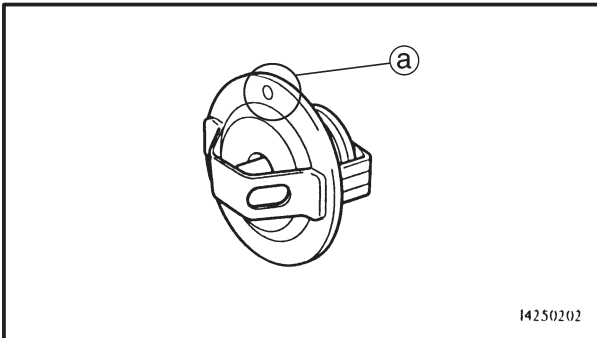


Order	Job/Part	Q'ty	Remarks
	<b>Removing the thermostat</b>		Remove the parts in the order listed.
	Seat		Refer to "SEAT" in chapter 3.
	Front cowling inner panel (left and right)		Refer to "COWLINGS"
	Fuel tank		Refer to "FUEL TANK"
	Air filter case		Refer to "AIR FILTER CASE" in chapter 3.
	Coolant		Drain.
			Refer to "CHANGING THE COOLANT" in chapter 3.
	Throttle body assembly		Refer to "THROTTLE BODIES" in chapter 7.
1	Radiator inlet hose	1	
2	Thermostat cover	1	
3	Thermostat	1	
			For installation, reverse the removal procedure.



## THERMOSTAT

COOL



EAS00466

### INSTALLING THE THERMOSTAT

1. Install:


- thermostat

**NOTE:** \_\_\_\_\_

Install the thermostat with its breather hole (a) facing up.

2. Install:

- thermostat cover

 **12 Nm (1.2 m•kg, 8.7 ft•lb)**

**NOTE:** \_\_\_\_\_

Before installing the thermostat cover to the cylinder head, lubricate the O-ring with a thin coat of lithium soap based grease.

3. Fill:

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

4. Check:

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

5. Measure:

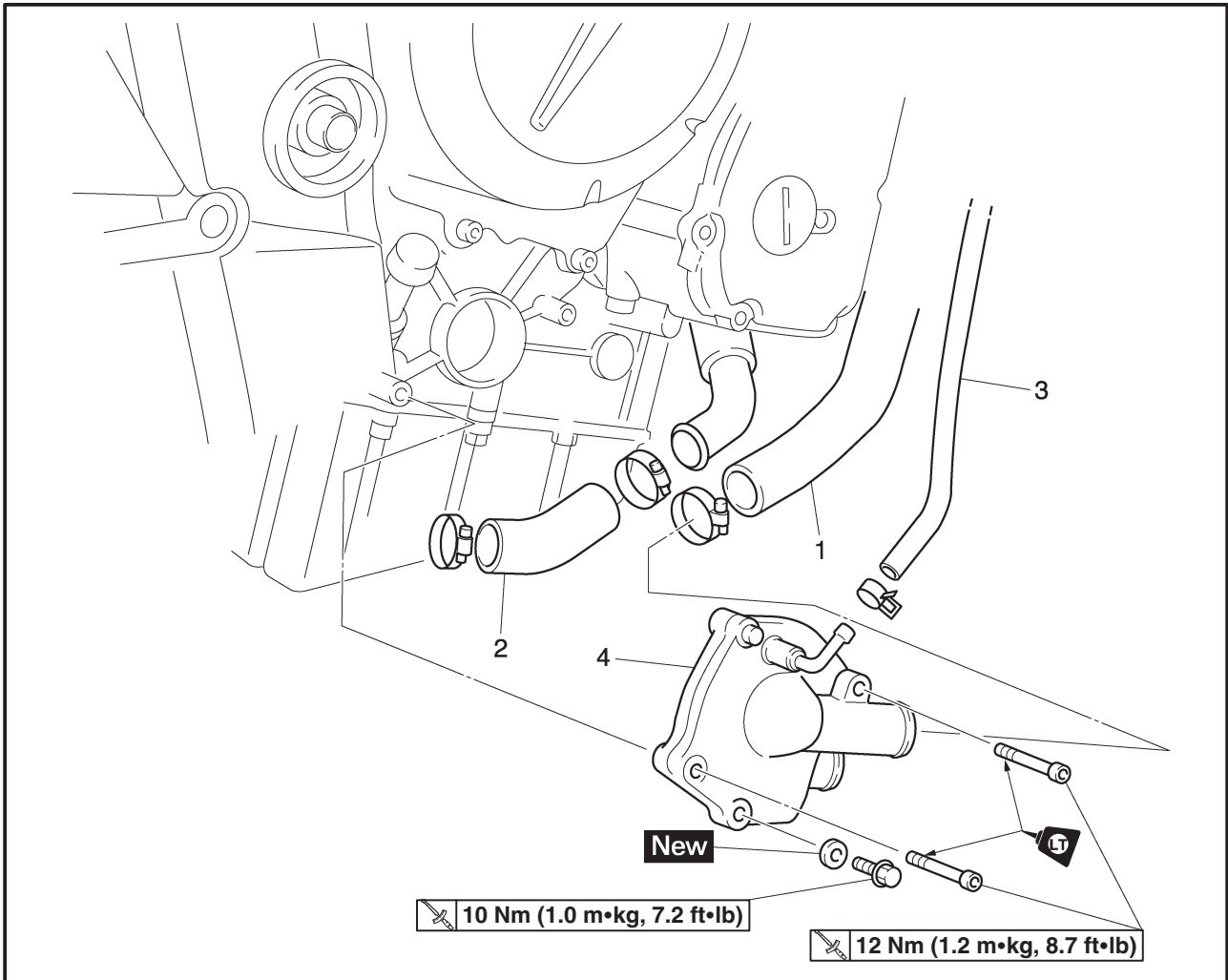
- radiator cap opening pressure  
Below the specified pressure → Replace the radiator cap.  
Refer to "CHECKING THE RADIATOR".



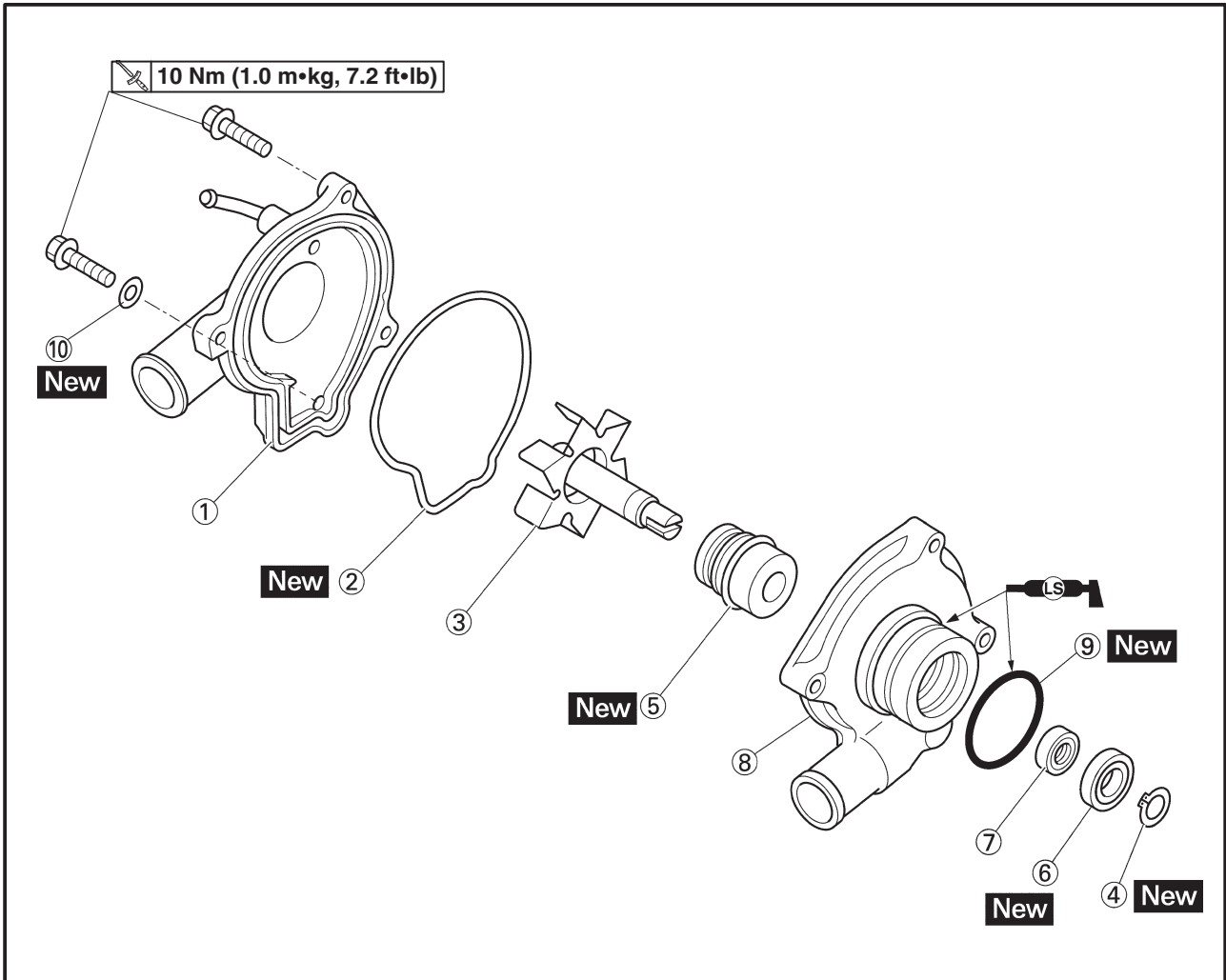


EAS00468

WATER PUMP



Order	Job/Part	Q'ty	Remarks
	<b>Removing the water pump</b>		Remove the parts in the order listed. <b>NOTE:</b> _____ 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" in chapter 3.
1	Radiator outlet hose	1	Disconnect.
2	Water pump outlet hose	1	Disconnect.
3	Water pump breather hose	1	Disconnect.
4	Water pump	1	For installation, reverse the removal procedure.



Order	Job/Part	Q'ty	Remarks
	<b>Disassembling the water pump</b>		Disassemble the parts in the order listed.
①	Water pump cover	1	
②	O-ring	1	
③	Impeller shaft	1	
④	Circlip	1	
⑤	Water pump seal	1	
⑥	Oil seal	1	
⑦	Bearing	1	
⑧	Water pump housing	1	
⑨	O-ring	1	
⑩	Copper washer	1	
			For assembly, reverse the disassembly procedure.

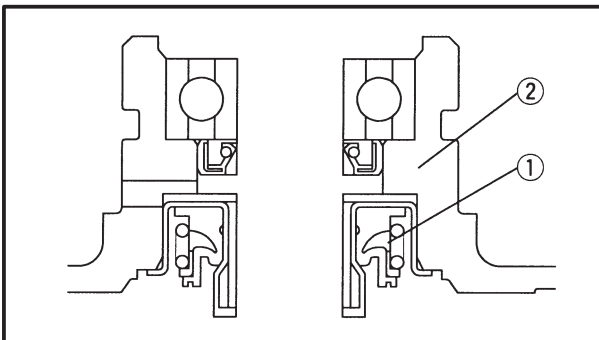


EAS00471

## DISASSEMBLING THE WATER PUMP

1. Remove:

- water pump cover
- O-ring
- circlip
- impeller shaft



2. Remove:

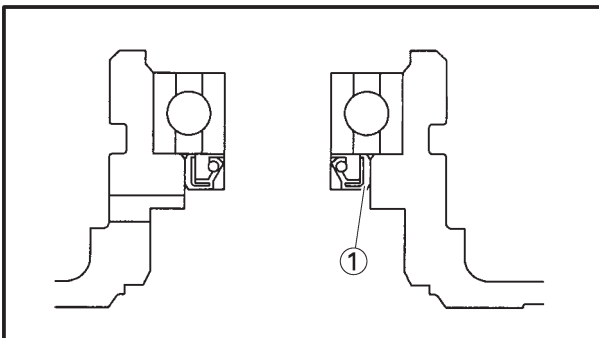
- water pump seal ①

**NOTE:** \_\_\_\_\_

Remove the water pump seal from the outside of the water pump housing.

\_\_\_\_\_

② Water pump housing



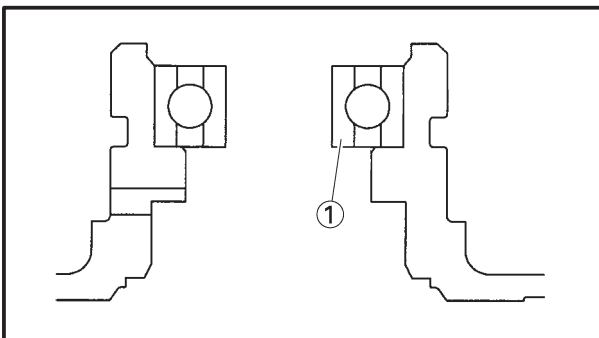
3. Remove:

- oil seal ①  
(with a thin, flat-head screwdriver)

**NOTE:** \_\_\_\_\_

Remove the oil seal from the outside of the water pump housing.

\_\_\_\_\_



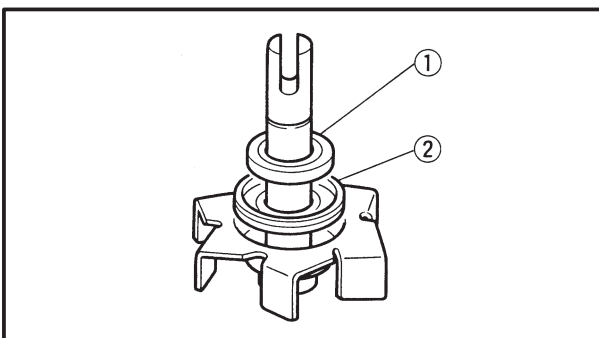
4. Remove:

- bearing ①

**NOTE:** \_\_\_\_\_

Remove the bearing from inside of the water pump housing.

\_\_\_\_\_



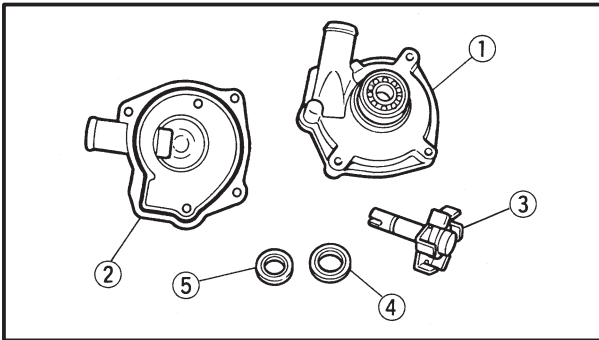
5. Remove:

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

**NOTE:** \_\_\_\_\_

Do not scratch the impeller shaft.

\_\_\_\_\_



EAS00473

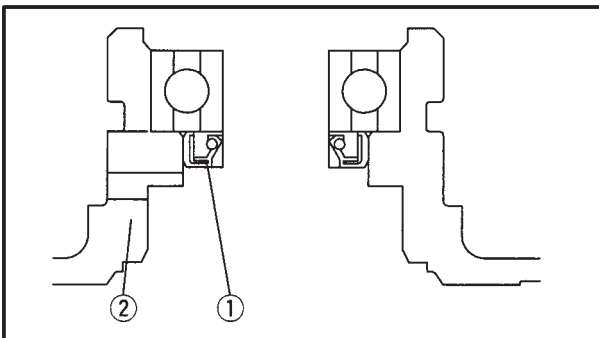
## CHECKING THE WATER PUMP

1. Check:
  - water pump housing ①
  - water pump cover ②
  - impeller ③
  - rubber damper ④
  - rubber damper holder ⑤
  - water pump seals
  - oil seal

Cracks/damage/wear → Replace.
2. Check:
  - bearing

Rough movement → Replace.
3. Check:
  - water pump outlet hose
  - radiator outlet hose

Cracks/damage/wear → Replace.



EAS00475

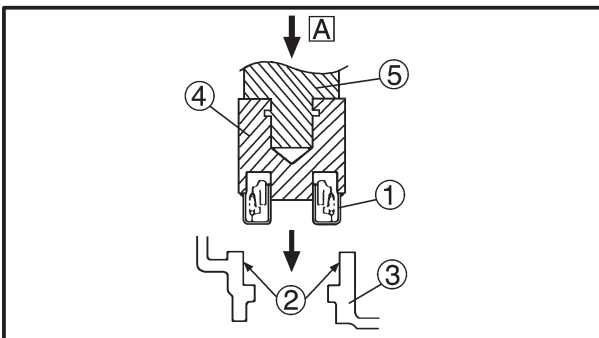
## ASSEMBLING THE WATER PUMP

1. Install:
  - bearing
  - oil seal **New** ①

(into the water pump housing ②)

### NOTE:

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



2. Install:
  - water pump seal **New** ①

### CAUTION:

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

### NOTE:

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

## WATER PUMP

COOL



**Mechanical seal installer**

90890-04078, YM-33221 ④

**Middle driven shaft bearing driver**

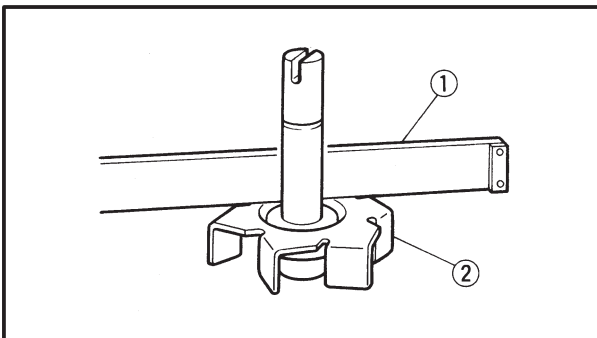
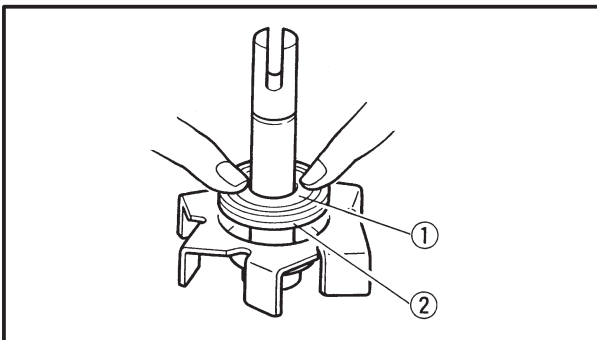
90890-04058, YM-04058 ⑤

**Quick Gasket**

ACC-11001-05-01

**Yamaha bond #1215**

90890-85505



**A** Push down.

3. Install:

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

**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

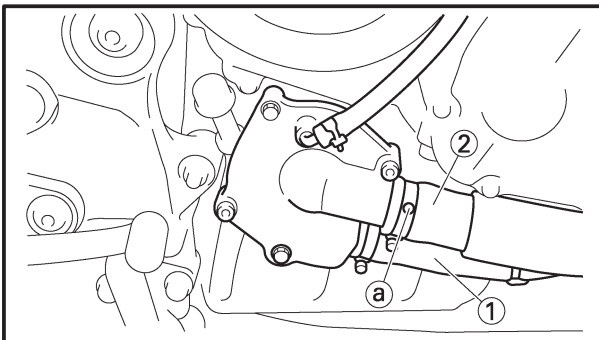
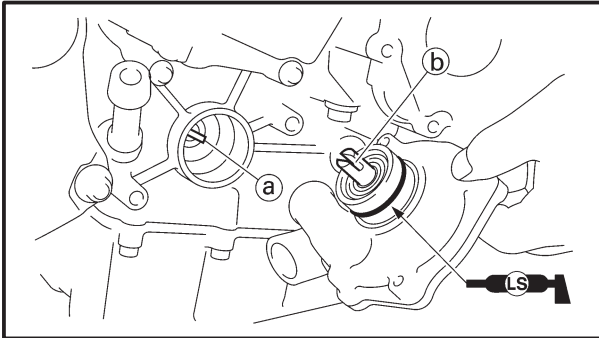
5. Install:

- impeller shaft
- circlip **New**
- O-ring **New**
- water pump cover

10 Nm (1.0 m•kg, 7.2 ft•lb)


## WATER PUMP

COOL



### INSTALLING THE WATER PUMP

1. Install:
  - O-ring **New**
  - copper washer **New**
  - water pump assembly

 **10 Nm (1.0 m•kg, 7.2 ft•lb)**

#### NOTE:

Align the projection (a) at the oil pump shaft and water pump shaft groove (b).

2. Install:
  - water pump outlet hose (1)
  - radiator outlet hose (2)

#### NOTE:

- Install the radiator outlet hose with white (a) mark positioned outside.
- Install the hose clamp with its screw head pointed to the inner side.

3. Fill:
  - cooling system  
(with the specified amount of the recommended coolant)  
Refer to "CHANGING THE COOLANT" in chapter 3.
4. Check:
  - cooling system  
Leaks → Repair or replace any faulty part.
5. Measure:
  - radiator cap opening pressure  
Below the specified pressure !!! Replace the radiator cap.  
Refer to "CHECKING THE RADIATOR".



**FI**

**7**



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## CHAPTER 7

### FUEL INJECTION SYSTEM

<b>FUEL INJECTION SYSTEM</b> .....	7-1
WIRING DIAGRAM .....	7-2
ECU'S SELF-DIAGNOSTIC FUNCTION .....	7-3
ALTERNATE INSTRUCTIONS OPERATION CONTROL (FAIL-SAFE ACTION) .....	7-4
FAIL-SAFE ACTIONS TABLE .....	7-4
TROUBLESHOOTING CHART .....	7-6
DIAGNOSTIC MODE .....	7-7
TROUBLESHOOTING DETAILS .....	7-13
<b>THROTTLE BODIES</b> .....	7-25
INJECTORS .....	7-26
CHECKING THE INJECTORS .....	7-27
CHECKING THE THROTTLE BODIES .....	7-27
CHECKING THE FUEL PUMP AND PRESSURE REGULATOR OPERATION .....	7-28
CHECKING AND ADJUSTING THE THROTTLE POSITION SENSOR .....	7-29
<b>AIR INDUCTION SYSTEM</b> .....	7-31
AIR INJECTION .....	7-31
AIR CUT-OFF VALVE .....	7-31
AIR INDUCTION SYSTEM DIAGRAMS .....	7-32
CHECKING THE AIR INDUCTION SYSTEM .....	7-33



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FI

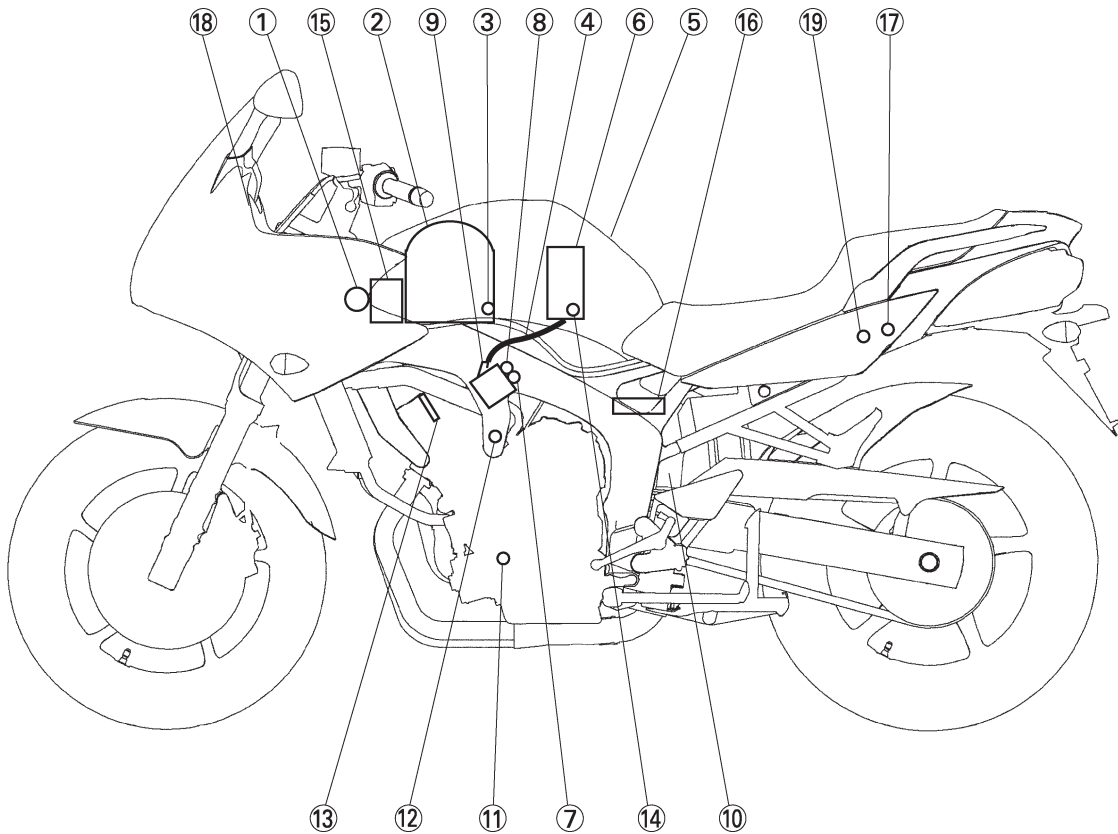




## FUEL INJECTION SYSTEM

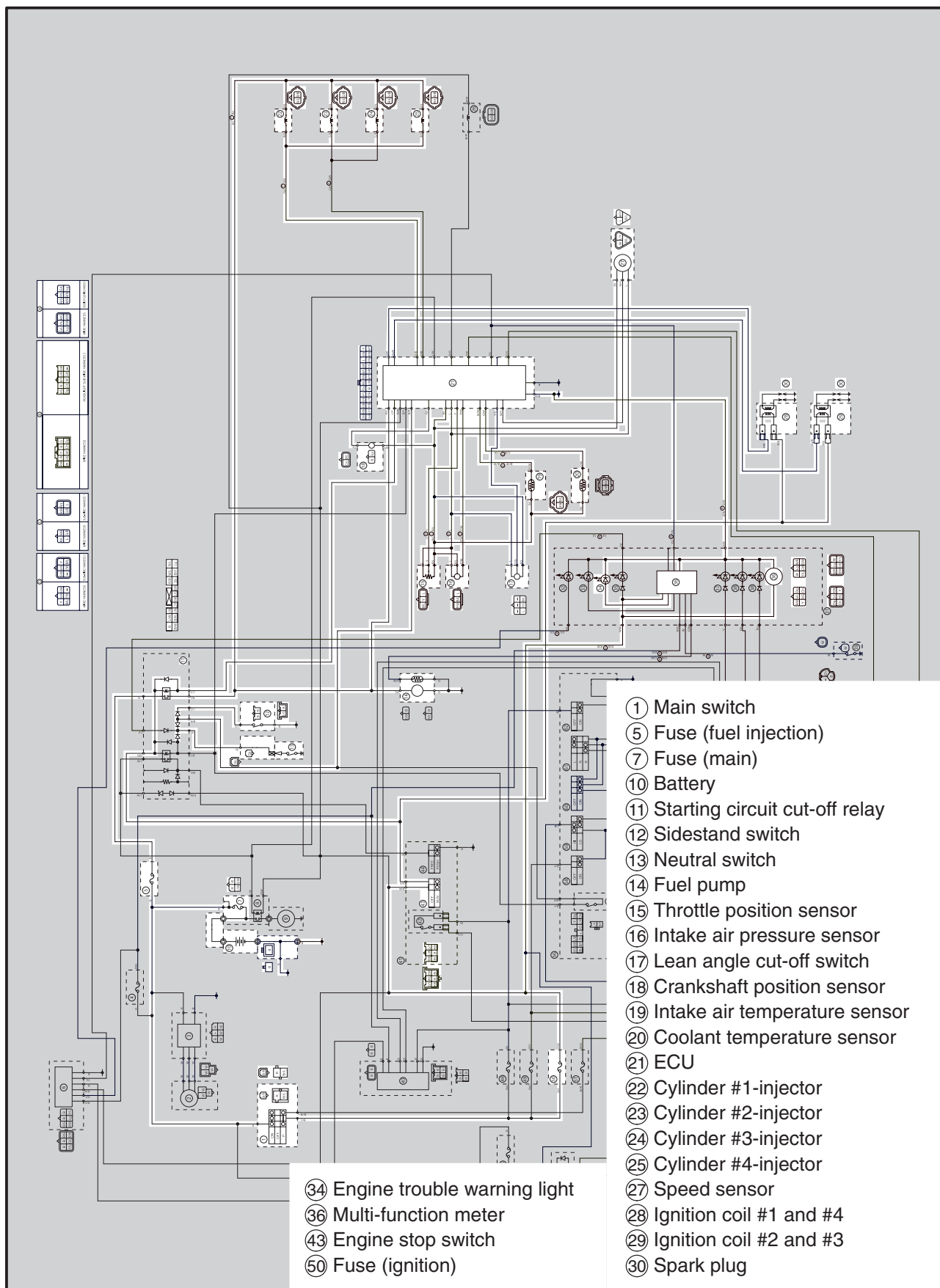
### FUEL INJECTION SYSTEM

- |                                 |                              |                                |
|---------------------------------|------------------------------|--------------------------------|
| ① Ignition coil                 | ⑧ Throttle position sensor   | ⑮ Battery                      |
| ② Air filter case               | ⑨ Fuel injector              | ⑯ ECU                          |
| ③ Intake air temperature sensor | ⑩ Catalytic converter        | ⑰ Fuel injection system relay  |
| ④ Fuel delivery hose            | ⑪ Crankshaft position sensor | ⑱ Engine trouble warning light |
| ⑤ Fuel tank                     | ⑫ Coolant temperature sensor |                                |
| ⑥ Fuel pump                     | ⑬ Spark plug                 |                                |
| ⑦ Intake air pressure sensor    | ⑭ Pressure regulator         |                                |





## WIRING DIAGRAM



- ① Main switch
- ⑤ Fuse (fuel injection)
- ⑦ Fuse (main)
- ⑩ Battery
- ⑪ Starting circuit cut-off relay
- ⑫ Sidestand switch
- ⑬ Neutral switch
- ⑭ Fuel pump
- ⑮ Throttle position sensor
- ⑯ Intake air pressure sensor
- ⑰ Lean angle cut-off switch
- ⑱ Crankshaft position sensor
- ⑲ Intake air temperature sensor
- ⑳ Coolant temperature sensor
- ㉑ ECU
- ㉒ Cylinder #1-injector
- ㉓ Cylinder #2-injector
- ㉔ Cylinder #3-injector
- ㉕ Cylinder #4-injector
- ㉖ Speed sensor
- ㉘ Ignition coil #1 and #4
- ㉙ Ignition coil #2 and #3
- ㉚ Spark plug

- ⑳ Engine trouble warning light
- ㉑ Multi-function meter
- ㉒ Engine stop switch
- ㉓ Fuse (ignition)



EAS00899

## 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, 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 an engine trouble warning light.
- After the engine has been stopped, the lowest fault code number appears on the LCD meter. Once a fault code has been displayed, it remains stored in the memory of the ECU until it is deleted.

EAS00900

## Engine trouble warning light indication and FI system operating condition

Warning light indication	ECU's operation	FI operation	Vehicle operation
Flashing*	Warning provided when unable to start engine	Operation stopped	Unable
Remains ON	Malfunction detected	Operated with substitute characteristics in accordance with the description of the malfunction	Able/Unable depending on the self-diagnostic fault code

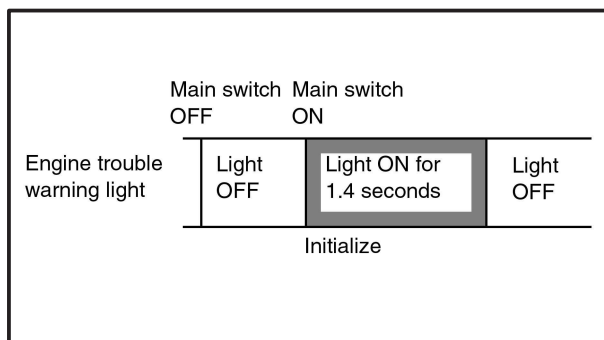
\* The warning light flashes when any one of the conditions listed below is present and the start switch is pushed.

- |  |   |
|--|---|
| 12: Crankshaft position sensor                     | 41: Lean angle cut-off switch (open or short circuit) |
| 19: Sidestand switch (open circuit in wire to ECU) | 50: ECU internal malfunction (memory check error)     |
| 30: Lean angle cut-off switch (latch up detected)  |   |

EAS00901

## Checking for a defective engine trouble warning light bulb

The engine trouble warning light comes on for 1.4 seconds after the main switch has been turned "ON" and when the start switch is being pushed. If the warning light does not come on under these conditions, the warning light bulb may be defective.



## FUEL INJECTION SYSTEM

**FI**


EAS00902

### ALTERNATE INSTRUCTIONS OPERATION CONTROL (FAIL-SAFE ACTION)

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.

The ECU takes fail-safe actions in two ways: one in which the sensor output is set to a prescribed value, and the other in which the ECU directly operates an actuator. Details on the fail-safe actions are given in the table below.

