

SERVICE MANUAL

YZFR1Y(C)



LIT-11616-22-78 14B-28197-10

YZFR1Y(C) SERVICE MANUAL

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Printed in U.S.A.

P/N LIT-11616-22-78

IMPORTANT

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.

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

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.

TIP

- This Service Manual contains information regarding periodic maintenance to the emission control system. Please read this material carefully.
- Designs and specifications are subject to change without notice.

EAS20081

IMPORTANT MANUAL INFORMATION

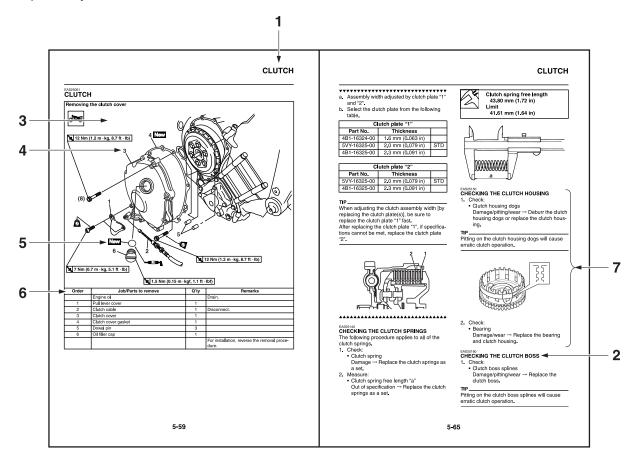
Particularly important information is distinguished in this manual by the following notations.

\triangle	This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.
▲ WARNING	A WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.
NOTICE	A NOTICE indicates special precautions that must be taken to avoid damage to the vehicle or other property.
TIP	A TIP provides key information to make procedures easier or clearer.

HOW TO USE THIS MANUAL

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

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



SYMBOLS

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

The following symbols are not relevant to every vehicle.

SYMBOL	DEFINITION	SYMBOL	DEFINITION
d S	Serviceable with engine mounted	G	Gear oil
	Filling fluid		Molybdenum disulfide oil
-1	Lubricant	B	Brake fluid
	Special tool	B	Wheel bearing grease
	Tightening torque		Lithium-soap-based grease
	Wear limit, clearance		Molybdenum disulfide grease
	Engine speed		Silicone grease
0	Electrical data		Apply locking agent (LOC-TITE®).
Ē	Engine oil	New	Replace the part with a new one.

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GENERAL INFORMATION

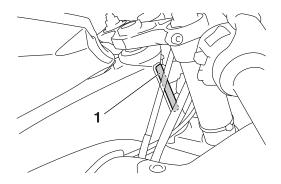
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EAS20130 IDENTIFICATION

EAS20140

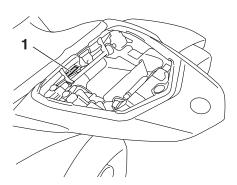
VEHICLE IDENTIFICATION NUMBER

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



EAS20150 MODEL LABEL

The model label "1" is affixed to the seat rail reinforcement under the passenger seat. This information will be needed to order spare parts.



FEATURES

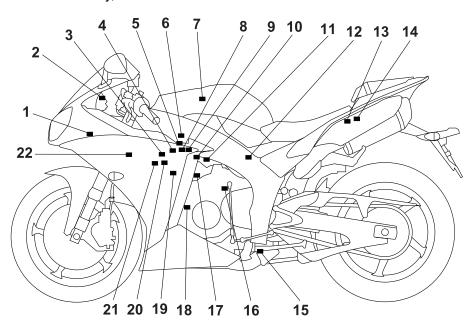
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OUTLINE OF THE FI SYSTEM

The main function of a fuel supply system is to provide fuel to the combustion chamber at the optimum air-fuel ratio in accordance with the engine operating conditions and the atmospheric temperature. In 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.



- 1. Intake air temperature sensor
- 2. Engine trouble warning light
- 3. Air induction system solenoid
- 4. Atmospheric pressure sensor
- 5. Intake air pressure sensor
- 6. Intake funnel servo motor
- 7. Secondary injectors
- 8. Throttle servo motor
- 9. Throttle position sensor
- 10. Accelerator position sensor
- 11.Primary injectors
- 12.Fuel pump

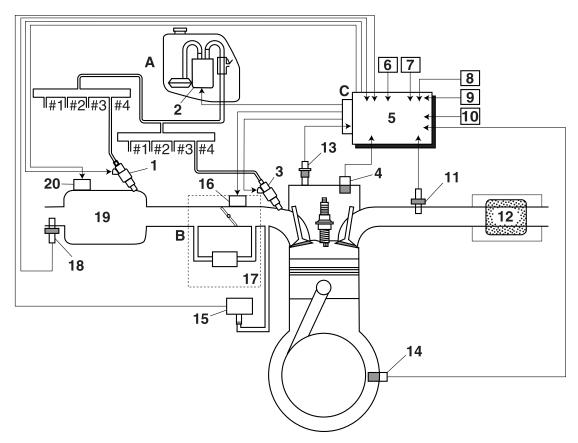
- 13.Lean angle sensor
- 14. Relay unit (fuel pump relay)
- 15.0₂ sensor
- 16.Speed sensor
- 17. Coolant temperature sensor
- 18. Crankshaft position sensor
- 19.Spark plugs
- 20.Ignition coils
- 21. Cylinder identification sensor
- 22.ECU (engine control unit)

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FI SYSTEM

The fuel pump delivers fuel to the fuel injector via the fuel filter. The pressure regulator maintains the fuel pressure that is applied to the fuel injector at 324 kPa (3.24 kgf/cm², 47.0 psi). Accordingly, when the energizing signal from the ECU energizes the fuel 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 fuel injector is energized (injection duration), the greater the volume of fuel that is supplied. Conversely, the shorter the length of time the fuel 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, accelerator position sensor, coolant temperature sensor, atmospheric pressure sensor, cylinder identification sensor, lean angle sensor, crankshaft position sensor, intake air pressure sensor, air temperature sensor, speed sensor and O_2 sensor enable the ECU to determine the injection duration. The injection timing is determined through the signals from the crankshaft position sensor and cylinder identification 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. Secondary injector
- 2. Fuel pump
- 3. Primary injector
- 4. Cylinder identification sensor
- 5. ECU (engine control unit)
- 6. Throttle position sensor
- 7. Accelerator position sensor
- 8. Speed sensor
- 9. Intake air temperature sensor
- 10.Lean angle sensor
- 11.0₂ sensor
- 12. Catalytic converter

- 13. Coolant temperature sensor
- 14. Crankshaft position sensor
- 15. Intake air pressure sensor
- 16. Throttle servo motor
- 17. Throttle body
- 18. Atmospheric pressure sensor
- 19. Air filter case
- 20.Intake funnel servo motor
- A. Fuel system
- B. Air system
- C. Control system

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YCC-T (Yamaha Chip Controlled Throttle) YCC-I (Yamaha Chip Controlled Intake)

Mechanism characteristics

Yamaha developed the YCC-T and YCC-I system employing the most advanced electronic control technologies. Electronic control throttle systems have been used on automobiles, but Yamaha has developed a faster, more compact system specifically for the needs of a sports motorcycle. The Yamaha-developed system has a high-speed calculating capacity that produces computations of running conditions every 1/1000th of a second.

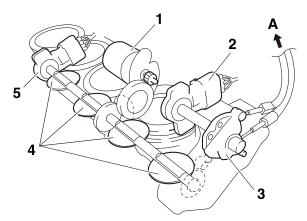
The YCC-T system is designed to respond to the throttle action of the rider by having the ECU instantaneously calculate the ideal throttle valve opening and generate signals to operate the motor-driven throttle valves and thus actively control the intake air volume.

The ECU contains three CPUs with a capacity about five times that of conventional units, making it possible for the system to respond extremely quickly to the slightest adjustments made by the rider. In particular, optimized control of the throttle valve opening provides the optimum volume of intake air for easy-to-use torque, even in a high-revving engine.

The YCC-I system calculates the value from the engine speed and throttle opening rate, activates the intake air funnel with the electronic control motor drive to control the intake pipe length in order to gain the high power output in all revolution ranges from low speeds to high speeds.

Aims and advantages of using YCC-T system

- Increased engine power
 - By shortening the air intake path, higher engine speed is possible \rightarrow Increased engine power.
- Improved driveability
 - Air intake volume is controlled according to the operating conditions \rightarrow Improved throttle response to meet engine requirement.
 - Driving force is controlled at the optimal level according to the transmission gear position and engine speed → Improved throttle control.
- Engine braking control
 - Due to the throttle control, optimal engine braking is made possible.
- Simplified idle speed control (ISC) mechanism
 - The bypass mechanism and ISC actuator are eliminated \rightarrow A simple mechanism is used to maintain a steady idle speed.
- Reduced weight
 - Compared to using a sub-throttle mechanism, weight is reduced.

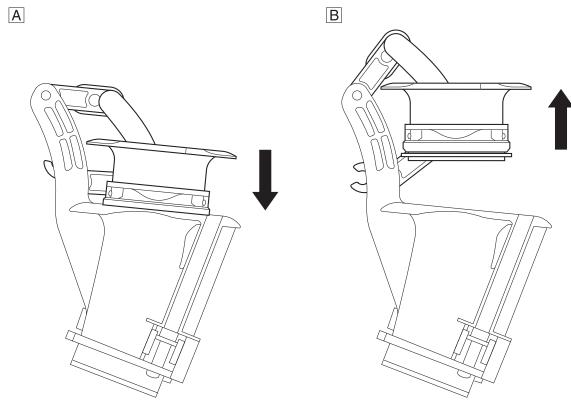


- 1. Throttle servo motor
- 2. Accelerator position sensor
- 3. Throttle cable pulley with linkage guard
- 4. Throttle valves
- 5. Throttle position sensor

A. To throttle grip

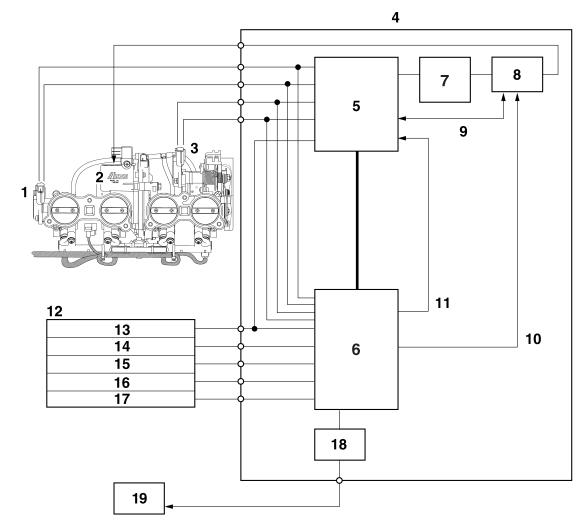
Aims and advantages of using YCC-I system

- Improved power band
 - By using a dual intake funnel system, YCC-I optimizes the effectiveness of the fuel injection system to deliver an incredibly precise air/fuel mixture to the combustion chamber. This degree of intake volume control gives both improved low to mid-range power, as well as improved power in the higher rpm range. In effect, the YCC-I offers higher levels of power across the RPM range.
- Electronically controlled intake length
 - The YCC-I system consists of four lightweight plastic resin funnels, and each of these is divided into an upper and lower portion. Depending upon operating conditions, the funnels can be joined to form a single long funnel, or split to create a short funnel. This change is performed instantaneously by an electrically controlled servo-motor which handles the function so smoothly that the rider is unaware it is happening.



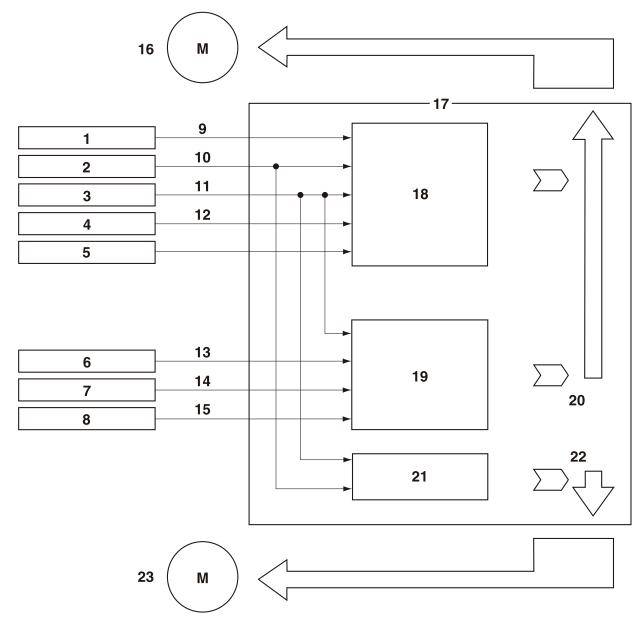
- A. Down position (long intake) (Low rpm to Mid rpm)
- B. Up position (short intake) (High rpm)

YCC-T/YCC-I system outline



- 1. Throttle position sensor
- 2. Throttle servo motor
- 3. Accelerator position sensor
- 4. ECU (engine control unit)
- 5. ETV main CPU (32 bit)
- 6. FI CPU (32 bit)
- 7. Throttle servo motor driver
- 8. Throttle servo motor driver operation sensing/shut off circuit
- 9. Throttle servo motor driver operation sensing feedback/emergency stop
- 10. Emergency stop
- 11. Engine revolution (pulse signal)
- 12.Sensor input
- 13.Neutral switch
- 14. Crankshaft position sensor
- 15.Speed sensor
- 16. Coolant temperature sensor
- 17. Atmospheric pressure sensor
- 18.Intake funnel servo motor driver
- 19.Intake funnel servo motor

YCC-T/YCC-I control outline



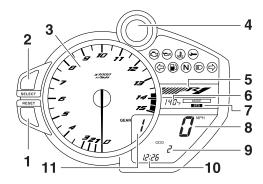
- 1. Accelerator position sensor
- 2. Throttle position sensor
- 3. Crankshaft position sensor
- 4. Speed sensor
- 5. D-mode switch
- 6. Coolant temperature sensor
- 7. Neutral switch
- 8. Atmospheric pressure sensor
- 9. Accelerator position (two signals)
- 10. Throttle position (two signals)
- 11.Engine revolution
- 12. Vehicle speed
- 13.Coolant temperature
- 14.Neutral/In gear
- 15.Atmospheric pressure
- 16. Throttle servo motor

- 17.ECU (engine control unit)
- 18.Base map
- 19.Idle speed control
- 20. Calculated throttle valve opening angle
- 21.Base map
- 22. Air funnel position (Calculation value)
- 23.Intake funnel servo motor

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INSTRUMENT FUNCTIONS

Multi-function meter unit



- 1. "RESET" button
- 2. "SELECT" button
- Tachometer
- 4. Shift timing indicator light
- 5. Throttle opening position display
- 6. Coolant temperature display/air intake temperature display
- 7. Drive mode display
- 8. Speedometer
- Odometer/tripmeter/fuel reserve tripmeter/ instantaneous fuel consumption/average fuel consumption
- 10.Clock/stopwatch
- 11. Transmission gear display

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WARNING

Be sure to stop the vehicle before making any setting changes to the multi-function meter unit. Changing settings while riding can distract the operator and increase the risk of an accident.

The multi-function meter unit is equipped with the following:

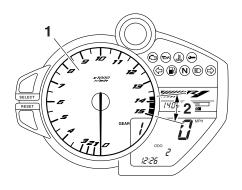
- A speedometer
- A tachometer
- An odometer
- Two tripmeters (which show the distance traveled since they were last set to zero)
- A fuel reserve tripmeter (which shows the distance traveled since the fuel level warning light came on)
- A stopwatch
- A clock
- A coolant temperature display
- An air intake temperature display
- A transmission gear display
- A drive mode display (which shows the selected drive mode)

- A throttle opening position display
- A fuel consumption display (instantaneous and average consumption functions)
- · A self-diagnosis device
- A display brightness, shift timing indicator light and throttle opening position display control mode

TIP.

- Be sure to turn the key to "ON" before using the "SELECT" and "RESET" buttons.
- To switch the speedometer and odometer/ tripmeter/fuel consumption displays between kilometers and miles, press the "SELECT" button for at least one second.

Tachometer



- 1. Tachometer
- 2. Tachometer red zone

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

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

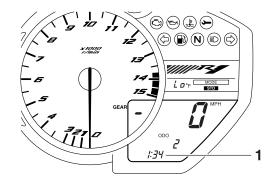
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NOTICE

Do not operate the engine in the tachometer red zone.

Red zone: 13750 r/min and above

Clock and stopwatch modes



1. Clock/stopwatch

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 start flashing.
- 4. Push the "RESET" button to set the minutes.
- 5. Push the "SELECT" button and then release it to start the clock.

To display the stopwatch

To change the display to the stopwatch mode, push the "SELECT" button and "RESET" button together. To change the display back to the clock mode at any time, except when the stopwatch is counting, push the "SELECT" button and "RESET" button together.

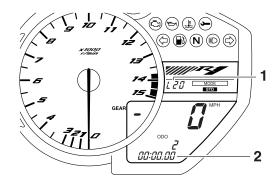
Standard measurement

- 1. Push the "RESET" button to start the stopwatch.
- 2. Push the "SELECT" button to stop the stopwatch.
- 3. Push the "SELECT" button again to reset the stopwatch.

Split-time measurement

- 1. Push the "RESET" button to start the stopwatch.
- 2. Push the "RESET" button or start switch "(s)" to measure split-times. Split-times are displayed on the odometer display for five seconds.
- 3. Push the "RESET" button or start switch "(**)" to display the final split-time or push the "SELECT" button to stop the stopwatch and display the total elapsed time.

Split-time history



- Coolant temperature display/air intake temperature display
- 2. Stopwatch

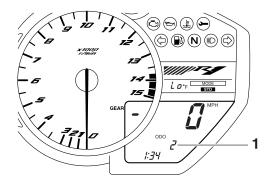
The split-time history displays up to 20 stored split times. The split-time history can be displayed either in reverse chronological order or by speed.

- Push the "SELECT" button for at least one second to select the reverse chronological order mode; "L20" displays on the stopwatch
 - Push the "SELECT" button again to select the speed mode; "F20" displays on the stopwatch.
- Push the "RESET" button. Depending on the selected split time, "L20" or "F20" displays on the coolant temperature display/ air temperature display, and its corresponding stored split time displays on the stopwatch.
- 3. Push the "SELECT" button to move down, and the "RESET" button to move up through the list.

TIP.

- When displaying in the reverse chronological order, the split times are shown from the latest to earliest (i.e., L20, L19, L18, L17).
 When displaying in the speed order, the split times are shown from the fastest to slowest (i.e., F01, F02, F03, F04).
- Push the "RESET" button for at least one second to reset all the recorded times for the selected split-time history.
- 4. Push the "SELECT" button for at least one second to cancel the split-time history and return to the time measurement.

Odometer, tripmeter, instantaneous fuel consumption and average fuel consumption modes



 Odometer/tripmeter/fuel reserve tripmeter/ instantaneous fuel consumption/average fuel consumption

Push the "SELECT" button to switch the display between the odometer mode "ODO", the tripmeter modes "TRIP 1" and "TRIP 2", the instantaneous fuel consumption mode "km/L", "L/100 km" or "MPG", and the average fuel consumption mode "AV__._ km/L", "AV__._ L/100 km" or "AV__._ MPG" in the following order:

ODO \rightarrow TRIP 1 \rightarrow TRIP 2 \rightarrow km/L, L/100 km or MPG \rightarrow AV _ ... km/L, AV _ ... L/100 km or AV . MPG \rightarrow ODO

If the fuel level warning light comes on, the display automatically changes to the fuel reserve tripmeter mode "TRIP F" and starts counting the distance traveled from that point. In that case, push the "SELECT" button to switch the display between the various tripmeter, odometer, instantaneous fuel consumption and average fuel consumption modes in the following order:

TRIP F \rightarrow km/L, L/100 km or MPG \rightarrow AV_ _._ km/L, AV_ _._ L/100 km or AV_ _._ MPG \rightarrow ODO \rightarrow TRIP 1 \rightarrow TRIP 2 \rightarrow 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 resets itself automatically and the display returns to the prior mode after refueling and traveling 5 km (3 mi).

Instantaneous fuel consumption mode



1. Instantaneous fuel consumption

The instantaneous fuel consumption display can be set to either "km/L", "L/100 km" or "MPG".

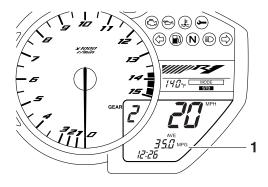
- When the display is set to "km/L", the distance that can be traveled on 1.0 L of fuel under the current riding conditions is shown.
- When the display is set to "L/100 km", the amount of fuel necessary to travel 100 km under the current riding conditions is shown.
- When the display is set to "MPG", the distance that can be traveled on 1.0 Imp.gal of fuel under the current riding conditions is shown.

To switch between the instantaneous fuel consumption displays, push the "SELECT" button for one second when one of the displays is shown.

TIP_

If traveling at speeds under 10 km/h (6.0 mi/h), "_ _._" is displayed.

Average fuel consumption mode



1. Average fuel consumption

The average fuel consumption display can be set to either "AV_ _._ km/L", "AV_ _._ L/100 km" or "AV_ _._ MPG".

This display shows the average fuel consumption since it was last reset.

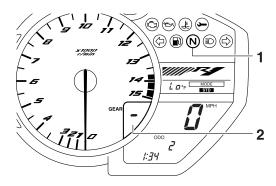
- When the display is set to "AV__._ km/L", the average distance that can be traveled on 1.0 L of fuel is shown.
- When the display is set to "AV__._ L/100 km", the average amount of fuel necessary to travel 100 km is shown.
- When the display is set to "AV__._ MPG", the average distance that can be traveled on 1.0 Imp.gal of fuel is shown.

To switch between the average fuel consumption displays, push the "SELECT" button for one second when one of the displays is shown. To reset the average fuel consumption display, select it by pushing the "SELECT" button, and then push the "RESET" button for at least one second.

TIP_

After resetting an average fuel consumption display, "__._" is shown for that display until the vehicle has traveled 1 km (0.6 mi).

Transmission gear display

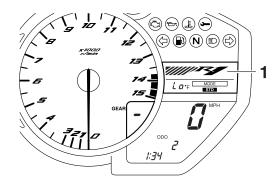


- 1. Neutral indicator light "N"
- 2. Transmission gear display

This display shows the selected gear.

The neutral position is indicated by "-" and by the neutral indicator light.

Throttle opening position display



1. Throttle opening position display

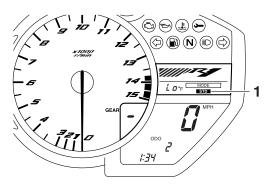
The throttle opening position display shows how much the throttle is being opened. The number of segments increases as the throttle is being opened.

Refer to "Display brightness and shift timing indicator light control mode".

TIP_

The segments are displayed when the engine is running.

Drive mode display

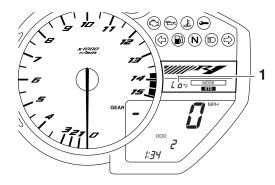


1. Drive mode display

This display indicates which drive mode has been selected: "STD", "A" or "B".

For more details on the modes and on how to select them, refer to "D-mode (drive mode)".

Coolant temperature display



1. Coolant temperature display

The coolant temperature display indicates the temperature of the coolant.

TIP

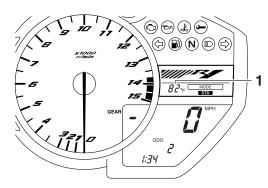
When the coolant temperature display is selected, "C" is displayed for one second, and then the coolant temperature is displayed.

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NOTICE

Do not continue to operate the engine if it is overheating.

Air intake temperature display



1. Air intake temperature display

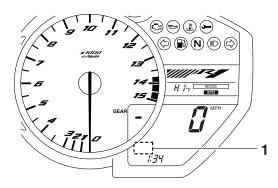
The air intake temperature display indicates the temperature of the air drawn into the air filter case. Turn the key to "ON", and push the "RESET" button to switch the coolant temperature display to the air intake temperature display. Push the "RESET" button again to return to the coolant temperature display.

TIF

- Even if the air intake temperature is set to be displayed, the coolant temperature warning light comes on if the engine overheats.
- When the key is turned to "ON", the coolant temperature is automatically displayed, even

- if the air intake temperature was displayed prior to turning the key to "OFF".
- When the air intake temperature display is selected, "A" is displayed before the temperature.

Self-diagnosis device



1. Error code display

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

If a problem is detected in any of those circuits, the engine trouble warning light comes on and the display indicates an error code.

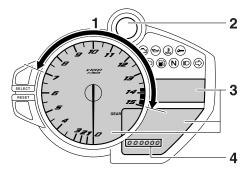
If the display indicates any error codes, note the code number, and then have a Yamaha dealer check the vehicle.

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NOTICE

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

Display brightness, shift timing indicator light and throttle opening position display control mode



- 1. Shift timing indicator light activation range
- 2. Shift timing indicator light
- 3. Brightness adjustable displays
- 4. Brightness level

This mode allows you to make changes to six settings by performing the following steps.

- 1. Turn the key to "OFF".
- 2. Push and hold the "SELECT" button.
- 3. Turn the key to "ON", and then release the "SELECT" button after five seconds. The display brightness function is selected.
- 4. Push the "SELECT" button to switch the functions in the order below.
 - Display brightness:
 This function allows you to adjust the brightness of the displays and tachometer to suit the outside lighting conditions.
 - Shift timing indicator light activity:
 This function allows you to choose whether or not the indicator light should be activated and whether it should flash or stay on when activated.
 - Shift timing indicator light activation:
 This function allows you to select the engine speed at which the indicator light is activated.
 - d. Shift timing indicator light deactivation: This function allows you to select the engine speed at which the indicator light is deactivated.
 - e. Shift timing indicator light brightness: This function allows you to adjust the brightness of the indicator light to suit your preference.
 - f. Throttle opening position display: This function allows you to choose whether or not to show the throttle opening position display.

TIP_

The display shows the current setting for each function, except the shift timing indicator light activity function.

To adjust the brightness of the multifunction meter displays and tachometer

- 1. Turn the key to "OFF".
- 2. Push and hold the "SELECT" button.
- 3. Turn the key to "ON", and then release the "SELECT" button after five seconds.
- 4. Push the "RESET" button to select the desired brightness level.
- Push the "SELECT" button to confirm the selected brightness level. The control mode changes to the shift timing indicator light activity function.

To set the shift timing indicator light activity function

- 1. Push the "RESET" button to select one of the following indicator light activity settings:
 - The indicator light stays on when activated. (This setting is selected when the indicator light stays on.)
 - The indicator light flashes when activated. (This setting is selected when the indicator light flashes four times per second.)
 - The indicator light is deactivated; in other words, it does not come on or flash. (This setting is selected when the indicator light flashes once every two seconds.)
- 2. Push the "SELECT" button to confirm the selected indicator light activity. The control mode changes to the shift timing indicator light activation function.

To set the shift timing indicator light activation function

TIP ___

The shift timing indicator light activation function can be set between 7000 r/min and 15000 r/min. From 7000 r/min to 12000 r/min, the indicator light can be set in increments of 500 r/min. From 12000 r/min to 15000 r/min, the indicator light can be set in increments of 200 r/min.

- 1. Push the "RESET" button to select the desired engine speed for activating the indicator light.
- Push the "SELECT" button to confirm the selected engine speed. The control mode changes to the shift timing indicator light deactivation function.

To set the shift timing indicator light deactivation function

TIP

- The shift timing indicator light deactivation function can be set between 7000 r/min and 15000 r/min. From 7000 r/min to 12000 r/ min, the indicator light can be set in increments of 500 r/min. From 12000 r/min to 15000 r/min, the indicator light can be set in increments of 200 r/min.
- Be sure to set the deactivation function to a higher engine speed than for the activation

function, otherwise the shift timing indicator light remains deactivated.

- 1. Push the "RESET" button to select the desired engine speed for deactivating the indicator light.
- Push the "SELECT" button to confirm the selected engine speed. The control mode changes to the shift timing indicator light brightness function.

To adjust the shift timing indicator light brightness

- 1. Push the "RESET" button to select the desired indicator light brightness level.
- Push the "SELECT" button to confirm the selected indicator light brightness level. The control mode changes to the throttle opening position display.

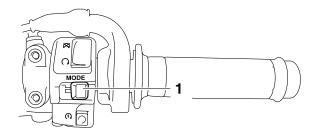
To set the throttle opening position display

- 1. Push the "RESET" button to select one of the following activity settings:
 - The throttle opening segments and "R1" are displayed.
 - "R1" is displayed only.
 - Neither throttle opening segments nor "R1" are displayed.
- Push the "SELECT" button to confirm the selected throttle opening position display activity. The display returns to the odometer or tripmeter mode.

D-mode (drive mode)

D-mode is an electronically controlled engine performance system with three mode selections ("STD", "A", and "B").

Push the drive mode switch "MODE" to switch between modes.



1. Drive mode switch "MODE"

TIP_

Before using D-mode, make sure you understand its operation along with the operation of the drive mode switch "MODE".

Mode "STD"

Mode "STD" is suitable for various riding conditions.

This mode allows the rider to enjoy smooth and sporty drivability from the low-speed range to the high-speed range.

Mode "A"

Mode "A" offers a sportier engine response in the low-to mid-speed range compared to mode "STD".

Mode "B"

Mode "B" offers response that is somewhat less sharp compared to mode "STD" for riding situations that require especially sensitive throttle operation.

Drive mode switch "MODE"

EWA14B1025

WARNING

Do not change the D-mode while the vehicle is moving.

Using this switch changes the drive mode to "STD", "A", or "B" in the following order: STD \rightarrow A \rightarrow B \rightarrow STD

The throttle grip must be completely closed in order to change the drive mode.

TIP

- The mode is set to "STD" by default. The "STD" mode resets when the key is turned to "OFF".
- The selected mode is shown on the drive mode display.

IMPORTANT INFORMATION

EAS20190

PREPARATION FOR REMOVAL AND DISAS-SEMBLY

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



- 2. Use only the proper tools and cleaning equipment.
 - Refer to "SPECIAL TOOLS" on page 1-19.
- 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.

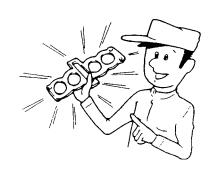


- During disassembly, clean all of the parts and place them in trays in the order of disassembly. This will speed up assembly and allow for the correct installation of all parts.
- 5. Keep all parts away from any source of fire.

EAS20200

REPLACEMENT PARTS

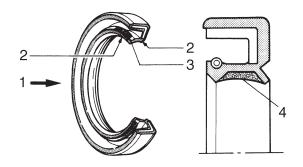
Use only genuine Yamaha parts for all replacements. Use oil and grease recommended by Yamaha for all lubrication jobs. Other brands may be similar in function and appearance, but inferior in quality.



EAS20210

GASKETS, OIL SEALS AND O-RINGS

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

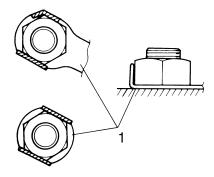


- 1. Oil
- 2. Lip
- 3. Spring
- 4. Grease

EAS20220

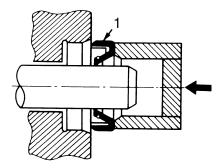
LOCK WASHERS/PLATES AND COTTER PINS

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



BEARINGS AND OIL SEALS

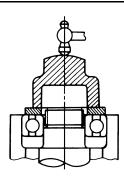
Install bearings and oil seals so that the manufacturer's marks or numbers are visible. When installing oil seals "1", lubricate the oil seal lips with a light coat of lithium-soap-based grease. Oil bearings liberally when installing, if appropriate.



ECA13300

NOTICE

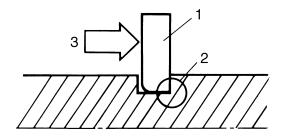
Do not spin the bearing with compressed air because this will damage the bearing surfaces.



EAS20240

CIRCLIPS

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

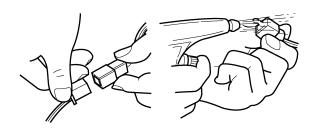


CHECKING THE CONNECTIONS

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

- 1. Disconnect:
 - Lead
 - Coupler
 - Connector
- 2. Check:
 - Lead
 - Coupler
 - Connector
 Moisture → Dry with

Moisture \rightarrow Dry with an air blower. Rust/stains \rightarrow Connect and disconnect several times.

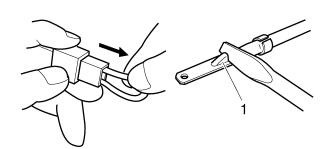


3. Check:

All connections
 Loose connection → Connect properly.

TIP

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



- 4. Connect:
 - Lead
 - Coupler
 - Connector

TIF

Make sure all connections are tight.

5. Check:

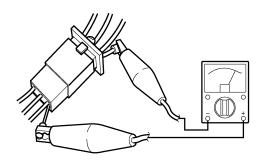
 Continuity (with the pocket tester)

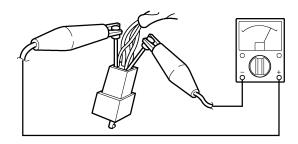


Pocket tester 90890-03112 Analog pocket tester YU-03112-C

TIP

- 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.

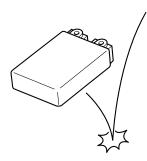




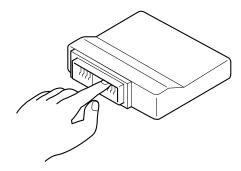
EAS14B1120

HANDLING THE ELECTRONIC PARTS

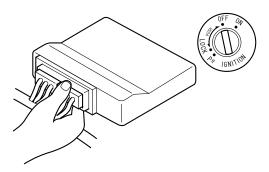
Electronic parts is very sensitive. Handle with care and do not give impact.



Mankind has static electricity and it's voltage is very high and electronic parts is very sensitive. It has possibility that inside small parts of electronic parts is destroyed by static electricity. Do not touch and do not make it dirty.



When you disconnect electronic parts from wire harness, always turn off main switch. If you disconnect above condition, it may gives damages to electronic parts.



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.

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/Tool No.	Illustration	Reference pages
Piston pin puller set 90890-01304 Piston pin puller YU-01304	90890-01304 M6×P1.0	5-76
	YU-01304	
Radiator cap tester 90890-01325 Radiator pressure tester YU-24460-01	90890-01325	6-3
	YU-24460-01	
Radiator cap tester adapter 90890-01352 Radiator pressure tester adapter YU-33984	90890-01352	6-3
	YU-33984	

Tool name/Tool No.	Illustration	Reference pages
Steering nut wrench 90890-01403 Exhaust flange nut wrench YU-A9472	R20	3-22, 4-72
Damper rod holder 90890-01506 YM-01506	Ø30	4-63, 4-65
Oil filter wrench 90890-01426 YU-38411	64.2	3-28
Rod holder 90890-01434 Damper rod holder double ended YM-01434	11.00	4-62, 4-67
Rod puller 90890-01437 Universal damping rod bleeding tool set YM-A8703	90890-01437	4-66, 4-67
	YM-A8703	

Tool name/Tool No.	Illustration	Reference
Rod puller attachment (M10) 90890-01436 Universal damping rod bleeding tool set YM-A8703	90890-01436	pages 4-66, 4-67
	YM-A8703	
Fork spring compressor 90890-01441 YM-01441	ø55 • • • • • • • • • • • • • • • • • • •	4-62, 4-67
Fork seal driver 90890-01442 Adjustable fork seal driver (36–46 mm) YM-01442		4-65, 4-66
Vacuum gauge 90890-03094 Carburetor synchronizer YU-44456	90890-03094	3-10
	YU-44456	
Compression gauge 90890-03081 Engine compression tester YU-33223		5-1

Tool name/Tool No.	Illustration	Reference
		pages
Thickness gauge 90890-03180 Feeler gauge set YU-26900-9		3-7, 3-8
Valve spring compressor 90890-04019 YM-04019	931 M6×P1.0	5-30, 5-36
Valve spring compressor attachment 90890-04108 Valve spring compressor adapter 22 mm YM-04108	022	5-30, 5-36
Middle driven shaft bearing driver 90890-04058 Bearing driver 40 mm YM-04058	ø40 Ø40	6-14
Mechanical seal installer 90890-04132 Water pump seal installer YM-33221-A	ø27.5 ⁰¹⁴	6-14
Universal clutch holder 90890-04086 YM-91042	90890-04086 <u>M8×P1.25</u> 30 119 156	5-62, 5-66
	YM-91042	

Tool name/Tool No.	Illustration	Reference pages
Valve guide remover (ø5) 90890-04097 Valve guide remover (5.0 mm) YM-04097	05	5-32
Valve guide remover (ø4.5) 90890-04116 Valve guide remover (4.5 mm) YM-04116	ø4.5	5-32
Valve guide installer (ø5) 90890-04098 Valve guide installer (5.0 mm) YM-04098	05	5-32
Valve guide installer (ø4.5) 90890-04117 Valve guide installer (4.5 mm) YM-04117	Ø8.3 Ø10	5-32
Valve guide reamer (ø5) 90890-04099 Valve guide reamer (5.0 mm) YM-04099	95	5-32
Valve guide reamer (ø4.5) 90890-04118 Valve guide reamer (4.5 mm) YM-04118	4.5 mm	5-32
Ignition checker 90890-06754 Opama pet-4000 spark checker YM-34487		8-122
Pivot shaft wrench 90890-01471 Frame spanner socket YM-01471	Ø23.6 Ø14.5	5-10

Tool name/Tool No.	Illustration	Reference pages
Pivot shaft wrench adapter 90890-01476		5-10
Valve lapper 90890-04101 Valve lapping tool YM-A8998	014	3-8
Oil pressure adapter H 90890-03139	M16×P1.5	3-29
Pressure gauge 90890-03153 YU-03153	The state of the s	3-29, 7-19, 7-20
Fuel pressure adapter 90890-03176 YM-03176		7-20
Fuel injector pressure adapter 90890-03210 YU-03210		7-19
Camshaft wrench 90890-04143 YM-04143		5-17, 5-21
Ring nut wrench 90890-01507 YM-01507	042.0	4-80, 4-82

Tool name/Tool No.	Illustration	Reference pages
Damper rod holder (22 mm) 90890-01365		4-81, 4-82
Drive chain cut & rivet tool 90890-01550		4-84, 4-85
Piston installing tool 90890-04161 YM-04161		5-83
Rotor puller 2K7-85555-00		5-38
Sheave holder 90890-01701 Primary clutch holder YS-01880-A		5-38, 5-41, 5- 42, 5-44
Pocket tester 90890-03112 Analog pocket tester YU-03112-C		1-17, 8-113, 8- 114, 8-115, 8- 119, 8-120, 8- 121, 8-122, 8- 123, 8-125, 8- 126, 8-127, 8- 128, 8-129, 8- 130, 8-131, 8- 132, 8-133, 8- 134
Digital circuit tester 90890-03174 Model 88 Multimeter with tachometer YU-A1927		5-48, 8-124, 8- 130, 8-132

Tool name/Tool No.	Illustration	Reference pages
Test harness-speed sensor (3P) 90890-03208 YU-03208		8-127, 8-131
Test harness-lean angle sensor (6P) 90890-03209 YU-03209		8-123
Test harness S-pressure sensor (3P) 90890-03207 YU-03207		8-130, 8-132
Yamaha bond No. 1215 (Three bond No. 1215®) 90890-85505		5-24, 5-39, 5- 45, 5-72

SPECIFICATIONS

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GENERAL SPECIFICATIONS

GENERAL SPECIFICATIONS	
Model Model	14B4/14B7 (USA) 14B5/14B8 (California)
Dimensions	1400/1400 (Odinoffila)
Overall length	2070 mm (81.5 in)
Overall width	715 mm (28.1 in)
Overall height	1130 mm (44.5 in)
Seat height	835 mm (32.9 in)
Wheelbase	1415 mm (55.7 in)
Ground clearance	135 mm (5.31 in)
Minimum turning radius	3500 mm (137.8 in)
Weight	
With oil and fuel	206 kg (454 lb)
Maximum load	189 kg (417 lb)

EAS20290 ENGINE SPECIFICATIONS

ENGINE SPECIFICATIONS	
Engine Engine type Displacement Cylinder arrangement Bore × stroke Compression ratio Standard compression pressure (at sea level) Minimum–Maximum Starting system Fuel Recommended fuel Fuel tank capacity	Liquid cooled 4-stroke, DOHC 998.0 cm ³ Forward-inclined parallel 4-cylinder 78.0 × 52.2 mm (3.07 × 2.06 in) 12.70 : 1 1480 kPa/350 r/min (14.8 kgf/cm ² /350 r/min, 210.5 psi/350 r/min) 1290–1660 kPa/350 r/min (12.9–16.6 kgf/cm ² /350 r/min, 183.5–236.1 psi/350 r/min) Electric starter Premium unleaded gasoline only 18.0 L (4.76 US gal, 3.96 lmp.gal)
Fuel reserve amount	3.1 L (0.82 US gal, 0.68 Imp.gal)
Engine oil Type Recommended engine oil grade Lubrication system Engine oil quantity Total amount Without oil filter cartridge replacement With oil filter cartridge replacement	YAMALUBE 4 10W-40 or YAMALUBE 4 20W-50, SAE 10W-40 or SAE 20W-50 API service SG type or higher, JASO standard MA Wet sump 4.58 L (4.84 US qt, 4.03 Imp.qt) 3.73 L (3.94 US qt, 3.28 Imp.qt) 3.93 L (4.15 US qt, 3.46 Imp.qt)
Oil filter Oil filter type	Cartridge
Oil pump Oil pump type Inner-rotor-to-outer-rotor-tip clearance Limit Outer-rotor-to-oil-pump-housing clearance Limit Oil-pump-housing-to-inner-and-outer-rotor clearance Limit Oil pressure Bypass valve opening pressure Relief valve operating pressure	Trochoid Less than 0.12 mm (0.0047 in) 0.20 mm (0.0079 in) 0.090-0.190 mm (0.0035-0.0075 in) 0.260 mm (0.0102 in) 0.06-0.13 mm (0.0024-0.0051 in) 0.200 mm (0.0079 in) 320 kPa/5000 r/min (3.20 kgf/cm²/5000 r/min, 45.5 psi/5000 r/min) at 75-85 °C (167-185 °F) 80.0-120.0 kPa (0.80-1.20 kgf/cm², 11.6-17.4 psi) 700.0-820.0 kPa (7.00-8.20 kgf/cm², 101.5-118.9 psi)
Cooling system Radiator capacity (including all routes) Coolant reservoir capacity (up to the maximum level mark) Radiator cap opening pressure Thermostat Valve opening temperature	2.73 L (2.89 US qt, 2.40 Imp.qt) 0.25 L (0.26 US qt, 0.22 Imp.qt) 107.9–137.3 kPa (1.08–1.37 kgf/cm², 15.6–19.9 psi) 71 °C (159.8 °F)

Valve full open temperature

Valve lift (full open)

Radiator core

Width

Height

Depth

Water pump

Water pump type

Reduction ratio Impeller shaft tilt limit 65/43 × 28/36 (1.176) 0.15 mm (0.006 in)

85 °C (185.0 °F)

More than 8 mm (0.31 in)

383.0 mm (15.08 in)

250.6 mm (9.87 in)

24.0 mm (0.94 in)

Spark plug(s)

Manufacturer/model

Spark plug gap

NGK/LMAR9E-J

0.6-0.7 mm (0.024-0.028 in)

Single suction centrifugal pump

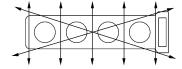
Cylinder head

Volume

Warpage limit

14.43-15.23 cm³ (0.88-0.93 cu.in)

0.10 mm (0.0039 in)



Camshaft

Drive system

Camshaft cap inside diameter

Camshaft journal diameter

Camshaft-journal-to-camshaft-cap clearance

Camshaft lobe dimensions

Intake A

Limit

Intake B

Limit

Exhaust A

Limit

Exhaust B

Limit

Chain drive (right)

25.500–25.521 mm (1.0039–1.0048 in)

25.459-25.472 mm (1.0023-1.0028 in)

0.028-0.062 mm (0.0011-0.0024 in)

37.350-37.450 mm (1.4705-1.4744 in)

37.250 mm (1.4665 in)

28.034-28.134 mm (1.1037-1.1076 in)

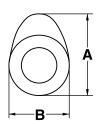
27.934 mm (1.0998 in)

36.450-36.550 mm (1.4350-1.4390 in)

36.350 mm (1.4311 in)

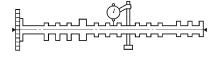
28.006–28.106 mm (1.1026–1.1065 in)

27.906 mm (1.0987 in)



Camshaft runout limit

0.030 mm (0.0012 in)



Timing chain

Tensioning system

Automatic

Valve, valve seat, valve guide

Valve clearance (cold)

Intake

Exhaust

Valve dimensions

Valve head diameter A (intake) Valve head diameter A (exhaust)

2

30.90-31.10 mm (1.2165-1.2244 in)

0.11-0.20 mm (0.0043-0.0079 in)

0.23-0.27 mm (0.0091-0.0106 in)

24.90-25.10 mm (0.9803-0.9882 in)

A

Valve face width B (intake)
Valve face width B (exhaust)

1.200-2.475 mm (0.0472-0.0974 in) 1.625-2.900 mm (0.0640-0.1142 in)



Valve seat width C (intake)

Limit

Valve seat width C (exhaust)

Limit

0.90-1.10 mm (0.0354-0.0433 in)

1.60 mm (0.06 in)

1.10-1.30 mm (0.0433-0.0512 in)

1.80 mm (0.07 in)



Valve margin thickness D (intake) Valve margin thickness D (exhaust) 1.35-1.75 mm (0.0532-0.0689 in) 0.50-0.90 mm (0.0197-0.0354 in)



Valve stem diameter (intake)

Limit

Valve stem diameter (exhaust)

Limit

Valve guide inside diameter (intake)

Limit

Valve guide inside diameter (exhaust)

I imit

Valve-stem-to-valve-guide clearance (intake)

imit

Valve-stem-to-valve-guide clearance (exhaust)

Limit

Valve stem runout limit

4.975-4.990 mm (0.1959-0.1965 in)

4.960 mm (0.1953 in)

4.460-4.475 mm (0.1756-0.1762 in)

4.425 mm (0.1742 in)

5.000–5.012 mm (0.1969–0.1973 in)

5.050 mm (0.1988 in)

4.500-4.512 mm (0.1772-0.1776 in)

4.550 mm (0.1791 in)

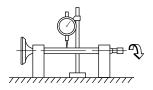
0.010-0.037 mm (0.0004-0.0015 in)

0.080 mm (0.0032 in)

0.025-0.052 mm (0.0010-0.0020 in)

0.100 mm (0.0039 in)

0.010 mm (0.0004 in)



Valve spring Inner spring Free length (intake) 39.33 mm (1.55 in) Limit 37.36 mm (1.47 in) Free length (exhaust) 37.96 mm (1.49 in) Limit 36.06 mm (1.42 in) Installed length (intake) 34.50 mm (1.36 in) Installed length (exhaust) 33.00 mm (1.30 in) Spring rate K1 (intake) 41.57 N/mm (4.24 kgf/mm, 237.36 lbf/in) 55.62 N/mm (5.67 kgf/mm, 317.59 lbf/in) Spring rate K2 (intake) Spring rate K1 (exhaust) 40.10 N/mm (4.09 kgf/mm, 228.97 lbf/in) 59.31 N/mm (6.05 kgf/mm, 338.66 lbf/in) Spring rate K2 (exhaust) Installed compression spring force (intake) 187.00-215.00 N (19.07-21.92 kgf, 42.04-48.33 lbf) 185.00-213.00 N (18.86-21.72 kgf, 41.59-Installed compression spring force (exhaust) 47.88 lbf) Spring tilt limit (intake) 2.5°/1.7 mm (0.067 in) Spring tilt limit (exhaust) 2.5°/1.7 mm (0.067 in) Winding direction (intake) Clockwise Winding direction (exhaust) Clockwise Cylinder Bore 78.000–78.010 mm (3.0709–3.0713 in) 0.050 mm (0.0020 in) Taper limit Out of round limit 0.050 mm (0.0020 in) **Piston** Piston-to-cylinder clearance 0.010-0.035 mm (0.0004-0.0014 in) Limit 0.150 mm (0.0059 in) Piston diameter 77.975–77.990 mm (3.0699–3.0705 in) Height H 12.0 mm (0.47 in) Offset 0.00 mm (0.0000 in) 17.002-17.013 mm (0.6694-0.6698 in) Piston pin bore inside diameter 17.043 mm (0.6710 in) Limit Piston pin outside diameter 16.991-17.000 mm (0.6689-0.6693 in) 16.971 mm (0.6682 in) Limit Piston-pin-to-piston-pin-bore clearance 0.002-0.022 mm (0.0001-0.0009 in) Limit 0.072 mm (0.0028 in) Piston ring Top ring Ring type Barrel

 $0.90 \times 2.75 \text{ mm} (0.04 \times 0.11 \text{ in})$

Dimensions (B × T)

0.15-0.25 mm (0.0059-0.0098 in)

 $0.80 \times 2.75 \text{ mm} (0.03 \times 0.11 \text{ in})$

0.30-0.45 mm (0.0118-0.0177 in)

 $1.50 \times 2.25 \text{ mm} (0.06 \times 0.09 \text{ in})$

0.020-0.055 mm (0.0008-0.0022 in)

0.030-0.065 mm (0.0012-0.0026 in)

0.50 mm (0.0197 in)

0.115 mm (0.0045 in)

0.80 mm (0.0315 in)

0.115 mm (0.0045 in)

Taper



End gap (installed)

Limit

Ring side clearance

Limit 2nd ring

Ring type

Dimensions (B \times T)

T B

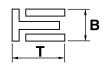
End gap (installed)

Limit

Ring side clearance

Limit Oil ring

Dimensions (B × T)



End gap (installed)

Connecting rod

Crankshaft-pin-to-big-end-bearing clearance

Limit

Bearing color code

0.034-0.058 mm (0.0013-0.0023 in)

0.10-0.40 mm (0.0039-0.0157 in)

0.09 mm (0.0035 in)

1.Blue 2.Black 3.Brown 4.Green

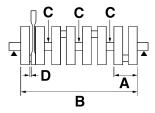
Crankshaft

Width A Width B

Runout limit C

Big end side clearance D

59.40–60.10 mm (2.339–2.366 in) 301.80–303.00 mm (11.88–11.93 in) 0.030 mm (0.0012 in) 0.160–0.262 mm (0.0063–0.0103 in)



Journal oil clearance Bearing color code 0.004–0.039 mm (0.0002–0.0015 in) 1.Blue 2.Black 3.Brown 4.Green 5.Yellow

Balancer shaft

Balancer shaft runout limit

Journal oil clearance

Bearing color code

0.030 mm (0.0012 in)

0.012-0.043 mm (0.0005-0.0017 in)

0.White 1.Blue 2.Black 3.Brown 4.Green 5.Yel-

low 6.Pink

Clutch	
Clutch type	Wet, multiple-disc
Clutch release method	Outer pull, rack and pinion pull
Clutch lever free play	10.0–15.0 mm (0.39–0.59 in)
Friction plate thickness	2.92-3.08 mm (0.115-0.121 in)
Wear limit	2.82 mm (0.111 in)
Plate quantity	9 pcs
Clutch plate thickness	1.90–2.10 mm (0.075–0.083 in)
Warpage limit	0.10 mm (0.0039 in)
Plate quantity	8 pcs
Clutch spring free length	43.80 mm (1.72 in)
Limit	41.61 mm (1.64 in)
Spring quantity	6 pcs
Transmission	<u> </u>
Transmission	Constant mach 6 assard
Transmission type	Constant mesh 6-speed
Primary reduction system	Spur gear
Primary reduction ratio	65/43 (1.512)
Secondary reduction system	Chain drive
Secondary reduction ratio	47/17 (2.765)
Operation Gear ratio	Left foot operation
1st	38/15 (2.533)
2nd	33/16 (2.063)
3rd	37/21 (1.762)
4th	` ,
5th	35/23 (1.522) 30/22 (1.364)
6th	33/26 (1.269)
Main axle runout limit	
Drive axle runout limit	0.08 mm (0.0032 in) 0.08 mm (0.0032 in)
	0.00 11111 (0.0002 111)
Shifting mechanism	
Shift mechanism type	Shift drum and guide bar
Shift fork guide bar bending limit	0.100 mm (0.0039 in)
Shift fork-L thickness	5.795-5.868 mm (0.2281-0.2310 in)
Shift fork-C thickness	5.795–5.868 mm (0.2281–0.2310 in)
Shift fork-R thickness	5.760–5.890 mm (0.2268–0.2319 in)
Air filter	
Air filter element	Oil-coated paper element
Fuel pump	
Pump type	Electrical
Maximum consumption amperage	6.0 A
Fuel pressure	324.0 kPa (3.24 kgf/cm², 47.0 psi)
Fuel injector	
Model/quantity	297500–1470/4 (Pri) , 297500–1640/4 (2nd)
Fuel injector resistance	12.0 Ω at 20 °C (68 °F)
Throttle body	
Type/quantity	45EIDW/1
ID mark	14B1 00 (USA)
	14B5 10 (Califórnia)

Throttle position sensor	
Throttle position sensor resistance	1.2–2.8 kΩ
Accelerator position sensor resistance	1.2–2.8 kΩ
Output voltage (at idle)	0.63–0.73 V
Fuel injection sensor	
Crankshaft position sensor resistance	248–372 Ω at 20 °C (68 °F)
Cylinder identification sensor output voltage	
(ON)	More than 4.8 V
Cylinder identification sensor output voltage (OFF)	Less than 0.8 V
Atmospheric pressure sensor output voltage	3.57–3.71 V at 101.32 kPa
Intake air pressure sensor output voltage	3.57–3.71 V at 101.32 kPa
Intake air temperature sensor resistance	5.4–6.6 kΩ at 0 °C (32 °F)
make an temperature conservation	290–390 Ω at 80 °C (176 °F)
Air induction system	
Reed valve bending limit	0.4 mm (0.016 in)
Solenoid resistance	18–22 Ω at 20 °C (68 °F)
Idling condition	
Engine idling speed	1150–1250 r/min
CO% (at exhaust pipe)	2.6–3.6 %
Intake vacuum (#1, #3, #4)	24.0 kPa (180 mmHg, 7.1 inHg)
Intake vacuum (#2)	25.6 kPa (192 mmHg, 7.6 inHg)
Water temperature	95.0–105.0 °C (203.00–221.00 °F)
Oil temperature	75.0–85.0 °C (167.00–185.00 °F)
Throttle cable free play	3.0–5.0 mm (0.12–0.20 in)

CHASSIS SPECIFICATIONS

CHASSIS SPECIFICATIONS

Chassis

Frame type Diamond Caster angle 24.0°

Trail 102.0 mm (4.02 in)

Front wheel

Wheel type Cast wheel Rim size 17M/C × MT3.50 Rim material Aluminum

Wheel travel 120.0 mm (4.72 in) Radial wheel runout limit 1.0 mm (0.04 in) Lateral wheel runout limit 0.5 mm (0.02 in)

Rear wheel

Wheel type Cast wheel Rim size $17M/C \times MT6.00$ Rim material **Aluminum**

Wheel travel 120.0 mm (4.72 in) 1.0 mm (0.04 in) Radial wheel runout limit Lateral wheel runout limit 0.5 mm (0.02 in)

Front tire

Type Tubeless

Size 120/70 ZR17M/C (58W) Manufacturer/model DUNLOP/D210F

Wear limit (front)

Rear tire

Type Tubeless

Size 190/55 ZR17M/C (75W)

Manufacturer/model DUNLOP/D210 Wear limit (rear) 1.0 mm (0.04 in)

Tire air pressure (measured on cold tires)

Loading condition 0-90 kg (0-198 lb)

Front 250 kPa (2.50 kgf/cm², 36 psi, 2.50 bar) Rear 290 kPa (2.90 kgf/cm², 42 psi, 2.90 bar)

1.0 mm (0.04 in)

90-189 kg (198-417 lb) Loading condition

250 kPa (2.50 kgf/cm², 36 psi, 2.50 bar) Front Rear 290 kPa (2.90 kgf/cm², 42 psi, 2.90 bar)

High-speed riding

Front 250 kPa (2.50 kgf/cm², 36 psi, 2.50 bar) 290 kPa (2.90 kgf/cm², 42 psi, 2.90 bar) Rear

Front brake

Type Dual disc brake Operation Right hand operation Front disc brake

Disc outside diameter × thickness

 $310.0 \times 5.0 \text{ mm} (12.20 \times 0.20 \text{ in})$ Brake disc thickness limit 4.5 mm (0.18 in) Brake disc deflection limit 0.10 mm (0.0039 in)

Brake pad lining thickness (inner) 4.5 mm (0.18 in) 0.8 mm (0.03 in) Limit

CHASSIS SPECIFICATIONS

Brake pad lining thickness (outer)	4.5 mm (0.18 in)
Limit	0.8 mm (0.03 in)
Master cylinder inside diameter	16.00 mm (0.63 in)
Caliper cylinder inside diameter	24.05 mm \times 3 (0.95 in \times 3)
Recommended fluid	DOT 4
Rear brake	
Type	Single disc brake
Operation	Right foot operation
Brake pedal position	12–18 mm (0.47–0.71 in)
Rear disc brake	,
Disc outside diameter × thickness	$220.0 \times 5.0 \text{ mm } (8.66 \times 0.20 \text{ in})$
Brake disc thickness limit	4.5 mm (0.18 in)
Brake disc deflection limit	0.15 mm (0.0059 in)
Brake pad lining thickness (inner)	6.0 mm (0.24 in)
Limit	1.0 mm (0.04 in)
Brake pad lining thickness (outer)	6.0 mm (0.24 in)
Limit	1.0 mm (0.04 in)
Master cylinder inside diameter	12.7 mm (0.50 in)
Caliper cylinder inside diameter	38.18 mm (1.50 in)
Recommended fluid	DOT 4
Steering	
Steering bearing type	Angular bearing
Center to lock angle (left)	27.0°
Center to lock angle (right)	27.0°
Front suspension	
Туре	Telescopic fork
Spring/shock absorber type	Coil spring/oil damper
Front fork travel	120.0 mm (4.72 in)
Fork spring free length	271.5 mm (10.69 in)
Limit	266.1 mm (10.48 in)
Collar length	118.4 mm (4.66 in)
Installed length	262.0 mm (10.31 in)
Spring rate K1	9.60 N/mm (0.98 kgf/mm, 54.82 lb/in)
Spring stroke K1 Inner tube outer diameter	0.0–120.0 mm (0.00–4.72 in)
Inner tube outer diameter Inner tube bending limit	43.0 mm (1.69 in) 0.2 mm (0.01 in)
Optional spring available	No
Recommended oil	Suspension oil M1
Quantity	528.0 cm ³ (17.85 US oz, 18.62 lmp.oz)
Level	117.0 mm (4.61 in)
Spring preload adjusting positions	
Minimum	0
Standard	2
Maximum	5
Rebound damping adjusting positions	
Minimum	25
Standard	12
Maximum	1
Compression damping adjusting positions	0.5
Minimum	25
Standard	20
Maximum	1

CHASSIS SPECIFICATIONS

Barra and an analysis	
Rear suspension	
Type	Swingarm (link suspension)
Spring/shock absorber type	Coil spring/gas-oil damper
Rear shock absorber assembly travel	60.0 mm (2.36 in)
Spring free length	159.5 mm (6.28 in)
Installed length	147.5 mm (5.81 in)
Spring rate K1	98.10 N/mm (10.00 kgf/mm, 560.15 lb/in)
Spring stroke K1	0.0–60.0 mm (0.00–2.36 in)
Optional spring available	No
Enclosed gas/air pressure (STD)	1200 kPa (12.0 kgf/cm ² , 174.0 psi)
Spring preload adjusting positions	, , , , ,
Minimum	16
Standard	8
Maximum	0
Rebound damping adjusting positions	
Minimum	20
Standard	15
Maximum	3
Compression damping setting	
(for fast compression damping)	
Minimum	4
Standard	3
Maximum	0
Compression damping setting	
(for slow compression damping)	
Minimum	20
Standard	9
Maximum	1
Swingarm	
Swingarm end free play limit (radial)	1.0 mm (0.04 in)
	1.0 mm (0.04 in)
Swingarm end free play limit (axial)	1.0 mm (0.04 in)
Drive chain	
Type/manufacturer	50VAZ/DAIDO
Number of links	120
Drive chain slack (when adjusting the drive	
chain)	25.0–35.0 mm (0.98–1.38 in)
Drive chain slack (when replacing the drive	00.0.00.0 (0.70. 1.10 in)
chain and sprocket)	20.0–30.0 mm (0.79–1.18 in)
15-link length limit	239.3 mm (9.42 in)
Shift pedal	
Installed shift rod length	262.5-264.5 mm (10.33-10.41 in)
•	,

ELECTRICAL SPECIFICATIONS

ELECTRICAL SPECIFICATIONS	
Voltage	40.1/
System voltage	12 V
Ignition system	
Ignition system	TCI (digital)
Ignition timing (B.T.D.C.)	5.0°/1200 r/min
Engine control unit Model/manufacturer	TBDF66/DENSO
Ignition coil	
Minimum ignition spark gap	6.0 mm (0.24 in)
Primary coil resistance	$0.85-1.15 \Omega$
Secondary coil resistance	8.50–11.50 kΩ
AC magneto	
Standard output	14.0 V, 33.0 A at 5000 r/min
Stator coil resistance	0.112–0.168 Ω at 20 °C (68 °F)
Rectifier/regulator	
Regulator type	Semi conductor-short circuit
Rectifier/regulator output voltage	14.2–14.8 V
Rectifier/regulator input voltage	above 14 V at 5000 r/min
Rectifier capacity	50.0 A
Lean angle sensor	
Lean angle sensor output voltage	0.4.4.4.4
Less than 45° More than 45°	0.4–1.4 V 3.7–4.4 V
More than 45	3.7-4.4 V
Battery	
Model	YTZ10S
Voltage, capacity	12 V, 8.6 Ah
Specific gravity Manufacturer	1.31 GS YUASA
Ten hour rate amperage	0.90 A
	0.50 A
Headlight	Halagaa kulk
Bulb type	Halogen bulb
Bulb voltage, wattage $ imes$ quantity	
Headlight	12 V, 55 W \times 2
Auxiliary light	12 V, 5.0 W × 2
Tail/brake light	LED
Front turn signal/position light	12 V, 21 W/5.0 W × 2
Rear turn signal light License plate light	12 V, 21.0 W × 2 12 V, 5.0 W × 1
Meter lighting	LED
Indicator light	
Neutral indicator light	LED
Turn signal indicator light	LED
Oil level warning light	LED
High beam indicator light	LED
Fuel level warning light	LED

ELECTRICAL SPECIFICATIONS

Coolant temperature warning light	LED
Engine trouble warning light	LED
Steering damper warning light	LED
Shift timing indicator light	LED
Electric starting system	O a markamet manark
System type	Constant mesh
Starter motor	
Power output	0.90 kW
Armature coil	
Commutator resistance	0.0090–0.0110 Ω at 20 °C (68 °F)
Insulation resistance	Above 1 M Ω at 20 °C (68 °F)
Brush overall length	10.8 mm (0.43 in)
Limit	7.19 mm (0.28 in)
Brush spring force	5.28-7.92 N (538-808 gf, 19.01-28.51 oz)
Commutator diameter	24.5 mm (0.96 in)
Limit	23.5 mm (0.93 in)
Mica undercut (depth)	1.50 mm (0.06 in)
Starter relay	
Amperage	180.0 A
Coil resistance	4.18–4.62 Ω
Horn	
Horn type	Plane
Quantity	1 pcs
Maximum amperage	3.0 A
Coil resistance	1.07–1.11 Ω at 20 °C (68 °F)
Turn signal relay	
Relay type	Full transistor
Built-in, self-canceling device	No
Oil level switch	
	484–536 Ω
Maximum level position resistance Minimum level position resistance	464–556 Ω 114–126 Ω
willimum level position resistance	114-12032
Fuel gauge	44 444 0 + 00 00 (CC =="")
Fuel sender resistance	14–141 Ω at 20 °C (68 °F)
Speed sensor	
Output voltage reading cycle	0.6 V to 4.8 V to 0.6 V to 4.8 V
Coolant temperature sensor	
Resistance at 0 °C (32 °F)	5.21–6.37 kΩ
Resistance at 20 °C (68 °F)	2.45 kΩ
Resistance at 80 °C (176 °F)	290–354 Ω
Steering damper solenoid	
Steering damper solenoid resistance	49.82–56.18 Ω at 20 °C (68 °F)
Fuses	· · ·
Main fuse	50.0 A
man 1000	00.071

ELECTRICAL SPECIFICATIONS

Headlight fuse	20.0 A
Signaling system fuse	7.5 A
Ignition fuse	15.0 A
Radiator fan fuse	15.0 A × 2
Fuel injection system fuse	15.0 A
Steering damper fuse	7.5 A
Backup fuse	7.5 A
ETV (Electronic Throttle Valve) fuse	7.5 A
Spare fuse	20.0 A
Spare fuse	15.0 A × 2
Spare fuse	7.5 A

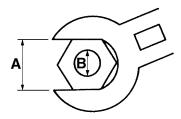
EAS20320

TIGHTENING TORQUES

EAS20330

GENERAL TIGHTENING TORQUE SPECIFI-CATIONS

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⋅kgf	ft⋅lbf
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

