



2015

⚠ Read this manual carefully before operating this vehicle.

⚠ Il convient de lire attentivement ce manuel avant la première utilisation du véhicule.

⚠ Bitte lesen Sie diese Bedienungsanleitung sorgfältig durch, bevor Sie das Fahrzeug in Betrieb nehmen.

⚠ Leggere attentamente questo manuale prima di utilizzare questo veicolo.

OWNER'S SERVICE MANUAL
MANUEL D'ATELIER DU
PROPRIETAIRE
FAHRER- UND
WARTUNGSHANDBUCH
MANUALE DI SERVIZIO DEL
PROPRIETARIO

YZ250
YZ250F2

1SS-28199-33



YAMAHA

2015

⚠ Read this manual carefully before operating this vehicle.

OWNER'S SERVICE MANUAL

YZ250
YZ250F2

1SS-28199-33-E0

TABLE OF CONTENTS

GENERAL INFORMATION

1

SPECIFICATIONS

2

**REGULAR INSPECTION AND
ADJUSTMENTS**

3

ENGINE

4

CHASSIS

5

ELECTRICAL

6

TUNING

7

CONTENTS

CHAPTER 1 GENERAL INFORMATION

| | |
|---------------------------------------|------|
| LOCATION OF IMPORTANT LABELS | 1-1 |
| DESCRIPTION | 1-5 |
| CONSUMER INFORMATION..... | 1-6 |
| INCLUDED PARTS | 1-6 |
| IMPORTANT INFORMATION..... | 1-6 |
| CHECKING OF CONNECTION..... | 1-7 |
| SPECIAL TOOLS | 1-8 |
| CONTROL FUNCTIONS..... | 1-11 |
| STARTING AND BREAK-IN | 1-11 |
| TORQUE-CHECK POINTS..... | 1-13 |
| MAINTENANCE AFTER BREAK-IN | 1-14 |
| CLEANING AND STORAGE | 1-14 |

CHAPTER 2 SPECIFICATIONS

| | |
|------------------------------------|------|
| GENERAL SPECIFICATIONS..... | 2-1 |
| MAINTENANCE SPECIFICATIONS..... | 2-3 |
| TIGHTENING TORQUES | 2-8 |
| CABLE ROUTING DIAGRAM..... | 2-14 |

CHAPTER 3 REGULAR INSPECTION AND ADJUSTMENTS

| | |
|---|------|
| MAINTENANCE INTERVALS..... | 3-1 |
| PRE-OPERATION INSPECTION AND MAINTENANCE..... | 3-5 |
| ENGINE | 3-6 |
| CHASSIS | 3-10 |
| ELECTRICAL | 3-20 |

CHAPTER 4 ENGINE

| | |
|---|------|
| SEAT, FUEL TANK AND SIDE COVERS..... | 4-1 |
| EXHAUST PIPE AND SILENCER | 4-3 |
| RADIATOR | 4-5 |
| CARBURETOR AND REED VALVE | 4-7 |
| CYLINDER HEAD, CYLINDER AND PISTON..... | 4-13 |
| CLUTCH | 4-21 |
| KICK SHAFT AND SHIFT SHAFT | 4-25 |
| YPVS GOVERNOR..... | 4-31 |
| WATER PUMP..... | 4-33 |
| CDI MAGNETO..... | 4-36 |
| ENGINE REMOVAL | 4-38 |
| CRANKCASE AND CRANKSHAFT | 4-42 |
| TRANSMISSION, SHIFT CAM AND SHIFT FORK..... | 4-47 |

CHAPTER 5 CHASSIS

| | |
|-------------------------------------|------|
| FRONT WHEEL AND REAR WHEEL | 5-1 |
| FRONT BRAKE AND REAR BRAKE | 5-6 |
| FRONT FORK..... | 5-16 |
| HANDLEBAR..... | 5-24 |
| STEERING | 5-29 |
| SWINGARM | 5-32 |
| REAR SHOCK ABSORBER..... | 5-37 |

CHAPTER 6 ELECTRICAL

| | |
|---|-----|
| ELECTRICAL COMPONENTS AND WIRING DIAGRAM..... | 6-1 |
| IGNITION SYSTEM..... | 6-2 |
| SOLENOID VALVE SYSTEM..... | 6-5 |
| THROTTLE POSITION SENSOR SYSTEM | 6-7 |

CHAPTER 7 TUNING

| | |
|---------------|-----|
| ENGINE..... | 7-1 |
| CHASSIS | 7-6 |

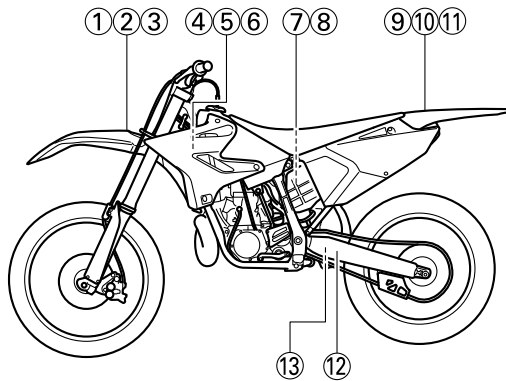
LOCATION OF IMPORTANT LABELS

1

GENERAL INFORMATION

LOCATION OF IMPORTANT LABELS

Please read the following important labels carefully before operating this vehicle.