### FAIL-SAFE ACTIONS TABLE

Fault Code No.	Item	Symptom	Fail-safe action	Engine startability	Vehicle drivability
12	Crankshaft position sensor	No normal signals are received from the crankshaft position sensor.	• Stops the engine (by stopping the injection and ignition).	Unable	Unable
13 14	Intake air pressure sensor (open or short circuit) (pipe system)	Intake air pressure sensor-open or short circuit detected. Faulty intake air pressure sensor pipe system.	• Fixes the intake air pressure to 101.3 kpa.	Able	Able
15 16	Throttle position sensor (open or short circuit) (stuck)	Throttle position sensor-open or short circuit detected. A stuck throttle position sensor is detected.	• Fixes the throttle position sensor to fully open.	Able	Able
19	Sidestand switch (open circuit in wire to ECU)	Open circuit in the input line of ECU No.4 terminal is detected when the start switch is pressed.	-- (No start)	Unable	Unable
21	Coolant temperature sensor	Coolant temperature sensor-open or short circuit detected.	• Fixes the coolant temperature to 60°C.	Able	Able
22	Intake temperature sensor	Intake temperature sensor-open or short circuit detected.	• Fixes the intake temperature to 20°C.	Able	Able
33	Faulty ignition	Open circuit detected in the primary lead of the ignition coil. (#1, #4)	• Cut the injection of other cylinder in the same group with the cylinder that the error is detected. (Example: when the #1 cylinder is defective cut the injection of #1 and #4 cylinders) • Turn on the power to the air induction solenoid to always cut-off the air.	Able (depending on the number of faulty cylinders)	Able (depending on the number of faulty cylinders)
34		Open circuit detected in the primary lead of the ignition coil. (#2, #3)			
30 41	Lean angle cut-off switch (latch up detected) (open or short circuit)	The motorcycle has over turned. Lean angle cut-off switch-open or short circuit detected.	• Turns OFF the fuel injection system relay of the fuel system.	Unable	Unable
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.	Able	Able
43	Fuel system voltage (monitor voltage)	Supply power to the injector and fuel pump is not normal.	• Fixes the battery voltage to 12 V.	Depending on the malfunction case.	Depending on the malfunction case.
44	Error in writing the amount of CO adjustment on EEPROM	An error is detected while reading or writing on EEPROM (CO adjustment value).	--	Able	Able
46	Vehicle system power supply (Monitor voltage)	Power supply to the FI system not normal	--	Able	Able
50	ECU internal malfunction (memory check error)	Faulty ECU memory. When this malfunction is detected, the code number might not appear on the meter.	• Shut down all functions except the communication with the meter.	Unable	Unable
—	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, 30, 41, 43 or 50.	Engine trouble warning light flashes when the start switch is turned ON.	Unable	Unable

## FUEL INJECTION SYSTEM

**FI**

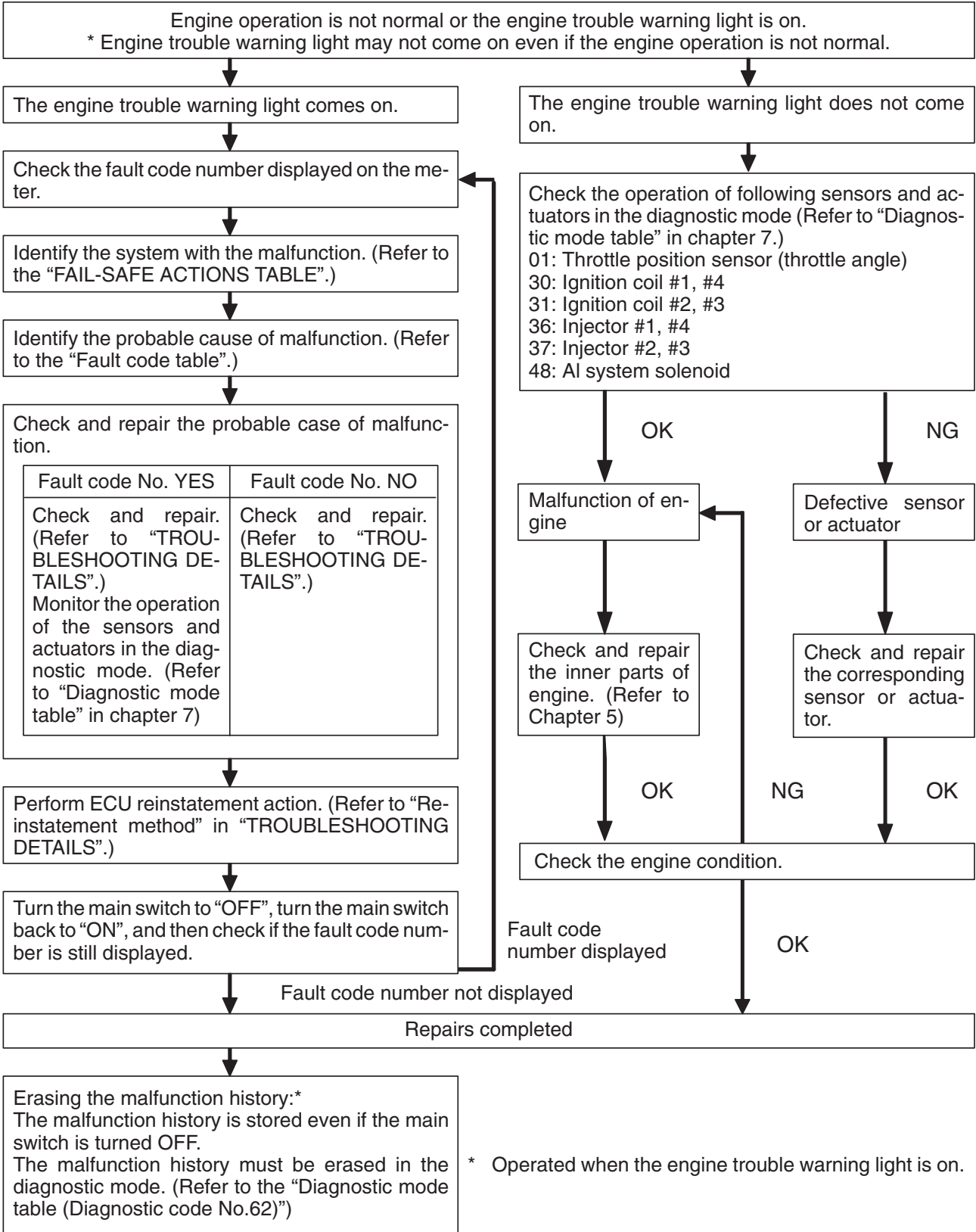
### Communication error with the meter

Er-1	ECU internal malfunction (output signal error)	No signals are received from the ECU.	–	Unable	Unable
Er-2	ECU internal malfunction (output signal error)	No signals are received from the ECU within the specified duration.	–	Unable	Unable
Er-3	ECU internal malfunction (output signal error)	Data from the ECU cannot be received correctly.	–	Unable	Unable
Er-4	ECU internal malfunction (input signal error)	Non-registered data has been received from the meter.	–	Unable	Unable



EAS00904

## TROUBLESHOOTING CHART



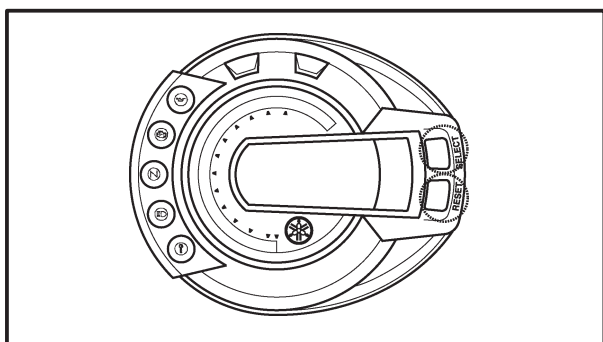
\* Operated when the engine trouble warning light is on.



EAS00905

## DIAGNOSTIC MODE

It is possible to monitor the sensor output data or check the activation of actuators without connecting the measurement equipment by simply switching the meter indication from the normal mode to the diagnostic monitoring mode.

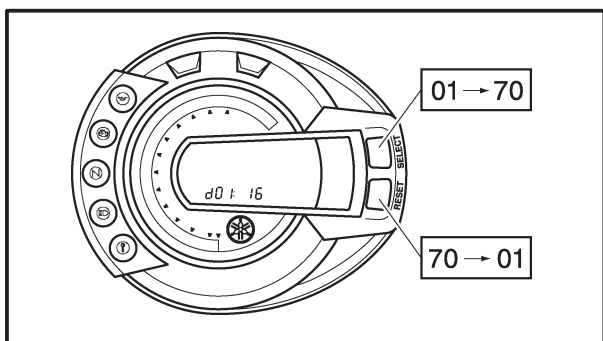


### Setting the diagnostic mode

1. Turn the main switch to "OFF" and set the engine stop switch to "OFF".
2. Disconnect the wire harness coupler from the fuel pump.
3. Simultaneously press and hold the "SELECT" and "RESET" buttons, turn the main switch to "ON", and continue to press the buttons for 8 seconds or more.

### NOTE:

- All displays on the meter disappear except the clock and tripmeter displays.
- "dIAG" appears on the LCD meter.



4. Press the "SELECT" button to select the CO adjustment mode "Co" or the diagnostic mode "dIAG".
5. After selecting "dIAG", simultaneously press the "SELECT" and "RESET" buttons for 2 seconds or more to execute the selection.
6. Select the diagnostic code number that applies to the item that was verified with the fault code number by pressing the "SELECT" and "RESET" buttons.

### NOTE:

- The diagnostic code number appears on the LCD meter (01-70).
- To decrease the selected diagnostic code number, press the "RESET" button. Press the "RESET" button for 1 second or longer to automatically decrease the diagnostic code numbers.
- To increase the selected diagnostic code number, press the "SELECT" button. Press the "SELECT" 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 appears on the trip LCD.
  - Actuator operation  
Set the engine stop switch to “ON” to operate the actuator.  
\* If the engine stop switch is set to “ON”, set it to “OFF”, and then set it to “ON” again.
8. Turn the main switch to “OFF” to cancel the the diagnostic mode.

**NOTE:** \_\_\_\_\_

To perform a reliable diagnosis, make sure to turn “OFF” the power supply before every check and then start right from the beginning.

---

## FUEL INJECTION SYSTEM

**FI**


### Fault code table

Fault code No.	Symptom	Probable cause of malfunction	Diagnostic code
12	No normal signals are received from the crankshaft position sensor.	<ul style="list-style-type: none"> <li>• Open or short circuit in wiring harness.</li> <li>• Defective crankshaft position sensor.</li> <li>• Malfunction in pickup rotor.</li> <li>• Malfunction in ECU.</li> <li>• Improperly installed sensor.</li> </ul>	—
13	Intake air pressure sensor-open or short circuit detected.	<ul style="list-style-type: none"> <li>• Open or short circuit in wiring sub lead.</li> <li>• Open or short circuit in wiring harness.</li> <li>• Defective intake air pressure sensor.</li> <li>• Malfunction in ECU.</li> </ul>	03
14	Faulty intake air pressure sensor pipe system <ul style="list-style-type: none"> <li>• detected hose</li> <li>• clogged hose</li> </ul>	<ul style="list-style-type: none"> <li>• Intake air pressure sensor hose is detached, clogged, kinked, or pinched.</li> <li>• Malfunction in ECU.</li> </ul>	03
15	Throttle position sensor-open or short circuit detected.	<ul style="list-style-type: none"> <li>• Open or short circuit in wiring sub lead.</li> <li>• Open or short circuit in wiring harness.</li> <li>• Defective throttle position sensor.</li> <li>• Malfunction in ECU.</li> <li>• Improperly installed throttle position sensor.</li> </ul>	01
16	A stuck throttle position sensor is detected.	<ul style="list-style-type: none"> <li>• Stuck throttle position sensor.</li> <li>• Malfunction in ECU.</li> </ul>	01
19	Open circuit in the input line of ECU No4 terminal is detected when the start switch is pressed.	<ul style="list-style-type: none"> <li>• Open circuit in wiring harness (ECU coupler).</li> <li>• Malfunction in ECU.</li> </ul>	20
21	Coolant temperature sensor-open or short circuit detected.	<ul style="list-style-type: none"> <li>• Open or short circuit in wiring harness.</li> <li>• Defective coolant temperature sensor.</li> <li>• Malfunction in ECU.</li> <li>• Improperly installed sensor.</li> </ul>	06
22	Intake air temperature sensor-open or short circuit detected.	<ul style="list-style-type: none"> <li>• Open or short circuit in wiring harness.</li> <li>• Defective intake temperature sensor.</li> <li>• Malfunction in ECU.</li> <li>• Improperly installed sensor.</li> </ul>	05
30	The motorcycle has overturned.	<ul style="list-style-type: none"> <li>• Overturned.</li> <li>• Malfunction in ECU.</li> </ul>	08
33	Open circuit is detected in the primary lead of the ignition coil (#1, #4).	<ul style="list-style-type: none"> <li>• Open circuit in wiring harness.</li> <li>• Malfunction in ignition coil.</li> <li>• Malfunction in ECU.</li> <li>• Malfunction in a component of ignition cut-off circuit system.</li> </ul>	30
34	Open circuit is detected in the primary lead of the ignition coil (#2, #3).	<ul style="list-style-type: none"> <li>• Open circuit in wiring harness.</li> <li>• Malfunction in ignition coil.</li> <li>• Malfunction in ECU.</li> <li>• Malfunction in a component of ignition cut-off circuit system.</li> </ul>	31
41	Lean angle cut-off switch-open or short circuit detected.	<ul style="list-style-type: none"> <li>• Open or short circuit in wiring harness.</li> <li>• Defective lean angle cut-off switch.</li> <li>• Malfunction in ECU.</li> </ul>	08
42	No normal signals are received from the speed sensor; or, an open or short circuit is detected in the neutral switch.	<ul style="list-style-type: none"> <li>• Open or short circuit in wiring harness.</li> <li>• Defective speed sensor.</li> <li>• Malfunction in vehicle speed sensor detected unit.</li> <li>• Defective neutral switch.</li> <li>• Malfunction in the engine side of the neutral switch.</li> <li>• Malfunction in ECU.</li> </ul>	07 21
43	Supply power to the injector and fuel pump is not normal	<ul style="list-style-type: none"> <li>• Open circuit in wiring harness. (red/blue line or blue/yellow line)</li> <li>• Malfunction in ECU.</li> </ul>	09
44	An error is detected while reading or writing on EEPROM.	<ul style="list-style-type: none"> <li>• Malfunction in ECU. (The CO adjustment value is not properly written on or read from the internal memory).</li> </ul>	60
46	Power supply to the FI system is not normal.	<ul style="list-style-type: none"> <li>• Malfunction in "CHARGING SYSTEM".</li> </ul>	—

## FUEL INJECTION SYSTEM

**FI**


Fault code No.	Symptom	Probable cause of malfunction	Diagnostic code
50	Faulty ECU memory. When this malfunction is detected, the code number might not appear on the meter.	<ul style="list-style-type: none"> <li>• Malfunction in ECU. (The program and data are not properly written on or read from the internal memory.)</li> </ul>	—
Er-1	No signals are received from the ECU.	<ul style="list-style-type: none"> <li>• Open or short circuit in wiring sub lead.</li> <li>• Malfunction in meter.</li> <li>• Malfunction in ECU.</li> </ul>	—
Er-2	No signals are received from the ECU within the specified duration.	<ul style="list-style-type: none"> <li>• Improper connection in wiring sub lead.</li> <li>• Malfunction in meter.</li> <li>• Malfunction in ECU.</li> </ul>	—
Er-3	Data from the ECU cannot be received correctly.	<ul style="list-style-type: none"> <li>• Improper connection in wiring sub lead.</li> <li>• Malfunction in meter.</li> <li>• Malfunction in ECU.</li> </ul>	—
Er-4	Non-registered data has been received from the meter.	<ul style="list-style-type: none"> <li>• Improper connection in wiring sub lead.</li> <li>• Malfunction in meter.</li> <li>• Malfunction in ECU.</li> </ul>	—

## FUEL INJECTION SYSTEM

FI



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	Description of action	Data displayed on meter (reference value)
01	Throttle angle	Displays the throttle angle. • Check with throttle fully closed. • Check with throttle fully open.	0 ~ 125 degrees • Fully closed position (15 ~ 17) • Fully open position (97 ~ 100)
03	Intake air pressure	Displays the intake air pressure. Engine stop switch is on. * Generate the pressure difference by cranking the engine with the starter, without actually starting the engine.	• Not cranking-atmospheric pressure • Cranking-intake air pressure It changes at the value which is smaller than in the atmospheric pressure.
05	Intake air temperature	Displays the intake air temperature. * Check the temperature in the air cleaner case.	Compare it to the value displayed on the meter.
06	Coolant temperature	Displays the coolant temperature. * Check the temperature of the coolant.	Compare it to the value displayed on the meter.
07	Vehicle speed pulse	Displays the accumulation of the vehicle pulses that are generated when the tire is spun.	(0 ~ 999; resets to 0 after 999) OK if the numbers appear on the meter.
08	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
09	Fuel system voltage (battery voltage)	Displays the fuel system voltage (battery voltage). Engine stop switch is on.	0 ~ 18.7 V Normally, approximately 12.0 V
20	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
21	Neutral switch	Displays that the switch is ON or OFF.	Neutral: ON In gear: OFF
30	Ignition coil #1, #4	After 1 second has elapsed from the time the engine stop switch has been turned from OFF to ON, it actuates ignition coil #1 and #4 for five times every second and illuminates the engine trouble warning light. * Connect an ignition checker. * If the engine stop switch is ON, turn it OFF once, and then turn it back ON.	Check that spark is generated, 5 times with the engine stop switch ON.
31	Ignition coils #2, #3	After 1 second has elapsed from the time the engine stop switch has been turned from OFF to ON, it actuates ignition coil #2 and #3 for five times every second and illuminates the engine trouble warning light. * Connect an ignition checker. * If the engine stop switch is ON, turn it OFF once, and then turn it back ON.	Check that spark is generated, 5 times with the engine stop switch ON.
36	Injector #1, #4	After 1 second has elapsed from the time the engine stop switch has been turned from OFF to ON, it actuates the injector #1 and #4 five times every second and illuminates the engine trouble warning light. * If the engine stop switch is ON, turn it OFF once, and then turn it back ON.	Check the operating sound of the injector five times with engine stop switch ON.
37	Injector #2, #3	After 1 second has elapsed from the time the engine stop switch has been turned from OFF to ON, it actuates the injector #2 and #3 five times every second and illuminates the engine trouble warning light. * If the engine stop switch is ON, turn it OFF once, and then turn it back ON.	Check the operating sound of the injector five times with engine stop switch ON.

## FUEL INJECTION SYSTEM

**FI**


Diagnostic code	Item	Description of action	Data displayed on meter (reference value)
48	AI system solenoid	After 1 second has elapsed from the time the engine stop switch has been turned from OFF to ON, it actuates the AI system solenoid five times every second and illuminates the engine trouble warning light. * If the engine stop switch is ON, turn it OFF once, and then turn it back ON.	Check the operating sound of the AI system solenoid 5 times with the engine stop switch ON.
50	Fuel injection system relay	After 1 second has elapsed from the time the engine stop switch has been turned from OFF to ON, it actuates the fuel injection system relay five times every second and illuminates the engine trouble warning light (the light is OFF when the relay is ON, and the light is ON when the relay is OFF). * If the engine stop switch is ON, turn it OFF once, and then turn it back ON.	Check the fuel injection system relay operating sound 5 times with the engine stop switch ON.
51	Radiator fan motor relay	After 1 second has elapsed from the time the engine stop switch has been turned from OFF to ON, it actuates the radiator fan motor relay five times every 5 seconds and illuminates the engine trouble warning light. (ON 2 seconds, OFF 3 seconds) * If the engine stop switch is ON, turn it OFF once, and then turn it back ON.	Check the radiator fan motor relay operating sound 5 times with the engine stop switch ON. (At that time, the fan motor rotates.)
52	Headlight relay 1	After 1 second has elapsed from the time the engine stop switch has been turned from OFF to ON, it actuates the headlight relay five times every 5 seconds and illuminates the engine trouble warning light. (ON 2 seconds, OFF 3 seconds) * If the engine stop switch is ON, turn it OFF once, and then turn it back ON.	Check the headlight relay operating sound 5 times with the engine stop switch ON. (At that time, the headlight turns ON.)
60	EEPROM fault code display	<ul style="list-style-type: none"> <li>Transmits the abnormal portion of the data in the EEPROM that has been detected as a fault code 44.</li> <li>If multiple malfunctions have been detected, different codes are displayed at 2-second intervals, and this process is repeated.</li> </ul>	(01 ~ 02) Displays the cylinder number. 01: #1 and #4 02: #2 and #3 (00) Displays when there is no malfunction.
61	Malfunction history code display	<ul style="list-style-type: none"> <li>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).</li> <li>If multiple malfunctions have been detected, different codes are displayed at 2-second intervals, and this process is repeated.</li> </ul>	12 ~ 50 (00) Displays when there is no malfunction.
62	Malfunction history code erasure	<ul style="list-style-type: none"> <li>Displays the total number of codes that are being detected through self diagnosis and the fault codes in the past history.</li> <li>Erases only the history codes when the engine stop switch is turned from OFF to ON. If the engine stop switch is ON, turn it OFF once, and then turn it back ON.</li> </ul>	00 ~ 17 (00) Displays when there is no malfunction.
70	Control number	<ul style="list-style-type: none"> <li>Displays the program control number.</li> </ul>	00 ~ 255



EAS00908

## TROUBLESHOOTING DETAILS

This section describes the countermeasures per fault code number displayed on the meter. Check and service the items or components that are the probable cause of the malfunction following the order. After the check and service of the malfunctioned part has been completed, reset the meter display according to the "Reinstatement method".

Fault code No.:

Fault code number displayed on the meter when the engine failed to work normally. (Refer to the "Fault 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	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
1	Installed condition of sensor.	Check the installed area for looseness or pinching.	Reinstated by cranking the engine.
2	Connected condition of connector. Inspect the coupler for any pins that may have pulled out. Check the locking condition of the coupler. <b>NOTE:</b> _____ When installing or removing the connector, main switch turn to "OFF".	If there is a malfunction, repair it and connect it securely. Crankshaft position sensor coupler Main wiring harness ECU coupler	
3	Open or short circuit in wiring harness.	Repair or replace if there is an open or short circuit between the main wiring harnesses. Between sensor coupler and ECU coupler. Gray - Gray Black/Blue - Black/Blue	
4	Defective crankshaft position sensor.	Replace if defective. 1. Disconnect the crankshaft position sensor coupler from the wire harness. 2. Connect the pocket tester ( $\Omega \times 100$ ) to the crankshaft position sensor coupler as shown. <div style="border: 1px solid black; padding: 5px; margin: 5px 0;">                         Tester positive probe → gray ①                          Tester negative probe → black ②                     </div> <div style="text-align: center; margin: 5px 0;"> </div> 3. Measure the crankshaft position sensor resistance. <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <b>Crankshaft position sensor resistance</b>                          248 ~ 372 <math>\Omega</math> at 20°C (68°F)                          (between gray and black)                     </div> 4. Is the crankshaft position sensor OK?	

# FUEL INJECTION SYSTEM

FI



Fault code No. 13   Symptom   Intake air pressure sensor - open or short circuit detected.			
Used diagnostic code No. 03 (intake air pressure sensor)			
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
1	<p>Connected condition of connector Inspect the coupler for any pins that may have pulled out. Check the locking condition of the coupler.</p> <p><b>NOTE:</b> _____ When installing or removing the connector, main switch turn to "OFF".</p>	<p>If there is a malfunction, repair it and connect it securely.</p> <p>Intake air pressure sensor coupler Main wiring harness ECU coupler Sub-wire harness coupler</p>	Reinstated by turning the main switch ON.
2	Open or short circuit in wiring harness and/or sub lead.	<p>Repair or replace if there is an open or short circuit.</p> <p>Between sensor coupler and ECU coupler Black/Blue - Black/Blue Pink/White - Pink/White Blue - Blue</p>	
3	Defective intake air pressure sensor	<p>Execute the diagnostic mode (code No. 03) Replace if defective.</p> <p>1. Connect the pocket tester (DC 20 V) to the intake air pressure sensor coupler terminal as shown.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Tester positive probe → pink/white ①</b> <b>Tester negative probe → black/blue ②</b></p> </div> <div style="text-align: center; margin: 10px 0;"> </div> <p>2. Set the main switch to "ON". 3. Measure the intake air pressure sensor output voltage.</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Intake air pressure sensor output voltage</b> <b>3.75 ~ 4.25 V</b></p> </div> <p>4. Is the intake air pressure sensor OK?</p>	

## FUEL INJECTION SYSTEM

**FI**



Fault code No.	14	Symptom	Intake air pressure sensor - hose system malfunction (clogged or detached hose).
Used diagnostic code No. 03 (intake air pressure sensor)			
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
1	Intake air pressure sensor hose detached, clogged, kinked, or pinched. Intake air pressure sensor malfunction at intermediate electrical potential.	Repair or replace the sensor hose. Inspect and repair the connection.	Reinstated by starting the engine and operating it at idle.
2	Connected state of connector Intake air pressure sensor coupler Main wiring harness 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	Defective intake air pressure sensor.	Execute the diagnostic mode (code No. 03) Replace if defective. Refer to "Fault code No. 13".	

Fault code No.	15	Symptom	Throttle position sensor - open or short circuit detected.
Used diagnostic code No. 01 (throttle position sensor)			
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
1	Installed condition of throttle position sensor.	Check the installed area for looseness or pinching. Check that it is installed in the specified position. Refer to "THROTTLE BODIES" section.	Reinstated by turning the main switch ON.
2	Connected condition of connector Inspect 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.  Throttle position sensor coupler Main wiring harness ECU coupler Sub-wire harness coupler	
3	Open or short circuit in wiring harness and/or sub lead.	Repair or replace if there is an open or short circuit.  Between sensor coupler and ECU coupler black/blue - black/blue yellow - yellow blue - blue	
4	Throttle position sensor lead wire open circuit output voltage check.	Check for open circuit and replace the throttle position sensor. Black/Blue - Yellow	
		Open circuit item	
		Ground wire open circuit	5 V
		Output wire open circuit	0V
5	Defective throttle position sensor.	Execute the diagnostic mode (code No. 01) Replace if defective. Refer to "THROTTLE BODIES" section.	



## FUEL INJECTION SYSTEM

**FI**


Fault code No.	16	Symptom	Stuck throttle position sensor detected.	
Used diagnostic code No. 01 (throttle position sensor)				
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method	
1	Installed condition of throttle position sensor.	Check the installed area for looseness or pinching. Check that it is installed in the specified position. Refer to "THROTTLE BODIES" section.	Reinstated by starting the engine, operating it at idle, and then racing it.	
2	Defective throttle position sensor	Execute the diagnostic mode (code No. 01) Replace if defective. Refer to "THROTTLE BODIES" section.		
3	When detecting fault code No. 15	Refer to "Fault code No. 15".	Refer to "Fault code No. 15".	

Fault code No.	19	Symptom	Open circuit in the input line of ECU No. 4 terminal is detected.	
Used diagnostic code No. 20 (sidestand switch)				
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method	
1	Connected state of connector Main wiring harness ECU coupler (No. 4 pin)	Execute the diagnostic mode (code No. 20) 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.	If the transmission is in gear, it is reinstated by retracting the sidestand. If the transmission is in neutral, it is reinstated by re-connecting the wiring.	
2	Open or short circuit in wiring harness and/or sub lead.	Repair or replace if there is an open circuit. Sidestand switch signal input line of ECU coupler black/red		

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	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method	
1	Installed condition of sensor	Check the installed area for looseness or pinching.	Reinstated by turning the main switch ON.	
2	Connected condition of connector Inspect 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. Coolant temperature sensor coupler Main wiring harness ECU coupler Sub-wire harness coupler		
3	Open or short circuit in wiring harness and/or sub lead.	Repair or replace if there is an open or short circuit. Between sensor coupler and ECU coupler black/blue - black/blue green/white - green/white		
4	Defective coolant temperature sensor.	Execute the diagnostic mode (code No. 06) Replace if defective. Refer to "COOLING SYSTEM" in chapter 8.		

# FUEL INJECTION SYSTEM

FI

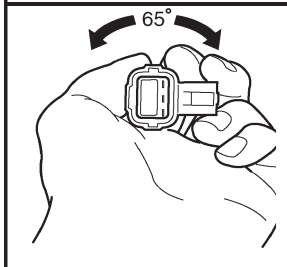
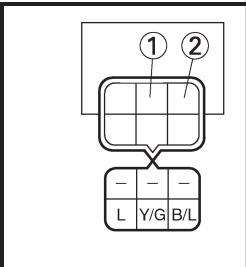


Fault code No.   22   Symptom   Open or short circuit detected from the intake air temperature sensor.			
Used diagnostic code No. 05 (intake air temperature sensor)			
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
1	Installed condition of sensor	Check the installed area for looseness or pinching.	Reinstated by turning the mainswitch ON.
2	Connected condition of connector Inspect 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. Intake air temperature sensor coupler Main wiring harness ECU coupler Sub-wire harness coupler	
3	Open or short circuit in wiring harness and/or sub lead.	Repair or replace if there is an open or short circuit. Between sensor coupler and ECU coupler black/blue - black/blue brown/white - brown/white	
4	Defective intake air temperature sensor.	<p>Execute the diagnostic mode (code No. 05) Replace if defective.</p> <ol style="list-style-type: none"> <li>Remove the intake air temperature sensor from the air filter case.</li> <li>Connect the pocket tester (<math>\Omega \times 100</math>) to the intake air temperature sensor terminal as shown.</li> </ol> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Tester positive probe</b> → brown/white ①  <b>Tester negative probe</b> → black/blue ②</p> </div> <ol style="list-style-type: none"> <li>Measure the intake air temperature sensor resistance.</li> </ol> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p><b>Intake air temperature sensor resistance</b>                  2.2 ~ 2.7 k<math>\Omega</math> at 20°C (68°F)</p> </div> <p><b>⚠ WARNING</b></p> <ul style="list-style-type: none"> <li>Handle the intake air temperature sensor with special care.</li> <li>Never subject the intake air temperature sensor to strong shocks. If the intake air temperature sensor is dropped, replace it.</li> </ul>	
		4. Is the intake air temperature sensor OK?	

# FUEL INJECTION SYSTEM

FI



Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
Fault code No. 30   Symptom   The motorcycle has overturned. Used diagnostic code No. 08 (lean angle cut-off switch)			
1	The motorcycle has overturned.	Raise the motorcycle upright.	Reinstated by turning the main switch ON (however, the engine cannot be re-started unless the main switch is first turned OFF).
2	Installed condition of the lean angle cut-off switch	Check the installed area for looseness or pinching.	
3	Connected condition of connector Inspect 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. Lean angle cut-off switch coupler Main wiring harness ECU coupler	
4	Defective lean angle cut-off switch	Execute the diagnostic mode (code No. 08) Replace if defective. <ol style="list-style-type: none"> <li>1. Remove the lean angle cut-off switch from the motorcycle.</li> <li>2. Connect the lean angle cut-off switch coupler to the wireharness.</li> <li>3. Connect the pocket tester (DC 20 V) to the lean angle cut-off switch coupler as shown.</li> </ol> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p><b>Tester positive prove → yellow/green ①</b>  <b>Tester negative prove → black/blue ②</b></p> </div> <div style="display: flex; justify-content: space-around;">   </div> <ol style="list-style-type: none"> <li>4. When turning the lean angle cut-off switch approx. 65°, the voltage reading change from 1.0 V to 4.0 V.</li> <li>5. Is the emergency stop switch OK?</li> </ol>	

## FUEL INJECTION SYSTEM

**FI**


Fault code No.	33	Symptom	Malfunction detected in the primary lead of the ignition coil (#1, #4).	
Used diagnostic code No. 30 (ignition coil #1, #4)				
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method	
1	Connected condition of connector Inspect 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. Ignition coil primary side coupler - orange/black Main wiring harness ECU coupler Sub-wire harness coupler	Reinstated by starting the engine and operating it at idle. In case of multiple cylinder open or short circuit in lead, make sure to turn ON and OFF the main switch after each time of cranking.	
2	Open or short circuit in lead.	Repair or replace if there is an open or short circuit. Between ignition coil coupler (#1 and #4) and ECU coupler/main harness orange/black – orange/black red/black – red/black		
3	Defective ignition coil (test the primary and secondary coils for continuity).	Execute the diagnostic mode (code No. 30) Replace if defective. Refer to "IGNITION SYSTEM" in chapter 8.		

Fault code No.	34	Symptom	Malfunction detected in the primary lead of the ignition coil (#2, #3).	
Used diagnostic code No. 31 (ignition coil #2, #3)				
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method	
1	Connected condition of connector Inspect 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. Ignition coil primary side coupler - gray/black Main wiring harness ECU coupler Sub-wire harness coupler	Reinstated by starting the engine and operating it at idle. In case of multiple cylinder open or short circuit in lead, make sure to turn ON and OFF the main switch after each time of cranking.	
2	Open or short circuit in lead wire.	Repair or replace if there is an open or short circuit. Between ignition coil coupler (#2 and #3) and ECU coupler/main harness gray/black – gray/black red/black – red/black		
3	Defective ignition coil (test the primary and secondary coils for continuity).	Execute the diagnostic mode (code No. 31) Replace if defective. Refer to "IGNITION SYSTEM" in chapter 8.		

Fault code No.	41	Symptom	Open or short circuit detected in the lean angle cut-off switch.	
Used diagnostic code No. 08 (lean angle cut-off switch)				
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method	
1	Connected condition of connector Inspect 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. Lean angle cut-off switch coupler Main wiring harness ECU coupler	Reinstated by turning the main switch ON.	
2	Open or short circuit in wiring harness.	Repair or replace if there is an open or short circuit. Between switch coupler and ECU coupler 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 if defective. Refer to Fault code No. 30.		

# FUEL INJECTION SYSTEM

**FI**



Fault code No.	42	Symptom	1 No normal signals are received from the speed sensor. 2 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	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
A1	Connected condition of speed sensor connector Inspect 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. Speed sensor coupler Main wiring harness ECU coupler	Reinstated by starting the engine, and inputting the vehicle speed signals by operating the motorcycle at a low speed of 20 to 30 km/h.
A2	Open or short circuit in speed sensor lead.	Repair or replace if there is an open or short circuit. Between sensor coupler and ECU coupler. blue - blue white/yellow - white/yellow black/blue - black/blue	
A3	Gear for detecting vehicle speed has broken.	Replace if defective. Refer to "TRANSMISSION" in chapter 5.	
A4	Defective speed sensor	Execute the diagnostic mode (code No. 07) Replace if defective. 1. Measure the speed sensor output voltage. 2. Connect the pocket tester (DC 20 V) to the speed sensor coupler terminal as shown. <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p><b>Tester positive probe</b> → pink ①  <b>Tester negative probe</b> → black/white ②</p> </div> <div style="text-align: center; margin: 5px 0;"> </div> <p>3. Measure the speed sensor output voltage.</p> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p style="text-align: center;"><b>Speed sensor output voltage</b></p> <p style="text-align: center;">When sensor is on DC 4.8 V or more</p> <p style="text-align: center;">When sensor is off DC 0.6 V or less</p> </div> <p>4. Is the speed sensor OK?</p>	
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
B1	Connected condition of connector Inspect 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. Neutral switch connector Main wiring harness ECU coupler	Reinstated by starting the engine, and inputting the vehicle speed signals by operating the motorcycle at a low speed of 20 to 30 km/h.
B2	Open or short circuit in neutral switch lead.	Repair or replace if there is an open or short circuit. Between switch connector and ECU coupler sky blue - black/yellow	
B3	Faulty shift drum (neutral detection area)	Replace if defective. Refer to "TRANSMISSION" in chapter 5.	
B4	Defective neutral switch	Execute the diagnostic mode (code No. 21) Replace if defective. Refer to "CHECKING THE SWITCHES" in chapter 8.	