EAS20340 ENGINE TIGHTENING TORQUES

Spark plugs M10 4 13 Nm (1.3 m·kgf, 9.4 ft·lbf) Cylinder head nut M10 2 See TIP. —€ Cylinder head nut M10 8 See TIP. —€ Cylinder head bolt M6 2 12 Nm (1.2 m·kgf, 8.7 ft·lbf) —€ Cylinder head cover bolt M6 6 10 Nm (1.0 m·kgf, 7.2 ft·lbf) —€ Cylinder head stud bolt (exhaust pipe) M8 8 15 Nm (1.5 m·kgf, 11 ft·lbf) —€ Read valve cover bolt (air induction system) M6 4 10 Nm (1.0 m·kgf, 7.2 ft·lbf) —€ Camshaft sprocket bolt M7 4 24 Nm (2.4 m·kgf, 17 ft·lbf) —€ Throttle body joint bolt M6 7 10 Nm (1.0 m·kgf, 7.2 ft·lbf) —€ Connecting rod bolt M8 8 See TIP. —€ Connecting rod bolt M8 8 See TIP. —€ Generator rotor bolt M12 1 70 Nm (7.0 m·kgf, 50 ft·lbf) —€ Pickup rotor bolt M6 1 10 Nm (1.0 m·kgf, 43 ft·lbf) —€ <th>Item</th> <th>Thread size</th> <th>Q'ty</th> <th>Tightening torque</th> <th>Remarks</th>	Item	Thread size	Q'ty	Tightening torque	Remarks
Cylinder head nut M10 8 See TIP. Cylinder head bolt M6 2 12 Nm (1.2 m-kgf, 8.7 ft-lbf) Camshaft cap bolt M6 20 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Cylinder head cover bolt M6 6 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Cylinder head stud bolt (exhaust pipe) M8 8 15 Nm (1.5 m-kgf, 11 ft-lbf) Read valve cover bolt (air induction system) M6 4 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Camshaft sprocket bolt M7 4 24 Nm (2.4 m-kgf, 17 ft-lbf) Throttle body joint bolt M6 7 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil checking bolt M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Connecting rod bolt M8 8 See TIP. Connecting rod bolt M8 8 See TIP. Connecting rod bolt M8 8 See TIP. Connecting rod bolt M12 1 70 Nm (7.0 m-kgf, 7.2 ft-lbf) Connecting rod bolt M10 1 60 Nm (6.0 m-kgf, 7.2 ft-lbf) Water pine inder biple bolt M6 2	Spark plugs	M10	4	13 Nm (1.3 m·kgf, 9.4 ft·lbf)	
Cylinder head bolt M6 2 12 Nm (1.2 m·kgf, 8.7 ft·lbf) Camshaft cap bolt M6 20 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Cylinder head cover bolt M6 6 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Cylinder head stud bolt (exhaust pipe) M8 8 15 Nm (1.5 m·kgf, 11 ft·lbf) Read valve cover bolt (air induction system) M6 4 10 Nm (1.0 m·kgf, 7.2 ft·lbf) 4 Camshaft sprocket bolt M7 4 24 Nm (2.4 m·kgf, 17 ft·lbf) 4 Throttle body joint bolt M6 7 10 Nm (1.0 m·kgf, 7.2 ft·lbf) 4 Oil checking bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) 4 Connecting rod bolt M8 8 See TIP. 4 Generator rotor bolt M10 1 60 Nm (6.0 m·kgf, 43 ft·lbf) 4 Pickup rotor bolt M10 1 60 Nm (6.0 m·kgf, 50 ft·lbf) 4 Water pump outlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) 4 Water pump inlet pipe bolt (water pump inlet pipe bolt (water pump inlet pipe bolt (water pump inlet pipe bolt (front side)	Cylinder head nut	M10	2	See TIP.	⊸©
Camshaft cap bolt M6 20 10 Nm (1.0 m·kgf, 7.2 ft·lbf) →€ Cylinder head cover bolt M6 6 10 Nm (1.0 m·kgf, 7.2 ft·lbf) →€ Cylinder head stud bolt (exhaust pipe) M8 8 15 Nm (1.5 m·kgf, 11 ft·lbf) →€ Read valve cover bolt (air induction system) M6 4 10 Nm (1.0 m·kgf, 7.2 ft·lbf) →€ Camshaft sprocket bolt M7 4 24 Nm (2.4 m·kgf, 17 ft·lbf) →€ Throttle body joint bolt M6 7 10 Nm (1.0 m·kgf, 7.2 ft·lbf) →€ Oil checking bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) →€ Generator rotor bolt M12 1 70 Nm (7.0 m·kgf, 50 ft·lbf) →€ Pickup rotor bolt M10 1 60 Nm (6.0 m·kgf, 43 ft·lbf) →€ Water pump outlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) →€ Radiator inlet pipe bolt (water pump inlet pipe bolt (water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) →€ Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0	Cylinder head nut	M10	8	See TIP.	⊸©
Cylinder head cover bolt M6 6 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Cylinder head stud bolt (exhaust pipe) M8 8 15 Nm (1.5 m-kgf, 11 ft-lbf) Read valve cover bolt (air induction system) M6 4 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Camshaft sprocket bolt M7 4 24 Nm (2.4 m-kgf, 17 ft-lbf) Throttle body joint bolt M6 7 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil checking bolt M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Connecting rod bolt M8 8 See TIP. Generator rotor bolt M12 1 70 Nm (7.0 m-kgf, 50 ft-lbf) Connecting rod bolt Generator rotor bolt M12 1 70 Nm (7.0 m-kgf, 50 ft-lbf) Connecting rod bolt Water pump outlet pipe bolt M6 2 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Connecting rod bolt Water pump unjet pipe bolt M6 2 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Connecting rod bolt Water pump inlet pipe bolt (water pump inlet pipe bolt (water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Connecting rod bolt (front side) M6	Cylinder head bolt	M6	2	12 Nm (1.2 m·kgf, 8.7 ft·lbf)	
Cylinder head cover bolt M6 6 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Cylinder head stud bolt (exhaust pipe) M8 8 15 Nm (1.5 m·kgf, 11 ft·lbf) Pipe) Read valve cover bolt (air induction system) M6 4 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -1 Camshaft sprocket bolt M7 4 24 Nm (2.4 m·kgf, 17 ft·lbf) -1 Camshaft sprocket bolt M6 7 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -1 Oil checking bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -1 Connecting rod bolt M8 8 See TIP. -1 Generator rotor bolt M12 1 70 Nm (7.0 m·kgf, 7.2 ft·lbf) -1 Pickup rotor bolt M10 1 60 Nm (6.0 m·kgf, 43 ft·lbf) -1 Water pump outlet pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -1 Water pump inlet pipe bolt (water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -1 Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -1	Camshaft cap bolt	M6	20	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	⊸©
Pipe M8	Cylinder head cover bolt	M6	6	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	
Camshaft sprocket bolt M7 4 24 Nm (2.4 m-kgf, 17 ft-lbf) Throttle body joint bolt M6 7 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil checking bolt M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Generator rotor bolt M12 1 70 Nm (7.0 m-kgf, 50 ft-lbf) Generator rotor bolt M12 1 70 Nm (7.0 m-kgf, 50 ft-lbf) Fickup rotor bolt M10 1 60 Nm (6.0 m-kgf, 43 ft-lbf) Fickup rotor bolt M6 2 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Water pump outlet pipe bolt M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Water pump inlet pipe bolt (water pump inlet pipe bolt (water pump inlet pipe bolt (front side) Water pump inlet pipe bolt (front side) Water pump driven sprocket bolt M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Water pump inlet pipe bolt (front side) Water pump driven sprocket bolt M6 1 15 Nm (1.5 m-kgf, 1.4 ft-lbf) Oil/water pump assembly bolt M6 2 12 Nm (0.2 m-kgf, 1.4 ft-lbf) Oil/water pump assembly bolt M6 2 12 Nm (1.2 m-kgf, 8.7 ft-lbf) Thermostat housing cover nut M6 2 12 Nm (1.0 m-kgf, 7.2 ft-lbf) Thermostat inlet pipe bolt M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil cooler union bolt M80 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil pipe bolt M6 2 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil oil strainer bolt M6 3 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil strainer bolt M6 3 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil delivery pipe 1 bolt M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil dileivery pipe 2 bolt M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil filter cartridge M20 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil filter cartridge M20 1 17 Nm (1.7 m-kgf, 7.2 ft-lbf) Oil pipe bolt M6 13 10 Nm (1.0 m-kgf, 7.2 ft-lbf) Oil filter cartridge M20 1 17 Nm (1.7 m-kgf, 7.2 ft-lbf) Oil pipe bolt M6 13 10 Nm (1.0 m-kgf, 7.2 ft-lbf)	,	M8	8	15 Nm (1.5 m·kgf, 11 ft·lbf)	
Throttle body joint bolt	,	M6	4	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-
Oil checking bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Connecting rod bolt M8 8 See TIP. -@ Generator rotor bolt M12 1 70 Nm (7.0 m·kgf, 50 ft·lbf) -@ Pickup rotor bolt M10 1 60 Nm (6.0 m·kgf, 43 ft·lbf) -@ Timing chain tensioner bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -@ Water pump outlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -@ Radiator inlet pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -@ Water pump inlet pipe bolt (water pump side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -@ Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -@ Water pump driven sprocket bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -@ Oil/water pump driven sprocket bolt M6 1 15 Nm (1.5 m·kgf, 1.4 ft·lbf) -@ Oil/water pump assembly bolt M6 2 12 Nm (1.2 m·kgf, 8.7 ft·lbf) -@ Thermostat inlet pi	Camshaft sprocket bolt	M7	4	24 Nm (2.4 m·kgf, 17 ft·lbf)	
Connecting rod bolt M8 8 See TIP. → Generator rotor bolt M12 1 70 Nm (7.0 m-kgf, 50 ft-lbf) → Pickup rotor bolt M10 1 60 Nm (6.0 m-kgf, 43 ft-lbf) → Timing chain tensioner bolt M6 2 10 Nm (1.0 m-kgf, 7.2 ft-lbf) → Water pump outlet pipe bolt M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) → Water pump inlet pipe bolt (water pump side) M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) → Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) → Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) → Water pump assembly bolt (front side) M6 1 10 Nm (1.0 m-kgf, 7.2 ft-lbf) → Water pump driven sprocket bolt M6 1 15 Nm (1.5 m-kgf, 1.4 ft-lbf) → Oil/water pump assembly bolt M6 2 12 Nm (1.2 m-kgf, 8.7 ft-lbf) → Thermostat inlet pipe bolt M6 2 10 Nm (1.0 m-kgf, 7.2 ft-lbf) → <t< td=""><td>Throttle body joint bolt</td><td>M6</td><td>7</td><td>10 Nm (1.0 m·kgf, 7.2 ft·lbf)</td><td>-(1)</td></t<>	Throttle body joint bolt	M6	7	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-(1)
Generator rotor bolt M12 1 70 Nm (7.0 m·kgf, 50 ft·lbf) ■€ Pickup rotor bolt M10 1 60 Nm (6.0 m·kgf, 43 ft·lbf) ■€ Timing chain tensioner bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■€ Water pump outlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■€ Radiator inlet pipe bolt (water pump inlet pipe bolt (water pump side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■€ Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■€ Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■€ Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■€ Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■€ Oil/water pump driven sprocket bolt M6 1 15 Nm (1.5 m·kgf, 11 ft·lbf) ■€ Oil/water pump assembly bolt M6 2 12 Nm (1.2 m·kgf, 8.7 ft·lbf) ■€ Thermostat inlet pipe bolt M6 1	Oil checking bolt	M6	1		
Pickup rotor bolt M10 1 60 Nm (6.0 m·kgf, 43 ft·lbf) ■ Timing chain tensioner bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Water pump outlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Radiator inlet pipe bolt (mater pump inlet pipe bolt (water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Oil/water pump driven sprocket bolt M6 1 15 Nm (1.5 m·kgf, 11 ft·lbf) ■ Oil/water pump assembly bolt M6 2 12 Nm (1.2 m·kgf, 8.7 ft·lbf) ■ Thermostat inlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Oil cooler union bolt M20	Connecting rod bolt	M8	8	See TIP.	
Timing chain tensioner bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft-lbf) Water pump outlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft-lbf) Radiator inlet pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft-lbf) Water pump inlet pipe bolt (water pump side) Water pump inlet pipe bolt (front side) Water pump inlet pipe bolt (front side) Water hose clamp — 6 2 Nm (0.2 m·kgf, 7.2 ft-lbf) Oil/water pump driven sprocket bolt Oil/water pump assembly bolt M6 1 15 Nm (1.5 m·kgf, 1.4 ft-lbf) Oil/water pump assembly bolt M6 2 12 Nm (1.2 m·kgf, 8.7 ft-lbf) Thermostat housing cover nut M6 2 10 Nm (1.0 m·kgf, 7.2 ft-lbf) Thermostat inlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft-lbf) Oil cooler union bolt M20 1 63 Nm (6.3 m·kgf, 45 ft-lbf) Engine oil drain bolt M14 1 43 Nm (4.3 m·kgf, 31 ft-lbf) Oil pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft-lbf) Oil strainer bolt M6 3 10 Nm (1.0 m·kgf, 7.2 ft-lbf) Oil delivery pipe 1 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft-lbf) Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft-lbf) Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft-lbf) Oil filter union bolt M20 1 80 Nm (8.0 m·kgf, 58 ft-lbf) Oil filter cartridge M20 1 17 Nm (1.7 m·kgf, 12 ft-lbf) Oil pan bolt M6 13 10 Nm (1.0 m·kgf, 7.2 ft-lbf) Felief valve assembly bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft-lbf)	Generator rotor bolt	M12	1	70 Nm (7.0 m·kgf, 50 ft·lbf)	⊸ €
Water pump outlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Radiator inlet pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Water pump inlet pipe bolt (water pump side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Water hose clamp — 6 2 Nm (0.2 m·kgf, 1.4 ft·lbf) ■ Oil/water pump driven sprocket bolt M6 1 15 Nm (1.5 m·kgf, 11 ft·lbf) ■ Oil/water pump assembly bolt M6 2 12 Nm (1.2 m·kgf, 8.7 ft·lbf) ■ Thermostat housing cover nut M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Thermostat inlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Oil cooler union bolt M20 1 63 Nm (6.3 m·kgf, 45 ft·lbf) ■ Engine oil drain bolt M14 1 43 Nm (4.3 m·kgf, 7.2 ft·lbf) ■ Oil pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ <t< td=""><td>Pickup rotor bolt</td><td>M10</td><td>1</td><td>60 Nm (6.0 m·kgf, 43 ft·lbf)</td><td>⊸©</td></t<>	Pickup rotor bolt	M10	1	60 Nm (6.0 m·kgf, 43 ft·lbf)	⊸©
Radiator inlet pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Water pump inlet pipe bolt (water pump side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Water hose clamp — 6 2 Nm (0.2 m·kgf, 1.4 ft·lbf) Oil/water pump driven sprocket bolt M6 1 15 Nm (1.5 m·kgf, 1.4 ft·lbf) Oil/water pump assembly bolt M6 2 12 Nm (1.2 m·kgf, 8.7 ft·lbf) Thermostat housing cover nut M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Thermostat inlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil cooler union bolt M20 1 63 Nm (6.3 m·kgf, 45 ft·lbf) Oil pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil strainer bolt M6 3 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil delivery pipe 1 bolt M6 1 1	Timing chain tensioner bolt	M6	2	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	
Water pump inlet pipe bolt (water pump side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Water pump inlet pipe bolt (front side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Water hose clamp — 6 2 Nm (0.2 m·kgf, 1.4 ft·lbf) ■ Oil/water pump driven sprocket bolt M6 1 15 Nm (1.5 m·kgf, 1.4 ft·lbf) ■ Oil/water pump assembly bolt M6 2 12 Nm (1.2 m·kgf, 8.7 ft·lbf) ■ Thermostat housing cover nut M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Thermostat inlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Oil cooler union bolt M20 1 63 Nm (6.3 m·kgf, 45 ft·lbf) ■ Engine oil drain bolt M14 1 43 Nm (4.3 m·kgf, 31 ft·lbf) ■ Oil pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Oil strainer bolt M6 3 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Oil delivery pipe 1 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) ■ Oil deli	Water pump outlet pipe bolt	M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	- (₽
pump side) M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf)	Radiator inlet pipe bolt	M6	2	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	
side) Mo 1 10 Nm (1.0 m·kgt, 7.2 ft·lbf) Water hose clamp — 6 2 Nm (0.2 m·kgf, 1.4 ft·lbf) Oil/water pump driven sprocket bolt M6 1 15 Nm (1.5 m·kgf, 11 ft·lbf) Oil/water pump assembly bolt M6 2 12 Nm (1.2 m·kgf, 8.7 ft·lbf) Thermostat housing cover nut M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Thermostat inlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil cooler union bolt M20 1 63 Nm (6.3 m·kgf, 45 ft·lbf) Oil carin bolt M14 1 43 Nm (4.3 m·kgf, 31 ft·lbf) Oil pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil strainer bolt M6 3 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil water pump assembly drive chain guide bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil delivery pipe 1 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil filter union bolt M20 1 80 Nm (8.0 m·kgf, 58 ft·lbf) <tr< td=""><td></td><td>M6</td><td>1</td><td>10 Nm (1.0 m·kgf, 7.2 ft·lbf)</td><td>-@</td></tr<>		M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-@
Oil/water pump driven sprocket bolt M6 1 15 Nm (1.5 m·kgf, 11 ft·lbf) Oil/water pump assembly bolt M6 2 12 Nm (1.2 m·kgf, 8.7 ft·lbf) — Thermostat housing cover nut M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) — Thermostat inlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) — Oil cooler union bolt M20 1 63 Nm (6.3 m·kgf, 45 ft·lbf) — Engine oil drain bolt M14 1 43 Nm (4.3 m·kgf, 31 ft·lbf) — Oil pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) — Oil strainer bolt M6 3 10 Nm (1.0 m·kgf, 7.2 ft·lbf) — Oil/water pump assembly drive chain guide bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) — Oil delivery pipe 1 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) — Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) — Oil filter union bolt M20 1 80 Nm (8.0 m·kgf, 58 ft·lbf) Oil pan bolt M6 1 <td></td> <td>M6</td> <td>1</td> <td>10 Nm (1.0 m·kgf, 7.2 ft·lbf)</td> <td>-6</td>		M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-6
bolt M6 1 15 Nm (1.5 m·kgf, 11 ft·lof) Oil/water pump assembly bolt M6 2 12 Nm (1.2 m·kgf, 8.7 ft·lbf) -6 Thermostat housing cover nut M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6 Thermostat inlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6 Oil cooler union bolt M20 1 63 Nm (6.3 m·kgf, 45 ft·lbf) -6 Engine oil drain bolt M14 1 43 Nm (4.3 m·kgf, 31 ft·lbf) -6 Oil pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6 Oil strainer bolt M6 3 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6 Oil/water pump assembly drive chain guide bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6 Oil delivery pipe 1 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6 Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 58 ft·lbf) -6 Oil filter union bolt M20 1 80 Nm (8.0 m·kgf, 58 ft·lbf) -6 Oil pan bolt M6 13 <td>Water hose clamp</td> <td>_</td> <td>6</td> <td>2 Nm (0.2 m·kgf, 1.4 ft·lbf)</td> <td></td>	Water hose clamp	_	6	2 Nm (0.2 m·kgf, 1.4 ft·lbf)	
Thermostat housing cover nut M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Thermostat inlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil cooler union bolt M20 1 63 Nm (6.3 m·kgf, 45 ft·lbf) Engine oil drain bolt M14 1 43 Nm (4.3 m·kgf, 31 ft·lbf) Oil pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil strainer bolt M6 3 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil/water pump assembly drive chain guide bolt Oil delivery pipe 1 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil filter union bolt M20 1 80 Nm (8.0 m·kgf, 58 ft·lbf) Oil filter cartridge M20 1 7 Nm (1.7 m·kgf, 12 ft·lbf) Oil pan bolt M6 1 NM 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil pan bolt M6 M6 M6 M6 M6 M8 M8 M8 M9 M9 M9 M9 M9 M9 M9		M6	1	15 Nm (1.5 m·kgf, 11 ft·lbf)	
Thermostat inlet pipe bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -€ Oil cooler union bolt M20 1 63 Nm (6.3 m·kgf, 45 ft·lbf) -€ Engine oil drain bolt M14 1 43 Nm (4.3 m·kgf, 31 ft·lbf) -€ Oil pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -€ Oil strainer bolt M6 3 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -€ Oil/water pump assembly drive chain guide bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -€ Oil delivery pipe 1 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -€ Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -€ Oil filter union bolt M20 1 80 Nm (8.0 m·kgf, 58 ft·lbf) -€ Oil pan bolt M6 13 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -€ Relief valve assembly bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -€	Oil/water pump assembly bolt	M6	2	12 Nm (1.2 m·kgf, 8.7 ft·lbf)	- ©
Oil cooler union bolt M20 1 63 Nm (6.3 m·kgf, 45 ft·lbf) Image: Cooler union bolt M20 1 63 Nm (6.3 m·kgf, 45 ft·lbf) Image: Cooler union bolt M20 1 63 Nm (6.3 m·kgf, 45 ft·lbf) Image: Cooler union bolt M20 M20 M20 M20 Nm (1.0 m·kgf, 7.2 ft·lbf) Image: Cooler union bolt M20 M20 <t< td=""><td>Thermostat housing cover nut</td><td>M6</td><td>2</td><td>10 Nm (1.0 m·kgf, 7.2 ft·lbf)</td><td></td></t<>	Thermostat housing cover nut	M6	2	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	
Engine oil drain bolt M14 1 43 Nm (4.3 m·kgf, 31 ft·lbf) Oil pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil strainer bolt M6 3 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil/water pump assembly drive chain guide bolt Oil delivery pipe 1 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil filter union bolt M20 1 80 Nm (8.0 m·kgf, 58 ft·lbf) Oil filter cartridge M20 1 N6 1 N7 N8 N8 N8 N8 N8 N8 N8 N8 N8	Thermostat inlet pipe bolt	M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-(5
Oil pipe bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6 Oil strainer bolt M6 3 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6 Oil/water pump assembly drive chain guide bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6 Oil delivery pipe 1 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6 Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6 Oil filter union bolt M20 1 80 Nm (8.0 m·kgf, 58 ft·lbf) -6 Oil filter cartridge M20 1 17 Nm (1.7 m·kgf, 12 ft·lbf) -6 Oil pan bolt M6 13 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6 Relief valve assembly bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf) -6	Oil cooler union bolt	M20	1	63 Nm (6.3 m·kgf, 45 ft·lbf)	⊸ €
Oil strainer bolt M6 3 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil/water pump assembly drive chain guide bolt Oil delivery pipe 1 bolt Oil delivery pipe 2 bolt Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil filter union bolt M8 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil filter cartridge M9 1 80 Nm (8.0 m·kgf, 58 ft·lbf) Oil filter cartridge M9 1 17 Nm (1.7 m·kgf, 12 ft·lbf) Oil pan bolt M6 13 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil pan bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf)	Engine oil drain bolt	M14	1	43 Nm (4.3 m·kgf, 31 ft·lbf)	
Oil/water pump assembly drive chain guide bolt Oil delivery pipe 1 bolt Oil delivery pipe 2 bolt Oil filter union bolt Oil filter cartridge M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) 11 Nm (1.0 m·kgf, 7.2 ft·lbf) 12 Nm (1.0 m·kgf, 7.2 ft·lbf) 13 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil pan bolt M6 M6 M6 M6 M6 M6 M6 M6 M6 M	Oil pipe bolt	M6	2	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	- (5)
chain guide bolt Oil delivery pipe 1 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil filter union bolt M20 1 80 Nm (8.0 m·kgf, 58 ft·lbf) Oil filter cartridge M20 1 17 Nm (1.7 m·kgf, 12 ft·lbf) Oil pan bolt M6 13 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil pan bolt M6 M6 M6 M6 M6 M6 M6 M6 M6 M	Oil strainer bolt	M6	3	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-0
Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil filter union bolt M20 1 80 Nm (8.0 m·kgf, 58 ft·lbf) Oil filter cartridge M20 1 17 Nm (1.7 m·kgf, 12 ft·lbf) Oil pan bolt M6 13 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Relief valve assembly bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf)		M6	2	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-6
Oil delivery pipe 2 bolt M6 1 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil filter union bolt M20 1 80 Nm (8.0 m·kgf, 58 ft·lbf) Oil filter cartridge M20 1 17 Nm (1.7 m·kgf, 12 ft·lbf) Oil pan bolt M6 13 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Relief valve assembly bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf)	Oil delivery pipe 1 bolt	M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-©
Oil filter union bolt M20 1 80 Nm (8.0 m·kgf, 58 ft·lbf) Oil filter cartridge M20 1 17 Nm (1.7 m·kgf, 12 ft·lbf) Oil pan bolt M6 13 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Relief valve assembly bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf)	Oil delivery pipe 2 bolt	M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-
Oil pan bolt M6 13 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Relief valve assembly bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf)	Oil filter union bolt	M20	1	80 Nm (8.0 m·kgf, 58 ft·lbf)	
Oil pan bolt M6 13 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Relief valve assembly bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf)	Oil filter cartridge	M20	1	17 Nm (1.7 m·kgf, 12 ft·lbf)	
Relief valve assembly bolt M6 2 10 Nm (1.0 m·kgf, 7.2 ft·lbf)	Oil pan bolt	M6	13	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	_
	•	M6	2	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-6
	Throttle cable adjusting bolt	M6	2	5 Nm (0.5 m·kgf, 3.6 ft·lbf)	

TIGHTENING TORQUES

Item	Thread size	Q'ty	Tightening torque	Remarks
Throttle body and throttle body joint clamp	M5	4	3 Nm (0.3 m·kgf, 2.2 ft·lbf)	
Throttle position sensor screw	M5	2	3.5 Nm (0.35 m·kgf, 2.5 ft·lbf)	
Accelerator position sensor screw	M5	2	3.5 Nm (0.35 m·kgf, 2.5 ft·lbf)	
Secondary injector assembly bolt	M5	7	4 Nm (0.4 m·kgf, 2.9 ft·lbf)	
Fuel rail screw	_	4	3.5 Nm (0.35 m·kgf, 2.5 ft·lbf)	
Intake funnel joint bolt	M6	6	8 Nm (0.8 m·kgf, 5.8 ft·lbf)	
Air filter case screw	M5	10	2 Nm (0.2 m·kgf, 1.4 ft·lbf)	
Exhaust pipe nut	M8	8	20 Nm (2.0 m·kgf, 14 ft·lbf)	
Exhaust chamber and muffler clamp bolt	M8	2	20 Nm (2.0 m·kgf, 14 ft·lbf)	
Exhaust pipe and exhaust stay bolt	M8	1	20 Nm (2.0 m·kgf, 14 ft·lbf)	
Exhaust chamber bracket bolt	M8	1	20 Nm (2.0 m·kgf, 14 ft·lbf)	
Exhaust chamber bolt	M8	1	20 Nm (2.0 m·kgf, 14 ft·lbf)	
Exhaust pipe and exhaust chamber clamp bolt	M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	
Muffler and frame bolt	M8	2	23 Nm (2.3 m·kgf, 17 ft·lbf)	
Muffler cover bolt	M6	4	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	
Exhaust chamber protector bolt	M6	4	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Muffler pipe cover bolt	M6	4	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Crankcase stud bolt	M10	10	8 Nm (0.8 m·kgf, 5.8 ft·lbf)	⊸ €
Crankcase bolt (main journal)	M9	10	See TIP.	I=100 mm (3.94 in)
Crankcase bolt	M8	8	24 Nm (2.4 m·kgf, 17 ft·lbf)	l=60 mm (2.36 in) — ©
Crankcase bolt	M8	2	24 Nm (2.4 m·kgf, 17 ft·lbf)	l=60 mm (2.36 in) ⊸ €
Crankcase bolt	M6	2	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	l=65 mm (2.56 in) ⊸©
Crankcase bolt	M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	l=70 mm (2.76 in) —(€ -(€
Crankcase bolt	M6	6	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	l=60 mm (2.36 in) — (€
Crankcase bolt	M6	7	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	l=50 mm (1.97 in) ⊸©
Crankcase bolt	M6	4	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	l=40 mm (1.57 in) ⊸ €

TIGHTENING TORQUES

Item	Thread size	Q'ty	Tightening torque	Remarks
Generator rotor cover bolt	M6	8	12 Nm (1.2 m·kgf, 8.7 ft·lbf)	
Drive sprocket cover bolt	M6	3	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-(5)
Clutch cover bolt	M6	8	12 Nm (1.2 m·kgf, 8.7 ft·lbf)	
Clutch cover bolt	M6	1	12 Nm (1.2 m·kgf, 8.7 ft·lbf)	- (1)
Pickup rotor cover 2 bolt	M6	6	12 Nm (1.2 m·kgf, 8.7 ft·lbf)	
Crankcase breather case bolt	M6	6	12 Nm (1.2 m·kgf, 8.7 ft·lbf)	
Oil baffle plate bolt	M6	4	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	Ţ
Crankcase breather cover bolt	M6	2	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	Ġ
Pull lever shaft protector bolt	M6	2	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	Ō
Timing check bolt	M8	1	15 Nm (1.5 m·kgf, 11 ft·lbf)	
Engine oil filler cap	M20	1	1.5 Nm (0.15 m·kgf, 1.1 ft·lbf)	
Main gallery plug 1	M16	2	8 Nm (0.8 m·kgf, 5.8 ft·lbf)	
Main gallery plug 2	M20	1	8 Nm (0.8 m·kgf, 5.8 ft·lbf)	
Clutch cable holder bolt	M6	2	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	ā
Main gallery plug (oil return)	M12	1	24 Nm (2.4 m·kgf, 17 ft·lbf)	Þ
Stator coil lead holder bolt	M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-©
Stator coil assembly bolt	M6	3	14 Nm (1.4 m·kgf, 10 ft·lbf)	- (1)
Crankcase baffle plate bolt	M6	10	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-(1)
Pickup rotor cover 1 bolt	M6	4	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	-6
Right side cowling inner panel bracket bolt	M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-
Idler gear bolt	M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	
Starter clutch holder bolt	M6	3	14 Nm (1.4 m·kgf, 10 ft·lbf)	- (
Clutch boss nut	M20	1	115 Nm (11.5 m·kgf, 85 ft·lbf)	Stake
Clutch spring bolt	M6	6	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	
Drive sprocket nut	M22	1	85 Nm (8.5 m·kgf, 61 ft·lbf)	Stake -•
Bearing housing bolt	M6	3	12 Nm (1.2 m·kgf, 8.7 ft·lbf)	-(1)
Shift drum retainer bolt	M6	2	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-6
Stopper screw	M8	1	22 Nm (2.2 m·kgf, 16 ft·lbf)	-6
Shift rod nut	M6	1	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	Left thread
Shift rod nut	M6	1	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Joint rod bolt	M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	- (1)
Shift arm bolt	M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	
ECU (engine control unit) screw	M6	2	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Neutral switch bolt	M5	2	5 Nm (0.5 m·kgf, 3.6 ft·lbf)	-0
Coolant temperature sensor	M12	1	18 Nm (1.8 m·kgf, 13 ft·lbf)	-
Cylinder identification sensor bolt	M6	1	8 Nm (0.8 m·kgf, 5.8 ft·lbf)	-6
Atmospheric pressure sensor bolt	M5	1	1.5 Nm (0.15 m·kgf, 1.1 ft·lbf)	
Intake air pressure sensor screw	M5	1	3.5 Nm (0.35 m·kgf, 2.5 ft·lbf)	
Crankshaft position sensor bolt	M6	2	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	- (1)

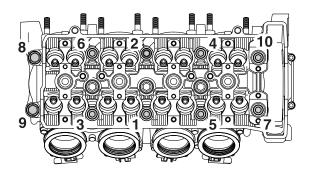
Item	Thread size	Q'ty	Tightening torque	Remarks
Oil level switch bolt	M6	2	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	
Starter motor bolt	M6	2	12 Nm (1.2 m·kgf, 8.7 ft·lbf)	
Speed sensor bolt	M6	1	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	-0

TIP_

Cylinder head nut

Use new nuts and washers.

- 1. Apply engine oil to bolt thread and mating surface.
- 2. Tighten the bolt to 10 Nm (1.0 m·kgf, 7.2 ft·lbf).
- 3. Tighten the bolt to 25 Nm (2.5 m·kgf, 18 ft·lbf).
- 4. Tighten the bolts 1-7 and 10 to $115^{\circ}-125^{\circ}$ and bolts 8 and 9 to $130^{\circ}-140^{\circ}$.



TIP_

Connecting rod cap bolt

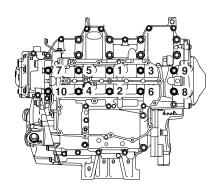
Use new bolts.

- 1. Apply Molybdenum-disulfide oil to bolt thread and cap/nut mating surface.
- 2. Tighten the bolt to 20 Nm (2.0 m·kgf, 14 ft·lbf).
- 3. Retighten the bolt further to reach the specified angle of 145°–155°.

TIP_

Crankcase bolt (main journal)

- 1. Lubricate the bolts thread, mating surfaces and washers with engine oil.
- 2. First, tighten the bolts to approximately 30 Nm (3.0 m·kgf, 22 ft·lbf) with a torque wrench.
- 3. Loosen all the bolts one by one following the tightening order and then tighten them to 18 Nm (1.8 m·kgf, 13 ft·lbf) again.
- 4. Retighten the bolts further to reach the specified angle of 60°.



EAS20350 CHASSIS TIGHTENING TORQUES

Item	Thread size	Q'ty	Tightening torque	Remarks
Engine mounting bolt (front side)	M12	2	70 Nm (7.0 m·kgf, 50 ft·lbf)	
Engine mounting nut (rear side)	M10	2	51 Nm (5.1 m·kgf, 37 ft·lbf)	LS
Engine mount adjusting bolt	M18	2	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Clutch cable locknut (engine side)	M8	1	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Clutch lever holder bolt	M6	1	11 Nm (1.1 m·kgf, 8.0 ft·lbf)	
Main frame and rear frame bolt	M10	4	41 Nm (4.1 m·kgf, 30 ft·lbf)	- (f)
Battery cover bolt	M6	2	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Upper tail cover bracket bolt	M6	4	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Swingarm pivot shaft	M30	1	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	LS -
Swingarm pivot shaft ring nut	M30	1	65 Nm (6.5 m·kgf, 47 ft·lbf)	_
Swingarm pivot shaft nut	M20	1	105 Nm (10.5 m·kgf, 75 ft·lbf)	
Relay arm and frame nut	M10	1	40 Nm (4.0 m·kgf, 29 ft·lbf)	
Relay arm and connecting arm nut	M10	1	40 Nm (4.0 m·kgf, 29 ft·lbf)	
Connecting arm and swingarm nut	M10	1	40 Nm (4.0 m·kgf, 29 ft·lbf)	
Rear shock absorber assembly lower nut	M10	1	40 Nm (4.0 m·kgf, 29 ft·lbf)	
Rear shock absorber assembly and bracket nut	M10	1	40 Nm (4.0 m·kgf, 29 ft·lbf)	
Rear shock absorber assembly bracket and frame nut	M16	1	92 Nm (9.2 m·kgf, 66 ft·lbf)	
Drive chain guide bolt	M6	2	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Drive chain guard bolt	M6	2	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Locknut (drive chain adjusting nut)	M8	2	16 Nm (1.6 m·kgf, 11 ft·lbf)	
Upper bracket pinch bolt	M8	2	26 Nm (2.6 m·kgf, 19 ft·lbf)	
Steering stem nut	M28	1	113 Nm (11.3 m⋅kgf, 82 ft⋅lbf)	
Handlebar pinch bolt	M8	2	16 Nm (1.6 m·kgf, 11 ft·lbf)	
Handlebar bolt	M6	2	13 Nm (1.3 m·kgf, 9.4 ft·lbf)	
Lower bracket ring nut	M30	2	See TIP.	
Lower bracket pinch bolt	M8	4	23 Nm (2.3 m·kgf, 17 ft·lbf)	See TIP.
Main switch bolt	M8	2	_	Bolt head to be cut off.
Damper rod assembly	M34	2	75 Nm (7.5 m·kgf, 54 ft·lbf)	
Cap bolt	M47	2	20 Nm (2.0 m·kgf, 14 ft·lbf)	
Brake master cylinder reservoir cap stopper screw	M4	1	1.2 Nm (0.12 m·kgf, 0.9 ft·lbf)	
Front brake hose union bolt	M10	3	30 Nm (3.0 m·kgf, 22 ft·lbf)	
Front brake hose holder bolt	M6	2	6 Nm (0.6 m·kgf, 4.3 ft·lbf)	
Front brake master cylinder holder bolt	M6	2	13 Nm (1.3 m·kgf, 9.4 ft·lbf)	

TIGHTENING TORQUES

Item	Thread size	Q'ty	Tightening torque	Remarks
Handlebar end grip bolt	M6	2	4 Nm (0.4 m·kgf, 2.9 ft·lbf)	
Front brake hose joint bracket bolt	M6	2	11 Nm (1.1 m·kgf, 8.0 ft·lbf)	
Coolant reservoir bolt	M6	2	5 Nm (0.5 m·kgf, 3.6 ft·lbf)	
Air chamber bracket bolt	M6	4	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Left lower cowling bracket bolt	M6	1	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Left lower cowling bracket and radiator outlet pipe bolt	M6	1	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Right lower cowling bracket bolt	M6	1	9 Nm (0.9 m·kgf, 6.5 ft·lbf)	-0
Left side cowling inner panel bolt	M6	1	5 Nm (0.5 m·kgf, 3.6 ft·lbf)	
Right side cowling inner panel bolt	M6	2	5 Nm (0.5 m·kgf, 3.6 ft·lbf)	
Meter bracket bolt	M8	2	23 Nm (2.3 m·kgf, 17 ft·lbf)	
Meter bracket ground lead bolt	M5	1	6 Nm (0.6 m·kgf, 4.3 ft·lbf)	
Rear view mirror nut	M6	4	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Fuel pump bracket bolt	M5	6	4 Nm (0.4 m·kgf, 2.9 ft·lbf)	
Hose joint bolt	M5	1	4 Nm (0.4 m·kgf, 2.9 ft·lbf)	-©
Front fuel tank bracket bolt	M6	2	9 Nm (0.9 m·kgf, 6.5 ft·lbf)	9
Fuel tank and front fuel tank bracket bolt	M6	2	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Rear fuel tank bracket and rear frame bolt	M6	4	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Fuel tank and rear fuel tank bracket bolt	M6	1	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Fuel tank upper cover and frame bolt	M6	1	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Fuel tank upper cover and fuel tank bolt (rear)	M5	2	4 Nm (0.4 m·kgf, 2.9 ft·lbf)	
Fuel tank upper cover and fuel tank bolt (side)	M5	2	0.4 Nm (0.04 m·kgf, 0.29 ft·lbf)	
Fuel tank side cover screw	M5	2	4 Nm (0.4 m·kgf, 2.9 ft·lbf)	
Rider seat bolt	M6	2	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Seat lock plate bolt	M6	2	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Front wheel axle bolt	M14	1	91 Nm (9.1 m·kgf, 66 ft·lbf)	
Rear wheel axle nut	M24	1	150 Nm (15 m·kgf, 110 ft·lbf)	
Front brake caliper bolt	M10	4	35 Nm (3.5 m·kgf, 25 ft·lbf)	
Rear brake caliper bolt (front side)	M12	1	27 Nm (2.7 m·kgf, 19 ft·lbf)	S
Rear brake caliper bolt (rear side)	M8	1	22 Nm (2.2 m·kgf, 16 ft·lbf)	6
Front brake disc bolt	M6	10	18 Nm (1.8 m·kgf, 13 ft·lbf)	-6
Rear brake disc bolt	M8	5	30 Nm (3.0 m·kgf, 22 ft·lbf)	
Rear wheel sprocket self-locking nut	M10	6	100 Nm (10 m·kgf, 72 ft·lbf)	1
Bleed screw (caliper)	M8	2	5 Nm (0.5 m·kgf, 3.6 ft·lbf)	
Bleed screw (master cylinder)	M8	1	6 Nm (0.6 m·kgf, 4.3 ft·lbf)	

Item	Thread size	Q'ty	Tightening torque	Remarks
Front wheel axle pinch bolt	M8	4	21 Nm (2.1 m·kgf, 15 ft·lbf)	See TIP.
Rider footrest bolt	M8	4	28 Nm (2.8 m·kgf, 20 ft·lbf)	
Passenger footrest bolt	M8	4	28 Nm (2.8 m·kgf, 20 ft·lbf)	-6
Rear frame lower reinforcement and passenger footrest bolt	M6	2	13 Nm (1.3 m·kgf, 9.4 ft·lbf)	
Rear brake master cylinder bolt	M6	2	13 Nm (1.3 m·kgf, 9.4 ft·lbf)	
Rear brake hose union bolt	M10	2	30 Nm (3.0 m·kgf, 22 ft·lbf)	
Sidestand bracket bolt	M10	2	63 Nm (6.3 m·kgf, 45 ft·lbf)	-©
Battery box bolt	M6	2	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	
Lean angle sensor bolt	M4	2	2 Nm (0.2 m·kgf, 1.4 ft·lbf)	
License plate/turn signal light stay bolt	M6	3	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	-0
License plate/turn signal light bolt	M6	4	10 Nm (1.0 m·kgf, 7.2 ft·lbf)	
Exhaust chamber cover bolt	M6	2	7 Nm (0.7 m·kgf, 5.1 ft·lbf)	

TIP.

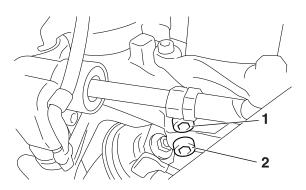
Lower ring nut

- 1. First, tighten the lower ring nut approximately 52 Nm (5.2 m·kgf, 37 ft·lbf) by using the torque wrench, then loosen the ring nut completely.
- 2. Retighten the lower ring nut 18 Nm (1.8 m·kgf, 13 ft·lbf).

TIP_

Lower bracket pinch bolt

Tighten each bolt to 23 Nm (2.3 m·kgf, 17 ft·lbf) in the order pinch bolt "1" \rightarrow pinch bolt "2" \rightarrow pinch bolt "2".



TIP_

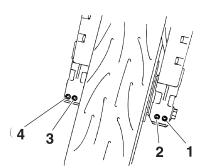
Front wheel axle pinch bolt

- 1. Insert the front wheel axle from the right side and tighten it with the flange bolt from the left side to 91 Nm (9.1 m·kgf, 66 ft·lbf).
- 2. In the order from the pinch bolt "2" → pinch bolt "1" → pinch bolt "2", tighten each bolt to 21 Nm (2.1 m·kgf, 15 ft·lbf) without performing temporary tightening.
- 3. Check that the end face of the axle head and the end face of the fork side are flush-mounted. If they are out of alignment, make sure to fit them by adding the external force by hand or with a plastic hammer, etc.
 - If the end face of the axle is not parallel to the end face of the fork, align them so that one point of the axle circumference is positioned on the end face of the fork.

TIGHTENING TORQUES

At this stage, it can be accepted if the end face of the axle becomes partially concave to the end face of the fork.

4. In the order from the pinch bolt "4" \rightarrow pinch bolt "3" \rightarrow pinch bolt "4", tighten each bolt to 21 Nm (2.1 m·kgf, 15 ft·lbf) without performing temporary tightening.



LUBRICATION POINTS AND LUBRICANT TYPES

LUBRICATION POINTS AND LUBRICANT TYPES

EAS20370 ENGINE

Lubrication point	Lubricant
Oil seal lips	
O-rings	-(3-)
Coolant hose insertion part	Silicon fluid
Bearings	⊸ (€)
Camshaft lobes and journals (intake and exhaust)	– @
Valve stem seal (installed on valve guide)	Silicon fluid
Valve lifter outer surface (intake and exhaust)	⊸ ©
Valve stems and stem ends (intake and exhaust)	–
Connecting rod big end bearings and connecting rod big end thrust surface	⊸ ©
Piston surfaces	⊸ ©
Piston pins	⊸ (E)
Connecting rod bolts	– @
Crankshaft journals	⊸ (E)
Balancer journals	⊸ (E)
Generator rotor bolt thread and washer	⊸ (€
Crankshaft sprocket bolt thread	⊸ (E)
Balancer gear press fitting surface	⊸ €
O-rings (coolant pipe)	
Oil pump rotors (inner and outer)	Shell Alvania EP Grease®
Oil cooler bolt thread and washer	⊸ €
O-ring (oil nozzle)	
O-ring (main gallery plug)	
Idler gear and idler gear shaft	
Starter clutch assembly	⊸ €
Starter clutch gear thrust surface	⊸ (€
Primary driven gear	⊸ (€
Clutch boss nut thread and bearing surface	⊸ (€
Pull rod	
Oil/water pump assembly drive sprocket inner surface	
Oil/water pump assembly drive sprocket collar and washer	<u>©</u>
Transmission gears (wheel and pinion)	—
Main axle and drive axle	– @
Shift forks and shift fork guide bars	⊸ €
Cylinder head cover mating surface	Three bond No.1541C®
Cylinder head cover semicircular	Yamaha bond No.1215 (Three bond No.1215®)

LUBRICATION POINTS AND LUBRICANT TYPES

Lubrication point	Lubricant
Crankcase mating surface	Yamaha bond No.1215 (Three bond No.1215®)
Crankcase cover (lead grommet)	Yamaha bond No.1215 (Three bond No.1215®)

LUBRICATION POINTS AND LUBRICANT TYPES

EAS20380 CHASSIS

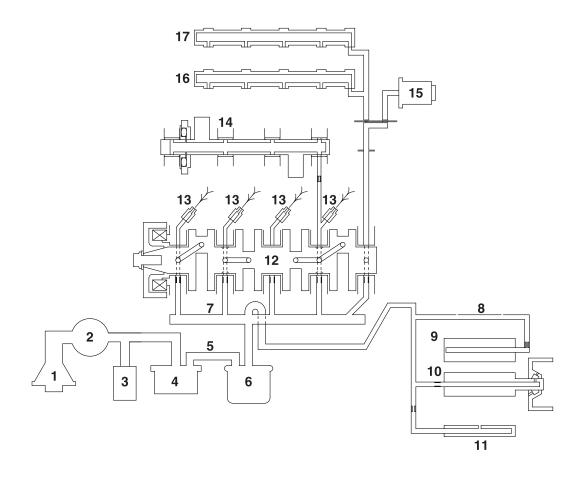
Lubrication point	Lubricant
Steering bearings and bearing races (upper and lower)	
Throttle grip inner surface and throttle cable end	
Brake lever pivoting point and metal-to-metal moving parts	
Clutch lever pivoting point and metal-to-metal moving parts	
Clutch cable end	
Engine mounting bolts (rear upper and lower side)	
Relay arm, connecting arm and rear shock absorber spacer	
Swingarm pivot shaft	
Swingarm pivot shaft bearings	
Swingarm dust cover lips	
Relay arm, connecting arm and rear shock absorber oil seal lips	
Seat lock lever pivoting point	
Sidestand pivoting point and metal-to-metal moving parts	
Sidestand switch striker and sidestand switch contact point	
Sidestand hook and spring	
Sidestand bracket and sidestand bolt	
Shift shaft joint	
Front wheel oil seal lips	- (s)-
Front axle shaft	- (s)-1
Rear wheel oil seal lips	-(3)
Rear wheel drive hub oil seal lips	
Rear wheel drive hub mating surface	-(3)-

FAS20390

LUBRICATION SYSTEM CHART AND DIAGRAMS

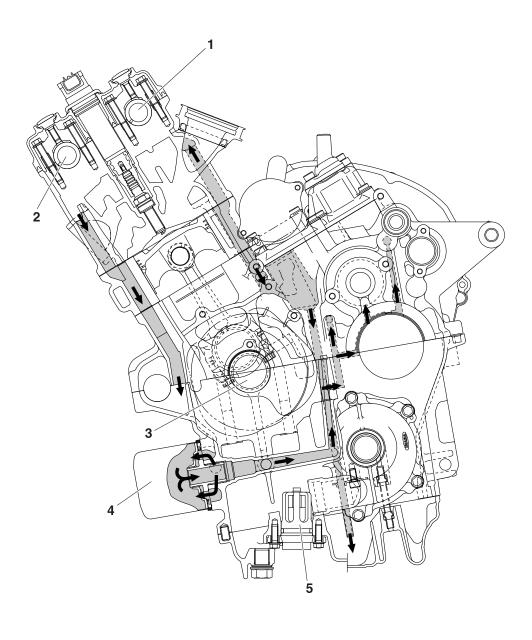
EAS20400

ENGINE OIL LUBRICATION CHART

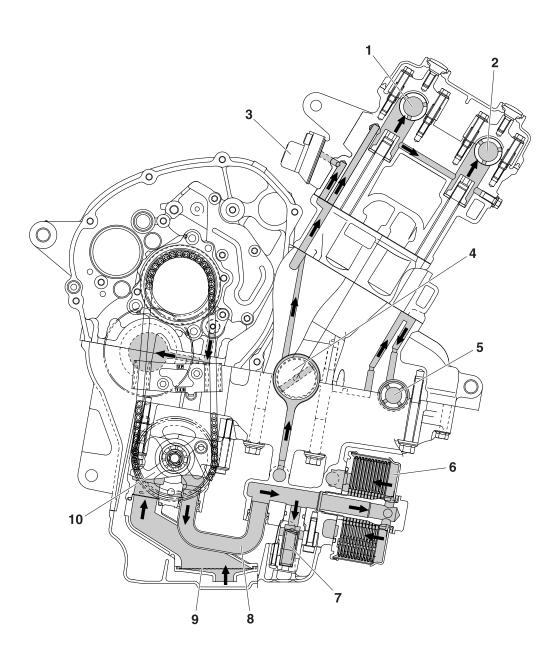


- 1. Oil strainer
- 2. Oil pump
- 3. Relief valve
- 4. Oil cooler
- 5. Sub gallery
- 6. Oil filter cartridge
- 7. Main gallery
- 8. Mission shower
- 9. Drive axle
- 10.Main axle
- 11.Shift fork (upper)
- 12.Crankshaft
- 13.Oil nozzle
- 14.Balancer shaft
- 15. Timing chain tensioner
- 16.Intake camshaft
- 17.Exhaust camshaft

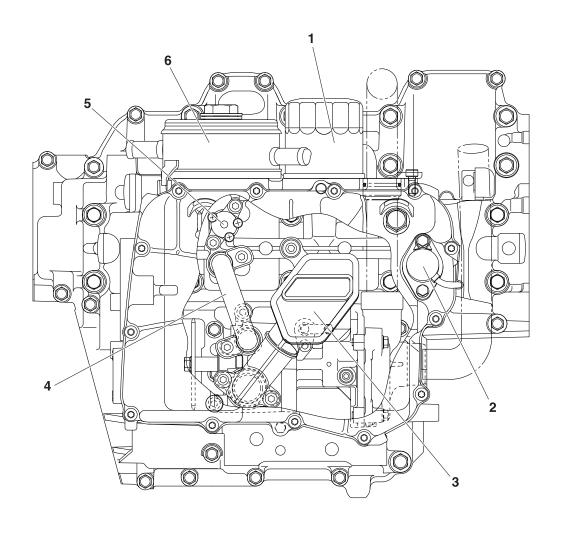
EAS20410 LUBRICATION DIAGRAMS

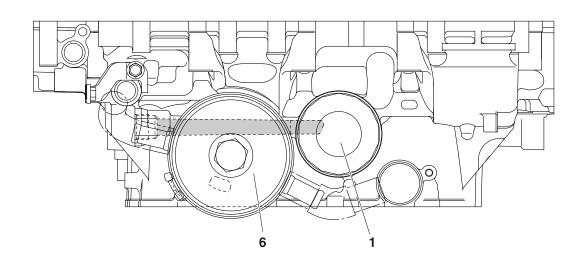


- 1. Intake camshaft
- 2. Exhaust camshaft
- 3. Crankshaft
- 4. Oil filter cartridge
- 5. Oil level switch

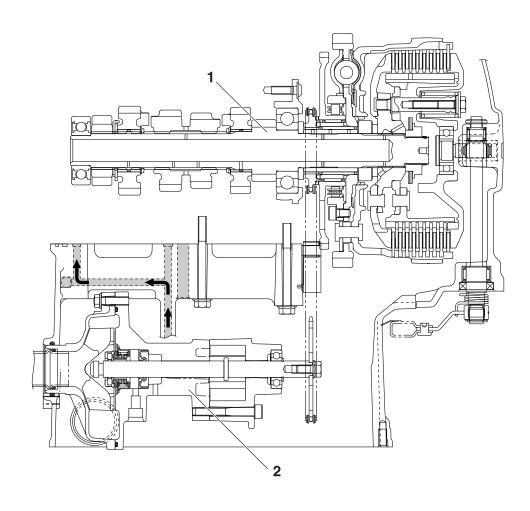


- 1. Intake camshaft
- 2. Exhaust camshaft
- 3. Timing chain tensioner
- 4. Crankshaft
- 5. Balancer shaft
- 6. Oil cooler
- 7. Relief valve
- 8. Oil pipe
- 9. Oil strainer
- 10.Oil/water pump assembly

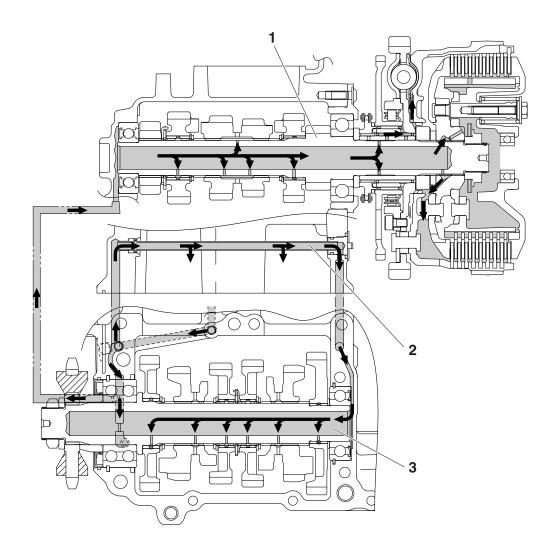




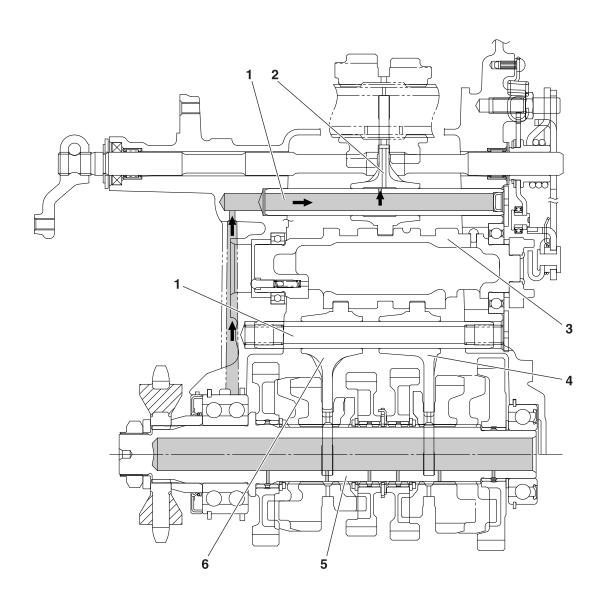
- 1. Oil filter cartridge
- 2. Oil level switch
- 3. Oil strainer
- 4. Oil pipe
- 5. Relief valve
- 6. Oil cooler



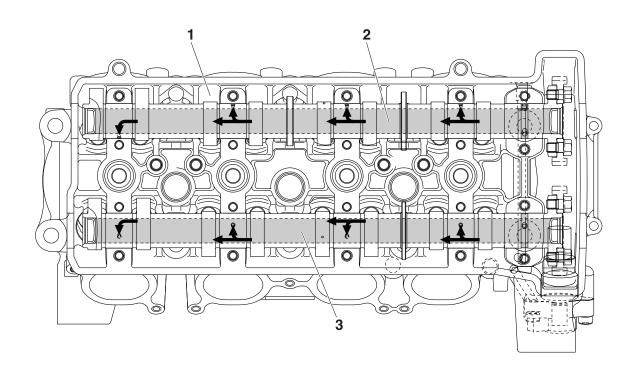
- 1. Main axle
- 2. Oil/water pump assembly

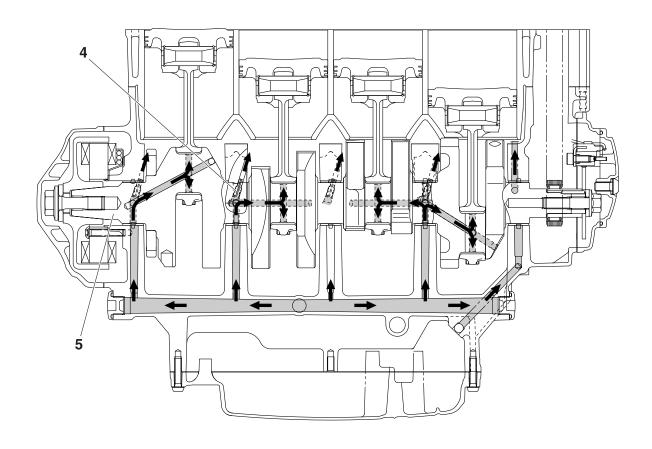


- 1. Main axle
- 2. Oil delivery pipe 2
- 3. Drive axle

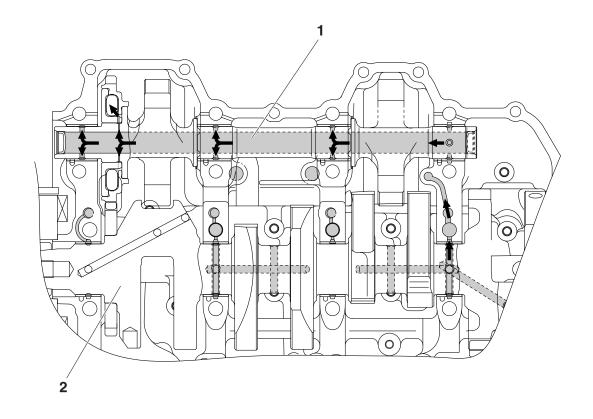


- 1. Shift fork guide bar
- 2. Shift fork-C
- 3. Shift drum assembly
- 4. Shift fork-R
- 5. Drive axle
- 6. Shift fork-L



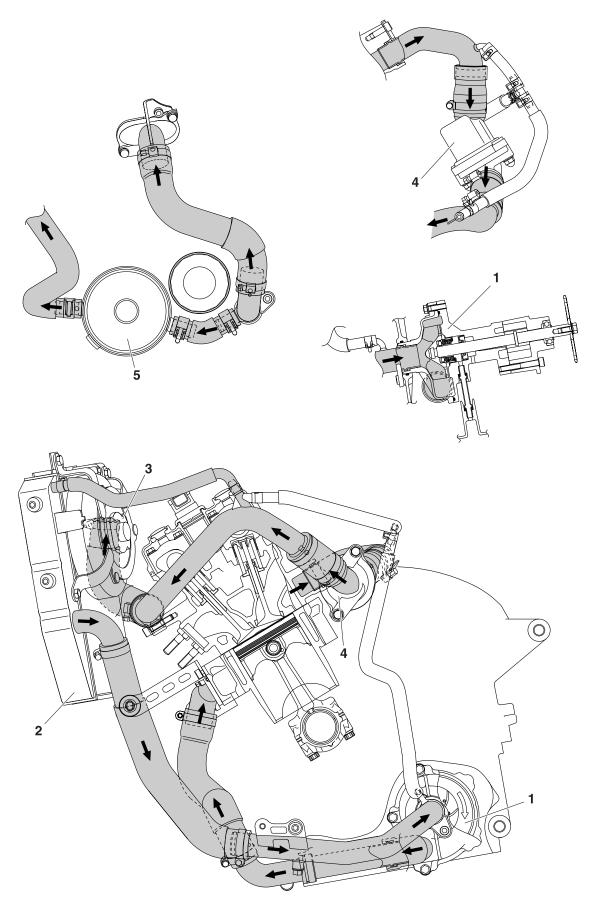


- 1. Cylinder head
- 2. Exhaust camshaft
- 3. Intake camshaft
- 4. Oil nozzle
- 5. Crankshaft



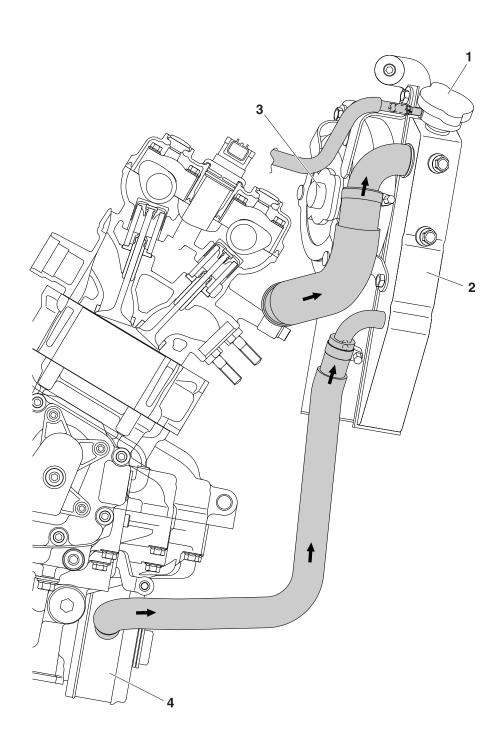
- 1. Balancer shaft
- 2. Crankshaft

COOLING SYSTEM DIAGRAMS



COOLING SYSTEM DIAGRAMS

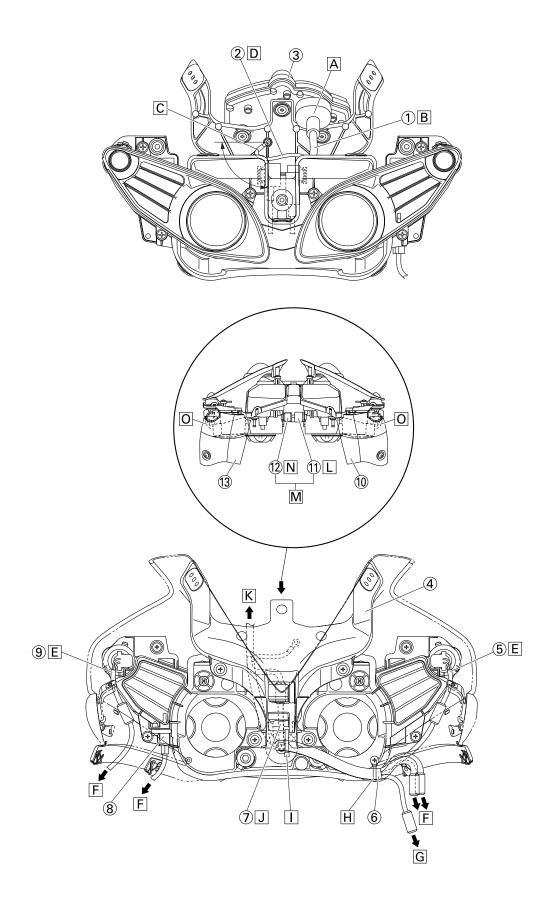
- 1. Oil/water pump assembly
- 2. Radiator
- 3. Radiator fan
- 4. Thermostat
- 5. Oil cooler



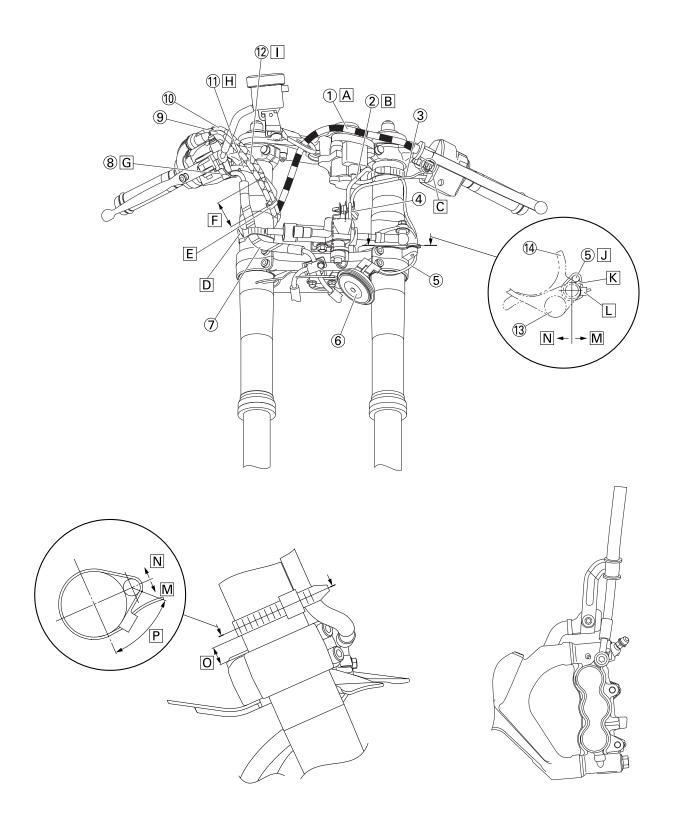
COOLING SYSTEM DIAGRAMS

- 1. Radiator cap
- 2. Radiator
- 3. Radiator fan
- 4. Oil cooler

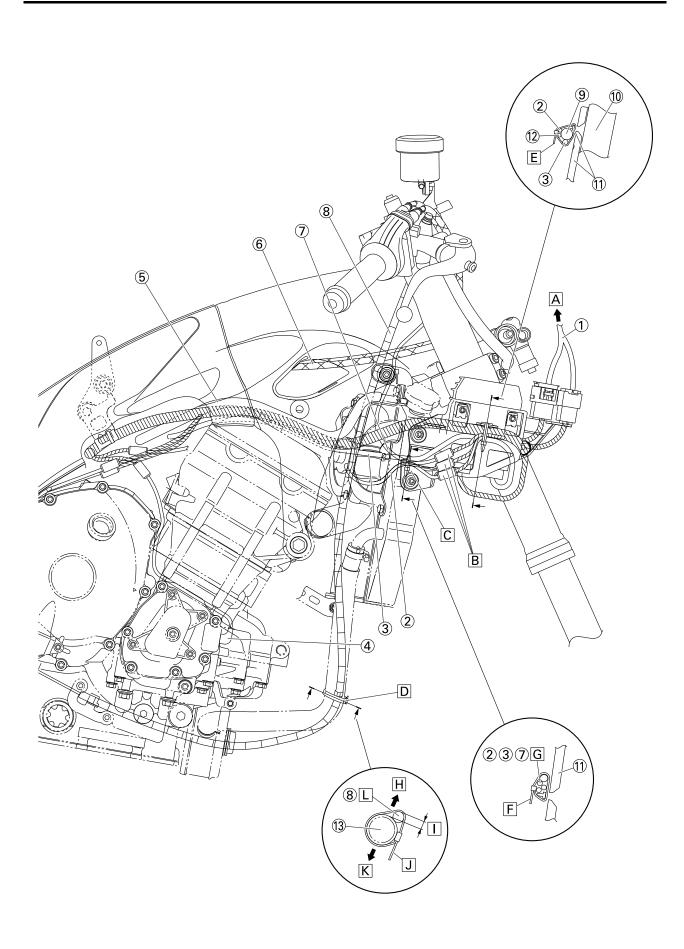
EAS20430 CABLE ROUTING



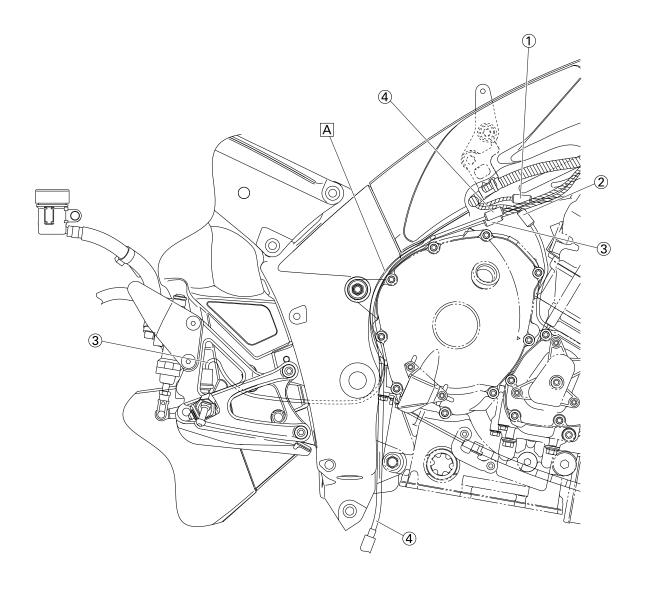
- 1. Meter lead
- 2. Ground lead
- Meter
- 4. Meter bracket
- Right auxiliary light lead
- 6. Headlight sub-wire harness
- 7. Headlight lead
- 8. Intake air temperature sensor
- 9. Left auxiliary light lead
- 10. Right air intake air duct cover
- 11.Turn signal relay
- 12.Headlight relay
- 13.Left air intake air duct cover
- A. Make sure to insert the coupler and boots into the meter. Edge of the boots should not turn inward/outward.
- B. The meter lead should not protrude out.
- C. Direction of the ground lead should be within the area shown in the illustration.
- The ground lead should not protrude out.
 The ground lead terminal can be in any side.
- E. Route the auxiliary light lead under the front intake air duct and connect.
- F. To the main harness
- G. To the turn signal
- H. Cut off the excess end of the clamp.
- When clamping the headlight sub-wire harness, it should not be sagged. Face the end of the clamp to front.
- J. Route the headlight lead toward the front of the meter bracket and connect.
- K. To the meter
- L. Fix the turn signal relay by inserting it all the way in to the headlight right rib.
- M. The turn signal relay and headlight relay can be installed either right/left.
- N. Secure the headlight relay by inserting it all the way in to the headlight left rib.
- The auxiliary light lead should not be pinched when installing the air intake air duct cover. Fit it inside of the console panel.



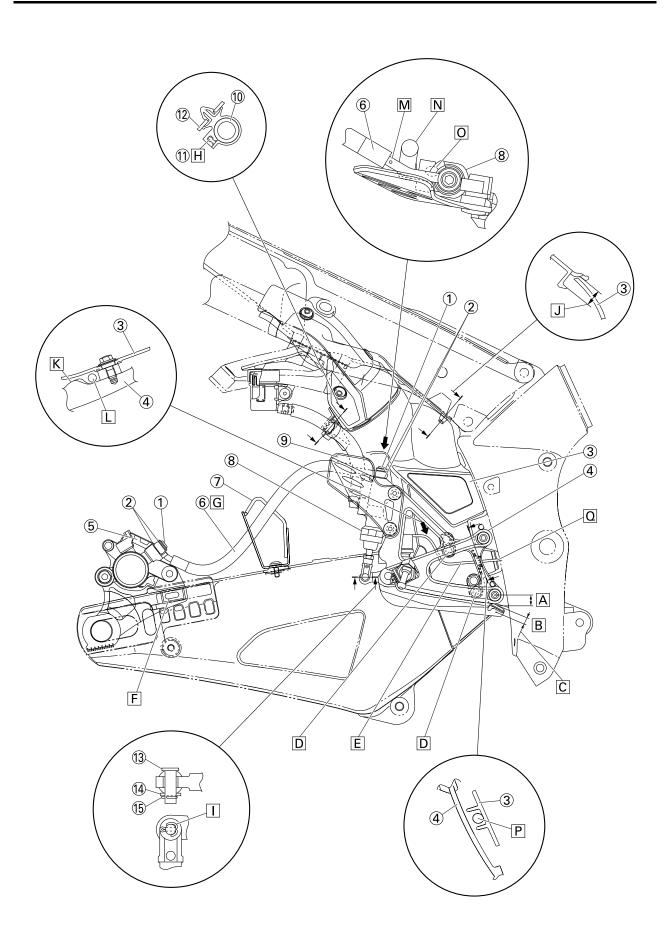
- 1. Clutch cable
- 2. Main switch lead
- 3. Left handlebar switch lead
- 4. Steering damper lead
- Horn lead
- 6. Horn
- 7. Brake hose
- 8. Front brake light switch lead
- 9. Throttle cable (decelerator cable)
- 10. Throttle cable (accelerator cable)
- 11. Right handlebar switch lead
- 12. Throttle cable
- 13. Steering damper bracket
- 14.Lower bracket
- A. After passing the clutch cable through the clutch cable guide, route it along and front of the main switch.
- B. Make sure the main switch lead is not tight when turning the handle to the right of the stopper.
- C. Route the clutch switch lead outside of the left handlebar switch lead.
- D. Fasten the brake hose with the outer tube of the front fork.
- E. The clamp should be above the front brake hose. The throttle cable (decelerator cable) should be on the bottom and the throttle cable (accelerator cable) should be above. Fit the clamp toward outside rather than inside.
- F. 30-60 mm (1.18-2.36 in)
- G. Route the front brake light switch lead under the brake hose.
- H. Route the right handlebar switch lead above the metal fitting on the brake hose.
- Route the throttle cable above the under bracket, inside of the front fork and under the brake fluid reservoir hose.
- J. Clamp the horn lead back and inside of the lower bracket projection.
- K. Lower bracket projection
- L. Face the end of the plastic band to the left and cut off the excess end leaving 2–4 mm (0.08–0.16 in).
- M. Outside of the vehicle.
- N. Inside of the vehicle.
- O. 0-25 mm (0-0.98 in)
- P. Face the end of the clamp to front of the vehicle and the bundle should be within the area shown in the illustration. Fasten the clamp until at least two lines are visible.