CANADA

1

Use premium unleaded gasoline/oil premix only.
3XJ-2415E-A1

2

Utiliser de préférence un mélange huile/super sans plomb.
3XJ-2415E-B1

3


THIS VEHICLE IS A COMPETITION MOTORCYCLE AND IS FOR USE EXCLUSIVELY IN CLOSED COURSE COMPETITION AND IS NOT INTENDED FOR USE ON PUBLIC HIGHWAYS.
CE VÉHICULE EST UNE MOTORCYCLETTE DE COMPÉTITION DONT L'USAGE EST RÉSERVÉ AUX COMPÉTITIONS EN CIRCUITS FERMÉS ET NON DESTINÉ AUX VOIES PUBLIQUES.
4SR-2416E-00

4

MFD. BY YAMAHA MOTOR CO., LTD. MM / YY MADE IN JAPAN
COMPETITION MOTORCYCLE
FABRIQUÉ YAMAHA MOTOR CO., LTD. MM / YY FABRIQUÉ AU JAPON
MOTORCYCLETTE DE COMPÉTITION

4SR-21186-01

5


This spark ignition system meets all requirements of the Canadian Interference Causing Equipment Regulations.
Ce système d'allumage par étincelle de véhicule respecte toutes les exigences du Règlement sur le matériel brouilleur du Canada.
3JK-82377-10

7

▲WARNING
This unit contains high pressure nitrogen gas. Mishandling can cause explosion.
• Read owner's manual for instructions.
• Do not incinerate, puncture or open.
▲AVERTISSEMENT
Cette unité contient de l'azote à haute pression. Une mauvaise manipulation peut entraîner d'explosion.
• Voir le manuel d'utilisateur pour les instructions.
• Ne pas brûler ni perforez ni ouvrir.
4AA-22258-70

LOCATION OF IMPORTANT LABELS

9

⚠ WARNING

- BEFORE YOU OPERATE THIS VEHICLE, READ THE OWNER'S MANUAL AND ALL LABELS.
- NEVER CARRY A PASSENGER. You increase your risk of losing control if you carry a passenger.
- NEVER OPERATE THIS VEHICLE ON PUBLIC ROADS. You can collide with another vehicle if you operate this vehicle on a public road.
- ALWAYS WEAR AN APPROVED MOTORCYCLE HELMET, eye protection, and protective clothing.
- EXPERIENCED RIDER ONLY.

5PA-2118K-00

12

TIRE INFORMATION

Cold tire normal pressure should be set as follows.
 FRONT: 100kPa, {1.00kgf/cm²}, 15psi
 REAR : 100kPa, {1.00kgf/cm²}, 15psi

3RV-21668-A0

10

⚠ AVERTISSEMENT

- LIRE LE MANUEL DU PROPRIETAIRE AINSI QUE TOUTES LES ETIQUETTES AVANT D'UTILISER CE VEHICULE.
- NE JAMAIS TRANSPORTER DE PASSAGER. La conduite avec passager augmente les risques de perte de contrôle.
- NE JAMAIS ROULER SUR DES CHEMINS PUBLICS. Vous pourriez entrer en collision avec un autre véhicule.
- TOUJOURS PORTER UN CASQUE DE MOTOCYCLISTE APPROUVE, des lunettes et des vêtements de protection.
- EXCLUSIVEMENT POUR L'USAGE D'UN CONDUCTEUR EXPERIMENTE.

5PA-2118K-10

13

INFORMATION SUR LES PNEUS

La pression des pneus à froid doit normalement être réglée comme suit.
 AVANT : 100kPa, {1.00kgf/cm²}, 15psi
 ARRIERE : 100kPa, {1.00kgf/cm²}, 15psi