# FUEL INJECTION SYSTEM

**FI**



Fault code No.	43	Symptom	The ECU is unable to monitor the battery voltage.
Used diagnostic code No. 09 (fuel system voltage)			
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
1	Connected condition of connector Inspect 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. Starting circuit cut-off relay coupler (fuel injection system relay) Fuel pump coupler Injector coupler ECU coupler	Reinstated by starting the engine and operating it at idle.
2	Malfunction in ECU	Fuel injection system relay is on.	
3	Open or short circuit in the wiring harness.	Repair or replace if there is an open or short circuit. Between starting circuit cut-off relay (fuel injection system relay), fuel pump, injector (#1 ~ #4) red/blue – red/blue	
4	Malfunction or open circuit in fuel injection system relay	<p>Execute the diagnostic mode (code No. 09)</p> <p><b>NOTE:</b> _____ When the leads are disconnected, the voltage check by the code No. 09 is impossible.</p> <p>_____ Replace if defective.</p> <ol style="list-style-type: none"> <li>1. Disconnect the starting circuit cut-off relay from the wire harness.</li> <li>2. Connect the pocket tester (<math>\Omega \times 1</math>) and battery (12 V) to the starting circuit cut-off relay terminals as shown.</li> </ol> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p><b>Battery positive terminal</b> → red/black ①</p> <p><b>Battery positive terminal</b> → blue/yellow ②</p> </div> <div style="border: 1px solid black; padding: 5px; margin: 5px 0;"> <p><b>Tester positive probe</b> → red ③</p> <p><b>Tester negative probe</b> → red/blue ④</p> </div> <div style="text-align: center; margin: 5px 0;"> </div> <ol style="list-style-type: none"> <li>3. Does the starting circuit cut-off relay have continuity between red and red/blue?</li> </ol>	

## FUEL INJECTION SYSTEM

**FI**


Fault code No.	44	Symptom	Error is detected while reading or writing on EEPROM (CO adjustment value).
Used diagnostic No. 60 (EEP-ROM improper cylinder indication)			
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
1	Malfunction in ECU	Execute diagnostic code 60 1. Check the faulty cylinder. (If there are multiple cylinders, the number of the faulty cylinders appear alternately at 2-second intervals.) 2. Readjust the CO of the displayed cylinder. Refer to "ADJUSTING THE EXHAUST GAS VOLUME" in chapter 3. Replace ECU if defective.	Reinstated by turning the main switch ON.

Fault code No.	46	Symptom	Power supply to the FI system relay is not normal.
Used diagnostic code No. --			
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
1	Connected condition of connector Inspect 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. ECU coupler.	Reinstated by starting the engine and operating it at idle.
2	Faulty battery	Replace or change the battery Refer to "CHECKING AND CHARGING THE BATTERY" in chapter 3.	
3	Open or short circuit in wiring harness.	Repair or replace if there is an open or short circuit. <ul style="list-style-type: none"> <li>• Between battery and main switch red – red</li> <li>• Between main switch and fuse (ignition) brown/blue – brown/blue</li> <li>• Between fuse (ignition) and ECU red/white – red/white</li> </ul>	

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	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
1	Malfunction in ECU	Replace the ECU.	Reinstated by turning the main switch ON.

## FUEL INJECTION SYSTEM

**FI**


Fault code No.	Er-1	Symptom	No signals are received from the ECU.	
Used diagnostic code No. --				
Order	Inspection operation item and probable cause	Operation item and countermeasure		Reinstatement method
1	Connected condition of connector Inspect 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. Main wiring harness ECU coupler Sub-wire harness coupler		Reinstated by turning the main switch ON and receives a normal signal.
2	Open or short circuit in wiring harness and/or sub lead.	Repair or replace if there is an open or short circuit. Between meter coupler and ECU coupler yellow/blue - yellow/blue black/white - black/white		
3	Malfunction in meter	Replace the meter.		
4	Malfunction in ECU	Replace the ECU.		

Fault code No.	Er-2	Symptom	No signals are received from the ECU within the specified duration.	
Used diagnostic code No. --				
Order	Inspection operation item and probable cause	Operation item and countermeasure		Reinstatement method
1	Connected condition of connector Inspect 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. Main wiring harness ECU coupler Sub-wire harness coupler		Reinstated by turning the main switch ON and receives a normal signal.
2	Open or short circuit in wiring harness and/or sub lead.	Repair or replace if there is an open or short circuit. Between meter coupler and ECU coupler yellow/blue - yellow/blue black/white - black/white		
3	Malfunction in meter	Replace the meter.		
4	Malfunction in ECU	Replace the ECU.		

Fault code No.	Er-3	Symptom	Data from the ECU cannot be received correctly.	
Used diagnostic code No. --				
Order	Inspection operation item and probable cause	Operation item and countermeasure		Reinstatement method
1	Connected condition of connector Inspect 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. Main wiring harness ECU coupler Sub-wire harness coupler		Reinstated by turning the main switch ON and receives a normal signal.
2	Open or short circuit in wiring harness and/or sub lead.	Repair or replace if there is an open or short circuit. Between meter coupler and ECU coupler yellow/blue - yellow/blue black/white - black/white		
3	Malfunction in meter	Replace the meter.		
4	Malfunction in ECU	Replace the ECU.		



## FUEL INJECTION SYSTEM

**FI**

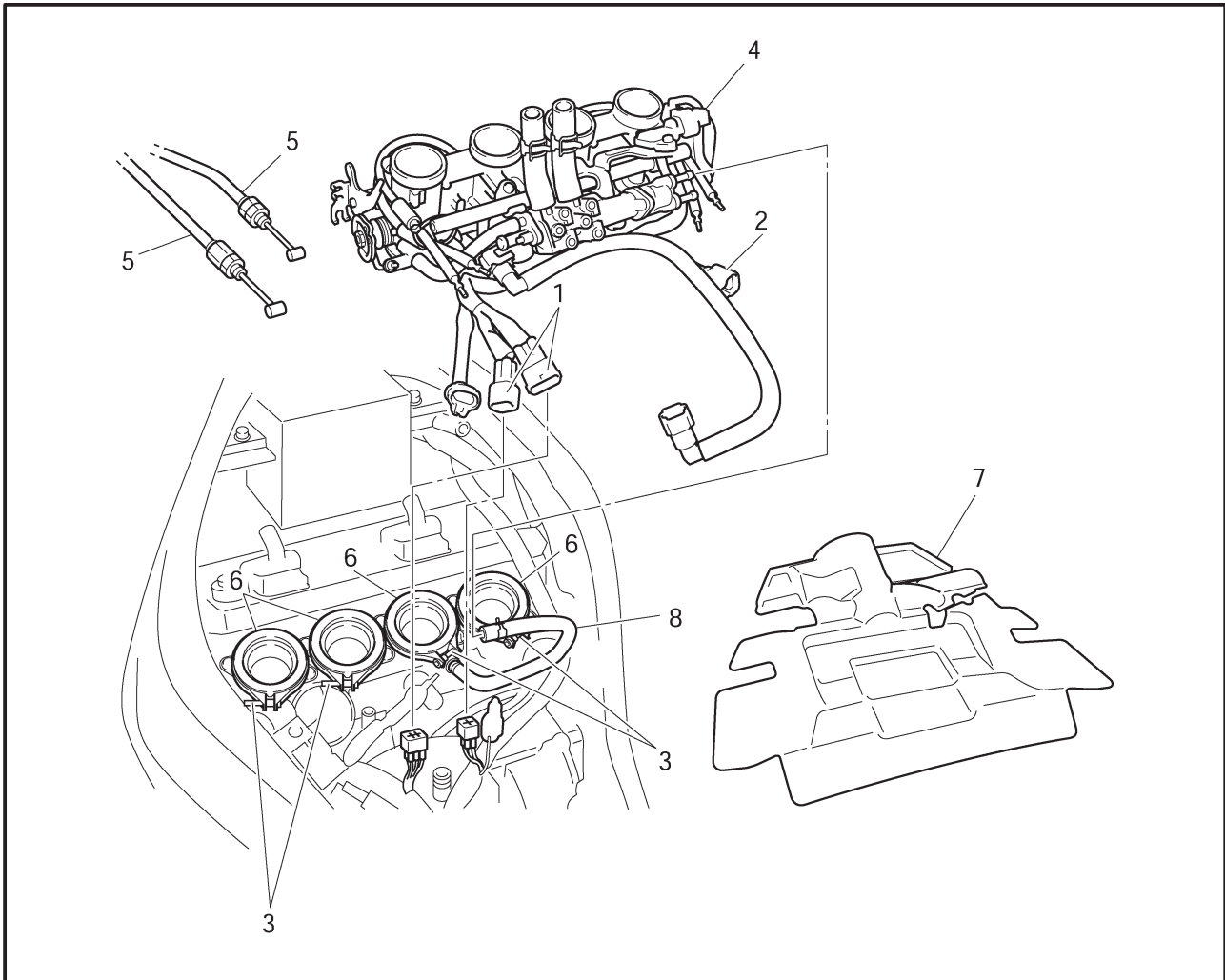


Fault code No.	Er-4	Symptom	Non-registered data has been received from the meter.
Used diagnostic code No. --			
Order	Inspection operation item and probable cause	Operation item and countermeasure	Reinstatement method
1	Connected condition of connector Inspect the coupler for any pins that may have pulled out. Check the locking condition of the coupler.	If there is a malfunction, repair it and connect it securely. Main wiring harness ECU coupler Sub-wire harness coupler	Reinstated by turning the main switch ON and receives a normal signal.
2	Open or short circuit in wiring harness and/or sub lead.	Repair or replace if there is an open or short circuit. Between meter coupler and ECU coupler yellow/blue - yellow/blue black/white - black/white	
3	Malfunction in meter	Replace the meter.	
4	Malfunction in ECU	Replace the ECU.	



EAS00909

THROTTLE BODIES

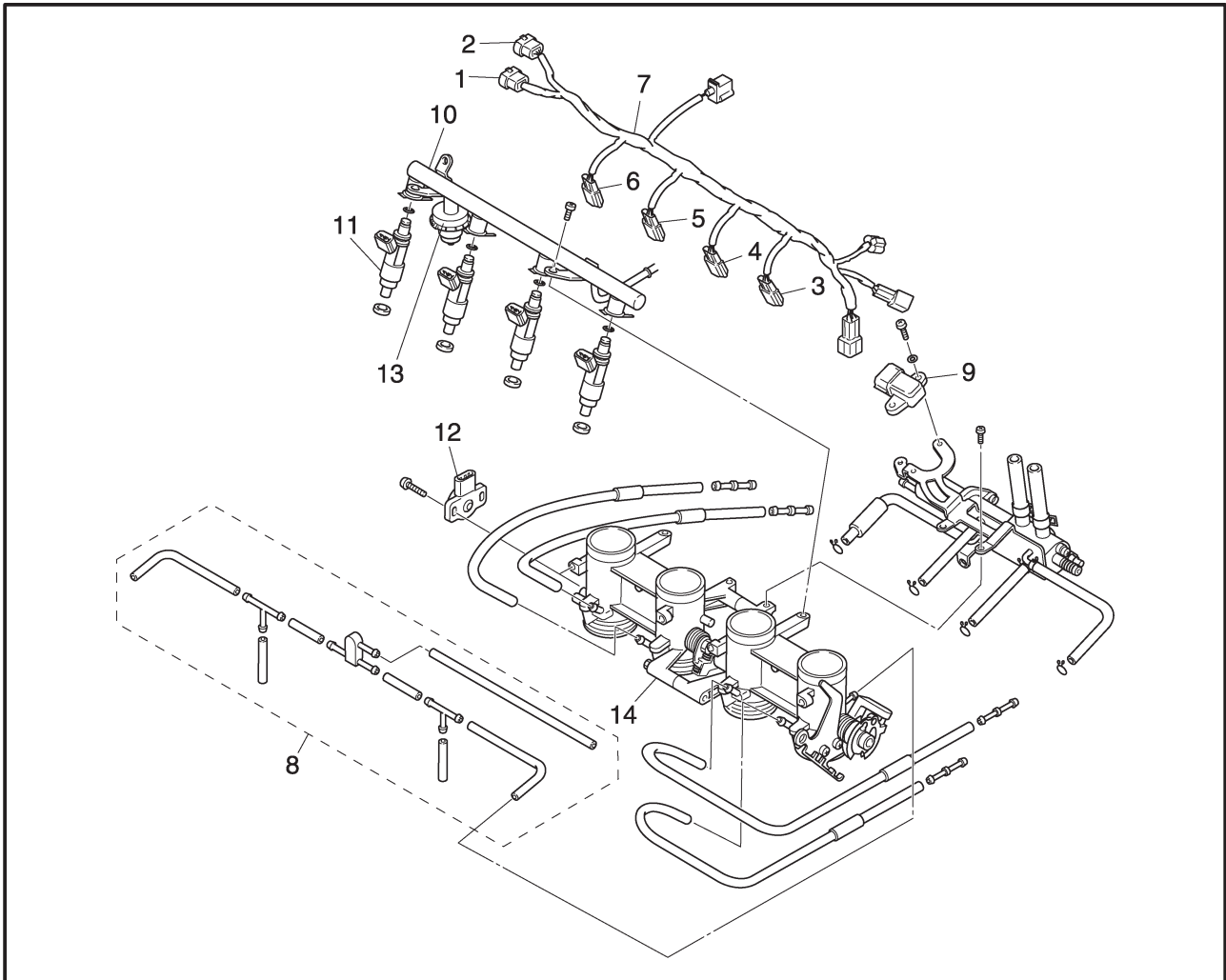


Order	Job/Part	Q'ty	Remarks
	<b>Removing the throttle bodies</b>		Remove the parts in the order listed.
	Seat		Refer to "SEAT" in chapter 3.
	Front cowling inner panel (left and right)		Refer to "COWLINGS" in chapter 3.
	Fuel tank		Refer to "FUEL TANK" in chapter 3.
	Battery		Refer to "CHECKING AND CHARGING THE BATTERY" in chapter 3.
	Air filter case		Refer to "AIR FILTER CASE" in chapter 3.
	Battery box and battery box bracket		Refer to "BATTERY BOX AND BATTERY BOX BRACKET" in chapter 3.
1	Sub-wire harness coupler	2	Disconnect
2	Coolant temperature sensor coupler	1	Disconnect
3	Throttle body joint clamp screw	4	
4	Throttle bodies	1	
5	Throttle cable	2	Disconnect
6	Throttle body joint	4	
7	Heat protector	1	
			For installation, reverse the removal procedure.



EAS00910

## INJECTORS



Order	Job/Part	Q'ty	Remarks
	<b>Removing the injectors</b>		Remove the parts in the order listed.
1	Throttle position sensor coupler	1	Disconnect
2	Intake air pressure sensor coupler	1	Disconnect
3	Cylinder #1-injector coupler	1	
4	Cylinder #2-injector coupler	1	
5	Cylinder #3-injector coupler	1	
6	Cylinder #4-injector coupler	1	
7	Sub wire harness	1	
8	Negative pressure hose	1	
9	Intake air pressure sensor	1	
10	Fuel distributor	1	
11	Injector	4	
12	Throttle position sensor	1	
13	Fuel pulsation damper	1	
14	Throttle body assembly	1	
			For installation, reverse the removal procedure.





## CHECKING THE FUEL PUMP AND PRESSURE REGULATOR OPERATION

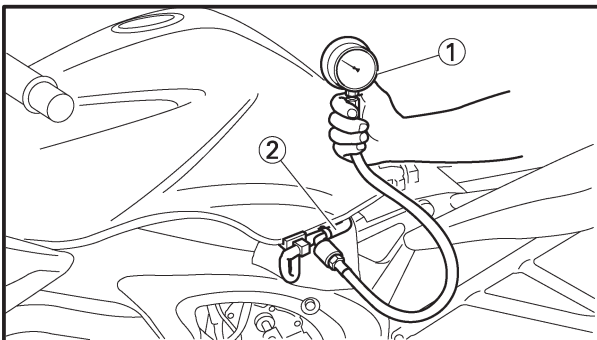
1. Check:

- fuel pump operation

Refer to “FUEL TANK” in chapter 3.



- Remove the seat fuel tank.  
Refer to “SEAT AND FUEL TANK” in chapter 3.
- Connect the pressure gauge ① and adapter ② onto the fuel injection pipe.



**Pressure gauge**  
90890-03153, YU-03153  
**Adapter**  
90890-03176, YM-03176

- Install the fuel tank.  
Refer to “FUEL TANK” in chapter 3.
- Start the engine.
- Measure the fuel pressure.



**Fuel pressure**  
250 kPa (2.5 kg/cm<sup>2</sup>, 36.3 psi)

Faulty → Replace the fuel pump assembly.



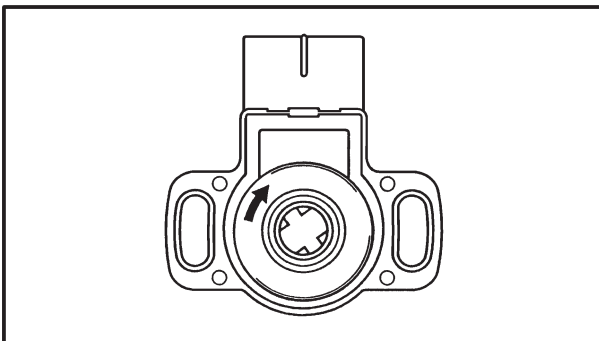
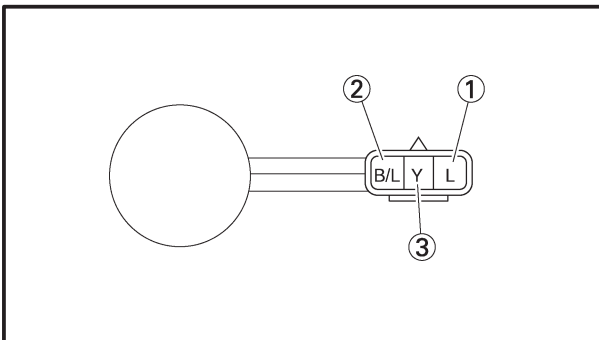


EAS00916

## CHECKING AND ADJUSTING THE THROTTLE POSITION SENSOR

### NOTE:

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



### 1. Check:


- throttle position sensor



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

**Positive tester probe** → blue terminal ①  
**Negative tester probe** → black/blue terminal ②

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

 **Maximum throttle position sensor resistance**  
 3.5 ~ 6.5 k $\Omega$  at 20°C (68°F)  
 (blue - black/blue)


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

**Positive tester probe** → yellow terminal ③  
**Negative tester probe** → black/blue terminal ②



- f. While slowly opening the throttle, check that the throttle position sensor resistance is within the specified range.  
 The resistance does not change or it changes abruptly → Replace the throttle position sensor.  
 The slot is worn or broken → Replace the throttle position sensor.


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



**Throttle position sensor resistance**  
 $0 \sim 5 \pm 1.5 \text{ k}\Omega$  at 20°C (68°F)  
 (yellow – black/blue)


2. Adjust:
- throttle position sensor angle
- a. Connect the throttle position sensor coupler to the wire harness.
  - b. Connect the digital circuit tester to the throttle position sensor.

**Tester positive probe** → yellow terminal ①  
**Tester negative probe** → black/blue terminal ②



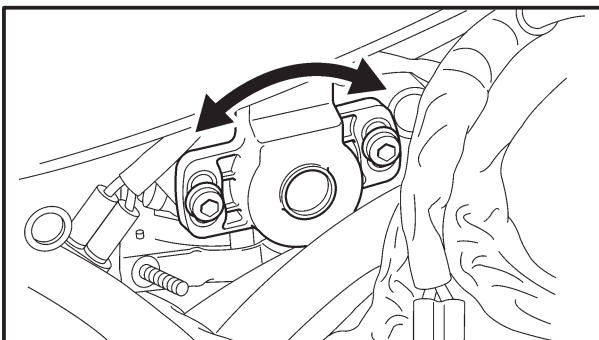
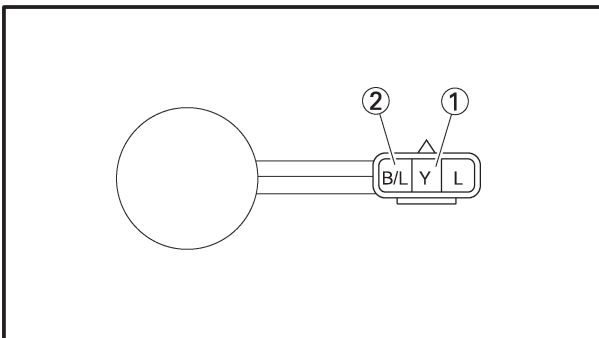
**Digital circuit tester**  
 90890-03174

- c. Measure the throttle position sensor voltage.
- d. Adjust the throttle position sensor angle so the measured voltage is within the specified range.



**Throttle position sensor voltage**  
 $0.63 \sim 0.73 \text{ V}$   
 (yellow – black/blue)

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

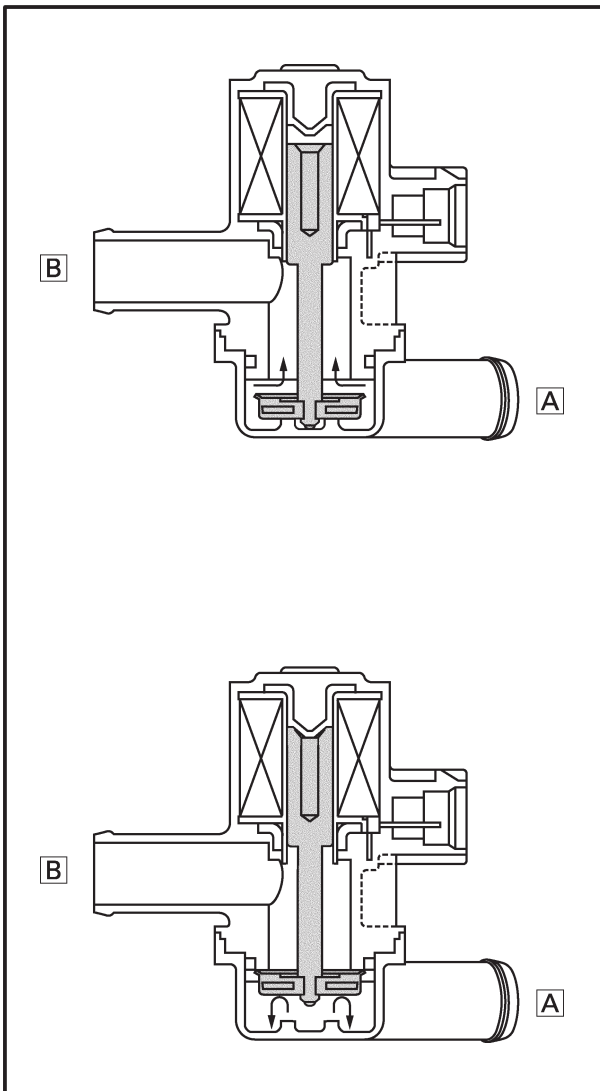



EAS00507

## AIR INDUCTION SYSTEM AIR INJECTION

The air induction system burns unburned exhaust gases by injecting fresh air (secondary air) into the exhaust port, reducing the emission of hydrocarbons.

When there is negative pressure at the exhaust port, the reed valve opens, allowing secondary air to flow into the exhaust port. The required temperature for burning the unburned exhaust gases is approximately 600 to 700°C (1112 to 1292°F).


EAS0097

## 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 motorcycle 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 cleaner
- B** To the cylinder head

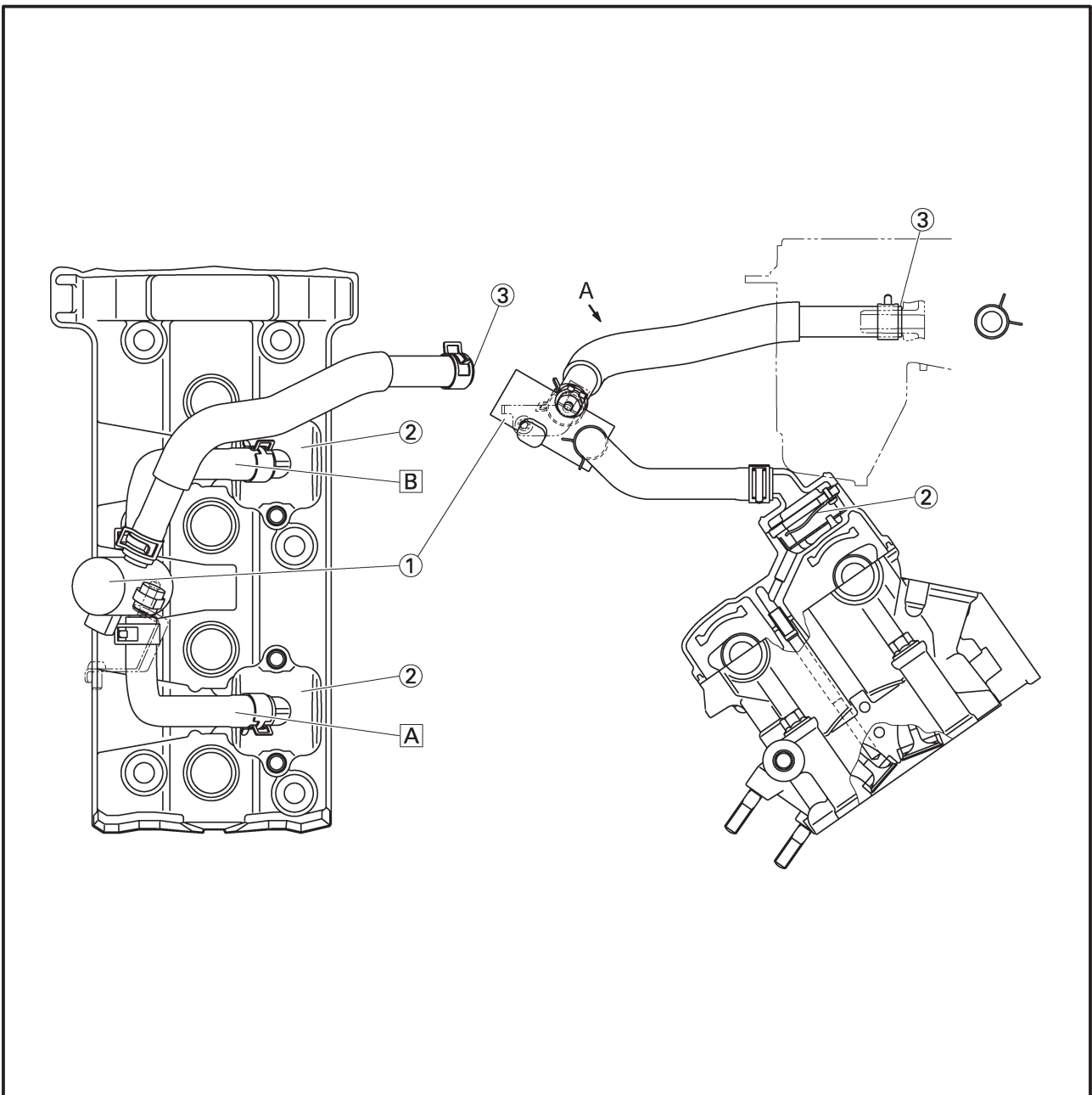




EAS00509

## AIR INDUCTION SYSTEM DIAGRAMS

- ① Air cut-off valve
- ② Reed valve
- ③ To air filter case
- A To cylinder #1 and #2
- B To cylinder #3 and #4



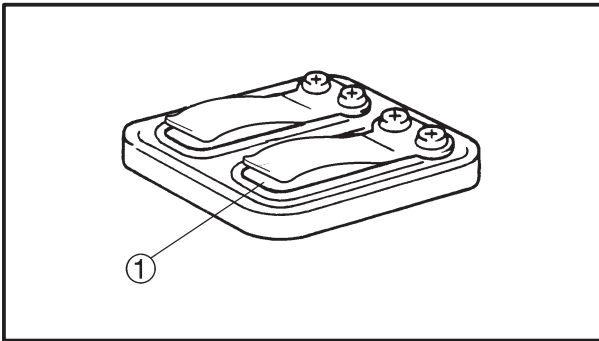


EAS00510

## CHECKING THE AIR INDUCTION SYSTEM

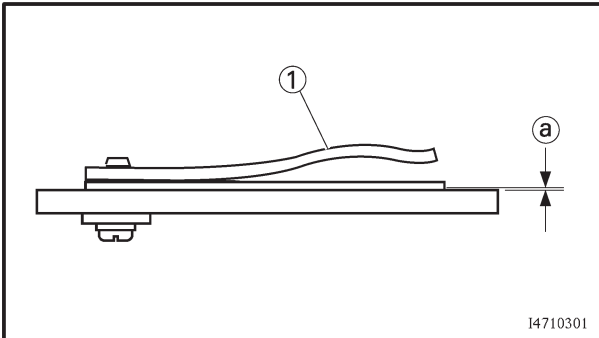
### 1. Check:

- hoses  
Loose connection → Connect properly.  
Cracks/damage → Replace.
- pipes  
Cracks/damage → Replace.



### 2. Check:

- reed valve ①
- reed valve stopper
- reed valve seat  
Cracks/damage → Replace the reed valve.



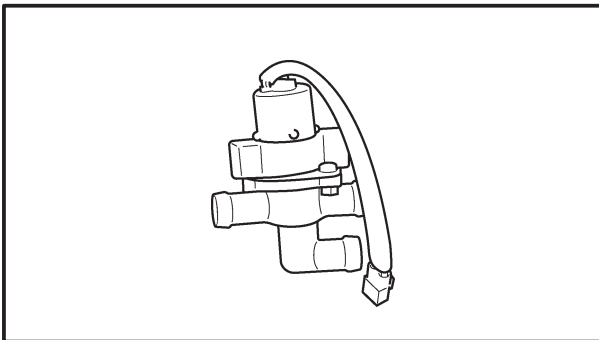
### 3. Measure:

- reed valve bending limit ②  
Out of specification → Replace the reed valve.



**Reed valve bending limit  
0.4 mm (0.016 in)**

① Surface plate

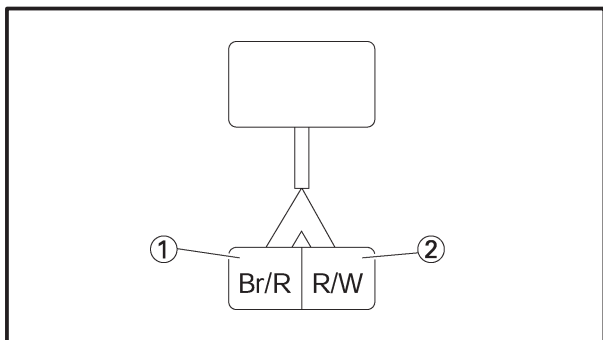


### 4. Check:

- air cut-off valve  
Cracks/damage → Replace.

## AIR INDUCTION SYSTEM

**FI**



5. Check
- AI system solenoid



- Remove the AI system solenoid coupler from the wire harness.
- Connect the pocket tester ( $\Omega \times 1$ ) to the AI system solenoid terminal as shown.

**Tester positive probe** → brown/red ①  
**Tester negative probe** → red/white ②

- Measure the AI system solenoid resistance.



**AI system solenoid resistance**  
**18 ~ 22  $\Omega$  at 20°C (68°F)**

- Out of specification → Replace.