- 1. Headlight sub-wire harness
- 2. Right radiator fan motor lead
- 3. AC magneto lead
- 4. Crankshaft position sensor
- 5. Coolant reservoir hose
- 6. Throttle cable
- 7. Right handlebar switch lead
- 8. Clutch cable
- 9. Main harness
- 10.Rectifier/regulator
- 11.Rectifier/regulator bracket
- 12. Right handlebar switch lead
- 13.Oil cooler outlet hose
- A. To the headlight
- B. Make sure the right radiator fan motor lead coupler and two right handlebar switch lead couplers do not overlap in the horizontal direction.
- C. Out of the two slits at the root of the rectifier/regulator bracket rib, clamp at the back of the slit.
- Clamp the clutch cable and oil cooler outlet hose at the protector rivet ring of the clutch cable.
- E. Clamp the right radiator fan motor lead, right handlebar switch lead, main harness and AC magneto lead under the rectifier/ regulator bracket rib and face the end of the clamp down.
- F. Clamp the right radiator fan motor lead, right handlebar switch lead and AC magneto lead under the rectifier/regulator bracket rib and face the end of the clamp down.
- G. Order insignificant-right radiator fan motor lead, right handlebar switch lead, AC magneto lead
- H. Outside of the vehicle
- Outermost part of the clutch cable should be outward than outermost part of the oil cooler outlet hose.
- J. Face the end of the clamp to inside.
- K. Inside of the vehicle
- L. Clamp the clutch cable in front of the oil cooler outlet hose.

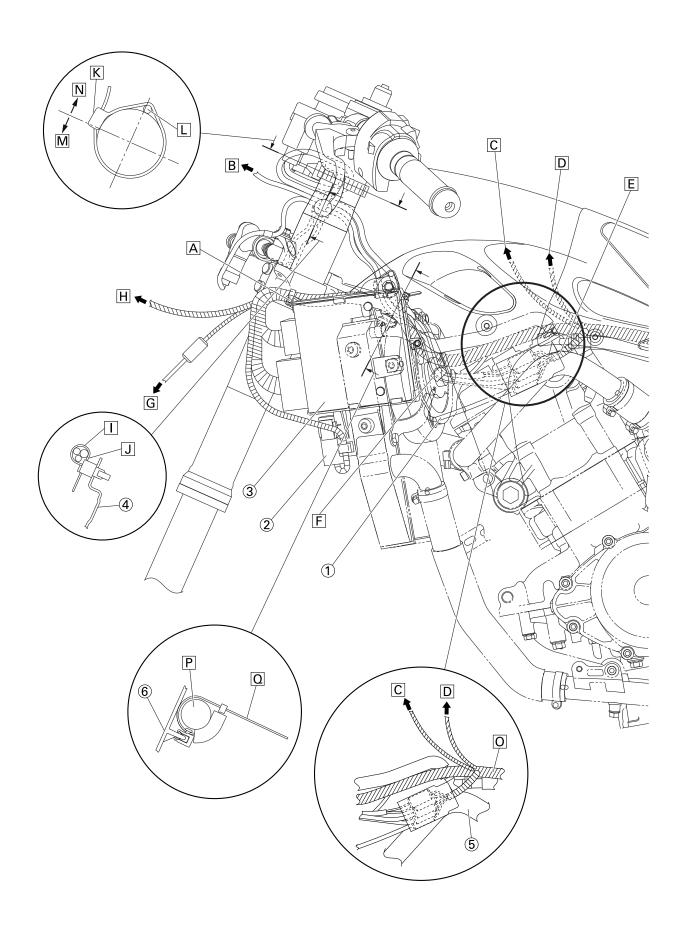


- 1. Ignition coil lead
- 2. Crankshaft position sensor lead
- 3. Rear brake light switch lead
- 4. O₂ sensor lead
- A. Route the rear brake light switch lead outside of the ${\rm O}_2$ sensor lead and push it to the occluding surface of the clutch cover.

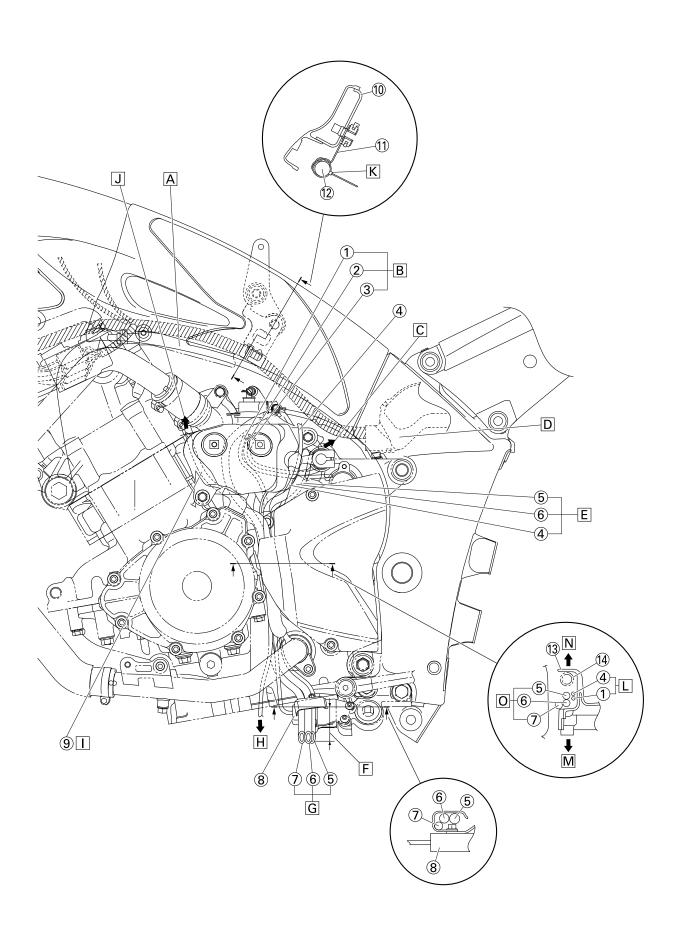


- 1. Union bolt
- 2. Washer
- 3. Exhaust chamber cover
- 4. Right footrest assembly
- Brake caliper
- 6. Brake hose
- 7. Brake hose holder
- 8. Brake master cylinder
- 9. Footrest plate
- 10. Brake fluid reservoir hose
- 11.Clamp
- 12. Right muffler pipe cover
- 13.Pin
- 14.Washer
- 15.Cotter pin
- A. 12-18 mm (0.47-0.71 in)
- B. 6-12 mm (0.24-0.47 in)
- C. Fit the lightening point of the brake light within 6–12 mm (0.24–0.47 in) by adjusting the adjusting nut of the rear brake light switch.
- D. Install the exhaust chamber cover to the right footrest assembly by aligning it to the bottom hole of the exhaust chamber cover.
- E. Adjust the sag of the rear brake light switch lead so that it is not outside of the right footrest assembly.
- F. When installing the rear brake caliper bracket, make sure to fit the torque receptor convex of the rear brake caliper bracket and torque receptor groove of the swingarm.
- G. Make sure to pass the brake hose through the brake hose holder.
- H. Face the clamp in the direction shown in the illustration.
- I. Make sure to bend the cotter pin. It can be bent in the same direction.
- J. Install the end of the exhaust chamber cover within the area shown in the illustration.
- K. Projection of the right footrest assembly
- L. When installing the exhaust chamber cover, route the rear brake light switch lead in front of the projection of the right footrest assembly.
- M. Install the brake hose with its paint mark facing the brake master cylinder and upward.
- N. Route the brake fluid reservoir hose inside of the brake hose.
- O. Install the brake hose by contacting it against the stopper.
- P. Route the rear brake light switch lead between the ribs of the exhaust chamber cover.

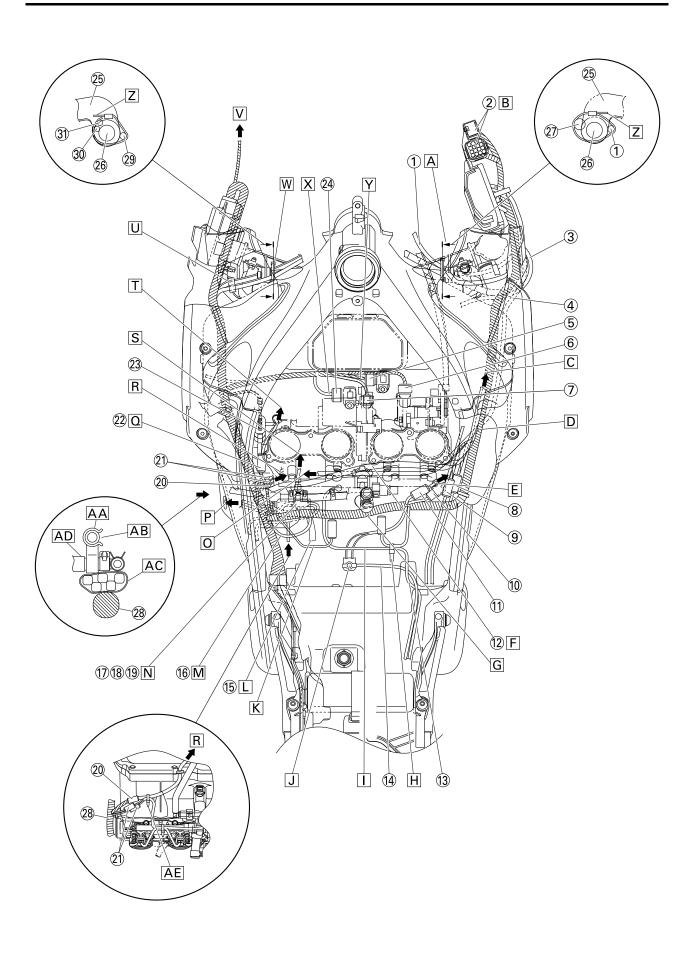
Q. Route the rear brake light switch lead between the top and bottom frame bosses for installing the right footrest assembly and to inside of the frame.



- 1. Left radiator fan motor lead
- Radiator fan motor relay
- 3. ECU (engine control unit)
- 4. Cable guide
- Radiator inlet pipe
- 6. ECU (engine control unit) bracket
- A. Insert the clamp winding the main harness into the ECU (engine control unit) bracket hole.
- B. To the handlebar switch
- To the main harness branch lead, throttle body
- D. To the throttle position sensor (for throttle valves)
- E. Connect the left handlebar switch lead, main switch lead, steering damper lead and left radiator fan motor lead and put the connector cover.
- F. Clamp the left handlebar switch lead, main switch lead and steering damper lead under the main harness. Ratchet of the clamp can face in any direction.
- G. To the turn signal
- H. To the intake air temperature sensor, headlight
- Align the main switch lead (white), left handlebar switch lead (gray) and steering damper lead (white) to the tapes and clamp them inside of the front fork.
- J. Face the end of the clamp to bottom of the vehicle and insert it into the cable guide.
- K. Face the end of the clamp to front and inside of the vehicle.
- L. Align the main switch lead (white) to the tape and clamp it inside of the front fork. Route the lead from the switch to the connector (bottom to up).
- M. Outside of the vehicle.
- N. Inside of the vehicle.
- O. Route the main harness outside of the radiator inlet pipe.
- P. Clamp the main harness above the rib located at the back of the ECU (engine control unit) bracket.
- Q. Face the end of the band to inside of the vehicle and then below the main switch lead, handlebar switch lead and steering damper lead, and also between radiator fan stay.

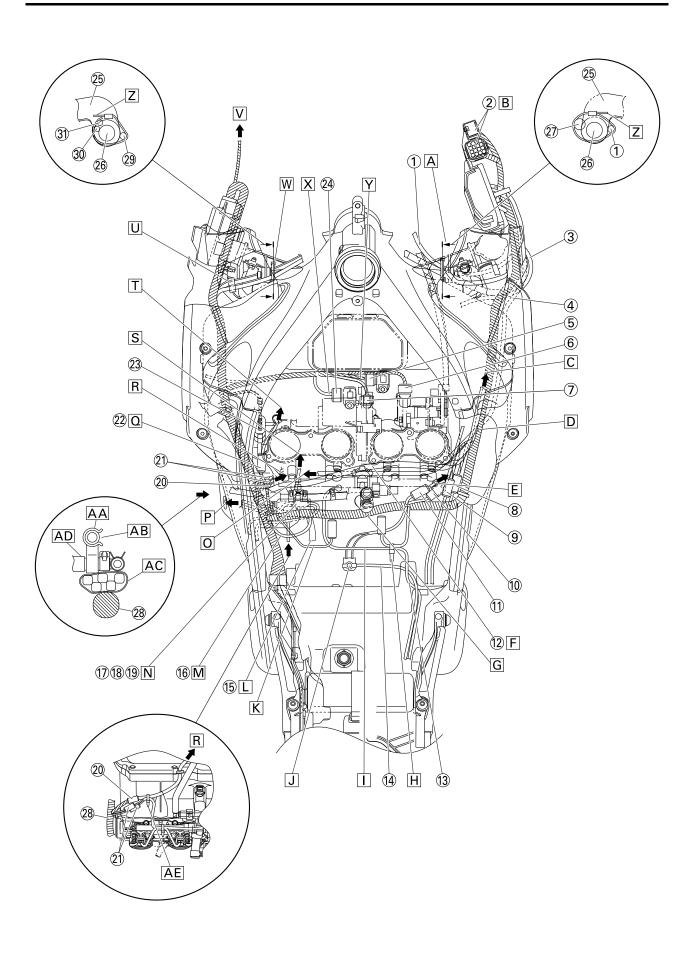


- 1. Oil level switch lead
- 2. Gear position sensor lead
- 3. Speed sensor lead
- 4. Sidestand switch lead
- Fuel tank breather hose (Except for California)
- 6. Fuel tank overflow hose
- 7. Coolant reservoir breather hose
- 8. Sidestand switch
- 9. AC magneto lead
- 10.Frame
- 11.Main harness holder
- 12.Main harness
- 13. Drive sprocket cover
- 14. Water pump bypass hose
- A. Route the thermostat bypass hose 2 under the main harness.
- B. Route the oil level switch lead, gear position sensor lead and speed sensor lead through inner side of the coolant reservoir tank and to main harness.
- C. To the fuel tank
- D. Refer to fuel tank section.
- E. Push the fuel tank breather hose, fuel tank overflow hose and sidestand switch lead inside of the flange of the drive sprocket cover.
- F. 30-50 mm (1.18-1.97 in)
- G. Route the fuel tank breather hose, fuel tank overflow hose and coolant reservoir breather hose inner side of the water pump bypass hose, then through the binding clamp on the sidestand switch and to the outside of the under cover. End of the hoses can face in any direction.
- H. To the oil level switch
- Route the AC magneto lead through inner side of the coolant reservoir tank and front and under the thermostat housing and to right side of the vehicle.
- J. To the rectifier/regulator
- K. Clamp the main harness and route it through the hole on the side of the main harness holder. Align it to the main harness tape (purple). Do not cut the end and face it inside of the vehicle (same for right & left).
- Corder insignificant-oil level switch lead, sidestand switch lead
- M. Inside of the vehicle.
- N. Outside of the vehicle.
- Order insignificant-fuel tank breather hose, fuel tank drain hose and coolant reservoir drain hose.

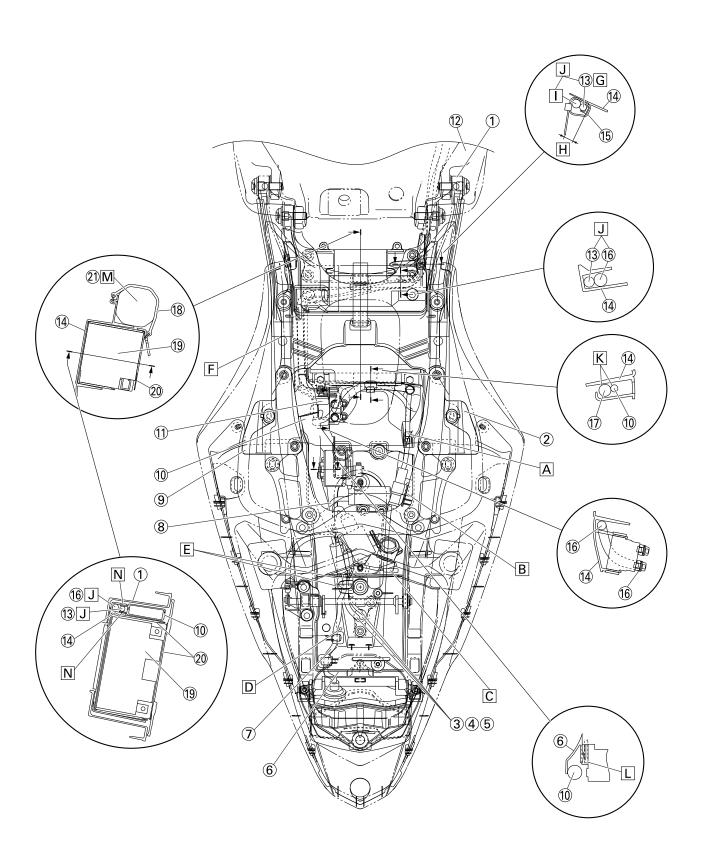


- 1. Right handlebar switch lead
- 2. Headlight sub-wire harness
- 3. Right radiator fan motor lead
- 4. AC magneto lead
- 5. Atmospheric pressure sensor
- 6. Throttle position sensor (for throttle cable pulley)
- 7. Throttle servo motor
- O₂ sensor lead
- 9. Rear brake light switch lead
- 10.Ignition coil lead
- 11. Crankshaft position sensor lead
- 12. Coolant reservoir hose
- 13. Starter motor lead
- 14. Battery negative lead
- 15. Canister purge hose (California only)
- 16. Sidestand switch
- 17.Oil level switch lead
- 18.Gear position sensor lead
- 19. Speed sensor lead
- 20. Secondary injector sub-wire harness
- 21. Throttle sub-wire harness
- 22.Intake funnel servo motor lead
- 23. Throttle position sensor (for throttle valves)
- 24.Intake air pressure sensor
- 25.Radiator stay
- 26.Frame boss
- 27.Clutch cable
- 28. Main harness
- 29. Main switch lead
- 30. Steering damper lead
- 31.Left handlebar switch lead
- A. Clamp the clutch cable and right handlebar switch lead to inside of the radiator stay with the clamp aligning to their white tape marks.
- B. After connecting the main harness and headlight sub-wire harness, insert them into the rectifier/regulator bracket stay.
- C. To the radiator
- D. Route the coolant reservoir hose, main harness and AC magneto lead in this order from the top. Each of them can either be right or left.
- E. Route the ignition coil lead through the heat protector hole and to right of the engine.
- F. Route the coolant reservoir hose in front of the crankcase breather hose and to the coolant reservoir tank. Route it as shown in the illustration and it should not touch the air bleed hose clip.
- G. Route the main harness behind the crankcase breather hose.

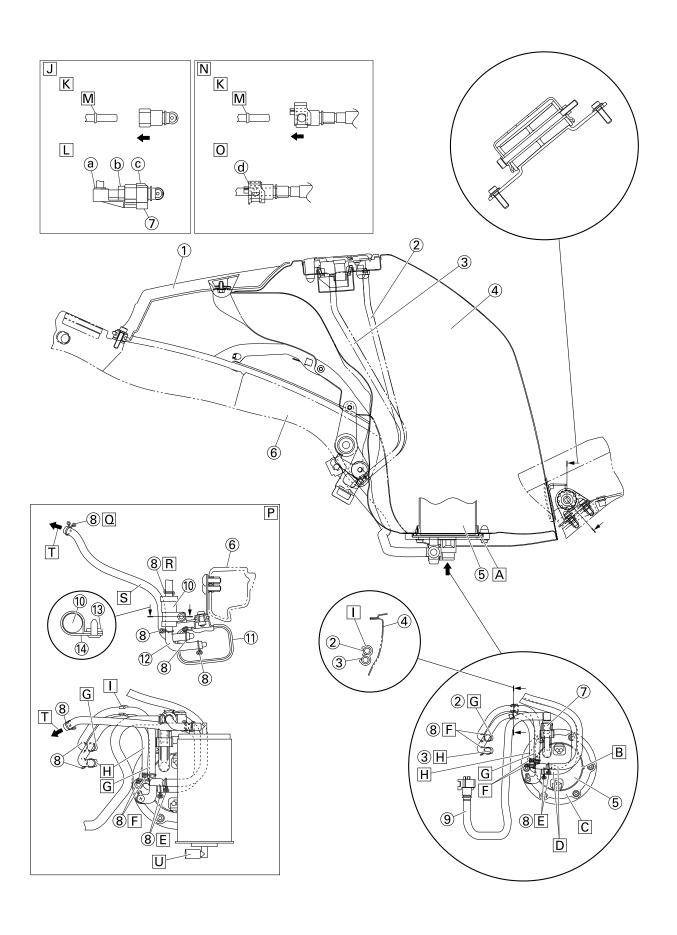
- H. Clamp the starter motor lead and fuel pump lead at the right of the vehicle. Do not cut off the end and face it to back of the vehicle.
- Route the starter motor lead below the fuel tank breather hose and fuel tank overflow hose, back of the fuel hose and above the ground lead and battery negative lead.
- J. Install with the ground lead at the bottom and the battery negative lead on the top. Install the rivet of the each lead facing up. Angle of installing each lead is shown in the illustration.
- K. Route the fuel pump lead through front of the fuel tank breather hose.
- L. Route the canister purge hose under the wire harness and air bleeding hose and above the coolant reservoir hose.
- M. Route the sidestand switch lead outside of the installation dotted line at the back of the coolant reservoir tank.
- N. Connect the oil level switch lead, gear position sensor lead, speed sensor lead and sidestand switch lead (order insignificant) and put the connector cover on.
- O. To the AC magneto
- P. To the coolant reservoir tank
- Q. The intake funnel servo motor lead can either be on top or bottom of the branched secondary injector sub-wire harness and throttle sub-wire harness.
- R. To the throttle body
- S. To the air filter case
- T. To the intake funnel servo motor
- U. Clamp the main switch lead, left handlebar switch lead and steering damper lead between the radiator stay and main harness. Ratchet of the clamp can face in any direction.
- V. To the intake air temperature sensor and headlight
- W. Align the main switch lead (white), left handlebar switch lead (blue) and steering damper lead (white) to the tapes and clamp them inside of the radiator stay.
- X. Connect the coupler marked "A" to the atmospheric pressure sensor.
- Y. Connect the coupler marked "B" to the intake air pressure sensor.
- Z. End of the clamp should be at front and facing down.
- AA.Clamp the coolant reservoir hose and water pump bypass hose.
- AB.Install the coolant reservoir hose with the clamp opening facing up.
- AC.Fit the connector cover including the oil level switch lead, gear position sensor lead, speed sensor lead and sidestand switch lead (order insignificant) between the thermostat bypass hose 2 and main harness.



- AD.Install the water pump bypass hose with its clamp opening facing right of the vehicle.
- AE.Clamp the secondary injector sub-wire harness and throttle sub-wire harness at the protector. Face the end of the clamp downward.

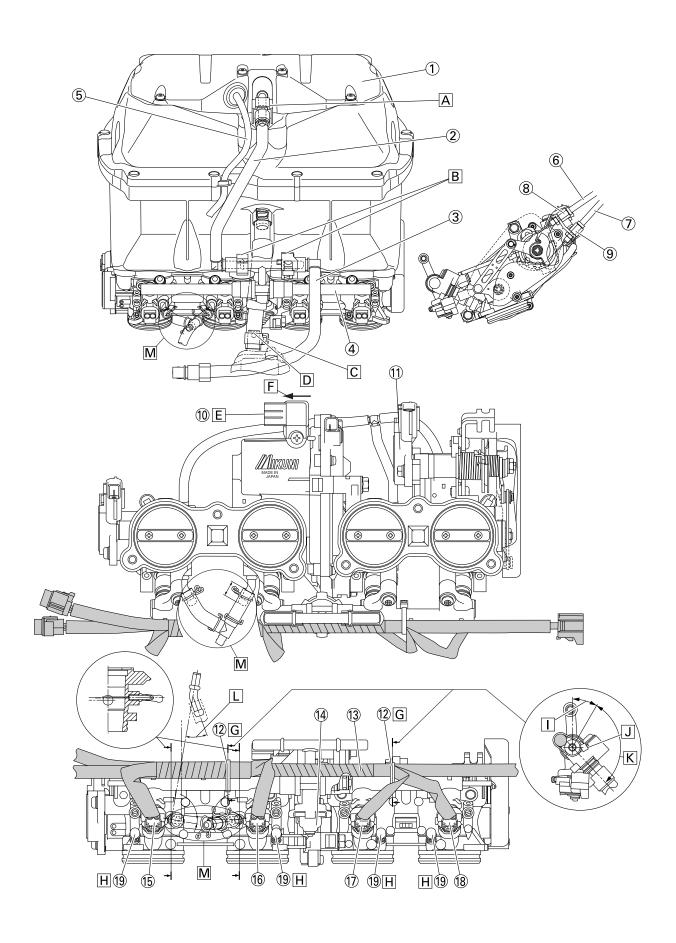


- 1. Rear frame
- 2. Right upper tail cover bracket
- 3. License plate light lead
- 4. Right turn signal light lead
- 5. Left turn signal light lead
- 6. Battery box 2
- 7. Tail/brake light lead
- 8. Lean angle sensor lead
- 9. Left upper tail cover bracket
- 10.Main harness
- 11.Starter relay
- 12.Front frame
- 13. Battery negative lead
- 14.Battery box 1
- 15.Clamp
- 16. Starter motor lead
- 17. Battery positive lead
- 18.Tool band
- 19.Battery
- 20.Battery seat
- 21.Tool
- A. Pass the main fuse lead through the guide of the battery box 1.
- B. Insert the main fuse until it is completely over the tab projection of the battery box 2.
- C. Put the anti-theft alarm lead coupler in front of the dividing rib of the battery box 2.
- D. Route the tail/brake light lead through the left of the battery box 2 boss.
- E. After passing the tail/brake light lead, license plate light lead, right turn signal light lead and left turn signal light lead through the guide of the battery box 2, route them between the ribs.
- F. When installing the seal, align it to the push pin trace mark of the rear frame (both left & right).
- G. Align the positioning tape of the battery negative lead to the clamp.
- H. Face the excess end of the clamp to inside and the end should not be above the tool reception bearing surface of the battery box 1.
- Align the positioning tape of the starter motor lead to the clamp.
- J. Up/down position of the battery negative lead and starter motor lead is shown in the illustration.
- K. Install the battery positive lead (red) on top.
- L. Insert the fuse box until back of the tab of the battery box 2.
- M. Installing direction of the tool is insignificant.
- N. Install the main harness with its tab fitted inside of the battery box 1.

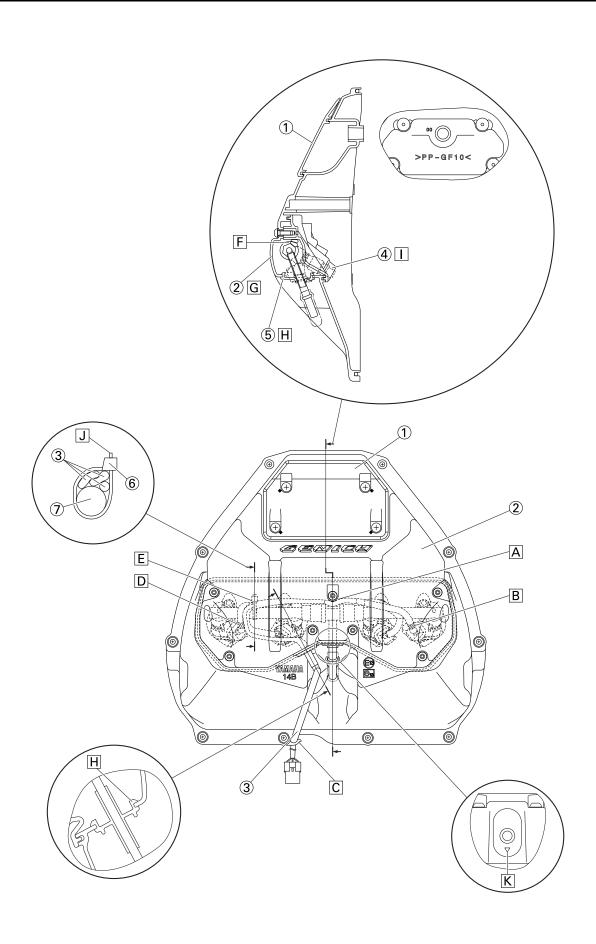


- 1. Fuel tank upper cover
- 2. Fuel tank breather hose
- 3. Fuel tank overflow hose
- 4. Fuel tank
- Fuel pump
- 6. Frame
- 7. Fuel hose connector cover
- 8. Clip
- 9. Fuel hose
- 10.Rollover valve
- 11.Canister
- 12. Rollover valve hose
- 13.Canister bracket
- 14.Clamp
- A. Install the lip on the fuel pump gasket upward.
- B. Pump positioning punch mark
- C. Install the fuel pump with the pump positioning punch mark and fuel pump bracket concave part at the same position.
- D. Install the fuel tank overflow hose and fuel tank breather hose with the white paint mark on each hose facing right of the vehicle.
- E. Align the clip knob to the paint mark on each hose and face it to right of the vehicle.
- F. Align the clip knob to the paint mark on each hose and face it to front of the vehicle
- G. Install the fuel tank breather hose with its white paint facing front of the vehicle.
- H. Install the fuel tank overflow hose with its yellow paint facing front of the vehicle.
- Install the fuel tank overflow hose and fuel tank breather hose with the clamp opening facing down.
- J. Fuel pump side
- K. Insert the connector until the click sound is heard and check that the connector does not come off. Make sure that no foreign matter is caught in the sealing section. (It is prohibited to wear the cotton work gloves or equivalent coverings.)
- L. After item "K" mentioned above is finished, check that the clamp is inserted from the down side "a", "b" and "c" sections are perfectly equipped.
- M. This part works as a dropout stopper
- N. Engine side
- O. After Step "K" as above is finished, check that the connector is completely attached by sliding the double lock (orange part) "d" on the connector as shown in the illustration and seeing if it touches firmly or not.
- P. California only
- Q. Face the clip's knob upward.
- R. Align the clip knob to the paint mark on each hose and face it to left of the vehicle.

- Install the canister hose with the 90° bent hose to the canister side and about parallel to the rollover valve.
- T. To the throttle body



- 1. Upper air filter case
- 2. Fuel hose (secondary injector fuel rail side)
- 3. Fuel hose (primary injector fuel rail side)
- 4. Primary injector fuel rail
- 5. Secondary injector sub-wire harness
- 6. Throttle cable (pull side)
- 7. Throttle cable (return side)
- 8. Black coating
- 9. White coating
- 10.Intake air pressure sensor
- 11.Accelerator position sensor
- 12. Plastic locking tie
- 13. Primary injector sub-wire harness
- 14.Fuel damper
- 15. Primary injector #1 coupler
- 16.Primary injector #2 coupler
- 17. Primary injector #3 coupler
- 18. Primary injector #4 coupler
- 19.Cap
- A. Checker color: orange
- B. Checker color: black
- C. Rotate the clip to the right of the vehicle.
- D. Adjust top edge of the clip to top edge of the paint.
- E. Make sure the intake air pressure sensor is touching against the stopper and install it horizontally.
- F. After installing the intake air pressure sensor, do not press it to the direction of the arrow.
- G. Clamp the primary injector sub-wire harness at the position shown in the illustration.
- H. A cap for synchronization
- I. 30°
- J. Mass of plastic locking ties
- K. Mass of plastic locking ties should be within this range.
- L. 30°
- M. The purge hose is attached for only California.



- 1. Cap case
- 2. Upper air filter case
- 3. Sub-wire harness
- 4. Secondary injector holder
- Grommet
- 6. Plastic locking tie
- 7. Fuel rail
- A. Sub-wire harness should not be pinched under the bearing surface of the bolt.
- B. #4 purple tape
- C. Pinch the sub-wire harness with the hook. When pinching, make sure not to change the shape of the hook.
- D. #1 white tape
- E. Fasten the plastic locking tie at the branch root of the sub-wire harness. Position the plastic locking tie as shown in the illustration.
- F. Position the sub-wire harness under the bearing surface of the bolt so that it is not pinched.
- G. When installing the air filter case, the subwire harness should not be pinched.
- H. Make sure the grommet is not pinched.
- When installing the cap case assembly, the sub-wire harness should not be pinched.
- J. Face the end of the plastic locking tie to front of the vehicle and cut off the excess end leaving 2–4 mm (0.08–0.16 in).
- K. Install with the \triangle mark facing down.

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PERIODIC MAINTENANCE

EAS20460

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.

EAS14B1033

PERIODIC MAINTENANCE CHART FOR THE EMISSION CONTROL SYSTEM

				INITIAL		ODON	IETER REA	DINGS	
١	_		DOLLENIE	600 mi	4000 mi	8000 mi	12000 mi	16000 mi	20000 mi
N	Ο.	ITEM	ROUTINE	(1000 km)		(13000 km)	, ,		. ,
				or 1 month	or 6 months	or	Or	or	or 30 months
1	*	Fuel line	 Check fuel hoses for cracks or damage. Replace if necessary. 	Tillollar	√ √	√ √	√ √	√	√ √
2	*	Spark plugs	 Check condition. Adjust gap and clean. Replace every 8000 mi (13000 km) or 12 months. 		V	Replace.	V	Replace.	V
3	*	Valve clearance	• Check and adjust valve clearance when engine is cold.	Every 26600 mi (42000 km)					
4	*	Crankcase breather system	Check breather hose for cracks or damage.Replace if necessary.		V	\checkmark	$\sqrt{}$	√	V
5	*	Fuel injection	Adjust synchronization.		√	√	√	V	V
6	*	Exhaust system	 Check for leakage. Tighten if necessary. Replace gasket(s) if necessary. 		V	V	V	√	V
7	*	Evaporative emission control system (for California only)	Check control system for damage.Replace if necessary.				V		V
8	*	Air induction system	 Check the air cut-off valve, reed valve, and hose for damage. Replace any damaged parts if necessary. 				V		V

^{*} Since these items require special tools, data and technical skills, have a Yamaha dealer perform the service.

EAS14B1034 GENERAL MAINTENANCE AND LUBRICATION CHART

				INITIAL ODOMETER READINGS					
N	0.	ITEM	ROUTINE	600 mi (1000 km) or	or	8000 mi (13000 km) or	or	or	or
1	*	Air filter element	Replace.	1 month		12 months very 24000 r			30 months
			Check operation.			1		ĺ	
2	*	Clutch	Adjust or replace cable.	√	√	√	√	√	√
3	*	Front brake	 Check operation, fluid level, and for fluid leakage. Replace brake pads if necessary. 	√	V	√	V	V	V
4	*	Rear brake	 Check operation, fluid level, and for fluid leakage. Replace brake pads if necessary. 	V	V	V	V	V	V
5	*	Brake hoses	Check for cracks or damage.		√	√	√	√	√
Ů		Bruke 110000	Replace.			Every 4	4 years		
6	*	Wheels	Check runout and for damage.Replace if necessary.		√	$\sqrt{}$	$\sqrt{}$	\checkmark	$\sqrt{}$
7	*	Tires	Check tread depth and for damage. Replace if necessary. Check air pressure. Correct if necessary.		V	V	V	V	V
8	*	Wheel bearings	Check bearings for smooth operation.Replace if necessary.		V	V	V	V	V
9	*		Check operation and for excessive play.		V	√	V	√	V
9		bearings	Lubricate with lithium-soap- based grease.		Е	very 30000 r	mi (50000 kr	n)	
10		Drive chain	 Check chain slack, alignment and condition. Adjust and lubricate chain with a special O-ring chain lubricant thoroughly. 	Every 500 mi (800 km) and after washing the motorcycle or riding the rain			or riding in		
11	*	Steering bearings	Check bearing assemblies for looseness. Moderately repack with lithium-soap- based grease every 16000 mi (25000 km) or 24 months.	V	V	V	V	Repack.	V
12	*	Steering damper	Check operation and for oil leakage.		√	√	√	√	√
13	*	Chassis fasteners	Check all chassis fitting and fasteners.Correct if necessary.		√	V	$\sqrt{}$	\checkmark	$\sqrt{}$
14		Brake lever pivot shaft	Apply silicone grease lightly.		√	√	V	V	V
15		Brake pedal pivot shaft	Apply lithium-soap-based grease lightly.		V	√	V	V	V
16		Clutch lever pivot shaft	Apply lithium-soap-based grease lightly.		√	√	V	V	V
17		Shift pedal pivot shaft	Apply lithium-soap-based grease lightly.		√	√	√	√	√
18		Sidestand pivot	Check operation. Apply lithium-soap-based grease lightly.		V	V	V	V	V
19	*	Sidestand switch	Check operation and replace if necessary.	√	√	√	\checkmark	√	\checkmark

				INITIAL	L ODOMETER READINGS				
N	^	ITEM	ROUTINE	600 mi	4000 mi	8000 mi	12000 mi	16000 mi	20000 mi
14	O .	I I CIVI	ROOTINE	(1000 km) or	(7000 km)	(13000 km) or	(19000 KM) or	(25000 Kill) or	or
				1 month	6 months				~ -
20	*	Front fork	 Check operation and for oil leakage. Replace if necessary. 		√	V	V	√	√
21	*	Shock absorber assembly	Check operation and for oil leakage.Replace if necessary.		V	V	V	V	√
22	*	Rear suspension link pivots	Check operation.Correct if necessary.			V		$\sqrt{}$	
23		Engine oil	Change (warm engine before draining).	√	\checkmark	V	√	√	√
24	*	Engine oil filter cartridge	Replace.	√		V		V	
05	25 * Coolin	O alian avatam	Check hoses for cracks or damage. Replace if necessary.		V	V	V	V	V
25		Cooling system	Change with ethylene glycol antifreeze coolant every 24 months.					Change.	
26	*	Front and rear brake switches	Check operation.	√	√	√	√	√	V
27	*	Control cables	Apply Yamaha chain and cable lube or engine oil thor- oughly.	V	V	V	V	V	√
28	*	Throttle grip housing and cable	play if necessary. • Lubricate the throttle grip housing and cable.		√	٧	V	٧	V
29	*	Lights, signals and switches	Check operation.Adjust headlight beam.	\checkmark	\checkmark	V	\checkmark	\checkmark	$\sqrt{}$

^{*} Since these items require special tools, data and technical skills, have a Yamaha dealer perform the service.

TIP__

From 24000 mi (37000 km) or 36 months, repeat the maintenance intervals starting from 8000 mi (13000 km) or 12 months.

TIP_

- Air filter
 - This model's air filter is equipped with a disposable oil-coated paper element, which must not be cleaned with compressed air to avoid damaging it.
 - The air filter element needs to be replaced more frequently when riding in unusually wet or dusty areas.
- Hydraulic brake service
 - After disassembling the brake master cylinders and calipers, always change the fluid. Regularly check the brake fluid levels and fill the reservoirs as required.
 - 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.

CHECKING THE FUEL LINE (Primary injector)

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

- 1. Remove:
 - Rider seat Refer to "GENERAL CHASSIS" on page 4-1.
- 2. Remove:
 - Fuel tank
 Refer to "FUEL TANK" on page 7-1.
 - Air filter case Refer to "AIR FILTER CASE" on page 7-5.
- 3. Check:
 - Fuel hose "1"
 - Vacuum hoses "2"
 - Breather hose "3"
 - Over flow hose "4"
 - Purge hose (for California only)
 Cracks/damage → Replace.
 Loose connection → Connect properly.

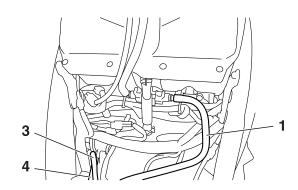
TIP_

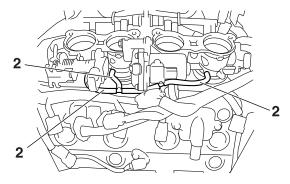
Before removing the fuel hoses, place a few rags in the area under where it will be removing.

ECA14940

NOTICE

Make sure the fuel tank breather hose is routed correctly.





- 4. Install:
 - Fuel tank Refer to "FUEL TANK" on page 7-1.
- 5. Install:
 - Rider seat Refer to "GENERAL CHASSIS" on page 4-1

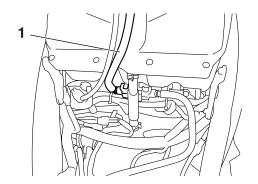
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CHECKING THE FUEL LINE (Secondary injector)

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

TIP_

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



- 4. Install:
 - Fuel tank
 Refer to "FUEL TANK" on page 7-1.

5. Install:

 Rider seat Refer to "GENERAL CHASSIS" on page 4-1.

EAS20680

CHECKING THE SPARK PLUGS

The following procedure applies to all of the spark plugs.

- 1. Remove:
 - Side cowlings
 - Lower cowlings
 Refer to "GENERAL CHASSIS" on page 4-1.
- 2. Remove:
 - Fuel tank
 Refer to "FUEL TANK" on page 7-1.
- 3. Remove:
 - Air filter case Refer to "AIR FILTER CASE" on page 7-5.
- 4. Disconnect:
 - Ignition coil
- 5. Remove:
 - Spark plug

ECA13320

NOTICE

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.

- 6. Check:
 - Spark plug type Incorrect → Change.



Manufacturer/model NGK/LMAR9E-J

- 7. Check:
 - Electrode "1"

Damage/wear \rightarrow Replace the spark plug.

• Insulator "2"

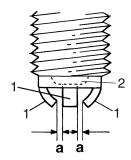
Abnormal color → Replace the spark plug.

Normal color is medium-to-light tan.

- 8. Clean:
 - Spark plug (with a spark plug cleaner or wire brush)
- 9. Measure:
 - Spark plug gap "a" (with a wire thickness gauge)
 Out of specification → Regap.



Spark plug gap 0.6-0.7 mm (0.024-0.028 in)



10. Install:

Spark plug



Spark plug 13 Nm (1.3 m·kgf, 9.4 ft·lbf)

TIP.

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

- 11. Install:
 - Ignition coil
- 12. Install:
 - Air filter case Refer to "AIR FILTER CASE" on page 7-5.
- 13. Install:
 - Fuel tank
 Refer to "FUEL TANK" on page 7-1.
- 14. Install:
 - Lower cowlings
 - Side cowlings Refer to "GENERAL CHASSIS" on page 4-1.

EAS20490

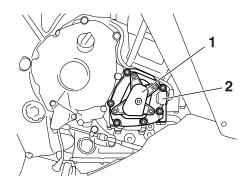
ADJUSTING THE VALVE CLEARANCE

The following procedure applies to all of the valves.

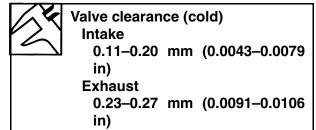
TIP_

- Valve clearance adjustment should be made on a cold engine, at room temperature.
- When the valve clearance is to be measured or adjusted, the piston must be at top dead center (TDC) on the compression stroke.
- 1. Remove:
 - Rider seat Refer to "GENERAL CHASSIS" on page 4-1.

- Fuel tank
 Refer to "FUEL TANK" on page 7-1.
- Air filter case Refer to "AIR FILTER CASE" on page 7-5.
- Lower cowlings
- Side cowlings Refer to "GENERAL CHASSIS" on page 4-1.
- Throttle body assembly Refer to "THROTTLE BODIES" on page 7-12.
- Air cut-off valve Refer to "AIR INDUCTION SYSTEM" on page 7-23.
- Radiator
- Radiator fan motor Refer to "RADIATOR" on page 6-1.
- 2. Remove:
 - Ignition coils
 - Spark plugs
 - · Cylinder head cover
 - Cylinder head cover gasket Refer to "CAMSHAFTS" on page 5-13.
- 3. Remove:
 - Pickup rotor cover 1 "1"
 - Pickup rotor cover 2 "2"



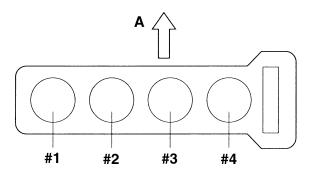
- 4. Measure:
 - Valve clearance
 Out of specification → Adjust.



TIP_

- If the valve clearance is incorrect, record the measured reading.
- Measure the valve clearance in the following sequence.

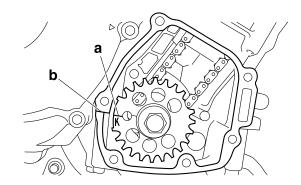
Valve clearance measuring sequence Cylinder #1 \rightarrow #3 \rightarrow #2 \rightarrow #4

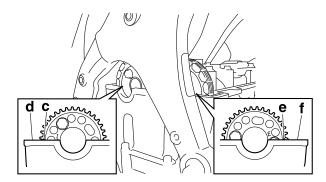


A. Front

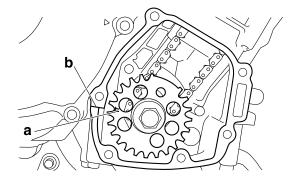
 Turn the crankshaft clockwise and align the pickup rotor K mark "a" and crankcase occluding surface "b".

(At this time, make sure the intake camshaft sprocket punch mark "c" and cylinder head occluding surface "d", and exhaust camshaft sprocket punch mark "e" and cylinder head occluding surface "f" are aligned. If not, repeat until they are aligned.)





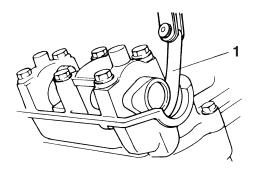
b. Turn the crankshaft 105 degrees in clockwise and align the pickup rotor T mark "a" and crankcase mating surface "b".



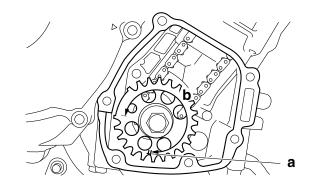
c. Measure the valve clearance #1 with a thickness gauge "1".



Thickness gauge 90890-03180 Feeler gauge set YU-26900-9



d. Turn the crankshaft 270 degrees in clockwise and position the pickup rotor I mark "a" downward.



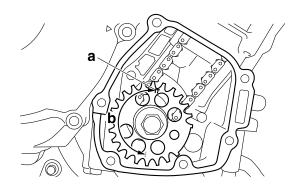
b. 270°

e. Measure the valve clearance #3 with a thickness gauge.



Thickness gauge 90890-03180 Feeler gauge set YU-26900-9

f. Turn the crankshaft 180 degrees in clockwise and position the pickup rotor T mark "a" upward.



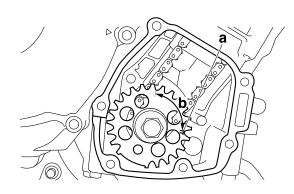
b. 180°

g. Measure the valve clearance #2 with a thickness gauge.



Thickness gauge 90890-03180 Feeler gauge set YU-26900-9

h. Turn the crankshaft 90 degrees in clockwise and position the pickup rotor T mark "a" opposite side of TDC.



b. 90°

i. Measure the valve clearance #4 with a thickness gauge.



Thickness gauge 90890-03180 Feeler gauge set YU-26900-9

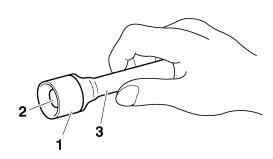
5. Remove:

Camshafts

TIP

- Refer to "CAMSHAFTS" on page 5-13.
- When removing the timing chain and camshafts, fasten the timing chain with a wire to retrieve it if it falls into the crankcase.
- 6. Adjust:
 - Valve clearance

a. Remove the valve lifter "1" and the valve pad "2" with a valve lapper "3".

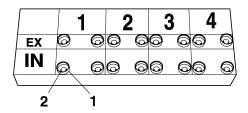




Valve lapper 90890-04101 Valve lapping tool YM-A8998

TIP_

- Cover the timing chain opening with a rag to prevent the valve pad from falling into the crankcase.
- Make a note of the position of each valve lifter "1" and valve pad "2" so that they can be installed in the correct place.



 Calculate the difference between the specified valve clearance and the measured valve clearance.

Example:

Specified valve clearance = 0.11–0.20 mm 0.0043–0.0079 in)

Measured valve clearance = 0.23 mm (0.0091 in)

0.23 mm (0.0091 in) - 0.20 mm (0.0079 in) = 0.03 mm (0.0012 in)

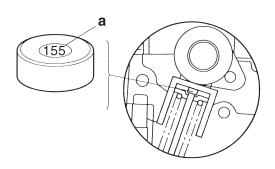
c. Check the thickness of the current valve pad.

TIP_

The thickness "a" of each valve pad is marked in hundredths of millimeters on the side that touches the valve lifter.

Example:

If the valve pad is marked "155", the pad thickness is 1.55 mm (0.0610 in).



d. Calculate the sum of the values obtained in steps (b) and (c) to determine the required valve pad thickness and the valve pad number.

Example:

1.55 mm (0.0610 in) + 0.03 mm (0.0012 in) = 1.58 mm (0.0622 in)

The valve pad number is 158.

e. Round off the valve pad number according to the following table, and then select the suitable valve pad.

Last digit	Rounded value
0, 1, 2	0
3, 4, 5, 6	5
7, 8, 9	10

TIP__

Refer to the following table for the available valve pads.

Valve pad range	No. 160–240
Valve pad thickness	1.60–2.40 mm (0.0630–0.0945 in)
Available valve pads	17 thicknesses in 0.05 mm (0.0022 in) increments

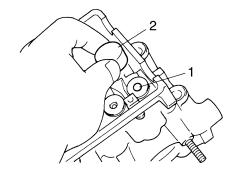
Example:

Valve pad number = 158

Rounded value = 160

New valve pad number = 160

f. Install the new valve pad "1" and the valve lifter "2".



TIP

- Lubricate the valve pad with molybdenum disulfide oil.
- Lubricate the valve lifter with engine oil.
- The valve lifter must turn smoothly when rotated by finger.

- Install the valve lifter and the valve pad in the correct place.
- g. Install the exhaust and intake camshafts, timing chain and camshaft caps.



Camshaft cap bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf)

TIP.

- Refer to "CAMSHAFTS" on page 5-13.
- Lubricate the camshaft lobes and camshaft journals.
- First, install the exhaust camshaft.
- Align the camshaft sprocket marks with the camshaft cylinder head surface.
- Turn the crankshaft counterclockwise several full turns to seat the parts.
- h. Measure the valve clearance again.
- If the valve clearance is still out of specification, repeat all of the valve clearance adjustment steps until the specified clearance is obtained.

- 7. Install:
 - All removed parts

TIF

For installation, reverse the removal procedure.

EAS20571

SYNCHRONIZING THE THROTTLE BODIES

TIP

Before synchronizing the throttle bodies, check the following items:

- Valve clearance
- Spark plugs
- Air filter element
- Throttle body joints
- Fuel hoses
- Air induction system
- Exhaust system
- Breather hoses
- Vacuum hose
- Purge hose (for California only)

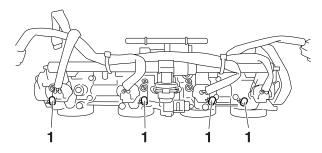
Checking the throttle body synchronization

1. Stand the vehicle on a level surface.

-		

Place the vehicle on a suitable stand.

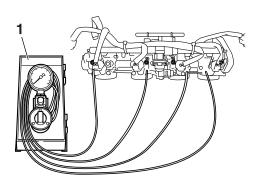
- 2. Remove:
 - Rider seat Refer to "GENERAL CHASSIS" on page 4-1.
 - Fuel tank
 Refer to "FUEL TANK" on page 7-1.
 - Air filter case
 Refer to "AIR FILTER CASE" on page 7 5.
- 3. Remove:
 - Caps "1"



- 4. Install:
 - Vacuum gauge "1"
 - Digital tachometer (Use goods on the market)



Vacuum gauge 90890-03094 Carburetor synchronizer YU-44456



- 5. Install:
 - Air filter case Refer to "AIR FILTER CASE" on page 7-5.
 - Fuel tank
 Refer to "FUEL TANK" on page 7-1.
- 6. Check:
 - Throttle body synchronization

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



Engine idling speed 1150–1250 r/min

b. Check the vacuum pressure.



The difference in vacuum pressure between the throttle bodies should not exceed 1.33 kPa (10 mmHg).

ΓIΡ

Only #2 is set 1.6 kPa (12 mmHg, 0.49 inHg) higher.

If out of specification \rightarrow Adjust the throttle body synchronization.

Adjusting the throttle body synchronization

- 1. Adjust:
 - Throttle body synchronization
- Start the engine, warm it up for several minutes, and then let it run at the specified engine idling speed.



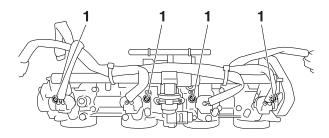
Engine idling speed 1150–1250 r/min

 b. There is a white paint mark on one of the throttle body's bypass air screw "1".
 Use the throttle body as the base to synchronize the other throttle bodies by turning their bypass air screw in or out.

ECA14B4005

NOTICE

Do not turns the bypass air screw at the throttle body which is the base for synchronizing; otherwise, the engine may run roughly at idle and the throttle bodies may not operate properly.



TIP_

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

- If a bypass air screw was removed, turn in the screw fully and be sure to synchronize the throttle bodies.
- If the throttle body synchronization can not adjusted by the bypass air screw, clean or replace the throttle bodies.
- The difference in vacuum pressure between the throttle bodies should not exceed 1.33 kPa (10 mmHg).
- Adjust only #2 is set 1.6 kPa (12 mmHg, 0.49 inHg) higher.

- 2. Stop the engine and remove the measuring equipment.
- 3. Adjust:
 - Throttle cable free play Refer to "ADJUSTING THE THROTTLE CABLE FREE PLAY" on page 3-33.



Throttle cable free play 3.0–5.0 mm (0.12–0.20 in)

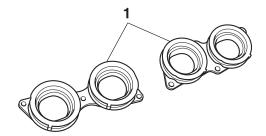
- 4. Install:
 - Fuel tank
 - Fuel tank side cover Refer to "FUEL TANK" on page 7-1.
 - Rider seat Refer to "GENERAL CHASSIS" on page 4-1.

EAS21010

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" on page
 7-12.
- 2. Check:
 - Throttle body joints "1" Cracks/damage → Replace.



- 3. Install:
 - Throttle bodies Refer to "THROTTLE BODIES" on page 7-12.

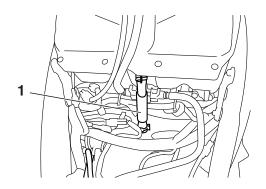
FAS21070

CHECKING THE CRANKCASE BREATHER HOSE

- 1. Remove:
 - Rider seat Refer to "GENERAL CHASSIS" on page 4-1.
- 2. Remove:
 - Fuel tank
 Refer to "FUEL TANK" on page 7-1.
- 3. Check:
 - Crankcase breather hose "1"
 Cracks/damage → Replace.
 Loose connection → Connect properly.

ECA13450
NOTICE

Make sure the crankcase breather hose is routed correctly.



- 4. Install:
 - Fuel tank
 Refer to "FUEL TANK" on page 7-1.
- 5. Install:
 - Rider seat Refer to "GENERAL CHASSIS" on page 4-1.

EAS21080

CHECKING THE EXHAUST SYSTEM

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

- 1. Remove:
 - Rider seat Refer to "GENERAL CHASSIS" on page 4-1.
- 2. Remove:
 - Passenger seat Refer to "GENERAL CHASSIS" on page 4-1.
- 3. Remove:
 - Side cowlings Refer to "GENERAL CHASSIS" on page 4-1.

4. Remove:

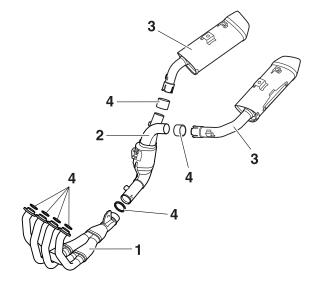
Rear brake master cylinder
 Refer to "REAR BRAKE" on page 4-43.

5. Remove:

 Radiator lower bracket Refer to "RADIATOR" on page 6-1.

6. Check:

- Exhaust pipe "1"
- Exhaust chamber "2"
- Mufflers "3"
 Cracks/damage → Replace.
- Gaskets "4"
 Exhaust gas leaks → Replace.



7. Check:

Tightening torque



Exhaust pipe nut 20 Nm (2.0 m·kgf, 14 ft·lbf) Exhaust pipe and exhaust chamber clamp bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Exhaust pipe and exhaust pipe stay bolt 20 Nm (2.0 m·kgf, 14 ft·lbf) Exhaust chamber bracket bolt 20 Nm (2.0 m·kgf, 14 ft·lbf) **Exhaust chamber bolt** 20 Nm (2.0 m·kgf, 14 ft·lbf) Exhaust chamber and left muffler bolt 20 Nm (2.0 m·kgf, 14 ft·lbf) Exhaust chamber and right muffler bolt 20 Nm (2.0 m·kgf, 14 ft·lbf) Left muffler and frame bolt 23 Nm (2.3 m·kgf, 17 ft·lbf) Right muffler and frame bolt 23 Nm (2.3 m·kgf, 17 ft·lbf)

8. Install:

 Radiator lower bracket Refer to "RADIATOR" on page 6-1.

9. Install:

Rear brake master cylinder
 Refer to "REAR BRAKE" on page 4-43.

10. Install:

 Side cowlings Refer to "GENERAL CHASSIS" on page 4-1.

11. Install:

 Passenger seat Refer to "GENERAL CHASSIS" on page 4-1.

12. Install:

 Rider seat Refer to "GENERAL CHASSIS" on page 4-1.

EAS14B1099

CHECKING THE AIR INDUCTION SYSTEM Refer to "CHECKING THE AIR INDUCTION SYSTEM" on page 7-27.

EAS20961

REPLACING THE AIR FILTER ELEMENT

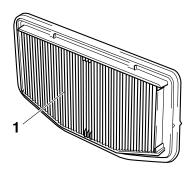
1. Remove:

 Rider seat Refer to "GENERAL CHASSIS" on page 4-1.

- 2. Remove:
 - Fuel tank
 Refer to "FUEL TANK" on page 7-1.
- 3. Remove:
 - Air filter case cover Refer to "AIR FILTER CASE" on page 7-5.
- 4. Check:
 - Air filter element "1"
 - Air filter seal
 Damage → Replace.

TIP

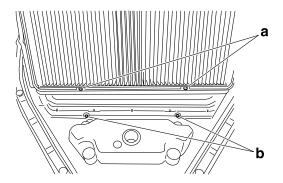
- Replace the air filter element every 40000 km (24000 mi) of operation.
- The air filter needs more frequent service if you are riding in unusually wet or dusty areas.



- 5. Install:
 - Air filter element

TIP

Align projection "a" of the air filter element to the groove "b" of the air filter case cover and install.



- 6. Install:
 - Air filter case cover
 Refer to "AIR FILTER CASE" on page 7 5.

ECA14401

NOTICE

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 throttle bodies synchronization, leading to poor engine performance and possible overheating.

TIP_

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

- 7. Install:
 - Fuel tank
 Refer to "FUEL TANK" on page 7-1.
- 8. Install:
 - Rider seat Refer to "GENERAL CHASSIS" on page 4-1.

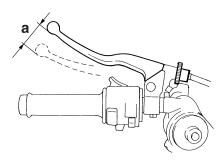
EAS20870

ADJUSTING THE CLUTCH CABLE FREE PLAY

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



Clutch lever free play 10.0-15.0 mm (0.39-0.59 in)



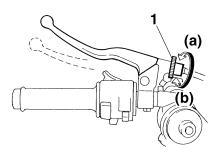
- 2. Adjust:
 - Clutch cable free play

Handlebar side

 a. Turn the adjusting bolt "1" in direction "a" or "b" until the specified clutch lever free play is obtained. Direction "a"

Clutch cable free play is increased. Direction "b"

Clutch cable free play is decreased.



TIP

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

Engine side

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

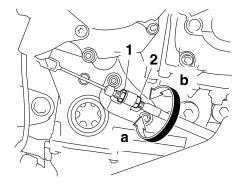
Direction "a"

Clutch cable free play is increased.

Direction "b"

Clutch cable free play is decreased.

c. Tighten the locknuts "1".



FAS14B1088

CHECKING THE BRAKE OPERATION

- 1. Check:
 - Brake operation

Brake not working properly \rightarrow Check the brake system.

Refer to "FRONT BRAKE" on page 4-30 and "REAR BRAKE" on page 4-43.

TIP ___

Drive on the dry road, operate the front and rear brakes separately and check to see if the brakes are operating properly.

EAS21240

CHECKING THE BRAKE FLUID LEVEL

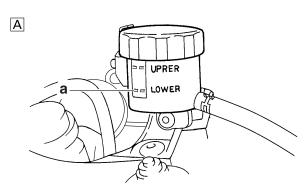
1. Stand the vehicle on a level surface.

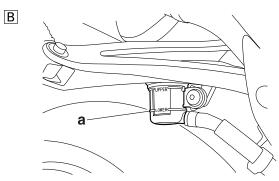
TIP

- Place the vehicle on a suitable stand.
- Make sure the vehicle is upright.
- 2. Check:
 - Brake fluid level
 Below the minimum level mark "a" → Add
 the recommended brake fluid to the
 proper level.



Recommended fluid DOT 4





- A. Front brake
- B. Rear brake

EWA13090

WARNING

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

fluids may result in a harmful chemical reaction, leading to poor brake performance.

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

ECA13540

NOTICE

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

TIP_

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

EAS21160

ADJUSTING THE FRONT DISC BRAKE

- 1. Adjust:
 - Brake lever position (distance "a" from the throttle grip to the brake lever)

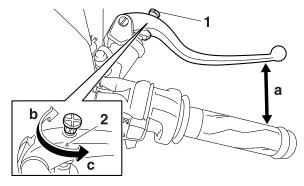
TIP_

- While pushing the brake lever forward, turn the adjusting dial "1" until the brake lever is in the desired position.
- Adjust the groove of the adjusting dial to the △ mark "2" at preferable position.

Direction "b"

Brake lever distance "a" is increased. Direction "c"

Brake lever distance "a" is decreased.



EWA13060

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.

ECA13490

NOTICE

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

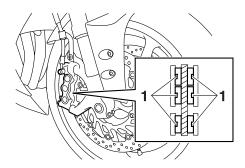
EAS21250

CHECKING THE FRONT BRAKE PADS

The following procedure applies to all of the brake pads.

- 1. Operate the brake.
- 2. Check:
 - Front brake pad
 Wear indicators "1" almost touch the
 brake disc → Replace the brake pads as
 a set.

Refer to "FRONT BRAKE" on page 4-30.



EAS21190

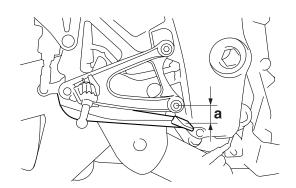
ADJUSTING THE REAR DISC BRAKE

- 1. Check:
 - Brake pedal position (distance "a" from the center of the footrest bracket bolt to the center of the brake pedal)

Out of specification → Adjust.



Brake pedal position 12–18 mm (0.47–0.71 in)



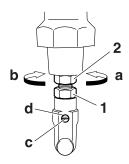
- 2. Adjust:
 - · Brake pedal position
- a. Loosen the locknut "1".
- b. Turn the adjusting bolt "2" in direction "a" or "b" until the specified brake pedal position is obtained.

Direction "a"
Brake pedal is raised.
Direction "b"
Brake pedal is lowered.

EWA13070

WARNING

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



c. Tighten the locknut "1" to specification.



Locknut 16 Nm (1.6 m·kgf, 11 ft·lbf)

EWA13050

WARNING

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 braking performance.

ECA13510

NOTICE

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

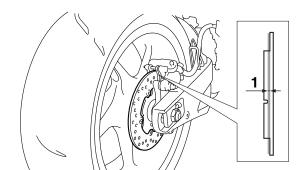
- 3. Adjust:
 - Rear brake light switch Refer to "ADJUSTING THE REAR BRAKE LIGHT SWITCH" on page 3-32.

EAS21260

CHECKING THE REAR BRAKE PADS

The following procedure applies to all of the brake pads.

- 1. Operate the brake.
- 2. Check:
 - Rear brake pad
 Wear indicators "1" almost touch the
 brake disc → Replace the brake pads as
 a set.
 Refer to "REAR BRAKE" on page 4-43.



EAS21360

BLEEDING THE HYDRAULIC BRAKE SYSTEM

EWA13100

WARNING

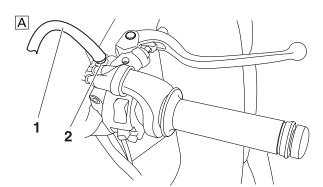
Bleed the hydraulic brake system whenever:

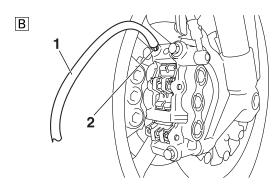
- the system is disassembled.
- a brake hose is loosened, disconnected or replaced.
- the brake fluid level is very low.
- brake operation is faulty.

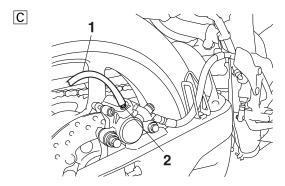
TIP.

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

- brake system, considerably lengthening the bleeding procedure.
- If bleeding is difficult, it may be necessary to let the brake fluid settle for a few hours.
 Repeat the bleeding procedure when the tiny bubbles in the hose have disappeared.
- 1. Bleed:
 - Hydraulic brake system
- a. Fill the brake fluid reservoir to the proper level with the recommended brake fluid.
- b. Install the brake fluid reservoir diaphragm.
- c. Connect a clear plastic hose "1" tightly to the bleed screw "2".







- A. Front brake master cylinder
- B. Front brake caliper
- C. Rear brake caliper

TIP ___

Bleeding order of the front hydraulic brake system is the following order:

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

TIP_

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

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



Brake caliper bleed screw 5 Nm (0.5 m·kgf, 3.6 ft·lbf) Master cylinder bleed screw 6 Nm (0.6 m·kgf, 4.3 ft·lbf)

k. Fill the brake fluid reservoir to the proper level with the recommended brake fluid. Refer to "CHECKING THE BRAKE FLUID LEVEL" on page 3-14.

EWA13110

WARNING

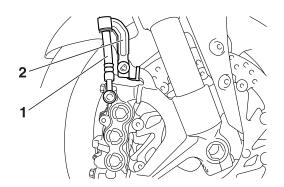
After bleeding the hydraulic brake system, check the brake operation.

EAS2128

CHECKING THE FRONT BRAKE HOSES

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

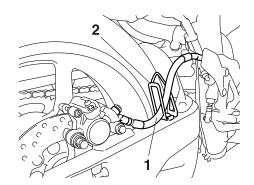
- 1. Check:
 - Brake hose "1"
 Cracks/damage/wear → Replace.
- 2. Check:
 - Brake hose clamp "2"
 Loose → Tighten the clamp bolt.



- Hold the vehicle upright and apply the brake several times.
- 4. Check:
 - Brake hose Brake fluid leakage → Replace the damaged hose. Refer to "FRONT BRAKE" on page 4-30.

CHECKING THE REAR BRAKE HOSE

- 1. Check:
 - Brake hose "1"
 Cracks/damage/wear → Replace.
- 2. Check:
 - Brake hose clamp "2"
 Loose Connection → Tighten the clamp bolt.



- 3. Hold the vehicle upright and apply rear brake several times.
- 4. Check:
 - Brake hose Brake fluid leakage → Replace the damaged hose.

Refer to "REAR BRAKE" on page 4-43.

EAS21670

CHECKING THE WHEELS

The following procedure applies to both of the wheels.

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

EWA13260

WARNING

Never attempt to make any repairs to the wheel.

TIP_

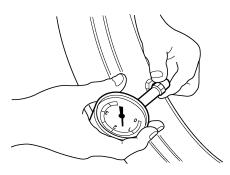
After a tire or wheel has been changed or replaced, always balance the wheel.

EAS21650

CHECKING THE TIRES

The following procedure applies to both of the tires.

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



EWA13180

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 vehicle could cause tire damage, an accident or an injury.

NEVER OVERLOAD THE VEHICLE.



Tire air pressure (measured on cold tires)

Loading condition 0-90 kg (0-198 lb)

Front

250 kPa (2.50 kgf/cm², 36 psi, 2.50 bar)

Rear

290 kPa (2.90 kgf/cm², 42 psi,

2.90 bar)

Loading condition

90-189 kg (198-417 lb)

Front

250 kPa (2.50 kgf/cm², 36 psi,

2.50 bar)

Rear

290 kPa (2.90 kgf/cm², 42 psi,

2.90 bar)

High-speed riding

Front

250 kPa (2.50 kgf/cm², 36 psi,

2.50 bar)

Rear

290 kPa (2.90 kgf/cm², 42 psi,

2.90 bar)

Maximum load

189 kg (417 lb)

* Total weight of rider, passenger, cargo and accessories

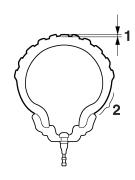
- 2. Check:
 - Tire surfaces

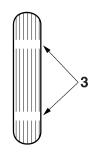
Damage/wear \rightarrow Replace the tire.