3RV-21668-B0

EUROPE

6





CE

YAMAHA MOTOR CO., LTD.
 SHIZUOKA JAPAN

YAMAHA 4GB-2155A-00

11

⚠

100 kPa 100 kPa
 1.00 kgf/cm² 1.00 kgf/cm²
 15 psi 15 psi

5PG-2816R-00

8



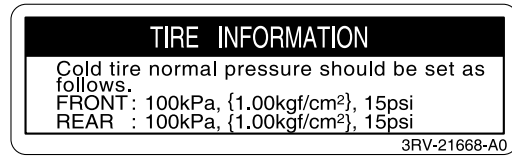
LOCATION OF IMPORTANT LABELS

AUS, NZ, ZA

8



12









9

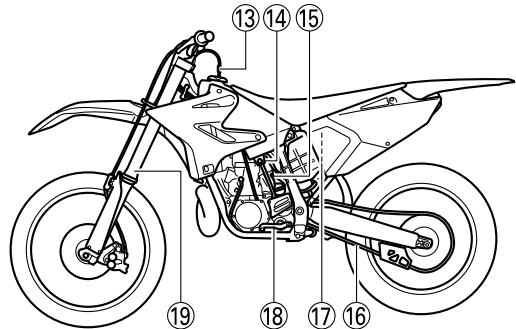
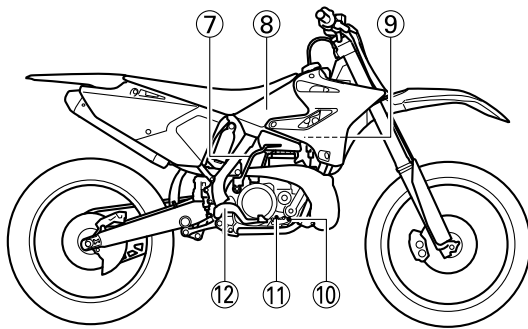
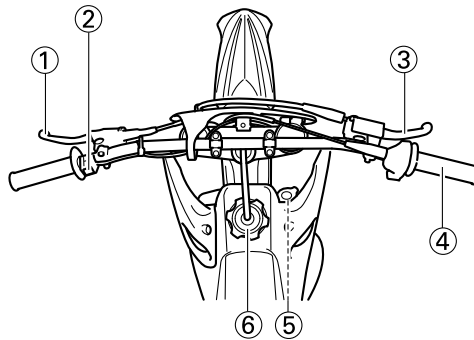


LOCATION OF IMPORTANT LABELS

Familiarize yourself with the following pictograms and read the explanatory text.

| | |
|--|---|
|  | Read Owner's service manual. |
|  | This unit contains high-pressure nitrogen gas. Mishandling can cause explosion. Do not incinerate, puncture or open. |
|  | Turn off the main switch after riding to avoid draining the battery. |
|  | Use unleaded gasoline only. |
|  | Measure tire pressure when tires are cold. |
|  *** kPa *** kPa +..+ kgf/cm ² +..+ kgf/cm ² ** psi ** psi | Adjust tire pressure. Improper tire pressure can cause loss of control. Loss of control can result in severe injury or death. |

DESCRIPTION



- | | |
|---|------------------|
| 1. Clutch lever | 14. Fuel cock |
| 2. Engine stop switch | 15. Starter knob |
| 3. Front brake lever | 16. Drive chain |
| 4. Throttle grip | 17. Air filter |
| 5. Radiator cap | 18. Shift pedal |
| 6. Fuel tank cap | 19. Front fork |
| 7. Kickstarter lever | |
| 8. Fuel tank | |
| 9. Radiator | |
| 10. Coolant drain bolt | |
| 11. Check bolt (Transmission oil level) | |
| 12. Rear brake pedal | |
| 13. Valve joint | |

TIP

- The machine you have purchased may differ slightly from those shown in the following.
- Designs and specifications are subject to change without notice.

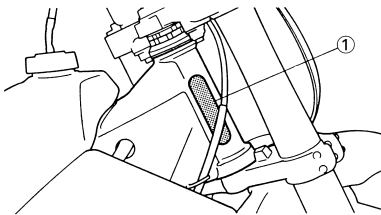
CONSUMER INFORMATION

There are two significant reasons for knowing the serial number of your machine:

1. When ordering parts, you can give the number to your Yamaha dealer for positive identification of the model you own.
2. If your machine is stolen, the authorities will need the number to search for and identify your machine.

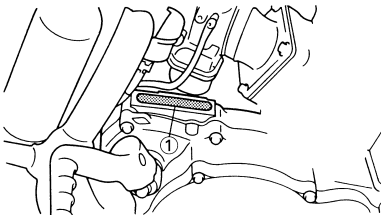
VEHICLE IDENTIFICATION NUMBER

The vehicle identification number "1" is stamped on the right of the steering head pipe.



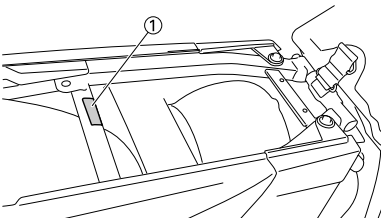
ENGINE SERIAL NUMBER

The engine serial number "1" is stamped into the elevated part of the right-side of the engine.



MODEL LABEL

The model label "1" is affixed to the frame under the rider's seat. This information will be needed to order spare parts.



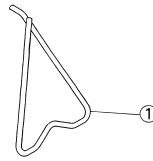
INCLUDED PARTS

DETACHABLE SIDESTAND

This sidestand "1" is used to support only the machine when standing or transporting it.

⚠ WARNING

- Never apply additional force to the sidestand.
- Remove this sidestand before starting out.

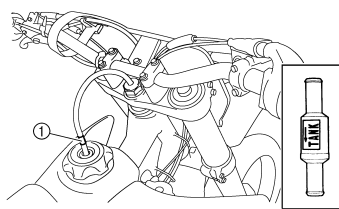


VALVE JOINT

This valve joint "1" prevents fuel from flowing out and is installed to the fuel tank breather hose.

NOTICE

In this installation, make sure the arrow faces the fuel tank and also downward.