**ELEEC**

**8**

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## CHAPTER 8 ELECTRICAL SYSTEM

<b>ELECTRICAL COMPONENTS</b> .....	8-1
<b>CHECKING SWITCH CONTINUITY</b> .....	8-3
<b>CHECKING THE SWITCHES</b> .....	8-4
<b>CHECKING THE BULBS AND BULB SOCKETS</b> .....	8-5
TYPES OF BULBS .....	8-5
CHECKING THE CONDITION OF THE BULBS .....	8-5
CHECKING THE CONDITION OF THE BULB SOCKETS .....	8-6
CHECKING THE LED's .....	8-7
<b>IGNITION SYSTEM</b> .....	8-8
CIRCUIT DIAGRAM .....	8-8
TROUBLESHOOTING .....	8-9
<b>ELECTRIC STARTING SYSTEM</b> .....	8-14
CIRCUIT DIAGRAM .....	8-14
STARTING CIRCUIT CUT-OFF SYSTEM OPERATION .....	8-15
TROUBLESHOOTING .....	8-16
<b>STARTER MOTOR</b> .....	8-19
CHECKING THE STARTER MOTOR .....	8-21
ASSEMBLING THE STARTER MOTOR .....	8-22
<b>CHARGING SYSTEM</b> .....	8-24
CIRCUIT DIAGRAM .....	8-24
TROUBLESHOOTING .....	8-25
<b>LIGHTING SYSTEM</b> .....	8-27
CIRCUIT DIAGRAM .....	8-27
TROUBLESHOOTING .....	8-29
CHECKING THE LIGHTING SYSTEM .....	8-31
<b>SIGNALING SYSTEM</b> .....	8-34
CIRCUIT DIAGRAM .....	8-34
CHECKING THE SIGNALING SYSTEM .....	8-36
TROUBLESHOOTING .....	8-36
<b>COOLING SYSTEM</b> .....	8-43
CIRCUIT DIAGRAM .....	8-43
TROUBLESHOOTING .....	8-44

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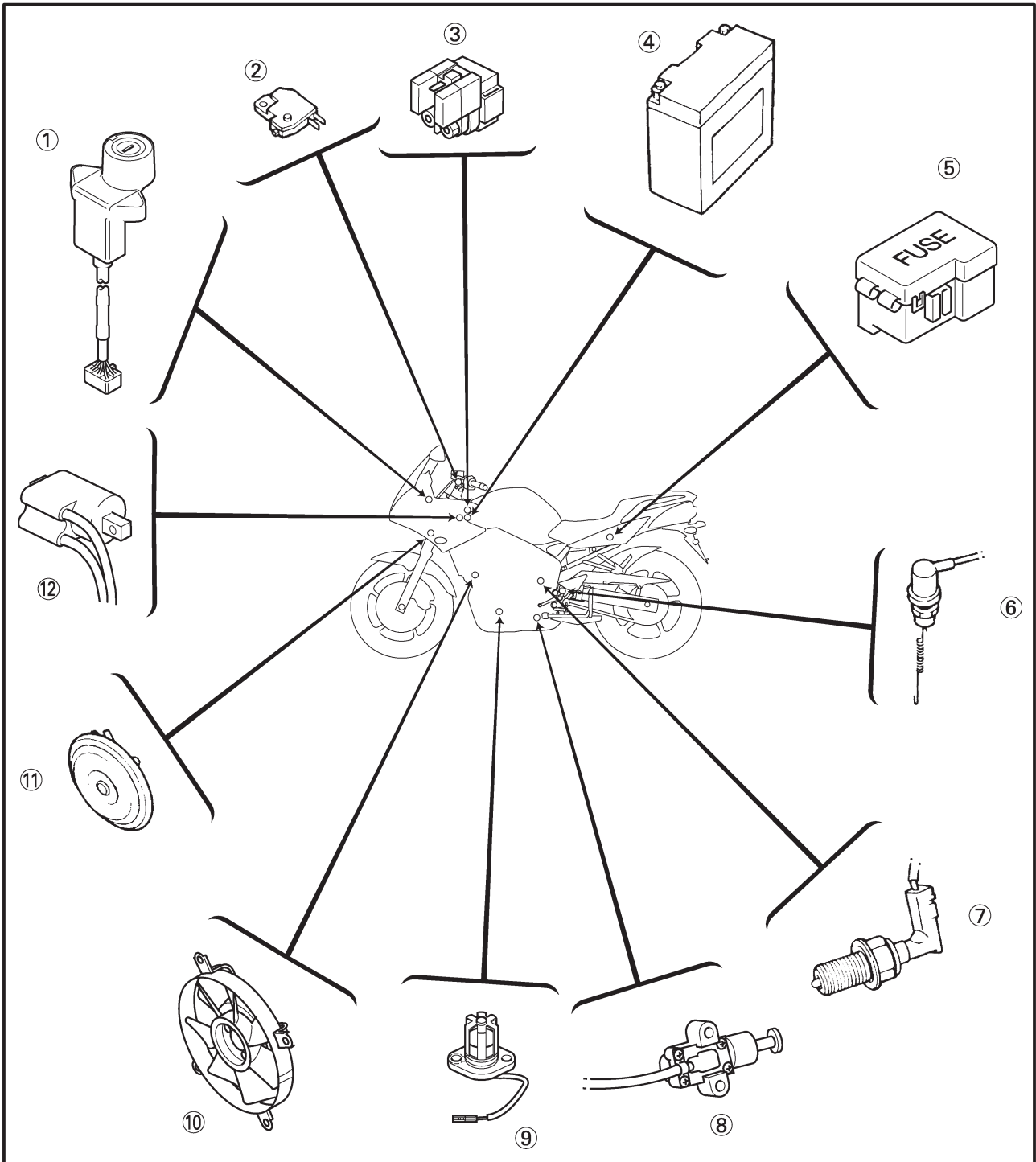
<b>FUEL PUMP SYSTEM</b> .....	8-47
CIRCUIT DIAGRAM .....	8-47
FUEL PUMP SYSTEM .....	8-48
TROUBLESHOOTING .....	8-49
CHECKING THE FUEL PUMP .....	8-51
<b>IMMOBILIZER SYSTEM</b> .....	8-52
SYSTEM DIAGRAM .....	8-52
CIRCUIT DIAGRAM .....	8-53
GENERAL INFORMATION .....	8-54
KEY ID REGISTRATION METHOD .....	8-55
SELF-DIAGNOSIS ERROR CODE INDICATION .....	8-57
TROUBLESHOOTING .....	8-58
CHECKING THE IMMOBILIZER SYSTEM .....	8-59
REPLACEMENT PARTS ON TROUBLES .....	8-61
<b>SELF-DIAGNOSIS</b> .....	8-62
TROUBLESHOOTING .....	8-63

EAS00729

**ELECTRICAL SYSTEM**

**ELECTRICAL COMPONENTS**

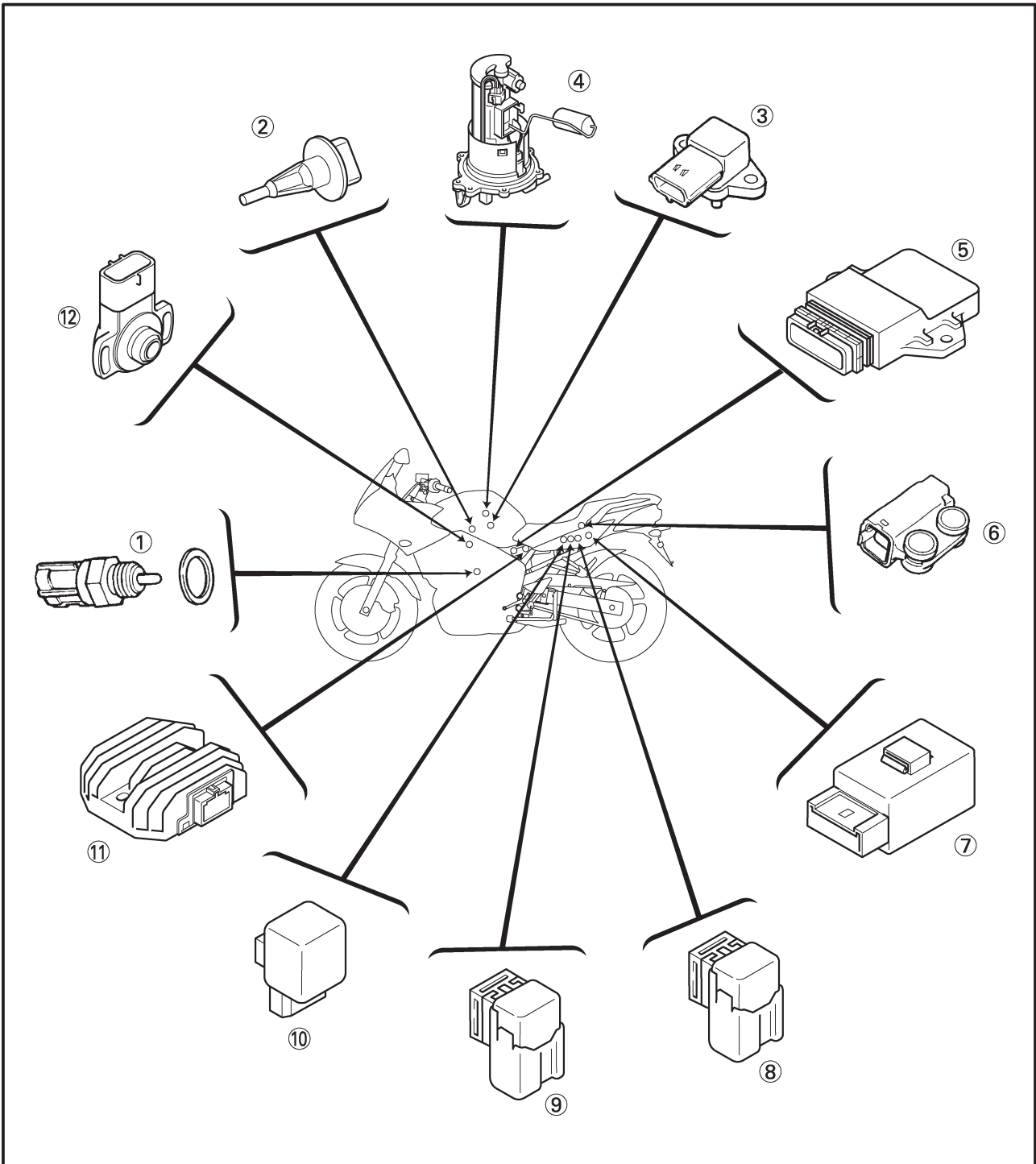
- ① Main switch (immobilizer unit)
- ② Front brake light switch
- ③ Starter relay
- ④ Battery
- ⑤ Fuse box
- ⑥ Rear brake light switch
- ⑦ Neutral switch
- ⑧ Sidestand switch
- ⑨ Oil level switch
- ⑩ Radiator fan motor
- ⑪ Horn
- ⑫ Ignition coil



# ELECTRICAL COMPONENTS



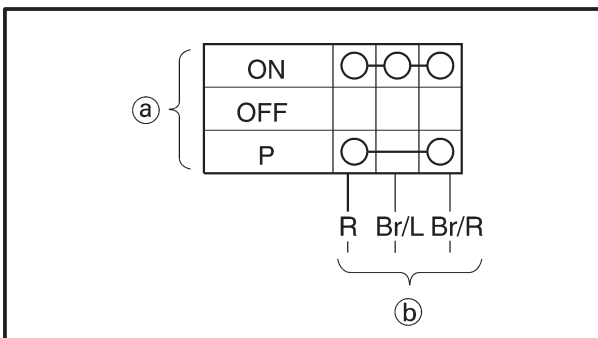
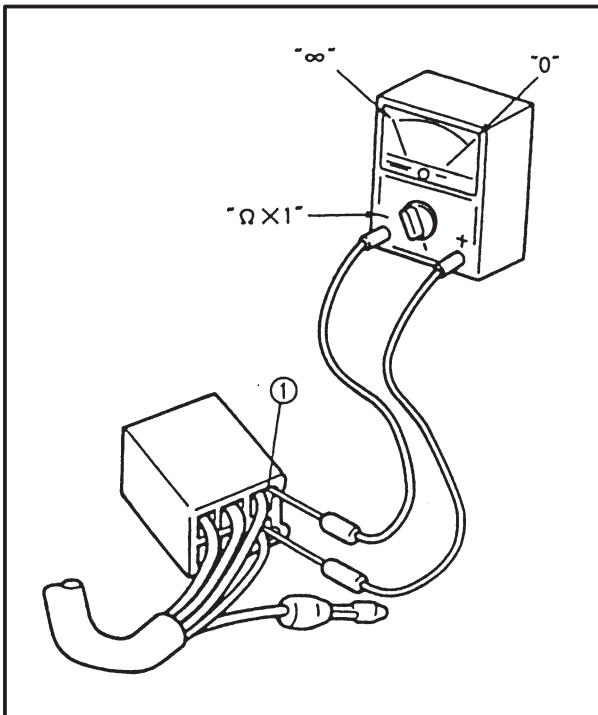
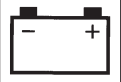
- ① Coolant temperature sensor
- ② Intake air temperature sensor
- ③ Intake air pressure sensor
- ④ Fuel pump
- ⑤ ECU
- ⑥ Lean angle cut-off switch
- ⑦ Starting circuit cut-off relay
- ⑧ Dimmer relay
- ⑨ Radiator fan motor relay
- ⑩ Turn signal relay
- ⑪ Rectifier/regulator
- ⑫ Throttle position sensor





## CHECKING SWITCH CONTINUITY

ELEC



EAS00730

### CHECKING SWITCH CONTINUITY

Check each switch for continuity with the pocket tester. If the continuity reading is incorrect, check the wiring connections and if necessary, replace the switch.

#### CAUTION:

Never insert the tester probes into the coupler terminal slots. Always insert the probes from the opposite end of the coupler ① taking care not to loosen or damage the leads.



Pocket tester

90890-03112, YU-3112

#### NOTE:

- Before checking for continuity, set the pocket tester to "0" and to the " $\Omega \times 1$ " range.
- When checking for continuity, switch back and forth between the switch positions a few times.

The terminal connections for switches (e.g., main switch, engine stop switch) are shown in an illustration similar to the one on the left.

The switch positions ① are shown in the far left column and the switch lead colors ② are shown in the top row in the switch illustration.

#### NOTE:

"○—○" indicates a continuity of electricity between switch terminals (i.e., a closed circuit at the respective switch position).

**The example illustration on the left shows that:**

There is continuity between red and brown/red when the switch is set to "P".

There is continuity between red, brown/blue and brown/red when the switch is set to "ON".

EAS00731

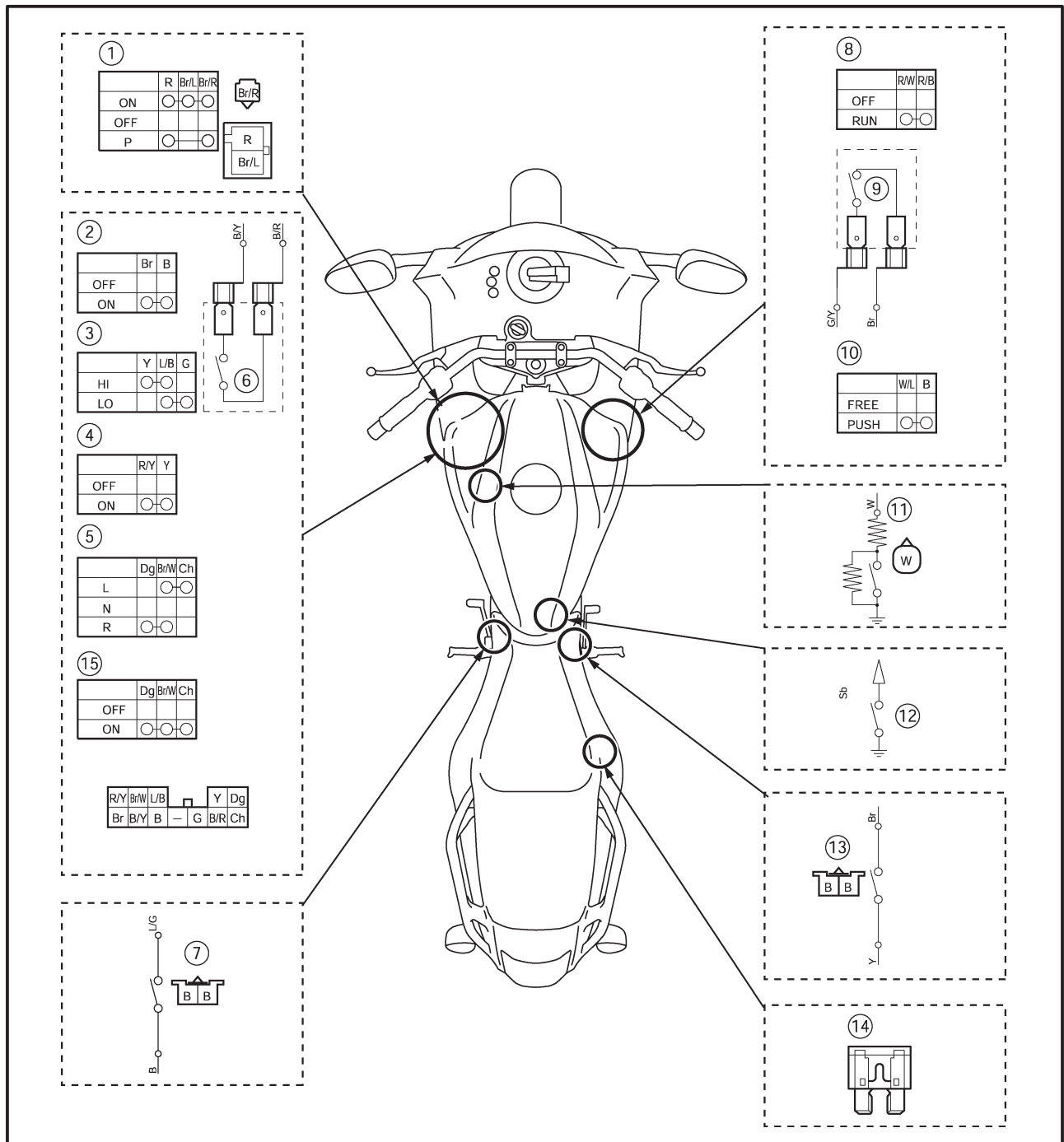
## CHECKING THE SWITCHES

Check each switch for damage or wear, proper connections, and also for continuity between the terminals. Refer to “CHECKING SWITCH CONTINUITY”.

Damage/wear → Repair or replace.

Improperly connected → Properly connect.

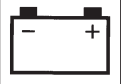
Incorrect continuity reading → Replace the switch.



- ① Main switch
- ② Horn switch
- ③ Dimmer switch
- ④ Pass switch
- ⑤ Turn signal switch

- ⑥ Clutch switch
- ⑦ Sidestand switch
- ⑧ Engine stop switch
- ⑨ Front brake light switch
- ⑩ Start switch

- ⑪ Oil level switch
- ⑫ Neutral switch
- ⑬ Rear brake light switch
- ⑭ Fuse box
- ⑮ Hazard switch



EAS00732

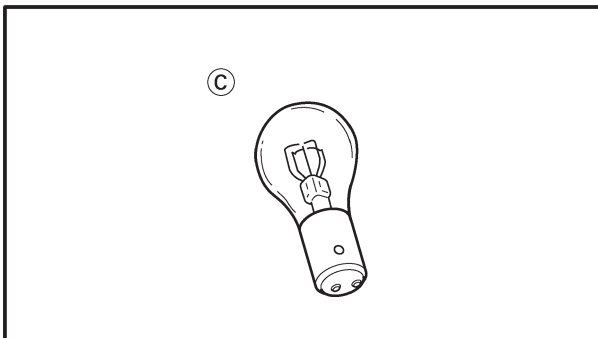
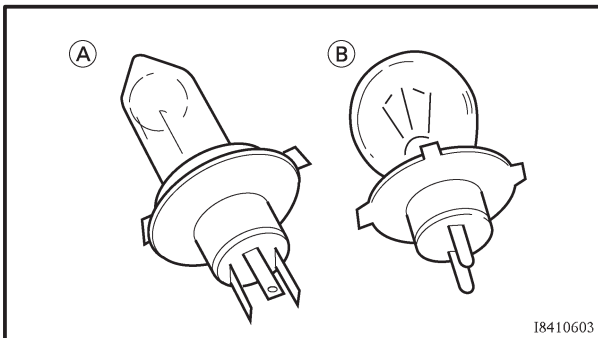
## CHECKING THE BULBS AND BULB SOCKETS

Check each bulb and bulb socket for damage or wear, proper connections, and also for continuity between the terminals.

Damage/wear → Repair or replace the bulb, bulb socket or both.

Improperly connected → Properly connect.

No continuity → Repair or replace the bulb, bulb socket or both.



## TYPES OF BULBS

The bulbs used on this motorcycle are shown in the illustration on the left.

- Bulbs (A) and (B) are used for the headlights and usually use a bulb holder that must be detached before removing the bulb. The majority of these types of bulbs can be removed from their respective socket by turning them counterclockwise.
- Bulbs (C) are used for turn signal and tail/brake lights and can be removed from the socket by pushing and turning the bulb counterclockwise.

## CHECKING THE CONDITION OF THE BULBS

The following procedure applies to all of the bulbs.

1. Remove:
  - bulb

### **⚠ WARNING**

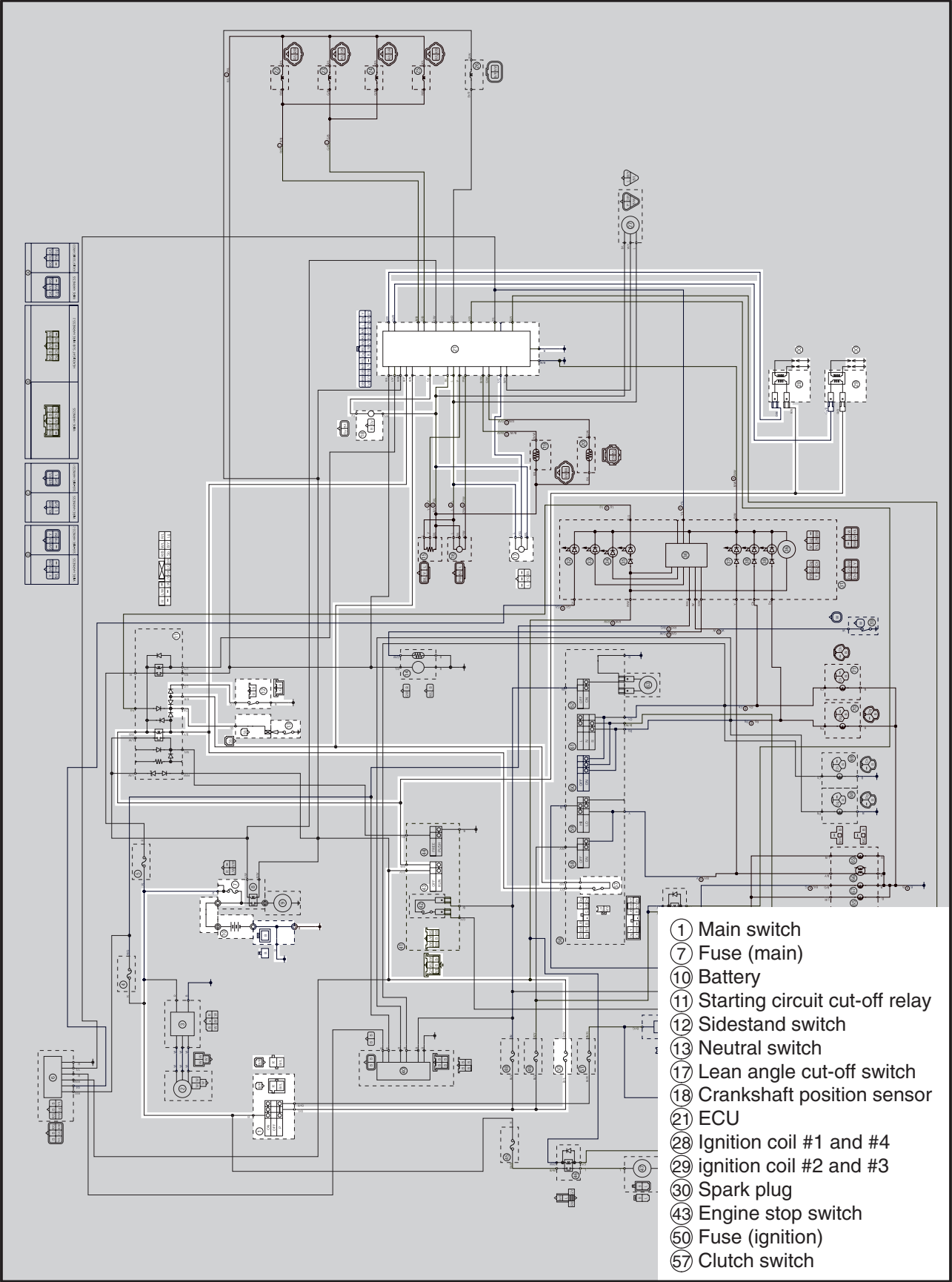
- Since the headlight bulb gets extremely hot, keep flammable products and your hands away from the bulb until it has cooled down.
- When changing the tail/brake light bulb, confirm that the frame has cooled according to the warning label and change the tail/brake light bulb.





EAS00735

**IGNITION SYSTEM  
CIRCUIT DIAGRAM**





EAS00737

## TROUBLESHOOTING

**The ignition system fails to operate (no spark or intermittent spark).**

Check:

1. main and ignition fuses
2. battery
3. spark plugs
4. ignition spark gap
5. spark plug cap resistance
6. ignition coil resistance
7. crankshaft position sensor
8. main switch
9. engine stop switch
10. neutral switch
11. sidestand switch
12. clutch switch
13. starting circuit cut-off relay (diode)
14. lean angle cut-off switch
15. wiring connections  
(of the entire ignition system)

### NOTE:

- Before troubleshooting, remove the following part(s):
  1. seat
  2. fuel tank
  3. side cowlings
- Troubleshoot with the following special tool(s).

	<b>Dynamic spark tester</b> <b>YM-34487</b> <b>Ignition checker</b> <b>90890-06754</b> <b>Pocket tester</b> <b>90890-03112, YU-3112</b>
--	--

EAS00738

<b>1. Main and ignition fuses</b> <ul style="list-style-type: none"> <li>• Check the main and ignition fuses for continuity. Refer to “CHECKING THE FUSES” in chapter 3.</li> <li>• Are the main and ignition fuses OK?</li> </ul>
---



Replace the fuse(s).

EAS00739

<b>2. Battery</b>	
<ul style="list-style-type: none"> <li>• Check the condition of the battery. Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.</li> </ul>	
	<b>Minimum open-circuit voltage</b> <b>12.8 V or more at 20°C (68°F)</b>
<ul style="list-style-type: none"> <li>• Is the battery OK?</li> </ul>	



- Clean the battery terminals.
- Recharge or replace the battery.

EAS00741

<b>3. Spark plugs</b>	
The following procedure applies to all of the spark plugs. <ul style="list-style-type: none"> <li>• Check the condition of the spark plug.</li> <li>• Check the spark plug type.</li> <li>• Measure the spark plug gap. Refer to “CHECKING THE SPARK PLUGS” in chapter 3.</li> </ul>	
	<b>Standard spark plug</b> <b>CR9EK (NGK)</b> <b>Spark plug gap</b> <b>0.6 ~ 0.7 mm (0.0236 ~ 0.0276 in)</b>
<ul style="list-style-type: none"> <li>• Is the spark plug in good condition, is it of the correct type, and is its gap within specification?</li> </ul>	



Re-gap or replace the spark plug.

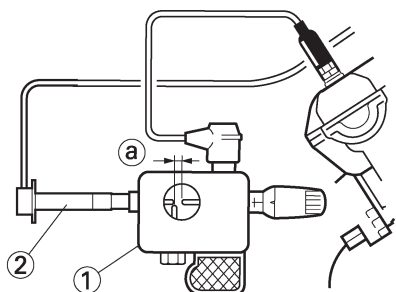


EAS00743

### 4. Ignition spark gap

The following procedure applies to all of the spark plugs.

- Disconnect the spark plug cap from the spark plug.
- Connect the ignition checker ① and spark plug cap ② as shown.
- Set the main switch to "ON".
- Measure the ignition spark gap ③.
- Crank the engine by pushing the starter switch and gradually increase the spark gap until a misfire occurs.



18110202



**Minimum ignition spark gap**  
6 mm (0.24 in)

- Is there a spark and is the spark gap within specification?



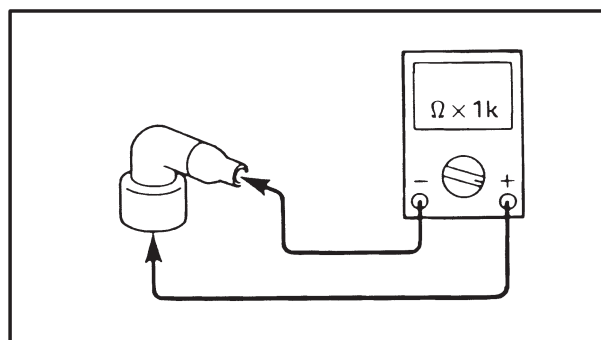
The ignition system is OK.

EAS00745

### 5. Spark plug cap resistance

The following procedure applies to all of the spark plug caps.

- Remove the spark plug cap from the spark plug lead.
- Connect the pocket tester ( $\Omega \times 1k$ ) to the spark plug cap as shown.
- Measure the spark plug cap resistance.



**Spark plug cap resistance**  
10 k $\Omega$  at 20°C (68°F)

- Is the spark plug cap OK?



Replace the spark plug cap.

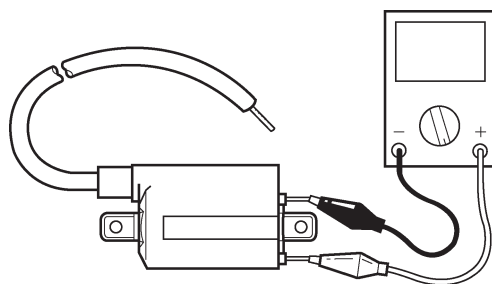
EAS00747

### 6. Ignition coil resistance

The following procedure applies to all of the ignition coils.

- Disconnect the ignition coil leads from the wire harness.
- Connect the pocket tester ( $\Omega \times 1$ ) to the ignition coil as shown.

**Positive tester probe** → red/black  
**Negative tester probe** → orange/black (gray/black)



18110104

- Measure the primary coil resistance.



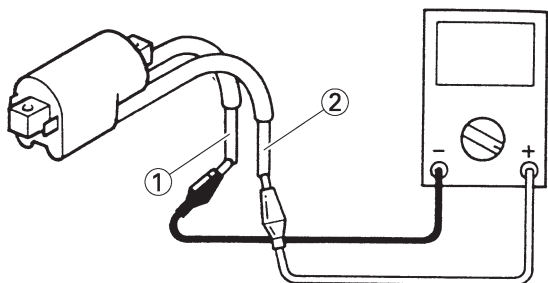
**Primary coil resistance**  
1.53 ~ 2.07  $\Omega$  at 20°C (68°F)

- Connect the pocket tester ( $\Omega \times 1k$ ) to the ignition coil as shown.





Negative tester probe → spark plug lead ①  
 Positive tester probe → spark lug lead ②



• Measure the secondary coil resistance.



**Secondary coil resistance**  
 12 ~ 18 kΩ at 20°C (68°F)

• Is the ignition coil OK?



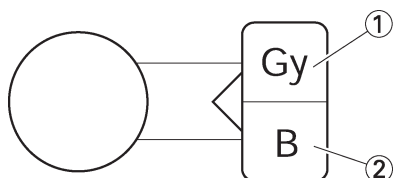
Replace the ignition coil.

EAS00748

7. Crankshaft position sensor resistance

- Disconnect the crankshaft position sensor coupler from the wire harness.
- Connect the pocket tester ( $\Omega \times 100$ ) to the crankshaft position sensor coupler as shown.

Positive tester probe → gray ①  
 Negative tester probe → black ②



• Measure the crankshaft position sensor resistance.



**Crankshaft position sensor resistance**

248 ~ 372 Ω at 20°C (68°F)  
 (between gray and black)

• Is the crankshaft position sensor OK?



Replace the crankshaft position sensor.

EAS00749

8. Main switch

- Check the main switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the main switch OK?



Replace the main switch.

EAS00750

9. Engine stop switch

- Check the engine stop switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the engine stop switch OK?



Replace the right handlebar switch.

EAS00751

10. Neutral switch

- Check the neutral switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the neutral switch OK?



Replace the neutral switch.

EAS00752

**11. Sidestand switch**

- Check the sidestand switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the sidestand switch OK?

↓ YES      ↓ NO

Replace the side-stand switch.

EAS00763

**12. Clutch switch**

- Check the clutch switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the clutch switch OK?

↓ YES      ↓ NO

Replace the clutch switch.

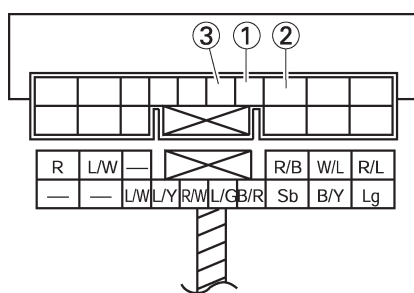
EAS00753

**13. Starting circuit cut-off relay (diode)**

- Disconnect the starting circuit cut-off relay coupler from the wire harness.
- Connect the pocket tester ( $\Omega \times 1$ ) to the starting circuit cut-off relay coupler as shown.
- Check the starting circuit cut-off relay for continuity.

Positive tester probe → black/red ①	Continuity
Negative tester probe → sky blue ②	
Positive tester probe → black/red ①	
Negative tester probe → blue/green ③	

Positive tester probe → sky blue ②	No continuity
Negative tester probe → black/red ①	
Positive tester probe → blue/green ③	No continuity
Negative tester probe → black/red ①	



**NOTE:** When you switch the positive and negative tester probes, the readings in the above chart will be reversed.

• Are the tester readings correct?

↓ YES      ↓ NO

Replace the starting circuit cut-off relay.

**14. Lean angle cut-off switch**

- Check the lean angle cut-off switch. Refer to “FUEL INJECTION SYSTEM” in chapter 7.
- Is the lean angle cut-off switch OK?

↓ YES      ↓ NO

Replace the lean angle cut-off switch.



EAS00754

15. Wiring

- Check the entire ignition system's wiring. Refer to "CIRCUIT DIAGRAM".
- Is the ignition system's wiring properly connected and without defects?

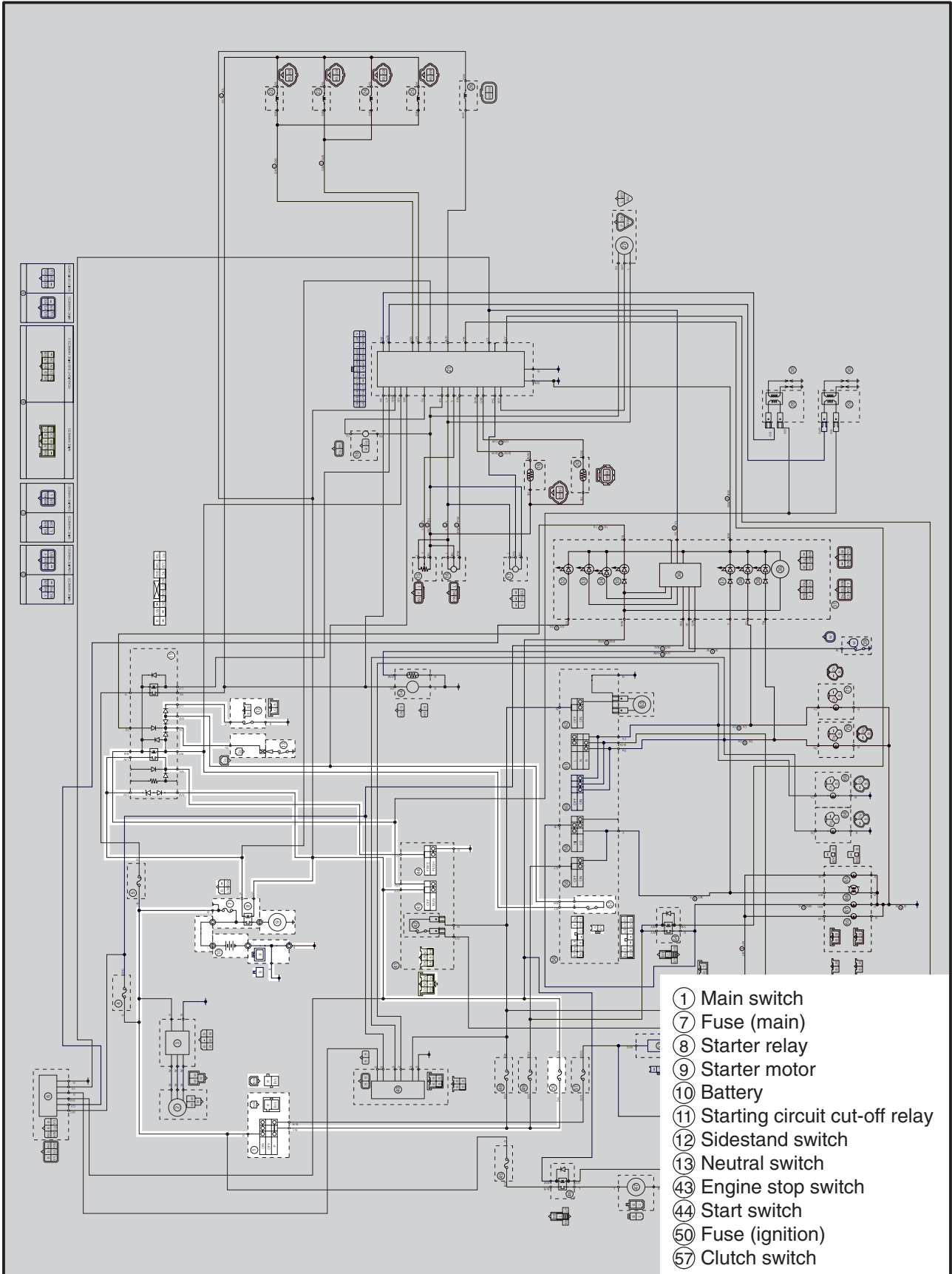


Replace the ECU.