EWA13190

WARNING

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





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



Wear limit (front) 1.0 mm (0.04 in) Wear limit (rear) 1.0 mm (0.04 in)

EWA14090

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 vehicle.



Front tire

Size

120/70 ZR17M/C (58W) Manufacturer/model DUNLOP/D210F



Rear tire

Size

190/55 ZR17M/C (75W) Manufacturer/model DUNLOP/D21

EWA13210

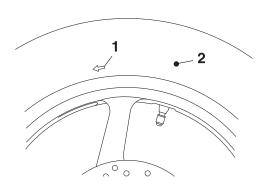
MARNING

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

TIP_

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.



EAS14B1089

CHECKING THE WHEEL BEARINGS

The following procedure applies to all of the wheel bearings.

- 1. Check:
 - Wheel bearings
 Refer to "CHECKING THE FRONT
 WHEEL" on page 4-20 and "CHECKING
 THE REAR WHEEL" on page 4-27.

EAS14B1090

CHECKING THE SWINGARM OPERATION

- 1. Check:
 - Swingarm operation Swingarm not working properly → Check the swingarm.
 Refer to "SWINGARM" on page 4-78.
- 2. Check:
 - Swingarm excessive play Refer to "SWINGARM" on page 4-78.

EAS21390

ADJUSTING THE DRIVE CHAIN SLACK

TIP

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

ECA13550

NOTICE

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

1. Stand the vehicle on a level surface. EWA13120

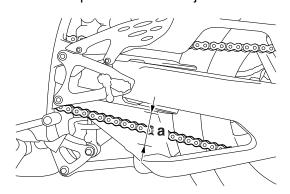
WARNING

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

TIP

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

- 2. Move the rear wheel several times and find the tightest position of drive chain.
- Check:
 - Drive chain slack "a"
 Out of specification → Adjust.



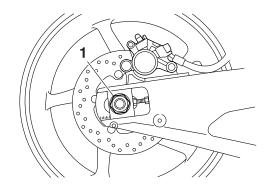
1

Drive chain slack (when adjusting the drive chain)

25.0-35.0 mm (0.98-1.38 in)
Drive chain slack (when replacing the drive chain and sprocket)

20.0-30.0 mm (0.79-1.18 in)

- 4. Loosen:
 - Wheel axle nut "1"



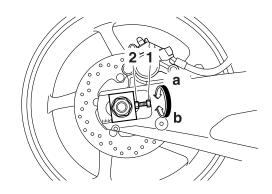
- 5. Adjust:
 - Drive chain slack
- a. Loosen both locknuts "1".
- b. Turn both adjusting bolts "2" in direction "a" or "b" until the specified drive chain slack is obtained.

Direction "a"

Drive chain is tightened.

Direction "b"

Drive chain is loosened.



TIP

To maintain the proper wheel alignment, adjust both sides evenly.

c. Tighten the wheel axle nut to specification.



Wheel axle nut 150 Nm (15 m·kgf, 110 ft·lbf)

d. Tighten the locknuts to specification.



Locknut 16 Nm (1.6 m·kgf, 11 ft·lbf)

EAS21440

LUBRICATING THE DRIVE CHAIN

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

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



Recommended lubricant Chain lubricant suitable for Oring chains FAS21500

CHECKING AND ADJUSTING THE STEER-ING HEAD

1. Stand the vehicle on a level surface. EWA13120

WARNING

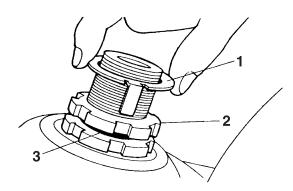
Securely support the vehicle so that there is no danger of it falling over.

TIP_

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

- 2. Check:
 - Steering head
 Grasp the bottom of the front fork legs
 and gently rock the front fork.
 Binding/looseness → Adjust the steering
 head.
- 3. Remove:
 - Upper bracket Refer to "HANDLEBARS" on page 4-55 and "STEERING HEAD" on page 4-70.
- 4. Adjust:
 - Steering head

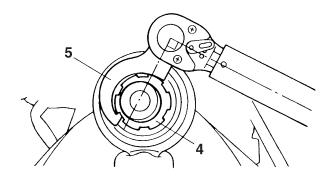
a. Remove the lock washer "1", the upper ring nut "2", and the rubber washer "3".



b. Loosen the lower ring nut "4" and then tighten it to specification with a steering nut wrench "5".

TIP

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





Steering nut wrench 90890-01403 Exhaust flange nut wrench YU-A9472



Lower ring nut (initial tightening torque)

52 Nm (5.2 m·kgf, 37 ft·lbf)

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

EWA13140

WARNING

Do not overtighten the lower ring nut.



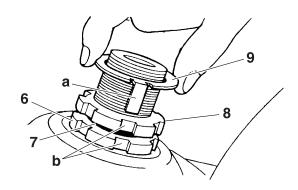
Lower ring nut (final tightening torque)

18 Nm (1.8 m·kgf, 13 ft·lbf)

- 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" on page 4-70.
- e. Install the rubber washer "7".
- f. Install the upper ring nut "8".
- g. Finger tighten the upper ring nut, 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".

TIP_

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



5. Install:

 Upper bracket Refer to "HANDLEBARS" on page 4-55.

FAS14B1092

CHECKING THE STEERING DAMPER

Refer to "CHECKING THE STEERING DAMPER" on page 4-73.

EAS14B1093

CHECKING THE CHASSIS FASTENERS

Make sure that all nuts, bolts, and screws are properly tightened.

Refer to "CHASSIS TIGHTENING TORQUES" on page 2-20.

EAS21700

LUBRICATING THE BRAKE LEVER

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



Recommended lubricant Silicone grease

EAS14B1100

LUBRICATING THE CLUTCH LEVER

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



Recommended lubricant Lithium-soap-based grease

EAS21710

LUBRICATING THE PEDAL

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



Recommended lubricant Lithium-soap-based grease

ADJUSTING THE SHIFT PEDAL

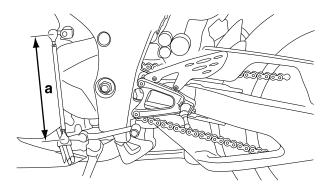
TIP

The shift pedal position is determined by the installed shift rod length "a".

- 1. Measure:
 - Installed shift rod length "a" Incorrect → Adjust.



Installed shift rod length 262.5–264.5 mm (10.33–10.41 in)



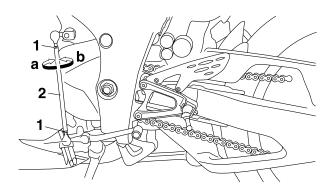
- 2. Adjust:
 - Installed shift rod length
- a. Loosen both locknuts "1".

b. Turn the shift rod "2" in direction "a" or "b" to obtain the correct shift pedal position.

Direction "a"

Installed shift rod length increases. Direction "b"

Installed shift rod length decreases.



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

EAS14B1094

CHECKING THE SIDESTAND

1. Stand the vehicle on a level surface.

WARNING

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

TIP_

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

2. Check:

Unsmooth operation \rightarrow Replace the defective part(s).

EAS21720

LUBRICATING THE SIDESTAND

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



Recommended lubricant Lithium-soap-based grease

EAS14B1095

CHECKING THE SIDESTAND SWITCH

Refer to "ELECTRICAL COMPONENTS" on page 8-107.

EAS21530

CHECKING THE FRONT FORK

1. Stand the vehicle on a level surface.

EWA13120

WARNING

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

- 2. Check:
 - Inner tube

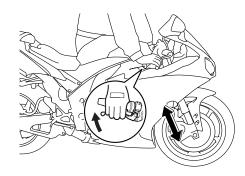
Damage/scratches \rightarrow Replace.

- Oil seal
 - Oil leakage \rightarrow Replace.
- 3. Hold the vehicle 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" on page 4-59.



ADJUSTING THE FRONT FORK LEGS

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

EWA14B1029



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

Spring preload

EWA14B1026

WARNING

Always adjust both front fork legs evenly. Uneven adjustment can result in poor handling and loss of stability.

ECA13570

NOTICE

- Grooves are provided to indicate the adjustment position.
- Never go beyond the maximum or minimum adjustment positions.
- 1. Adjust:
 - Spring preload
- a. Turn the adjusting bolt "1" in direction "a" or "b".

Direction "a"

Spring preload is increased (suspension is harder).

Direction "b"

Spring preload is decreased (suspension is softer).



Spring preload adjusting positions

Minimum

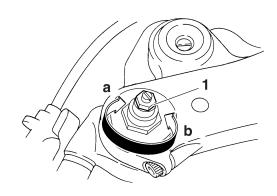
0

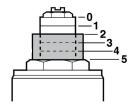
Standard

2

Maximum

5





Rebound damping

ECA13590

NOTICE

Never go beyond the maximum or minimum adjustment positions.

- 1. Adjust:
 - Rebound damping (right side)
- a. Turn the adjusting screw "1" in direction "a" or "b".

Direction "a"

Rebound damping is increased (suspension is harder).

Direction "b"

Rebound damping is decreased (suspension is softer).



Rebound damping adjusting positions

Minimum

25 click(s) out*

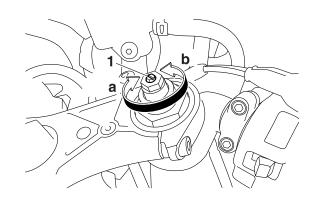
Standard

12 click(s) out*

Maximum

1 click(s) out*

* With the adjusting screw fully turned in



Compression damping

ECA13590

NOTICE

Never go beyond the maximum or minimum adjustment positions.

- 1. Adjust:
 - Compression damping (left side)
- a. Turn the adjusting screw "1" in direction "a" or "b".

Direction "a"

Compression damping is increased (suspension is harder).

Direction "b"

Compression damping is decreased (suspension is softer).



Compression damping adjusting positions

Minimum

25 click(s) out*

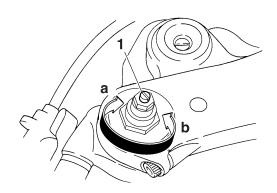
Standard

20 click(s) out*

Maximum

1 click(s) out*

* With the adjusting screw fully turned in



EAS14B109

CHECKING THE REAR SHOCK ABSORBER ASSEMBLY

Refer to "CHECKING THE REAR SHOCK ABSORBER ASSEMBLY" on page 4-75.

EAS21610

ADJUSTING THE REAR SHOCK ABSORBER ASSEMBLY

EWA13120

WARNING

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

Spring preload

ECA13590

NOTICE

Never go beyond the maximum or minimum adjustment positions.

- 1. Adjust:
 - Spring preload
- a. Adjust the spring preload with a spring preload adjusting bolt.
- b. Turn the spring preload adjusting bolt "1" in direction "a" or "b".
- c. Align the desired position on the "△" mark"2" with the match mark "3".

Direction "a"

Spring preload is increased (suspension is harder).

Direction "b"

Spring preload is decreased (suspension is softer).



Spring preload adjusting positions

Minimum

16 turn(s) out*

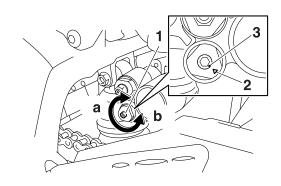
Standard

8 turn(s) out*

Maximum

0 turn(s) out*

* With the adjusting screw fully turned in



Rebound damping

ECA13590

NOTICE

Never go beyond the maximum or minimum adjustment positions.

- 1. Adjust:
 - · Rebound damping
- a. Turn the adjusting screw "1" in direction "a" or "b".

Direction "a"

Rebound damping is increased (suspension is harder).

Direction "b"

Rebound damping is decreased (suspension is softer).



Rebound damping adjusting positions

Minimum

20 click(s) out*

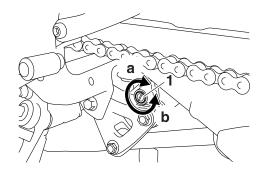
Standard

15 click(s) out*

Maximum

3 click(s) out*

* With the adjusting screw fully turned in



Compression damping (for fast compression damping)

ECA13590

NOTICE

Never go beyond the maximum or minimum adjustment positions.

- 1. Adjust:
 - Compression damping (for fast compression damping)
- a. Turn the adjusting bolt "1" in direction "a" or "b".

Direction "a"

Compression damping is increased (suspension is harder).

Direction "b"

Compression damping is decreased (suspension is softer).



Minimum

4 turn(s) out*

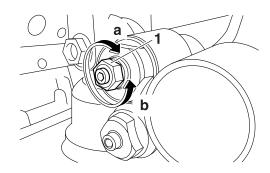
Standard

3 turn(s) out*

Maximum

0 turn(s) out*

* With the adjusting screw fully turned in



Compression damping (for slow compression damping)

ECA13590

NOTICE

Never go beyond the maximum or minimum adjustment positions.

- 1. Adjust:
 - Compression damping (for slow compression damping)
- a. Turn the adjusting bolt "1" in direction "a" or "b".

Direction "a"

Compression damping is increased (suspension is harder).

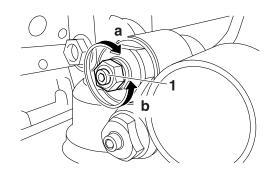
Direction "b"

Compression damping is decreased (suspension is softer).



Minimum
20 click(s) out*
Standard
9 click(s) out*
Maximum
1 click(s) out*

* With the adjusting screw fully turned in



EAS14B1097

CHECKING THE CONNECTING ARM AND RELAY ARM

Refer to "CHECKING THE CONNECTING ARM AND RELAY ARM" on page 4-76.

EAS20730

CHECKING THE ENGINE OIL LEVEL

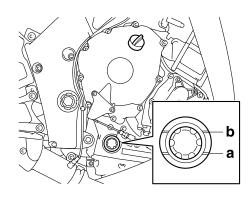
1. Stand the vehicle on a level surface.

TIP.

- Place the vehicle on a suitable stand.
- Make sure the vehicle is upright.
- 2. Start the engine, warm it up for several minutes, and then turn it off.
- 3. Check:
 - Engine oil level

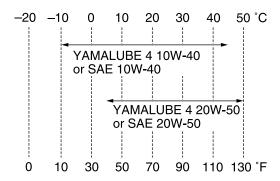
The engine oil level should be between the minimum level mark "a" and maximum level mark "b".

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





Type
YAMALUBE 4 10W-40 or
YAMALUBE 4 20W-50, SAE
10W-40 or SAE 20W-50
Recommended engine oil grade
API service SG type or higher,
JASO standard MA



ECA13360

NOTICE

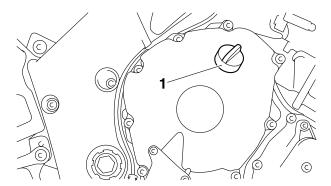
- Engine oil also lubricates the clutch and the wrong oil types or additives could cause clutch slippage. Therefore, do not add any chemical additives or use engine oils with a grade of CD or higher and do not use oils labeled "ENERGY CONSERV-ING II".
- Do not allow foreign materials to enter the crankcase.
- 4. Start the engine, warm it up for several minutes, and then turn it off.
- 5. Check the engine oil level again.

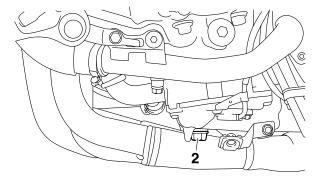
TIP

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

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:
 - Lower cowlings Refer to "GENERAL CHASSIS" on page 4-1.
- 4. Remove:
 - Engine oil filler cap "1"
 - Engine oil drain bolt "2" (along with the gasket)

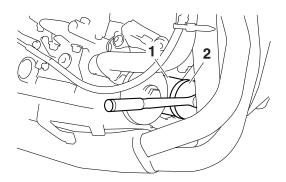




- 5. Drain:
 - Engine oil (completely from the crankcase)
- 6. If the oil filter cartridge is also to be replaced, perform the following procedure.
- a. Remove the oil filter cartridge "1" with an oil filter wrench "2".



Oil filter wrench 90890-01426 YU-38411

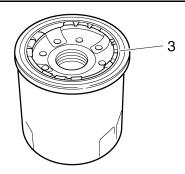


b. Lubricate the O-ring "3" of the new oil filter cartridge with a thin coat of lithium-soap-based grease.

ECA13390

NOTICE

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.



Oil filter cartridge 17 Nm (1.7 m·kgf, 12 ft·lbf)

- 7. Install:
 - Engine oil drain bolt (along with the gasket New)



Engine oil drain bolt 43 Nm (4.3 m·kgf, 31 ft·lbf)

- 8. Fill:
 - Crankcase (with the specified amount of the recommended engine oil)



Engine oil quantity
Total amount

4.58 L (4.84 US qt, 4.03 Imp.qt) Without oil filter cartridge replacement

3.73 L (3.94 US qt, 3.28 Imp.qt) With oil filter cartridge replacement

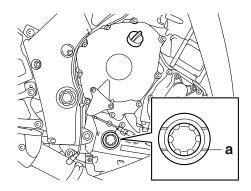
3.93 L (4.15 US qt, 3.46 Imp.qt)

- 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. Install:
 - Lower cowlings Refer to "GENERAL CHASSIS" on page 4-1.
- 13. Check:
 - Engine oil level Refer to "CHECKING THE ENGINE OIL LEVEL" on page 3-27.

EAS20820

MEASURING THE ENGINE OIL PRESSURE

- 1. Check:
 - Engine oil level Below the minimum level mark "a" → Add the recommended engine oil to the proper level.



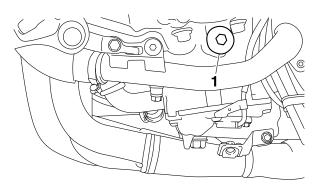
2. Start the engine, warm it up for several minutes, and then turn it off.

ECA13410

NOTICE

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:
 - Main gallery bolt "1"



EWA12980

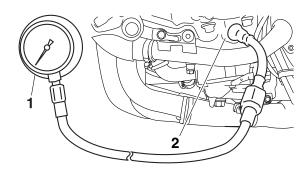
WARNING

The engine, muffler and engine oil are extremely hot.

- 4. Install:
 - Oil pressure gauge "1"
 - Oil pressure adapter H "2"



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



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



Oil pressure

320 kPa/5000 r/min (3.20 kgf/cm²/5000 r/min, 45.5 psi/5000 r/min) at 75–85 °C (167–185 °F)

Out of specification \rightarrow Check.

Engine oil pressure	Possible causes
Below specification	Faulty oil pumpClogged oil filterLeaking oil passageBroken or damaged oil seal
Above specification	Leaking oil passageFaulty oil filterOil viscosity too high

- 6. Install:
 - · Main gallery bolt



Main gallery bolt 8 Nm (0.8 m·kgf, 5.8 ft·lbf)

EAS21110

CHECKING THE COOLANT LEVEL

1. Stand the vehicle on a level surface.

TIP

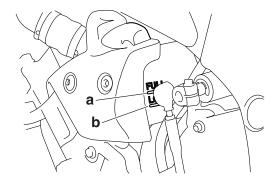
- Place the vehicle on a suitable stand.
- Make sure the vehicle is upright.

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 \rightarrow Add the recommended coolant to the proper level.



ECA13470

NOTICE

- 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

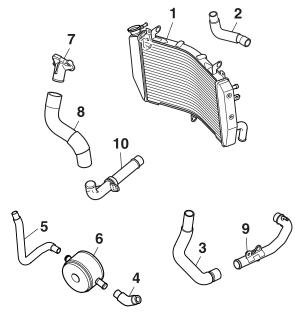
TIF

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

EAS21120

CHECKING THE COOLING SYSTEM

- 1. Remove:
 - Side cowlings
 - Lower cowlings
 Refer to "GENERAL CHASSIS" on page
 4-1.
- 2. Check:
 - Radiator "1"
 - Radiator inlet hose "2"
 - Radiator outlet hose "3"
 - Oil cooler inlet hose "4"
 - Oil cooler outlet hose "5"
 - Oil cooler "6"
 - Water jacket joint "7"
 - Water jacket joint hose "8"
 - Water pump inlet pipe "9"
 - Water pump outlet pipe "10"
 Cracks/damage → Replace.
 Refer to "RADIATOR" on page 6-1 and
 "OIL COOLER" on page 6-5.



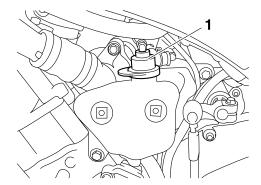
- 3. Install:
 - Lower cowlings
 - Side cowlings Refer to "GENERAL CHASSIS" on page 4-1.

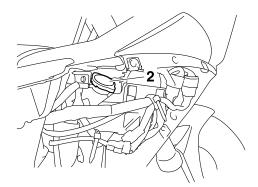
PERIODIC MAINTENANCE

EAS21130

CHANGING THE COOLANT

- 1. Remove:
 - Lower cowlings
 - Side cowlings
 Refer to "GENERAL CHASSIS" on page
 4-1.
- 2. Disconnect:
 - Coolant reservoir cap "1"
- 3. Drain:
 - Coolant (from the coolant reservoir)
- 4. Remove:
 - · Radiator cap "2"





EWA13030

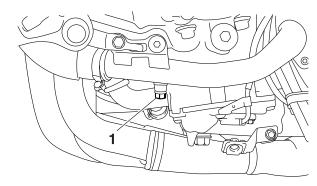
WARNING

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

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

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

- 5. Remove:
 - Coolant drain bolt (engine) "1" (along with the copper washer)



- 6. Drain:
 - Coolant (from the engine and radiator)
- 7 Install
 - Coolant drain bolt (with the copper washer New)



Coolant drain bolt 7 Nm (0.7 m·kgf, 5.1 ft·lbf)

- 8. Install:
 - Coolant reservoir
- 9. 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)
Radiator capacity (including all routes)

2.73 L (2.89 US qt, 2.40 Imp.qt) Coolant reservoir capacity (up to the maximum level mark) 0.25 L (0.26 US qt, 0.22 Imp.qt)

Handling notes for coolant

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

EWA13040

MARNING

 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.

ECA13480

NOTICE

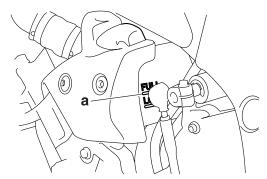
- Adding water instead of coolant lowers the antifreeze content of the coolant. If water is used instead of coolant check, and if necessary, correct the antifreeze concentration of the coolant.
- Use only distilled water. However, if distilled water is not available, soft water may be used.
- If coolant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

10. Install:

Radiator cap

11. Fill:

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



12. Install:

- Coolant reservoir cap
- 13. Start the engine, warm it up for several minutes, and then stop it.
- 14. Check:

 Coolant level Refer to "CHECKING THE COOLANT LEVEL" on page 3-30.

TIF

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

15. Install:

- Side cowlings
- Lower cowlings
 Refer to "GENERAL CHASSIS" on page
 4-1.

FAS14B109

CHECKING THE FRONT BRAKE LIGHT SWITCH

Refer to "ELECTRICAL COMPONENTS" on page 8-107.

EAS21330

ADJUSTING THE REAR BRAKE LIGHT SWITCH

TIP_

The rear brake light switch is operated by movement of the brake pedal. The rear brake light switch is properly adjusted when the brake light comes on just before the braking effect starts.

- 1. Check:
 - Rear brake light operation timing Incorrect → Adjust.
- 2. Adjust:
 - · Rear brake light operation timing

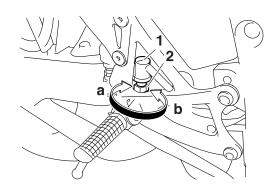
a. Hold the main body "1" of the rear brake light switch so that it does not rotate and turn the adjusting nut "2" in direction "a" or "b" until the rear brake light comes on at the proper time.

Direction "a"

Brake light comes on sooner.

Direction "b"

Brake light comes on later.



EAS21690

CHECKING AND LUBRICATING THE CABLES

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

EWA13270

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

TIP

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

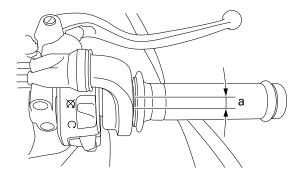
EAS20630

ADJUSTING THE THROTTLE CABLE FREE PLAY

TIP

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

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





Throttle cable free play 3.0–5.0 mm (0.12–0.20 in)

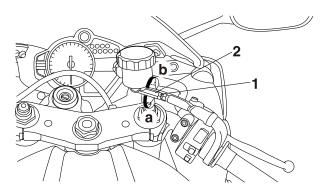
- 2. Adjust:
 - Throttle cable free play
- a. Loosen the locknut "1".
- Turn the adjusting nut "2" in direction "a" or "b" until the specified throttle cable free play is obtained.

Direction "a"

Throttle cable free play is increased. Direction "b"

Throttle cable free play is decreased.

c. Tighten the locknut "1".



EWA14B1016

WARNING

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

EAS21740

LUBRICATING THE REAR SUSPENSION

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



Recommended lubricant Lithium-soap-based grease

EAS21760

CHECKING AND CHARGING THE BATTERY Refer to "ELECTRICAL COMPONENTS" on page 8-107.

EAS21770

CHECKING THE FUSES

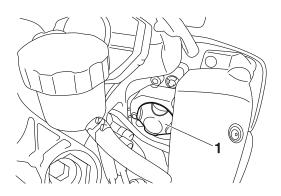
Refer to "ELECTRICAL COMPONENTS" on page 8-107.

EAS21790

REPLACING THE HEADLIGHT BULBS

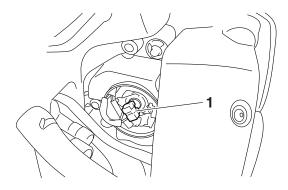
The following procedure applies to both of the headlight bulbs.

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



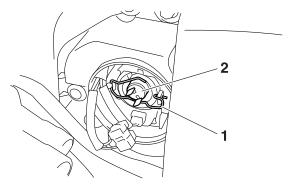
2. Disconnect:

Headlight coupler "1"



3. Remove:

- Headlight bulb holder "1"
- · Headlight bulb "2"



EWA13320

WARNING

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

4. Install:

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

ECA13690

NOTICE

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

- 5. Install:
 - Headlight bulb holder
- 6. Connect:
 - · Headlight coupler
- 7. Install:
 - · Headlight bulb cover

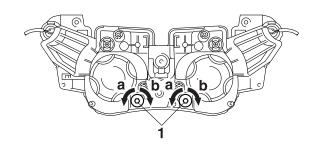
EAS21810

ADJUSTING THE HEADLIGHT BEAMS

The following procedure applies to both of the headlights.

- 1. Adjust:
 - Headlight beam (vertically)
- a. Turn the adjusting screw "1" in direction "a" or "b".

Direction "a"
Headlight beam is raised.
Direction "b"
Headlight beam is lowered.



2. Adjust:

- Headlight beam (horizontally)
- a. Turn the adjusting knob "2" in direction "a" or "b".

Left headlight

Direction "a"

Headlight beam moves to the right. Direction "b"

Headlight beam moves to the left.

Right headlight

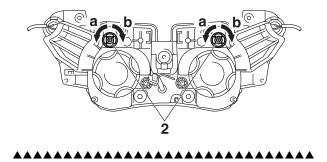
Direction "a"

Headlight beam moves to the left.

Direction "b"

Headlight beam moves to the right.

PERIODIC MAINTENANCE



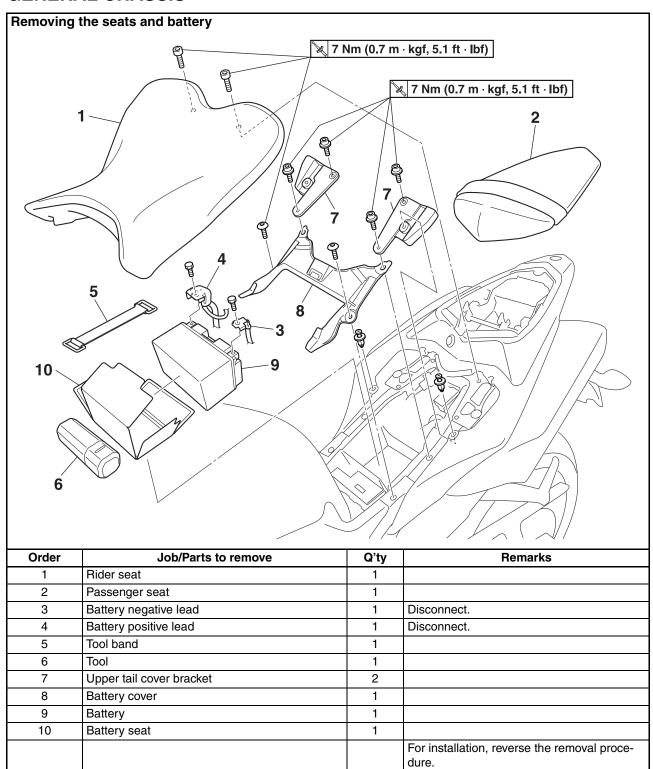
CHASSIS

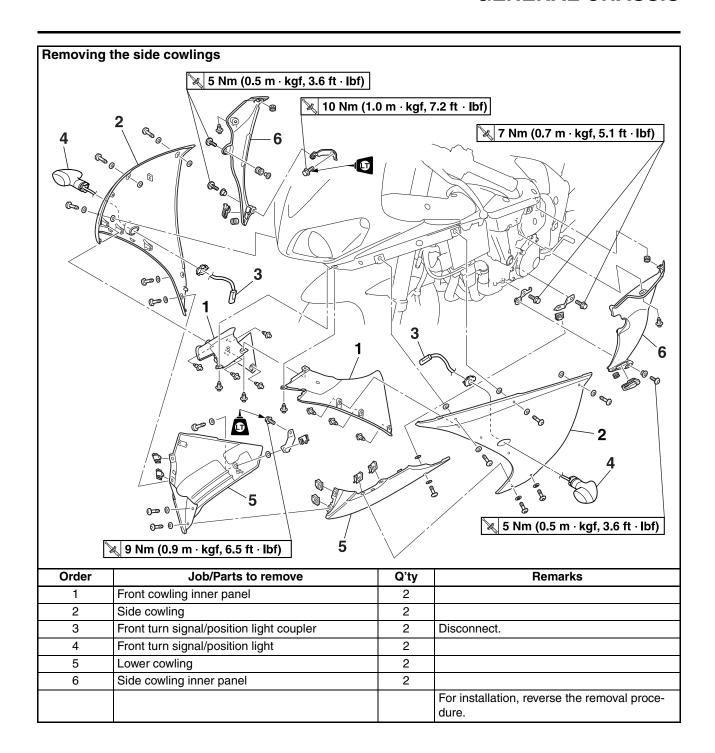
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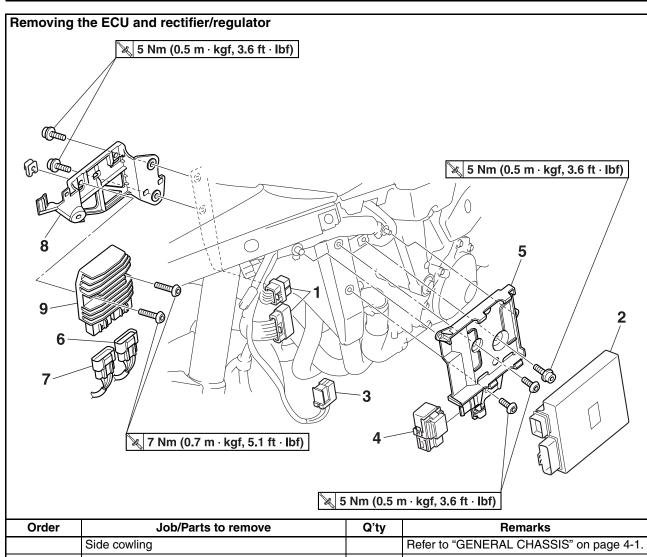
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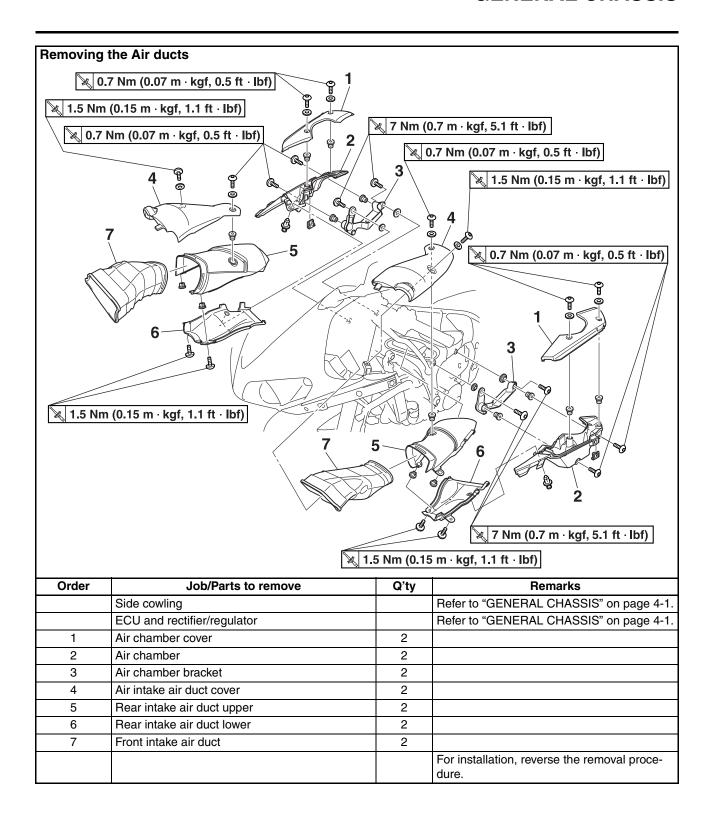
FAS21830

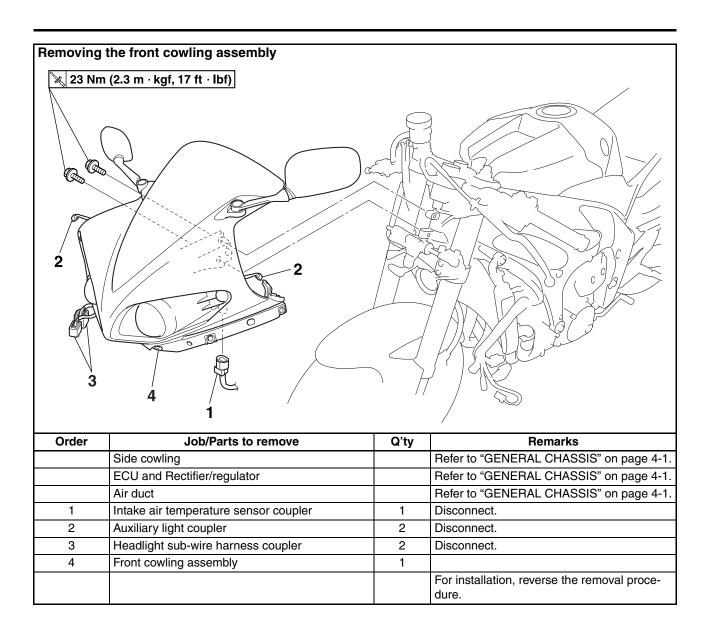


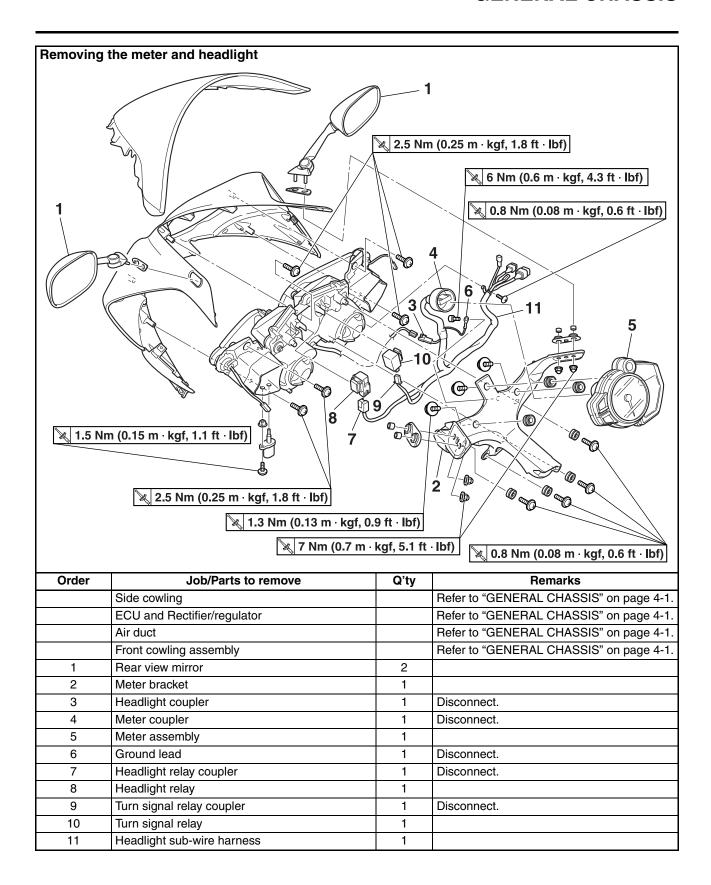


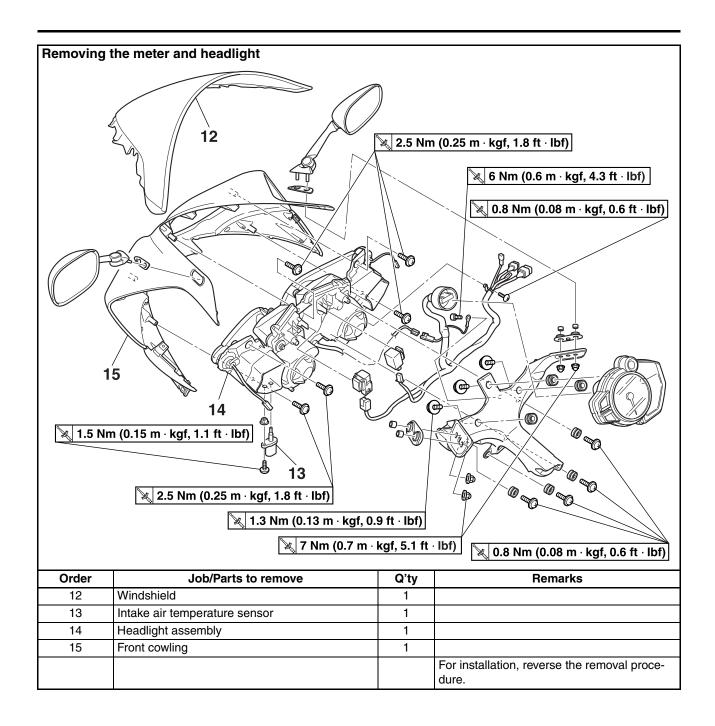


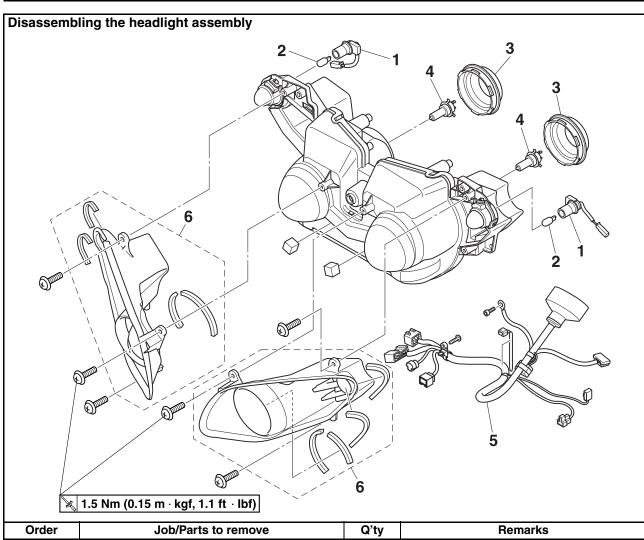
Order	Job/Parts to remove	Q'ty	Remarks
	Side cowling		Refer to "GENERAL CHASSIS" on page 4-1.
1	ECU coupler	2	Disconnect.
2	ECU	1	
3	Radiator fan motor relay coupler	1	Disconnect.
4	Radiator fan motor relay	1	
5	ECU bracket	1	
6	Rectifier/regulator coupler	1	Disconnect.
7	Stator coil lead coupler	1	Disconnect.
8	Rectifier/regulator bracket	1	
9	Rectifier/regulator	1	
			For installation, reverse the removal procedure.



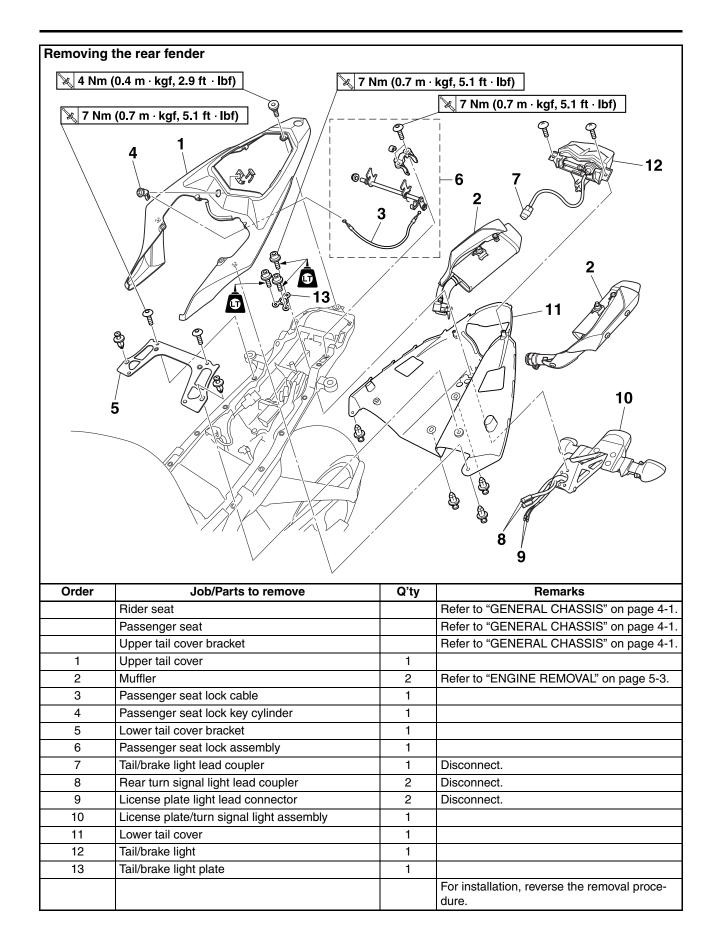


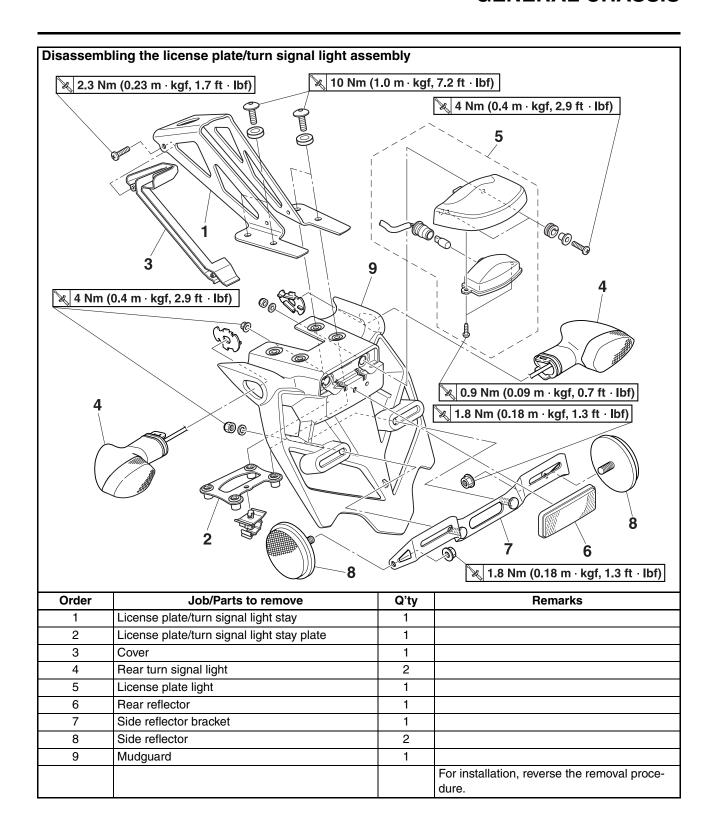






Order	Job/Parts to remove	Q'ty	Remarks
1	Auxiliary light socket	2	
2	Auxiliary light bulb	2	
3	Headlight bulb cover	2	
4	Headlight bulb	2	
5	Headlight harness	1	
6	Headlight grille	2	
			For installation, reverse the removal procedure.

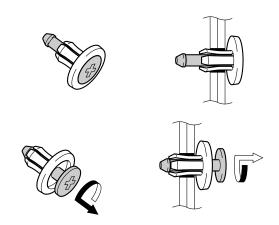




REMOVING THE QUICK FASTENER (SCREW TYPE)

TIP_

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

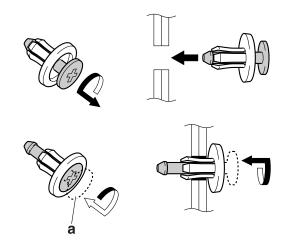


EAS14B1030

INSTALLING THE QUICK FASTENER (SCREW TYPE)

TIP.

To install the quick fastener, turn its screw counterclockwise so that it protrudes from the fastener head, then insert the fastener into the cover and turn the screw "a" clockwise in with a screwdriver. Make sure that the screw is flush with the fastener's head.

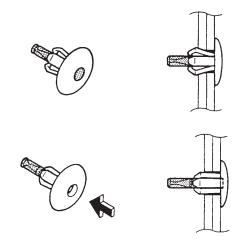


EAS14B1031

REMOVING THE QUICK FASTENER (PUSH TYPE)

TIP_

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

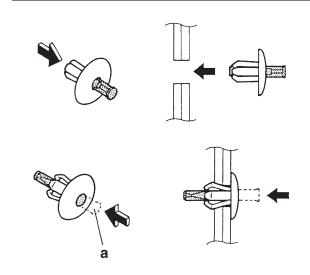


FAS14B1032

INSTALLING THE QUICK FASTENER (PUSH TYPE)

TIP_

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

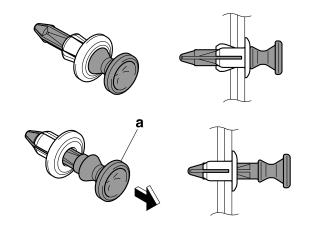


FAS14B1103

REMOVING THE QUICK FASTENER (PULL TYPE)

TIP_

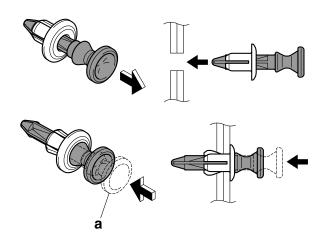
To remove the quick fastener, pull the pin "a", then pull the fastener out.



INSTALLING THE QUICK FASTENER (PULL TYPE)

TIP.

To install the quick fastener, pull the pin, then insert the fastener into the cover and push the pin "a". Make sure to insert the fastener until it is locked.



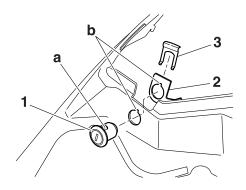
EAS14B1037

INSTALLING THE PASSENGER SEAT LOCK CYLINDER

- 1. Install:
 - Seat lock key cylinder "1"
 - · Lock stay "2"
 - · Lock spring "3"

TIP

Align the projection "a" of the passenger seat lock key cylinder "1" to the grooves "b" of the lower tail cover and lock stay "2" and install.



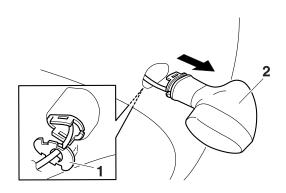
EAS14B1038

REMOVING THE FRONT TURN SIGNAL/ POSITION LIGHTS

- 1. Remove:
 - Stay "1"
 - Front turn signal/position light "2"

TIF

Remove the stay "1" first and then remove the front turn signal/position light "2" from the side cowling.



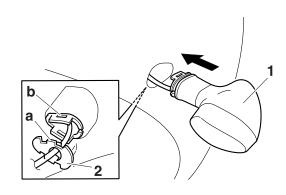
EAS14B1039

INSTALLING THE FRONT TURN SIGNAL/ POSITION LIGHTS

- 1. Install:
 - Front turn signal/position light "1"
 - Stay "2"

TIP_

Insert the flasher stay tabs "a" into the front turn signal/position light grooves "b".

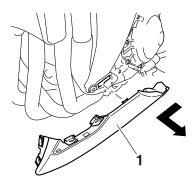


REMOVING THE LOWER COWLINGS

- 1. Remove:
 - Lower cowling "1"

TIP_

Slide the lower cowling to the forward and remove.



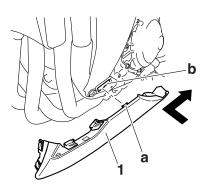
EAS14B1041

INSTALLING THE LOWER COWLINGS

- 1. Install:
 - Lower cowling "1"

TIP_

Insert the lower cowling tab "a" into the inner panel hole "b" and slide back.



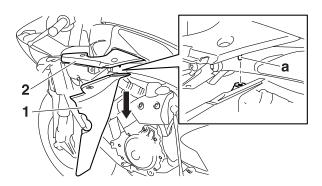
EAS14B1042

REMOVING THE SIDE COWLING INNER PANELS

- 1. Remove:
 - Side cowling inner panel "1"

TIP_

When removing the side cowling inner panel downward, pull out the side cowling inner panel hole from the projection "a" of the air chamber cover "2".



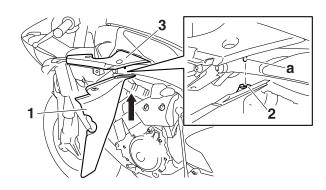
EAS14B1043

INSTALLING THE SIDE COWLING INNER PANELS

- 1. Install:
 - Side cowling inner panel "1"

TIP

Install the grommet "2" to the side cowling inner panel and insert them into the projection "a" of the air chamber cover "3".



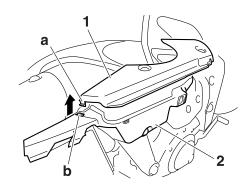
EAS14B1044

REMOVING THE AIR CHAMBER COVERS

- 1. Remove:
 - Air chamber cover "1"

TIP_

Pull out the air chamber cover tab "a" upward from the hole "b" of the air chamber "2".

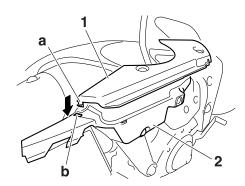


INSTALLING THE AIR CHAMBER COVERS

- 1. Install:
 - Air chamber cover "1"

TIP

Insert the air chamber cover tab "a" downward into the hole "b" of the air chamber "2".



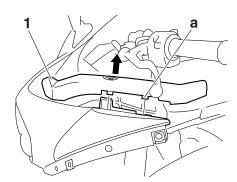
EAS14B1046

REMOVING THE INTAKE AIR DUCT COV-

- 1. Remove:
 - Intake air duct cover "1"

TIP_

Press the upper surface of the intake air duct cover tab "a" to inside of the vehicle and remove the intake air duct cover upward.



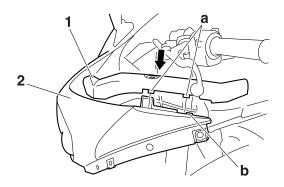
EAS14B1047

INSTALLING THE INTAKE AIR DUCT COVERS

- 1. Install:
 - Intake air duct cover "1"

TIF

Align the intake air duct cover tabs "a" and the tab "b" of the front cowling "2" as shown in the illustration and install.



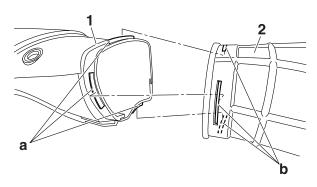
EAS14B1048

INSTALLING THE AIR INTAKE DUCTS

- 1. Install:
 - Rear air intake duct "1" (to front air intake duct "2")

TIP

Insert the rear air intake duct tabs "a" into the front air intake duct grooves "b".



EAS14B1013

INSTALLING THE REAR VIEW MIRRORS

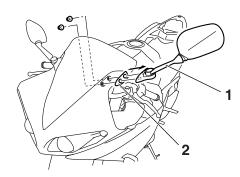
- 1. Install:
 - Rear view mirror "1" (along with the mirror base "2")



Rear view mirror nut 7 Nm (0.7 m·kgf, 5.1 ft·lbf)

TIP.

Install the mirror base to the rear view mirror first, then install the rear view mirror to the front cowling.

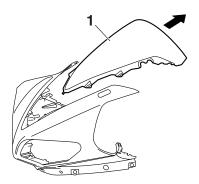


REMOVING THE WINDSHIELD

- 1. Remove:
 - Windshield "1"

TIP_

- Slide the windshield to the back and remove from the front cowling.
- Remove the rear view mirror and then remove the windshield.



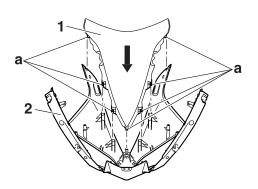
EAS14B1050

INSTALLING THE WINDSHIELD

- 1. Install:
 - Windshield "1"

TIP

Insert the windshield tabs "a" into the receptors of the front cowling "2".



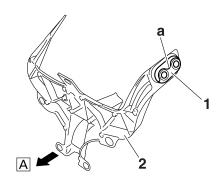
EAS14B1051

INSTALLING THE MIRROR FITTING PLATES

- 1. Install:
 - Mirror fitting plate "1" (to meter bracket "2")

TIP_

Face the mirror fitting plate concave "a" up and install it to the meter bracket.

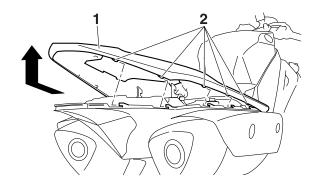


A. Front side

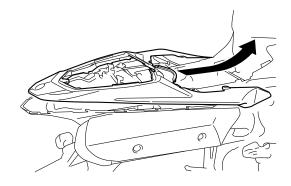
EAS14B1001

REMOVING THE UPPER TAIL COVER

- 1. Remove:
 - Rider seat Refer to "GENERAL CHASSIS" on page 4-1.
 - Passenger seat Refer to "GENERAL CHASSIS" on page 4-1.
- 2. Remove:
 - Upper tail cover "1"
- a. Remove the bolt on the upper tail cover.
- b. Remove the quick fasteners on the upper tail cover.
- c. Slide the upper tail cover to the back, remove the tabs "2" of the upper tail cover from the lower tail cover tabs, and then lift the cover up a little.



d. Slide the upper tail cover forward and remove.

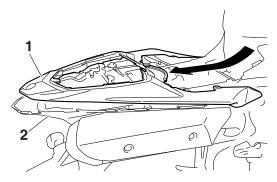


EAS1/R1002

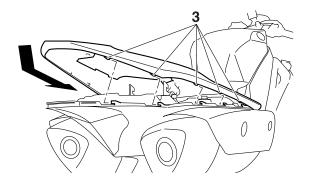
INSTALLING THE UPPER TAIL COVER

- 1. Install:
 - Upper tail cover "1"

 a. Install the upper tail cover from the front of the lower tail cover "2" and slide to the back.



b. Put the upper tail cover down, align the tabs "3" of the upper tail cover to the lower tail cover tabs, and then slide the upper tail cover forward.



c. Install the quick fasteners on the upper tail cover.

d. Install the bolt on the upper tail cover.

2. Install:

- Passenger seat Refer to "GENERAL CHASSIS" on page 4-1.
- Rider seat Refer to "GENERAL CHASSIS" on page 4-1

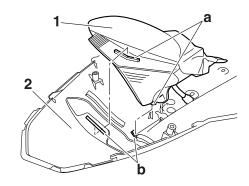
EAS14B1054

INSTALLING THE TAIL/BRAKE LIGHT

- 1. Install:
 - Tail/brake light "1"

TIP_

Fit the tail/brake light tabs "a" into the holes "b" of the lower tail cover "2".



EAS14B1056

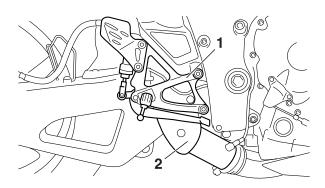
ADJUSTING THE RIDER FOOTRESTS

- 1. Remove:
 - Rider footrest (right and left)

EWA14B1018

WARNING

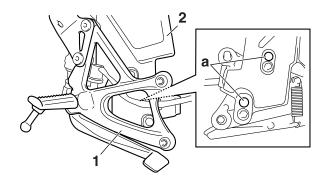
When removing the right rider footrest "1", be careful not to burn with the exhaust chamber "2".



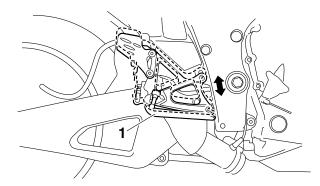
- 2. Adjust:
 - Rider footrest position (right and left)
- a. Remove the rider footrest "1" bolts.
- b. When adjusting the right rider footrest, change the position of the hole "a" of the exhaust chamber cover "2".



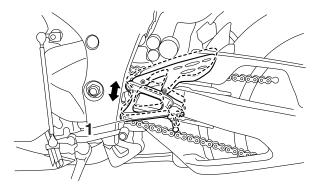
Exhaust chamber cover bolt 7 Nm (0.7 m·kgf, 5.1 ft·lbf)



c. Adjusting the right rider footrest "1".



d. Adjusting the left rider footrest "1".



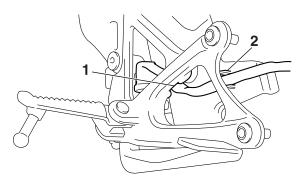
ECA14B1024

NOTICE

Route the rear brake light switch lead through the groove "1" of the right rider footrest and groove "2" of the exhaust chamber cover.

TIP_

When adjusting the left and right rider footrest, be sure to set them on the same level.



e. Install the rider footrest bolts.

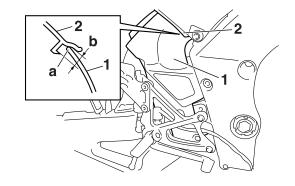


Rider footrest bolt 28 Nm (2.8 m·kgf, 20 ft·lbf)

TIP.

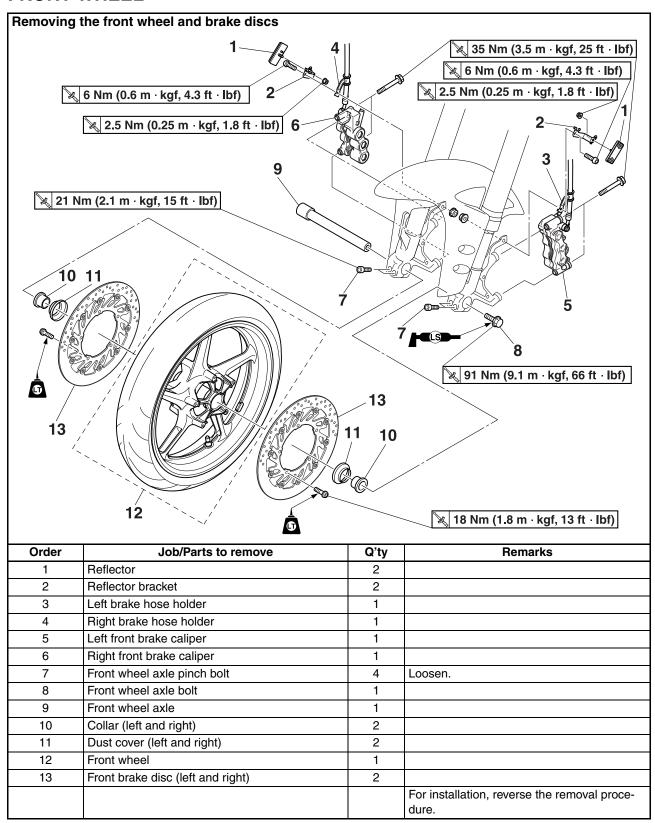
- Install the end "a" of the exhaust chamber cover "1" within the range "b" of the exhaust chamber upper cover "2" as shown in the illustration.
- After adjusting the right rider footrest, adjust the rear brake pedal and rear brake light switch.

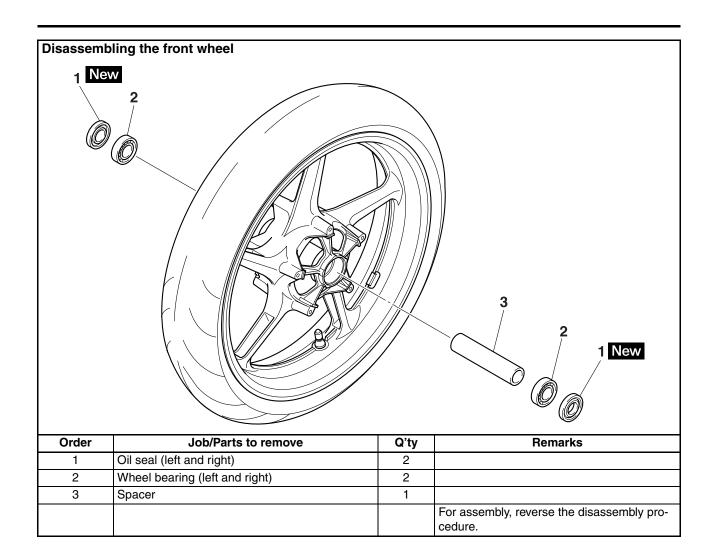
Refer to "ADJUSTING THE REAR DISC BRAKE" on page 3-15 and "ADJUSTING THE REAR BRAKE LIGHT SWITCH" on page 3-32.



EAS21870

FRONT WHEEL





EAS21900

REMOVING THE FRONT WHEEL

1. Stand the vehicle on a level surface.

EWA13120

WARNING

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

TIP_

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

- 2. Remove:
 - · Left brake caliper
 - Right brake caliper

TIP

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

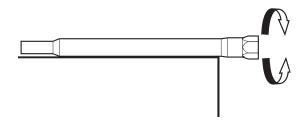
- 3. Loosen:
 - Front wheel axle pinch bolt
- 4. Remove:
 - · Front wheel axle bolt
 - Front wheel axle
 - Front wheel

EAS21920

CHECKING THE FRONT WHEEL

- 1. Check:
 - Wheel axle

Roll the wheel axle on a flat surface. Bends \rightarrow Replace.



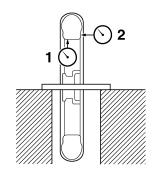
EWA13460

WARNING

Do not attempt to straighten a bent wheel axle.

- 2. Check:
 - Tire
 - Front wheel
 Damage/wear → Replace.

 Refer to "CHECKING THE TIRES" on page 3-18 and "CHECKING THE WHEELS" on page 3-18.
- 3. Measure:
 - Radial wheel runout "1"
 - Lateral wheel runout "2"
 Over the specified limits → Replace.





Radial wheel runout limit 1.0 mm (0.04 in) Lateral wheel runout limit 0.5 mm (0.02 in)

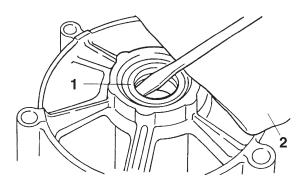
- 4. Check:
 - Wheel bearings
 Front wheel turns roughly or is loose →
 Replace the wheel bearings.
 - Oil seals
 Damage/wear → Replace.



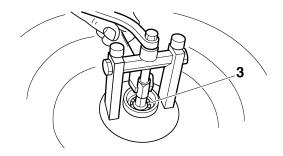
- 5. Replace:
 - Wheel bearings New
 - Oil seals New
- Clean the outside of the front wheel hub.
- b. Remove the oil seals "1" with a flat-head screwdriver.

TIP_

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



c. Remove the wheel bearings "3" with a general bearing puller.



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

ECA14B1001

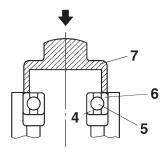
CA1461001

NOTICE

Do not contact the wheel bearing inner race "4" or balls "5". Contact should be made only with the outer race "6".

TIP_

Use a socket "7" that matches the diameter of the wheel bearing outer race and oil seal.



EAS21970

ADJUSTING THE FRONT WHEEL STATIC BALANCE

TIP

 After replacing the tire, wheel or both, the front wheel static balance should be adjusted.

- Adjust the front wheel static balance with the brake disc installed.
- 1. Remove:
 - Balancing weight(s)
- 2. Find:
 - Front wheel's heavy spot

TIP

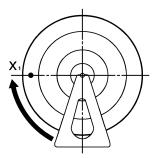
Place the front wheel on a suitable balancing stand

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





- c. Turn the front wheel 90° so that the "X₁" mark is positioned as shown.
- d. Release the front wheel.
- e. When the wheel stops, put an "X₂" mark at the bottom of the wheel.



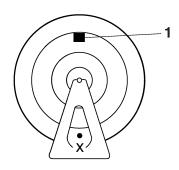


- f. Repeat steps (b) through (e) several times until all the marks come to rest at the same spot.
- g. The spot where all the marks come to rest is the front wheel's heavy spot "X".

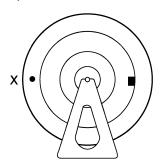
- 3. Adjust:
 - Front wheel static balance
- a. Install a balancing weight "1" onto the rim exactly opposite the heavy spot "X".

TIP

Start with the lightest weight.

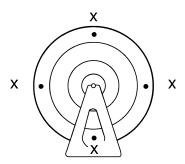


b. Turn the front wheel 90° so that the heavy spot is positioned as shown.



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

- d. Repeat steps (b) and (c) until the front wheel is balanced.
- 4. Check:
 - Front wheel static balance
- a. Turn the front wheel and make sure it stays at each position shown.



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

EAS22000

INSTALLING THE FRONT WHEEL

- 1. Lubricate:
 - Wheel axle
 - Oil seal lips

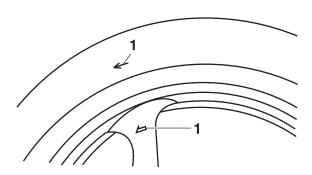


Recommended lubricant Lithium-soap-based grease

- 2. Lift the wheel up between the fork legs.
- 3. Insert the wheel axle.

TIP

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:
 - Front wheel axle bolt



Front wheel axle bolt 91 Nm (9.1 m·kgf, 66 ft·lbf)

 Front wheel axle pinch bolt Refer to "CHASSIS TIGHTENING TORQUES" on page 2-20.



Front wheel axle pinch bolt 21 Nm (2.1 m·kgf, 15 ft·lbf)

ECA14B1002

NOTICE

Before tightening the wheel axle, push down hard on the handlebar(s) several times and check if the front fork rebounds smoothly.

- 6. Install:
 - Front brake calipers



Front brake caliper bolt 35 Nm (3.5 m·kgf, 25 ft·lbf) EWA13530

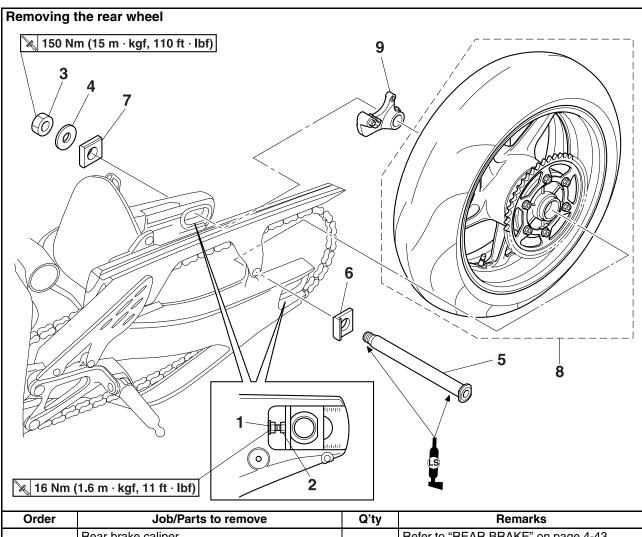
WARNING

Proper brake hose routing is essential to insure safe vehicle operation. Refer to "CABLE ROUTING" on page 2-49.