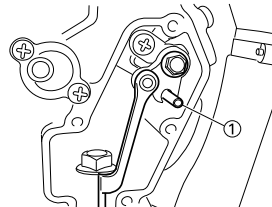


SET PIN

This set pin "1" is used to remove and install the push rod of the engine.

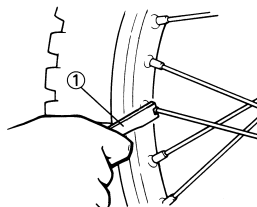
NOTICE

Be sure to use the set pin. If the set pin is not used, the power valve constituent parts will result in damage.



NIPPLE WRENCH

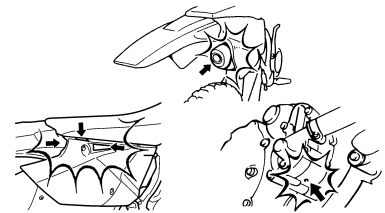
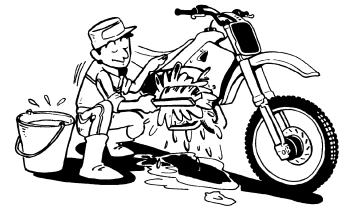
This nipple wrench "1" is used to tighten the spoke.



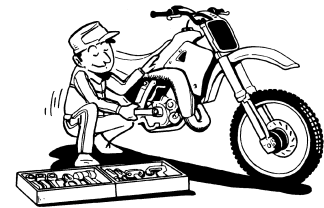
IMPORTANT INFORMATION PREPARATION FOR REMOVAL AND DISASSEMBLY

1. Remove all dirt, mud, dust, and foreign material before removal and disassembly.
 - When washing the machine with high pressured water, cover the parts follows.

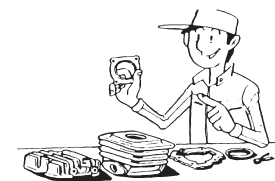
- Silencer exhaust port
- Side cover air intake port
- Water pump housing hole at the bottom
- End of each hose



2. Use proper tools and cleaning equipment. Refer to "SPECIAL TOOLS" section.



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



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



5. Keep away from fire.

CHECKING OF CONNECTION

ALL REPLACEMENT PARTS

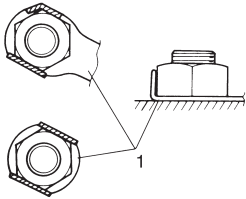
1. We recommend to use Yamaha genuine parts for all replacements. Use oil and/or grease recommended by Yamaha for assembly and adjustment.

GASKETS, OIL SEALS AND O-RINGS

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

LOCK WASHERS/PLATES AND COTTER PINS

1. All lock washers/plates "1" and cotter pins must be replaced when they are removed. Lock tab(s) should be bent along the bolt or nut flat(s) after the bolt or nut has been properly tightened.

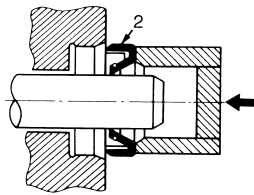
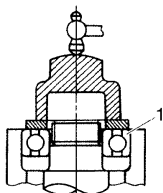


BEARINGS AND OIL SEALS

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

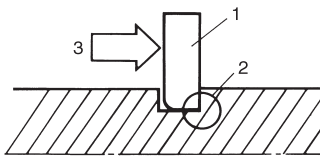
NOTICE

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



CIRCLIPS

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



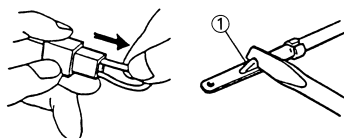
CHECKING OF CONNECTION

Dealing with stains, rust, moisture, etc. on the connector.

1. Disconnect:
 - Connector
2. Dry each terminal with an air blower.



3. Connect and disconnect the connector two or three times.
4. Pull the lead to check that it will not come off.
5. If the terminal comes off, bend up the pin "1" and reinsert the terminal into the connector.



6. Connect:
 - Connector

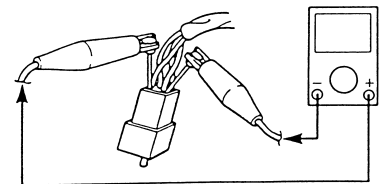
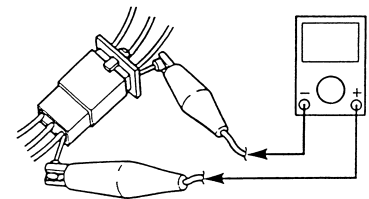
TIP

The two connectors "click" together.

7. Check for continuity with a tester.

TIP

- If there is no continuity, clean the terminals.
- Be sure to perform the steps 1 to 7 listed above when checking the wire harness.
- For a field remedy, use a contact revitalizer available on the market.
- Use the tester on the connector as shown.