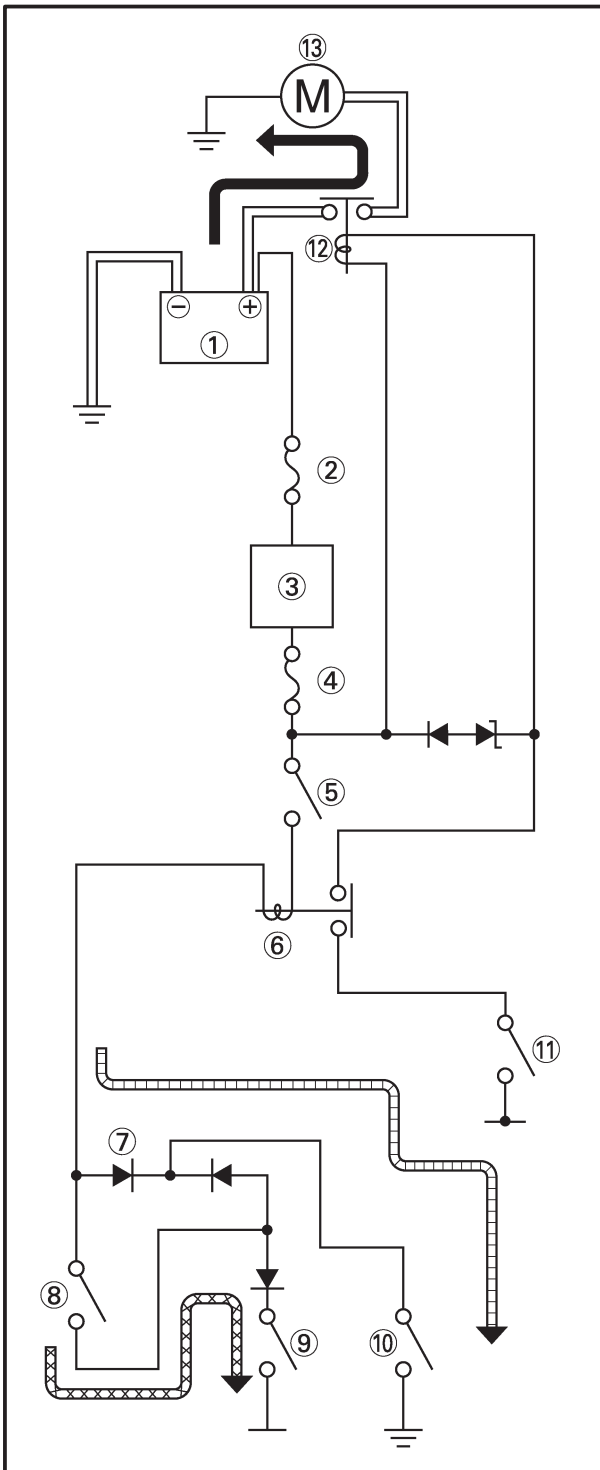
Properly connect or repair the ignition system's wiring.

EAS00755

**ELECTRIC STARTING SYSTEM  
CIRCUIT DIAGRAM**



- ① Main switch
- ⑦ Fuse (main)
- ⑧ Starter relay
- ⑨ Starter motor
- ⑩ Battery
- ⑪ Starting circuit cut-off relay
- ⑫ Sidestand switch
- ⑬ Neutral switch
- ④③ Engine stop switch
- ④④ Start switch
- ⑤① Fuse (ignition)
- ⑤⑦ Clutch switch



EAS00756


**STARTING CIRCUIT CUT-OFF SYSTEM OPERATION**

If the engine stop switch is set to “○” and the main switch is set to “ON” (both switches are closed), the starter motor can only operate if at least one of the following conditions is met:

- The transmission is in neutral (the neutral switch is closed).
- The clutch lever is pulled to the handlebar (the clutch switch is closed) and the sidestand is up (the sidestand switch is closed).

The starting circuit cut-off relay prevents the starter motor from operating when neither of these conditions has been met. In this instance, the starting circuit cut-off relay is open so current cannot reach the starter motor. When at least one of the above conditions has been met the starting circuit cut-off relay is closed and the engine can be started by pressing the starter switch.

 WHEN THE TRANSMISSION IS IN NEUTRAL

 WHEN THE SIDESTAND IS UP AND THE CLUTCH LEVER IS PULLED TO THE HANDLEBAR

- ① Battery
- ② Main fuse
- ③ Main switch
- ④ Ignition fuse
- ⑤ Engine stop switch
- ⑥ Starting circuit cut-off relay
- ⑦ Diode
- ⑧ Clutch switch
- ⑨ Sidestand switch
- ⑩ Neutral switch
- ⑪ Start switch
- ⑫ Starter relay
- ⑬ Starter motor



EAS00757

## TROUBLESHOOTING

**The starter motor fails to turn.**

Check:

1. main and ignition fuses
2. battery
3. starter motor
4. starting circuit cut-off relay
5. starter relay
6. main switch
7. engine stop switch
8. neutral switch
9. sidestand switch
10. clutch switch
11. start switch
12. wiring connections  
(of the entire starting system)

**NOTE:**

- Before troubleshooting, remove the following part(s):
  1. seat
  2. front cowling inner panel (left and right)
  3. fuel tank
  4. left side cover
- Troubleshoot with the following special tool(s).

	<b>Pocket tester</b> 90890-03112, YU-3112
--	--

EAS00738

1. Main and ignition fuses • Check the main and ignition fuses for continuity. Refer to “CHECKING THE FUSES” in chapter 3. • Are the main and ignition fuses OK?
--



Replace the fuse(s).

EAS00739

2. Battery • Check the condition of the battery. Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.		
<table border="1"> <tr> <td style="text-align: center;"></td> <td> <b>Minimum open-circuit voltage</b>  <b>12.8 V or more at 20°C (68°F)</b> </td> </tr> </table>		<b>Minimum open-circuit voltage</b> <b>12.8 V or more at 20°C (68°F)</b>
	<b>Minimum open-circuit voltage</b> <b>12.8 V or more at 20°C (68°F)</b>	
• Is the battery OK?		



• Clean the battery terminals.  
• Recharge or replace the battery.

EAS00758

3. Starter motor • Connect the positive battery terminal ① and starter motor lead ② with a jumper lead ③.
18210801

**⚠ WARNING**

- A wire that is used as a jumper lead must have at least the same capacity or more as that of the battery lead, otherwise the jumper lead may burn.
- This check is likely to produce sparks, therefore make sure nothing flammable is in the vicinity.

• Does the starter motor turn?
--------------------------------

Repair or replace the starter motor.



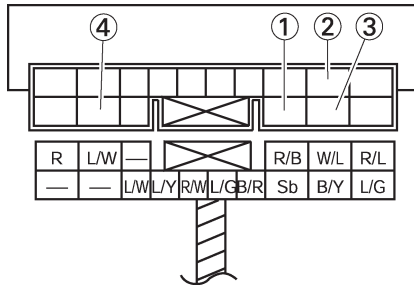
EAS00759

### 4. Starting circuit cut-off relay

- Disconnect the starting circuit cut-off relay coupler from the wire harness.
- Connect the pocket tester ( $\Omega \times 1$ ) and battery (12 V) to the starting circuit cut-off relay coupler as shown.

**Positive battery terminal** → red/black ①  
**Negative battery terminal** → black/yellow ②

**Positive tester probe** → white/blue ③  
**Negative tester probe** → blue/white ④



- Does the starting circuit cut-off relay have continuity between white/blue and blue/white?

↓ YES      ↓ NO

Replace the starting circuit cut-off relay.

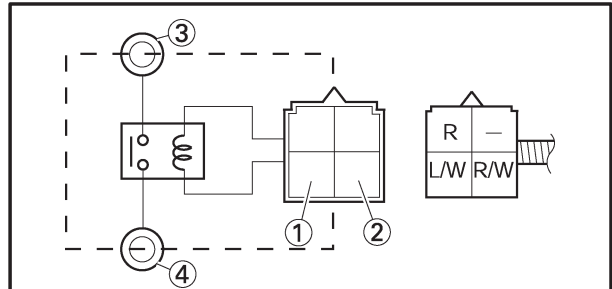
EAS00761

### 5. Starter relay

- Disconnect the starter relay coupler from the coupler.
- Connect the pocket tester ( $\Omega \times 1$ ) and battery (12 V) to the starter relay coupler as shown.

**Positive battery terminal** → red/white ①  
**Negative battery terminal** → blue/white ②

**Positive tester probe** → red ③  
**Negative tester probe** → black ④



- Does the starter relay have continuity between red and black?

↓ YES      ↓ NO

Replace the starter relay.

EAS00749

### 6. Main switch

- Check the main switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the main switch OK?

↓ YES      ↓ NO

Replace the main switch.

EAS00750

### 7. Engine stop switch

- Check the engine stop switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the engine stop switch OK?

↓ YES      ↓ NO

Replace the right handlebar switch.

EAS00751

### 8. Neutral switch

- Check the neutral switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the neutral switch OK?

↓ YES      ↓ NO

Replace the neutral switch.

# ELECTRIC STARTING SYSTEM



EAS00752

**9. Sidestand switch**

- Check the sidestand switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the sidestand switch OK?

↓ YES

↓ NO

Replace the side-stand switch.

EAS00766

**12. Wiring**

- Check the entire starting system's wiring. Refer to "CIRCUIT DIAGRAM".
- Is the starting system's wiring properly connected and without defects?

↓ YES

↓ NO

The starting system circuit is OK.

Properly connect or repair the starting system's wiring.

EAS00763

**10. Clutch switch**

- Check the clutch switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the clutch switch OK?

↓ YES

↓ NO

Replace the clutch switch.

EAS00764

**11. Start switch**

- Check the start switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the start switch OK?

↓ YES

↓ NO

Replace the right handlebar switch.

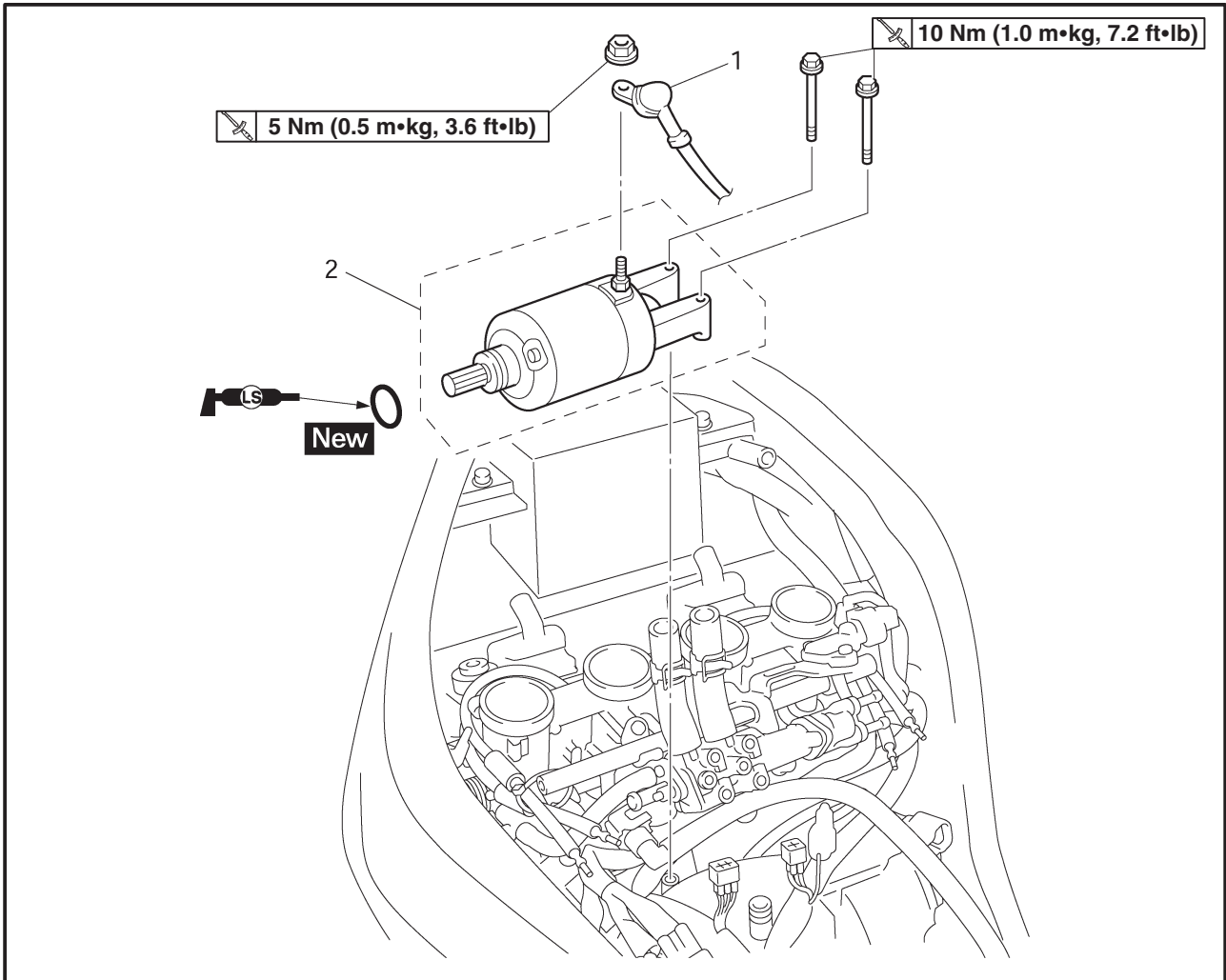


# STARTER MOTOR



EAS00767

## STARTER MOTOR



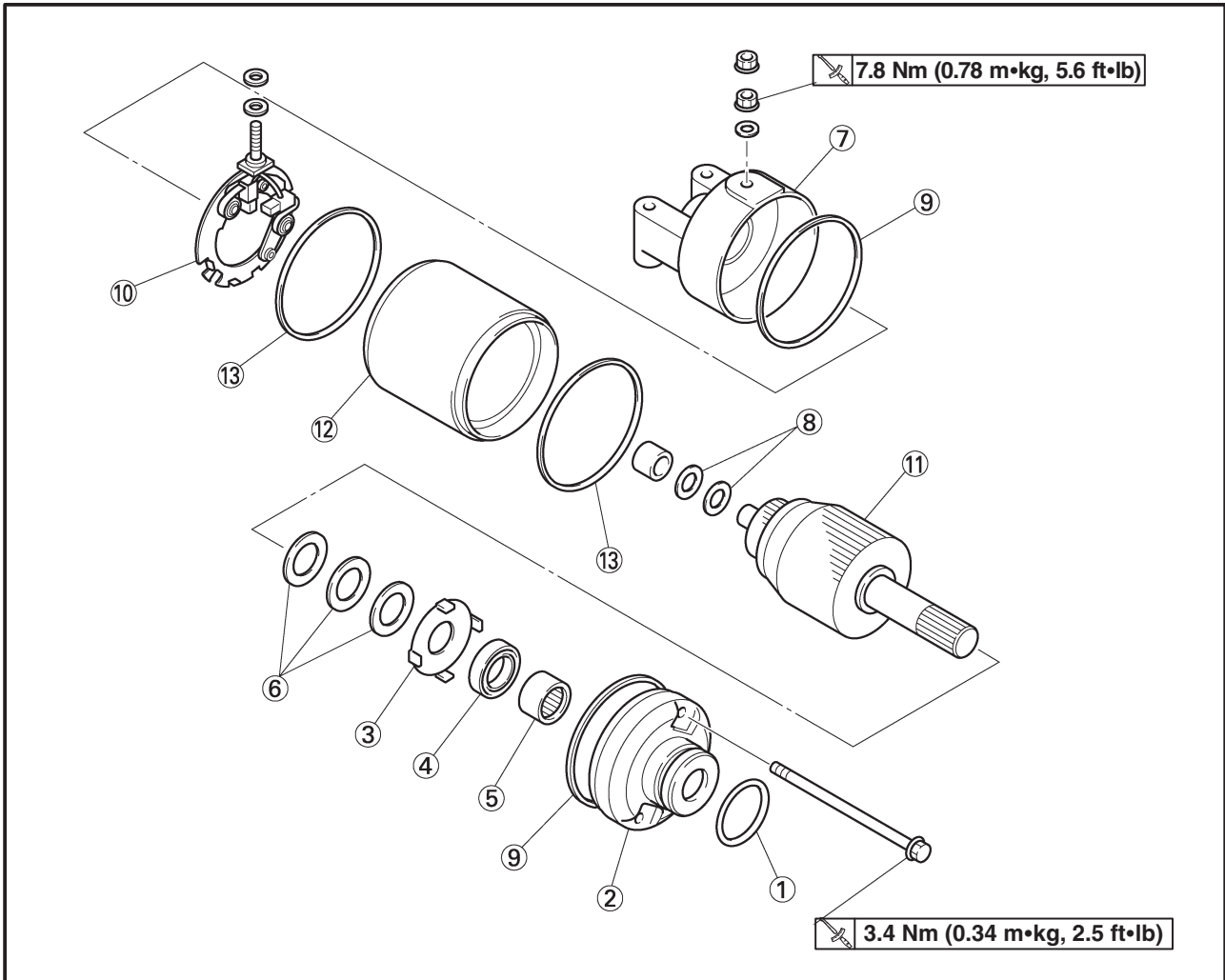
Order	Job/Part	Q'ty	Remarks
	<b>Removing the starter motor</b>		
	Seat		Remove the parts in the order listed.
	Front cowling inner panel (left and right)		Refer to "SEAT" in chapter 3.
	Fuel tank		Refer to "COWLINGS" in chapter 3.
	Throttle bodies		Refer to "FUEL TANK" in chapter 3.
1	Starter motor lead	1	Refer to "THROTTLE BODIES" in chapter 7.
2	Starter motor	1	
			For installation, reverse the removal procedure.

# STARTER MOTOR

ELEC



EAS00768

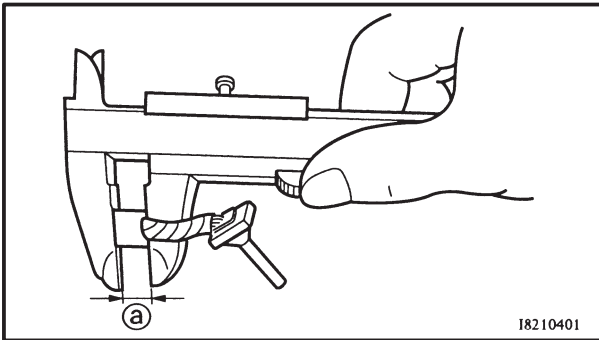
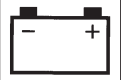


Order	Job/Part	Q'ty	Remarks
	<b>Disassembling the starter motor</b>		Disassembly the parts in the order listed.
①	O-ring	1	
②	Front cover	1	
③	Lock washer	1	
④	Oil seal	1	
⑤	Bearing	1	
⑥	Washer set	1	
⑦	Rear cover	1	
⑧	Washer set	1	
⑨	O-ring	2	
⑩	Brush holder	1	
⑪	Armature assembly	1	
⑫	Starter motor yoke	1	
⑬	O-ring	2	
			For assembly, reverse the disassembly procedure.



## STARTER MOTOR

ELEC



I8210401

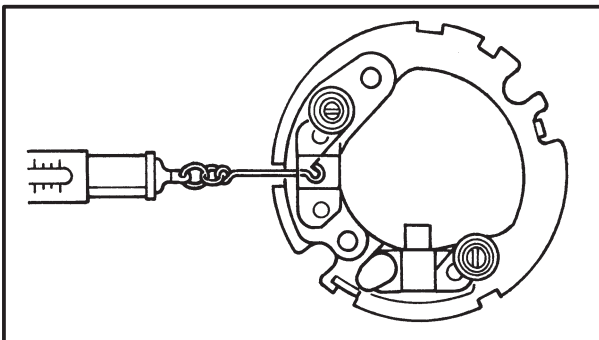
5. Measure:

- brush length (a).

Out of specification → Replace the brushes as a set.



**Brush length wear limit**  
**3.5 mm (0.14 in)**



6. Measure:

- brush spring force

Out of specification → Replace the brush springs as a set.



**Brush spring force**  
**7.16 ~ 9.52 N**  
**(730 ~ 971 gf, 25.77 ~ 34.27 oz)**

7. Check:

- gear teeth

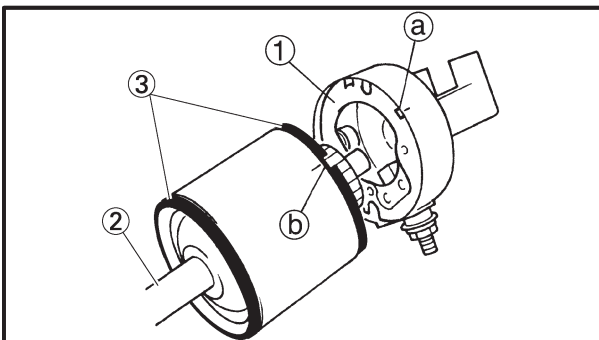
Damage/wear → Replace the gear.

8. Check:

- bearing

- oil seal

Damage/wear → Replace the defective part(s).



EAS00772

### ASSEMBLING THE STARTER MOTOR

1. Install:

- brush seat (1)

2. Install:

- armature (2)

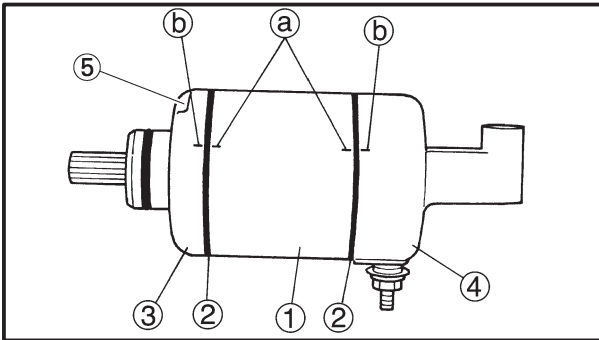
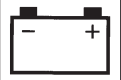
- O-ring (3) **New**

**NOTE:**

Align the tab (a) on the brush seat with the slot (b) in the starter motor rear cover.


## STARTER MOTOR

ELEC



3. Install:

- starter motor yoke ①
- O-ring ② **New**
- front cover ③
- rear cover ④
- bolts ⑤

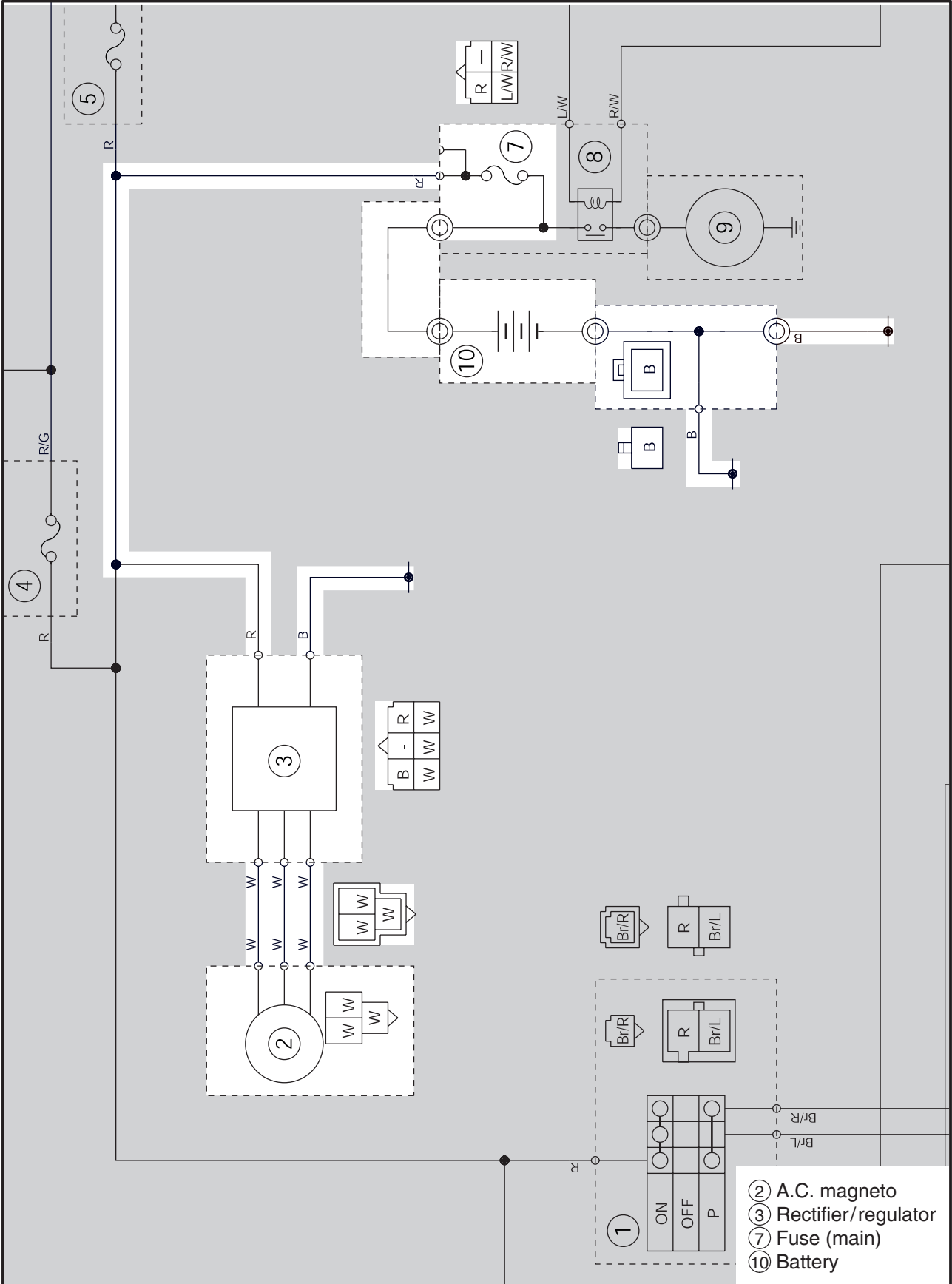
 **3.4 Nm (0.34 m•kg, 2.5 ft•lb)**

**NOTE:**

Align the match marks ① on the starter motor yoke with the match marks ② on the front and starter motor rear covers.

EAS00773

**CHARGING SYSTEM  
CIRCUIT DIAGRAM**



# CHARGING SYSTEM



EAS00774

## TROUBLESHOOTING


**The battery is not being charged.**

Check:

1. main fuse
2. battery
3. charging voltage
4. stator coil lead
5. stator coil resistance
6. wiring connections  
(of the entire charging system)

**NOTE:**

- Before troubleshooting, remove the following part(s):
  1. seat
  2. front cowling inner panel (left and right)
  3. fuel tank
- Troubleshoot with the following special tool(s).



**Pocket tester**  
90890-03112, YU-3112

EAS00738

**1. Main fuse**

- Check the main fuse for continuity. Refer to "CHECKING THE FUSES" in chapter 3.
- Is the main fuse OK?




Replace the fuse.

EAS00739

**2. Battery**

- Check the condition of the battery. Refer to "CHECKING AND CHARGING THE BATTERY" in chapter 3.



**Minimum open-circuit voltage**  
12.8 V or more at 20°C (68°F)

• Is the battery OK?



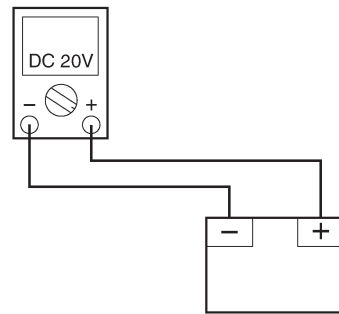
- Clean the battery terminals.
- Recharge or replace the battery.

EAS00775


**3. Charging voltage**

- Set the engine tachometer to the ignition coil of cylinder #1.
- Connect the pocket tester (DC 20 V) to the battery as shown.

**Positive tester probe** → positive battery terminal  
**Negative tester probe** → negative battery terminal



- Start the engine and let it run at approximately 5,000 r/min.
- Measure the charging voltage.



**Charging voltage**  
14 V at 5,000 r/min

**NOTE:** Make sure the battery is fully charged.

• Is the charging voltage within specification?



The charging circuit is OK.



**4. Stator coil lead**

- Disconnect stator coil lead coupler.
- Connect the pocket tester ( $\Omega \times 1$ ) to the stator coil lead coupler as shown.

Positive tester probe → white ① Negative tester probe → ground	<b>No continuity</b>
Positive tester probe → white ② Negative tester probe → ground	
Positive tester probe → white ③ Negative tester probe → ground	

• Are the tester readings correct?

↓ YES
↓ NO

Replace the stator coil lead.

EAS00776

**5. Stator coil resistance**

- Remove the generator cover.
- Connect the pocket tester ( $\Omega \times 1$ ) to the stator coils as shown.

Positive tester probe → white ①  
 Negative tester probe → white ②

Positive tester probe → white ①  
 Negative tester probe → white ③

- Measure the stator coil resistances.

	<b>Stator coil resistance</b> 0.22 ~ 0.34 $\Omega$ at 20°C (68°F)
--	--

• Is the stator coil OK?

↓ YES
↓ NO

Replace the stator coil assembly.

EAS00779

**6. Wiring**

- Check the wiring connections of the entire charging system. Refer to "CIRCUIT DIAGRAM".
- Is the charging system's wiring properly connected and without defects?

↓ YES
↓ NO

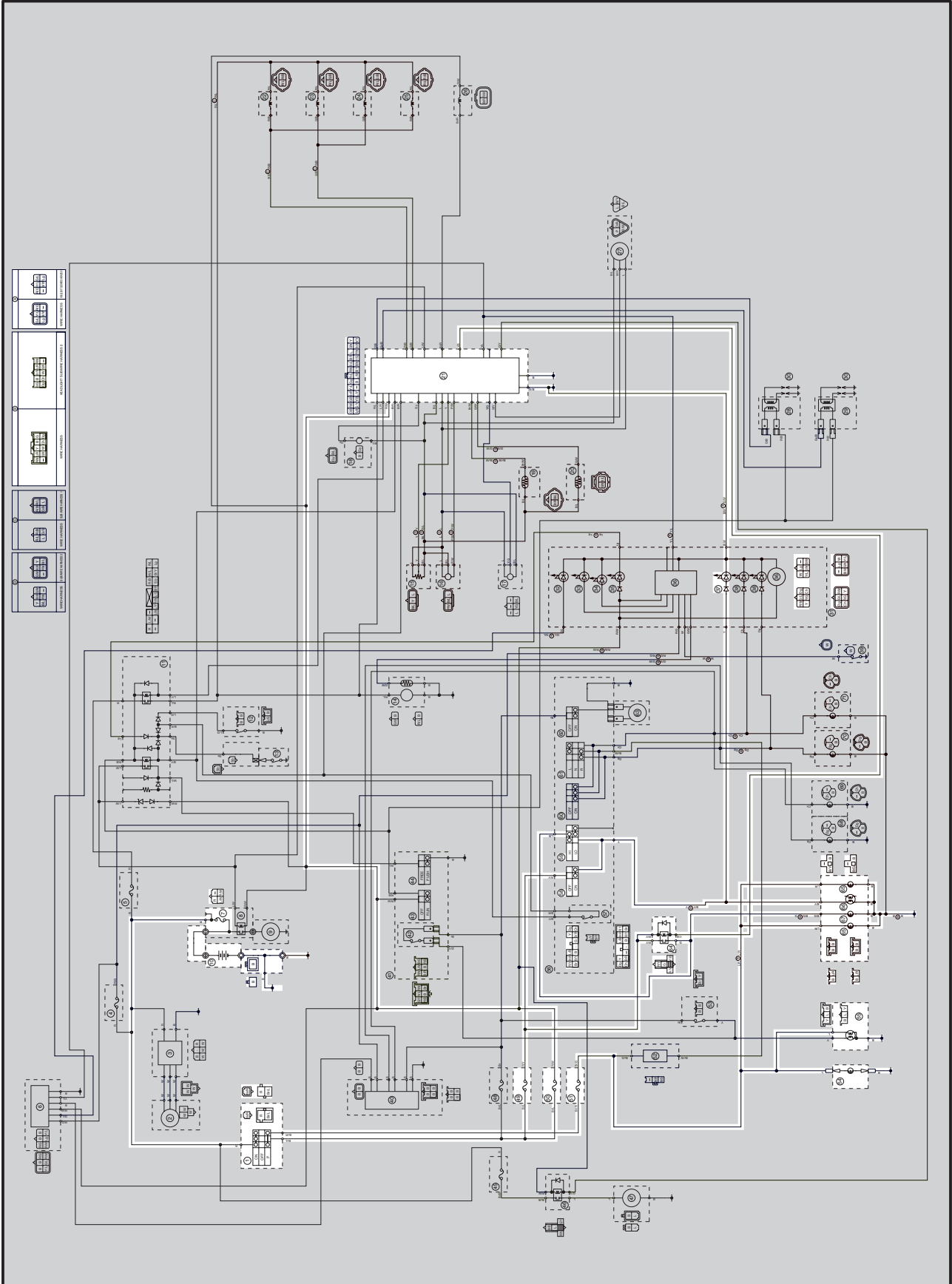
Replace the rectifier/regulator.

Properly connect or repair the charging system's wiring.



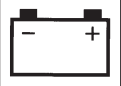
EAS00780

LIGHTING SYSTEM  
CIRCUIT DIAGRAM



## LIGHTING SYSTEM

ELEC



- ① Main switch
- ⑦ Fuse (main)
- ⑩ Battery
- ⑳ ECU
- ⑳ High beam indicator light
- ④⑨ Fuse (headlight)
- ⑤⑩ Fuse (ignition)
- ⑤① Fuse (park)
- ⑤④ License plate light
- ⑤⑤ Tail/brake light
- ⑤⑧ Pass switch
- ⑤⑨ Dimmer switch
- ⑥④ Dimmer relay
- ⑥⑤ Auxiliary light
- ⑥⑥ Headlight (high beam)
- ⑥⑦ Headlight (low beam)

# LIGHTING SYSTEM



EAS00781

## TROUBLESHOOTING

**Any of the following fail to light: headlight, high beam indicator light, taillight, licence light or meter light.**

Check:

1. main, park, ignition and headlight fuses
2. battery
3. main switch
4. dimmer switch
5. pass switch
6. dimmer relay
7. wiring connections  
(of the entire lighting system)

**NOTE:** \_\_\_\_\_

- Before troubleshooting, remove the following part(s):
  1. seat
  2. front cowling inner panel (left and right)
  3. fuel tank
  4. side cover
- Troubleshoot with the following special tool(s).

**Pocket tester**  
90890-03112, YU-3112

EAS00738

1. Main, headlight, ignition and park fuses

- Check the main, park, ignition and headlight fuses for continuity. Refer to “CHECKING THE FUSES” in chapter 3.
- Are the main, park, ignition and headlight fuses OK?



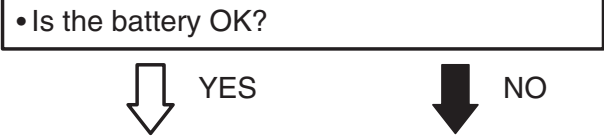
Replace the fuse(s).

EAS00739

2. Battery

- Check the condition of the battery. Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.

**Minimum open-circuit voltage**  
**12.8 V or more at 20°C (68°F)**



- Clean the battery terminals.
- Recharge or replace the battery.

EAS00749

3. Main switch

- Check the main switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the main switch OK?



Replace the main switch.

EAS00784

4. Dimmer switch

- Check the dimmer switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the dimmer switch OK?

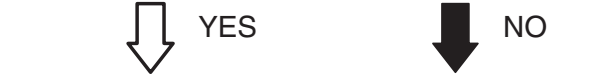


The dimmer switch is faulty. Replace the left handlebar switch.

EAS00786

5. Pass switch

- Check the pass switch for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the pass switch OK?



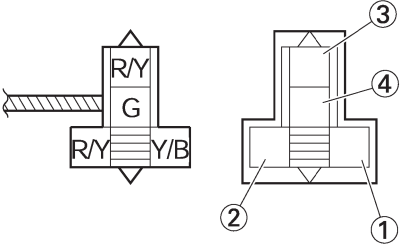
The pass switch is faulty. Replace the left handlebar switch.

**6. Dimmer relay**

- Disconnect the dimmer relay from the coupler.
- Connect the pocket tester ( $\Omega \times 1$ ) and battery (12 V) to the dimmer relay as shown.

**Positive battery lead** → red/yellow ①  
**Negative battery lead** → yellow/black ②

**Positive tester probe** → red/yellow ③  
**Negative tester probe** → green ④



• Does the dimmer relay have continuity between red/yellow and green?