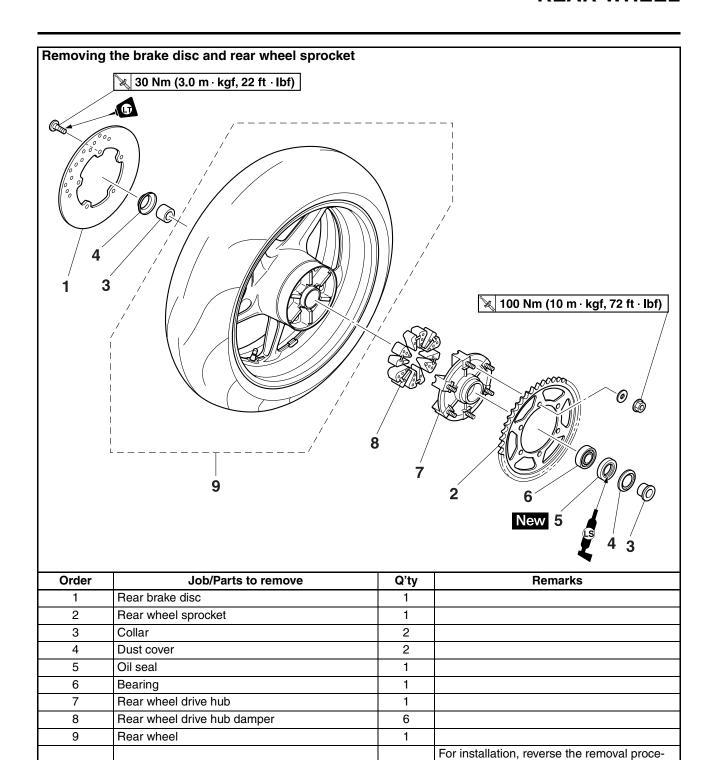
TIP__

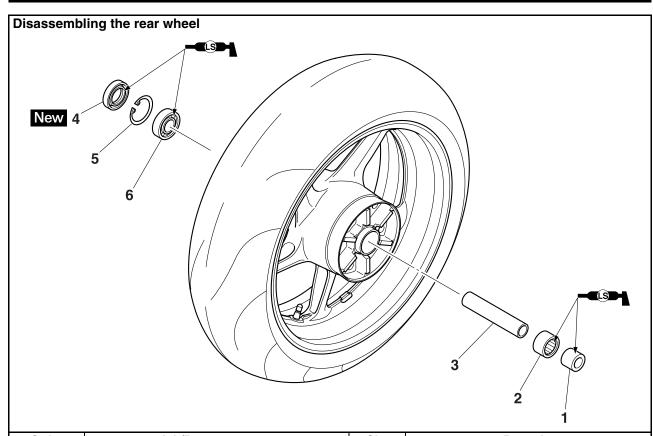
Make sure that there is enough space between the brake pads before installing the brake calipers on to the brake discs.

REAR WHEEL



Order	Job/Parts to remove	Q'ty	Remarks
	Rear brake caliper		Refer to "REAR BRAKE" on page 4-43.
1	Locknut (left and right)	2	Loosen.
2	Adjusting bolt (left and right)	2	Loosen.
3	Rear wheel axle nut	1	
4	Washer	1	
5	Rear wheel axle	1	
6	Adjusting block (left)	1	
7	Adjusting block (right)	1	
8	Rear wheel	1	
9	Rear brake caliper bracket	1	
			For installation, reverse the removal procedure.





Order	Job/Parts to remove	Q'ty	Remarks
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.

EAS22040

REMOVING THE REAR WHEEL

1. Stand the vehicle on a level surface.

EWA13120

WARNING

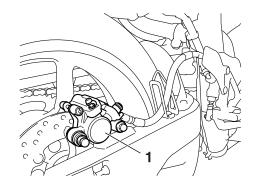
Securely support the vehicle so that there is no danger of it falling over.

TIP_

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

2. Remove:

• Brake caliper "1"

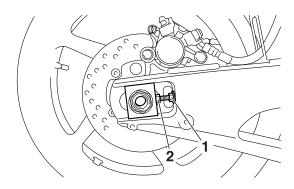


TIF

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

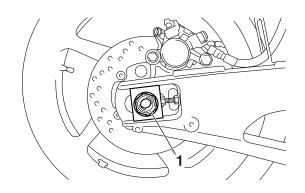
3. Loosen:

- Locknuts "1"
- Adjusting bolts "2"



4. Remove:

- Wheel axle nut "1"
- Wheel axle
- Rear wheel

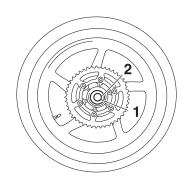


TIF

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



EAS22090

CHECKING THE REAR WHEEL

- 1. Check:
 - Wheel axle
 - Rear wheel
 - Wheel bearings
 - Oil seals
 Refer to "CHECKING THE FRONT
 WHEEL" on page 4-20.

2. Check:

- Tire
- Rear wheel
 Damage/wear → Replace.

 Refer to "CHECKING THE TIRES" on page 3-18 and "CHECKING THE WHEELS" on page 3-18.

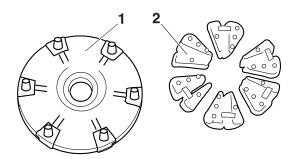
3. Measure:

- · Radial wheel runout
- Lateral wheel runout Refer to "CHECKING THE FRONT WHEEL" on page 4-20.

FAS22110

CHECKING THE REAR WHEEL DRIVE HUB

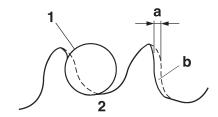
- 1. Check:
 - Rear wheel drive hub "1" Cracks/damage → Replace.
 - Rear wheel drive hub dampers "2" Damage/wear → Replace.



EAS14B1003

CHECKING AND REPLACING THE REAR WHEEL SPROCKET

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

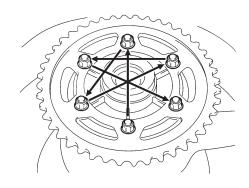


- b. Correct
- 1. Drive chain roller
- 2. Rear wheel sprocket
- 2. Replace:
 - Rear wheel sprocket
- a. Remove the self-locking nuts and the rear wheel sprocket.
- Clean the rear wheel drive hub with a clean cloth, especially the surfaces that contact the sprocket.
- c. Install the new rear wheel sprocket.



Rear wheel sprocket self-locking nut 100 Nm (10 m·kgf, 72 ft·lbf) TIP

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



EAS22150

ADJUSTING THE REAR WHEEL STATIC BALANCE

TIP_

- 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" on page 4-21.

EAS22160

INSTALLING THE REAR WHEEL

- 1. Lubricate:
 - Wheel axle
 - Wheel bearings
 - · Oil seal lips



Recommended lubricant Lithium-soap-based grease

- 2. Adjust:
 - Drive chain slack Refer to "ADJUSTING THE DRIVE CHAIN SLACK" on page 3-20.



Drive chain slack (when adjusting the drive chain)

25.0-35.0 mm (0.98-1.38 in) Drive chain slack (when replacing the drive chain and sprocket)

20.0-30.0 mm (0.79-1.18 in)

3. Tighten:

- Rear wheel axle nut
- Rear brake caliper bolts



Rear wheel axle nut 150 Nm (15 m·kgf, 110 ft·lbf) Rear brake caliper bolt (front side)

27 Nm (2.7 m·kgf, 19 ft·lbf) Rear brake caliper bolt (rear side)

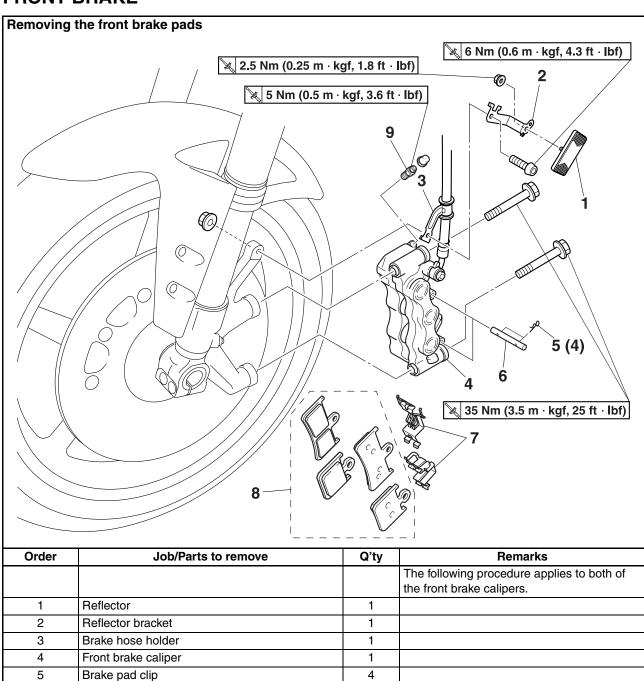
22 Nm (2.2 m·kgf, 16 ft·lbf)

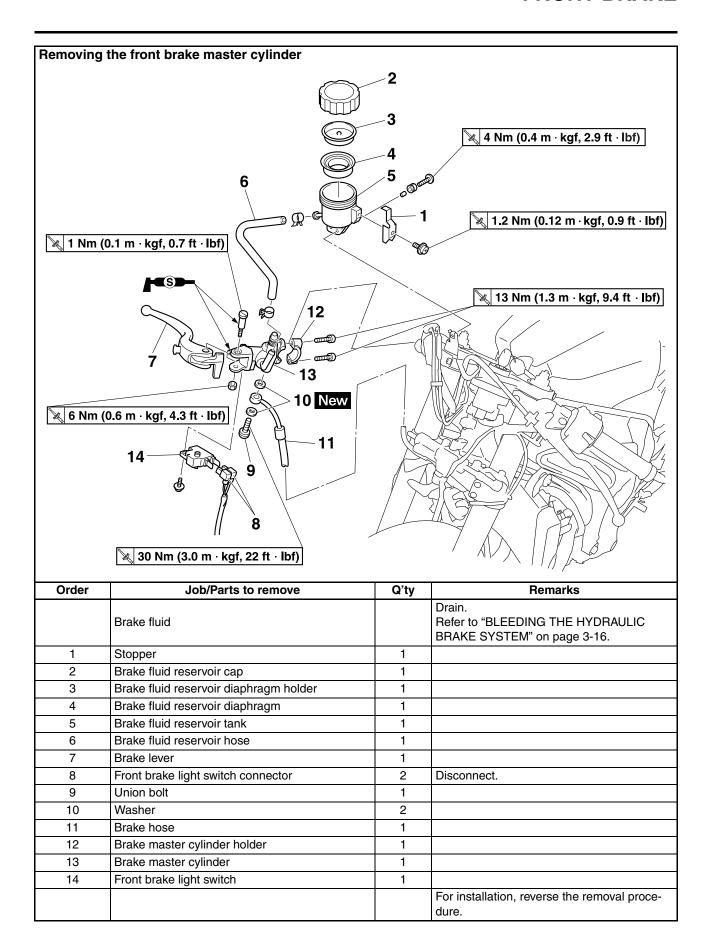
EWA13530



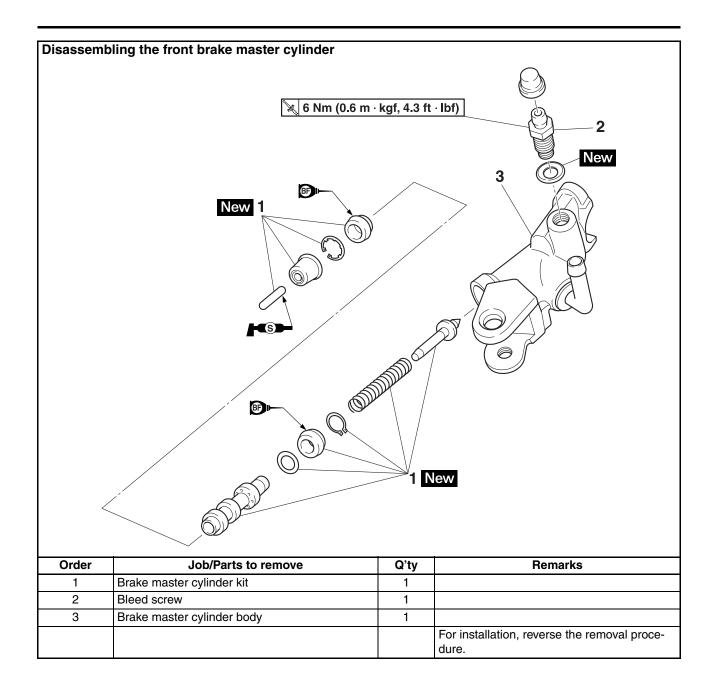
Proper brake hose routing is essential to insure safe vehicle operation. Refer to "CABLE ROUTING" on page 2-49.

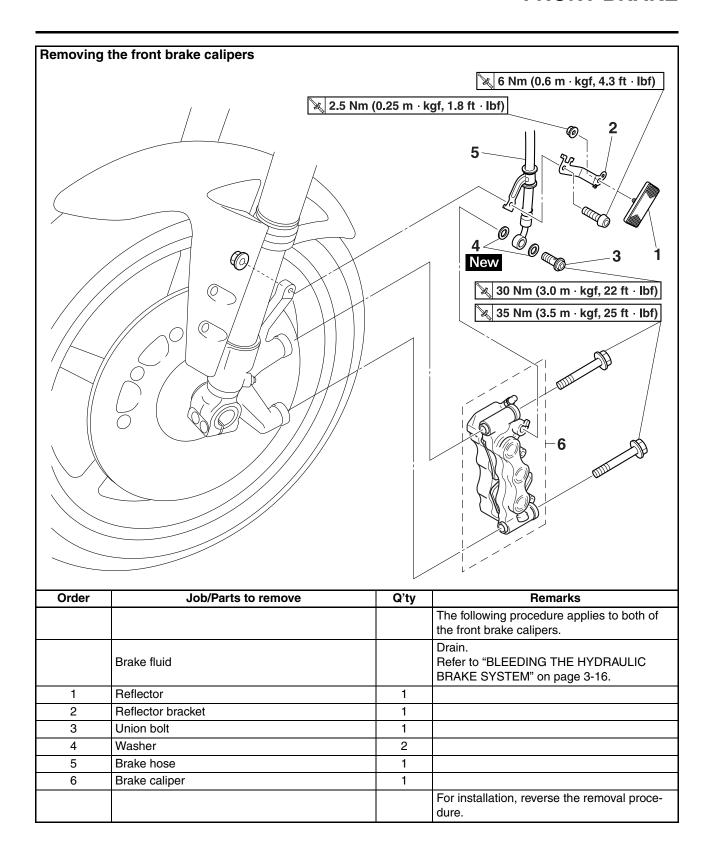
FRONT BRAKE

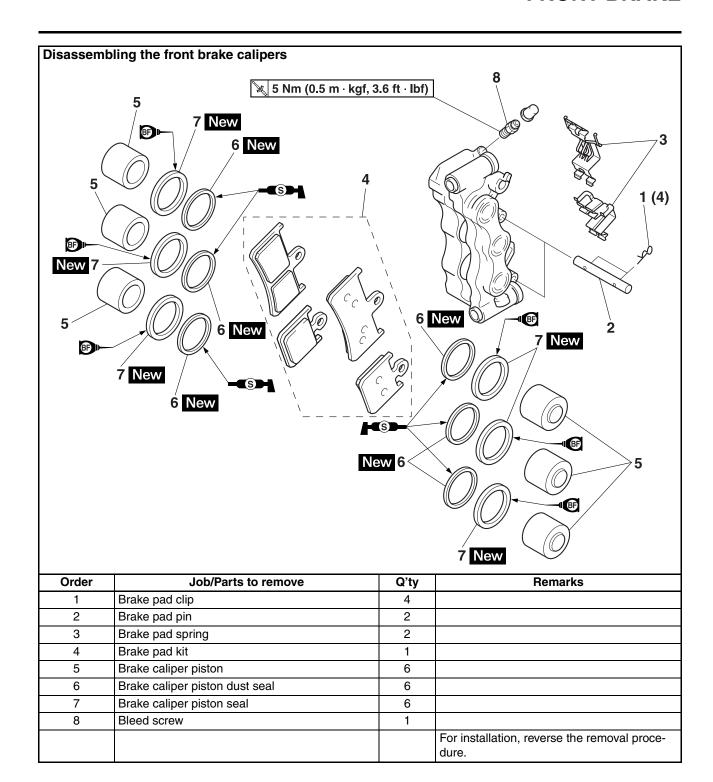




FRONT BRAKE







INTRODUCTION

EWA14100

WARNING

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

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

FAS22240

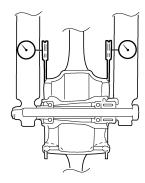
CHECKING THE FRONT BRAKE DISCS

The following procedure applies to both brake discs.

- 1. Remove:
 - Front wheel Refer to "FRONT WHEEL" on page 4-18.
- 2. Check:
 - Brake discs
 Damage/galling → Replace.
- 3. Measure:
 - Brake disc deflection
 Out of specification → Correct the brake
 disc deflection or replace the brake disc.



Brake disc deflection limit 0.10 mm (0.0039 in)

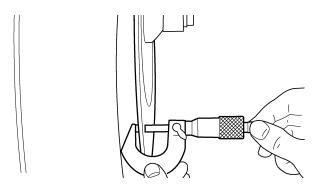


- a. Place the vehicle on a suitable stand so that the front wheel is elevated.
- Before measuring the front brake disc deflection, turn the handlebar to the left or right to ensure that the front wheel is stationary.
- c. Remove the brake caliper.
- d. Hold the dial gauge at a right angle against the brake disc surface.
- e. Measure the deflection 1.5 mm (0.06 in) below the edge of the brake disc.

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



Brake disc thickness limit 4.5 mm (0.18 in)



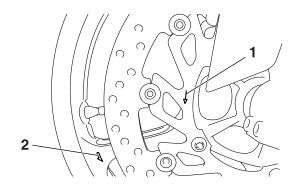
- 5. Adjust:
 - Brake disc deflection
- a. Remove the brake disc.
- b. Rotate the brake disc by one bolt hole.
- c. Install the brake disc.

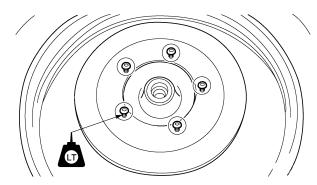
TIF

- When installing the brake disc, align the arrow "1" on the brake disc and arrow "2" on the wheel in the direction of wheel rotation.
- Tighten the brake disc bolts in stages and in a crisscross pattern.



Brake disc bolt 18 Nm (1.8 m·kgf, 13 ft·lbf) LOCTITE®





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

6. Install:

 Front wheel Refer to "FRONT WHEEL" on page 4-18.

EAS14B1004

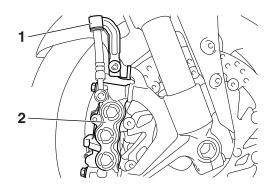
REPLACING THE FRONT BRAKE PADS

TIP

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

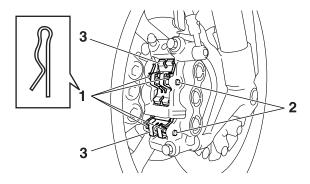
1. Remove:

- Brake hose holder "1"
- Brake caliper "2"



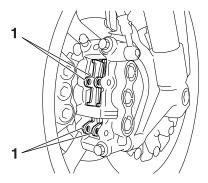
2. Remove:

- Brake pad clips "1"
- Brake pad pins "2"
- Brake pad springs "3"



3. Remove:

• Brake pads "1"



4. Measure:

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



Brake pad lining thickness (inner)

4.5 mm (0.18 in)

Limit

0.8 mm (0.03 in)

Brake pad lining thickness (outer)

4.5 mm (0.18 in)

Limit

0.8 mm (0.03 in)

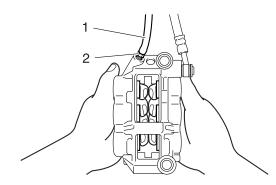


- 5. Install:
 - Brake pads
 - · Brake pad springs

TID

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

a. Connect a clear plastic hose "1" tightly to the bleed screw "2". Put the other end of the hose into an open container.



- b. Loosen the bleed screw and push the brake caliper pistons into the brake caliper with your finger.
- c. Tighten the bleed screw.

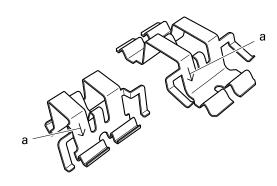


Bleed screw 5 Nm (0.5 m·kgf, 3.6 ft·lbf)

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

TIP_

The arrow mark "a" on the brake pad springs must point in the direction of disc rotation.



- 6. Install:
 - Brake pad pins
 - Brake pad clips
 - Brake caliper

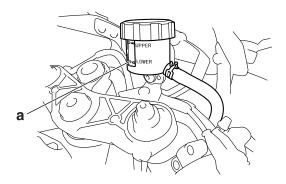


Front brake caliper bolt 35 Nm (3.5 m·kgf, 25 ft·lbf)

- 7. Check:
 - Brake fluid level

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

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



- 8. Check:
 - Brake lever operation
 Soft or spongy feeling → Bleed the brake system.

Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-16.

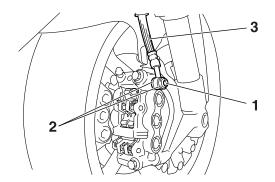
REMOVING THE FRONT BRAKE CALIPERS

The following procedure applies to both of the brake calipers.

TIP

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

- 1. Remove:
 - Union bolt "1"
 - Washers "2"
 - Brake hose "3"



TIP

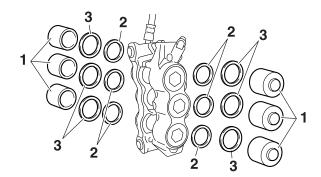
Put the end of the brake hose into a container and pump out the brake fluid carefully.

EAS22360

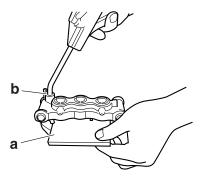
DISASSEMBLING THE FRONT BRAKE CALIPERS

The following procedure applies to both of the brake calipers.

- 1. Remove:
 - Brake caliper pistons "1"
 - Brake caliper piston dust seals "2"
 - Brake caliper piston seals "3"



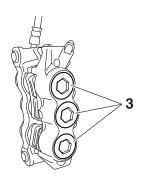
- a. Secure the right side brake caliper pistons with a piece of wood "a".
- b. Blow compressed air into the brake hose joint opening "b" to force out the left side pistons from the brake caliper.



EWA14B1002

WARNING

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



- c. Remove the brake caliper piston dust seals and brake caliper piston seals.
- d. Cover the left piston with a cloth so that air does not leak from it and repeat the above procedure (a)–(c), and then push out the right piston from the brake caliper.

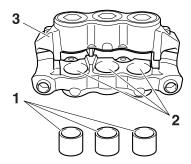
EAS22390

CHECKING THE FRONT BRAKE CALIPERS

Recommended brake component replacement schedule			
Brake pads	If necessary		
Piston dust seals and 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.



EWA14B1003

WARNING

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

FAS22410

ASSEMBLING THE FRONT BRAKE CALI-PERS

EWA14B1004

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 dust seals and brake caliper piston seals.



Recommended fluid DOT 4

EAS22450

INSTALLING THE FRONT BRAKE CALIPERS

The following procedure applies to both of the brake calipers.

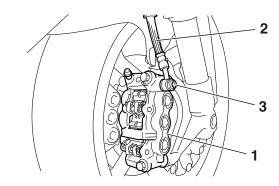
- 1. Install:
 - Brake pads
 - Brake pad springs
 - Brake pad pins

2. Install:

- Brake caliper "1"
- Copper washers New
- Brake hose "2"
- Union bolt "3"
- Brake hose holder



Front brake caliper bolt 35 Nm (3.5 m·kgf, 25 ft·lbf) Front brake hose union bolt 30 Nm (3.0 m·kgf, 22 ft·lbf) Front brake hose holder 6 Nm (0.6 m·kgf, 4.3 ft·lbf)



EWA13530

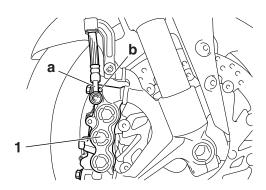
WARNING

Proper brake hose routing is essential to insure safe vehicle operation. Refer to "CABLE ROUTING" on page 2-49.

ECA14170

NOTICE

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



3. Fill:

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



Recommended fluid DOT 4

EWA13090

WARNING

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

ECA13540

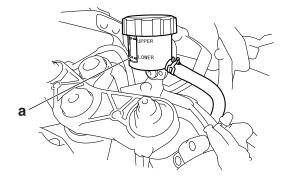
NOTICE

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

- 4. Bleed:
 - Brake system
 Refer to "BLEEDING THE HYDRAULIC
 BRAKE SYSTEM" on page 3-16.
- 5. Check:
 - Brake fluid level

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

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



6. Check:

Brake lever operation
 Soft or spongy feeling → Bleed the brake
 system.

Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-16.

EAS22490

REMOVING THE FRONT BRAKE MASTER CYLINDER

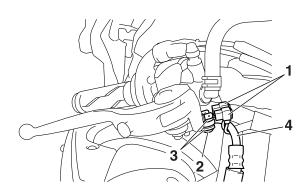
TIP

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

- 1. Disconnect:
 - Front brake light switch connectors "1" (from the brake switch)
- 2. Remove:
 - Union bolt "2"
 - Washers "3"
 - Brake hose "4"

TIP_

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

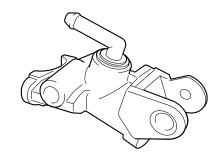


- 3. Remove:
 - Brake master cylinder holder
 - Brake master cylinder

FAS22510

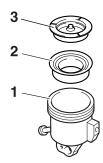
CHECKING THE FRONT BRAKE MASTER CYLINDER

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



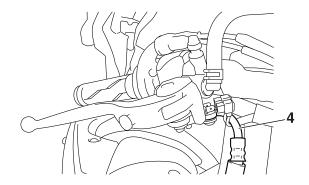
2. Check:

- Brake fluid reservoir tank "1" Cracks/damage → Replace.
- Brake fluid reservoir diaphragm "2" Damage/wear \rightarrow Replace.
- Brake fluid reservoir diaphragm holder "3" Cracks/damage → Replace.



3. Check:

 Brake hose "4" Cracks/damage/wear → Replace.



FAS22520

ASSEMBLING THE FRONT BRAKE MAS-TER CYLINDER

EWA13520

WARNING

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



Recommended fluid DOT 4

1. Install:

Brake master cylinder kit New

INSTALLING THE FRONT BRAKE MASTER CYLINDER

- 1. Install:
 - Brake master cylinder "1"
 - Brake master cylinder holder "2"

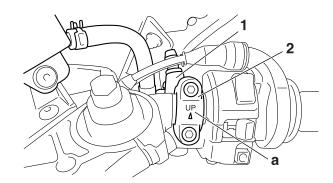


Front brake master cylinder holder bolt

13 Nm (1.3 m·kgf, 9.4 ft·lbf)

TIP

- Install the brake master cylinder holder with the "UP" mark "a" facing up.
- First, tighten the upper bolt, then the lower bolt.



2. Install:

- Washers New
- Brake hose
- Union bolt



Front brake hose union bolt 30 Nm (3.0 m·kgf, 22 ft·lbf)

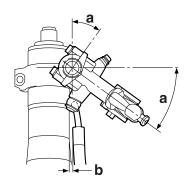
EWA13530

WARNING

Proper brake hose routing is essential to insure safe vehicle operation. Refer to "CABLE ROUTING" on page 2-49.

TIP.

- 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.



- a. 36°
- b. 3 mm (0.12 in)

3. Fill:

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



Recommended fluid DOT 4

EWA13090

WARNING

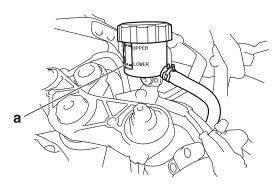
- Use only the designated brake fluid.
 Other brake fluids may cause the rubber seals to deteriorate, causing leakage and poor brake performance.
- Refill with the same type of brake fluid that is already in the system. Mixing brake fluids may result in a harmful chemical reaction, leading to poor brake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

ECA13540

NOTICE

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

- 4. Bleed:
 - Brake system
 Refer to "BLEEDING THE HYDRAULIC
 BRAKE SYSTEM" on page 3-16.
- 5. Check:
 - Brake fluid level
 Below the minimum level mark "a" → Add
 the recommended brake fluid to the
 proper level.
 Refer to "CHECKING THE BRAKE
 FLUID LEVEL" on page 3-14.

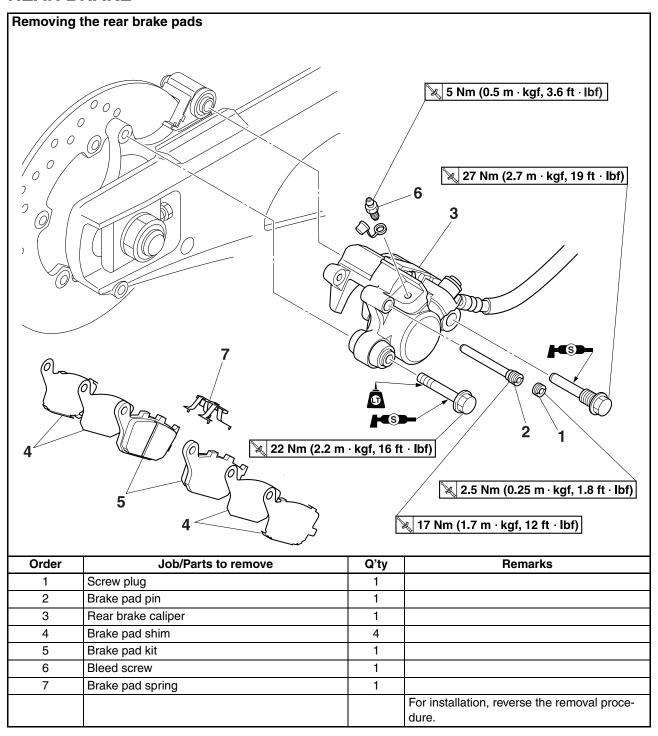


6. Check:

Brake lever operation
 Soft or spongy feeling → Bleed the brake
 system.

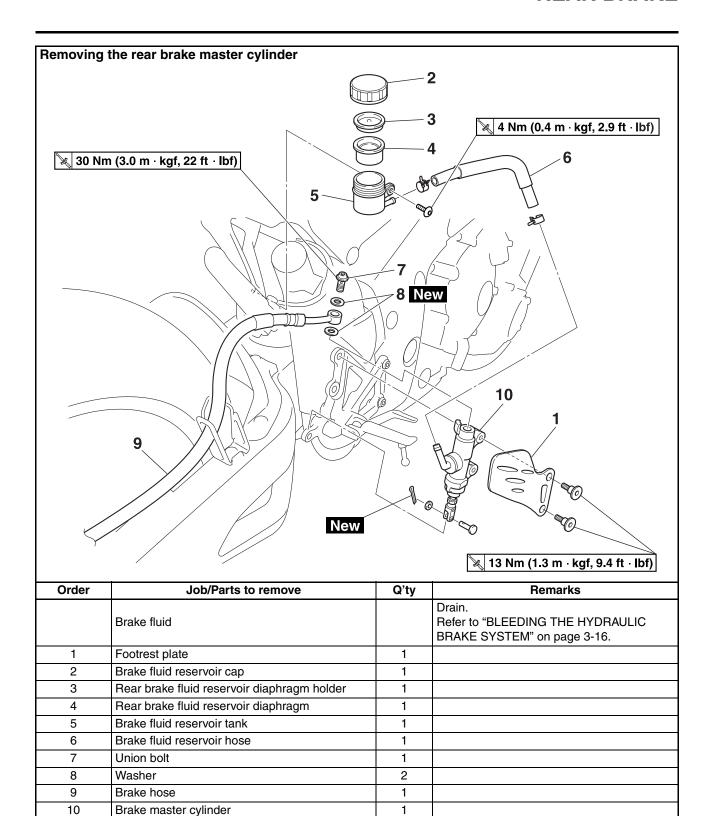
Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-16.

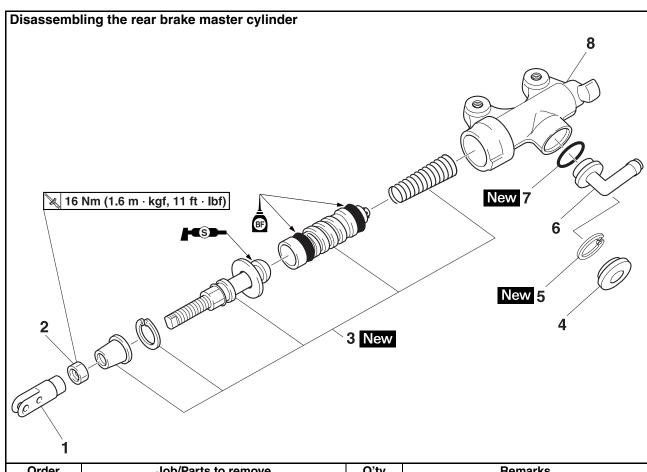
REAR BRAKE



For installation, reverse the removal proce-

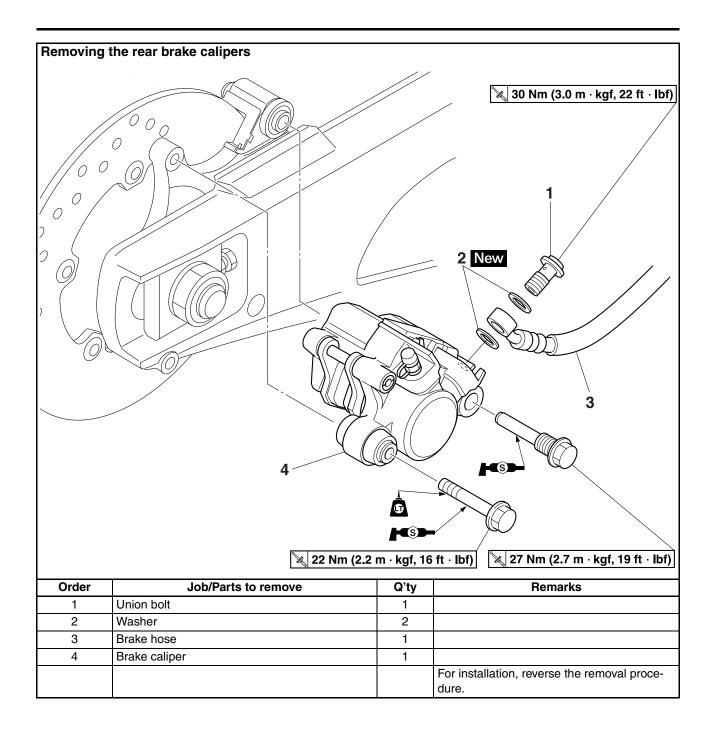
dure.

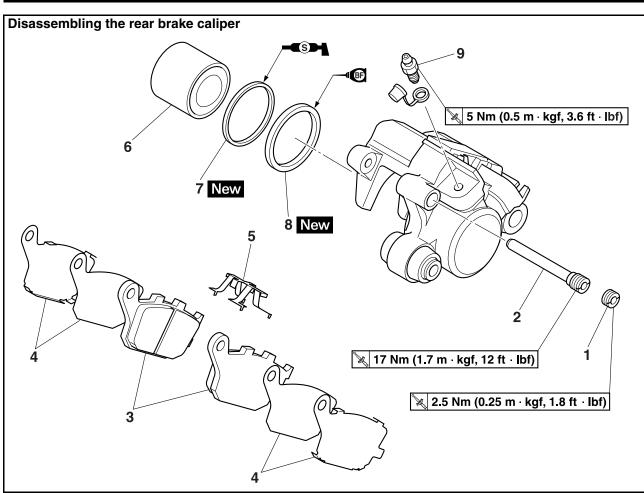




Order	Job/Parts to remove	Q'ty	Remarks
1	Brake master cylinder yoke	1	
2	Adjusting nut	1	
3	Brake master cylinder kit	1	
4	Dust cover	1	
5	Circlip	1	
6	Hose joint	1	
7	O-ring	1	
8	Brake master cylinder body	1	
			For installation, reverse the removal procedure.

REAR BRAKE





Order	Job/Parts to remove	Q'ty	Remarks
1	Screw plug	1	
2	Brake pad pin	1	
3	Brake pad kit	1	
4	Brake pad shim	4	
5	Brake pad spring	1	
6	Brake caliper piston	1	
7	Brake caliper piston dust seal	1	
8	Brake caliper piston seal	1	
9	Bleed screw	1	
			For installation, reverse the removal procedure.

INTRODUCTION

EWA14100

WARNING

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

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

EAS22570

CHECKING THE REAR BRAKE DISC

- 1. Remove:
 - Rear wheel Refer to "REAR WHEEL" on page 4-24.
- 2. Check:
 - Brake disc
 Damage/galling → Replace.
- 3. Measure:
 - Brake disc deflection
 Out of specification → Correct the brake
 disc deflection or replace the brake disc.
 Refer to "CHECKING THE FRONT
 BRAKE DISCS" on page 4-35.



Brake disc deflection limit 0.15 mm (0.0059 in)

- 4. Measure:
 - Brake disc thickness
 Measure the brake disc thickness at a
 few different locations.
 Out of specification → Replace.
 Refer to "CHECKING THE FRONT
 BRAKE DISCS" on page 4-35.



Brake disc thickness limit 4.5 mm (0.18 in)

- 5. Adjust:
 - Brake disc deflection Refer to "CHECKING THE FRONT BRAKE DISCS" on page 4-35.



Rear brake disc bolt 30 Nm (3.0 m·kgf, 22 ft·lbf) LOCTITE®

- 6. Install:
 - Rear wheel Refer to "REAR WHEEL" on page 4-24.

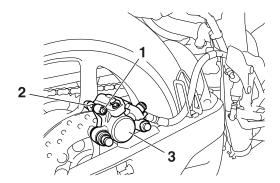
EAS22580

REPLACING THE REAR BRAKE PADS

TIE

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

- 1. Remove:
 - Screw plug "1"
 - Brake pad pin "2"
 - Brake caliper "3"
 - Brake pad spring

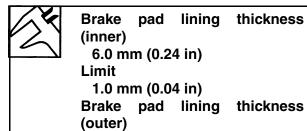


- 2. Remove:
 - Brake pads "1"
 (along with the brake pad shims "2")



3. Measure:

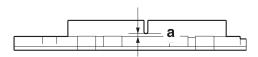
Brake pad wear limit "a"
 Out of specification → Replace the brake pads as a set.



6.0 mm (0.24 in)

1.0 mm (0.04 in)

Limit

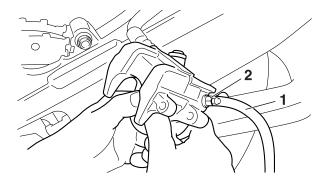


- 4. Install:
 - Brake pad shims (onto the brake pads)
 - Brake pads
 - · Brake pad spring

TIP

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

a. Connect a clear plastic hose "1" tightly to the bleed screw "2". Put the other end of the hose into an open container.

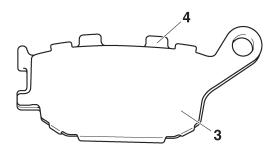


 Loosen the bleed screw and push the brake caliper pistons into the brake caliper with your finger. c. Tighten the bleed screw.



Bleed screw 5 Nm (0.5 m·kgf, 3.6 ft·lbf)

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



Inotalli

- 5. Install:
 - Brake pad pin
 - Screw plug
 - Brake caliper



Rear brake caliper bolt (front side)

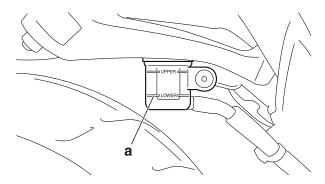
27 Nm (2.7 m·kgf, 19 ft·lbf) Rear brake caliper bolt (rear side)

22 Nm (2.2 m·kgf, 16 ft·lbf) LOCTITE®

- 6. Check:
 - Brake fluid level

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

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



7. Check:

Brake pedal operation
 Soft or spongy feeling → Bleed the brake system.

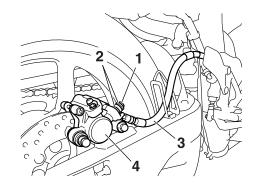
Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-16.

REMOVING THE REAR BRAKE CALIPER

TIP

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

- 1. Remove:
 - Union bolt "1"
 - Copper washers "2"
 - Brake hose "3"
 - Brake caliper "4"



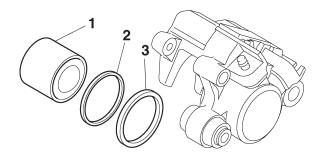
TIP

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

EAS22600

DISASSEMBLING THE REAR BRAKE CALIPER

- 1. Remove:
 - Brake caliper piston "1"
 - Brake caliper piston dust seal "2"
 - Brake caliper piston seal "3"



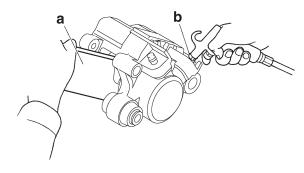
- a. Secure the brake caliper position with a piece of wood "a".
- b. Blow compressed air into the brake hose joint opening "b" to force out the piston from the brake caliper.

EWA13550

WARNING

Cover the brake caliper piston with a rag.
 Be careful not to get injured when the piston is expelled from the brake caliper.

Never try to pry out the brake caliper piston.



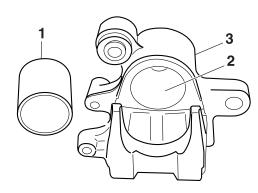
c. Remove the brake caliper piston dust seal and brake caliper piston seal.

EAS22640

CHECKING THE REAR BRAKE CALIPER

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

- 1. Check:
 - Brake caliper piston "1"
 Rust/scratches/wear → Replace the brake caliper piston.
 - Brake caliper cylinder "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.



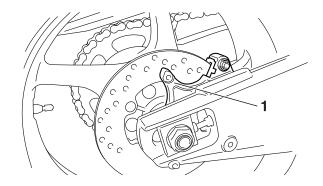
EWA14B1005

WARNING

Whenever a brake caliper is disassembled, replace the brake caliper piston dust seal and brake caliper piston seal.

2. Check:

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



EAS22650

ASSEMBLING THE REAR BRAKE CALIPER EWA14B1006

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 dust seal and brake caliper piston seal.



Recommended fluid DOT 4

EAS22670

INSTALLING THE REAR BRAKE CALIPER

- 1. Install:
 - Brake caliper "1" (temporarily)
 - Washers New
 - Brake hose "2"
 - Union bolt "3"



Rear brake hose union bolt 30 Nm (3.0 m·kgf, 22 ft·lbf)

EWA13530

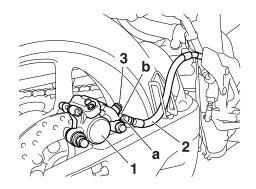
WARNING

Proper brake hose routing is essential to insure safe vehicle operation. Refer to "CABLE ROUTING" on page 2-49.

ECA14170

NOTICE

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



- 2. Remove:
 - Brake caliper
- 3. Install:
 - Brake pads
 (along with the brake pad shims)
 - Brake pad spring
 - Brake pad pin
 - Screw plug
 - Brake caliper



Rear brake caliper bolt (front side)

27 Nm (2.7 m·kgf, 19 ft·lbf) Rear brake caliper bolt (rear side)

22 Nm (2.2 m·kgf, 16 ft·lbf) LOCTITE®

4. Fill:

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



Recommended fluid DOT 4

EWA13090

WARNING

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

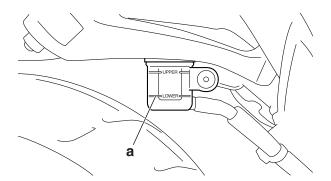
ECA13540

NOTICE

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

- 5. Bleed:
 - Brake system
 Refer to "BLEEDING THE HYDRAULIC
 BRAKE SYSTEM" on page 3-16.
- 6. Check:
 - Brake fluid level
 Below the minimum level mark "a" → Add
 the recommended brake fluid to the
 proper level.

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



7. Check:

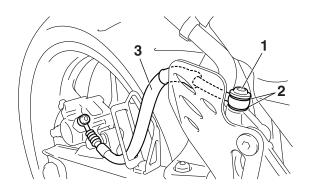
Brake pedal operation
 Soft or spongy feeling → Bleed the brake system.

Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-16.

EAS22700

REMOVING THE REAR BRAKE MASTER CYLINDER

- 1. Remove:
 - Union bolt "1"
 - Washers "2"
 - Brake hose "3"



TIP.

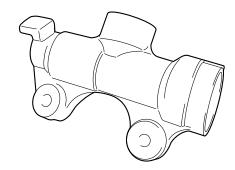
To collect any remaining brake fluid, place a container under the master cylinder and the end of the brake hose.

- 2. Remove:
 - Brake master cylinder

FAS22720

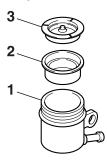
CHECKING THE REAR BRAKE MASTER CYLINDER

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



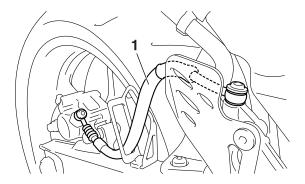
2. Check:

- Brake fluid reservoir tank "1" Cracks/damage → Replace.
- Brake fluid reservoir diaphragm "2" Cracks/damage → Replace.
- Brake fluid reservoir diaphragm holder "3"
 Cracks/damage → Replace.



3. Check:

Brake hoses "1"
 Cracks/damage/wear → Replace.



EAS22730

ASSEMBLING THE REAR BRAKE MASTER CYLINDER

EWA13520

WARNING

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



Recommended fluid DOT 4

- 1. Install:
 - Brake master cylinder kit New

FAS22740

INSTALLING THE REAR BRAKE MASTER CYLINDER

- 1. Install:
 - Washers New
 - Brake hoses
 - Union bolt



Rear brake hose union bolt 30 Nm (3.0 m·kgf, 22 ft·lbf)

EWA13530

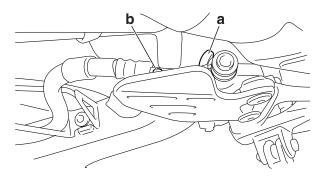
WARNING

Proper brake hose routing is essential to insure safe vehicle operation. Refer to "CABLE ROUTING" on page 2-49.

ECA14B1004

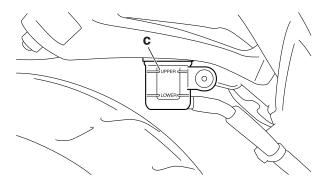
NOTICE

- When installing the brake hose onto the brake master cylinder, make sure the brake pipe touches the projection "a" as shown.
- Face the brake hose paint mark "b" to the rear master cylinder and install so that the paint mark is facing up.



2. Fill:

• Brake fluid reservoir (to the maximum level mark "c")





Recommended fluid DOT 4

EWA13090

WARNING

Use only the designated brake fluid.
 Other brake fluids may cause the rubber seals to deteriorate, causing leakage and poor brake performance.

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

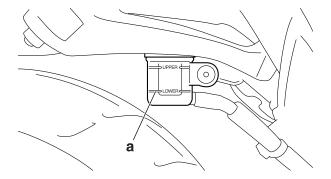
ECA13540

NOTICE

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

- 3. Bleed:
 - Brake system
 Refer to "BLEEDING THE HYDRAULIC
 BRAKE SYSTEM" on page 3-16.
- 4. Check:
 - Brake fluid level
 Below the minimum level mark "a" → Add
 the recommended brake fluid to the
 proper level.

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



- 5. Check:
 - Brake pedal operation
 Soft or spongy feeling → Bleed the brake system.

 Befer to "BI FEDING THE HYDBALLIC"

Refer to "BLEEDING THE HYDRAULIC BRAKE SYSTEM" on page 3-16.

- 6. Adjust:
 - Brake pedal position Refer to "ADJUSTING THE REAR DISC BRAKE" on page 3-15.



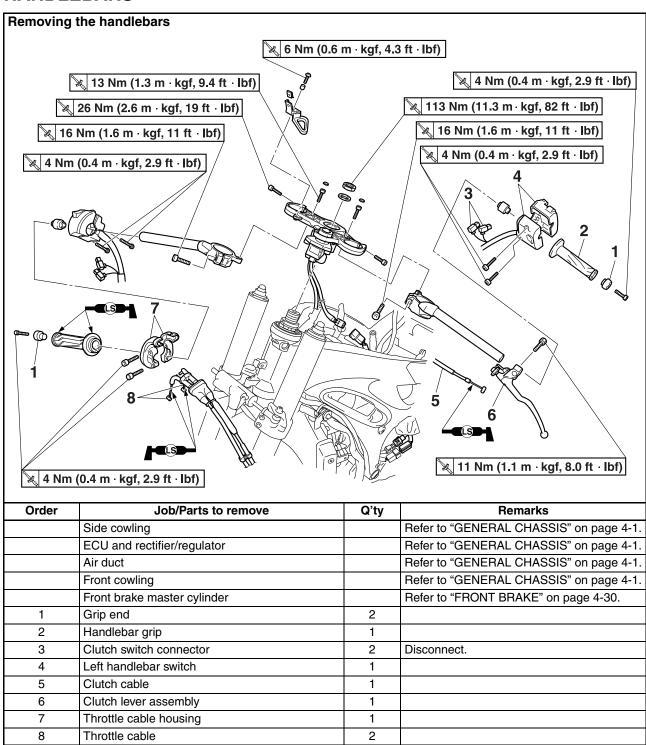
Brake pedal position (from the top of the brake pedal to the center of the bolt mount on the rider footrest bracket)

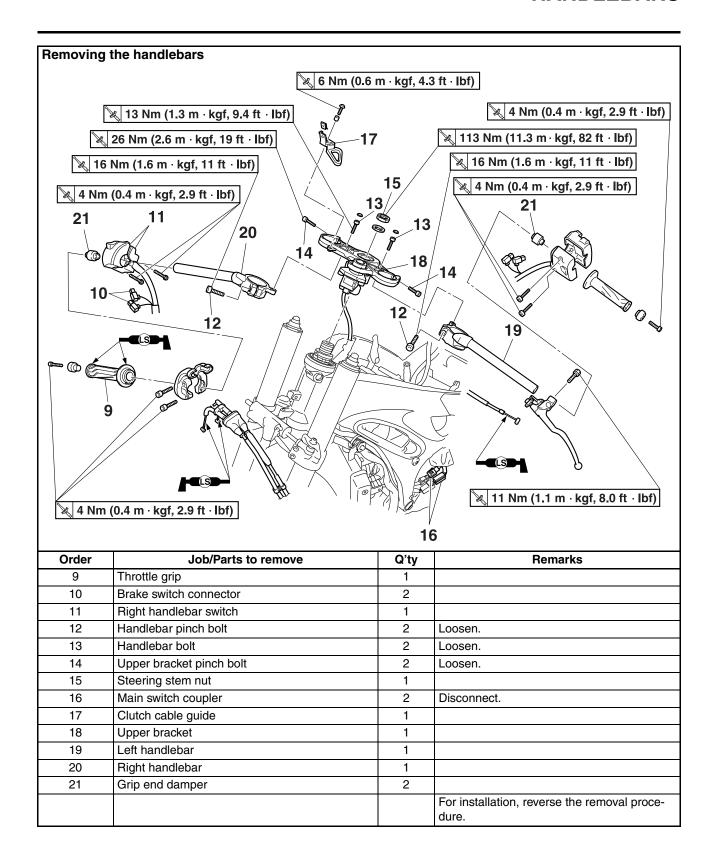
12-21 mm (0.47-0.83 in)

7. Adjust:

 Rear brake light operation timing Refer to "ADJUSTING THE REAR BRAKE LIGHT SWITCH" on page 3-32.

HANDLEBARS





REMOVING THE HANDLEBAR

1. Stand the vehicle on a level surface.

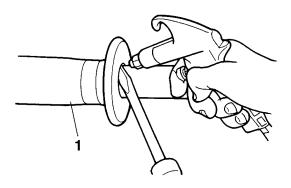
WARNING

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

- 2. Remove:
 - Grip end
 - Handlebar grip "1"

TIP_

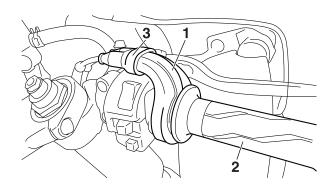
Blow compressed air between the handlebar and the handlebar grip, and gradually push the grip off the handlebar.



- 3. Remove:
 - Throttle cable housing "1"
 - Throttle grip "2"

TIP

While removing the throttle cable housing, pull back the rubber cover "3".



EAS22890

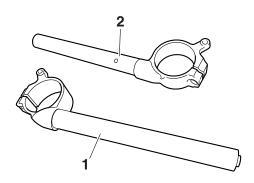
CHECKING THE HANDLEBARS

- 1. Check:
 - Left handlebar "1"
 - Right handlebar "2"
 Bends/cracks/damage → Replace.

EWA13690

WARNING

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



EAS22900

INSTALLING THE HANDLEBARS

1. Stand the vehicle on a level surface. EWA13120

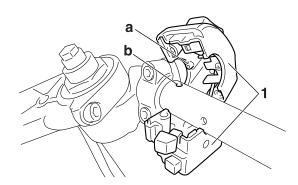
WARNING

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

- 2. Install:
 - Right handlebar switch "1"

TIP

Align the projection "a" on the right handlebar switch with the hole "b" on the right handlebar.



- 3. Install:
 - Brake master cylinder holder "1"



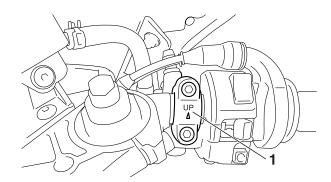
Front brake master cylinder holder bolt

13 Nm (1.3 m·kgf, 9.4 ft·lbf)

ECA14260

NOTICE

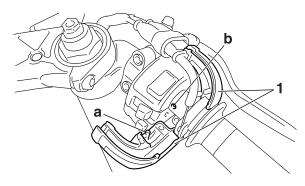
- Install the brake master cylinder holder with the "UP" mark facing up.
- First, tighten the upper bolt, and then the lower bolt.



- 4. Install:
 - Throttle grip
 - Throttle cable housing "1"
 - Throttle cables

TIP

Align the projection "a" on the throttle cable housing with the hole "b" in the right handlebar.



5. Install:

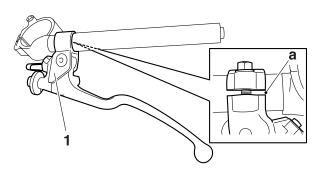
• Clutch lever holder "1"



Clutch lever holder bolt 11 Nm (1.1 m·kgf, 8.0 ft·lbf)

TIP

Align the slit on the clutch lever holder with the punch mark "a" on the left handlebar.

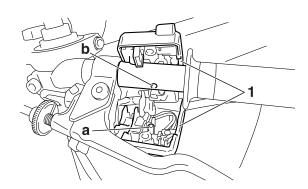


6. Install:

• Left handlebar switch "1"

TIP_

- Align the projection "a" on the left handlebar switch with the hole "b" on the left handlebar.
- There should be 2.0–2.5 mm (0.08–0.10 in) of clearance between left handlebar switch and clutch lever holder.



- 7. Install:
 - Handlebar grip
 - Grip end
- a. Apply a thin coat of rubber adhesive onto the end of the left handlebar.
- b. Slide the handlebar grip over the end of the left handlebar.
- c. Wipe off any excess rubber adhesive with a clean rag.

EWA14B1007

WARNING

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

TIP.

When installing the handlebar grip, keep the clearance of 1.0–3.0 mm (0.04–0.12 in) between the handlebar grip and grip end.

- 8. Adjust:
 - Clutch cable free play Refer to "ADJUSTING THE CLUTCH CABLE FREE PLAY" on page 3-13.



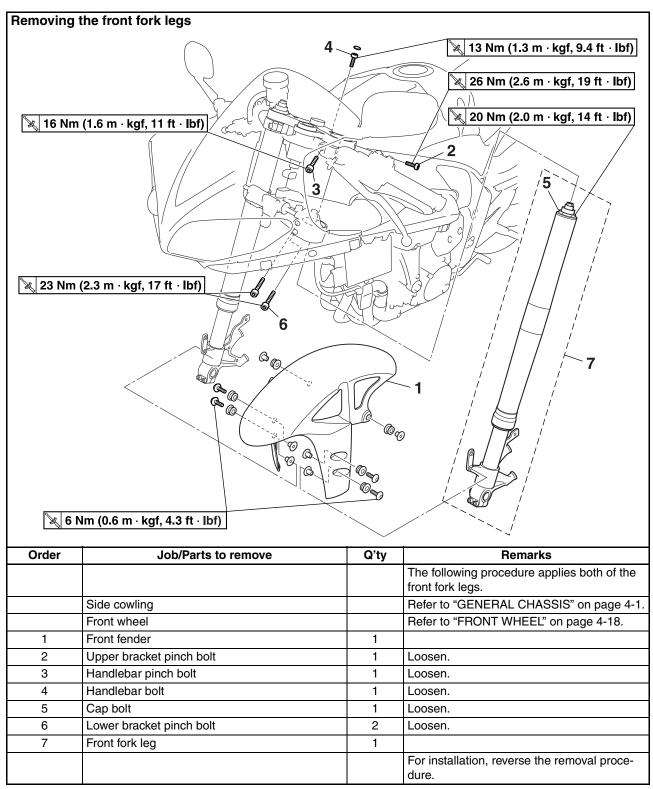
Clutch lever free play 10.0–15.0 mm (0.39–0.59 in)

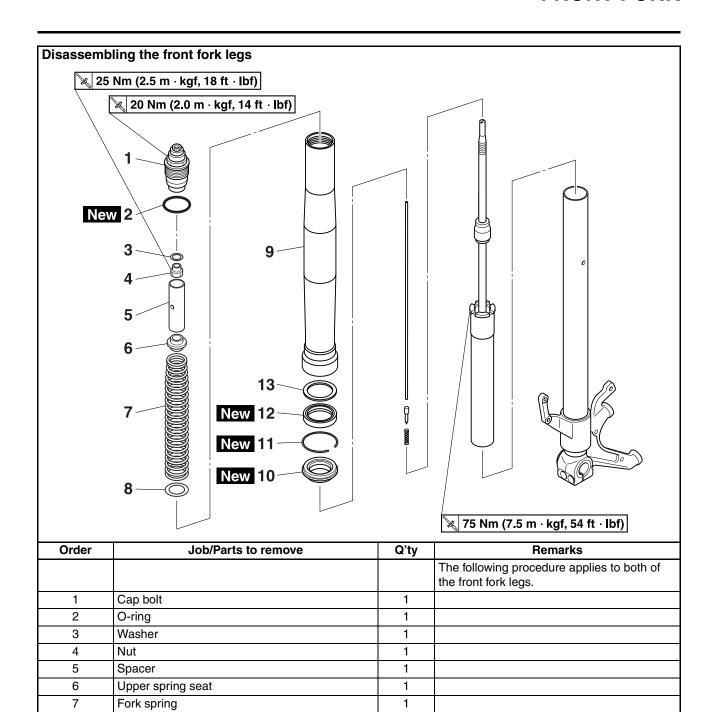
- 9. Adjust:
 - Throttle cable free play Refer to "ADJUSTING THE THROTTLE CABLE FREE PLAY" on page 3-33.



Throttle cable free play 3.0-5.0 mm (0.12-0.20 in)

FRONT FORK

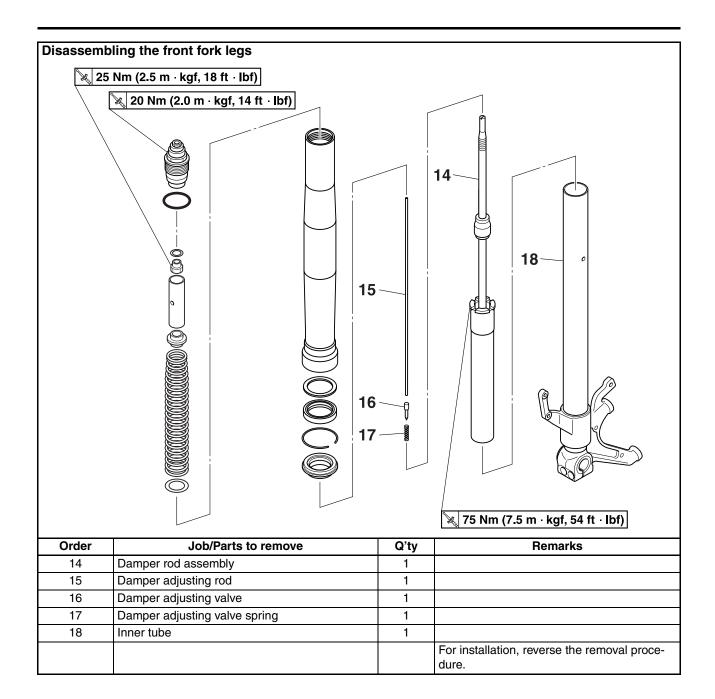




1

Lower spring seat

8



FAS14B1006

REMOVING THE FRONT FORK LEGS

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

TIP

Each front fork leg is equipped with a spring preload adjusting bolt, the right fork leg is equipped with a rebound damping force adjusting screen and left front fork is equipped with a compression damping force adjusting screw. Pay attention not to mistake the right and left.

1. Stand the vehicle on a level surface. EWA14B1008

WARNING

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

TIP_

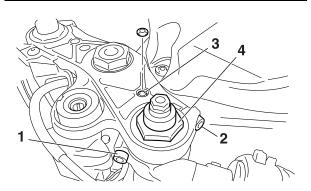
Place the vehicle on a suitable stand so that the front wheel is elevated.

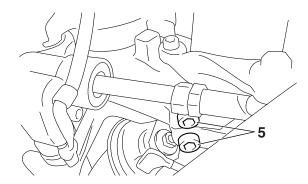
- 2. Remove:
 - Front brake caliper Refer to "FRONT BRAKE" on page 4-30.
 - Front wheel Refer to "FRONT WHEEL" on page 4-18.
 - Side cowlings
 Refer to "GENERAL CHASSIS" on page
 4-1.
- 3. Loosen:
 - Handlebar pinch bolt "1"
 - Upper bracket pinch bolts "2"
 - Handlebar bolt "3"
 - Cap bolt "4"
 - Lower bracket pinch bolts "5"

EWA14B1009

WARNING

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





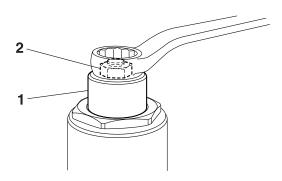
- 4. Remove:
 - Front fork leg

EAS14B1007

DISASSEMBLING THE FRONT FORK LEGS

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

 Position the cap bolt collar "1" as shown in the illustration by turning the spring preload adjusting bolt "2" counterclockwise until it stops.

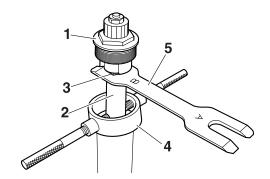


- 2. Remove:
 - Cap bolt "1"
 - Spacer "2"
 - Nut "3"
- a. Press down on the spacer with the fork spring compressor "4".
- b. Install the rod holder "5" between the nut "3" and the spacer "2".



Fork spring compressor 90890-01441 YM-01441 Rod holder 90890-01434 Damper rod holder double ended YM-01434 TIP

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



c. Hold the spring preload adjusting bolt "6" and loosen the nut "3".

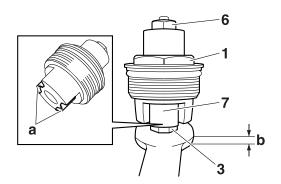
ECA14B1005

NOTICE

When loosening the nut "3", be sure not to break the projections "a" on the cap bolt collar "7" of the cap bolt "1".

TIP_

Loosen the nut using a proper tool that has a thickness "b" of 4.0 mm (0.16 in) or less.



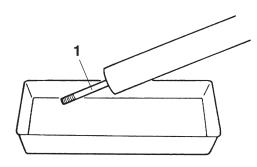
- d. Remove the cap bolt.
- e. Remove the rod holder and fork spring compressor.
- f. Remove the nut and spacer.

3. Drain:

Fork oil

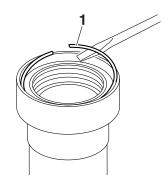
TIP

Stroke the damper rod "1" several times while draining the fork oil.



4. Remove:

- Dust seal
- Oil seal clip "1" (with a flat-head screwdriver)
- Oil seal
- Washer



5. Remove:

Damper rod assembly

ECA14B1048

NOTICE

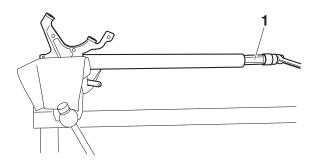
For the damper rod assembly, the right side is used for the rebound operation and left side for the compression. Pay attention not to mistake the right and left.

TIP

Remove the damper rod assembly with the damper rod holder "1".



Damper rod holder 90890-01506 YM-01506



CHECKING THE FRONT FORK LEGS

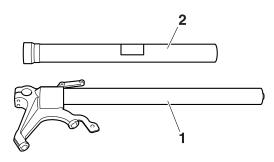
The following procedure applies to both of the front fork legs.

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

EWA13650

WARNING

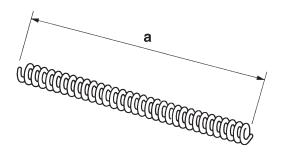
Do not attempt to straighten a bent inner tube as this may dangerously weaken it.



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



Fork spring free length 271.5 mm (10.69 in) Limit 266.1 mm (10.48 in)

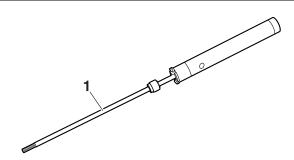


- 3. Check:
 - Damper rod "1"
 Damage/wear → Replace.
 Obstruction → Blow out all of the oil passages with compressed air.

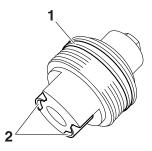
ECA14200

NOTICE

 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 "1"
 - Cap bolt collar projections "2" Cracks/damage → Replace.



EAS14B1008

ASSEMBLING THE FRONT FORK LEGS

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

EWA14B1010

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.

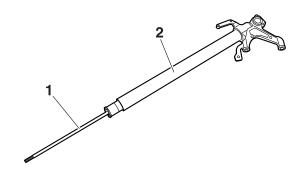
TIP.

- When assembling the front fork leg, be sure to replace the following parts:
 - Oil seal
 - Dust seal
 - O-ring
- Before assembling the front fork leg, make sure all of the components are clean.
- 1. Install:
 - Damper rod assembly "1"
 - Inner tube "2"

ECA14B1006

NOTICE

Allow the damper rod assembly to slide slowly down the inner tube "2". Be careful not to damage the inner tube.



2. Lubricate:

· Inner tube's outer surface



Recommended oil
Suspension oil M1 or equivalent

3. Tighten:

Damper rod assembly



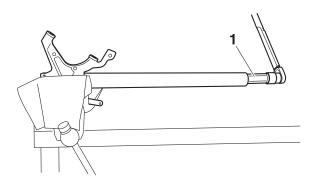
Damper rod assembly 75 Nm (7.5 m·kgf, 54 ft·lbf)

TIP_

Tighten the damper rod assembly with the damper rod holder "1".



Damper rod holder 90890-01506 YM-01506



4. Install:

- Dust seal "1" New
- Oil seal clip "2" New
- Oil seal "3" New
- Washer "4"

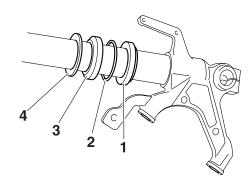
ECA14B1007

NOTICE

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

TIP

- Before installing the oil seal, lubricate its lips with lithium-soap-based grease.
- Lubricate the outer surface of the inner tube with fork oil.

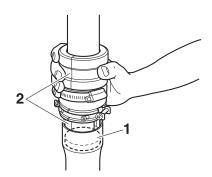


5. Install:

- Outer tube (to the inner tube)
- 6. Install:
 - Washer
 - Oil seal "1" (with the fork seal driver "2")



Fork seal driver 90890-01442 Adjustable fork seal driver (36– 46 mm) YM-01442

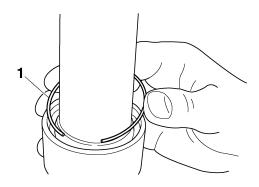


7. Install:

· Oil seal clip "1"

TIP

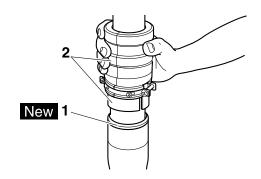
Adjust the oil seal clip so that it fits into the outer tube's groove.



- 8. Install:
 - Dust seal "1" (with the fork seal driver weight "2")



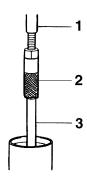
Fork seal driver 90890-01442 Adjustable fork seal driver (36– 46 mm) YM-01442



- 9. Install:
 - Rod puller "1"
 - Rod puller attachment "2" (onto the damper rod "3")



Rod puller 90890-01437 Universal damping rod bleeding tool set YM-A8703 Rod puller attachment (M10) 90890-01436 Universal damping rod bleeding tool set YM-A8703



10. Fully compress the front fork leg.

11. Fill:

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



Quantity
528.0 cm³ (17.85 US oz, 18.62 lmp.oz)
Recommended oil
Suspension oil M1

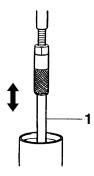
ECA14B1008

NOTICE

- 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.
- 12. After filling the front fork leg, slowly stroke the damper rod "1" up and down (at least ten times) to distribute the fork oil.

TIP

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



13. Before measuring the fork oil level, wait ten minutes until the oil has settled and the air bubbles have dispersed.

TIF

Be sure to bleed the front fork leg of any residual air

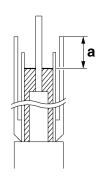
14. Measure:

 Front fork leg oil level "a" (from the top of the outer tube, with the outer tube fully compressed and without the fork spring)

Out of specification \rightarrow Correct.

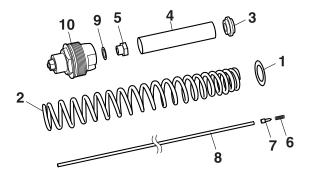


Level 117.0 mm (4.61 in)



15. Install:

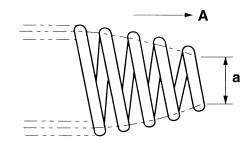
- Lower spring seat "1"
- Fork spring "2"
- Upper spring seat "3"
- Spacer "4"
- Nut "5"
- · Damper adjusting valve spring "6"
- Damper adjusting valve "7"
- Damper adjusting rod "8"
- Washer "9"
- Cap bolt "10" (with O-ring)



- a. Remove the rod puller attachment.
- b. Install the under spring seat.
- c. Install the fork spring.