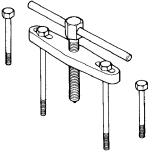
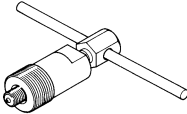
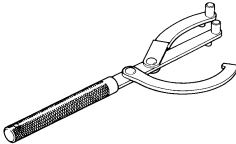
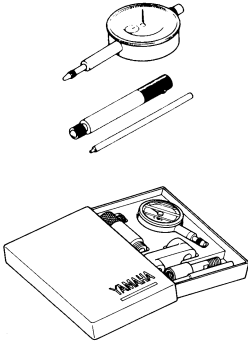
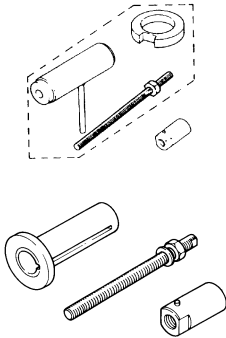
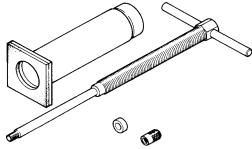
SPECIAL TOOLS

SPECIAL TOOLS

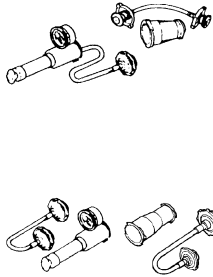
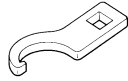

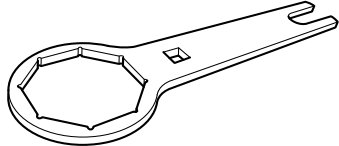
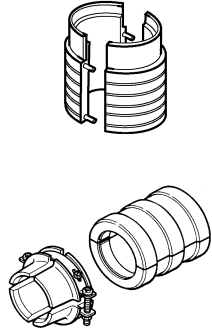
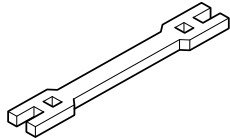

The proper special tools are necessary for complete and accurate tune-up and assembly. Using the correct special tool will help prevent damage caused by the use of improper tools or improvised techniques. The shape and part number used for the special tool differ by country, so two types are provided.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

TIP

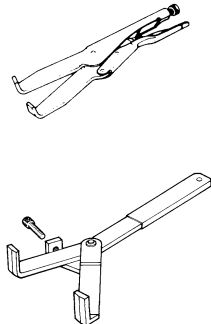
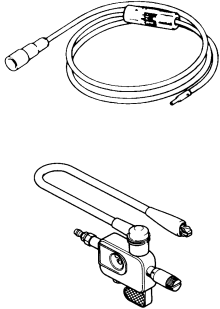

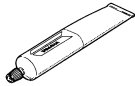
- For U.S.A. and Canada, use part number starting with "YM-", "YU-" or "ACC-".
- For others, use part number starting with "90890-".

| Tool name/Part number | How to use | Illustration |
|---|---|---|
| Crankcase separating tool YU-01135-B, 90890-01135 | These tool is used to remove the crankshaft from either case. |  |
| Flywheel puller YM-01189, 90890-01189 | This tool is used to remove the flywheel magneto. |  |
| Rotor holding tool YU-01235, 90890-01235 | This tool is used when loosening or tightening the flywheel magneto securing nut. |  |
| Dial gauge and stand YU-03097-B, 90890-01252 Stand YU-01256 | These tools are used to check each part for runout or bent. |  |
| Crankshaft installing tool Crankshaft installing pot YU-90058, 90890-01274 Crankshaft installing bolt YU-90060, 90890-01275 Adapter YU-90063, 90890-01278 | These tools are used to install the crankshaft. |  |
| Piston pin puller set YU-01304, 90890-01304 | This tool is used to remove the piston pin. |  |

SPECIAL TOOLS

| Tool name/Part number | How to use | Illustration |
|--|--|---|
| Radiator cap tester YU-24460-A, 90890-01325 Radiator cap tester adapter YU-33984, 90890-01352 | These tools are used for checking the cooling system. |  |
| Steering nut wrench YU-A9472, 90890-01403 | This tool is used when tighten the steering ring nut to specification. |  |
| Cap bolt wrench YM-01500, 90890-01500 | This tool is used to loosen or tighten the base valve. |  |
| Cap bolt ring wrench YM-01501, 90890-01501 | This tool is used to loosen or tighten the damper assembly. |  |
| Fork seal driver YM-A0948, 90890-01502 | This tool is used when install the fork oil seal. |  |
| Spoke nipple wrench YM-01521, 90890-01521 | This tool is used to tighten the spoke. |  |
| Pocket tester YU-03112-C, 90890-03112 | Use this tool to inspect the coil resistance, output voltage and amperage. |  |

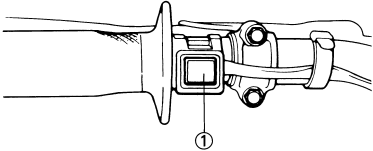
SPECIAL TOOLS

| Tool name/Part number | How to use | Illustration |
|---|--|---|
| Clutch holding tool YM-91042, 90890-04086 | This tool is used to hold the clutch when removing or installing the clutch boss securing nut. |  |
| Dynamic spark tester YM-34487 Ignition checker 90890-06754 | This instrument is necessary for checking the ignition system components. |  |
| Digital tachometer YU-39951-B, 90890-06760 | This tool is needed for observing engine rpm. |  |
| Yamaha bond No. 1215 90890-85505 (Three bond No. 1215®) | This sealant (Bond) is used for crankcase mating surface, etc. |  |

CONTROL FUNCTIONS

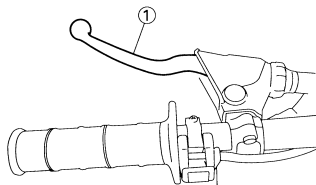
ENGINE STOP SWITCH

The engine stop switch "1" is located on the left handlebar. Continue pushing the engine stop switch till the engine comes to a stop.