↓ YES

↓ NO

Replace the dimmer relay.

EAS00787

**7. Wiring**

- Check the entire lighting system's wiring. Refer to "CIRCUIT DIAGRAM".
- Is the lighting system's wiring properly connected and without defects?

↓ YES

↓ NO

Check the condition of each of the lighting system's circuits. Refer to "CHECKING THE LIGHTING SYSTEM".

Properly connect or repair the lighting system's wiring.

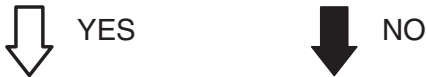
EAS00788

**CHECKING THE LIGHTING SYSTEM**

1. The headlight and the high beam indicator light fail to come on.

1. Headlight bulb and socket


- Check the headlight bulb and socket for continuity. Refer to “CHECKING THE BULBS AND BULB SOCKETS”.
- Are the headlight bulb and socket OK?




Replace the headlight bulb, socket or both.

2. Voltage

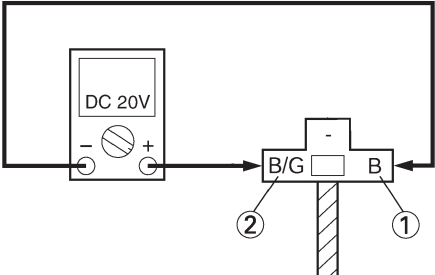
- Connect the pocket tester (DC 20 V) to the headlight and meter assembly couplers as shown.

**A** When the dimmer switch is set to “ ”

**B** When the dimmer switch is set to “ ”

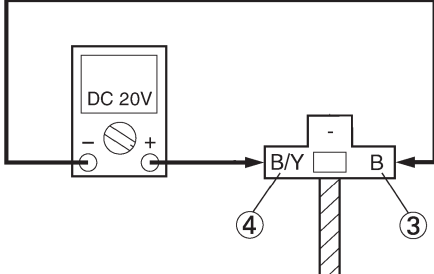
**Headlight**  
**Positive tester probe** → black ①  
**Negative tester probe** → black/green ②

Headlight coupler (wire harness side)  
**A** Low beam



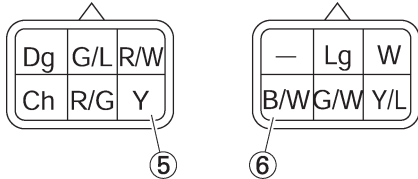
**Headlight**  
**Positive tester probe** → black ③  
**Negative tester probe** → black/yellow ④



Headlight coupler (wire harness side)  
**B** High beam



**High beam indicator light (LEDs)**  
**Positive tester probe** → yellow ⑤  
**Negative tester probe** → black/white ⑥

Meter assembly coupler (wire harness side)



- Turn the main switch to “ON”.
- Start the engine.
- Set the dimmer switch to “ ” or “ ”.
- Measure the voltage (DC 12 V) of black/green ② or black/yellow ④ on the headlight coupler (wire harness side).
- Is the voltage within specification?



This circuit is OK.

The wiring circuit from the main switch to the headlight coupler is faulty and must be repaired.

EAS00792

2. The license plate light fails to come on.

1. License plate light bulb and socket

- Check the license plate light bulb and socket for continuity.  
Refer to “CHECKING THE BULBS AND BULB SOCKETS”.
- Are the license plate light bulb and socket OK?

↓ YES

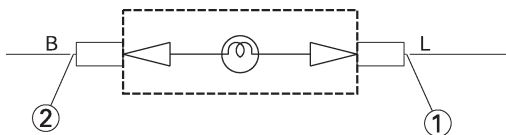
↓ NO

Replace the license plate light bulb, socket or both.

2. Voltage

- Connect the pocket tester (DC 20 V) to the license plate light coupler (wire harness light side) as shown.

**Positive tester probe** → blue ①  
**Negative tester probe** → black ②



- Turn the main switch to “ON”.
- Measure the voltage (DC 12 V) of blue ① on the license plate light coupler (wire harness side).
- Is the voltage within specification?

↓ YES

↓ NO

This circuit is OK.

The wiring circuit from the main switch to the license plate light coupler is faulty and must be repaired.



EAS00790

3. The tail/brake light fails to come on.

1. Tail/brake light bulb and socket

- Check the tail/brake light bulb and socket for continuity. Refer to “CHECKING THE BULBS AND BULB SOCKETS”.
- Are the tail/brake light bulb and socket OK?

↓ YES                      ↓ NO

Replace the tail/brake light bulb, socket or both.

EAS00791

4. The auxiliary light fails to come on.

1. Auxiliary light and socket

- Check the auxiliary light bulb and socket for continuity. Refer to “CHECKING THE BULBS AND BULB SOCKETS”.
- Are the auxiliary light bulb and socket OK?

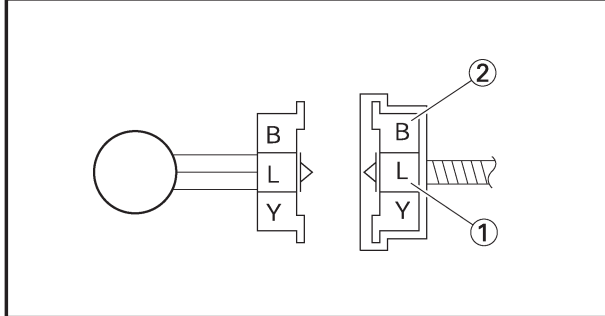
↓ YES                      ↓ NO

Replace the auxiliary light bulb, socket or both.

2. Voltage

- Connect the pocket tester (DC 20 V) to the tail/brake light coupler (wire harness side) as shown.

**Positive tester probe** → blue ①  
**Negative tester probe** → black ②



- Turn the main switch to “ON”.
- Measure the voltage (DC 12 V) of blue ② on the tail/brake light coupler (wire harness side).
- Is the voltage within specification?

↓ YES                      ↓ NO

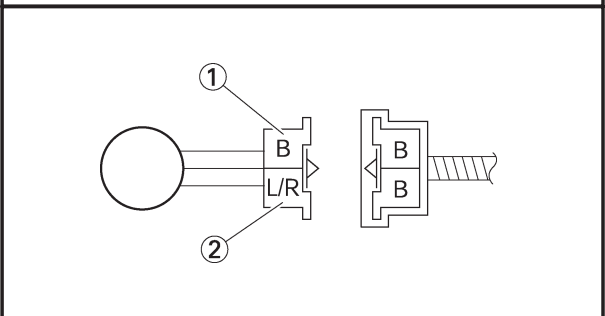
This circuit is OK.

Wiring circuit from the main switch to the tail/brake light coupler is faulty and must be repaired.

2. Voltage

- Connect the pocket tester (DC 20 V) to the auxiliary light coupler (auxiliary light side) as shown.

**Positive tester probe** → black ①  
**Negative tester probe** → blue/red ②



- Turn the main switch to “ON”.
- Measure the voltage (DC 12 V) of blue/red ② on the auxiliary light coupler (auxiliary light side).
- Is the voltage within specification?

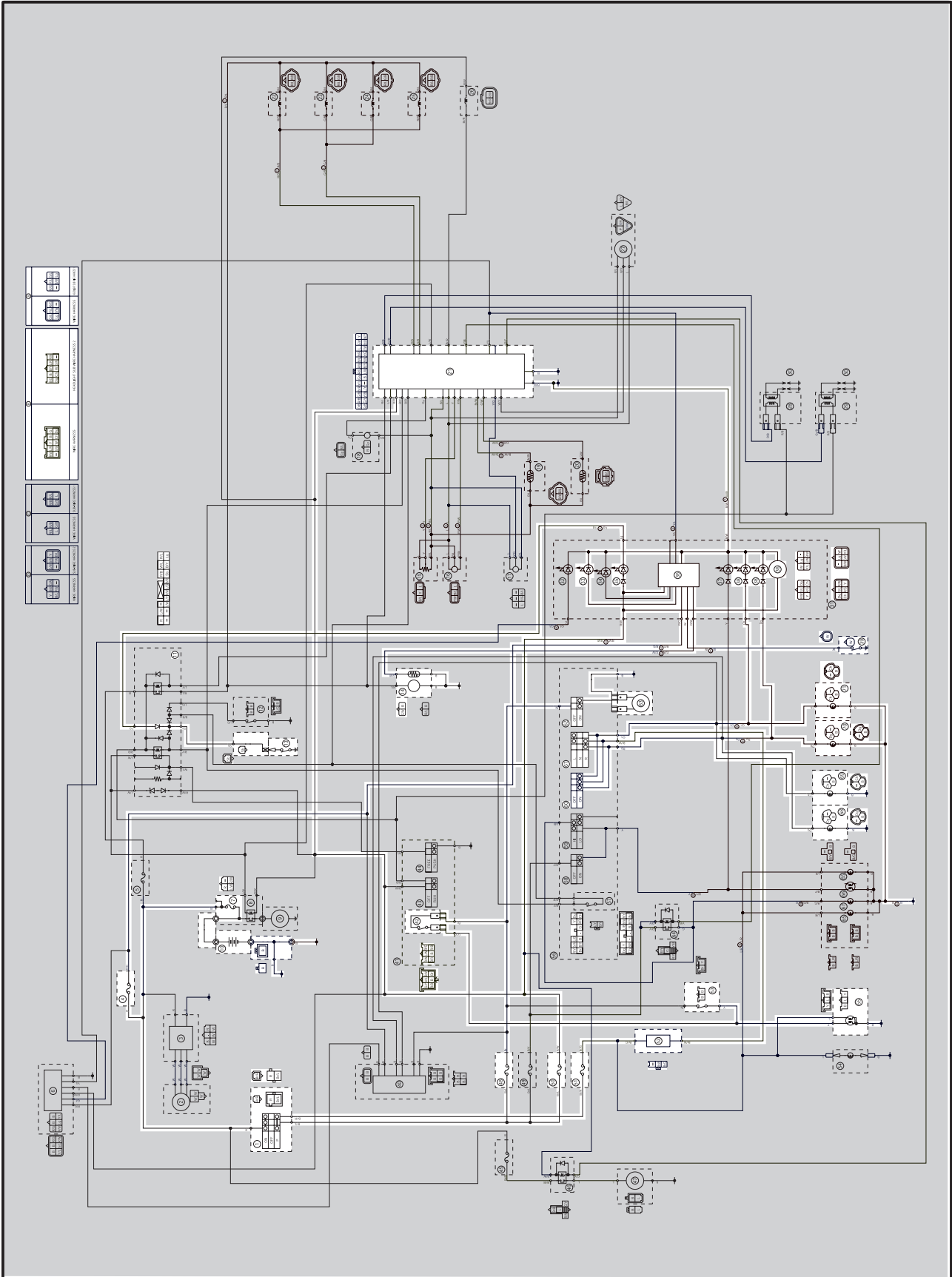
↓ YES                      ↓ NO

This circuit is OK.

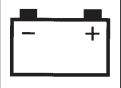
The wiring circuit from the main switch to the auxiliary light coupler is faulty and must be repaired.

EAS00793

**SIGNALING SYSTEM  
CIRCUIT DIAGRAM**







- ① Main switch
- ④ Fuse (backup)
- ⑦ Fuse (main)
- ⑩ Battery
- ⑪ Starting circuit cut-off relay
- ⑬ Neutral switch
- ⑭ Fuel pump
- ⑰ ECU
- ⑳ Oil level warning light
- ㉓ Neutral indicator light
- ㉔ Multi-function meter
- ㉕ Turn signal indicator light
- ㉖ Oil level switch
- ㉗ Front brake light switch
- ㉘ Fuse (signal)
- ㉙ Fuse (ignition)
- ㉚ Fuse (park)
- ㉛ Turn signal relay
- ㉜ Rear brake light switch
- ㉝ Tail/brake light
- ㉞ Hazard switch
- ㉟ Turn signal switch
- ㊱ Horn switch
- ㊲ Horn
- ㊳ Rear turn signal light (right)
- ㊴ Rear turn signal light (left)
- ㊵ Front turn signal light (right)
- ㊶ Front turn signal light (left)

# SIGNALING SYSTEM



EAS00794

## TROUBLESHOOTING


- Any of the following fail to light: turn signal light, brake light or an indicator light.
- The horn fails to sound.

Check:

1. backup, main, ignition, signal, and park fuses
2. battery
3. main switch
4. wiring connections  
(of the entire signaling system)

### NOTE:

- Before troubleshooting, remove the following part(s):
  1. seat
  2. front cowling inner panel (left and right)
  3. fuel tank
  4. side cover
- Troubleshoot with the following special tool(s).

	<b>Pocket tester</b> 90890-03112, YU-3112
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EAS00738

1. Backup, main, ignition, signal and park fuses
<ul style="list-style-type: none"> <li>• Check the backup, main, ignition, signal and park fuses for continuity. Refer to "CHECKING THE FUSES" in chapter 3.</li> <li>• Are the backup, main, ignition, signal and park fuses OK?</li> </ul>



Replace the fuse(s).

EAS00739

2. Battery		
<ul style="list-style-type: none"> <li>• Check the condition of the battery. Refer to "CHECKING AND CHARGING THE BATTERY" in chapter 3.</li> </ul>		
<table border="1"> <tr> <td></td> <td><b>Minimum open-circuit voltage</b> 12.8 V or more at 20°C (68°F)</td> </tr> </table>		<b>Minimum open-circuit voltage</b> 12.8 V or more at 20°C (68°F)
	<b>Minimum open-circuit voltage</b> 12.8 V or more at 20°C (68°F)	
• Is the battery OK?		



- Clean the battery terminals.
- Recharge or replace the battery.

EAS00749

3. Main switch
<ul style="list-style-type: none"> <li>• Check the main switch for continuity. Refer to "CHECKING THE SWITCHES".</li> <li>• Is the main switch OK?</li> </ul>



Replace the main switch.

EAS00795

4. Wiring
<ul style="list-style-type: none"> <li>• Check the entire signaling system's wiring. Refer to "CIRCUIT DIAGRAM".</li> <li>• Is the signaling system's wiring properly connected and without defects?</li> </ul>



Check the condition of each of the signaling system's circuits. Refer to "CHECKING THE LIGHTING SYSTEM".

Properly connect or repair the signaling system's wiring.

EAS00796

## CHECKING THE SIGNALING SYSTEM

1. The horn fails to sound.

1. Horn switch
<ul style="list-style-type: none"> <li>• Check the horn switch for continuity. Refer to "CHECKING THE SWITCHES".</li> <li>• Is the horn switch OK?</li> </ul>

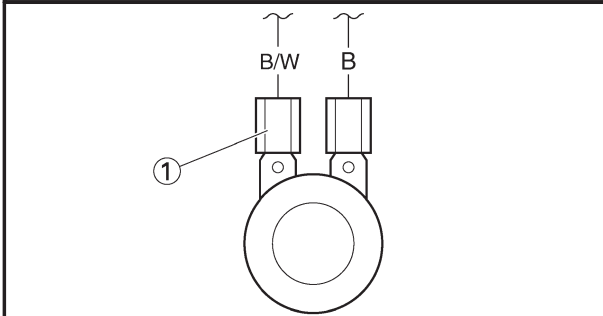


Replace the left handlebar switch.

2. Voltage

- Connect the pocket tester (DC 20 V) to the horn connector at the horn terminal as shown.

**Negative tester probe → ground**  
**Positive tester probe → black/white ①**



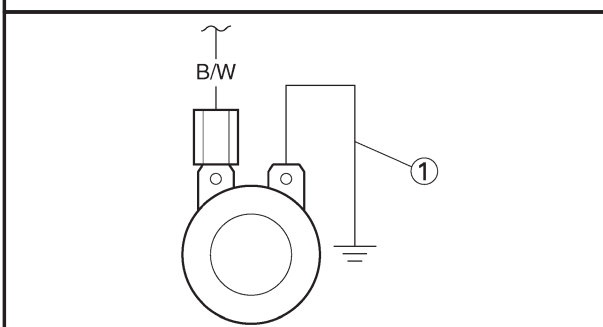
- Turn the main switch to “ON”.
- Push the horn switch.
- Measure the voltage (DC 12 V) of black/white at the horn terminal.
- Is the voltage within specification?

↓ YES      ↓ NO

The wiring circuit from the main switch to the horn connector is faulty and must be repaired.

3. Horn

- Disconnect the black connector at the horn terminal.
- Connect a jumper lead ① to the horn terminal and ground the jumper lead.
- Turn the main switch to “ON”.
- Push the horn switch.
- Does the horn sound?



↓ YES      ↓ NO

The horn is OK.

Replace the horn.

EAS00797

2. The tail/brake light fails to come on.

1. Tail/brake light bulb and socket

- Check the tail/brake light bulb and socket for continuity. Refer to “CHECKING THE BULBS AND BULB SOCKETS”.
- Are the tail/brake light bulb and socket OK?

↓ YES      ↓ NO

Replace the tail/brake light bulb, socket or both.

2. Brake light switches

- Check the brake light switches for continuity. Refer to “CHECKING THE SWITCHES”.
- Is the brake light switch OK?

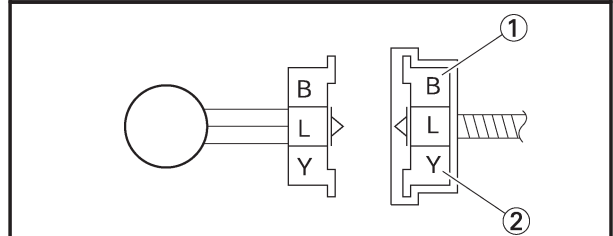
↓ YES      ↓ NO

Replace the brake light switch.

3. Voltage

- Connect the pocket tester (DC 20 V) to the tail/brake light coupler (wire harness side) as shown.

**Negative tester probe → black ①**  
**Positive tester probe → yellow ②**



- Turn the main switch to “ON”.
- Pull in the brake lever or push down on the brake pedal.
- Measure the voltage (DC 12 V) of yellow ② on the tail/brake light coupler (wire harness side).
- Is the voltage within specification?

# SIGNALING SYSTEM

**ELEC**



↓ YES

This circuit is OK.

↓ NO

The wiring circuit from the main switch to the tail/brake light coupler is faulty and must be repaired.

- Turn the main switch to "ON".
- Measure the voltage (DC 12 V) on brown/green ① at the turn signal relay coupler (wire harness side).
- Is the voltage within specification?

↓ YES

↓ NO

The wiring circuit from the main switch to the turn signal relay coupler is faulty and must be repaired.

EAS00799

3. The turn signal light, turn signal indicator light or both fail to blink.

1. Turn signal indicator light (LEDs)
- Check the turn signal indicator light for continuity. Refer to "CHECKING THE LEDs".
  - Are the turn signal indicator light OK?

↓ YES

↓ NO

Replace the meter assembly.

2. Turn signal switch
- Check the turn signal switch for continuity. Refer to "CHECKING THE SWITCHES".
  - Is the turn signal switch OK?

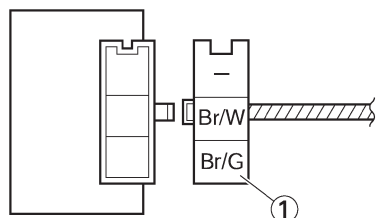
↓ YES

↓ NO

Replace the left handlebar switch.

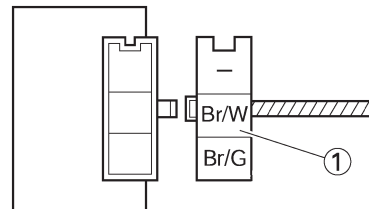
3. Voltage
- Connect the pocket tester (DC 20 V) to the turn signal relay coupler (wire harness side) as shown.

**Negative tester probe** → ground  
**Positive tester probe** → brown/green ①



4. Voltage
- Connect the pocket tester (DC 20 V) to the turn signal relay coupler (wire harness side) as shown.

**Positive tester probe** → ground  
**Negative tester probe** → brown/white ①



- Turn the main switch to "ON".
- Measure the voltage (DC 12 V) on brown/white ① at the turn signal relay coupler (wire harness side).
- Is the voltage within specification?

↓ YES

↓ NO

The turn signal relay is faulty and must be replaced.

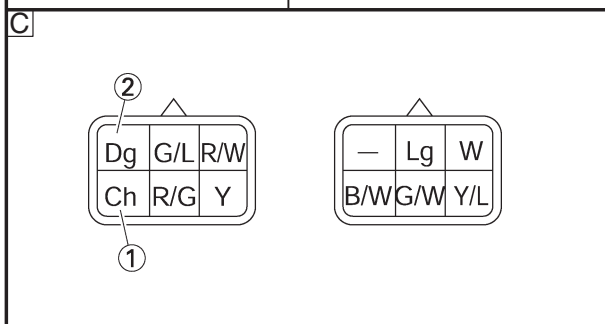
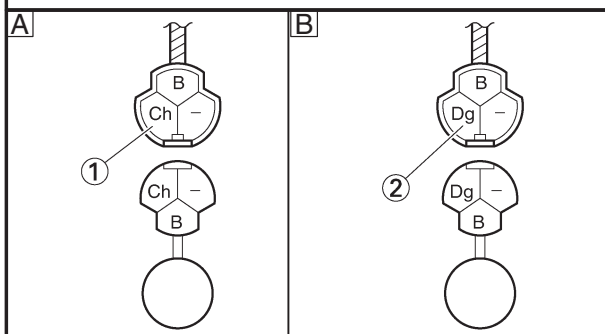
5. Voltage
- Connect the pocket tester (DC 20 V) to the turn signal light connector or meter assembly coupler (wire harness side) as shown.

- A** Left turn signal light
- B** Right turn signal light
- C** Turn signal indicator light

# SIGNALING SYSTEM



**Left turn signal light**  
**Positive tester probe** → ground  
**Negative tester probe** → chocolate ①  
**Right turn signal light**  
**Positive tester probe** → ground  
**Negative tester probe** → dark green ②



- Turn the main switch to “ON”.
- Set the turn signal switch to “←” or “→”.
- Measure the voltage (DC 12 V) of the chocolate ① or dark green ② at the turn signal light connector (wire harness side).
- Is the voltage within specification?

↓ YES                      ↓ NO

This circuit is OK.

The wiring circuit from the turn signal switch to the turn signal light connector is faulty and must be repaired.

EAS00801

## 4. The neutral indicator light fails to come on.

- 1. Neutral indicator light (LEDs)**
- Check the neutral indicator light for continuity. Refer to “CHECKING THE LEDs”.
  - Are the neutral indicator light OK?

↓ YES                      ↓ NO

Replace the meter assembly.

- 2. Neutral switch**
- Check the neutral switch for continuity. Refer to “CHECKING THE SWITCHES”.
  - Is the neutral switch OK?

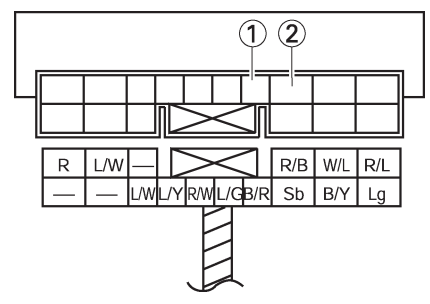
↓ YES                      ↓ NO

Replace the neutral switch.

EAS00753

- 3. Starting circuit cut-off relay (diode)**
- Disconnect the starting circuit cut-off relay coupler from the wire harness.
  - Connect the pocket tester ( $\Omega \times 1$ ) to the starting circuit cut-off relay coupler as shown.
  - Check the starting circuit cut-off relay for continuity.

<b>Positive tester probe</b> → black/red ① <b>Negative tester probe</b> → sky blue ②	<b>Continuity</b>
<b>Positive tester probe</b> → sky blue ② <b>Negative tester probe</b> → black/red ①	<b>No continuity</b>



**NOTE:** When you switch the positive and negative tester probes, the readings in the above chart will be reversed.

# SIGNALING SYSTEM



• Are the tester readings correct?

↓ YES

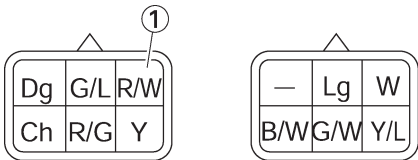
↓ NO

Replace the starting circuit cut-off relay.

## 4. Voltage

• Connect the pocket tester (DC 20 V) to the meter assembly coupler (wire harness side) as shown.

**Negative tester probe** → ground  
**Positive tester probe** → red/white ①



• Turn the main switch to "ON".  
 • Measure the voltage (DC 12 V) of red/white at the meter assembly coupler (wire harness side).  
 • Is the voltage within specification?

↓ YES

↓ NO

This circuit is OK.

The wiring circuit from the main switch to the meter assembly coupler is faulty and must be repaired.

EAS00802

## 5. The oil level warning light fails to come on.

### 1. Oil level warning light (LEDs)

• Check the oil level warning light for continuity.  
 When the main switch is turned to "ON", the oil level warning light comes on.  
 • Are the oil level warning light OK?

↓ YES

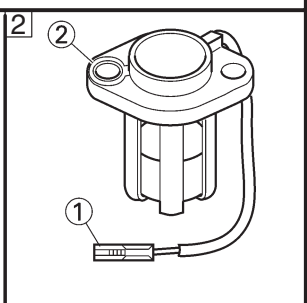
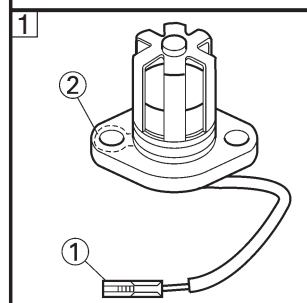
↓ NO

Replace the meter assembly.

### 2. Oil level switch

• Drain the engine oil and remove the oil level switch from the oil pan.  
 • Connect the pocket tester ( $\Omega \times 100$ ) to the oil level switch as shown.

**Positive tester probe** → Connector ① (white)  
**Negative tester probe** → Body ground ②



• Measure the oil level switch resistance.

Oil level switch resistance	
①	114 ~ 126 $\Omega$ at 20°C (68°F)
②	484 ~ 536 $\Omega$ at 20°C (68°F)

• Is the oil level switch OK?

↓ YES

↓ NO

Replace the oil level switch.



3. Voltage

- Connect the pocket tester (DC 20 V) to the meter assembly coupler (wire harness side) as shown.

**Positive tester probe** → black/white ①  
**Negative tester probe** → red/white ②

- Turn the main switch to "ON".
- Measure the voltage (DC 12V) of black/white ① and red/white ② at the meter assembly coupler.
- Is the voltage within specification?

↓ YES

↓ NO

This circuit is OK.

The wiring circuit from the main switch to the meter assembly is faulty and must be repaired.

EAS00803

6. The fuel level warning light fails to come on.

1. Fuel sender

- Drain the fuel from the fuel tank and remove the fuel pump from the fuel tank.
- Disconnect the fuel sender coupler from the wire harness.
- Connect the pocket tester ( $\Omega \times 10$ ) to the fuel sender terminals as shown.

**Tester positive probe** → green/white ①  
**Tester negative probe** → black ②

- Measure the fuel sender resistances.

**NOTE:** \_\_\_\_\_  
 Measure the resistances when the float arm is in contact with the full position and empty position of the stopper.  
 \_\_\_\_\_

**Fuel sender resistance**  
**Full position of the float**  
 20 ~ 26  $\Omega$  at 20°C (68°F)  
**Empty position of the float**  
 134 ~ 140  $\Omega$  at 20°C (68°F)

- Is the fuel sender OK?

↓ YES

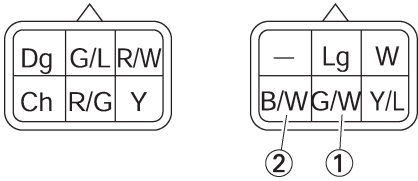
↓ NO

Replace the fuel pump.

2. Voltage

- Connect the pocket tester (DC 20 V) to the meter assembly coupler (wire harness side) as shown.

**Positive tester probe** → green/white ①  
**Negative tester probe** → black/white ②



- Turn the main switch to "ON".
- Measure the voltage (DC 12 V) of green/white ① and black/white ② at the meter assembly coupler.
- Is the voltage within specification?

↓ YES

↓ NO

This circuit is OK.

The wiring circuit from the main switch to the meter assembly coupler is faulty and must be repaired.

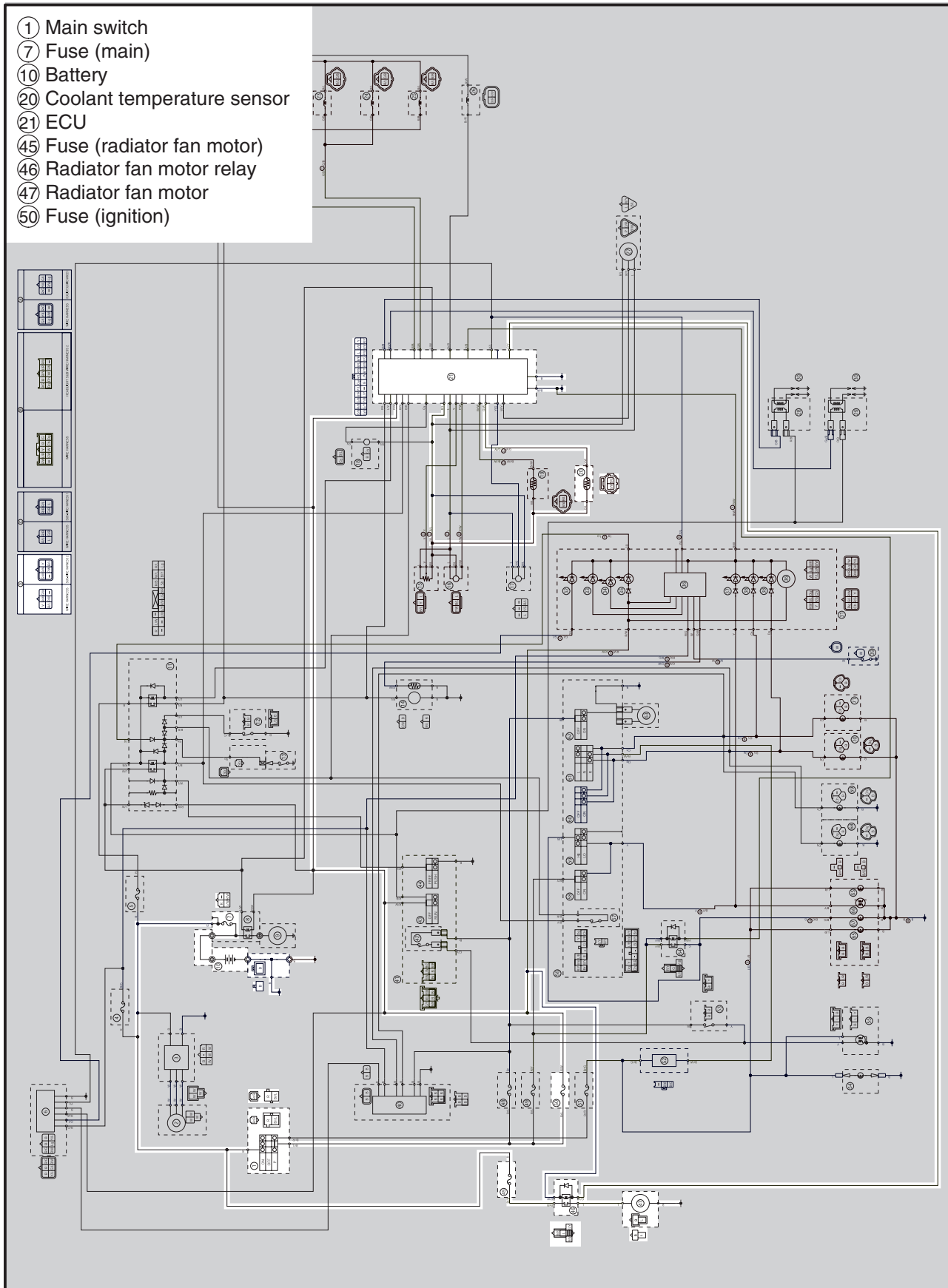




EAS00807

**COOLING SYSTEM  
CIRCUIT DIAGRAM**

- ① Main switch
- ⑦ Fuse (main)
- ⑩ Battery
- ⑳ Coolant temperature sensor
- ㉑ ECU
- ④⑤ Fuse (radiator fan motor)
- ④⑥ Radiator fan motor relay
- ④⑦ Radiator fan motor
- ⑤⑩ Fuse (ignition)





EAS00808

## TROUBLESHOOTING

- The radiator fan motor fails to turn.
- The coolant temperature indicator light fails to light when the engine is warm.

Check:

1. main, ignition, and radiator fan motor fuses
2. battery
3. main switch
4. radiator fan motor
5. radiator fan motor relay
6. coolant temperature sensor
7. wiring connections  
(the entire cooling system)

### NOTE:

- Before troubleshooting, remove the following part(s):
  1. seat
  2. front cowling inner panel (left and right)
  3. fuel tank
  4. side cover
- Troubleshoot with the following special tool(s).



**Pocket tester**  
90890-03112, YU-3112

EAS00738

1. Main, ignition and radiator fan motor fuses
  - Check the main, ignition and radiator fan motor fuses for continuity. Refer to "CHECKING THE FUSES" in chapter 3.
  - Are the main, ignition and radiator fan motor fuses OK?

↓ YES

↓ NO

Replace the fuse(s).

EAS00739

### 2. Battery

- Check the condition of the battery. Refer to "CHECKING AND CHARGING THE BATTERY" in chapter 3.



**Minimum open-circuit voltage**  
**12.8 V or more at 20°C (68°F)**

- Is the battery OK?

↓ YES

↓ NO

- Clean the battery terminals.
- Recharge or replace the battery.

EAS00749

### 3. Main switch

- Check the main switch for continuity. Refer to "CHECKING THE SWITCHES".
- Is the main switch OK?

↓ YES

↓ NO

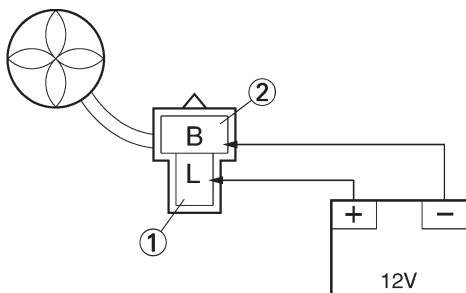
Replace the main switch.



EAS00809

### 4. Radiator fan motor

- Disconnect the radiator fan motor coupler from the wire harness.
- Connect the battery (DC 12 V) as shown.



**Positive battery lead** → blue ①

**Negative battery lead** → black ②

- Does the radiator fan motor turn?



The radiator fan motor is faulty and must be replaced.

### 5. Radiator fan motor relay

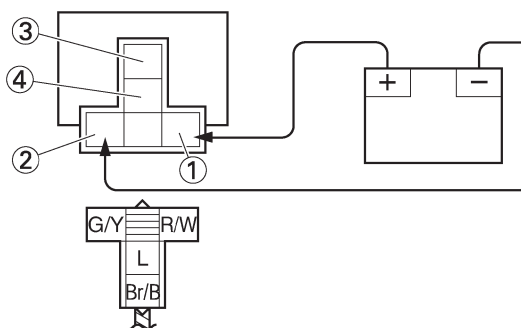
- Disconnect the radiator fan motor relay from the wire harness.
- Connect the pocket tester ( $\Omega \times 1$ ) and battery (12 V) to the radiator fan motor terminal as shown.
- Check the radiator fan motor for continuity.