TIP

Install the spring with the smaller diameter "a" facing up "A".



- d. Install the upper spring seat.
- e. Install the spacer.
- f. Install the nut.
- g. Reinstall the rod puller attachment.
- h. Press down on the spacer with the fork spring compressor "1".
- i. Pull up the rod puller and install the rod holder "2" between the nut "3" and the spacer "4".



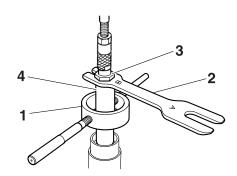
Rod puller 90890-01437 Universal damping rod bleeding tool set YM-A8703 Rod puller attachment (M10) 90890-01436 Universal damping rod bleeding tool set YM-A8703 Fork spring compressor 90890-01441 YM-01441 Rod holder 90890-01434 Damper rod holder double

TIP

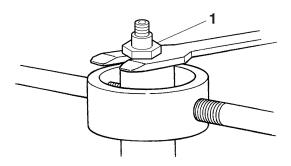
Use the side of the rod holder that is marked "B".

ended

YM-01434



- Remove the rod puller and rod puller attachment.
- k. Install the nut "1" all the way onto the damper rod assembly.



- Install the damper adjusting valve spring, the damper adjusting valve and the damper adjusting rod.
- m. Install the washer and cap bolt, and then finger tighten the cap bolt.
- n. Hold the nut "1" and tighten the spring preload adjusting bolt "2" into the cap bolt to specification.

EWA14B1011

WARNING

Always use a new cap bolt O-ring.

ECA14B1009

NOTICE

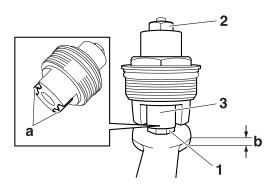
When tightening the spring preload adjusting bolt "2" into the cap bolt, be sure not to break the projections "a" on the cap bolt collar "3".

TIP

Hold the nut "1" using a proper tool that has a thickness "b" of 4.0 mm (0.16 in) or less.



Nut and cap bolt 25 Nm (2.5 m·kgf, 18 ft·lbf)



o. Remove the rod holder and fork spring compressor.

16. Install:

 Cap bolt (to the outer tube)

TIP

- Temporarily tighten the cap bolt.
- When to tighten the cap bolt to the specified torque is after installing the front fork leg to the vehicle and tightening the lower bracket pinch bolts.

EAS14B1009

INSTALLING THE FRONT FORK LEGS

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

- 1. Install:
 - Front fork leg
 Temporarily tighten the upper and lower bracket pinch bolts.

EWA14B1012

WARNING

Make sure the brake hoses are routed properly.

TIP

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

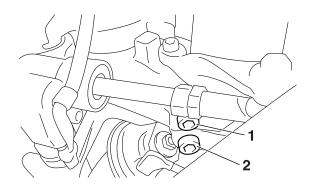
- 2. Tighten:
 - Lower bracket pinch bolts "1" and "2"



Lower bracket pinch bolt 23 Nm (2.3 m·kgf, 17 ft·lbf)

TIP

Tighten each bolt to 23 Nm (2.3 m·kgf, 17 ft·lbf) in the order pinch bolt "1" \rightarrow pinch bolt "2" \rightarrow pinch bolt "1" \rightarrow pinch bolt "2".



3. Tighten:

• Čap bolt "1"



Cap bolt 20 Nm (2.0 m·kgf, 14 ft·lbf)

• Handlebar bolt "2"



Handlebar bolt 13 Nm (1.3 m·kgf, 9.4 ft·lbf)

• Handlebar pinch bolt "3"

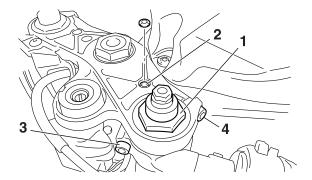


Handlebar pinch bolt 16 Nm (1.6 m·kgf, 11 ft·lbf)

• Upper bracket pinch bolt "4"



Upper bracket pinch bolt 26 Nm (2.6 m·kgf, 19 ft·lbf)



4. Check:

Cable routing

TIP

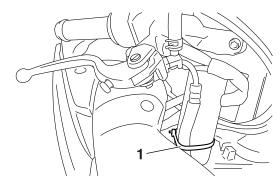
Make sure the brake hose, throttle cables, clutch cable, and handlebar switch leads are routed properly. Refer to "CABLE ROUTING" on page 2-49.

5. Install:

• Plastic band "1"

TIP

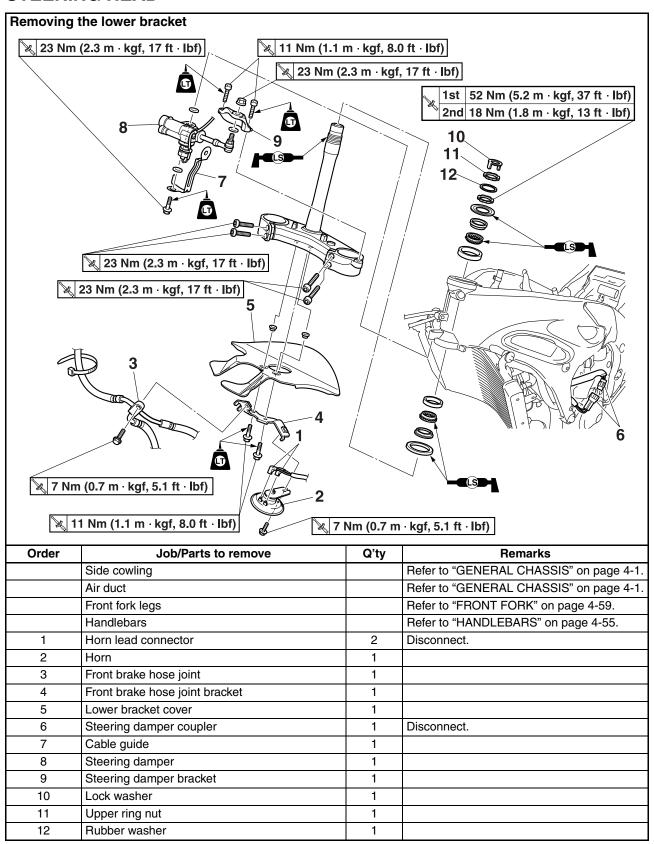
Fasten the front brake hose to the right front fork leg with the plastic locking tie.



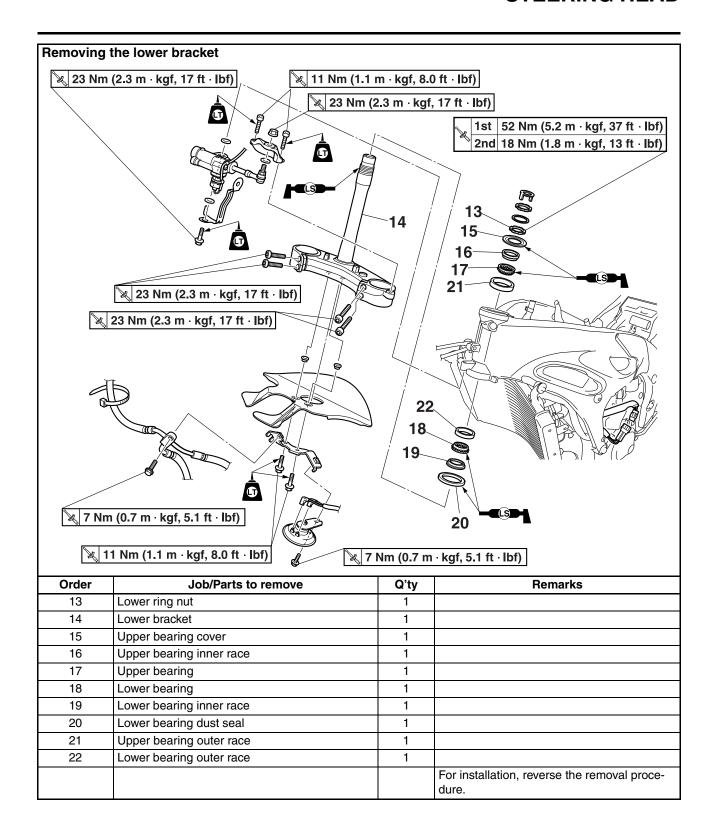
6. Adjust:

- Spring preload
- · Rebound damping
- Compression damping Refer to "ADJUSTING THE FRONT FORK LEGS" on page 3-24.

STEERING HEAD



STEERING HEAD



REMOVING THE LOWER BRACKET

1. Stand the vehicle on a level surface.

WARNING

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

- 2. Remove:
 - Upper ring nut "1" (with the steering nut wrench "2")

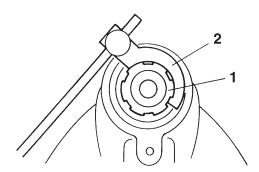


Steering nut wrench 90890-01403 Exhaust flange nut wrench YU-A9472

EWA13730

MARNING

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



EAS23130

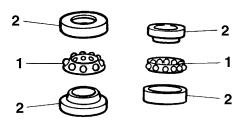
CHECKING THE STEERING HEAD

- 1. Wash:
 - Bearings
 - · Bearing races



Recommended cleaning solvent Kerosene

- 2. Check:
 - Bearings "1"
 - Bearing races "2"
 Damage/pitting → Replace.



- 3. Replace:
 - Bearings
 - Bearing races

a. Remove the bearing races "1" from the steering head pipe with a long rod "2" and hammer.

- b. Remove the bearing race from the lower bracket "3" with a floor chisel "4" and hammer
- c. Install a new dust seal and new bearing races.

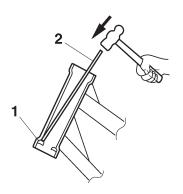
ECA14270

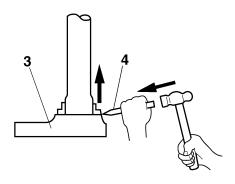
NOTICE

If the bearing race is not installed properly, the steering head pipe could be damaged.

TIP.

- Always replace the bearings and bearing races as a set.
- Whenever the steering head is disassembled, replace the lower bearing dust seal.





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

INSTALLING THE STEERING HEAD

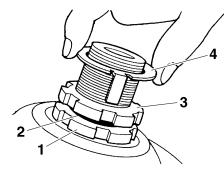
- 1. Lubricate:
 - Upper bearing
 - Lower bearing
 - · Bearing races



Recommended lubricant Lithium-soap-based grease

2. Install:

- Lower ring nut "1"
- Rubber washer "2"
- Upper ring nut "3"
- Lock washer "4"
 Refer to "CHECKING AND ADJUSTING THE STEERING HEAD" on page 3-21.



3. Install:

- Upper bracket
- Steering stem nut Refer to "HANDLEBARS" on page 4-55.

TIP

Temporarily tighten the steering stem nut.

4. Install:

Front fork legs
 Refer to "INSTALLING THE FRONT
 FORK LEGS" on page 4-68.

TIP_

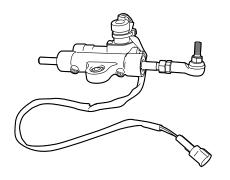
Temporarily tighten the upper and lower bracket pinch bolts.

EAS14B1005

CHECKING THE STEERING DAMPER

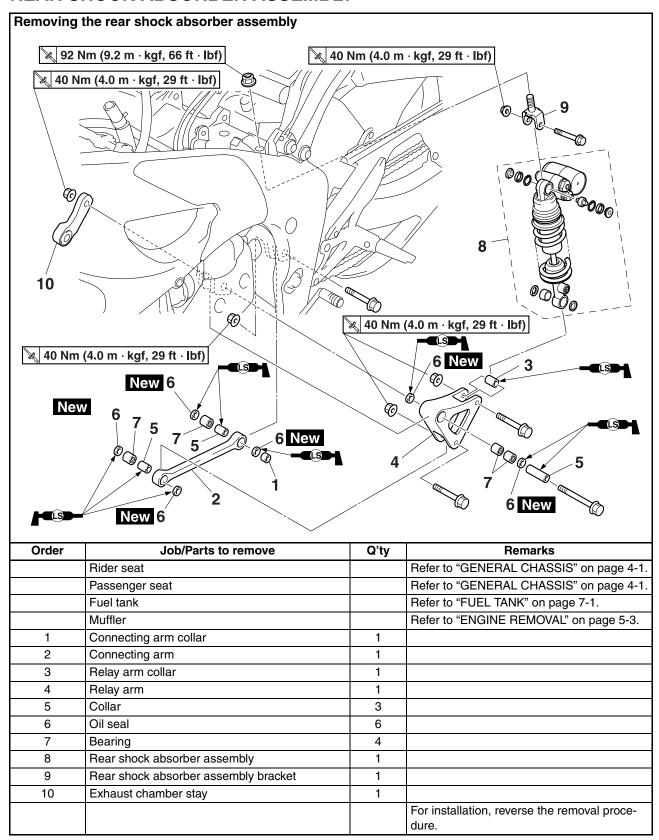
1. Check:

- Steering damper body Damage/oil leaks → Replace. (It replace with the assembly.)
- Steering damper rod Bends/scratch → Replace. (It replace with the assembly.)
- Bearing
 Damage/pitting → Replace.
 (It replace with the assembly.)



FAS23160

REAR SHOCK ABSORBER ASSEMBLY



EAS14B1010

HANDLING THE REAR SHOCK ABSORBER EWA14B1013

WARNING

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

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

EAS23190

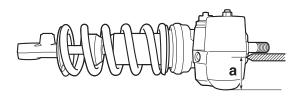
DISPOSING OF A REAR SHOCK ABSORBER

Gas pressure must be released before disposing of a rear shock absorber. To release the gas pressure, drill a 2.0–3.0 mm (0.08–0.12 in) hole through the rear shock absorber at a point 40 mm (1.57 in) from its end as shown.

EWA13760

WARNING

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



a. 40 mm (1.57 in)

EAS23230

REMOVING THE REAR SHOCK ABSORBER ASSEMBLY

1. Stand the vehicle on a level surface. EWA13120

MARNING

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

TIP_

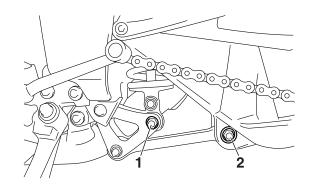
Place the vehicle on a suitable stand so that the rear wheel is elevated.

2. Remove:

- Rear shock absorber assembly lower bolt "1"
- Connecting arm and swingarm bolt "2"

TIP.

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

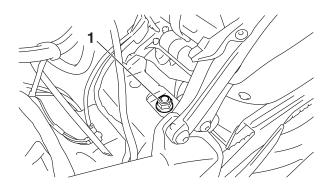


3. Remove:

- Rear shock absorber assembly bracket nut "1"
- Rear shock absorber assembly

TIP

Remove the rear shock absorber assembly from between the swingarm and frame.



EAS23240

CHECKING THE REAR SHOCK ABSORBER ASSEMBLY

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

REAR SHOCK ABSORBER ASSEMBLY

Spring

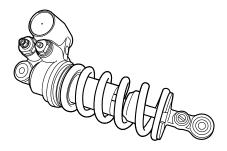
Damage/wear → Replace the rear shock absorber assembly.

Bearing

Damage/wear \rightarrow Replace.

Bolts

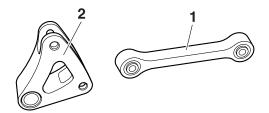
Bends/damage/wear \rightarrow Replace.



EAS23260

CHECKING THE CONNECTING ARM AND RELAY ARM

- 1. Check:
 - Connecting arm "1"
 - Relay arm "2"
 Damage/wear → Replace.



- 2. Check:
 - Bearings
 Damage/wear → Replace.
- 3. Check:
 - Collars

Damage/scratches \rightarrow Replace.

FΔS23270

INSTALLING THE RELAY ARM

- 1. Lubricate:
 - Collars
 - Bearings



Recommended lubricant Lithium soap base grease

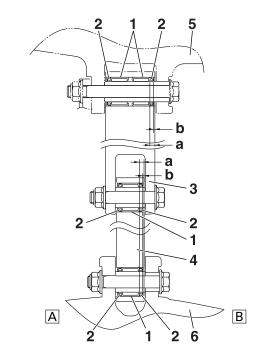
- 2. Install:
 - Bearing "1"
 - Oil seals "2" (to the relay arm)
 - Relay arm "3"
 - Connecting arm "4"



Installed depth of bearing "a" 4.0 mm (0.16 in) Installed depth of oil seal "b" 1.0 mm (0.04 in)

TIP

When installing the oil seals to the relay arm or connecting arm, face the character stamp of the oil seals outside.



- 5. Frame
- 6. Swingarm
- A. Right side
- B. Left side

EAS23310

INSTALLING THE REAR SHOCK ABSORBER ASSEMBLY

- 1. Lubricate:
 - Collars
 - Bearings
- 2. Install:
 - Rear shock absorber assembly

TIP

Install the rear shock absorber assembly lower bolt from the left.

- 3. Tighten:
 - Rear shock absorber assembly bracket nut

REAR SHOCK ABSORBER ASSEMBLY



Rear shock absorber assembly bracket and frame nut 92 Nm (9.2 m·kgf, 66 ft·lbf)

• Rear shock absorber assembly lower nut



Rear shock absorber assembly lower nut

40 Nm (4.0 m·kgf, 29 ft·lbf)

- 4. Install:
 - Connecting arm

TIP

When installing the connecting arm, lift up the swingarm.

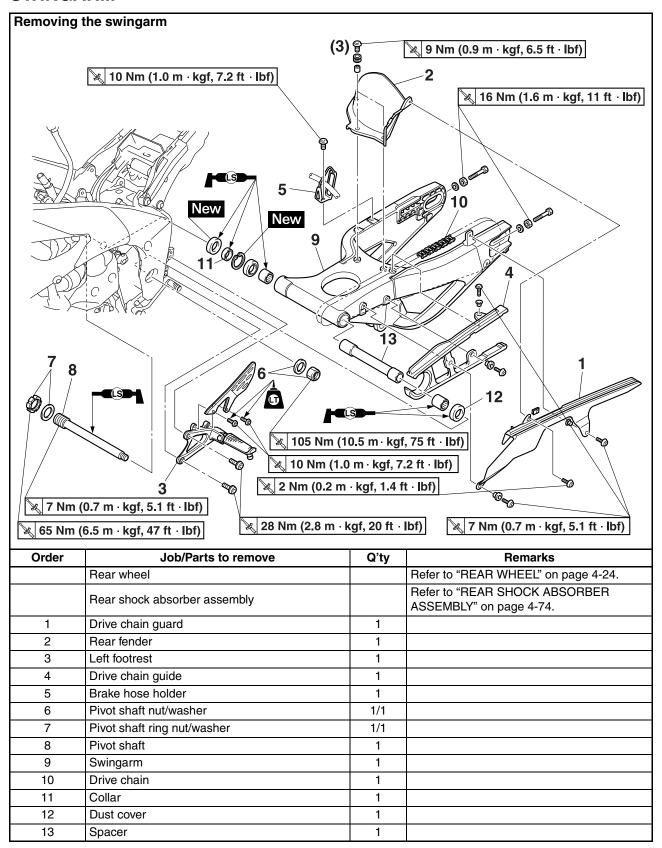
- 5. Tighten:
 - Connecting arm and swingarm nut

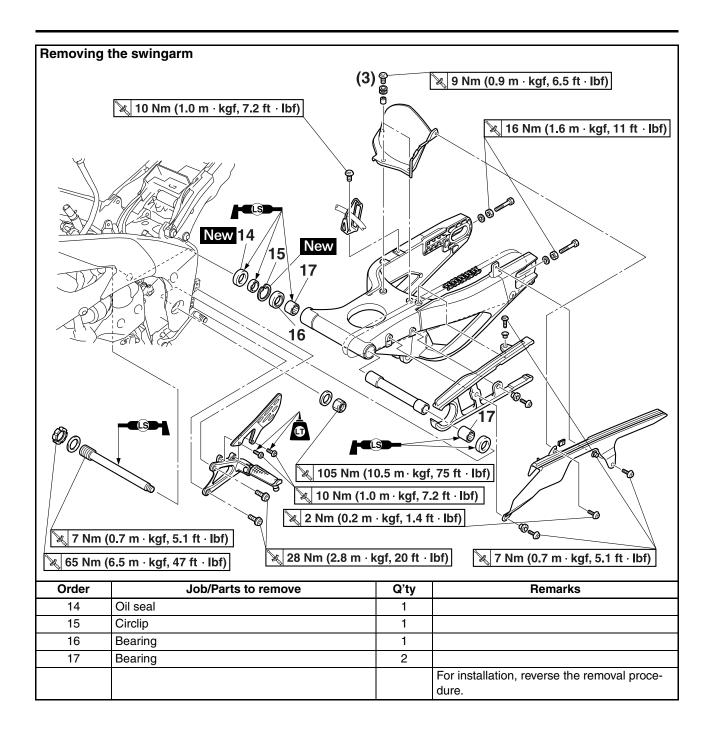


Connecting arm and swingarm nut

40 Nm (4.0 m·kgf, 29 ft·lbf)

SWINGARM





REMOVING THE SWINGARM

1. Stand the vehicle on a level surface.

WARNING

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

TIP_

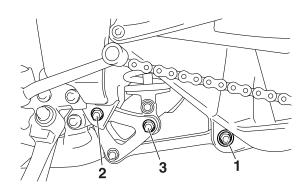
Place the vehicle on a suitable stand so that the rear wheel is elevated.

2. Remove:

- Connecting arm and swingarm bolt "1"
- Relay arm bolt "2"
- Rear shock absorber assembly lower bolt "3"

TIP

When removing the connecting arm and swingarm bolt, hold the swingarm so that it does not drop down.



3. Measure:

- Swingarm side play
- · Swingarm vertical movement
- a. Measure the tightening torque of the pivot shaft nut, pivot shaft ring nut, and pivot shaft.



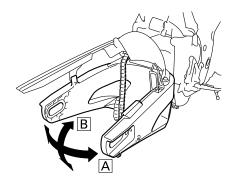
Pivot shaft nut 105 Nm (10.5 m·kgf, 75 ft·lbf) Pivot shaft ring nut 65 Nm (6.5 m·kgf, 47 ft·lbf) Pivot shaft 7 Nm (0.7 m·kgf, 5.1 ft·lbf)

- b. Measure the swingarm side play "A" by moving the swingarm from side to side.
- c. If the swingarm side play is out of specification, check the spacer, bearings, collar and dust cover.



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

d. Check the swingarm vertical movement "B" by moving the swingarm up and down. If swingarm vertical movement is not smooth or if there is binding, check the spacer, bearings, collar and dust cover.



4. Remove:

 Drive chain Refer to "REMOVING THE DRIVE CHAIN" on page 4-84.

5. Remove:

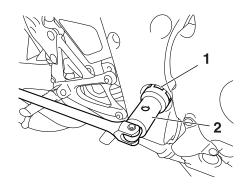
- Pivot shaft nut
- Pivot shaft ring nut "1"

TIP

Loosen the pivot shaft ring nut with the ring nut wrench "2".



Ring nut wrench 90890-01507 YM-01507



6. Remove:

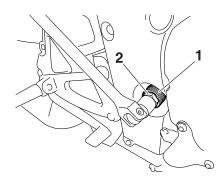
• Pivot shaft "1"

TIP

Loosen the pivot shaft with the damper rod holder (22 mm) "2".



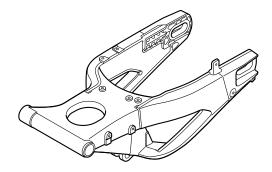
Damper rod holder (22 mm) 90890-01365



EAS23360

CHECKING THE SWINGARM

- 1. Check:
 - Swingarm Bends/cracks/damage → Replace.



2. Check:

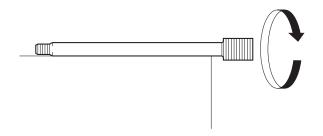
Pivot shaft
 Roll the pivot shaft on a flat surface.

 Bends → Replace.

EWA13770

WARNING

Do not attempt to straighten a bent pivot shaft.



3. Wash:

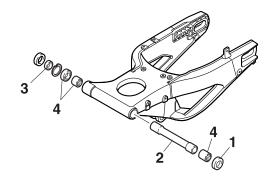
- Pivot shaft
- Dust cover
- Spacer
- Washers
- Bearings



Recommended cleaning solvent Kerosene

4. Check:

- Dust cover "1"
- · Spacer "2"
- Collar "3"
- Bearings "4"
 Damage/wear → Replace.



EAS14B1011

INSTALLING THE SWINGARM

- 1. Lubricate:
 - Bearings
 - Dust cover
 - Pivot shaft



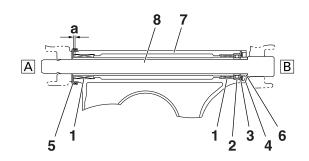
Recommended lubricant Lithium-soap-based grease

2. Install:

- Bearings "1"
- Bearing "2"
- Circlip "3"
- Oil seal "4"



Installed depth of bearing "a" 0–1.0 mm (0–0.04 in)



- 5. Dust cover
- 6. Collar
- 7. Swingarm
- 8. Pivot shaft
- A. Left side
- B. Right side
- 3. Install:
 - Pivot shaft "1"



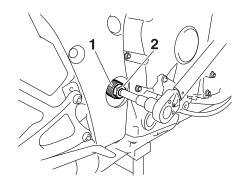
Pivot shaft 7 Nm (0.7 m·kgf, 5.1 ft·lbf)

TIP

Tighten the pivot shaft with the damper rod holder (22 mm) "2".



Damper rod holder (22 mm) 90890-01365



- 4. Install:
 - Pivot shaft ring nut "1"



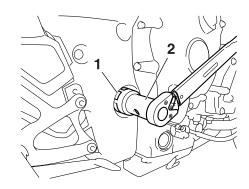
Pivot shaft ring nut 65 Nm (6.5 m·kgf, 47 ft·lbf)

TIP

Tighten the pivot shaft ring nut with the ring nut wrench "2".



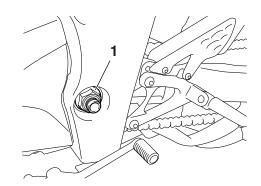
Ring nut wrench 90890-01507 YM-01507



- 5. Install:
 - Pivot shaft nut "1"



Pivot shaft nut 105 Nm (10.5 m·kgf, 75 ft·lbf)



- 6. Adjust:
 - Drive chain slack Refer to "ADJUSTING THE DRIVE CHAIN SLACK" on page 3-20.



Drive chain slack (when adjusting the drive chain)

25.0-35.0 mm (0.98-1.38 in) Drive chain slack (when replacing the drive chain and sprocket)

20.0-30.0 mm (0.79-1.18 in)

CHAIN DRIVE

Washer

Drive sprocket

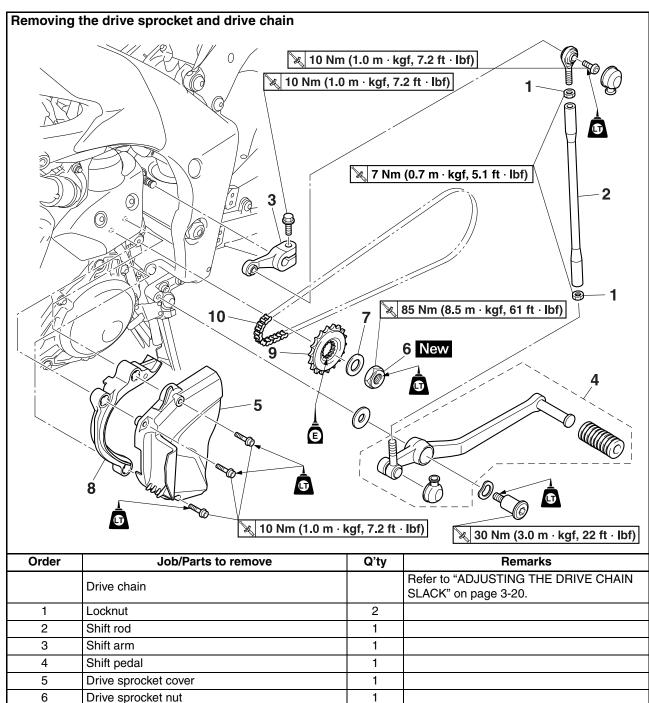
Drive chain

Drive chain guide (drive sprocket side)

8

9

10



1

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dure.

For installation, reverse the removal proce-

REMOVING THE DRIVE CHAIN

1. Stand the vehicle on a level surface.



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

TIP_

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

- 2. Remove:
 - Drive chain

TIP

Cut the drive chain with the drive chain cut & rivet tool.



Drive chain cut & rivet tool 90890-01550 YM-01550

EAS14B1012

CHECKING THE DRIVE CHAIN

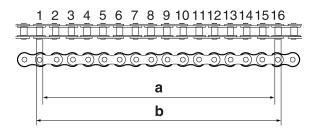
- 1. Measure:
 - Measure the dimension between 15-links on the inner side "a" and outer side "b" of the roller and calculate the dimension between pin centers.
 - Dimension "c" between pin centers = (Inner dimension "a" + Outer dimension "b")/2
 - 15-link section "c" of the drive chain
 Out of specification → Replace the drive
 chain, drive sprocket and rear wheel
 sprocket as a set.

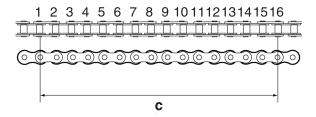


15-link length limit 239.3 mm (9.42 in)

TIF

- While measuring the 15-link section, push down on the drive chain to increase its tension.
- Perform this measurement at two or three different places.





- 2. Check:
 - Drive chain Stiffness → Clean and lubricate or replace.



I2510204

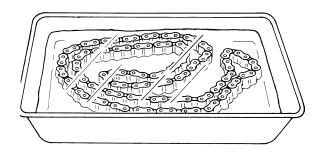
- 3. Clean:
 - Drive chain
- a. Wipe the drive chain with a clean cloth.
- b. Put the drive chain in kerosene and remove any remaining dirt.
- c. Remove the drive chain from the kerosene and completely dry it.

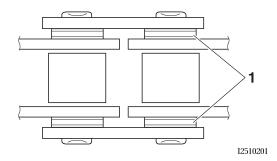
ECA14B1010

NOTICE

 This vehicle has a drive chain with small rubber O-rings "1" between the drive chain side plates. Never use high-pressure water or air, steam, gasoline, certain solvents (e.g., benzine), or a coarse brush to clean the drive chain. High-pressure methods could force dirt or water into the drive chain's internals, and solvents will deteriorate the O-rings. A coarse brush can also damage the O-rings. Therefore, use only kerosene to clean the drive chain.

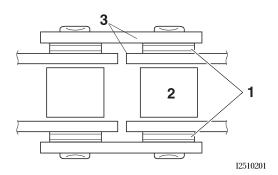
 Do not soak the drive chain in kerosene for more than ten minutes, otherwise the O-rings can be damaged.





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/cracks → Replace the drive chain.



- 5. Lubricate:
 - Drive chain

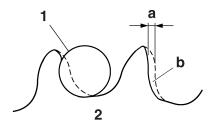


Recommended lubricant
Chain lubricant suitable for Oring chains

FAS23460

CHECKING THE DRIVE SPROCKET

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



- b. Correct
- 1. Drive chain roller
- 2. Drive chain sprocket

EAS23470

CHECKING THE REAR WHEEL SPROCKET Refer to "CHECKING AND REPLACING THE REAR WHEEL SPROCKET" on page 4-28.

EAS23480

CHECKING THE REAR WHEEL DRIVE HUB
Refer to "CHECKING THE REAR WHEEL
DRIVE HUB" on page 4-28.

EAS23490

INSTALLING THE DRIVE CHAIN

- 1. Install:
 - Drive chain

ECA14B1023

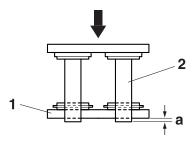
NOTICE

Be sure to put on safety goggles when working.

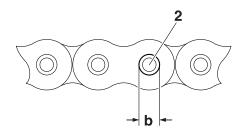


Drive chain cut & rivet tool 90890-01550 YM-01550

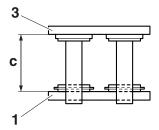
a. When press fitting the connecting plate "1", make sure the space "a" between the end of the connecting pin "2" and the connecting plate is 1.2–1.4 mm (0.05–0.06 in).



b. After riveting, make sure the diameter between the edges "b" of the connecting pin "2" is 5.7–6.0 mm (0.22–0.24 in).



c. After riveting, make sure the space "c", which is inside of the connecting link "3" and inside of the connecting plate "1", is 16.3–16.5 mm (0.64–0.65 in).



- 2. Lubricate:
 - Drive chain



Recommended lubricant
Chain lubricant suitable for Oring chains

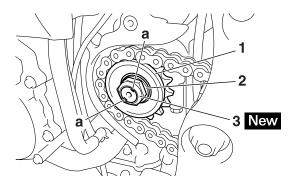
- 3. Install:
 - Drive sprocket "1"
 - Washer "2"
 - Drive sprocket nut "3"



Drive sprocket nut 85 Nm (8.5 m·kgf, 61 ft·lbf) LOCTITE®

TIP

- While applying the rear brake, tighten the drive sprocket nut.
- Stake the drive sprocket nut at cutouts, "a" in the drive axle.



ECA14300

NOTICE

Never install a new drive chain onto worn drive chain sprockets; this will dramatically shorten the drive chain's life.

- 4. Adjust:
 - Drive chain slack Refer to "ADJUSTING THE DRIVE CHAIN SLACK" on page 3-20.



Drive chain slack (when adjusting the drive chain)

25.0-35.0 mm (0.98-1.38 in)
Drive chain slack (when replacing the drive chain and sprocket)

20.0-30.0 mm (0.79-1.18 in)

ECA13550

NOTICE

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

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EAS14B1052

ENGINE INSPECTION

EAS14B1053

MEASURING THE COMPRESSION PRESSURF

The following procedure applies to all of the cylinders.

TIP.

Insufficient compression pressure will result in a loss of performance.

- 1. Measure:
 - Valve clearance
 Out of specification → Adjust.
 Refer to "ADJUSTING THE VALVE
 CLEARANCE" on page 3-5.
- 2. Start the engine, warm it up for several minutes, and then turn it off.
- 3. Remove:
 - Fuel tank
 Refer to "FUEL TANK" on page 7-1.
 - Air filter case Refer to "AIR FILTER CASE" on page 7-5.
 - Air filter case duct Refer to "AIR INDUCTION SYSTEM" on page 7-23.
- 4. Remove:
 - Ignition coils
 - Spark plugs

ECA13340

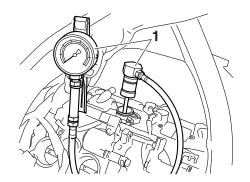
NOTICE

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

- 5. Install:
 - Compression gauge "1"



Compression gauge 90890-03081 Engine compression tester YU-33223



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



Standard compression pressure (at sea level)

1480 kPa/350 r/min (14.8 kgf/cm²/350 r/min, 210.5 psi/350 r/min)

Minimum-Maximum 1290-1660 kPa/350 r/min (12.9-16.6 kgf/cm²/350 r/min, 183.5-236.1 psi/350 r/min)

- a. Set the main switch to "ON".
- b. With the throttle wide open, crank the engine until the reading on the compression gauge stabilizes.

EWA14B1017

WARNING

To prevent sparking the plug, remove all ignition coil couplers before cranking the engine.

TIP

The difference in compression pressure between cylinders should not exceed 100 kPa (1 kgf/cm², 14 psi).

- c. If the compression pressure is above the maximum specification, check the cylinder head, valve surfaces and piston crown for carbon deposits.
 - Carbon deposits \rightarrow Eliminate.
- 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 \rightarrow Replace.	
Same as without oil	Piston, valves or cylinder head gasket possibly defective → Replace.	

7. Install:

- Spark plugs
- Ignition coils



Spark plug 13 Nm (1.3 m·kgf, 9.4 ft·lbf)

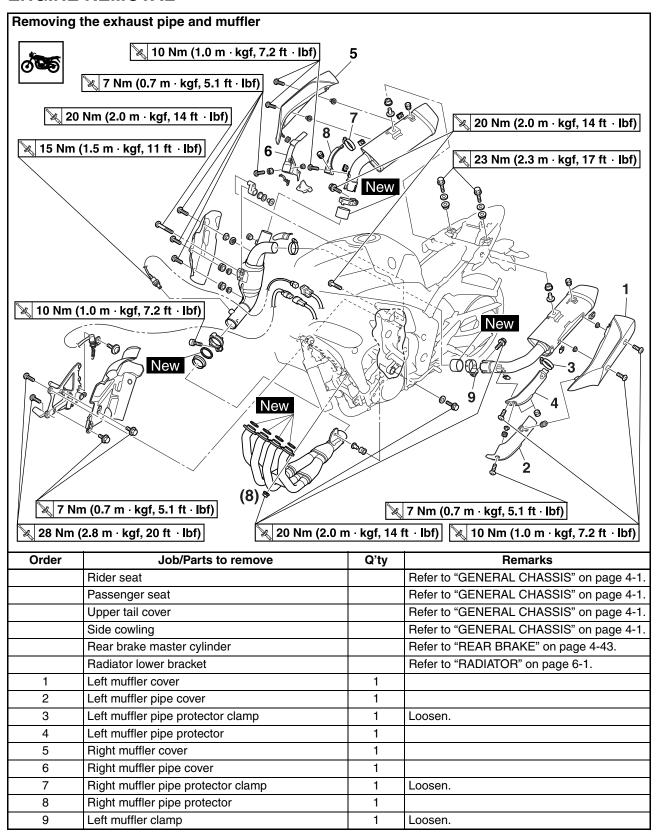
8. Install:

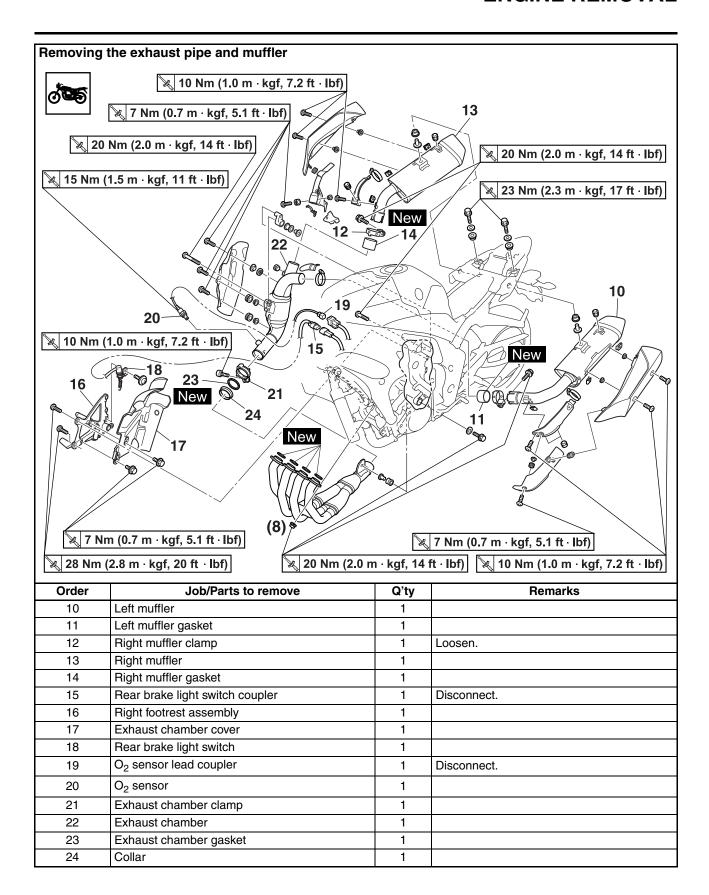
• All removed parts

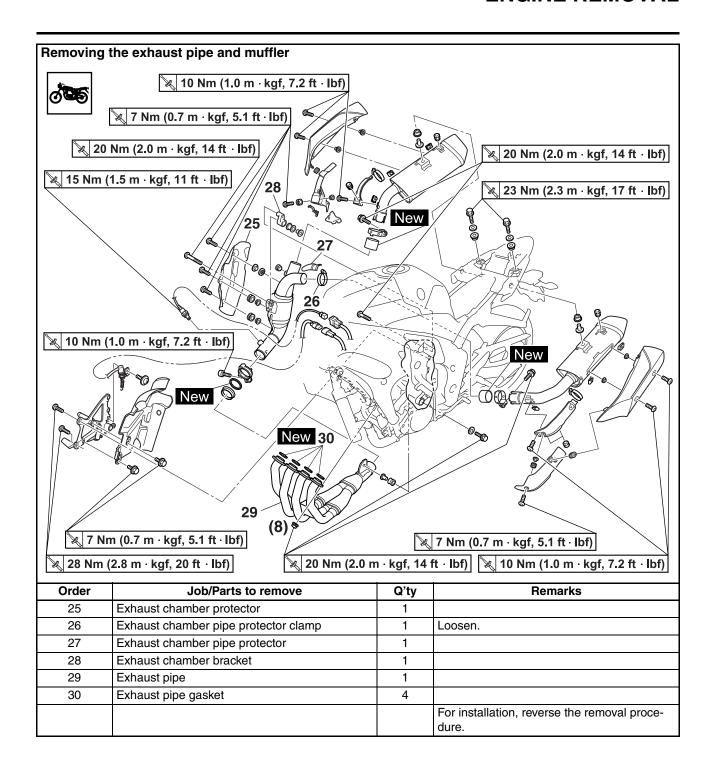
TIP

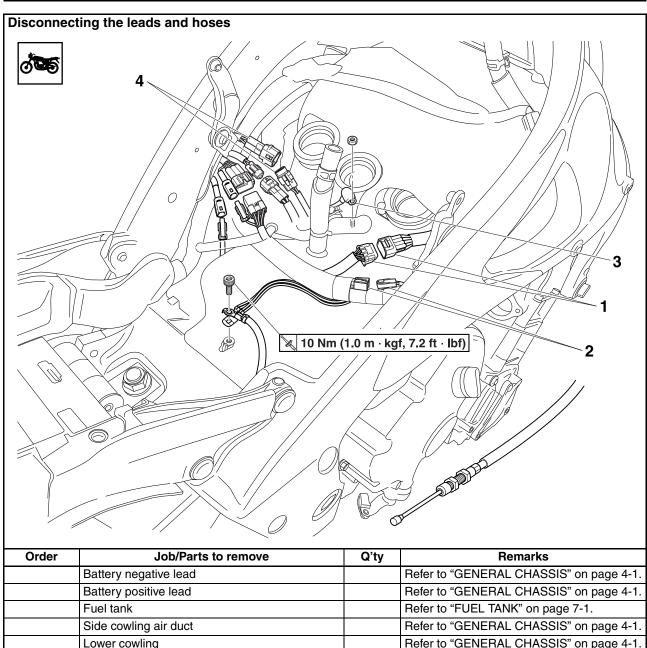
For installation, reverse the removal procedure.

FAS2371

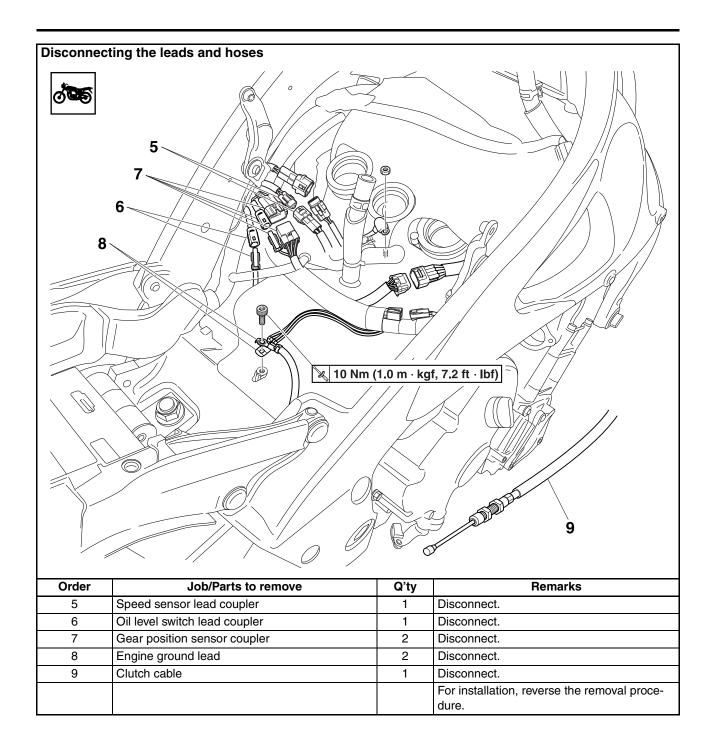


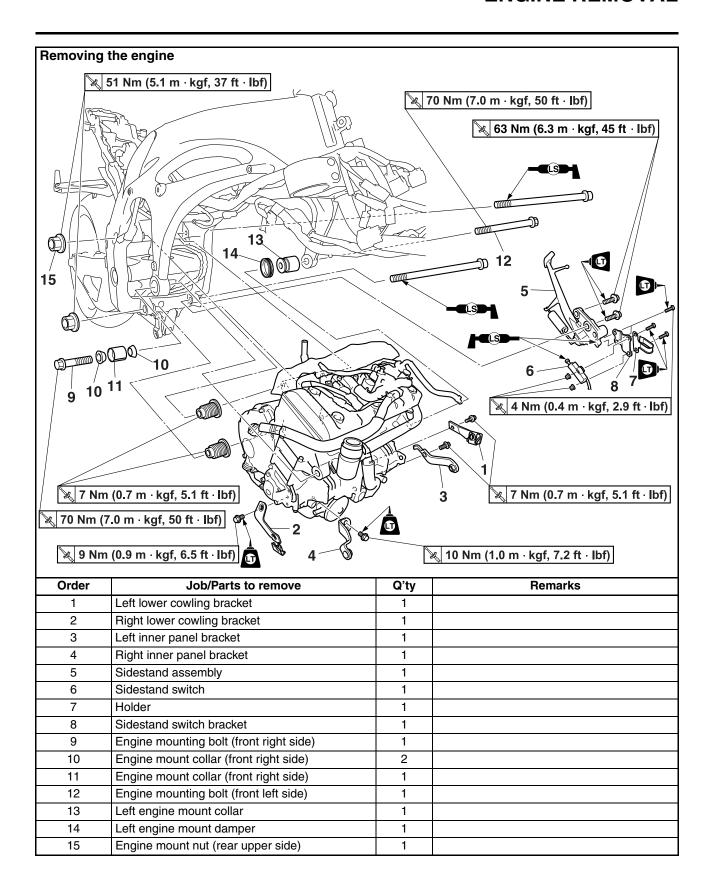


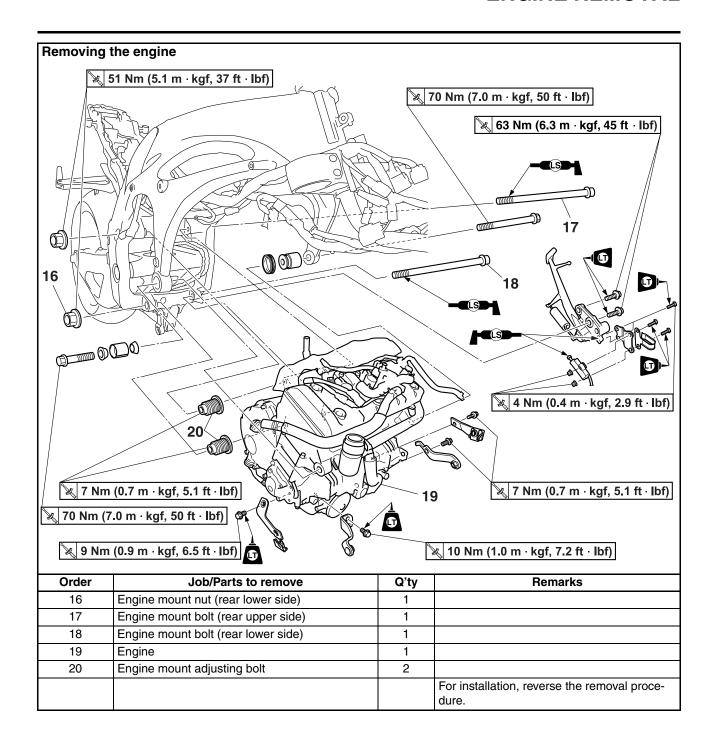




Order	Job/Parts to remove	Q'ty	Remarks
	Battery negative lead		Refer to "GENERAL CHASSIS" on page 4-1.
	Battery positive lead		Refer to "GENERAL CHASSIS" on page 4-1.
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Side cowling air duct		Refer to "GENERAL CHASSIS" on page 4-1.
	Lower cowling		Refer to "GENERAL CHASSIS" on page 4-1.
	Air filter case		Refer to "AIR FILTER CASE" on page 7-5.
	Air filter case duct		Refer to "AIR INDUCTION SYSTEM" on page 7-23.
	Radiator		Refer to "RADIATOR" on page 6-1.
	Shift pedal		Refer to "CHAIN DRIVE" on page 4-83.
	Drive sprocket		Refer to "CHAIN DRIVE" on page 4-83.
	Throttle body assembly		Refer to "THROTTLE BODIES" on page 7-12.
1	Sub wire harness coupler	1	Disconnect.
2	Crankshaft position sensor coupler	1	Disconnect.
3	Starter motor lead	1	Disconnect.
4	Sidestand switch lead coupler	1	Disconnect.







INSTALLING THE ENGINE

ECA14B1021

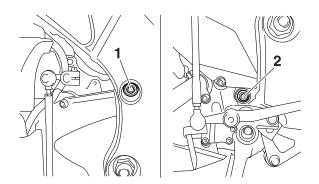
NOTICE

Do not hold the radiator inlet pipe when removing the engine and moving the engine by itself.

- 1. Install:
 - Engine mounting adjust bolts (temporary tighten)
- 2. Install:
 - Engine
- 3. Install:
 - Engine mounting bolt (rear upper side)
 "1"
 - Engine mounting bolt (rear lower side) "2"
 - Engine mounting nut (rear upper side)
 - Engine mounting nut (rear lower side)

TIP_

Lubricate the upper and lower engine mounting bolts threads with lithium-soap-based grease.

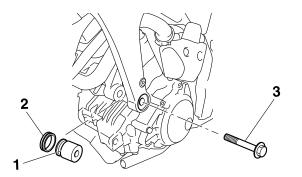


4. Install:

- Engine mount collar (front left side) "1" (Install together with damper "2".)
- Engine mounting bolt (front left side) "3" (temporary tighten)

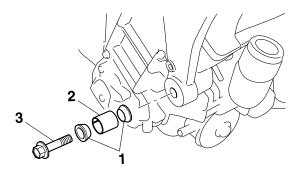
TIP_

When installing the engine mount collar (front left side), set the damper toward the engine.



5. Install:

- Engine mount collars (front right side) "1"
- Engine mount collar (front right side) "2"
- Engine mounting bolt (front right side) "3" (temporary tighten)



6. Tighten:

Engine mount adjusting bolts



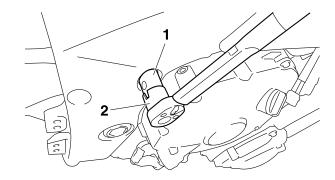
Engine mount adjusting bolt 7 Nm (0.7 m·kgf, 5.1 ft·lbf)

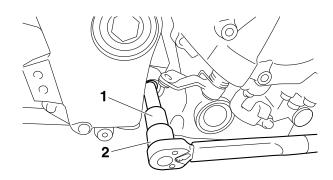
TIP

- Use the pivot shaft wrench "1" and pivot shaft wrench adapter "2" to tighten the engine mounting adjust bolts.
- Make sure that surface of the engine and bearing surfaces of the engine mounting adjust bolts are contacting each other.



Pivot shaft wrench 90890-01471 Frame spanner socket YM-01471 Pivot shaft wrench adapter 90890-01476





7. Tighten:

- Engine mounting nut (rear lower side) "1"
- Engine mounting nut (rear upper side) "2"



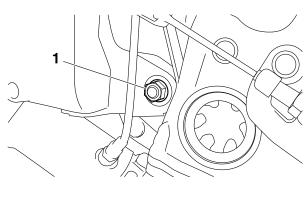
Engine mounting nut (rear lower side)

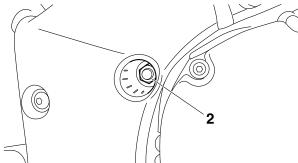
51 Nm (5.1 m·kgf, 37 ft·lbf) Engine mounting nut (rear upper side)

51 Nm (5.1 m·kgf, 37 ft·lbf)

TIP.

First tighten the engine mounting nut (rear lower side), and then tighten the engine mounting nut (rear upper side).





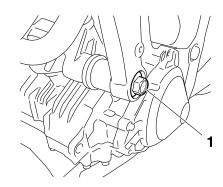
8. Tighten:

• Engine mounting bolt (front left side) "1"



Engine mounting bolt (front left side)

70 Nm (7.0 m·kgf, 50 ft·lbf)



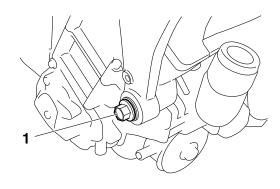
9. Tighten:

• Engine mounting bolt (front right side) "1"



Engine mounting bolt (front right side)

70 Nm (7.0 m·kgf, 50 ft·lbf)



EAS14B1014

INSTALLING THE EXHAUST PIPE AND MUFFLER

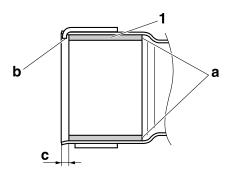
- 1. Install:
 - Right footrest assembly Refer to "ADJUSTING THE RIDER FOOTRESTS" on page 4-16.
- 2. Install:
 - Muffler gasket "1" New (to muffler)
 - Muffler

TIF

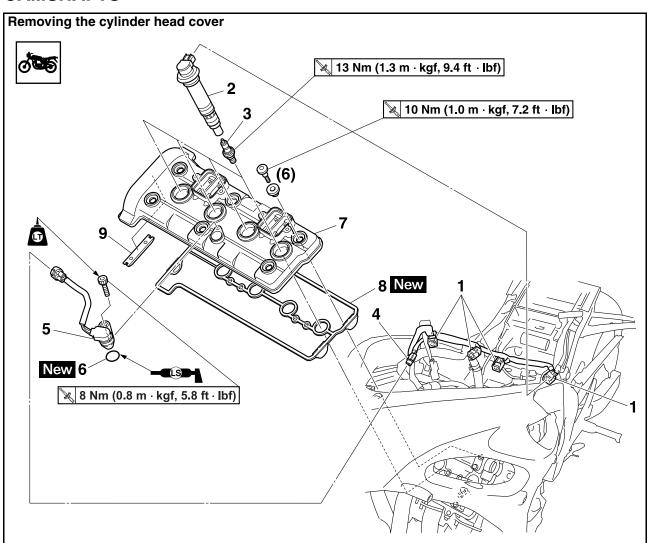
- When installing the muffler gasket, set the surface "a" with the carbon to the back.
- When installing the catalyst pipe assembly and muffler clamp, tip of the tab "b" should not contact the edge of the muffler gasket.



Installed depth of gasket "c" 3.5 mm (0.14 in)

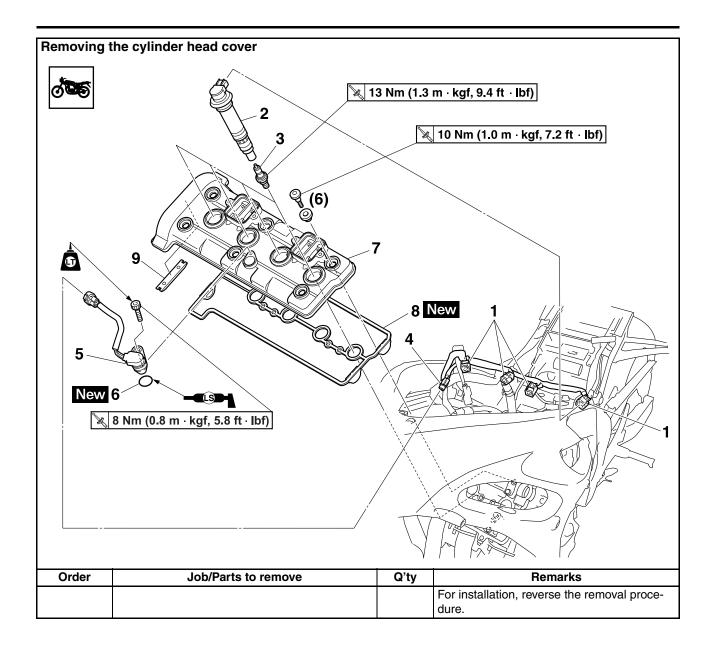


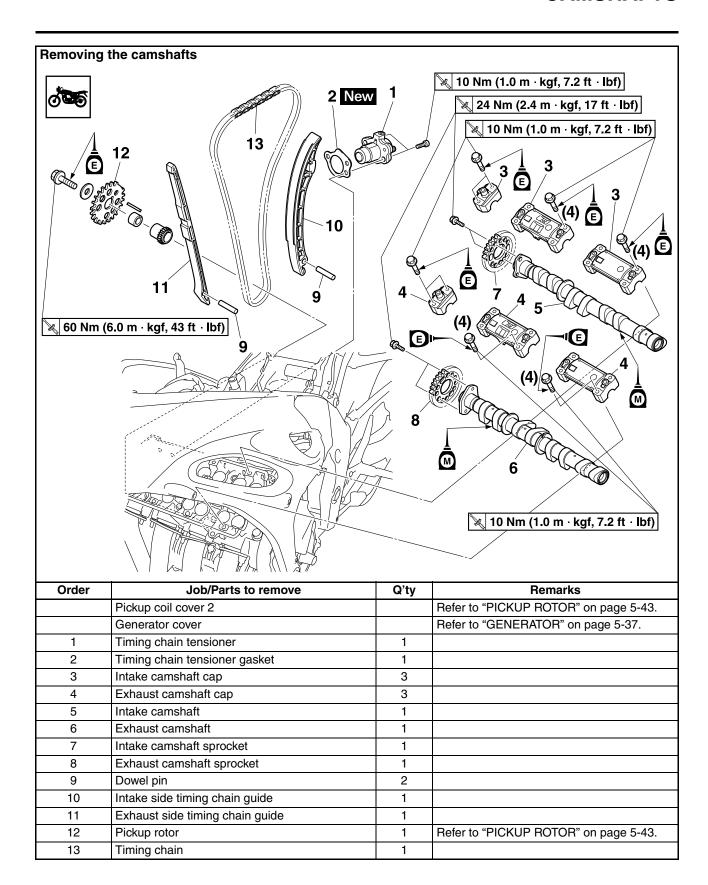
EAS23760 CAMSHAFTS



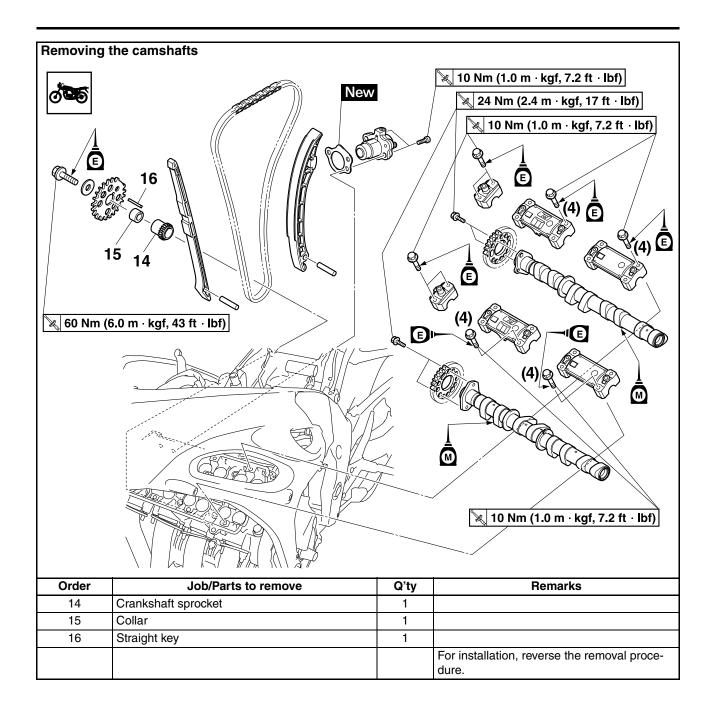
Order	Job/Parts to remove	Q'ty	Remarks
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Air filter case		Refer to "AIR FILTER CASE" on page 7-5.
	Side cowling		Refer to "GENERAL CHASSIS" on page 4-1.
	Radiator		Refer to "RADIATOR" on page 6-1.
	Reed valve assembly		Refer to "AIR INDUCTION SYSTEM" on page 7-23.
	Throttle body		Refer to "THROTTLE BODIES" on page 7-12.
	Air filter case duct		Refer to "AIR INDUCTION SYSTEM" on page 7-23.
1	Ignition coil coupler	4	Disconnect.
2	Ignition coil	4	
3	Spark plug	4	
4	Cylinder identification sensor coupler	1	Disconnect.
5	Cylinder identification sensor	1	
6	O-ring	1	
7	Cylinder head cover	1	
8	Cylinder head cover gasket	1	
9	Timing chain guide (Top side)	1	

CAMSHAFTS





CAMSHAFTS



REMOVING THE CAMSHAFTS

- 1. Remove:
 - Pickup rotor cover 2
 Refer to "PICKUP ROTOR" on page 5-43.
- 2. Align:
- "K" mark "a" on the pickup rotor (with the crankcase mating surface "b")

 ECA14B1034

NOTICE

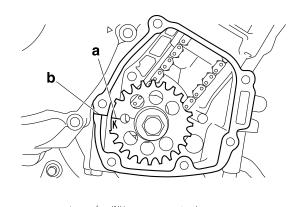
When turning the crankshaft with a tool, remove all the spark plugs.

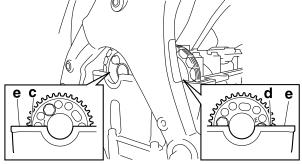
a. Turn the crankshaft clockwise.

b. When piston #1 is at BTDC 105° on the compression stroke, align the "K" mark "a" on the pickup rotor with the crankcase mating surface "b".

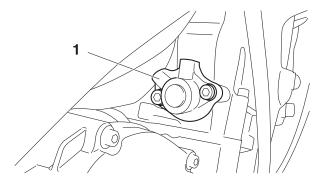
TIP_

You can check that the #1 piston is at BTDC 105° by checking to see that the intake camshaft sprocket timing mark "c" and exhaust camshaft sprocket timing mark "d" are aligned with the cylinder head surface "e".





- 3. Remove:
 - Timing chain tensioner "1"
 - Gasket

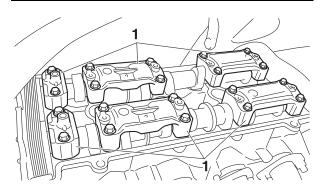


- 4. Remove:
 - Camshaft caps "1"

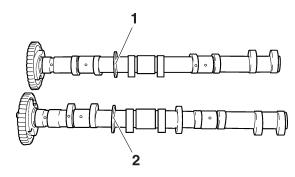
ECA13720

NOTICE

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



- 5. Remove:
 - Intake camshaft "1"
 - Exhaust camshaft "2"



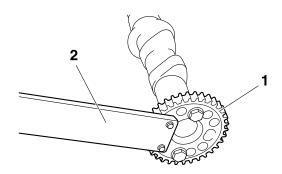
- 6. Remove:
 - Camshaft sprocket "1"

TIF

Use the camshaft wrench "2" and loosen the camshaft sprocket bolt.



Camshaft wrench 90890-04143 YM-04143

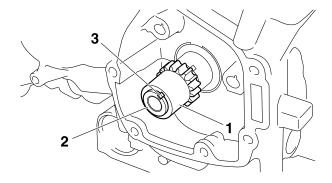


7. Remove:

- Dowel pins
- Timing chain guide (intake side)
- Timing chain guide (exhaust side)
- 8. Remove:
 - Pickup rotor

Refer to "PICKUP ROTOR" on page 5-43.

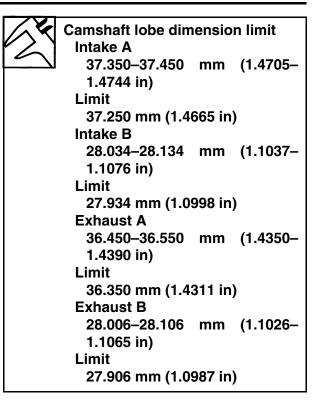
- Timing chain
- Crankshaft sprocket "1"
- Collar "2"
- Straight key "3"

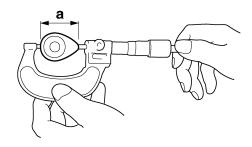


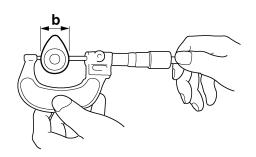
EAS23850

CHECKING THE CAMSHAFTS

- 1. Check:
 - Camshaft lobes
 Blue discoloration/pitting/scratches →
 Replace the camshaft.
- 2. Measure:
 - Camshaft lobe dimensions "a" and "b"
 Out of specification → Replace the camshaft.





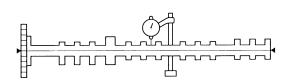


3. Measure:

Camshaft runout
 Out of specification → Replace.



Camshaft runout limit 0.030 mm (0.0012 in)



4. Measure:

 Camshaft-journal-to-camshaft-cap clearance

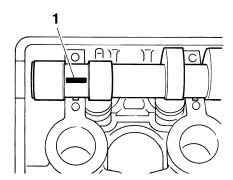
Out of specification \rightarrow Measure the camshaft journal diameter.



Camshaft-journal-to-camshaftcap clearance

0.028-0.062 mm (0.0011-0.0024 in)

- a. Install the camshaft into the cylinder head (without the camshaft caps).
- b. Position strip of Plastigauge® "1" onto the camshaft journal as shown.



c. Install the camshaft caps.

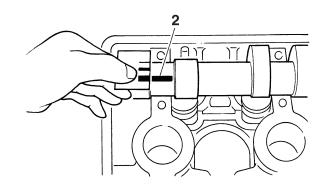
TIP

- Tighten the camshaft cap bolts in stages and in a crisscross pattern, working from the inner caps out.
- Do not turn the camshaft when measuring the camshaft journal-to-camshaft cap clearance with the Plastigauge®.



Camshaft cap bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf)

d. Remove the camshaft caps and then measure the width of the Plastigauge® "2".



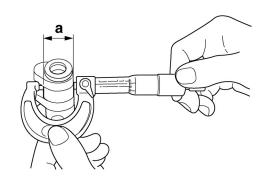
5. Measure:

Camshaft journal diameter "a"
 Out of specification → Replace the camshaft.

Within specification \rightarrow Replace the cylinder head and the camshaft caps as a set.



Camshaft journal diameter 25.459-25.472 mm (1.0023-1.0028 in)



EAS23870

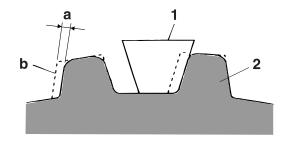
CHECKING THE TIMING CHAIN AND SPROCKET

1. Check:

Timing chain
 Damage/stiffness → Replace the timing chain, camshaft sprockets and crankshaft sprocket as a set.

2. Check:

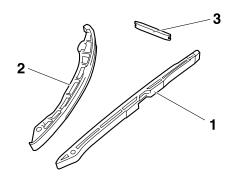
- Camshaft sprocket
- Crankshaft sprocket
 More than 1/4 tooth wear "a" → Replace
 the camshaft sprockets, crankshaft
 sprocket and timing chain as a set.



- a. 1/4 tooth
- b. Correct
- 1. Timing chain
- 2. Camshaft sprocket or crankshaft sprocket

CHECKING THE TIMING CHAIN GUIDES

- 1. Check:
 - Timing chain guide (exhaust side) "1"
 - Timing chain guide (intake side) "2"
 - Timing chain guide (top side) "3"
 Damage/wear → Replace the defective part(s).



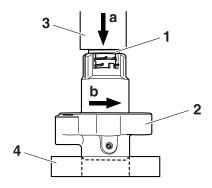
EAS23960

CHECKING THE TIMING CHAIN TEN-SIONER

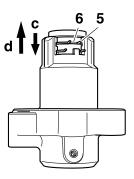
- 1. Check:
 - Timing chain tensioner
 Cracks/damage → Replace.
- a. Using a hand press, push and insert timing chain tensioner rod "1" into the timing chain tensioner housing.

TIP

Push the timing chain tensioner rod in direction "a", and turn the timing chain tensioner body "2" in direction "b" until it stops.



- 3. Hand press
- 4. Bearing
- b. Keep pressing the timing chain tensioner rod, mount clip "5" into groove "6", and lock the timing chain tensioner rod.
- c. Push the timing chain tensioner rod in direction "c".
- d. Make sure that the timing chain tensioner rod can smoothly move out from the timing chain tensioner housing in direction "d". If not smooth, replace the timing chain tensioner assembly.