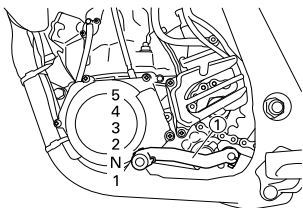
CLUTCH LEVER

The clutch lever "1" is located on the left handlebar; it disengages or engages the clutch. Pull the clutch lever to the handlebar to disengage the clutch, and release the lever to engage the clutch. The lever should be pulled rapidly and released slowly for smooth starts.



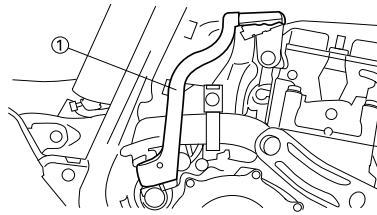
SHIFT PEDAL

The gear ratios of the constant-mesh 5 speed transmission are ideally spaced. The gears can be shifted by using the shift pedal "1" on the left side of the engine.



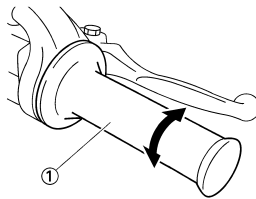
KICKSTARTER LEVER

Rotate the kickstarter lever "1" away from the engine. Push the starter down lightly with your foot until the gears engage, then kick smoothly and forcefully to start the engine. This model has a primary kickstarter lever so the engine can be started in any gear if the clutch is disengaged. In normal practices, however, shift to neutral before starting.



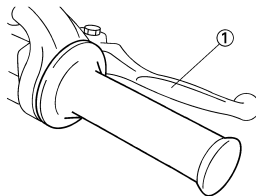
THROTTLE GRIP

The throttle grip "1" is located on the right handlebar; it accelerates or decelerates the engine. For acceleration, turn the grip toward you; for deceleration, turn it away from you.



FRONT BRAKE LEVER

The front brake lever "1" is located on the right handlebar. Pull it toward the handlebar to activate the front brake.



REAR BRAKE PEDAL

The rear brake pedal "1" is located on the right side of the machine. Press down on the brake pedal to activate the rear brake.



FUEL COCK

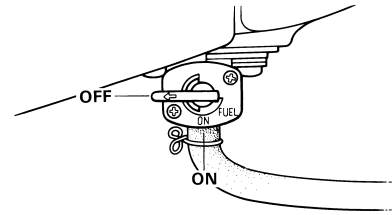
The fuel cock supplies fuel from the tank to carburetor and also filters the fuel. The fuel cock has the two positions:

OFF:

With the lever in this position, fuel will not flow. Always return the lever to this position when the engine is not running.

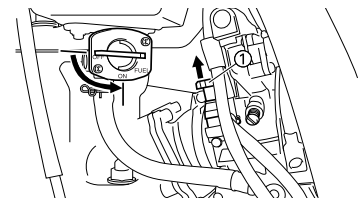
ON:

With the lever in this position, fuel flows to the carburetor. Normal riding is done with the lever in this position.



STARTER KNOB (CHOKE)

When cold, the engine requires a richer air-fuel mixture for starting. A separate starter circuit, which is controlled by the starter knob "1", supplies this mixture. Pull the starter knob out to open the circuit for starting. When the engine has warmed up, push it in to close the circuit.



STARTING AND BREAK-IN

FUEL

Mix oil with the gas at the ratio specified below. Always use fresh, name-brand gasoline, and mix the oil and gas the day of the race. Do not use premix that is more than a few hours old.

| | |
|--|--|
| | Recommended fuel: |
| | Premium unleaded gasoline only with a research octane number of 95 or higher. |

TIP


If knocking or pinging occurs, use a different brand of gasoline or higher octane grade.

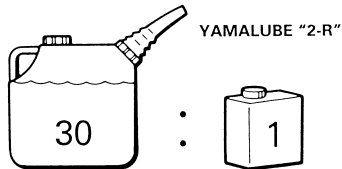
NOTICE

Never mix two types of oil in the same batch; clotting of the oil could result. If you wish to change oil types, be sure to drain the fuel tank and the carburetor float bowl of old premix prior to filling with the new type.

| | |
|--|--|
| | Fuel tank capacity: |
| | 8.0 L (1.8 Imp gal, 2.1 US gal) |

STARTING AND BREAK-IN

| | |
|---|--|
|  | Mixing oil: Recommended oil: YAMALUBE "2-R" (YAMALUBE racing 2-cycle oil) Mixing ratio: 30:1 If unavailable, use an equivalent type of oil. |
|---|--|



HANDLING NOTE

NOTICE

Before starting the machine, perform the checks in the pre-operation check list.