**Battery positive terminal** → red/white ①

**Battery negative terminal** → green/yellow ②

**Tester positive probe** → brown/black ③

**Tester negative probe** → blue ④



- Does the radiator fan motor relay have continuity between brown/black and blue?



Replace the radiator fan motor.

EAS00812

6. Coolant temperature sensor

- Remove the coolant temperature sensor.
- Connect the pocket tester ( $\Omega \times 1k$ ) to the coolant temperature sensor ① as shown.
- Immerse the coolant temperature sensor in a container filled with coolant ②.

**NOTE:**  
Make sure the coolant temperature sensor terminals do not get wet.

- Place a thermometer ③ in the coolant.
- Slowly heat the coolant, and then let it cool to the specified temperature indicated in the table.
- Check the coolant temperature sensor for continuity at the temperatures indicated in the table.



**Coolant temperature sensor resistance**

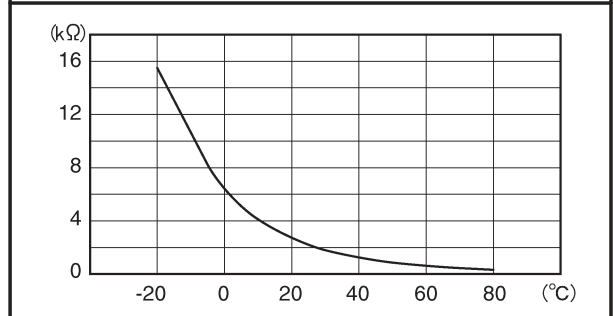
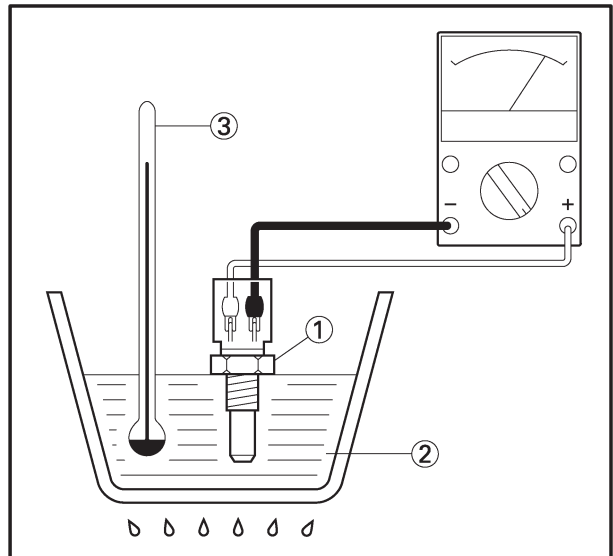
0°C (32°F): 5.21 ~ 6.37 kΩ  
80°C (176°F): 0.29 ~ 0.35 kΩ

**⚠ 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.



**Coolant temperature sensor**  
20 Nm (2.0 m•kg, 14 ft•lb)  
Three bond sealock®10



• Does the coolant temperature sensor operate properly?

↓ YES

↓ NO

Replace the coolant temperature sensor.

EAS00813

7. Wiring

- Check the entire cooling system's wiring. Refer to "CIRCUIT DIAGRAM".
- Is the cooling system's wiring properly connected and without defects?

↓ YES

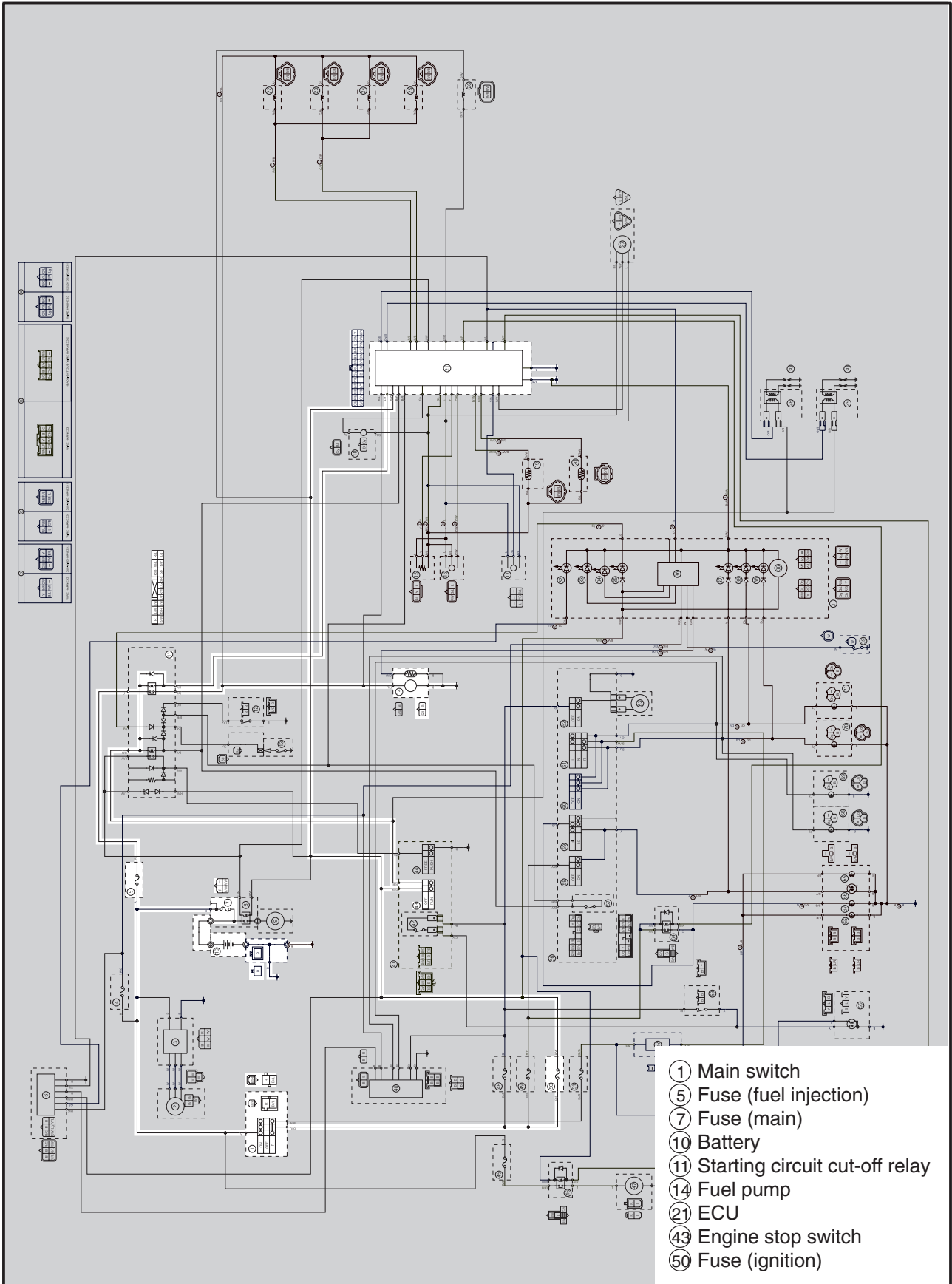
↓ NO

This circuit is OK.

Properly connect or repair the cooling system's wiring.

EAS00814

## FUEL PUMP SYSTEM CIRCUIT DIAGRAM



- ① Main switch
- ⑤ Fuse (fuel injection)
- ⑦ Fuse (main)
- ⑩ Battery
- ⑪ Starting circuit cut-off relay
- ⑭ Fuel pump
- ⑰ ECU
- ⑳ Engine stop switch
- ⑵ Fuse (ignition)

# FUEL PUMP SYSTEM

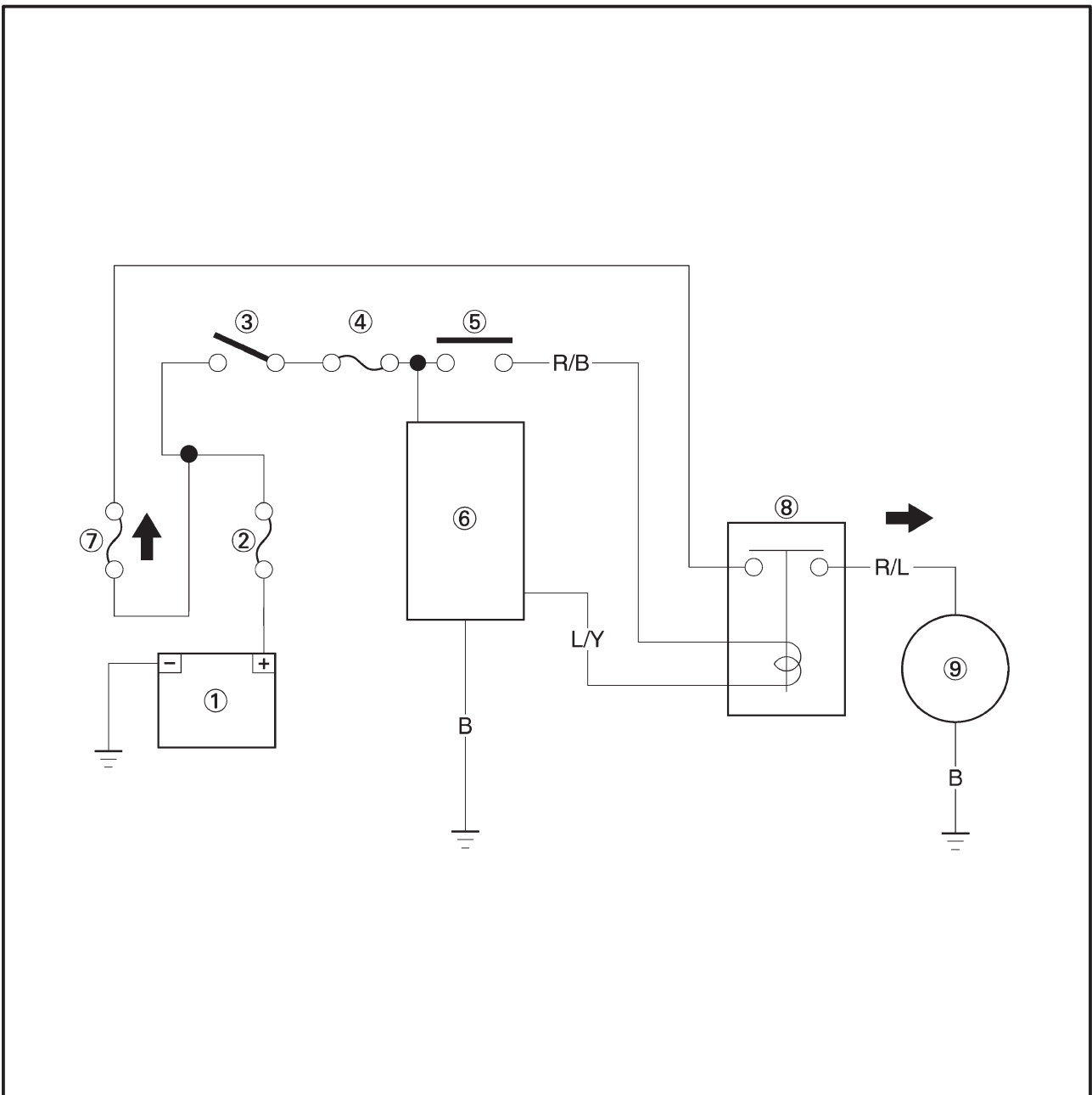


EAS00815

## FUEL PUMP SYSTEM

The ECU includes the control unit for the fuel pump.

- ① Battery
- ② Fuse (main)
- ③ Main switch
- ④ Fuse (ignition)
- ⑤ Engine stop switch
- ⑥ ECU
- ⑦ Fuse (fuel injection)
- ⑧ Starting circuit cut-off relay (fuel injection system relay)
- ⑨ Fuel pump



# FUEL PUMP SYSTEM



EAS00816

## TROUBLESHOOTING


If the fuel pump fails to operate.

Check:

1. main, ignition and fuel injection fuses
2. battery
3. main switch
4. engine stop switch
5. starting circuit cut-off relay  
(the fuel injection system relay)
6. fuel pump
7. wiring connections  
(the entire fuel system)

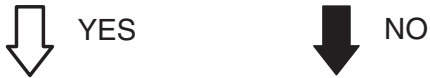
### NOTE:

- Before troubleshooting, remove the following part(s):
    1. seat
    2. front cowling inner panel (left and right)
    3. fuel tank
- Troubleshoot with the following special tool(s).

	<b>Pocket tester</b> 90890-03112, YU-3112
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EAS00738

1. Main, ignition and fuel injection system fuses
• Check the main, ignition and fuel system fuses for continuity. Refer to “CHECKING THE FUSES” in chapter 3.
• Are the main, ignition and fuel injection system fuses OK?



Replace the fuse(s).

EAS00739

2. Battery		
• Check the condition of the battery. Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.		
<table border="1"> <tr> <td style="text-align: center;"></td> <td> <b>Minimum open-circuit voltage</b>                      12.8 V or more at 20°C (68°F)                 </td> </tr> </table>		<b>Minimum open-circuit voltage</b> 12.8 V or more at 20°C (68°F)
	<b>Minimum open-circuit voltage</b> 12.8 V or more at 20°C (68°F)	
• Is the battery OK?		



• Clean the battery terminals.  
 • Recharge or replace the battery.

EAS00749

3. Main switch
• Check the main switch for continuity. Refer to “CHECKING THE SWITCHES”.
• Is the main switch OK?



Replace the main switch.

EAS00750

4. Engine stop switch
• Check the engine stop switch for continuity. Refer to “CHECKING THE SWITCHES”.
• Is the engine stop switch OK?



Replace the right handlebar switch.

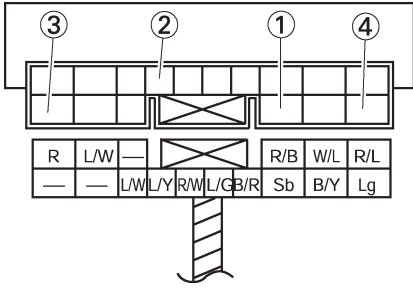
EAS00759

**5 Starting circuit cut-off relay (fuel injection system relay)**

- Disconnect the starting circuit cut-off relay coupler from the wire harness.
- Connect the pocket tester ( $\Omega \times 1$ ) and battery (12V) to the starting circuit cut-off relay coupler as shown.

**Positive battery lead → red/black ①**  
**Negative battery lead → blue/yellow ②**

**Positive tester probe → red ③**  
**Negative tester probe → red/blue ④**



• Does the starting circuit cut-off relay have continuity between red and red/blue?

↓ YES      ↓ NO

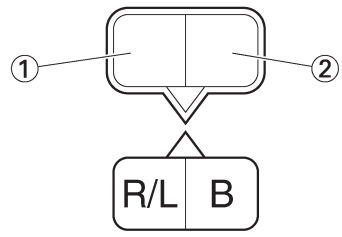
Replace the starting circuit cut-off relay.

EAS00817


**6. Fuel pump resistance**

- Disconnect the fuel pump coupler from the wire harness.
- Connect the pocket tester ( $\Omega \times 1$ ) to the fuel pump coupler as shown.

**Positive tester probe → red/blue ①**  
**Negative tester probe → black ②**



• Measure the fuel pump resistance.

 **Fuel pump resistance**  
**0.2 ~ 3.0  $\Omega$  at 20°C (68°F)**

• Is the fuel pump OK?

↓ YES      ↓ NO

Replace the fuel pump.

EAS00818

**7. Wiring**

- Check the entire fuel pump system's wiring. Refer to "CIRCUIT DIAGRAM".
- Is the fuel system's wiring properly connected and without defects?

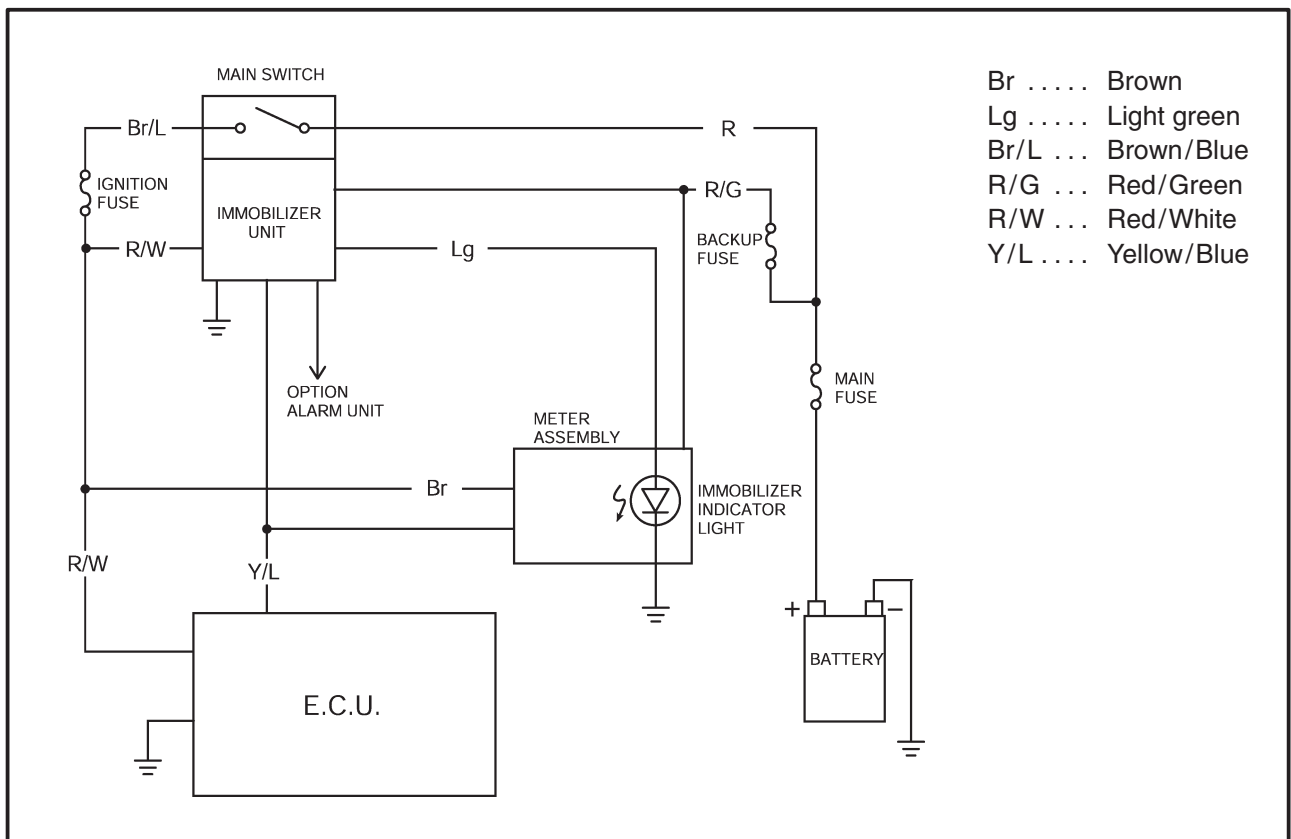
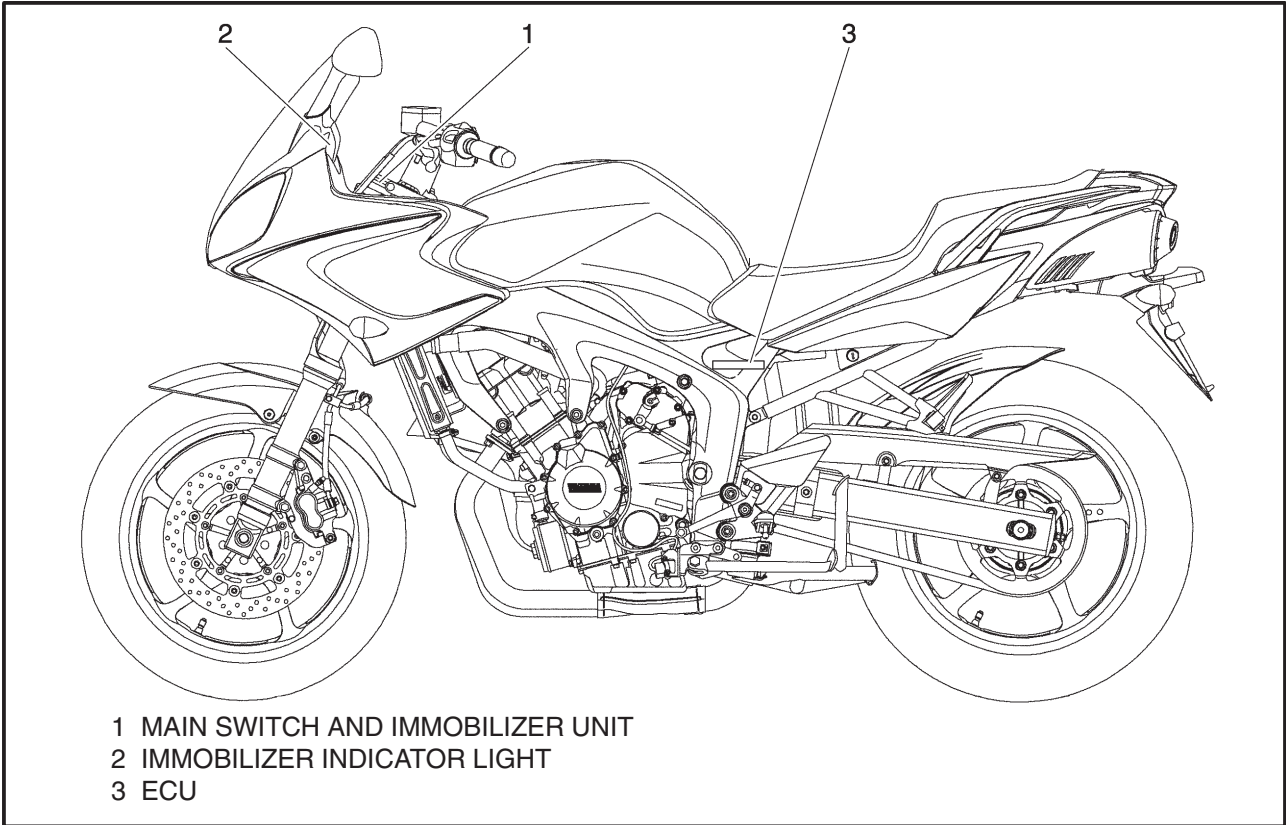
↓ YES      ↓ NO

Replace the ECU.      Properly connect or repair the fuel system's wiring.

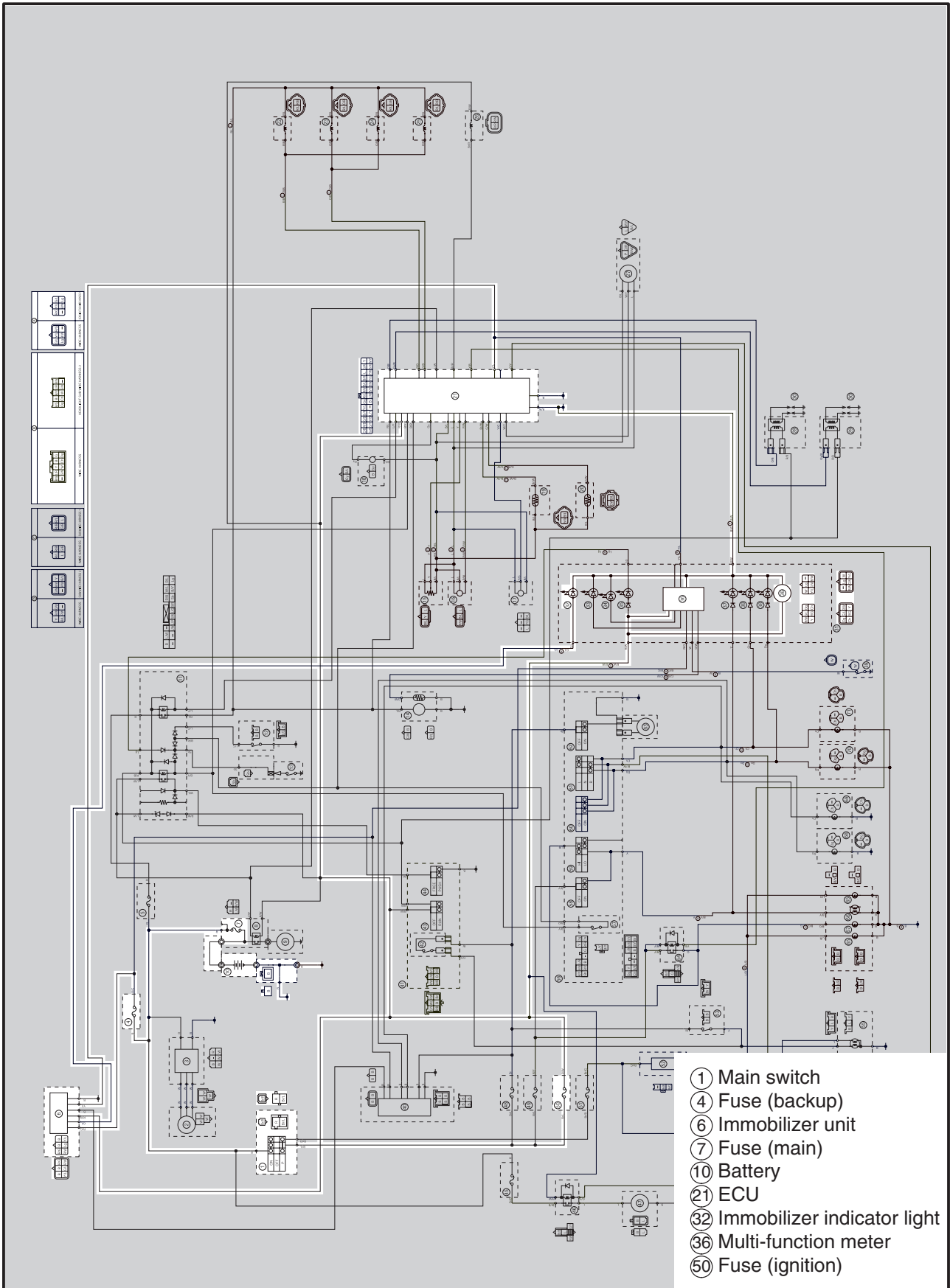


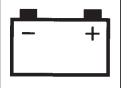


**IMMOBILIZER SYSTEM  
SYSTEM DIAGRAM**

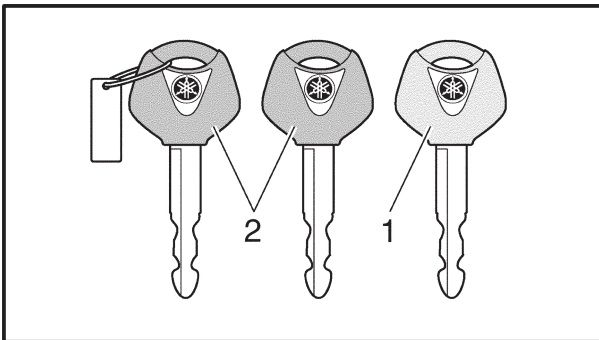


## CIRCUIT DIAGRAM



**GENERAL INFORMATION**

- When the main switch is turned “ON” with the registered key, the immobilizer system indicator light comes on for about 0.5 second and then goes off.
- To check the immobilizer system, follow the steps in the troubleshooting chart.
- To use the immobilizer key, keep it away from other keys. Otherwise, the key code signal may not work or the correct action may be disturbed.
- The key contains the electronic component (transponder). Do not drop or hit it with a solid metal. Do not leave it on the dashboard of vehicle where the temperature may rise.
- Do not put it in the water. (when washing clothes for example)
- Do not place it near a magnet or a loud speaker.
- If all keys are missing, the engine control unit (ECU) is required to replace together with the keys and the immobilizer unit.
- Immobilizer unit cannot be operated with the copy key until the transponder code of the code re-registering key is registered to the immobilizer unit.
- Total three key codes are registered to the immobilizer unit, which are one code re-registering key code and two standard key codes.
- Among them, two of standard key codes can be registered to prepare for the case when the key is lost. To register, the code re-registering key is needed.



1. Code re-registering key (red bow)
2. Standard key (black bow)



**KEY ID REGISTRATION METHOD**

Initially one code re-registering key and two standard keys have been registered with the immobilizer system.

In the course of use, you may encounter the following case where re-registration of code re-registering/standard key is required.

**Code re-registering key registration:**

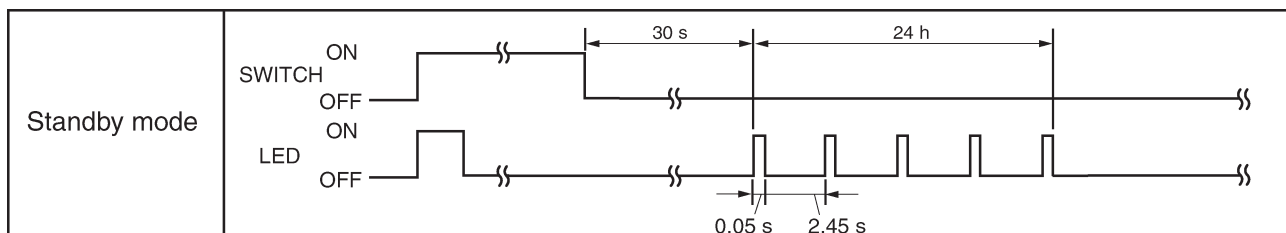
When the immobilizer unit or ECU, failed and the unit was replaced, the unit cannot be used until the key ID is registered because it is not registered to the unit.

- a. As usual steps, when the main switch is turned “ON”, the immobilizer indicator light goes on for about one second.
- b. If the indicator light goes off, it shows that the code re-registering key registration is finished.
- c. Check that the engine can be started.
- d. Consequently, carry out the standard key registration, according the section below.

**Standard key registration:**

When you lost a standard key and need a new one. Or when the code re-registering key is re-registered after the immobilizer unit or the ECU, are replaced.

- a. Check that the indicator light shows the standby mode.  
To initiate the standby mode, turn “OFF” the main switch and then it will be the standby mode when it passes 30 seconds. When 24 hours passed, the standby mode ends and the indicator light stops flashing.



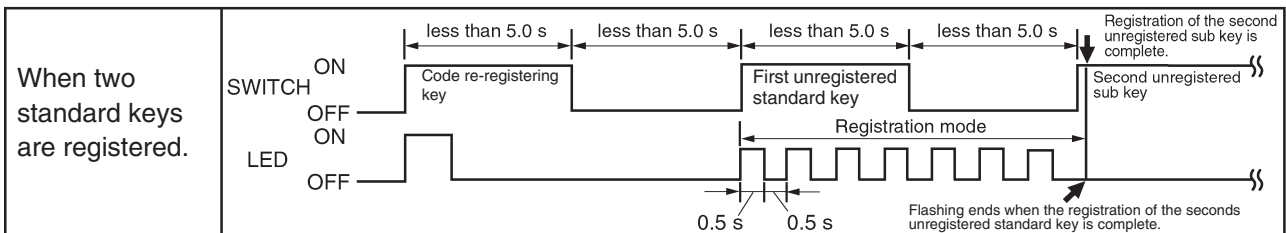
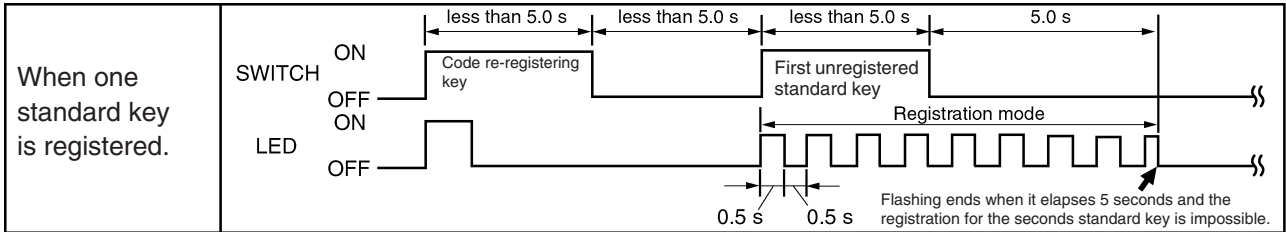
- b. After the main switch is turned “ON” with the code re-registering key, within 5 seconds, turn “OFF” the main switch and then turn “ON” the main switch with the standard key (the first new key) that you want to register.
- c. It becomes the key registration mode and two standard key IDs that have been stored in the memory are erased and the first new standard key ID will be registered. At this time, the indicator light quickly blinks (“OFF” for 0.5 sec. and “ON” for 0.5 sec.).
- d. In the condition as mentioned above (while the indicator light continues quick flashing), after the main switch is turned “ON” with the first new standard key, turn “OFF” the main switch within 5 seconds, and then turn “ON” the main switch with the standard key that you want to register (which is the second new key or the standard key remained in hand).

**NOTE:**

Fast flashing goes off when it elapses 5 seconds and the registration mode is finished. In this case, the second standard key cannot be registered and only the first standard key is registered.



- e. When the registration is finished, the indicator light goes off.
- f. Check that the engine can be started with the registered two standard keys.



**Important note:**

If you lost a standard key, immediately re-register your code re-registering key and the remaining standard key (if any). This will delete the stored registration data, protecting the motorcycle against being started with the lost key.



## SELF-DIAGNOSIS ERROR CODE INDICATION

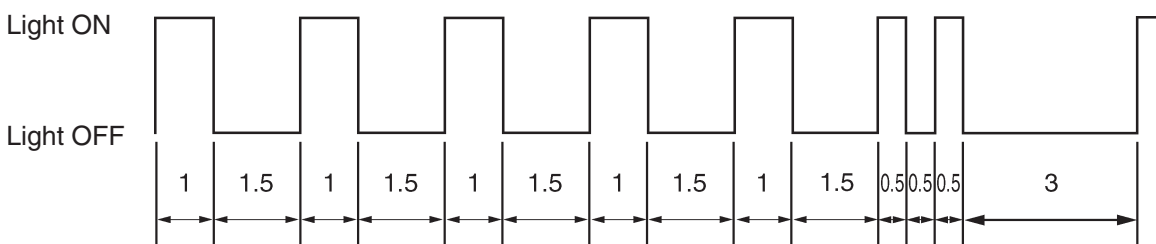
When the system failure occurred, the error code number is indicated in the LCD display of meter and the immobilizer indicator light flashes at the same time. The pattern of flashing also shows the error code.