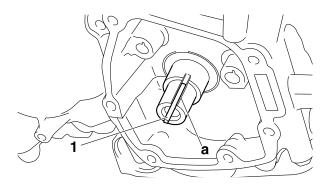
EAS24000

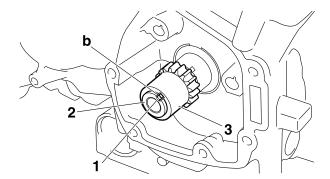
INSTALLING THE CAMSHAFTS

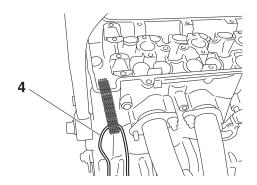
- 1. Install:
 - Straight key "1"
 - · Collar "2"
 - Crankshaft sprocket "3"
 - Timing chain

TIP

- Align the straight key to the crankshaft groove "a", collar and crankshaft sprocket groove "b" to the straight key and then install.
- To prevent the timing chain from falling into the crankcase, fasten it with a wire "4".







- 2. Install:
 - Pickup rotor Refer to "PICKUP ROTOR" on page 5-43.



Pickup rotor bolt 60 Nm (6.0 m·kgf, 43 ft·lbf)

- 3. Install:
 - Timing chain guide (exhaust side)
 - Timing chain guide (intake side)
 - Dowel pins
- 4. Align:
 - "K" mark "a" on the pickup rotor (with the crankcase mating surface "b")

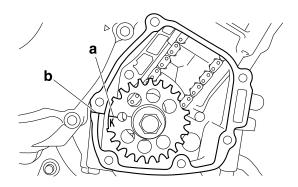
ECA14B1034

NOTICE

When turning the crankshaft with a tool, remove all the spark plugs.

a. Turn the crankshaft clockwise.

b. When position #1 is at BTDC 105°, align the "K" mark "a" with the crankcase mating surface "b".



5. Install:

- Intake camshaft sprocket "1"
- Exhaust camshaft sprocket "2"



Camshaft sprocket bolt 24 Nm (2.4 m·kgf, 17 ft·lbf)



Camshaft wrench 90890-04143 YM-04143

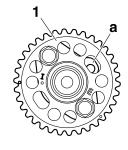
ECA14B1012

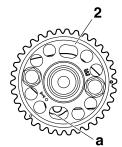
NOTICE

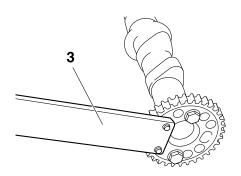
Be sure to tighten the camshaft sprocket bolts to the specified torque to avoid the possibility of the bolts coming loose and damaging the engine.

TIP

- Install the camshaft projection "a" at the position shown in the illustration.
- Tighten the camshaft sprocket bolt with the camshaft wrench "3".



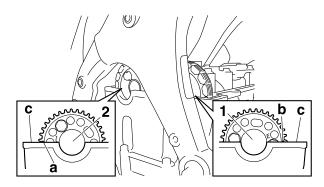




- 6. Install:
 - Exhaust camshaft "1"
 - Intake camshafts "2"

TIP

- Hang the timing chain on the sprocket from the exhaust camshaft to the intake camshaft, and then put it on the cylinder head.
- The intake camshaft sprocket timing mark "a" and exhaust camshaft sprocket timing mark "b" should align with the cylinder head surface "c".
- The timing chain (exhaust side) should be stretched and the timing chain (intake side) should be sagged.



- 7. Install:
 - Intake camshaft caps
 - Exhaust camshaft caps

TIP_

 Make sure each camshaft cap is installed in its original place. Refer to the identification marks as follows:

"I": Intake side camshaft cap mark

"E": Exhaust side camshaft cap mark

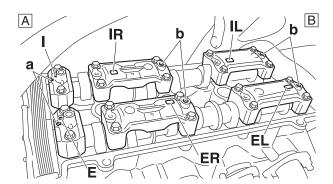
"IL": Intake left side camshaft cap mark

"IR": Intake right side camshaft cap mark

"EL": Exhaust left side camshaft cap mark

"ER": Exhaust right side camshaft cap mark

 Make sure the arrow mark "a" on each camshaft points towards the right side of the engine. When installing the camshaft cap, face the hole with the screw thread "b" on the camshaft cap to the left side of the engine.



- A. Right side
- B. Left side
- 8. Install:
 - · Camshaft cap bolts



Camshaft cap bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf)

ECA14B1011

NOTICE

- 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.

TIP

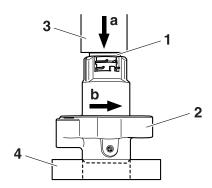
Tighten the camshaft cap bolts in stages and in a crisscross pattern, working from the inner caps out.

- 9. Install:
 - Timing chain tensioner

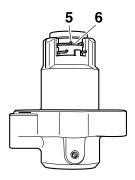
a. Using a hand press, push and insert timing chain tensioner rod "1" into the timing chain tensioner housing.

TIP

Push the timing chain tensioner rod in direction "a", and turn the timing chain tensioner body "2" in direction "b" until it stops.



- 3. Hand press
- 4. Bearing
- b. Keep pressing the timing chain tensioner rod, mount clip "5" into groove "6", and lock the timing chain tensioner rod.



c. In the status of step "b", install the rod assembly in the cylinder block.

TIP_

Always use a new gasket.



Timing chain tensioner bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf)

d. Unlock the timing chain tensioner by turning the crankshaft counterclockwise, and tension the timing chain.

10. Turn:

 Crankshaft (several turns clockwise)

ECA14B1034

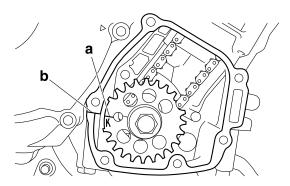
NOTICE

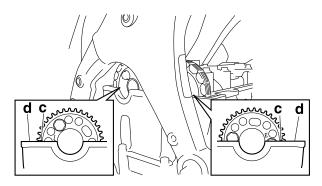
When turning the crankshaft with a tool, remove all the spark plugs.

11. Check:

"K" mark "a"
 Make sure the "K" mark on the pickup rotor is aligned with the crankcase mating surface "b".

Camshaft sprocket timing mark "c"
 Make sure the punch mark "c" on the
 camshaft sprocket is aligned with the cyl inder head mating surface "d".
 Out of alignment → Adjust.
 Refer to the installation steps above.





12. Measure:

Valve clearance
 Out of specification → Adjust.
 Refer to "ADJUSTING THE VALVE
 CLEARANCE" on page 3-5.

13. Install:

 Pickup coil rotor cover 2 Refer to "PICKUP ROTOR" on page 5-43.

14. Install:

- Cylinder head cover gasket New
- Cylinder head cover



Cylinder head cover bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf)

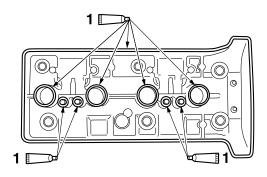
TIP.

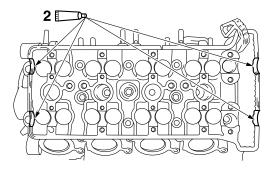
- Apply bond TB1541C® "1" onto the mating surfaces of the cylinder head cover and cylinder head cover gasket.
- Apply bond Yamaha bond No.1215 (Three bond No.1215®) "2" onto the mating surfaces of the cylinder head cover gasket and cylinder head.

• Tighten the cylinder head cover bolts stages and in a crisscross pattern.

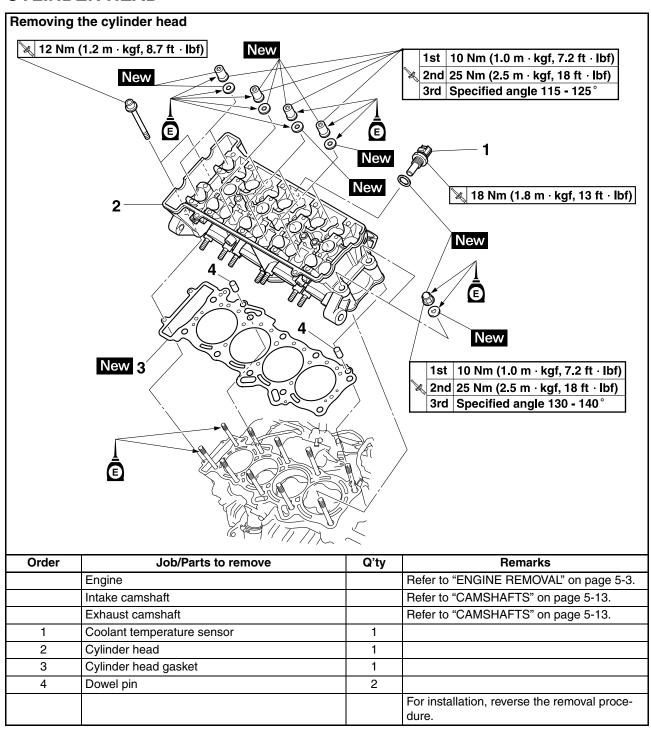


Yamaha bond No.1215 (Three Bond No.1215®) 90890-85505





CYLINDER HEAD

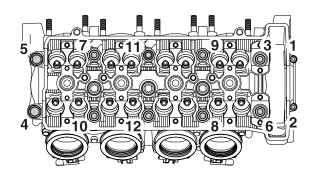


REMOVING THE CYLINDER HEAD

- 1. Remove:
 - Intake camshaft
 - Exhaust camshaft Refer to "REMOVING THE CAM-SHAFTS" on page 5-17.
- 2. Remove:
 - Cylinder head nuts
 - · Cylinder head bolts

TIP

- Loosen the nuts in the proper sequence as shown.
- Loosen each nut 1/2 of a turn at a time. After all of the nuts are fully loosened, remove them.



EAS24160

CHECKING THE CYLINDER HEAD

- 1. Eliminate:
 - Combustion chamber carbon deposits (with a rounded scraper)

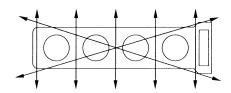
TIP

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

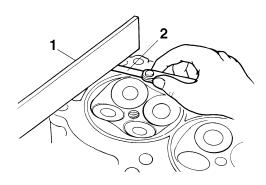
- · Spark plug bore threads
- Valve seats
- 2. Check:
 - Cylinder head
 - Dowel pins
 Damage/scratches → Replace.
 - Cylinder head water jacket
 Mineral deposits/rust → Eliminate.
- 3. Measure:
 - Cylinder head warpage
 Out of specification → Resurface the cylinder head.



Warpage limit 0.10 mm (0.0039 in)



a. Place a straightedge "1" and a thickness gauge "2" across the cylinder head.



- b. Measure the warpage.
- c. If the limit is exceeded, resurface the cylinder head as follows.
- d. Place a 400–600 grit wet sandpaper on the surface plate and resurface the cylinder head using a figure-eight sanding pattern.

TIP.

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

EAS24240

INSTALLING THE CYLINDER HEAD

- 1. Check:
 - Cylinder stud bolts "1"

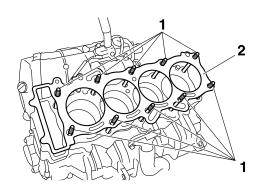


Cylinder stud bolt 8 Nm (0.8 m·kgf, 5.8 ft·lbf)

TIP

Retighten the cylinder stud bolts to specification, before installing the cylinder head.

- 2. Install:
 - Cylinder head gasket "2" New
 - Dowel pins



3. Install:

- Cylinder head
- Washers New
- Cylinder head nuts New
- Cylinder head bolts

TIP_

- Pass the timing chain through the timing chain cavity.
- Lubricate the cylinder head nuts and washers with engine oil.

4. Tighten:

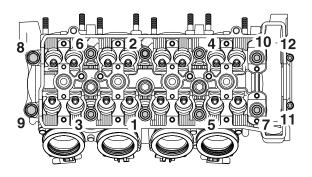
- Cylinder head nuts "1"-"10"
- Cylinder head bolts "11", "12"



Cylinder head nut
1st: 10 Nm (1.0 m·kgf, 7.2 ft·lbf)
2nd: 25 Nm (2.5 m·kgf, 18 ft·lbf)
3rd: Nut "1"-"7", "10" +115125° Nut "8", "9" +130-140°
Cylinder head bolt
12 Nm (1.2 m·kgf, 8.7 ft·lbf)

TIP.

Tighten the cylinder head nuts in the tightening sequence as shown and torque them in 3 stages.

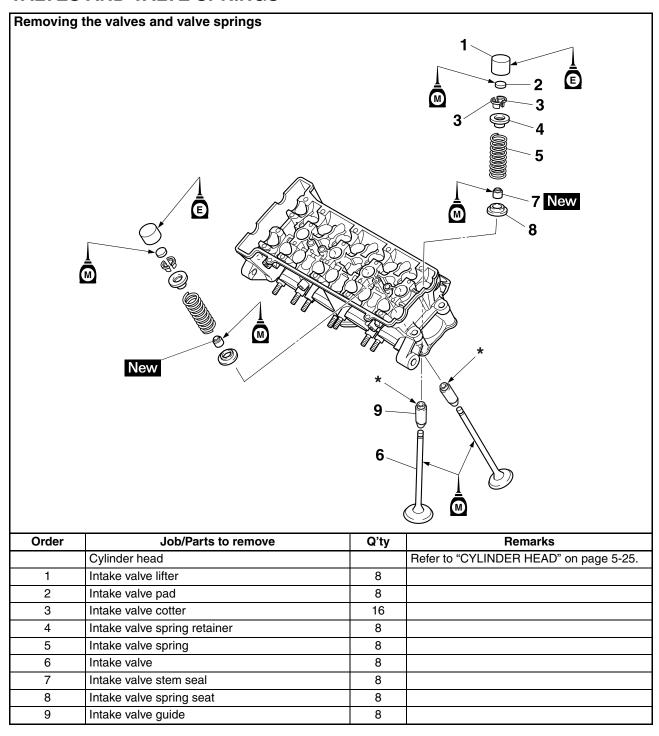


5. Install:

- Exhaust camshaft
- Intake camshaft Refer to "INSTALLING THE CAM-SHAFTS" on page 5-20.

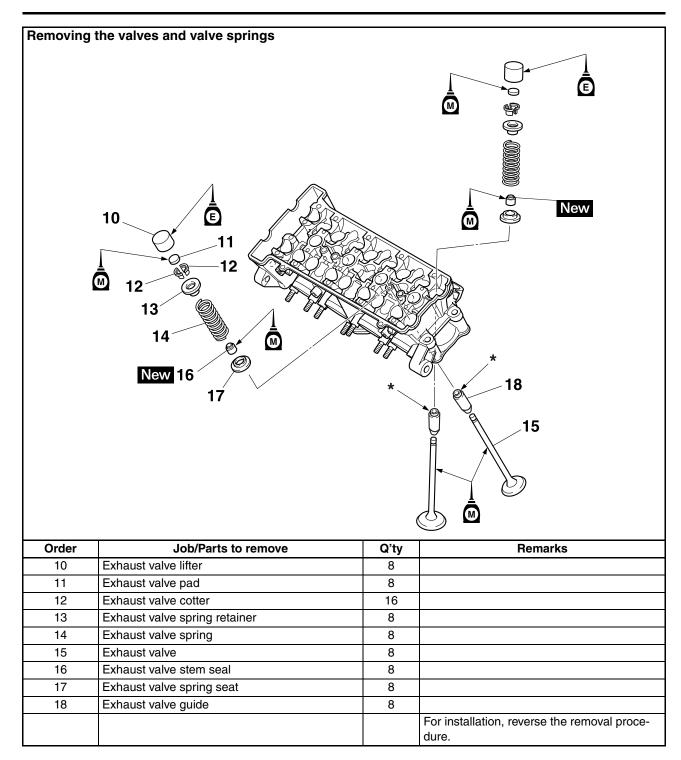
FAS24270

VALVES AND VALVE SPRINGS



^{*} Silicon fluid

VALVES AND VALVE SPRINGS



^{*} Silicon fluid

REMOVING THE VALVES

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

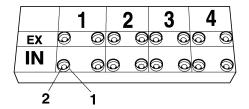
TIP

Before removing the internal parts of the cylinder head (e.g., valves, valve springs, valve seats), make sure the valves properly seal.

- 1. Remove:
 - Valve lifter "1"
 - Valve pad "2"

TIP

Make a note of the position of each valve lifter and valve pad so that they can be reinstalled in their original place.



2. Check:

Valve sealing

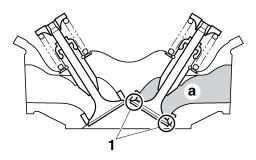
Leakage at the valve seat \rightarrow Check the valve face, valve seat, and valve seat width.

Refer to "CHECKING THE VALVE SEATS" on page 5-32.

- a. Pour a clean solvent "a" into the intake and exhaust ports.
- b. Check that the valves properly seal.

TIP

There should be no leakage at the valve seat "1".



3. Remove:

Valve cotters

TIE

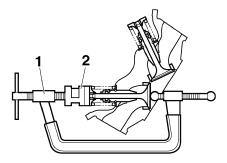
Remove the valve cotters by compressing the valve spring with the valve spring compressor "1" and the valve spring compressor attachment "2".



Valve spring compressor 90890-04019 YM-04019

Valve spring compressor attachment 90890-04108

Valve spring compressor adapter 22 mm YM-04108

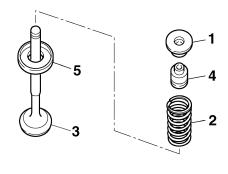


4. Remove:

- Valve spring retainer "1"
- Valve spring "2"
- Valve "3"
- Valve stem seal "4"
- Valve spring seat "5"

TIP.

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



VALVES AND VALVE SPRINGS

EAS24290

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
 Out of specification → Replace the valve guide.
- Valve-stem-to-valve-guide clearance = Valve guide inside diameter "a" -Valve stem diameter "b"



Valve-stem-to-valve-guide clearance

Valve-stem-to-valve-guide clearance (intake)

0.010-0.037 mm (0.0004-

0.0015 in)

Limit

0.080 mm (0.0032 in)

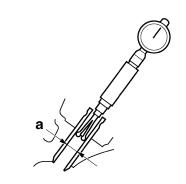
Valve-stem-to-valve-guide clearance (exhaust)

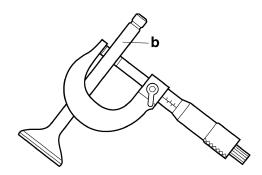
0.025-0.052 mm (0.0010-

0.0020 in)

Limit

0.100 mm (0.0039 in)



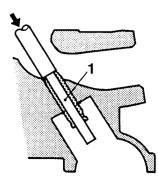


- 2. Replace:
 - · Valve guide

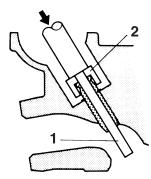
TIP__

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.

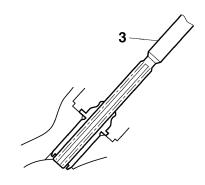
a. Remove the valve guide with the valve guide remover "1".



 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.



TIP

After replacing the valve guide, reface the valve seat.



Valve guide remover (ø4.5) 90890-04116

Valve guide remover (4.5 mm) YM-04116

Valve guide remover (ø5) 90890-04097

Valve guide remover (5.0 mm) YM-04097

Valve guide installer (ø4.5) 90890-04117

Valve guide installer (4.5 mm) YM-04117

Valve guide installer (ø5) 90890-04098

Valve guide installer (5.0 mm) YM-04098

Valve guide reamer (ø4.5) 90890-04118

Valve guide reamer (4.5 mm) YM-04118

Valve guide reamer (ø5) 90890-04099

Valve guide reamer (5.0 mm) YM-04099

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.

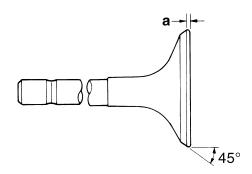
5. Measure:

Valve margin thickness "a"
 Out of specification → Replace the valve.

Valve margin thickness



Valve margin thickness D (intake)
1.35–1.75 mm (0.0532–0.0689 in)
Valve margin thickness D (exhaust)
0.50–0.90 mm (0.0197–0.0354 in)



6. Measure:

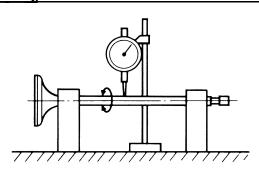
Valve stem runout
 Out of specification → Replace the valve.

TIP

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



Valve stem runout limit 0.010 mm (0.0004 in)



EAS24300

CHECKING THE VALVE SEATS

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

1. Eliminate:

Carbon deposits
 (from the valve face and valve seat)

2. Check:

Valve seat
 Pitting/wear → Replace the cylinder head.

3. Measure:

Valve seat width "a"
 Out of specification → Replace the cylinder head.

VALVES AND VALVE SPRINGS



Valve seat width

Valve seat width (intake)

0.90-1.10 mm (0.0354-0.0433

in)

Limit

1.60 mm (0.06 in)

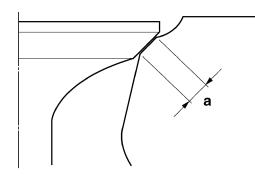
Valve seat width (exhaust)

1.10-1.30 mm (0.0433-0.0512

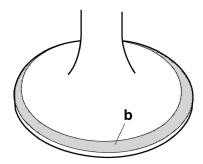
in)

Limit

1.80 mm (0.07 in)



 a. Apply Mechanic's blueing dye (Dykem) "b" onto the valve face.



- b. Install the valve into the cylinder head.
- c. Press the valve through the valve guide and onto the valve seat to make a clear impression.
- d. Measure the valve seat width.

TIP

Where the valve seat and valve face contacted one another, the blueing will have been removed.

4. Lap:

- Valve face
- Valve seat

TIP__

After replacing the cylinder head or replacing the valves and valve guides, the valve seat and valve face should be lapped.

ECA14B1031

NOTICE

This model uses titanium intake valves. Titanium valves that have been used to lap the valve seats must not be used. Always replace lapped valves with new valves.

TIP_

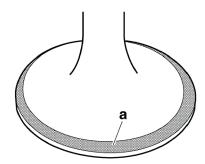
- When replacing the intake valves, replace the intake valves without lapping the valve seats and valve faces.
- When replacing the cylinder head or intake valve guides, use new valves to lap the valve seats, and then replace them with new intake valves.

 a. Apply a coarse lapping compound "a" to the valve face.

ECA13790

NOTICE

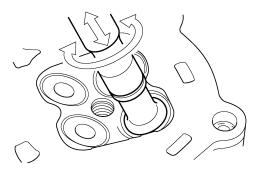
Do not let the lapping compound enter the gap between the valve stem and the valve guide.



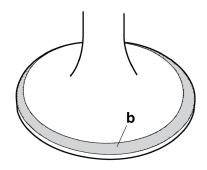
- b. Apply molybdenum disulfide oil onto the valve stem.
- c. Install the valve into the cylinder head.
- d. Turn the valve until the valve face and valve seat are evenly polished, then clean off all of the lapping compound.

TIP_

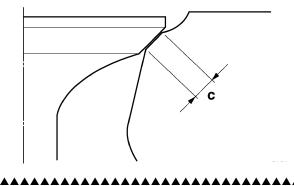
For the best lapping results, lightly tap the valve seat while rotating the valve back and forth between your hands.



- e. Apply a fine lapping compound to the valve face and repeat the above steps.
- f. After every lapping procedure, be sure to clean off all of the lapping compound from the valve face and valve seat.
- g. Apply Mechanic's blueing dye (Dykem) "b" onto the valve face.



- h. Install the valve into the cylinder head.
- Press the valve through the valve guide and onto the valve seat to make a clear impression.
- j. Measure the valve seat width "c" again. If the valve seat width is out of specification, reface and lap the valve seat.



FAS24310

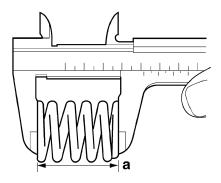
CHECKING THE VALVE SPRINGS

The following procedure applies to all of the valve springs.

- 1. Measure:
 - Valve spring free length "a"
 Out of specification → Replace the valve spring.



Valve spring free length Free length (intake) 39.33 mm (1.55 in) Limit 37.36 mm (1.47 in) Free length (exhaust) 37.96 mm (1.49 in) Limit 36.06 mm (1.42 in)

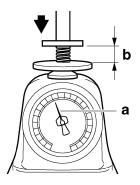


2. Measure:

Compressed valve spring force "a"
 Out of specification → Replace the valve spring.



Installed compression spring force (intake)
187.00-215.00 N (19.07-21.92 kgf, 42.04-48.33 lbf)
Installed compression spring force (exhaust)
185.00-213.00 N (18.86-21.72 kgf, 41.59-47.88 lbf)
Installed length (intake)
34.50 mm (1.36 in)
Installed length (exhaust)
33.00 mm (1.30 in)



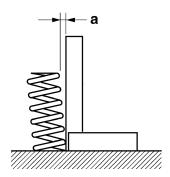
b. Installed length

3. Measure:

Valve spring tilt "a"
 Out of specification → Replace the valve spring.



Spring tilt limit
Spring tilt (intake)
2.5°/1.7 mm (0.067 in)
Spring tilt (exhaust)
2.5°/1.7 mm (0.067 in)



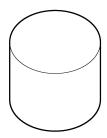
FAS24320

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.



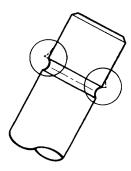
EAS24340

INSTALLING THE VALVES

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

1. Deburr:

 Valve stem end (with an oil stone)

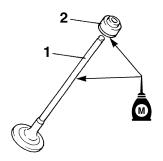


2. Lubricate:

- Valve stem "1"
- Valve stem seal "2" (with the recommended lubricant)



Recommended lubricant Molybdenum disulfide oil



3. Install:

- Valve spring seat "1"
- Valve stem seal "2"
- Valve "3"
- Valve spring "4"
- Valve spring retainer "5" (into the cylinder head)

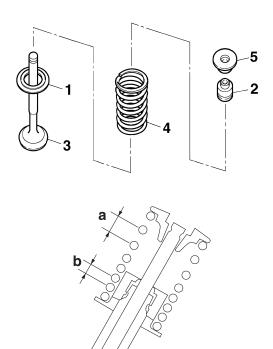
TIF

Make sure each valve is installed in its original place. Refer to the following embossed marks.

Intake valve: Blue paint mark Exhaust valve: "14B"

- Install the valve springs with the larger pitch "a" facing up.
- When installing the valve stem seal to the valve guide, apply silicon fluid to the valve stem seal.

VALVES AND VALVE SPRINGS



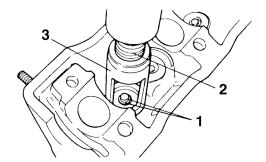
- b. Smaller pitch
- 4. Install:
 - Valve cotters "1"

TIP

Install the valve cotters by compressing the valve spring 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 Valve spring compressor adapter 22 mm YM-04108

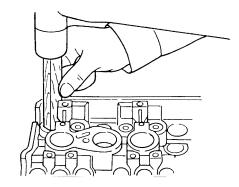


5. To secure the valve cotters onto the valve stem, lightly tap the valve tip with a soft-face hammer.

ECA13800

NOTICE

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



- 6. Lubricate:
 - Valve pad
 - Valve lifter (with the recommended lubricant)



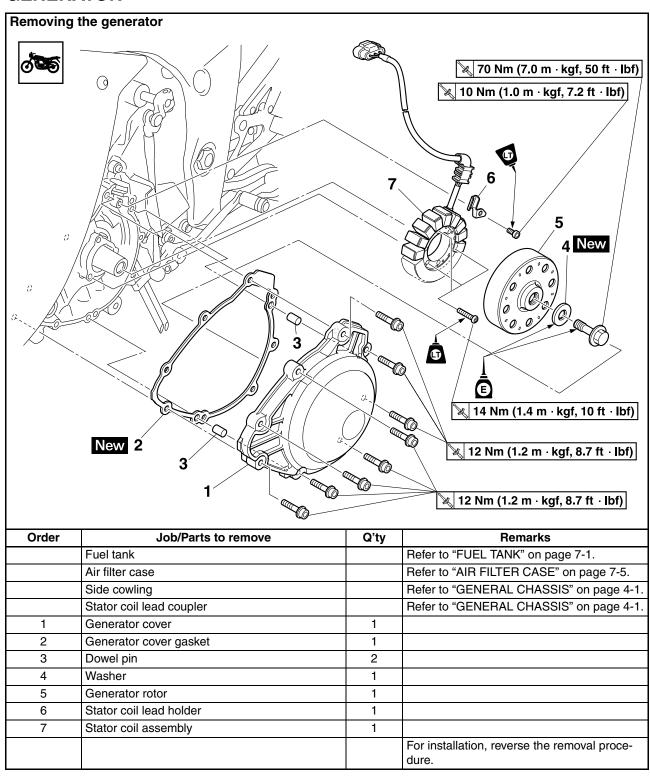
Recommended lubricant Molybdenum disulfide oil

- 7. Install:
 - Valve pad
 - Valve lifter

TIP_

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

GENERATOR



REMOVING THE GENERATOR

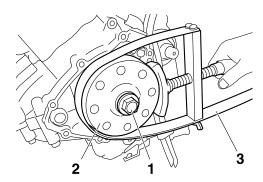
- 1. Remove:
 - Generator cover
 - · Generator cover gasket
 - Dowel pins
- 2. Remove:
 - Generator rotor bolt "1"
 - Washer

TIP_

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



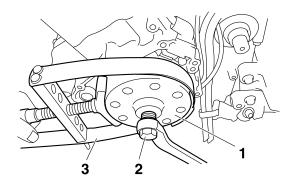
Sheave holder 90890-01701 Primary clutch holder YS-01880-A



- 3. Remove:
 - Generator rotor "1" (with the rotor puller "2" and sheave holder "3")

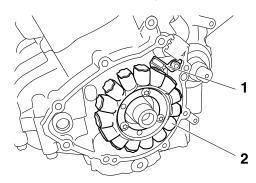


Rotor puller 2K7-85555-00 Sheave holder 90890-01701 Primary clutch holder YS-01880-A



4. Remove:

- Stator coil lead holder "1"
- Stator coil assembly "2"



EAS24500

INSTALLING THE GENERATOR

- 1. Install:
 - Stator coil assembly
 - Stator coil lead holder



Stator coil assembly bolt 14 Nm (1.4 m·kgf, 10 ft·lbf) LOCTITE® Stator coil lead holder bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf) LOCTITE®

- 2. Install:
 - · Generator rotor
 - Washer New
 - Generator rotor bolt

TIP

- Clean the tapered portion of the crankshaft and the generator rotor hub.
- Lubricate the generator rotor bolt threads and washer mating surfaces with engine oil.
- 3. Tighten:
 - Generator rotor bolt "1"



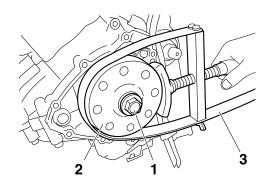
Generator rotor bolt 70 Nm (7.0 m·kgf, 50 ft·lbf)

TIP

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



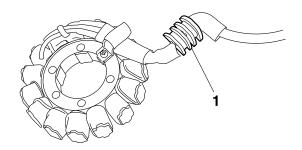
Sheave holder 90890-01701 Primary clutch holder YS-01880-A



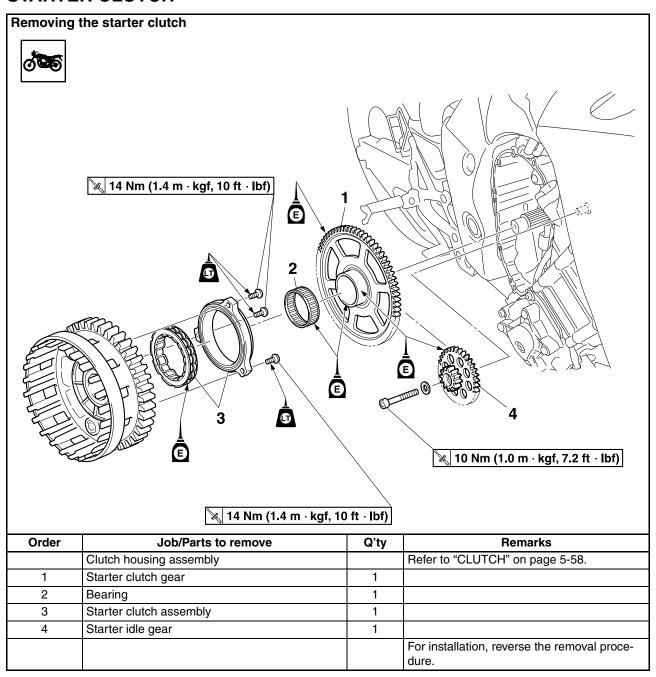
4. Apply:Sealant (onto the stator coil lead grommet "1")



Yamaha bond No.1215 (Three Bond No.1215®) 90890-85505



STARTER CLUTCH



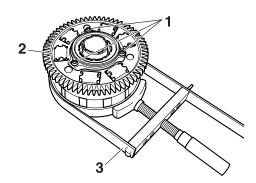
REMOVING THE STARTER CLUTCH

- 1. Remove:
 - Starter clutch bolt "1"

- While holding the clutch housing assembly "2" with the sheave holder "3", remove the starter clutch bolt.
- Fix the flat surface of the clutch housing assembly with the sheave holder.

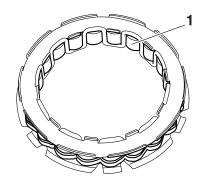


Sheave holder 90890-01701 Primary clutch holder YS-01880-A

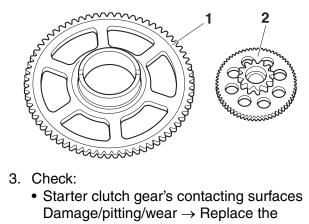


CHECKING THE STARTER CLUTCH

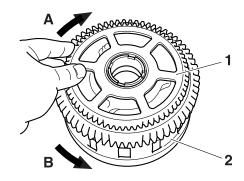
- 1. Check:
 - Starter clutch rollers "1" Damage/wear \rightarrow Replace.



- 2. Check:
 - Starter clutch gear "1"
 - Starter idle gear "2" Burrs/chips/roughness/wear → Replace the defective part(s).



- - Starter clutch gear's contacting surfaces Damage/pitting/wear → Replace the starter clutch gear.
- 4. Check:
 - Starter clutch operation
- a. Install the starter clutch gear "1" onto the clutch housing assembly "2" and hold the clutch housing assembly.
- b. When turning the starter clutch gear clockwise "A", the starter clutch and the starter clutch gear should engage, otherwise the starter clutch is faulty and must be replaced.
- c. When turning the starter clutch gear counterclockwise "B", it should turn freely, otherwise the starter clutch is faulty and must be replaced.



EAS24600

INSTALLING THE STARTER CLUTCH

- 1. Install:
 - Starter clutch



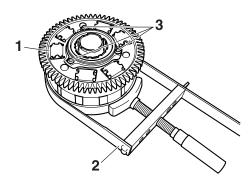
Starter clutch holder bolt 14 Nm (1.4 m·kgf, 10 ft·lbf) **LOCTITE®**

 While holding the clutch housing assembly "1" with the sheave holder "2", tighten the starter clutch holder bolt "3".

• Fix the flat surface of the clutch housing assembly with the sheave holder.

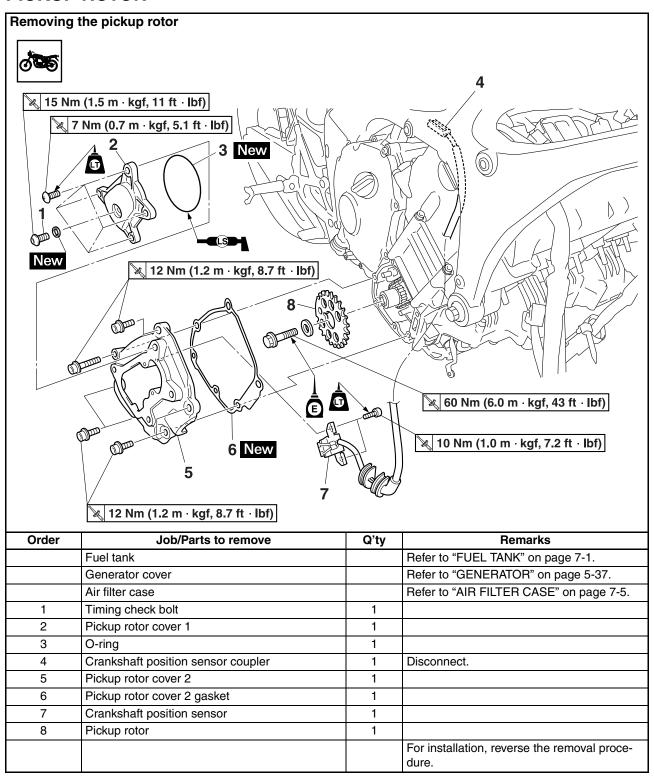


Sheave holder 90890-01701 Primary clutch holder YS-01880-A



EAS14B1058

PICKUP ROTOR



EAS14B1059

REMOVING THE PICKUP ROTOR

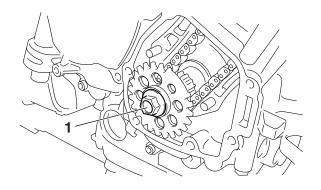
- 1. Remove:
 - Pickup rotor bolt "1"
 - Washer
 - Pickup rotor

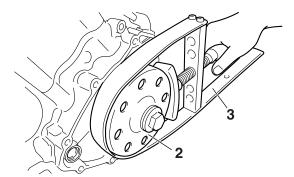
TIP

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



Sheave holder 90890-01701 Primary clutch holder YS-01880-A





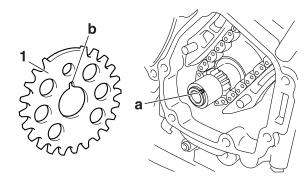
EAS14B1060

INSTALLING THE PICKUP ROTOR

- 1. Install:
 - Pickup rotor "1"
 - Washer
 - Pickup rotor bolt

TIF

- When installing the pickup rotor, align the straight key "a" with the groove "b" on the pickup rotor.
- Face the "K" mark on the pickup rotor outer side of the vehicle and install.



2. Tighten:

• Pickup rotor bolt "1"



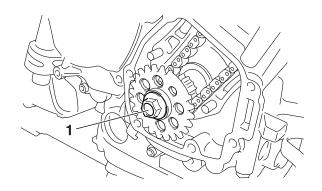
Pickup rotor bolt 60 Nm (6.0 m·kgf, 43 ft·lbf)

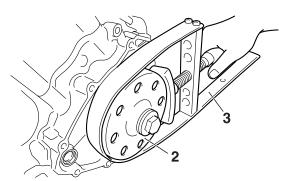
TIP

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



Sheave holder 90890-01701 Primary clutch holder YS-01880-A

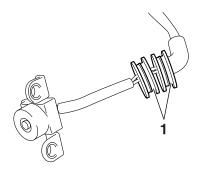




- 3. Apply:
 - Sealant (onto the crankshaft position sensor lead grommet "1")

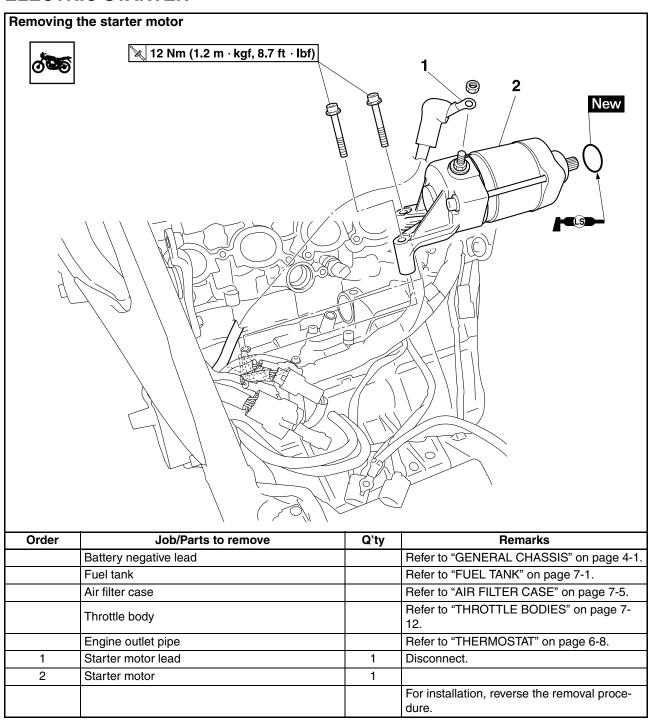


Yamaha bond No.1215 (Three Bond No.1215®) 90890-85505

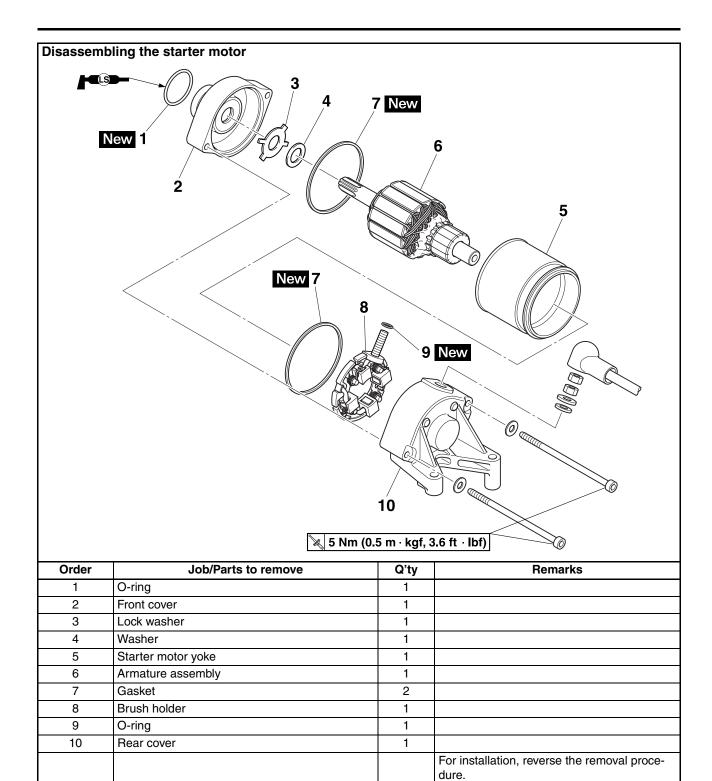


FAS24780

ELECTRIC STARTER



ELECTRIC STARTER

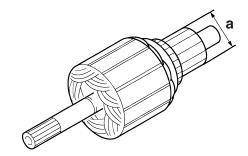


CHECKING THE STARTER MOTOR

- 1. Check:
 - Commutator
 Dirt → Clean with 600 grit sandpaper.
- 2. Measure:
 - Commutator diameter "a"
 Out of specification → Replace the starter motor.



Limit 23.5 mm (0.93 in)



- 3. Measure:
 - Mica undercut "a"
 Out of specification → Scrape the mica to
 the proper measurement with a hacksaw
 blade that has been grounded to fit the
 commutator.



Mica undercut (depth) 1.50 mm (0.06 in)

TIP

The mica of the commutator must be undercut to ensure proper operation of the commutator.



- 4. Measure:
 - Armature assembly resistances (commutator and insulation)
 Out of specification → Replace the starter motor.

a. Measure the armature assembly resistances with the digital circuit tester.

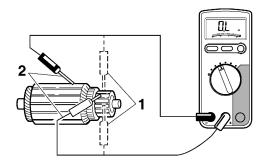


Digital circuit tester 90890-03174 Model 88 Multimeter with tachometer YU-A1927



Armature coil Commutator resistance 0.0090–0.0110 Ω at 20 °C (68 °F) Insulation resistance Above 1 M Ω at 20 °C (68 °F)

b. If any resistance is out of specification, replace the starter motor.



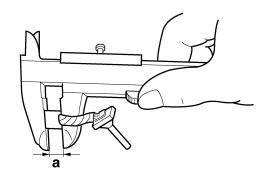
- 1. Commutator resistance
- 2. Insulation resistance

5. Measure:

Brush length "a"
 Out of specification → Replace the brush holder.



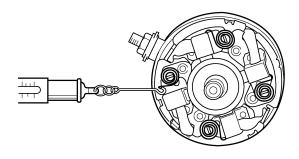
Limit 7.19 mm (0.28 in)



- 6. Measure:
 - Brush spring force
 Out of specification → Replace the brush
 holder.



Brush spring force 5.28-7.92 N (538-808 gf, 19.01-28.51 oz)

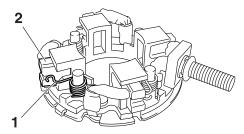


- 7. Check:
 - Gear teeth
 Damage/wear → Replace the gear.

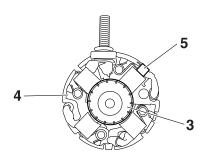
EAS24800

ASSEMBLING THE STARTER MOTOR

- 1. Install:
 - Brush holder
 - Armature assembly
 - O-ring New
- a. Pull both the brush spring "1" and the brush"2" outside and hook the brush spring to the groove portion at the side of the brush.



 Insert the armature assembly "3" into the brush holder "4" and push the brush "5" inside until it touches the armature assembly.

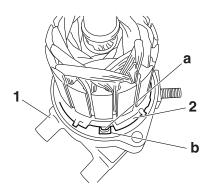


2. Install:

• Rear cover "1"

TIP_

Align the tab "a" on the brush holder "2" with the tab "b" in the rear cover.

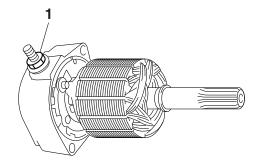


- 3. Install:
 - Washer
 - Nut "1"



Nut

5 Nm (0.5 m·kgf, 3.6 ft·lbf)



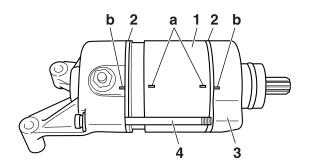
- 4. Install:
 - Starter motor yoke "1"
 - Gaskets "2" New
 - Front cover "3"
 - Starter motor assembling bolts "4"



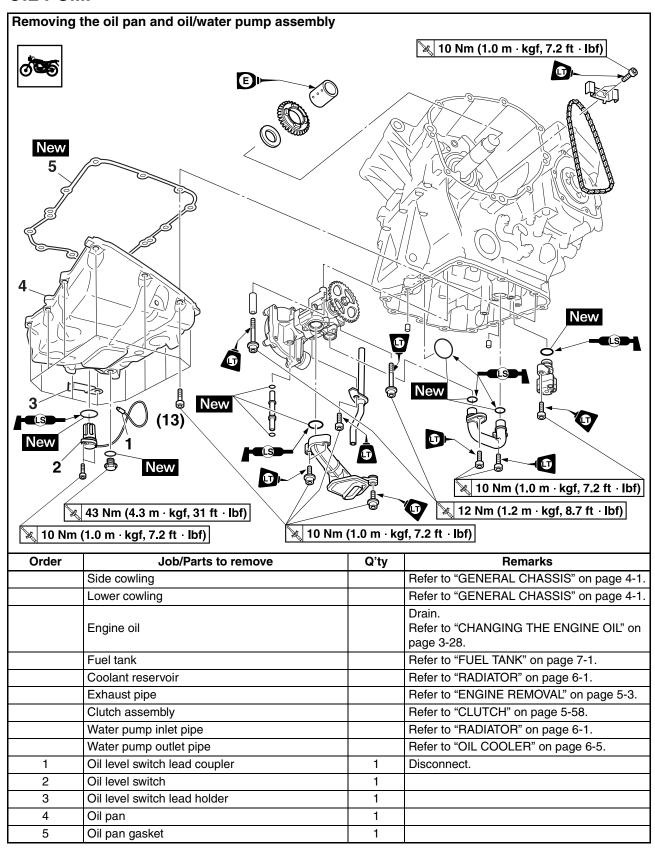
Starter motor assembling bolt 5 Nm (0.5 m·kgf, 3.6 ft·lbf)

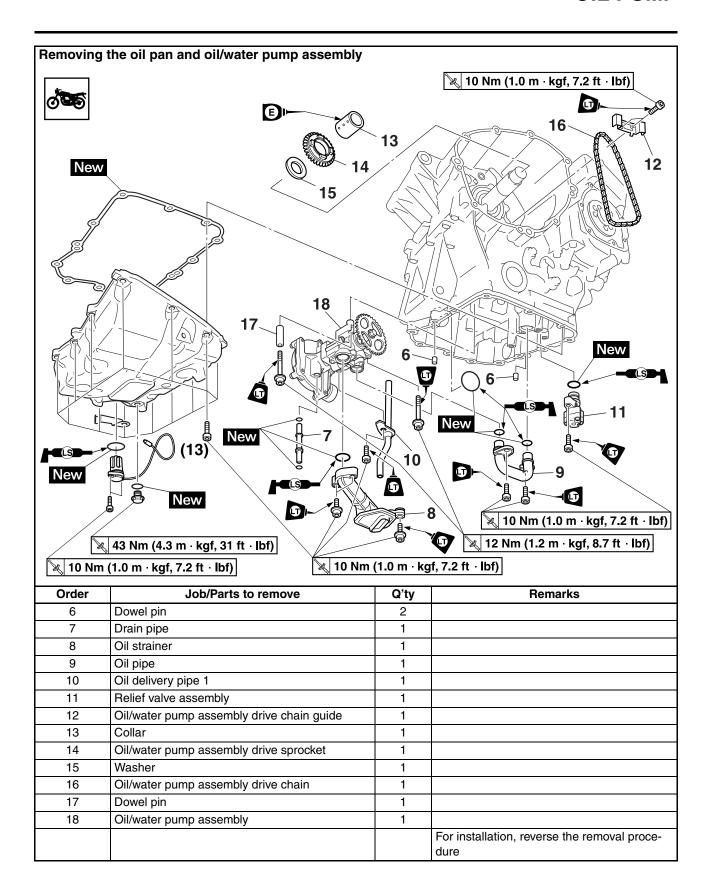
TIP

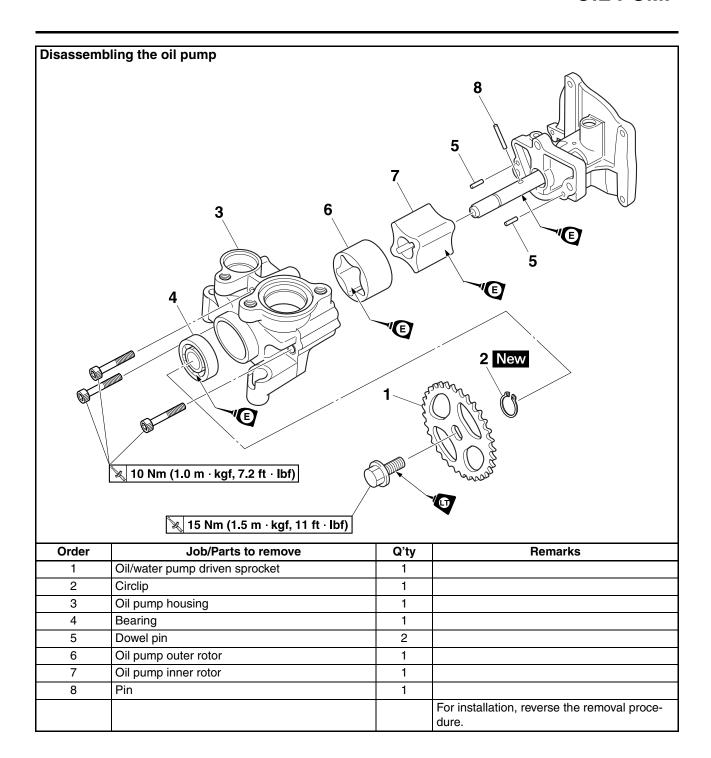
Align the match marks "a" on the starter motor yoke with the match marks "b" on the front and rear covers.



OIL PUMP





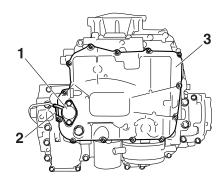


REMOVING THE OIL PAN

- 1. Remove:
 - Oil level switch "1"
 - Oil level switch lead holder "2"
 - Oil pan "3"
 - Gasket
 - Dowel pins

TIP

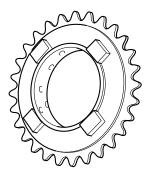
Loosen each bolt 1/4 of a turn at a time, in stages and in a crisscross pattern. After all of the bolts are fully loosened, remove them.



EAS14B1021

CHECKING THE SPROCKET AND CHAIN

- 1. Check:
 - Oil/water pump assembly drive sprocket Cracks/damage/wear → Replace.



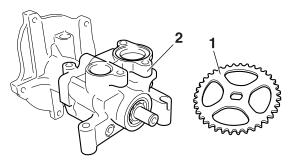
2. Check:

 Oil/water pump assembly drive chain Damage/stiffness → Replace the oil/ water pump assembly drive chain and oil/ water pump assembly drive sprocket as a set.



CHECKING THE OIL PUMP

- 1. Check:
 - Oil pump driven gear "1"
 Cracks/damage/wear → Replace.
 - Oil pump housing "2"
 Cracks/damage/wear → Replace the oil/
 water pump assembly.



2. Measure:

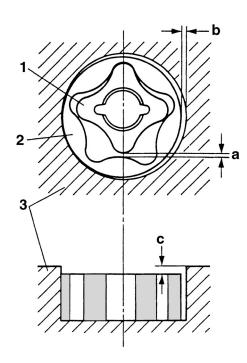
- Inner-rotor-to-outer-rotor-tip clearance "a"
- Outer-rotor-to-oil-pump-housing clearance "b"
- Oil-pump-housing-to-inner-rotor-andouter-rotor clearance "c"
 Out of specification → Replace the oil/ water pump assembly.



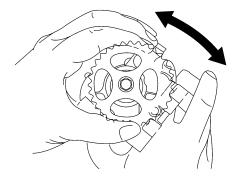
Inner-rotor-to-outer-rotor-tip clearance Less than 0.12 mm (0.0047 in) Limit 0.20 mm (0.0079 in) Outer-rotor-to-oil-pump-housing clearance (0.0035 -0.090 - 0.190mm 0.0075 in) Limit 0.260 mm (0.0102 in) Oil-pump-housing-to-inner-andouter-rotor clearance 0.06-0.13 mm (0.0024-0.0051 in) Limit

0.200 mm (0.0079 in)



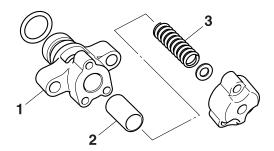


- 1. Inner rotor
- 2. Outer rotor
- 3. Oil pump housing
- 3. Check:
 - Oil pump operation
 Rough movement → Repeat steps (1)
 and (2) or replace the defective part(s).



CHECKING THE RELIEF VALVE

- 1. Check:
 - Relief valve body "1"
 - Relief valve "2"
 - Spring "3"
 - Damage/wear → Replace the defective part(s).

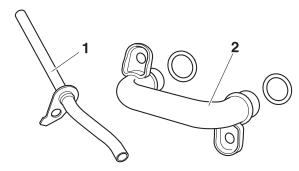


EAS24980

CHECKING THE OIL DELIVERY PIPES

The following procedure applies to all of the oil delivery pipes.

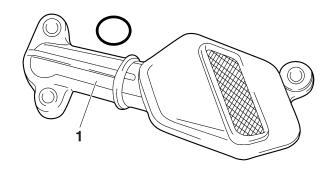
- 1. Check:
 - Oil delivery pipe 1 "1"
 - Oil pipe "2"
 Damage → Replace.
 Obstruction → Wash and blow out with compressed air.



EAS24990

CHECKING THE OIL STRAINER

- 1. Check:
 - Oil strainer "1"
 Damage → Replace.
 Contaminants → Clean with solvent.



EAS25010

ASSEMBLING THE OIL PUMP

- 1. Lubricate:
 - Inner rotor
 - Outer rotor
 - Oil pump shaft (with the recommended lubricant)



Recommended lubricant Engine oil

2. Install:

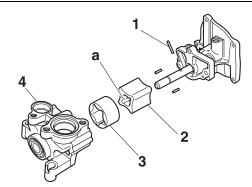
- Pin "1"
- Inner rotor "2"
- Outer rotor "3"
- Oil pump housing "4"
- Oil pump housing bolt



Oil pump housing bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf)

TIP.

When installing the inner rotor, align the pin "1" in the oil pump shaft with the groove "a" in the inner rotor "2".



3. Install:

Oil/water pump driven sprocket "1"

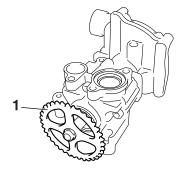


Oil/water pump driven sprocket bolt

15 Nm (1.5 m·kgf, 11 ft·lbf) LOCTITE®

TIP

"14B" mark of the oil/water pump driven gear is installed at oil pump side.



4. Check:

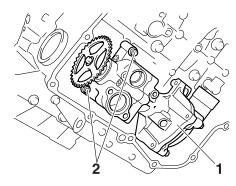
 Oil pump operation Refer to "CHECKING THE OIL PUMP" on page 5-54. EAS25030

INSTALLING THE OIL/WATER PUMP ASSEMBLY

- 1. Install:
 - O-ring New (onto the lower crankcase)
 - Oil/water pump assembly "1"
 - Dowel pin
 - Bolts "2"



Oil/water pump assembly bolt 12 Nm (1.2 m·kgf, 8.7 ft·lbf) LOCTITE®



2. Install:

- Washer
- Oil/water pump assembly drive chain "1"
- Oil/water pump assembly drive sprocket "2"
- Collar

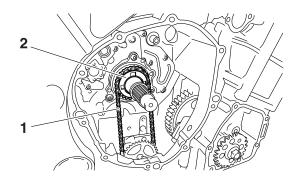
TIP

Install the oil/water pump assembly drive chain "1" onto the oil/water pump assembly drive sprocket "2".

ECA14B1018

NOTICE

After installing the oil/water pump assembly drive chain and drive sprocket, make sure the oil/water pump turns smoothly.



- 3. Install:
 - Oil/water pump assembly drive chain guide "1"

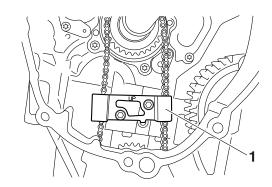


Oil/water pump assembly drive chain guide bolt

10 Nm (1.0 m·kgf, 7.2 ft·lbf) LOCTITE®

TIP.

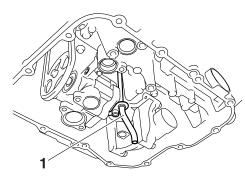
"UP" mark of the oil/water pump assembly drive chain guide is upward.



- 4. Install:
 - Oil delivery pipe 1 "1"



Oil delivery pipe 1 bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf) LOCTITE®



- 5. Install:
 - Relief valve assembly "1"
 - O-ring New



Relief valve assembly bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf) LOCTITE®

- Oil strainer "2"
- O-ring New



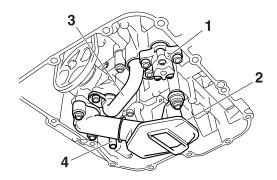
Oil strainer bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf) LOCTITE®

- Oil pipe "3"
- O-rings New



Oil pipe bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf) LOCTITE®

- Drain pipe "4"
- O-rings New



EAS25050

INSTALLING THE OIL PAN

- 1. Install:
 - Dowel pins
 - Oil pan gasket New
 - Oil pan
 - Oil level switch lead holder
 - Oil level switch
 - O-ring New



Oil pan bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf) Oil level switch bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf)

- Engine oil drain bolt
- Gasket New

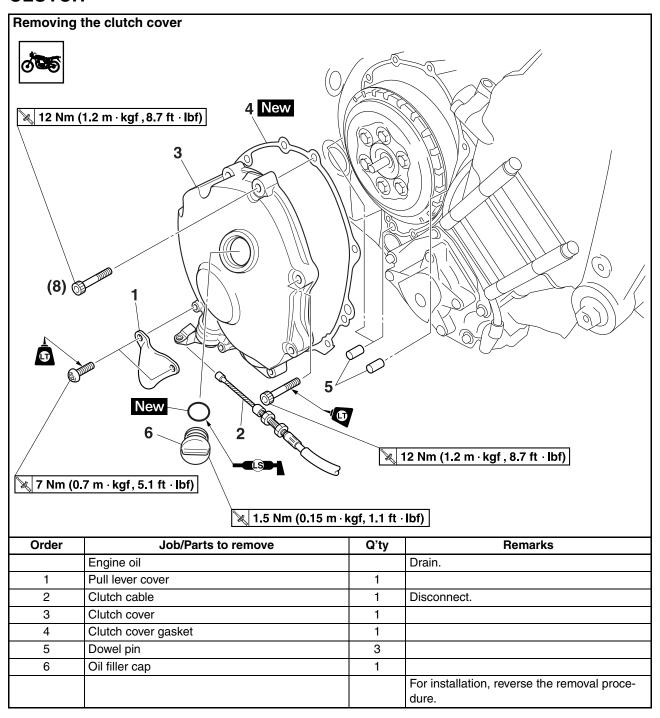


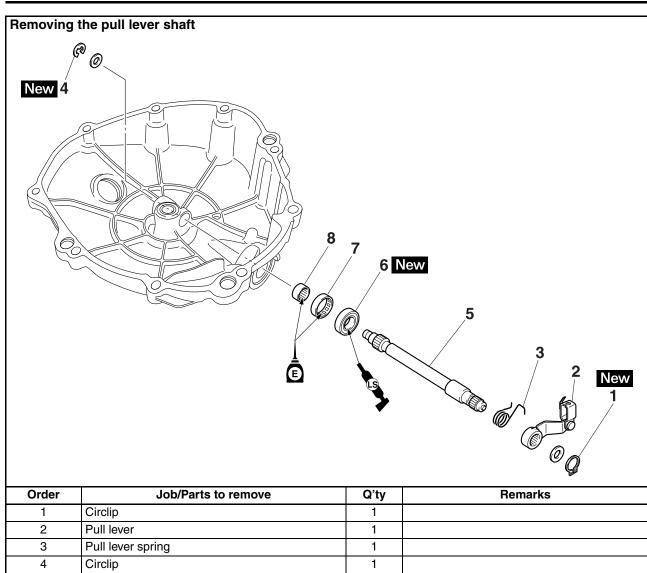
Engine oil drain bolt 43 Nm (4.3 m·kgf, 31 ft·lbf)

TIP.

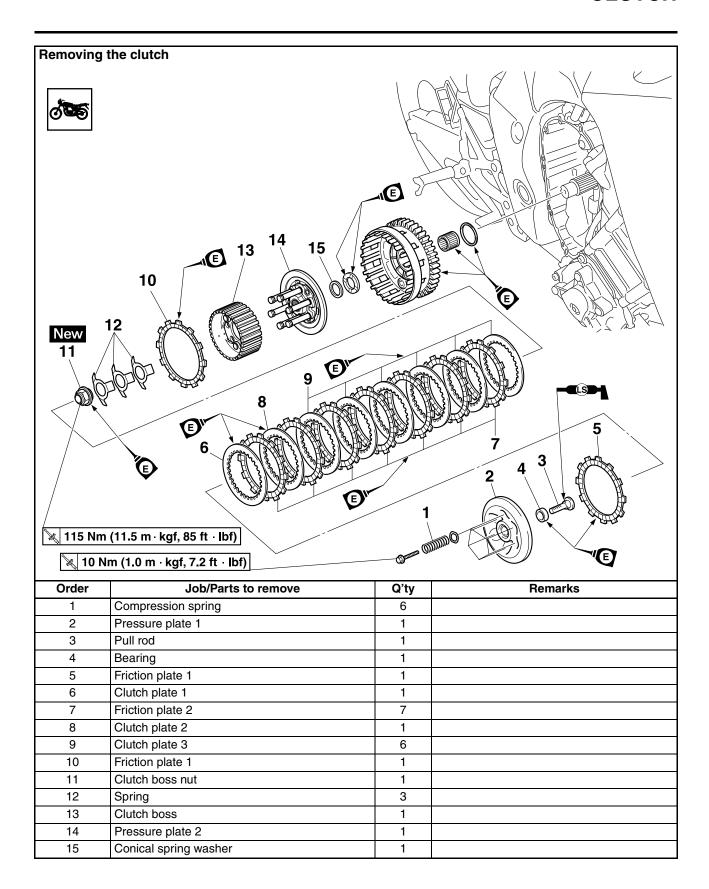
Tighten the oil pan bolts in stages and in a crisscross pattern.

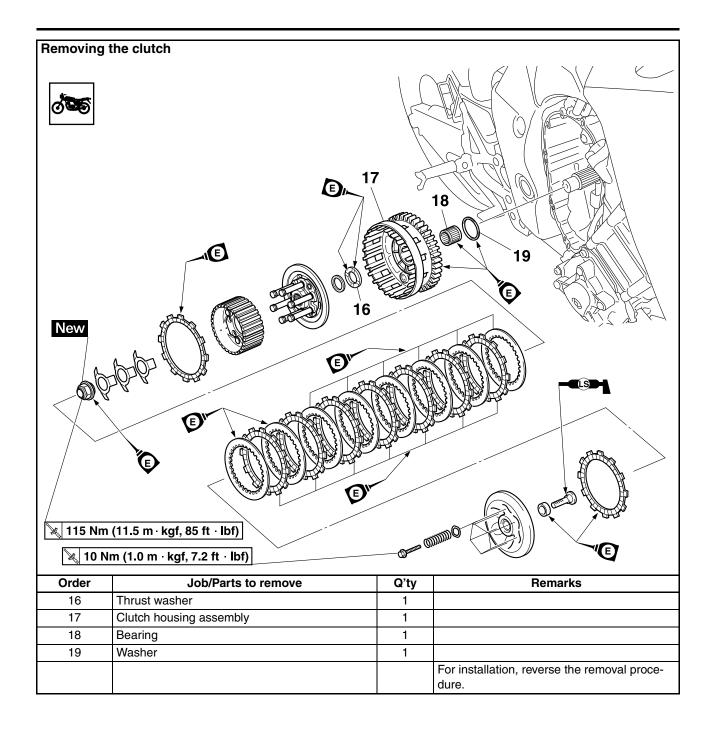
CLUTCH





Order	Job/Parts to remove	Q'ty	Remarks
1	Circlip	1	
2	Pull lever	1	
3	Pull lever spring	1	
4	Circlip	1	
5	Pull lever shaft	1	
6	Oil seal	1	
7	Bearing	1	
8	Bearing	1	
			For installation, reverse the removal procedure.





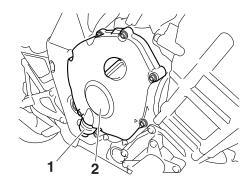
REMOVING THE CLUTCH

- 1. Remove:
 - Pull lever cover "1"
 - Clutch cover "2"
 - Gasket

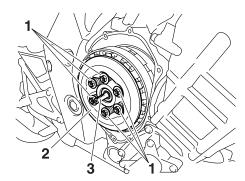
TIP_

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

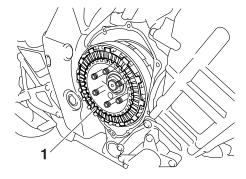
After all of the bolts are fully loosened, remove them.



- 2. Remove:
 - Compression spring bolts "1"
 - Compression springs
 - Pressure plate 1 "2"
 - Pull rod "3"

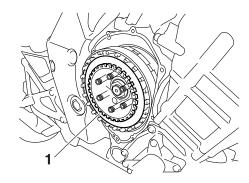


- 3. Remove:
 - Friction plate 1 "1"

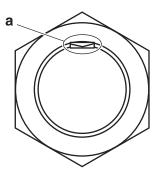


4. Remove:

- Clutch plate 1 "1"
- Friction plate 2
- Clutch plate 2
- Clutch plate 3



5. Straighten the clutch boss nut rib "a".



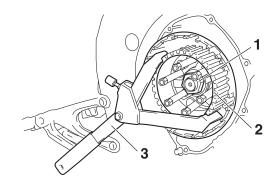
- 6. Loosen:
 - Clutch boss nut "1"

TIP

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



Universal clutch holder 90890-04086 YM-91042



- 7. Remove:
 - Clutch boss nut
 - Springs
 - Clutch boss

- Pressure plate 2
- Conical spring washer
- Thrust washer
- Clutch housing assembly

CHECKING THE FRICTION PLATES

The following procedure applies to all of the friction plates.

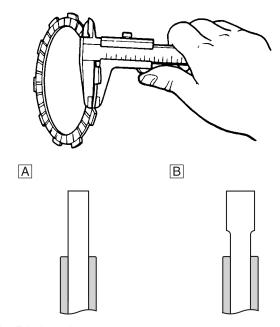
- 1. Check:
 - Friction plate
 Damage/wear → Replace the friction
 plates as a set.
- 2. Measure:
 - Friction plate thickness
 Out of specification → Replace the friction plates as a set.

TIP

Measure the friction plate at four places.



Friction plate thickness 2.92–3.08 mm (0.115–0.121 in) Wear limit 2.82 mm (0.111 in)



- A. Friction plate 1
- B. Friction plate 2

EAS25110

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.

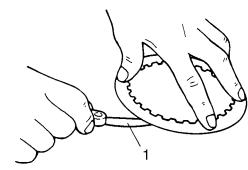
2. Measure:

 Clutch plate warpage (with a surface plate and thickness gauge "1")

Out of specification \rightarrow Replace the clutch plates as a set.



Warpage limit 0.10 mm (0.0039 in)



3. Measure:

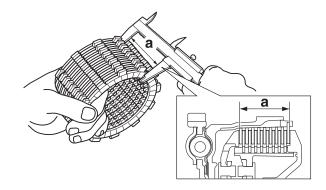
 assembly width "a" of the friction plates and clutch plates
 Out of specification → Adjust.