WARNING

Never start or run the engine in a closed area. The exhaust fumes are poisonous; they can cause loss of consciousness and death in a very short time. Always operate the machine in a well-ventilated area.

AIR FILTER MAINTENANCE

According to "CLEANING THE AIR FILTER ELEMENT" section in the CHAPTER 3, apply the foam-air-filter oil or its equivalent to the element. (Excess oil in the element may adversely affect engine starting.)

STARTING A COLD ENGINE

1. Shift the transmission into neutral.
2. Turn the fuel cock to "ON" and full open the starter knob (CHOKE).
3. With the throttle completely closed start the engine by kicking the kick starter forcefully with firm stroke.
4. Run the engine at idle or slightly higher until it warms up: this usually takes about one or two minutes.
5. The engine is warmed up when it responds normally to the throttle with the starter knob (CHOKE) turned off.

NOTICE

Do not warm up the engine for extended periods of time.

STARTING A WARM ENGINE

Do not operate the starter knob (CHOKE). Open the throttle slightly and start the engine by kicking the kick starter forcefully with firm stroke.

NOTICE

Observe the following break-in procedures during initial operation to ensure optimum performance and avoid engine damage.

BREAK-IN PROCEDURES

1. Before starting the engine, fill the fuel tank with a break-in oil-fuel mixture as follows.



| |
|--|
| Mixing oil: YAMALUBE "2-R" Mixing ratio: 15:1 |
|--|

2. Perform the pre-operation checks on the machine.
3. Start and warm up the engine. Check the idle speed, and check the operation of the controls and the "ENGINE STOP" button.
4. Operate the machine in the lower gears at moderate throttle openings for five to eight minutes. Stop and check the spark plug condition; it will show a rich condition during break-in.
5. Allow the engine to cool. Restart the engine and operate the machine as in the step above for five minutes. Then, very briefly shift to the higher gears and check full-throttle response. Stop and check the spark plug.
6. After again allowing the engine to cool, restart and run the machine for five more minutes. Full throttle and the higher gears may be used, but sustained full-throttle operation should be avoided. Check the spark plug condition.
7. Allow the engine to cool, remove the top end, and inspect the piston and cylinder. Remove any high spots on the piston with #600 grit wet sandpaper. Clean all components and carefully reassemble the top end.
8. Drain the break-in oil-fuel mixture from the fuel tank and refill with the specified mix.

9. Restart the engine and check the operation of the machine throughout its entire operating range. Stop and check the spark plug condition. Restart the machine and operate it for about 10 to 15 more minutes. The machine will now be ready to race.

NOTICE

- After the break-in or before each race, you must check the entire machine for loose fittings and fasteners as per "TORQUE-CHECK POINTS". Tighten all such fasteners as required.
- When any of the following parts have been replaced, they must be broken in.

CYLINDER AND CRANKSHAFT: About one hour of break-in operation is necessary.

PISTON, RING AND GEARS: These parts require about 30 minutes of break-in operation at half-throttle or less. Observe the condition of the engine carefully during operation.

TORQUE-CHECK POINTS

TORQUE-CHECK POINTS

| | | | | |
|-------------------------------------|-------|---------------------------------|------------------------------------|-----------------------------|
| Frame construction | | | Frame to rear frame | |
| | | Combined seat and fuel tank | Fuel tank to frame | |
| Exhaust system | | | Silencer to rear frame | |
| Engine mounting | | | Frame to engine | |
| | | | Engine bracket to engine | |
| | | | Engine bracket to frame | |
| Steering | | Steering stem to handlebar | | |
| | | | Steering stem to frame | |
| | | | Steering stem to upper bracket | |
| | | Upper bracket to handlebar | | |
| Suspension | Front | Steering stem to front fork | | |
| | | | Front fork to upper bracket | |
| | | | Front fork to lower bracket | |
| | Rear | For link type | | Assembly of links |
| | | | | Link to frame |
| | | | | Link to rear shock absorber |
| | | | | Link to swingarm |
| Installation of rear shock absorber | | Rear shock absorber to frame | | |
| Installation of swingarm | | Tightening of pivot shaft | | |
| Wheel | | Installation of wheel | | |
| | | Front | Tightening of wheel axle | |
| | | | Tightening of axle holder | |
| | | Rear | Tightening of wheel axle | |
| Wheel to rear wheel sprocket | | | | |
| Brake | | Front | Brake caliper to front fork | |
| | | | Brake disc to wheel | |
| | | | Tightening of union bolt | |
| | | | Brake master cylinder to handlebar | |
| | | | Tightening of bleed screw | |
| | | | Tightening of brake hose holder | |
| | | Rear | Brake pedal to frame | |
| | | | Brake disc to wheel | |
| | | | Tightening of union bolt | |
| | | | Brake master cylinder to frame | |
| | | | Tightening of bleed screw | |
| | | Tightening of brake hose holder | | |
| Fuel system | | | Fuel tank to fuel cock | |

TIP

Concerning the tightening torque, refer to "TIGHTENING TORQUES" section in the CHAPTER 2.