Error code	Detection	Symptoms	Trouble	Measures
51	Immobilizer	Cannot transmit code between the key and immobilizer unit.	1) Objects that may keep off radio waves exist around the keys and antennas. 2) Immobilizer unit failure 3) Key failure	1) Keep clear of magnets, metals and other keys from the surroundings of keys and antennas. 2) Replace the immobilizer unit. 3) Replace the key.
52	Immobilizer	Codes do not match between the key and immobilizer unit.	1) Disturbed by other transponder. Failed to verify continually for ten times. 2) Unregistered standard key was used.	1) Place the immobilizer unit away more than 50 mm from the transponder of other vehicle. 2) Register the standard key.
53	Immobilizer	Cannot transmit code between the ECU and immobilizer unit.	Noise interference or disconnected lead/cable. 1) Obstruction due to radio wave noise. 2) Error by disconnection of the communication harness. 3) Immobilizer unit failure. 4) ECU failure.	1) Check the wire harness and connector. 2) Replace the immobilizer unit. 3) Replace the ECU.
54	Immobilizer	Codes do not match between ECU and immobilizer unit.	Noise interference or disconnected lead/cable. 1) Obstruction due to radio wave noise. 2) Error by disconnection of the communication harness. 3) Immobilizer unit failure 4) ECU failure (When the used parts from other vehicles are used, the code re-registering key ID is not registered to the ECU.)	1) Register the code re-registering key ID. 2) Check the wire harness and connector. 3) Replace the immobilizer unit. 4) Replace the ECU.
55	Immobilizer	Key code registration error.	Same standard key was attempted to continuously two times register.	Prepare the new standard key and register it.
56	ECU	Undefined code is received.	Noise interference or disconnected lead/cable. 1) Obstruction due to radio wave noise. 2) Error by disconnection of the communication harness. 3) Immobilizer unit failure. 4) ECU failure.	1) Check the wire harness and connector. 2) Replace the immobilizer unit. 3) Replace the ECU.

### Immobilizer warning light 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> 52



# IMMOBILIZER SYSTEM



EAS00794

## TROUBLESHOOTING

• When the main switch is turn “ON”, the indicator light does not come on or flash.

Check:

1. main, ignition, and backup fuses
2. battery
3. main switch
4. wiring connections  
(of the entire immobilizer system)

### NOTE:

- Before troubleshooting, remove the following part(s):
  1. seat
  2. front cowling inner panel (left and right)
  3. fuel tank
  4. side covers
- Troubleshoot with the following special tool(s).

	<b>Pocket tester</b> <b>90890-03112, YU-3112</b>
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EAS00738

<b>1. Main, ignition and backup fuses</b> • Check the main, ignition and backup fuses for continuity. Refer to “CHECKING THE FUSES” in chapter 3. • Are the main, ignition and back up fuses OK?
--



Replace the fuse(s).

EAS00739

<b>2. Battery</b>	
• Check the condition of the battery. Refer to “CHECKING AND CHARGING THE BATTERY” in chapter 3.	
	<b>Minimum open-circuit voltage</b> <b>12.8 V or more at 20°C (68°F)</b>
• Is the battery OK?	



• Clean the battery terminals.  
 • Recharge or replace the battery.

EAS00749

<b>3. Main switch</b>
• Check the main switch for continuity. Refer to “CHECKING THE SWITCHES”. • Is the main switch OK?



Replace the main switch.

EAS00787

<b>4. Wiring</b>
• Check the entire immobilizer system’s wiring. Refer to “CIRCUIT DIAGRAM”. • Is the immobilizer system’s wiring properly connected and without defects?



Check the condition of each of the immobilizer system’s circuits. Refer to “CHECKING THE IMMOBILIZER SYSTEM”.

Properly connect or repair the immobilizer system’s wiring.





EAS00788

## CHECKING THE IMMOBILIZER SYSTEM

1. The immobilizer system indicator light does not come on.

**1. Immobilizer system indicator light (LEDs)**

- Check the immobilizer system indicator light for continuity. Refer to “CHECKING THE LEDs”.
- Are the immobilizer system indicator light OK?

↓ YES

↓ NO

Replace the meter assembly.

**3. Wiring**

- Disconnect the meter coupler and immobilizer unit coupler.
- Check the immobilizer system indicator light lead (light green) continuity. (meter coupler – immobilizer unit coupler).
- Is the immobilizer system indicator light lead OK?

↓ YES

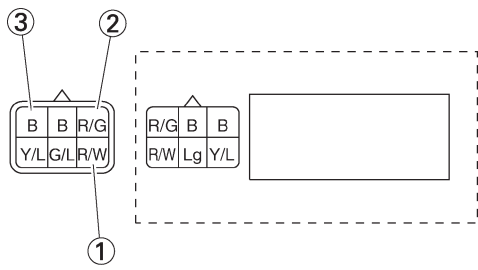
↓ NO

Replace the immobilizer unit.

The wiring circuit from the meter to immobilizer unit is faulty and must be repaired.

**2. Voltage**

- Connect the pocket tester (DC 20 V) to the immobilizer unit coupler as shown.



**Negative tester probe → black ③**  
**Positive tester probe → red/white ① or red/green ②**

- Turn the main switch to “ON”.
- Measure the voltage (DC 12 V) on the immobilizer unit coupler (wire harness side).
- Is the voltage within specification?

↓ YES

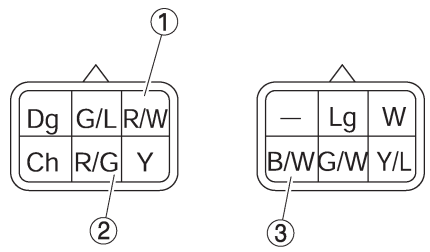
↓ NO

The wiring circuit from the main switch to the immobilizer unit coupler is faulty and must be repaired.

2. The LCD display does not indicated.

**1. Voltage**

- Connect the pocket tester (DC 20 V) to the meter coupler as shown.



**LCD display**  
**Positive tester probe → red/white ① or red/green ②**  
**Negative tester probe → black/white ③**

- Turn the main switch to “ON”.
- Measure the voltage (DC 12 V) meter coupler (wire harness side).
- Is the voltage within specification?

↓ YES

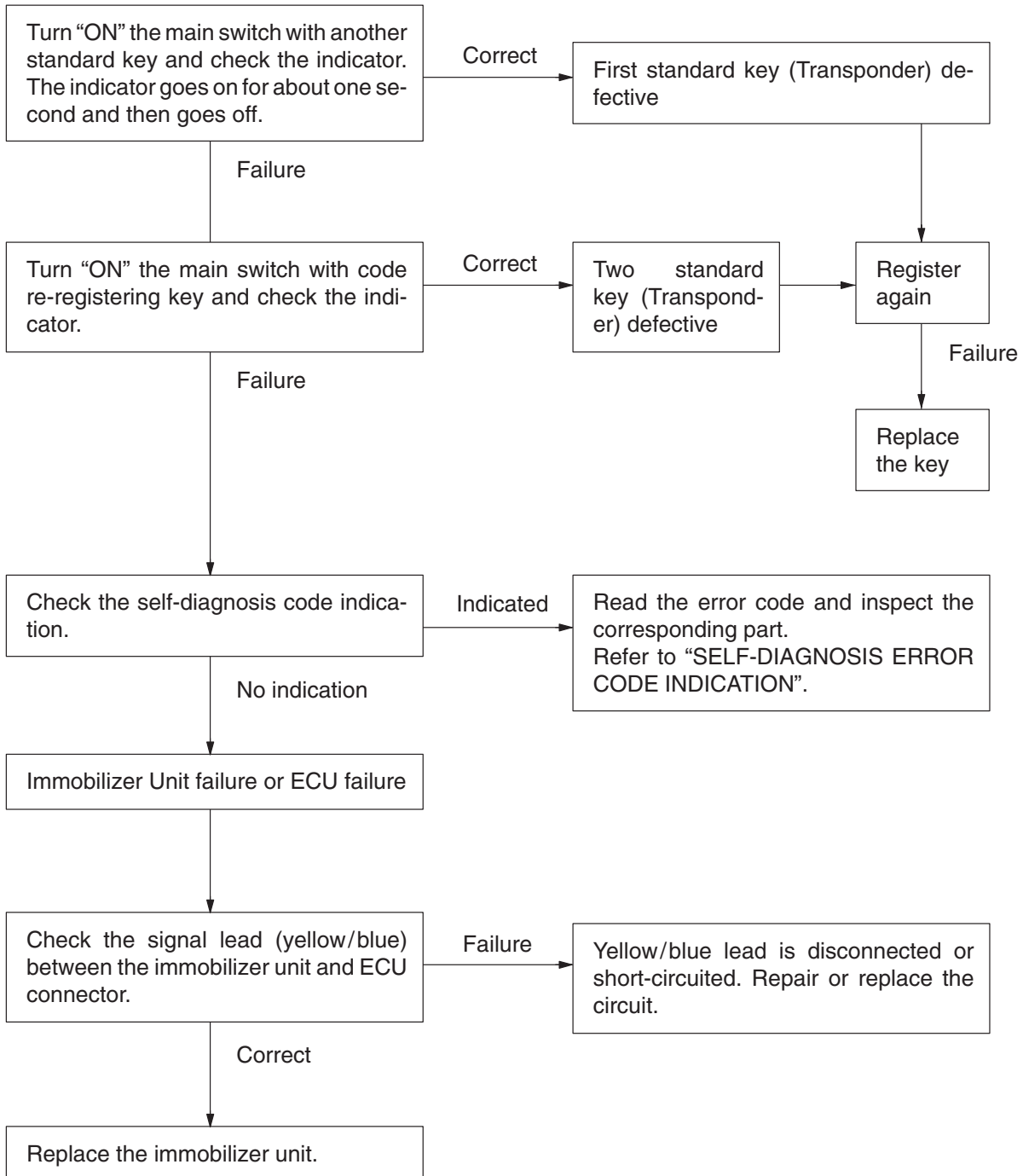
↓ NO

Replace the meter.

The wiring circuit from the main switch to the meter coupler is faulty and must be repaired.



2. When the main switch is turned "ON", the indicator light is flashing.
- Check if the metallic obstacle or the transponder of other vehicle exists near the immobilizer unit. If it exists, remove it and recheck the condition.





## REPLACEMENT PARTS ON TROUBLES

	Replacement parts				
	Transponder Key	Immobilizer Unit	ECU	*1Main Switch	*2Accessory Lock And Key
When standard key is missing and the replace standard key is required	○				
All keys have been lost (including code re-registering key)	○	○	○	○	○
ECU is defective			○		
When the immobilizer unit is defective		○			
When the main switch is defective	○	○	○	○	○
When the accessory lock is defective					○

\*1 There is no parts setting as a single unit. It will be the replacement in a set with the IMMOBILIZER UNIT.

\*2 Accessory lock means the seat lock, fuel filler cap or the helmet holder.

**NOTE:**

- To replace the single unit of ECU, first turn “ON” the main switch with the code re-registering key. This operation allows the code re-registering key ID to be registered to the new ECU. Register the standard key subsequently.
- To replace the single unit of immobilizer unit, first turn “ON” the main switch with the code re-registering key. This operation allows the code re-registering key ID to be registered to the new immobilizer unit. Register the standard key subsequently.



**SELF-DIAGNOSIS**

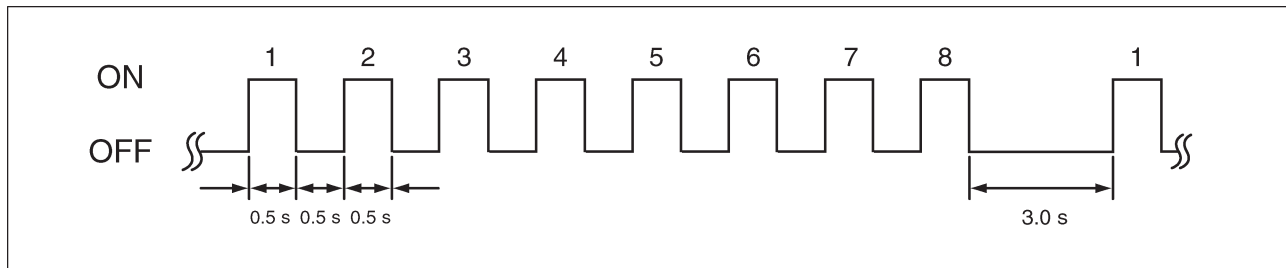
The FZ6-S(S) features a self-diagnosing system for the following circuit(-s):

- Fuel pump thermistor
- Oil level switch

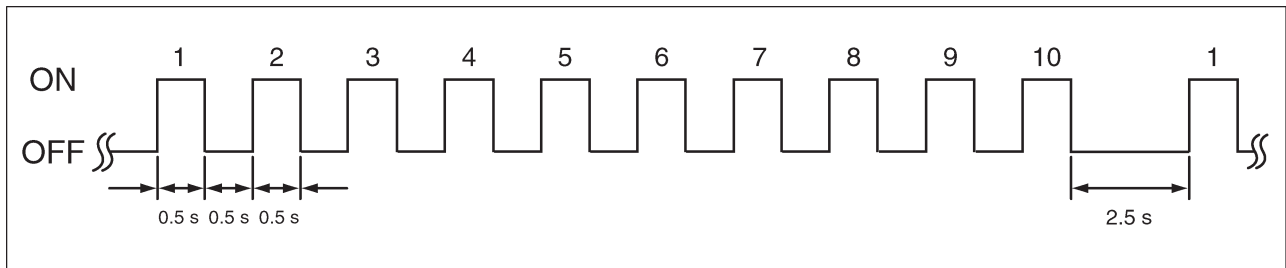
If any of these circuits are defective, their respective condition codes will be displayed on the warning light when the main switch is turned “ON” (irrespective of whether the engine is running or not).

Circuit	Defect(-s)	System response	Condition code
Fuel pump thermistor	<ul style="list-style-type: none"> <li>• Open-circuit</li> <li>• Short-circuit</li> </ul>	<ul style="list-style-type: none"> <li>• The fuel warning light indicate the condition code.</li> </ul>	Refer to *1
Oil level gauge	<ul style="list-style-type: none"> <li>• Open-circuit</li> <li>• Short-circuit</li> </ul>	<ul style="list-style-type: none"> <li>• The oil level warning light indicate the condition code.</li> </ul>	Refer to *2

\*1 Condition code  
Fuel warning light



\*2 Condition code  
Oil level warning light



**TROUBLESHOOTING**

**The warning light starts to indicate the self-diagnosis sequence.**

Check:

1. fuel pump thermistor
2. oil level switch

**NOTE:**

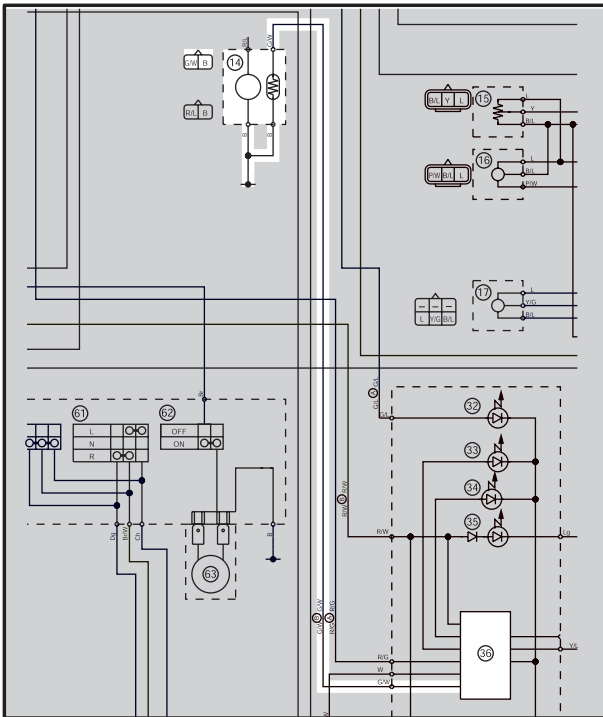
- Before troubleshooting, remove the following part(-s):
  1. seat
  2. front cowling inner panel (left and right)
  3. fuel tank
- Troubleshoot with the following special tool(-s).



**Pocket tester**  
90890-03112, YU-3112

**1. Fuel pump thermistor**

**CIRCUIT DIAGRAM**



- ⑭ Fuel pump
- ⑳ Multi-function meter

**1. Wire harness**

- Check the wire harness for continuity. Refer to "CIRCUIT DIAGRAM".
- Is the wire harness OK?



Repair or replace the wire harness.

**2. Fuel pump thermistor**

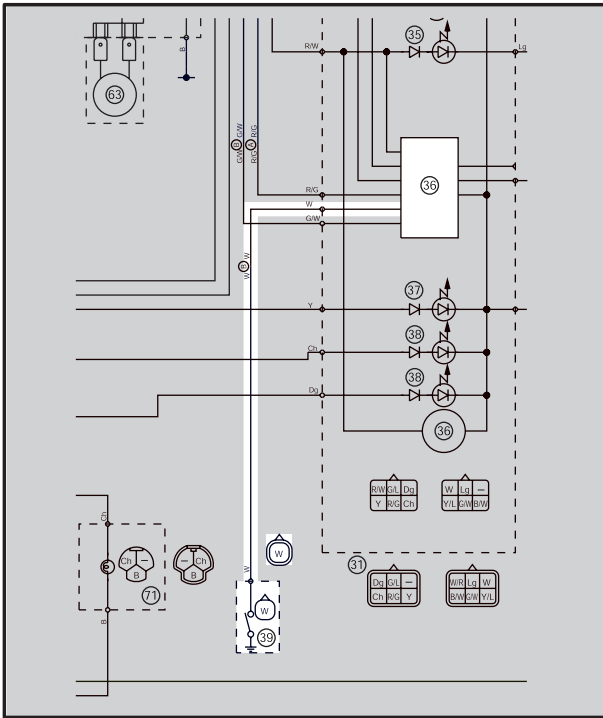
- Check the fuel pump thermistor for continuity. Refer to "The fuel level indicator light fails to come on".
- Is the fuel pump thermistor OK?



Replace the multi-function meter.

Replace the fuel pump.

**2. Oil level switch**  
CIRCUIT DIAGRAM



- ③⑥ Multi-function meter
- ③⑨ Oil level switch

2. Oil level switch

- Check the oil level switch for continuity. Refer to “The oil level warning light fails to come on”.
- Is the oil level switch OK?

↓ YES

↓ NO

Replace the multi-function meter.

Replace the oil level switch.

1. Wire harness

- Check the wire harness for continuity. Refer to “CIRCUIT DIAGRAM”.
- Is the wire harness OK?

↓ YES

↓ NO

Repair or replace the wire harness.

?

TRBL  
SHTG

9

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## CHAPTER 9 TROUBLESHOOTING

<b>STARTING FAILURES</b> .....	9-1
ENGINE .....	9-1
FUEL SYSTEM .....	9-1
ELECTRICAL SYSTEMS .....	9-1
 <b>INCORRECT ENGINE IDLING SPEED</b> .....	 9-2
ENGINE .....	9-2
FUEL SYSTEM .....	9-2
ELECTRICAL SYSTEMS .....	9-2
 <b>POOR MEDIUM-AND-HIGH-SPEED PERFORMANCE</b> .....	 9-2
ENGINE .....	9-2
FUEL SYSTEM .....	9-2
 <b>FAULTY GEAR SHIFTING</b> .....	 9-3
SHIFTING IS DIFFICULT .....	9-3
SHIFT PEDAL DOES NOT MOVE .....	9-3
JUMPS OUT OF GEAR .....	9-3
 <b>FAULTY CLUTCH</b> .....	 9-3
CLUTCH SLIPS .....	9-3
CLUTCH DRAGS .....	9-3
 <b>OVERHEATING</b> .....	 9-4
ENGINE .....	9-4
COOLING SYSTEM .....	9-4
FUEL SYSTEM .....	9-4
CHASSIS .....	9-4
ELECTRICAL SYSTEMS .....	9-4
 <b>OVERCOOLING</b> .....	 9-4
COOLING SYSTEM .....	9-4
 <b>POOR BRAKING PERFORMANCE</b> .....	 9-4
 <b>FAULTY FRONT FORK LEGS</b> .....	 9-5
LEAKING OIL .....	9-5
MALFUNCTION .....	9-5
 <b>UNSTABLE HANDLING</b> .....	 9-5



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<b>FAULTY LIGHTING OR SIGNALING SYSTEM</b> .....	9-6
HEADLIGHT DOES NOT COME ON .....	9-6
HEADLIGHT BULB BURNT OUT .....	9-6
TAIL/BRAKE LIGHT DOES NOT COME ON .....	9-6
TAIL/BRAKE LIGHT BULB BURNT OUT .....	9-6
TURN SIGNAL DOES NOT COME ON .....	9-6
TURN SIGNAL BLINKS SLOWLY .....	9-6
TURN SIGNAL REMAINS LIT .....	9-6
TURN SIGNAL BLINKS QUICKLY .....	9-6
HORN DOES NOT SOUND .....	9-6

## TROUBLESHOOTING

### NOTE:

The following guide for troubleshooting does not cover all the possible causes of trouble. It should be helpful, however, as a guide to basic troubleshooting. Refer to the relative procedure in this manual for checks, adjustments, and replacement of parts.

## STARTING FAILURES

### ENGINE

#### Cylinder(s) and cylinder head(s)

- Loose spark plug
- Loose cylinder head or cylinder
- Damaged cylinder head gasket
- Worn or damaged cylinder
- Incorrect valve clearance
- Improperly sealed valve
- Incorrect valve-to-valve-seat contact
- Incorrect valve timing
- Faulty valve spring
- Seized valve

#### Piston(s) and piston ring(s)

- Improperly installed piston ring
- Damaged, worn or fatigued piston ring
- Seized piston ring
- Seized or damaged piston

#### Air filter

- Improperly installed air filter
- Clogged air filter element

#### Crankcase and crankshaft

- Improperly assembled crankcase
- Seized crankshaft

### FUEL SYSTEM

#### Fuel tank

- Empty fuel tank
- Clogged fuel filter
- Clogged fuel tank drain hose
- Deteriorated or contaminated fuel

#### Fuel pump

- Faulty fuel pump
- Faulty fuel pump relay

#### Throttle body(-ies)

- Deteriorated or contaminated fuel
- Sucked-in air

### ELECTRICAL SYSTEMS

#### Battery

- Discharged battery
- Faulty battery

#### Fuse(s)

- Blown, damaged or incorrect fuse
- Improperly installed fuse

#### Spark plug(s)

- Incorrect spark plug gap
- Incorrect spark plug heat range
- Fouled spark plug
- Worn or damaged electrode
- Worn or damaged insulator
- Faulty spark plug cap

#### Ignition coil(s)

- Cracked or broken ignition coil body
- Broken or shorted primary or secondary coils
- Faulty spark plug lead

#### Ignition system

- Faulty ECU
- Faulty crankshaft position sensor

## STARTING FAILURE/INCORRECT ENGINE IDLING SPEED/ POOR MEDIUM-AND-HIGH-SPEED PERFORMANCE



### 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

### Starting system

- Faulty starter motor
- Faulty starter relay
- Faulty starting circuit cut-off relay
- Faulty starter clutch

EAS00846

## INCORRECT ENGINE IDLING SPEED ENGINE

### Cylinder(s) and cylinder head(s)

- Incorrect valve clearance
- Damaged valve train components

### Air filter

- Clogged air filter element

## FUEL SYSTEM

### Throttle body(-ies)

- Damaged or loose throttle body joint
- Improperly synchronized throttle bodies
- Improperly adjusted engine idling speed (throttle stop screw)
- Improper throttle cable free play
- Flooded throttle body
- Faulty air induction system

## ELECTRICAL SYSTEMS

### Battery

- Discharged battery
- Faulty battery

### Spark plug(s)

- Incorrect spark plug gap
- Incorrect spark plug heat range
- Fouled spark plug
- Worn or damaged electrode
- Worn or damaged insulator
- Faulty spark plug cap

### Ignition coil(s)

- Broken or shorted primary or secondary coils
- Faulty spark plug lead
- Cracked or broken ignition coil

### Ignition system

- Faulty ECU
- Faulty crankshaft position sensor

EAS00849

## POOR MEDIUM-AND-HIGH-SPEED PERFORMANCE

Refer to "STARTING FAILURES".

## ENGINE

### Air filter

- Clogged air filter element

## FUEL SYSTEM

### Fuel pump

- Faulty fuel pump



EAS00850

### FAULTY GEAR SHIFTING SHIFTING IS DIFFICULT

Refer to "CLUTCH DRAGS".

#### 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

### 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

EAS00852

### FAULTY CLUTCH CLUTCH SLIPS

##### Clutch

- Improperly assembled clutch
- Improperly adjusted clutch cable
- Loose or fatigued clutch spring
- Worn friction plate
- Worn clutch plate
- Damaged clutch release cylinder

##### Engine oil

- Incorrect oil level
- Incorrect oil viscosity (low)
- Deteriorated oil

### CLUTCH DRAGS

##### 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
- Match marks not aligned

##### Engine oil

- Incorrect oil level
- Incorrect oil viscosity (high)
- Deteriorated oil

EAS00855

## **OVERHEATING**

### **ENGINE**

#### **Clogged coolant passages**

- Cylinder head(s) and piston(s)
- Heavy carbon buildup

#### **Engine oil**

- Incorrect oil level
- Incorrect oil viscosity
- Inferior oil quality

### **COOLING SYSTEM**

#### **Coolant**

- Low coolant level

#### **Radiator**

- Damaged or leaking radiator
- Faulty radiator cap
- Bent or damaged radiator fin

#### **Water pump**

- Damaged or faulty water pump
- Thermostat
- Thermostat stays closed
- Oil cooler
- Clogged or damaged oil cooler
- Hose(s) and pipe(s)
- Damaged hose
- Improperly connected hose
- Damaged pipe
- Improperly connected pipe

### **FUEL SYSTEM**

#### **Throttle body(-ies)**

- Damaged or loose carburetor joint

#### **Air filter**

- Clogged air filter element

### **CHASSIS**

#### **Brake(s)**

- Dragging brake

### **ELECTRICAL SYSTEMS**

#### **Spark plug(s)**

- Incorrect spark plug gap
- Incorrect spark plug heat range

#### **Ignition system**

- Faulty ECU

#### **Cooling system**

- Faulty radiator fan motor relay
- Faulty coolant temperature sensor
- Faulty ECU

EAS00856

## **OVERCOOLING**

### **COOLING SYSTEM**

#### **Thermostat**

- Thermostat stays open

EAS00857

## **POOR BRAKING PERFORMANCE**

- Worn brake pad
- Worn brake disc
- Air in hydraulic brake system
- Leaking brake fluid
- Faulty brake caliper kit
- Faulty brake caliper seal
- Loose union bolt
- Damaged brake hose
- Oil or grease on the brake disc
- Oil or grease on the brake pad
- Incorrect brake fluid level



EAS00861

### 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

EAS00862

### UNSTABLE HANDLING

#### Handlebar

- Bent or improperly installed handlebar

#### Steering head components

- Improperly installed upper bracket
- Improperly installed lower bracket (improperly tightened ring nut)
- Bent steering stem
- Damaged ball bearing or bearing race

#### Front fork leg(s)

- Uneven oil levels (both front fork legs)
- Unevenly tensioned fork spring (both front fork legs)
- Broken fork spring
- Bent or damaged inner tube
- Bent or damaged outer tube

#### Swingarm

- Worn bearing or bushing
- Bent or damaged swingarm

#### Rear shock absorber assembly(-ies)

- Faulty rear shock absorber spring
- Leaking oil or gas

#### Tire(s)

- Uneven tire pressures (front and rear)
- Incorrect tire pressure
- Uneven tire wear

#### Wheel(s)

- Incorrect wheel balance
- Deformed cast wheel
- Damaged wheel bearing
- Bent or loose wheel axle
- Excessive wheel runout

#### Frame

- Bent frame
- Damaged steering head pipe
- Improperly installed bearing race



EAS00866

### FAULTY LIGHTING OR SIGNALING SYSTEM

#### HEADLIGHT 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

#### HEADLIGHT BULB BURNT OUT

- Wrong headlight bulb
- Faulty battery
- Faulty rectifier/regulator
- Improperly grounded circuit
- Faulty main switch
- Faulty light switch
- Headlight bulb life expired

#### TAIL/BRAKE LIGHT DOES NOT COME ON

- Wrong tail/brake light bulb
- Too many electrical accessories
- Incorrect connection
- Burnt-out tail/brake light bulb

#### TAIL/BRAKE LIGHT BULB BURNT OUT

- Wrong tail/brake light bulb
- Faulty battery
- Incorrectly adjusted rear brake light switch
- Tail/brake light bulb life expired

#### TURN SIGNAL DOES NOT COME ON

- Faulty turn signal switch
- Faulty turn signal 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 BLINKS SLOWLY

- Faulty turn signal relay
- Faulty main switch
- Faulty turn signal switch
- Incorrect turn signal bulb

#### TURN SIGNAL REMAINS LIT

- Faulty turn signal relay
- Burnt-out turn signal bulb

#### TURN SIGNAL BLINKS QUICKLY

- Incorrect turn signal bulb
- Faulty turn signal 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

## FZS-6(S) 2004 WIRING DIAGRAM

- ① Main switch
- ② A.C. magneto
- ③ Rectifier/regulator
- ④ Fuse (backup)
- ⑤ Fuse (fuel injection)
- ⑥ Immobilizer unit
- ⑦ Fuse (main)
- ⑧ Starter relay
- ⑨ Starter motor
- ⑩ Battery
- ⑪ Starting circuit cut-off relay
- ⑫ Sidestand switch
- ⑬ Neutral switch
- ⑭ Fuel pump
- ⑮ Throttle position sensor
- ⑯ Intake air presser sensor
- ⑰ Lean angle cut-off switch
- ⑱ Crankshaft position sensor
- ⑲ Intake air temperature sensor
- ⑳ Coolant temperature sensor
- ㉑ ECU
- ㉒ Cylinder #1-injector
- ㉓ Cylinder #2-injector
- ㉔ Cylinder #3-injector
- ㉕ Cylinder #4-injector
- ㉖ Air cut-off valve
- ㉗ Speed sensor
- ㉘ Ignition coil #1 and #4
- ㉙ Ignition coil #2 and #3
- ㉚ Spark plug
- ㉛ Meter assembly
- ㉜ Immobilizer indicator light
- ㉝ Oil level warning light
- ㉞ Engine trouble warning light
- ㉟ Neutral indicator light
- ㊱ Multi-function meter
- ㊲ High beam indicator light
- ㊳ Turn signal indicator light
- ㊴ Oil level switch
- ㊵ CYCLELOCK (OPTION)
- ㊶ Right handlebar switch
- ㊷ Front brake light switch
- ㊸ Engine stop switch
- ㊹ Start switch
- ㊺ Fuse (radiator fan motor)
- ㊻ Radiator fan motor relay
- ㊼ Radiator fan motor
- ㊽ Fuse (signal)
- ㊾ Fuse (headlight)
- ㊿ Fuse (ignition)
- ① Fuse (park)
- ② Turn signal relay
- ③ Rear brake light switch
- ④ License plate light
- ⑤ Tail/brake light
- ⑥ Left handlebar switch
- ⑦ Clutch switch
- ⑧ Pass switch
- ⑨ Dimmer switch
- ⑩ Hazard switch
- ⑪ Turn signal switch
- ⑫ Horn switch
- ⑬ Horn
- ⑭ Dimmer relay
- ⑮ Auxiliary light
- ⑯ Headlight (high beam)
- ⑰ Headlight (low beam)
- ⑱ Rear turn signal light (right)
- ⑲ Rear turn signal light (left)
- ⑳ Front turn signal light (right)
- ㉑ Front turn signal light (left)





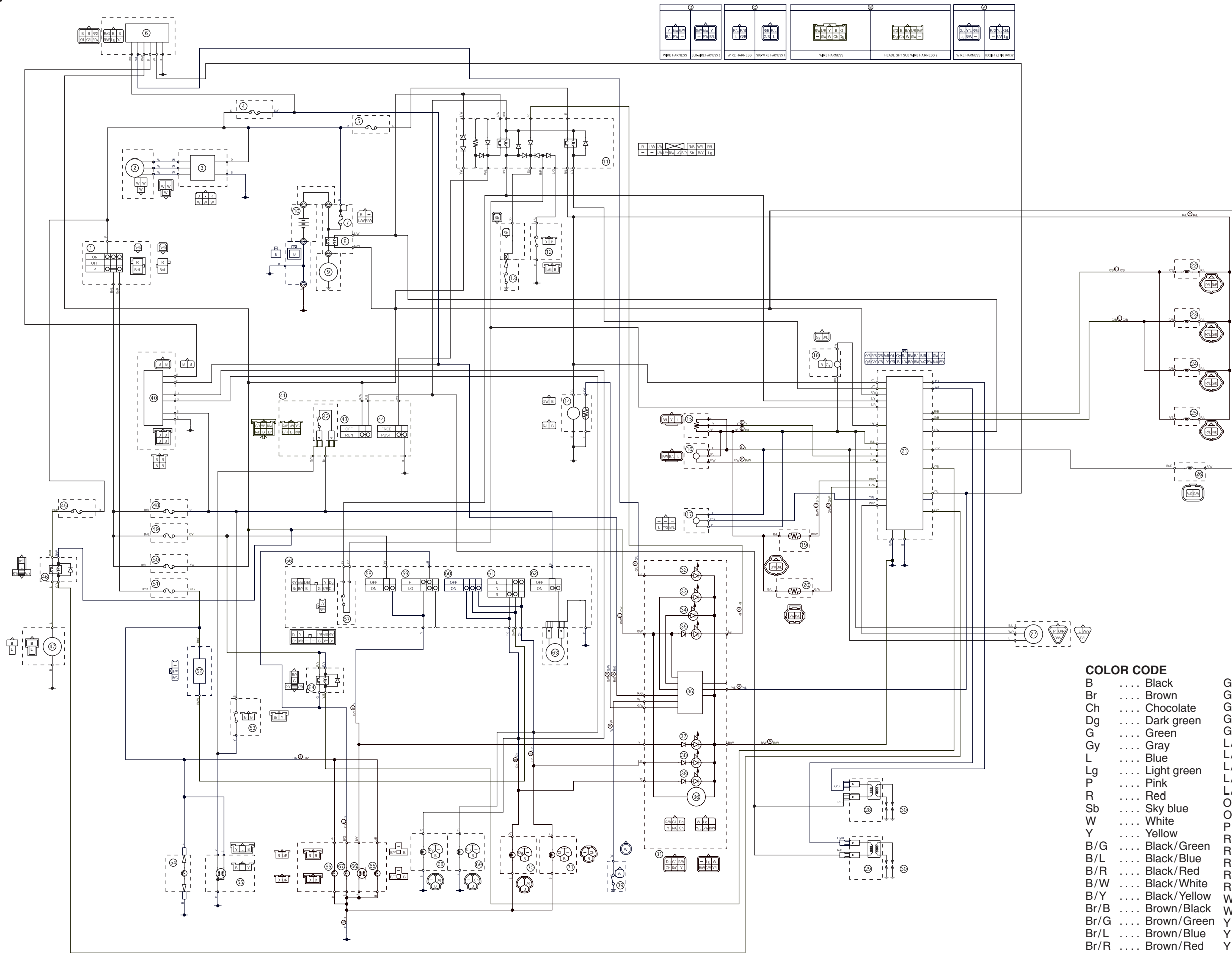




YAMAHA MOTOR CO., LTD.

2500 SHINGAI IWATA SHIZUOKA JAPAN

# FZ6-S(S) WIRING DIAGRAM



**COLOR CODE**

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