MAINTENANCE AFTER BREAK-IN

MAINTENANCE AFTER BREAK-IN

After a break-in, perform careful maintenance to get ready for the next practice or race.

Refer to "PRE-OPERATION INSPECTION AND MAINTENANCE" section in the CHAPTER 3.

MAJOR MAINTENANCE

1. For the engine
 - Leaks around the engine
Check for pressure leaks from the cylinder head or the cylinder, oil leaks from the crankcase or the case cover, leaks from the coolant system, and other leaks.
 - Check that the cylinder, the piston, and the piston ring fit one another, and that contact between the cylinder and the piston are correct.
 - Transmission oil change
Drain the oil, and check for dirt and foreign materials such as metal chips. (If any foreign material is mixed, disassemble and check the transmission.)
Pour the specified amount of the recommended oil.
 - Carburetor
Disassemble the carburetor and clean the small holes, blowing them with compressed air.
 - CDI magneto
Check for looseness in mounted areas of the rotor and the stator. Check that the connector is not being disconnected.
 - Silencer
Check the main body and stay for cracks.
Check for leaks.
 - Mounting bolts and nuts
Check for looseness in mounted areas of parts, as well as engine mounting bolts and engine brackets.
2. For the chassis
 - Check welds and mounted areas of the frame, the swingarm, the link, the bracket, and so on, for looseness and cracks.
 - Wheel (s)
Check the wheel for runout.
Check the spoke for looseness.
 - Brake(s)
Check the brake disc mounting bolt for looseness.
Check that the reservoir contains the specified amount of brake fluid. Check for leaks.

- Cable
Grease and adjust cables.
- Drive chain
Lubricate the drive chain and adjust its tension.
- Fuel tank
Clean the inside of the fuel tank and the fuel cock. Check for leaks.
- Suspension
Check for oil leaks in the front fork or the rear shock absorber. Check that the mounted conditions are good.
- Sprocket
Check for looseness in the sprocket mounted on the rear wheel.
- Mounting bolts and nuts
Check mounted areas for looseness.

NOTICE

After a break-in or before each race, always check the points shown in "TORQUE-CHECK POINTS" for tightening torques and retighten them. (Refer to "TORQUE-CHECK POINTS".)

- Greasing and oiling
Always grease or oil the specified points.

CLEANING AND STORAGE

CLEANING

Frequent cleaning of your machine will enhance its appearance, maintain good overall performance, and extend the life of many components.

1. Before washing the machine, block off the end of the exhaust pipe to prevent water from entering. A plastic bag secured with a rubber band may be used for this purpose.
2. If the engine is excessively greasy, apply some degreaser to it with a paint brush. Do not apply degreaser to the chain, sprockets, or wheel axles.
3. Rinse the dirt and degreaser off with a garden hose; use only enough pressure to do the job.

NOTICE

Do not use high-pressure washers or steam-jet cleaners since they cause water seepage and deterioration seals.

4. After the majority of the dirt has been hosed off, wash all surfaces with warm water and a mild detergent. Use an old toothbrush to clean hard-to-reach places.

5. Rinse the machine off immediately with clean water, and dry all surfaces with a soft towel or cloth.
6. Immediately after washing, remove excess water from the chain with a paper towel and lubricate the chain to prevent rust.
7. Clean the seat with a vinyl upholstery cleaner to keep the cover pliable and glossy.
8. Automotive wax may be applied to all painted or chromed surfaces. Avoid combination cleaner-waxes, as they may contain abrasives.
9. After completing the above, start the engine and allow it to idle for several minutes.

STORAGE

If your machine is to be stored for 60 days or more, some preventive measures must be taken to avoid deterioration. After cleaning the machine thoroughly, prepare it for storage as follows:

1. Drain the fuel tank, fuel lines, and the carburetor float bowl.
2. Remove the spark plug, pour a tablespoon of SAE 10W-40 motor oil in the spark plug hole, and re-install the plug. With the engine stop switch pushed in, kick the engine over several times to coat the cylinder walls with oil.
3. Remove the drive chain, clean it thoroughly with solvent, and lubricate it. Reinstall the chain or store it in a plastic bag tied to the frame.
4. Lubricate all control cables.
5. Block the frame up to raise the wheels off the ground.
6. Tie a plastic bag over the exhaust pipe outlet to prevent moisture from entering.
7. If the machine is to be stored in a humid or salt-air environment, coat all exposed metal surfaces with a film of light oil. Do not apply oil to rubber parts or the seat cover.

TIP

Make any necessary repairs before the machine is stored.

Thank you so much for reading.
Please click the “Buy Now!”
button below to download the
complete manual.



After you pay.

You can download the most
perfect and complete manual in
the world immediately.

Our support email:

ebooklibonline@outlook.com