Assembly width 42.4–43.0 mm (1.67–1.69 in)

TIP

- Perform the thickness measurement without applying the oil.
- This step should be performed only if the friction plates and clutch plates were replaced.
- To measure the total width of the friction plates and clutch plates, combine 9 friction plates and 8 clutch plates as shown.



- a. Assembly width adjusted by clutch plate "1" and "2".
- b. Select the clutch plate from the following table.

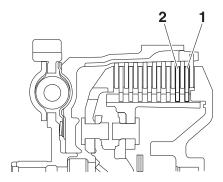
Clutch plate "1"			
Part No.	Thickness		
4B1-16324-00	1.6 mm (0.063 in)		
5VY-16325-00	2.0 mm (0.079 in)	STD	
4B1-16325-00	2.3 mm (0.091 in)		

Clutch plate "2"				
Part No.	Thickness			
5VY-16325-00	2.0 mm (0.079 in)	STD		
4B1-16325-00	2.3 mm (0.091 in)			

TIP

When adjusting the clutch assembly width [by replacing the clutch plate(s)], be sure to replace the clutch plate "1" fast.

After replacing the clutch plate "1", if specifications cannot be met, replace the clutch plate "2".



EAS25140

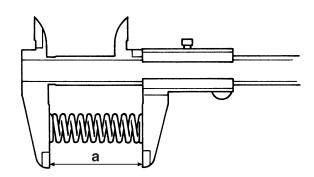
CHECKING THE CLUTCH SPRINGS

The following procedure applies to all of the clutch springs.

- 1. Check:
 - Clutch spring
 Damage → Replace the clutch springs as a set.
- 2. Measure:
 - Clutch spring free length "a"
 Out of specification → Replace the clutch springs as a set.



Clutch spring free length 43.80 mm (1.72 in) Limit 41.61 mm (1.64 in)



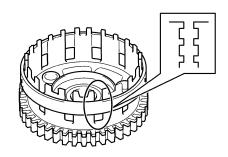
EAS25150

CHECKING THE CLUTCH HOUSING

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

TIP_

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



2. Check:

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

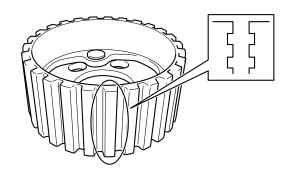
EAS25160

CHECKING THE CLUTCH BOSS

- 1. Check:
 - Clutch boss splines
 Damage/pitting/wear → Replace the clutch boss.

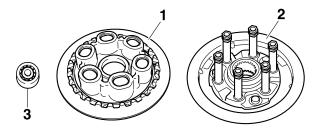
TIP_

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



CHECKING THE PRESSURE PLATE

- 1. Check:
 - Pressure plate 1 "1"
 - Pressure plate 2 "2"
 Cracks/damage → Replace.
 - Bearing "3"
 Damage/wear → Replace.



EAS25200

CHECKING THE PRIMARY DRIVE GEAR

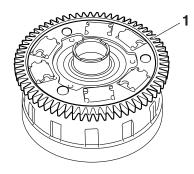
- 1. Check:
 - Primary drive gear
 Damage/wear → Replace the crankshaft
 and clutch housing as a set.

 Excessive noise during operation →
 Replace the crankshaft and clutch housing as a set.

EAS25210

CHECKING THE PRIMARY DRIVEN GEAR

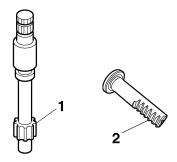
- 1. Check:
 - Primary driven gear "1"
 Damage/wear → Replace the clutch housing and crankshaft as a set.
 Excessive noise during operation → Replace the clutch housing and crankshaft as a set.



EAS25220

CHECKING THE PULL LEVER SHAFT AND PULL ROD

- 1. Check:
 - Pull lever shaft pinion gear teeth "1"
 - Pull rod teeth "2"
 Damage/wear → Replace the pull rod and pull lever shaft as a set.



2. Check:

Pull rod bearing
 Damage/wear → Replace.

EAS25240

INSTALLING THE CLUTCH

- 1. Install:
 - Washer
 - Bearing
 - Clutch housing assembly "1"
 - Thrust washer
 - Conical spring washer

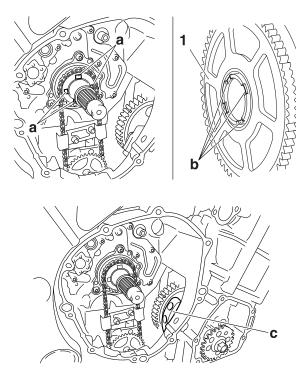
ECA14B1019

NOTICE

Make sure to fit the projections "a" of the oil pump drive sprocket to the concave "b" of the clutch housing assembly.

TIP_

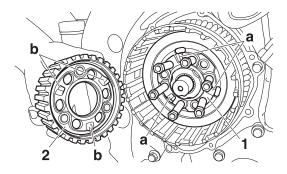
When installing the clutch housing assembly, turn the crankshaft so that the crankshaft web "c" cannot be seen.



- 2. Install:
 - Pressure plate 2 "1"
 - Clutch boss "2"

TIP__

Fit the groove "a" of the pressure plate 2 to the projection "b" of the clutch boss to assemble.



- 3. Install:
 - Springs "1"
 - Clutch boss nut "2" New



Clutch boss nut 115 Nm (11.5 m·kgf, 85 ft·lbf)

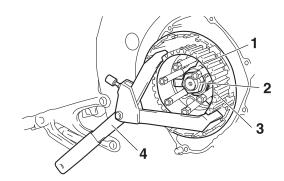
TIP

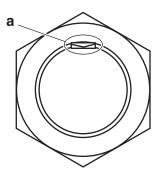
- Lubricate the clutch boss nut threads with engine oil.
- While holding the clutch boss "3" with the universal clutch holder "4", tighten the clutch boss nut.

• Stake the clutch boss nut at a cutout "a" in the main axle.



Universal clutch holder 90890-04086 YM-91042





- 4. Lubricate:
 - Friction plates
 - Clutch plates (with the recommended lubricant)

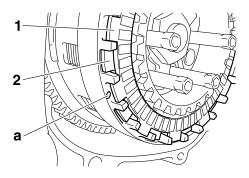


Recommended lubricant Engine oil

- Install:
 - Friction plates
 - Clutch plates

TIP

- First, install a friction plate and then alternate between a clutch plate and a friction plate.
- Install the last friction plate "1" offset from the other friction plates "2", making sure to align a projection on the friction plate with the punch mark "a" on the clutch housing.



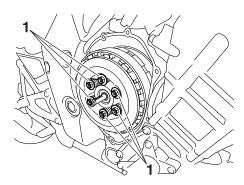
- 6. Install:
 - Bearing (into the pressure plate 1)
 - Pull rod
 - Pressure plate 1
- 7. Install:
 - Clutch springs
 - Clutch spring bolts "1"



Clutch spring bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf)

TIP

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



- 8. Install:
 - Dowel pins
 - Clutch cover gasket New
 - Clutch cover "1"

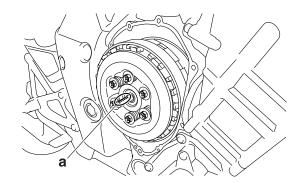


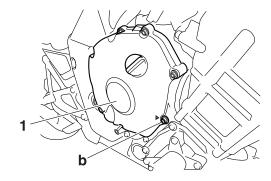
Clutch cover bolt 12 Nm (1.2 m·kgf, 8.7 ft·lbf)

TID

- Position the pull rod so that the teeth "a" face towards the rear of the vehicle. Then, install the clutch cover.
- Apply locking agent (LOCTITE®) to the threads of only the clutch cover bolts "b" shown in the illustration.

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

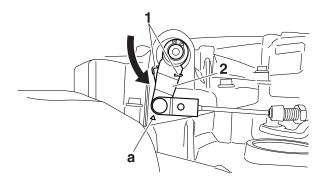




- 9. Install:
 - Pull lever spring "1"
 - Pull lever "2"
 - Washer
 - Circlip New

TIF

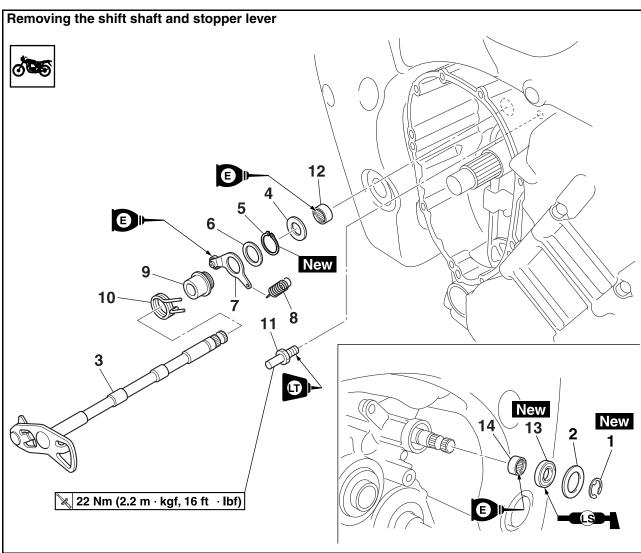
- The end of the pull lever should be closest to the clutch cover match mark "a" when there is no free play of the pull lever.
- Make sure that the pull rod teeth and pull lever shaft pinion gear are engaged.



10. Adjust:

 Clutch cable free play Refer to "ADJUSTING THE CLUTCH CABLE FREE PLAY" on page 3-13.

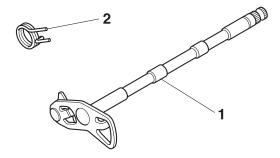
SHIFT SHAFT

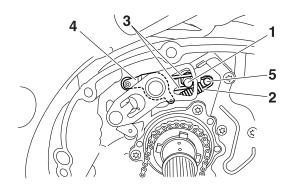


Order	Job/Parts to remove	Q'ty	Remarks
	Shift arm		Refer to "CHAIN DRIVE" on page 4-83.
	Clutch assembly		Refer to "CLUTCH" on page 5-58.
1	Circlip	1	
2	Washer	1	
3	Shift shaft	1	
4	Washer	1	
5	Circlip	1	
6	Washer	1	
7	Stopper lever	1	
8	Stopper lever spring	1	
9	Collar	1	
10	Shift shaft spring	1	
11	Shift shaft spring stopper	1	
12	Bearing	1	
13	Oil seal	1	
14	Bearing	1	
			For installation, reverse the removal procedure.

CHECKING THE SHIFT SHAFT

- 1. Check:
 - Shift shaft "1" Bends/damage/wear → Replace.
 - Shift shaft spring "2"
 - Collar Damage/wear → Replace.





EAS25430

CHECKING THE STOPPER LEVER

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



EAS25450

INSTALLING THE SHIFT SHAFT

- 1. Install:
 - Shift shaft spring stopper "1"
 - Shift shaft assembly
 - Stopper lever spring "2"

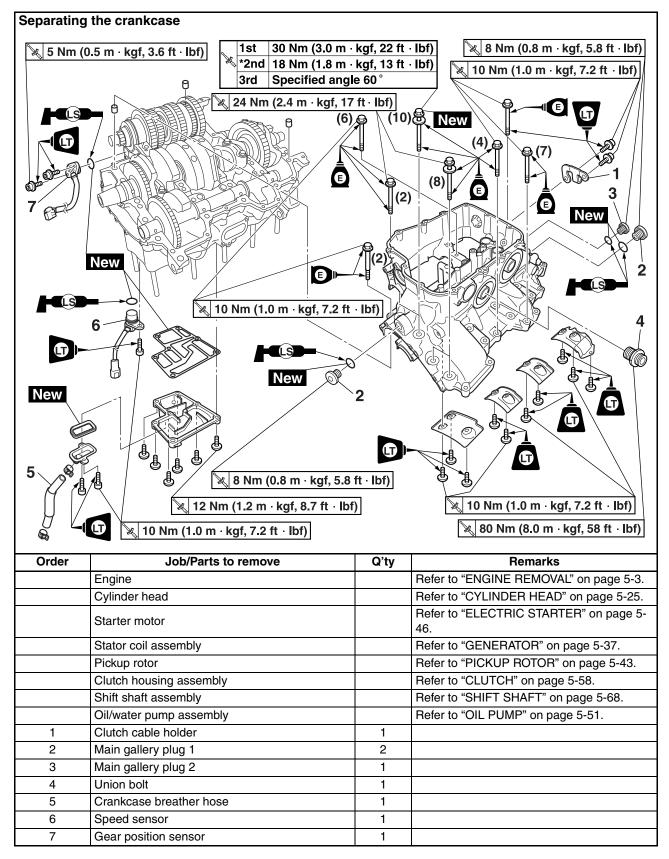


Shift shaft spring stopper 22 Nm (2.2 m⋅kgf, 16 ft⋅lbf) LOCTITE®

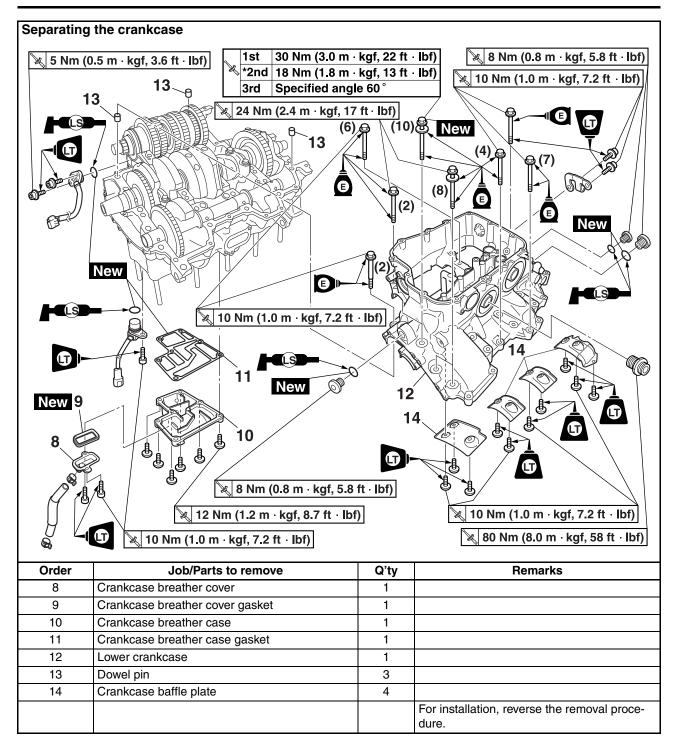
TIP

- Lubricate the oil seal lips with lithium-soapbased grease.
- Hook the end of the shift shaft spring "3" onto the shift shaft spring stopper "1".
- Hook the ends of the stopper lever spring "2" onto the stopper lever "4" and the crankcase boss "5".
- Mesh the stopper lever with the shift drum segment assembly.

CRANKCASE



^{*} Following the tightening order, loosen the bolt one by one and then retighten it to the specific torque.



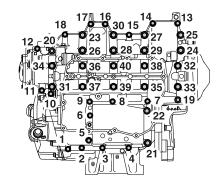
^{*} Following the tightening order, loosen the bolt one by one and then retighten it to the specific torque.

DISASSEMBLING THE CRANKCASE

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

TIP

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



- Remove:
 - Lower crankcase

ECA13900

NOTICE

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

FAS25580

CHECKING THE CRANKCASE

- 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.

EAS25650

ASSEMBLING THE CRANKCASE

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



Recommended lubricant Engine oil

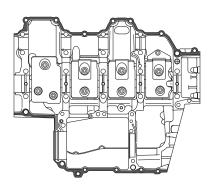
- 2. Apply:
 - Sealant (onto the crankcase mating surfaces)



Yamaha bond No.1215 (Three Bond No.1215®) 90890-85505

TIE

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 (0.08–0.12 in) of the crankshaft journal bearings.

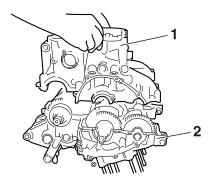


- 3. Install:
 - Dowel pins
- 4. Set the shift drum assembly and transmission gears in the neutral position.
- 5. Install:
 - Lower crankcase "1" (onto the upper crankcase "2")

ECA13980

NOTICE

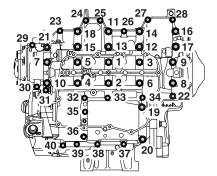
Before tightening the crankcase bolts, make sure the transmission gears shift correctly when the shift drum assembly is turned by hand.



- 6. Install:
 - · Crankcase bolts

TIP_

- Lubricate the bolts "1"—"18" thread, mating surfaces and washers with engine oil.
- Lubricate the bolts "19"—"40" thread and mating surfaces with engine oil (except "31").
- Apply LOCTITE® to the screw of the bolt "31" and engine oil to the bearing surface.
 - M9 × 100 mm bolts with washers: "1"—
 "10". New
 - M8 \times 60 mm bolts with washers: "11"— "18".
 - M8 × 60 mm bolts: "19", "20".
 - M6 × 70 mm bolt: "31".
 - M6 × 65 mm shoulder bolts: "21", "22"
 - M6 × 60 mm bolts: "30", "32"-"36".
 - M6 × 50 mm bolts: "23"—"25", "27"—"29", "40".
 - M6 × 40 mm bolts: "26", "37"-"39".



- 7. Tighten:
 - Crankcase bolts "1"-"10"



Crankcase bolts (M9 \times 100 mm) 1st: 30 Nm (3.0 m·kgf, 22 ft·lbf)

* 2nd: 18 Nm (1.8 m·kgf, 13 ft·lbf)
3rd: +60°

* Following the tightening order, loosen the bolt one by one and then retighten it to the specific torque.

EWA14B1030

WARNING

If the crankcase bolt is tightened more than the specified angle, do not loosen the bolt and then retighten it. Instead, replace the crankcase bolt with a new one and perform the procedure again.

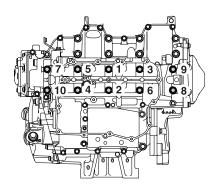
ECA14B1043

NOTICE

Do not use a torque wrench to tighten the crankcase bolt to the specified angle.

TIP.

Tighten the bolts in the tightening sequence cast on the crankcase.



8. Tighten:

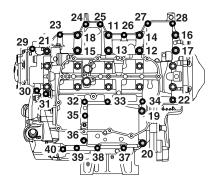
Crankcase bolts "11"-"40"



Crankcase bolts "11"-"20" 24 Nm (2.4 m·kgf, 17 ft·lbf) Crankcase bolts "21"-"40" 10 Nm (1.0 m·kgf, 7.2 ft·lbf)

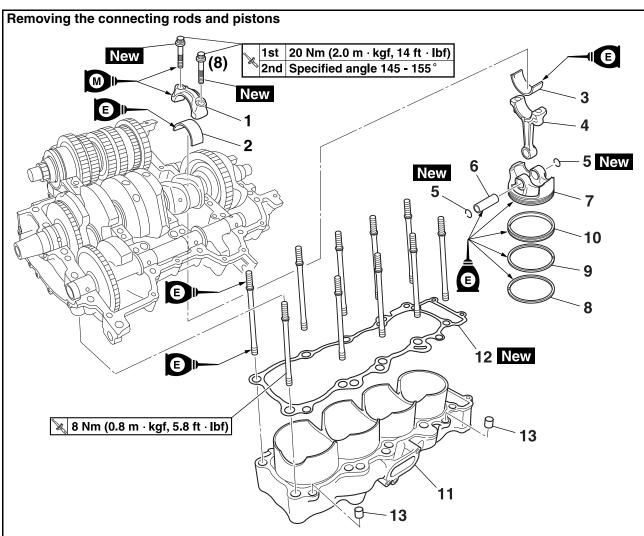
TIP

Tighten the bolts in the tightening sequence cast on the crankcase.



EAS14B1024

CONNECTING RODS AND PISTONS



Order	Job/Parts to remove	Q'ty	Remarks
	Lower crankcase		Refer to "CRANKCASE" on page 5-70.
1	Connecting rod cap	4	
2	Big end lower bearing	4	
3	Big end upper bearing	4	
4	Connecting rod	4	
5	Piston pin clip	8	
6	Piston pin	4	
7	Piston	4	
8	Top ring	4	
9	2nd ring	4	
10	Oil ring	4	
11	Cylinder	1	
12	Cylinder gasket	1	
13	Dowel pin	2	
			For installation, reverse the removal procedure.

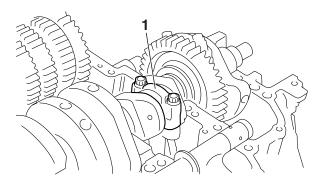
REMOVING THE CONNECTING RODS AND PISTONS

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

- 1. Remove:
 - Connecting rod cap "1"
 - Connecting rod
 - Big end bearings

TIP.

- Identify the position of each big end bearing so that it can be reinstalled in its original place.
- After removing the connecting rods and connecting rod caps, care should be taken not to damage the mating surfaces of the connecting rods and connecting rod caps.



2. Remove:

- Piston pin clips "1"
- Piston pin "2"
- Piston "3"

ECA13810

NOTICE

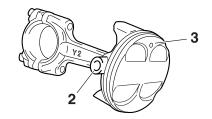
Do not use a hammer to drive the piston pin out.

TIP

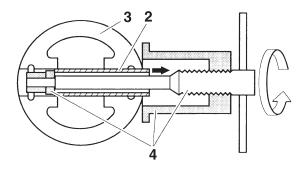
- For reference during installation, put identification marks on the piston crown.
- Before removing the piston pin, deburr the piston pin clip groove and the piston pin bore area. If both areas are debarred and the piston pin is still difficult to remove, remove it with the piston pin puller set "4".



Piston pin puller set 90890-01304 Piston pin puller YU-01304





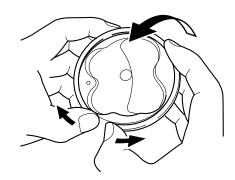


3. Remove:

- Top ring
- · 2nd ring
- Oil ring

TIP

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



4. Remove:

- Cylinder
- · Cylinder gasket
- Cylinder stud bolts

EAS24390

CHECKING THE CYLINDER AND PISTON

- 1. Check:
 - Piston wall
 - Cylinder wall
 Vertical scratches → Replace the cylinder, and replace the piston and piston rings as a set.

- 2. Measure:
 - Piston-to-cylinder clearance

 a. Measure cylinder bore "C" with the cylinder bore gauge.

TIP_

Measure cylinder bore "C" by taking side-toside and front-to-back measurements of the cylinder. Then, find the average of the measurements.



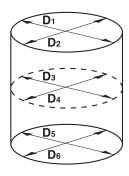
Bore 78.000–78.010 mm (3.0709– 3.0713 in) Taper limit

0.050 mm (0.0020 in) Out of round limit 0.050 mm (0.0020 in)

"C" = maximum of $D_1 - D_6$

Taper limit = maximum of D_1 or D_2 - maximum of D_5 or D_6

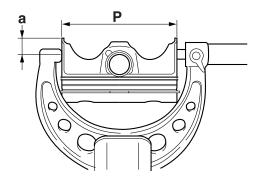
Out of round limit = maximum of D_1 , D_3 or D_5 - minimum of D_2 , D_4 or D_6



- If out of specification, replace the cylinder, and replace the piston and piston rings as a set.
- c. Measure piston skirt diameter "P" with the micrometer.



Piston diameter 77.975–77.990 mm (3.0699– 3.0705 in)



- a. 12 mm (0.47 in) from the bottom edge of the piston
- d. If out of specification, replace the piston and piston rings as a set.
- e. Calculate the piston-to-cylinder clearance with the following formula.

Piston-to-cylinder clearance = Cylinder bore "C" - Piston skirt diameter "P"



Piston-to-cylinder clearance 0.010-0.035 mm (0.0004-0.0014 in) Limit

If out of specification, replace the cylinder, and replace the piston and piston rings as

EAS24430

CHECKING THE PISTON RINGS

1. Measure:

a set.

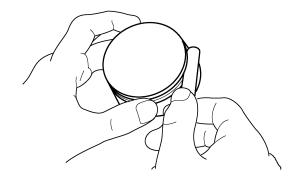
Piston ring side clearance
 Out of specification → Replace the piston
 and piston rings as a set.

TIP_

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

CONNECTING RODS AND PISTONS



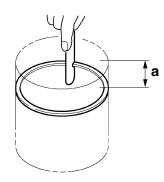


2. Install:

 Piston ring (into the cylinder)

TIP

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



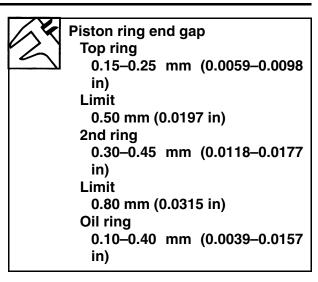
a. 10 mm (0.4 in)

3. Measure:

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

TIF

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.



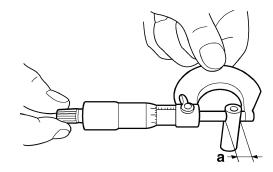
EAS24440

CHECKING THE PISTON PIN

- 1. Check:
 - Piston pin Blue discoloration/grooves → Replace the piston pin and then check the lubrication system.
- 2. Measure:
 - Piston pin outside diameter "a"
 Out of specification → Replace the piston pin.



Piston pin outside diameter 16.991–17.000 mm (0.6689– 0.6693 in) Limit 16.971 mm (0.6682 in)



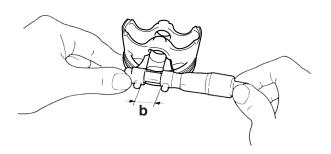
3. Measure:

Piston pin bore inside diameter "b"
 Out of specification → Replace the piston.



Piston pin bore inside diameter 17.002–17.013 mm (0.6694– 0.6698 in) Limit 17.043 mm (0.6710 in)

CONNECTING RODS AND PISTONS



4. Calculate:

Piston-pin-to-piston-pin-bore clearance
 Out of specification → Replace the piston
 pin and piston as a set.

Piston-pin-to-piston-pin-bore clearance = Piston pin bore inside diameter "b" - Piston pin outside diameter "a"



Piston-pin-to-piston-pin-bore clearance
0.002-0.022 mm (0.00010.0009 in)
Limit
0.072 mm (0.0028 in)

EAS14B1023

CHECKING THE CONNECTING RODS

1. Measure:

 Crankshaft-pin-to-big-end-bearing clearance

Out of specification \rightarrow Replace the big end bearings.



Crankshaft-pin-to-big-end-bearing clearance
0.034-0.058 mm
(0.0013-0.0023 in)
Limit
0.09 mm (0.0035 in)

The following procedure applies to all of the connecting rods.

ECA13930

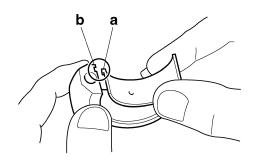
NOTICE

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.

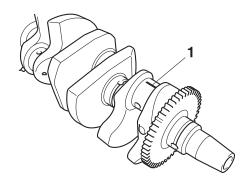
- a. Clean the big end bearings, crankshaft pins, and the inside of the connecting rods halves.
- b. Install the big end upper bearing into the connecting rod and the big end lower bearing into the connecting rod cap.

TIP

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® "1" on the crankshaft pin.



d. Assemble the connecting rod halves. ECA14B1041

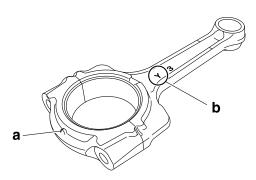
NOTICE

Tighten the connecting rod bolts using the plastic-region tightening angle method. Always install new bolts.

TIP.

- Replace the connecting rod bolts with new ones.
- Clean the connecting rod bolts and lubricate the bolt threads and seats with molybdenum disulfide oil.
- Make sure that the projection "a" on the connecting rod cap faces the same direction as the "Y" mark "b" on the connecting rod.

 After installing the big end bearing, assemble the connecting rod and connecting rod cap without installing them onto the crankshaft.



TIP_

Install by carrying out the following procedures in order to assemble in the most suitable condition.

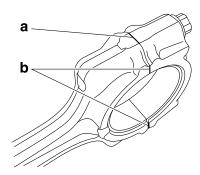
e. Tighten the connecting rod bolt while checking that the sections shown "a" and "b" are flush with each other by touching the surface.



Connecting rod bolt 30 Nm (3.0 m·kgf, 22 ft·lbf)

TIP_

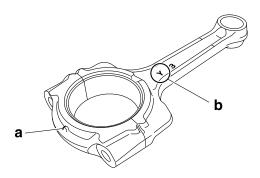
To install the big end bearing, care should be taken not to install it at an angle and the position should not be out of alignment.



- a. Side machined face
- b. Thrusting faces
- f. Loosen the connecting rod bolt, remove the connecting rod and connecting rod cap and install these parts to the crankshaft with the big end bearing kept in the current condition.

TIP _____

- Do not move the connecting rod or crankshaft until the clearance measurement has been completed.
- Make sure that the projection "a" on the connecting rod cap faces the same direction as the "Y" mark "b" on the connecting rod.
- Make sure the "Y" marks "b" on the connecting rods face towards the left side of the crankshaft.

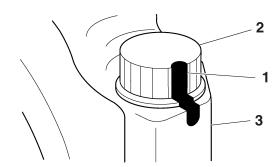


g. Tighten the connecting rod bolts with a torque wrench.



Connecting rod bolt (1st) 20 Nm (2.0 m·kgf, 14 ft·lbf)

h. Put a mark "1" on the corner of the connecting rod bolt "2" and the connecting rod cap "3".

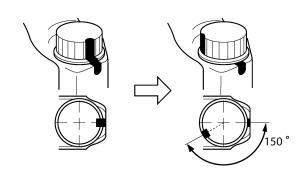


i. Tighten the connecting rod bolts further to reach the specified angle 145°–155°.



Connecting rod bolt (final) Specified angle 145°-155°

CONNECTING RODS AND PISTONS



EWA13400

WARNING

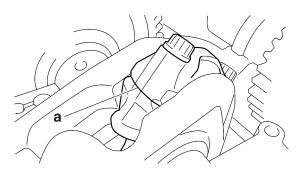
If the connecting rod bolt is tightened more than the specified angle, do not loosen the bolt and then retighten it. Instead, replace the connecting rod bolt with a new one and perform the procedure again.

ECA13950

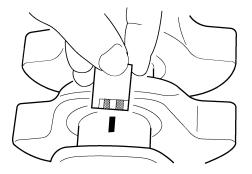
NOTICE

Do not use a torque wrench to tighten the connecting rod bolt to the specified angle.

After the installation, check that the section shown "a" is flush with each other by touching the surface.



- k. Remove the connecting rod and big end bearings.
- I. 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.



- 2. Select:
 - Big end bearings (P1–P4)

- The numbers "A" stamped into the crankshaft web and the numbers "1" on the connecting rods are used to determine the replacement big end bearings sizes.
- "P1"-"P4" refer to the bearings shown in the crankshaft illustration.

For example, if the connecting rod "P1" and the crankshaft web "P₁" numbers are "5" and "2" respectively, then the bearing size for "P₁" is:

"P₁" (connecting rod) - "P₁" (crankshaft) = 5 - 2 = 3 (brown)



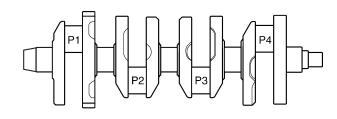
Bearing color code

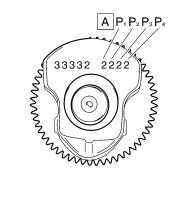
1.Blue

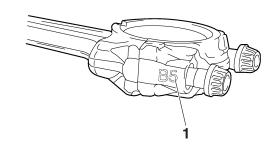
2.Black

3.Brown

4.Green







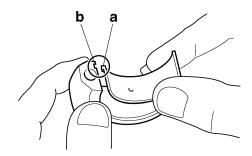
INSTALLING THE CONNECTING ROD AND PISTON

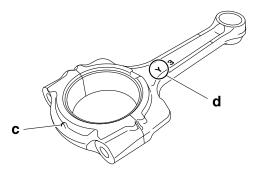
The following procedure applies to all of the connecting rods and pistons.

- 1. Install:
 - · Big end bearings
 - Connecting rod cap (onto the connecting rod)

TIP_

- Be sure to reinstall each big end bearing in its original place.
- Align the projections "a" on the big end bearings with the notches "b" in the connecting rods and connecting rod caps.
- Make sure that the projection "c" on the connecting rod cap faces the same direction as the "Y" mark "d" on the connecting rod.





2. Tighten:

Connecting rod bolts New

ECA14B1042

NOTICE

Tighten the connecting rod bolts using the plastic-region tightening angle method. Always install new bolts.

TIP

Install by carrying out the following procedures in order to assemble in the most suitable condition.

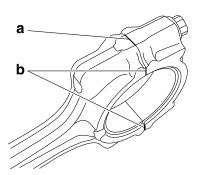
- Replace the connecting rod bolts with new ones.
- Clean the connecting rod bolts and lubricate the bolt threads and seats with molybdenum disulfide oil.
- After installing the big end bearing, assemble the connecting rod and connecting rod cap without installing them onto the crankshaft.
- d. Tighten the connecting rod bolt while checking that the sections shown "a" and "b" are flush with each other by touching the surface.



Connecting rod bolt 30 Nm (3.0 m·kgf, 22 ft·lbf)

TIP

To install the big end bearing, care should be taken not to install it at an angle and the position should not be out of alignment.



- a. Side machined face
- b. Thrusting faces
- e. Loosen the connecting rod bolt, remove the connecting rod and connecting rod cap and install these parts to the crankshaft with the big end bearing kept in the current condition.

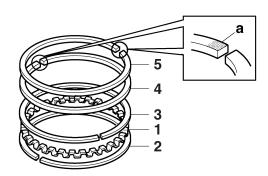
3. Install:

- Oil ring expander "1"
- Lower oil ring rail "2"
- Upper oil ring rail "3"
- 2nd ring "4"
- Top ring "5" (into the piston)

TIF

Be sure to install the piston rings so that the manufacturer's marks or numbers "a" face up.

CONNECTING RODS AND PISTONS

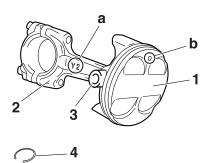


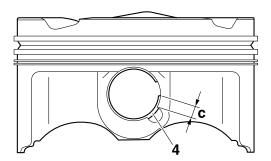
4. Install:

- Piston "1" (onto the respective connecting rod "2")
- Piston pin "3"
- Piston pin clip "4" New

TIP_

- Apply engine oil onto the piston pin.
- Make sure that the "Y" mark "a" on the connecting rod faces left when the punch mark "b" on the piston is pointing up as shown.
- Install the piston pin clips, so that the clip ends are 3 mm (0.12 in) "c" or more from the cutout in the piston.
- Reinstall each piston into its original cylinder.





5. Lubricate:

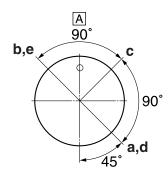
- Piston
- Piston rings
- Cylinder (with the recommended lubricant)



Recommended lubricant Engine oil

6. Offset:

• Piston ring end gaps



- a. Top ring
- b. 2nd ring
- c. Upper oil ring rail
- d. Oil ring expander
- e. Lower oil ring rail

A. Exhaust side

7. Lubricate:

- Crankshaft pins
- Connecting rod big end bearing inner surface

(with the recommended lubricant)



Recommended lubricant Engine oil

8. Check:

• Cylinder stud bolts



Cylinder stud bolt 8 Nm (0.8 m·kgf, 5.8 ft·lbf)

9. Install:

 Piston assemblies "1" (into the cylinder "2")



Piston installing tool 90890-04161 YM-04161

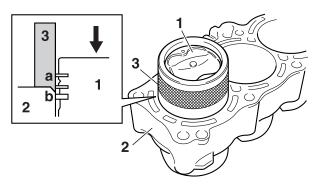
ECA14B1040

NOTICE

If the projection "a" of the piston installing tool damages, you cannot use it. Please handle with care.

TIP

Fit the projection "a" of the piston installing tool "3" and blunt-edged part "b" of the cylinder, fix the position of the piston installing tool, and then push the piston down to the cylinder.

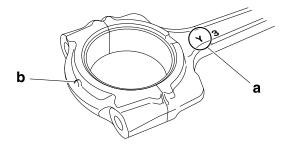


10. Install:

- Cylinder gasket New
- Dowel pin
- Cylinder assembly
- Connecting rod caps
- · Connecting rod bolts

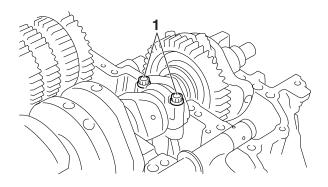
TIP.

- Make sure the "Y" marks "a" on the connecting rods face towards the left side of the crankshaft.
- Make sure that the projection "b" on the connecting rod cap faces the same direction as the "Y" mark "a" on the connecting rod.
- Apply Molybdenum disulfide oil to the bolt threads and bearing surface of the connecting rod bolt and connecting rod cap.



11. Tighten:

• Connecting rod bolts "1"



TIP

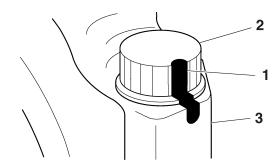
Tighten the connecting rod bolts using the following procedure.

a. Tighten the connecting rod bolts with a torque wrench.



Connecting rod bolt (1st) 20 Nm (2.0 m·kgf, 14 ft·lbf)

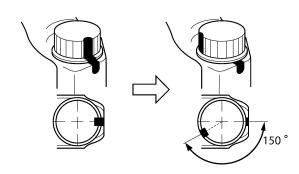
b. Put a mark "1" on the corner of the connecting rod bolt "2" and the connecting rod cap "3".



c. Tighten the connecting rod bolts further to reach the specified angle 145°–155°.



Connecting rod bolt (final) Specified angle 145°-155°



EWA13400

WARNING

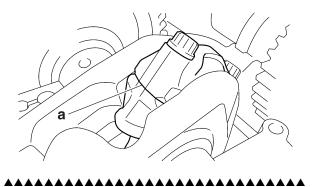
If the connecting rod bolt is tightened more than the specified angle, do not loosen the bolt and then retighten it. Instead, replace the connecting rod bolt with a new one and perform the procedure again.

ECA13950

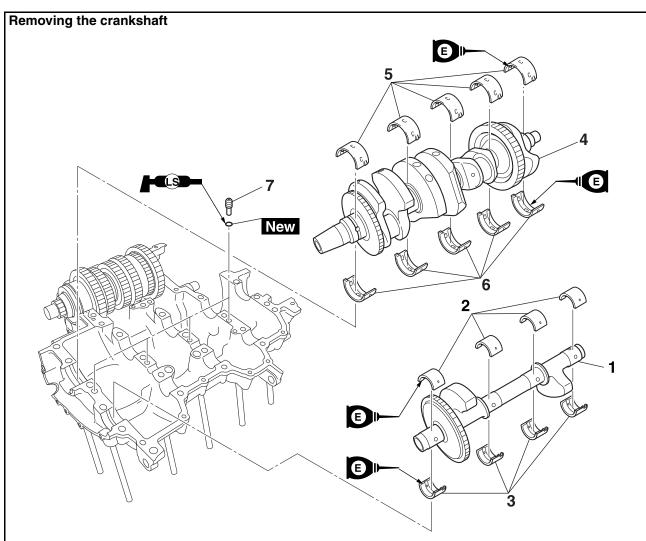
NOTICE

Do not use a torque wrench to tighten the connecting rod bolt to the specified angle.

d. After the installation, check that the section shown "a" is flush with each other by touching the surface.



EAS25960 CRANKSHAFT



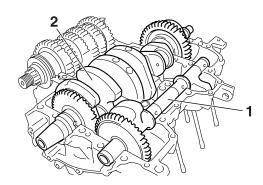
Order	Job/Parts to remove	Q'ty	Remarks
	Lower crankcase		Refer to "CRANKCASE" on page 5-70.
	Connecting rod		Refer to "REMOVING THE CONNECTING RODS AND PISTONS" on page 5-76.
1	Balancer shaft	1	
2	Balancer shaft journal lower bearing	4	
3	Balancer shaft journal upper bearing	4	
4	Crankshaft	1	
5	Crankshaft journal lower bearing	5	
6	Crankshaft journal upper bearing	5	
7	Oil nozzle	4	
			For installation, reverse the removal procedure.

REMOVING THE CRANKSHAFT AND BAL-ANCER SHAFT

- 1. Remove:
 - Balancer shaft "1"
 - Balancer shaft journal bearings
 - · Crankshaft assembly "2"
 - Crankshaft journal bearings

TIP

Identify the position of each balancer shaft journal bearings and crankshaft journal bearings so that it can be reinstalled in its original place.

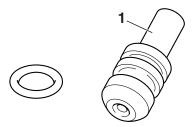


EAS14B1025

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.
 - Oil passage Obstruction → Blow out with compressed air.



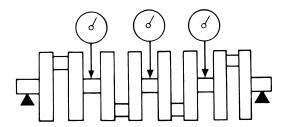
EAS14B1026

CHECKING THE CRANKSHAFT

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



Crankshaft runout limit 0.030 mm (0.0012 in)



2. Check:

- Crankshaft journal surfaces
- Crankshaft pin surfaces
- Bearing surfaces
 Scratches/wear → Replace the crank-shaft.

Measure:

 Crankshaft-journal-to-crankshaft-journalbearing clearance
 Out of specification → Replace the crankshaft journal bearings.



Journal oil clearance 0.004–0.039 mm (0.0002– 0.0015 in)

ECA13920

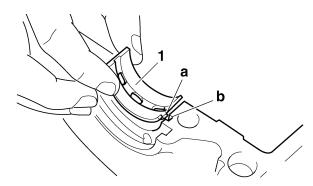
NOTICE

Do not interchange the crankshaft journal bearings. To obtain the correct crankshaft-journal-to-crankshaft-journal-bearing clearance and prevent engine damage, the crankshaft journal bearings must be installed in their original positions.

- Clean the crankshaft journal bearings, crankshaft journals, and bearing portions of the crankcase.
- b. Place the upper crankcase upside down on a bench.
- c. Install the crankshaft journal upper bearings "1" and the crankshaft into the upper crankcase.

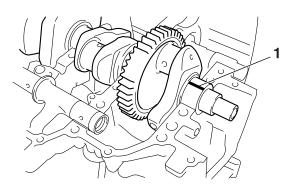
TIP

Align the projections "a" on the crankshaft journal upper bearings with the notches "b" in the upper crankcase.



d. Put a piece of Plastigauge® "1" on each crankshaft journal.

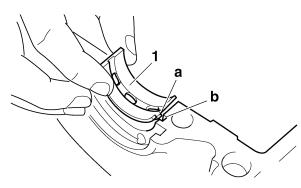
Do not put the Plastigauge® over the oil hole in the crankshaft journal.



e. Install the crankshaft journal lower bearings "1" into the lower crankcase and assemble the crankcase halves.

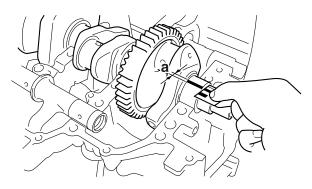
TIP

- Align the projections "a" of the crankshaft journal lower bearings with the notches "b" 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. Refer to "CRANKCASE" on page 5-70.

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



Select:

Crankshaft journal bearings (J₁–J₅)

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

For example, if the crankcase J₁ and crankshaft web J₁ numbers are 5 and 2 respectively, then the bearing size for J_1 is:

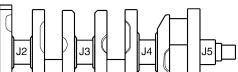
J₁ (crankcase) - J₁ (crankshaft web) = 5 - 2 = 3 (brown)

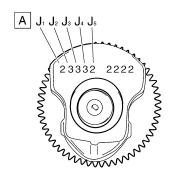


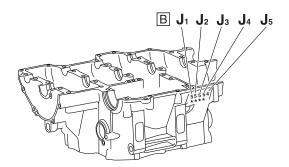
Bearing color code 2.Black 1.Blue

4.Green 5.Yellow

3.Brown







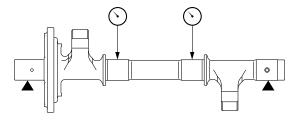
EAS14B1027

CHECKING THE BALANCER SHAFT

- 1. Measure:
 - Balancer shaft runout
 Out of specification → Replace the balancer shaft.



Balancer shaft runout limit 0.030 mm (0.0012 in)



- 2. Check:
 - Balancer shaft journal surfaces
 - Bearing surfaces
 Scratches/wear → Replace the balancer shaft.
- 3. Measure:
 - Balancer shaft-journal-to-balancer shaftjournal-bearing clearance
 Out of specification → Replace the balancer shaft journal bearings.



Journal oil clearance 0.012–0.043 mm (0.0005– 0.0017 in) ECA14B1020

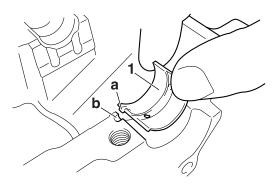
NOTICE

Do not interchange the balancer shaft journal bearings. To obtain the correct balancer shaft-journal-to-balancer shaft-journalbearing clearance and prevent engine damage, the balancer shaft journal bearings must be installed in their original positions.

- a. Clean the balancer shaft journal bearings, balancer shaft journals, and bearing portions of the crankcase.
- b. Place the upper crankcase upside down on a bench.
- c. Install the balancer shaft journal upper bearings "1" and the balancer shaft into the upper crankcase.

TIP

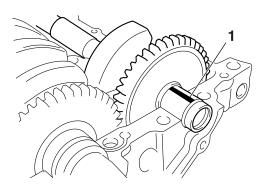
Align the projections "a" on the balancer shaft journal upper bearings with the notches "b" in the upper crankcase.



d. Put a piece of Plastigauge® "1" on each balancer shaft journal.

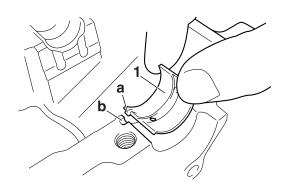
TIP

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

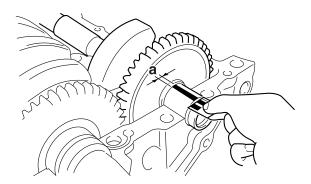


e. Install the balancer shaft journal lower bearings "1" into the lower crankcase and assemble the crankcase halves. TIE

- Align the projections "a" of the balancer shaft journal lower bearings with the notches "b" in the lower crankcase.
- Do not move the balancer shaft until the clearance measurement has been completed.



- f. Tighten the bolts to specification in the tightening sequence cast on the crankcase. Refer to "CRANKCASE" on page 5-70.
- g. Remove the lower crankcase and the balancer shaft journal lower bearings.
- h. Measure the compressed Plastigauge® width "a" on each balancer shaft journal. If the balancer shaft-journal-to-balancer shaft-journal-bearing clearance is out of specification, select replacement balancer shaft journal bearings.



4. Select:

• Balancer shaft journal bearings (J₁–J₄)

TIP

- The numbers "A" stamped into the balancer shaft web and the numbers "B" stamped into the lower crankcase are used to determine the replacement balancer shaft journal bearing sizes.
- J₁–J₄ refer to the bearings shown in the balancer shaft illustration.

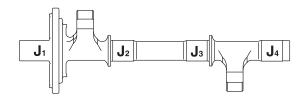
 If J₁-J₄ are the same, use the same size for all of the bearings.

For example, if the crankcase J_1 and balancer shaft web J_1 numbers are 6 and 2 respectively, then the bearing size for J_1 is:

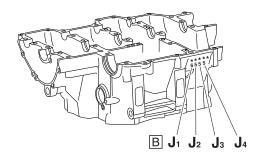
 J_1 (crankcase) - J_1 (balancer shaft web) - 1 = 6 - 2 - 1 = 3 (brown)



Bearing color code 0.White 1.Blue 2.Black 3.Brown 4.Green 5.Yellow 6.Pink







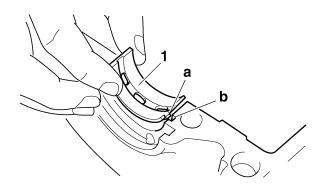
EAS26200

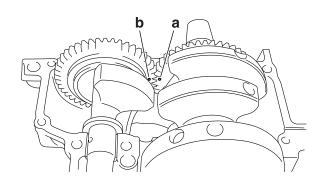
INSTALLING THE CRANKSHAFT

- 1. Install:
 - Crankshaft journal upper bearings (into the upper crankcase)
 - Crankshaft journal lower bearings (into the lower crankcase)
 - Crankshaft

TIP

- Align the projections "a" on the crankshaft journal bearings "1" with the notches "b" in the crankcases.
- Be sure to install each crankshaft journal bearing in its original place.





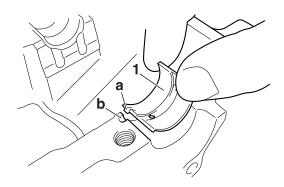
EAS14B1028

INSTALLING THE BALANCER ASSEMBLY

- 1. Install:
 - Balancer journal upper bearings (into the upper crankcase)
 - Balancer journal lower bearings (into the lower crankcase)

TIP_

- Align the projections "a" on the balancer journal bearings "1" with the notches "b" in the crankcases.
- Be sure to install each balancer journal bearing in its original place.



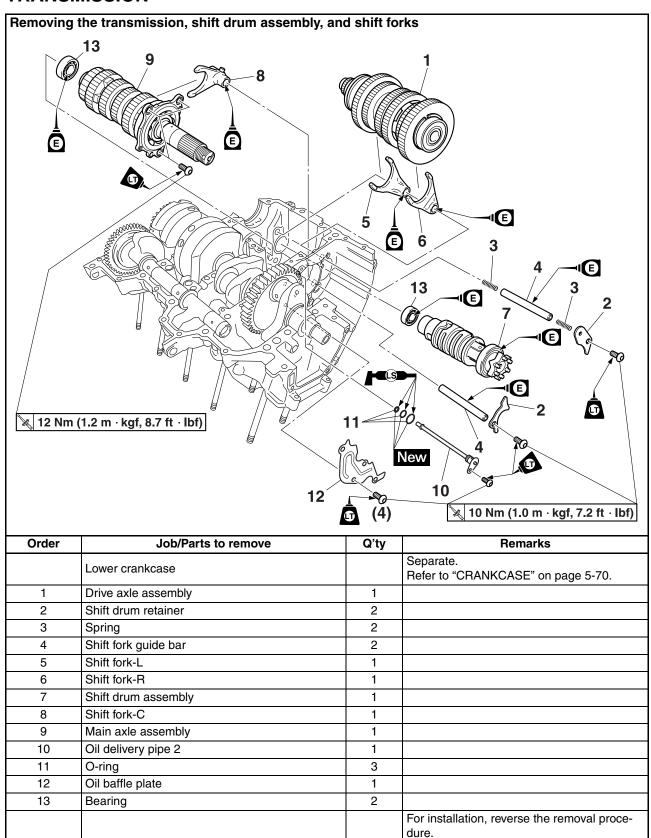
- 2. Install:
 - Balancer shaft

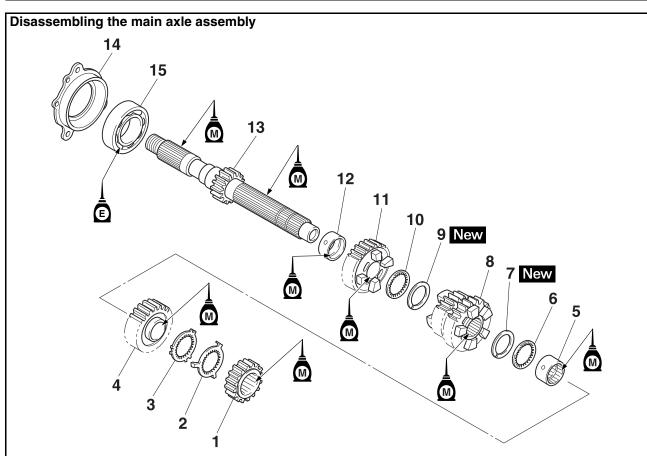
TIP

Install by aligning the crankshaft match mark "a" and the balancer shaft match mark "b".

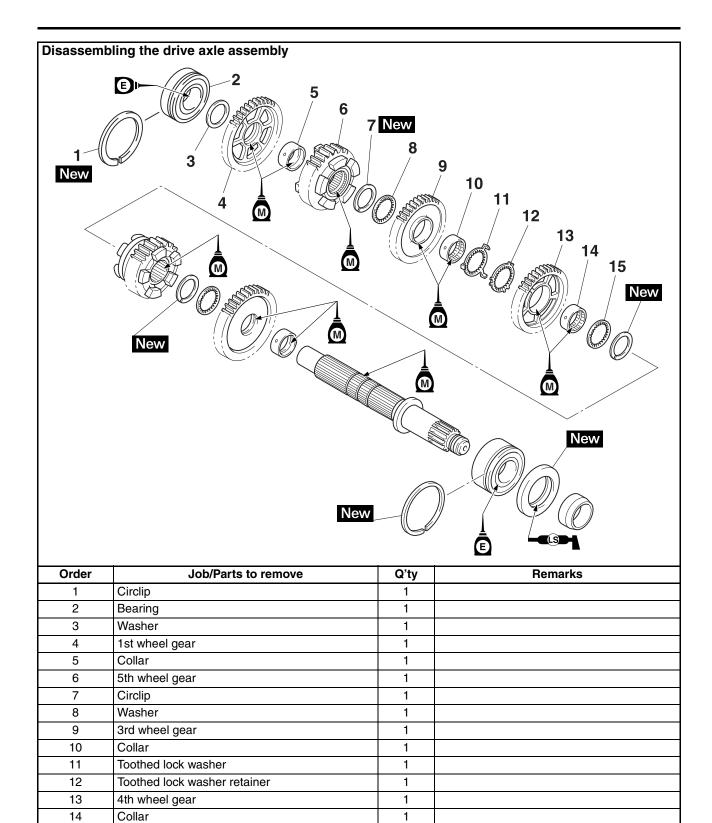
FAS26241

TRANSMISSION





Order	Job/Parts to remove	Q'ty	Remarks
1	2nd pinion gear	1	
2	Toothed lock washer	1	
3	Toothed lock washer retainer	1	
4	6th pinion gear	1	
5	Collar	1	
6	Washer	1	
7	Circlip	1	
8	3rd/4th pinion gear	1	
9	Circlip	1	
10	Washer	1	
11	5th pinion gear	1	
12	Collar	1	
13	Main axle	1	
14	Bearing housing	1	
15	Bearing	1	
			For installation, reverse the removal procedure.



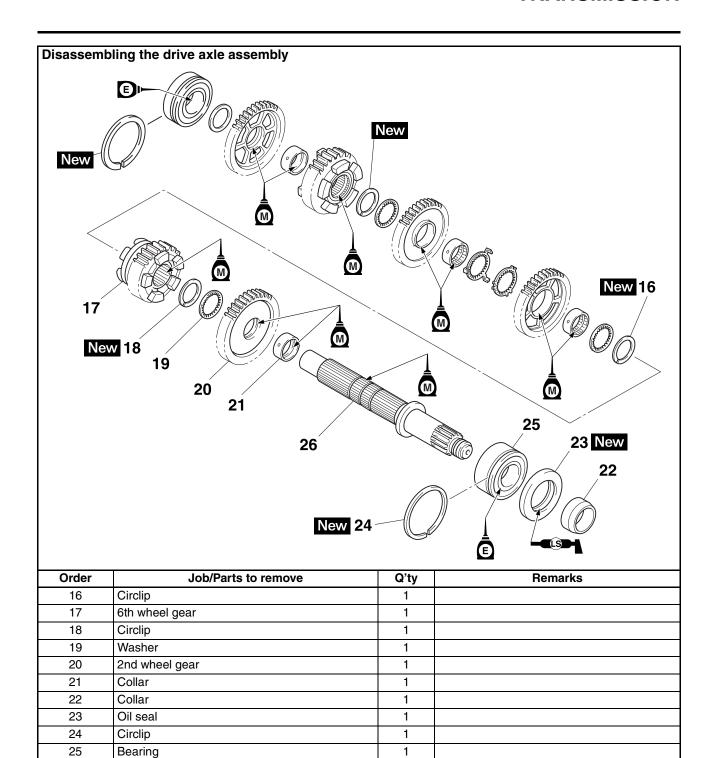
1

1

14

15

Washer



1

dure.

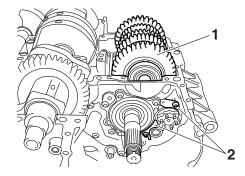
For installation, reverse the removal proce-

26

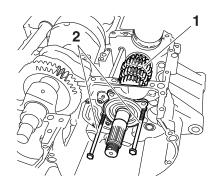
Drive axle

REMOVING THE TRANSMISSION

- 1. Remove:
 - Drive axle assembly "1"
 - Shift drum retainers "2"
 - Shift fork guide bars
 - Shift fork "L" and "R"
 - Shift drum assembly
 - · Shift fork "C"

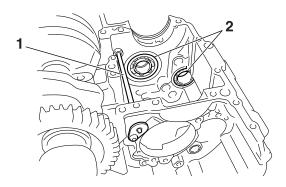


- 2. Remove:
 - Main axle assembly "1"
- a. Insert two bolts "2" of the proper size, as shown in the illustration, into the main axle assembly bearing housing.



- b. Tighten the bolts until they contact the crankcase surface.
- Continue tightening the bolts until the main axle assembly comes free from the upper crankcase.

- 3. Remove:
 - Oil delivery pipe 2 "1"
 - Bearings "2"

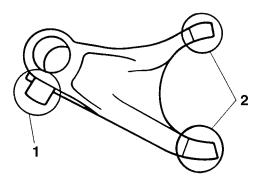


EAS26260

CHECKING THE SHIFT FORKS

The following procedure applies to all of the shift forks.

- 1. Check:
 - Shift fork cam follower "1"
 - Shift fork pawl "2" Bends/damage/scoring/wear → Replace the shift fork.



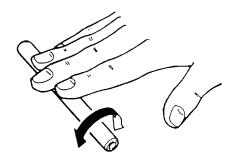
- 2. Check:
 - Shift fork guide bar Roll the shift fork guide bar on a flat surface.

Bends \rightarrow Replace.

EWA12840

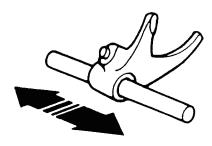
WARNING

Do not attempt to straighten a bent shift fork guide bar.



3. Check:

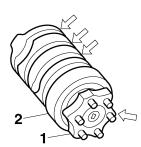
 Shift fork movement (along the shift fork guide bar) Rough movement → Replace the shift forks and shift fork guide bar as a set.



EAS26270

CHECKING THE SHIFT DRUM ASSEMBLY

- 1. Check:
 - Shift drum groove
 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.



EAS26300

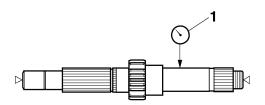
CHECKING THE TRANSMISSION

- 1. Measure:
 - Main axle runout (with a centering device and dial gauge "1")

Out of specification \rightarrow Replace the main axle.



Main axle runout limit 0.08 mm (0.0032 in)



2. Measure:

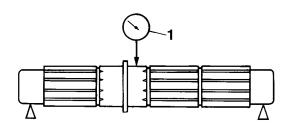
Drive axle runout

 (with a centering device and dial gauge
 "1")

Out of specification \rightarrow Replace the drive axle.

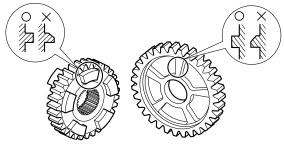


Drive axle runout limit 0.08 mm (0.0032 in)



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 \rightarrow Reassemble the transmission axle assemblies.

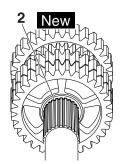
- 5. Check:
 - Transmission gear movement
 Rough movement → Replace the defective part(s).
- 6. Check:
 - Circlips
 Bends/damage/looseness → Replace.

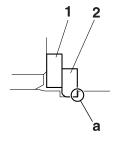
ASSEMBLING THE MAIN AXLE AND DRIVE AXLE

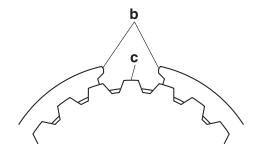
- 1. Install:
 - Toothed washer "1"
 - Circlip "2" New

TIP_

- Be sure the circlip sharp-edged corner "a" is positioned opposite side to the toothed washer and gear.
- Align the opening between the ends "b" of the circlip with a projection "c" of the spline in the axle.





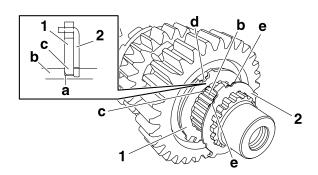


- 2. Install:
 - Toothed lock washer retainer "1"
 - Toothed lock washer "2"

TIP_

- With the toothed lock washer retainer "1" in the groove "a" in the axle, align the projection "c" on the retainer with an axle spline "b", and then install the toothed lock washer "2".
- Be sure to align the projection on the toothed lock washer that is between the alignment

marks "e" with the alignment mark "d" on the retainer.



EAS26350

INSTALLING THE TRANSMISSION

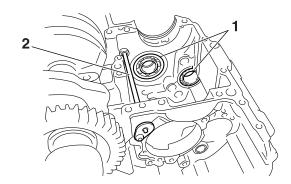
- 1. Install:
 - Bearing "1"
 - Oil delivery pipe 2 "2"
 - O-rings New



Oil delivery pipe 2 bolt 10 Nm (1.0 m·kgf, 7.2 ft·lbf) LOCTITE®

TIP_

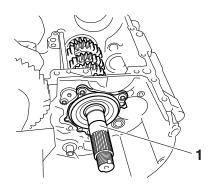
Face the seal side of the bearing to the outside and install it close to the right side end of the crankcase.



- 2. Install:
 - Main axle assembly "1"



Bearing housing bolt 12 Nm (1.2 m·kgf, 8.7 ft·lbf) LOCTITE®

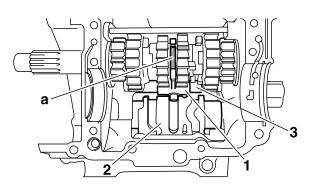


3. Install:

- Shift fork-C "1"
- Shift drum assembly "2"
- Shift fork guide bar "3"

TIP.

- 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 "a" in the 3rd and 4th pinion gear on the main axle.



4. Install:

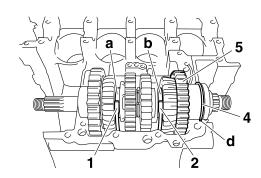
- Shift fork-R "1"
- Shift fork-L "2"
- · Shift fork guide bar
- Springs
- Shift drum retainers "3"
- Bearing
- Oil seal New
- Circlip "4" New
- Drive axle assembly "5"

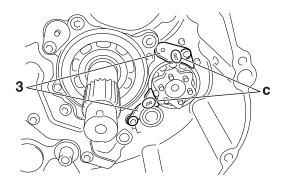


Shift drum retainer bolt 10 Nm (1.0 m·kg, 7.2 ft·lb) LOCTITE®

TIP_

- Install shift fork-R into the groove "a" in the 5th wheel gear and shift fork-L into the groove "b" in the 6th wheel gear on the drive
- Install the shift drum retainer with its "OUT" mark "c" facing outward.
- Make sure that the drive axle bearing circlip "4" is inserted into the grooves "d" in the upper crankcase.





5. Check:

Transmission
 Rough movement → Repair.

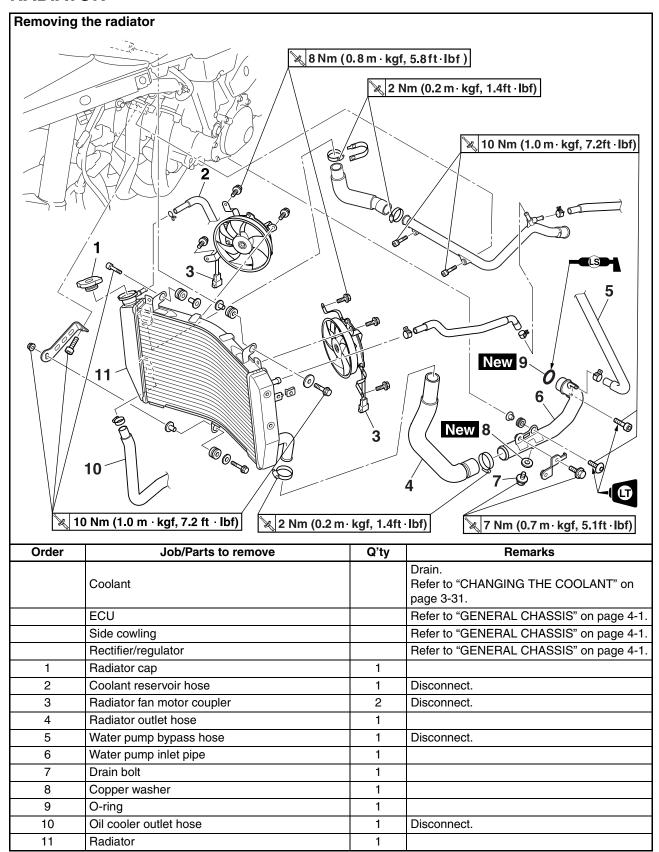
TIP

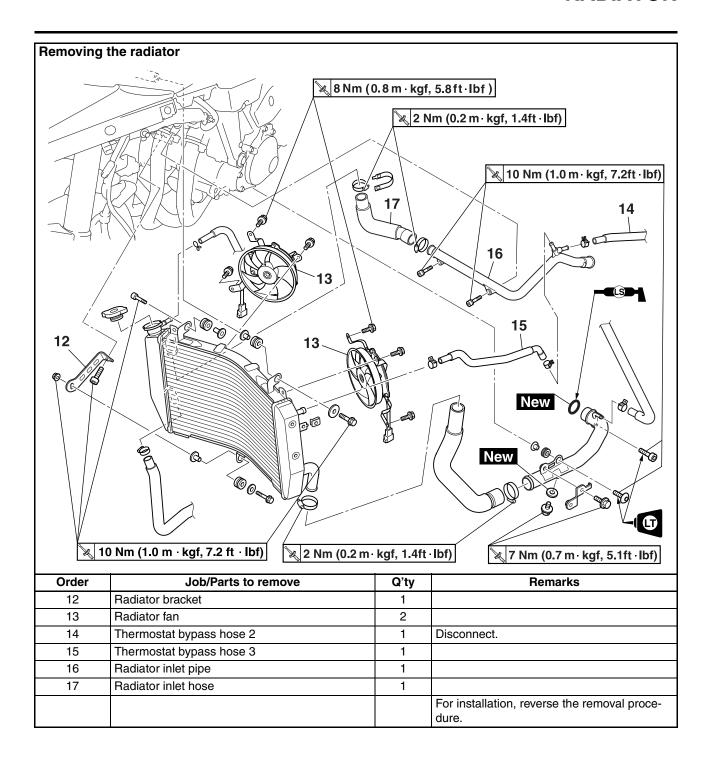
Oil each gear, shaft, and bearing thoroughly.

COOLING SYSTEM

RADIATOR	6-1
CHECKING THE RADIATOR	6-3
INSTALLING THE RADIATOR	6-3
OIL COOLER	6-5
CHECKING THE OIL COOLER	
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THERMOSTAT	6-8
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ASSEMBLING THE THERMOSTAT ASSEMBLY	6-10
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WATER PUMP	6-12
DISASSEMBLING THE WATER PUMP	6-13
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ASSEMBLING THE WATER PLIMP	6-13

RADIATOR





FAS26390

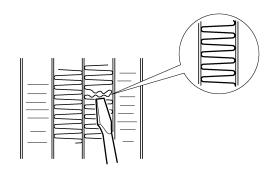
CHECKING THE RADIATOR

- 1. Check:
 - Radiator fins
 Obstruction → Clean.
 Apply compressed air to the rear of the radiator.

TID

Straighten any flattened fins with a thin, flathead screwdriver.

Damage → Repair or replace.



- 2. Check:
 - Radiator hoses
 - Radiator pipes
 Cracks/damage → Replace.
- 3. Measure:
 - Radiator cap opening pressure
 Below the specified pressure → Replace
 the radiator cap.

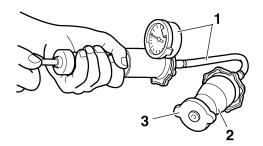


Radiator cap opening pressure 107.9–137.3 kPa (1.08–1.37 kgf/cm², 15.6–19.9 psi)

a. Install the radiator cap tester "1" and radiator cap tester adapter "2" to the radiator cap "3".



Radiator cap tester 90890-01325 Radiator pressure tester YU-24460-01 Radiator cap tester adapter 90890-01352 Radiator pressure tester adapter YU-33984



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

- 4. Check:
 - Radiator fan
 Damage → Replace.
 Malfunction → Check and repair.
 Refer to "COOLING SYSTEM" on page 8-29.

EAS26400

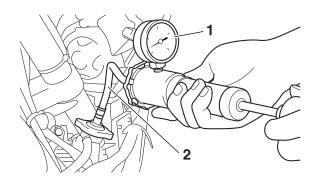
INSTALLING THE RADIATOR

- 1. Fill:
 - Cooling system (with the specified amount of the recommended coolant)
 Refer to "CHANGING THE COOLANT" on page 3-31.
- 2. Check:
 - Cooling system
 Leaks → Repair or replace any faulty part.

a. Attach the radiator cap tester "1" and radiator cap tester adapter "2" to the radiator.



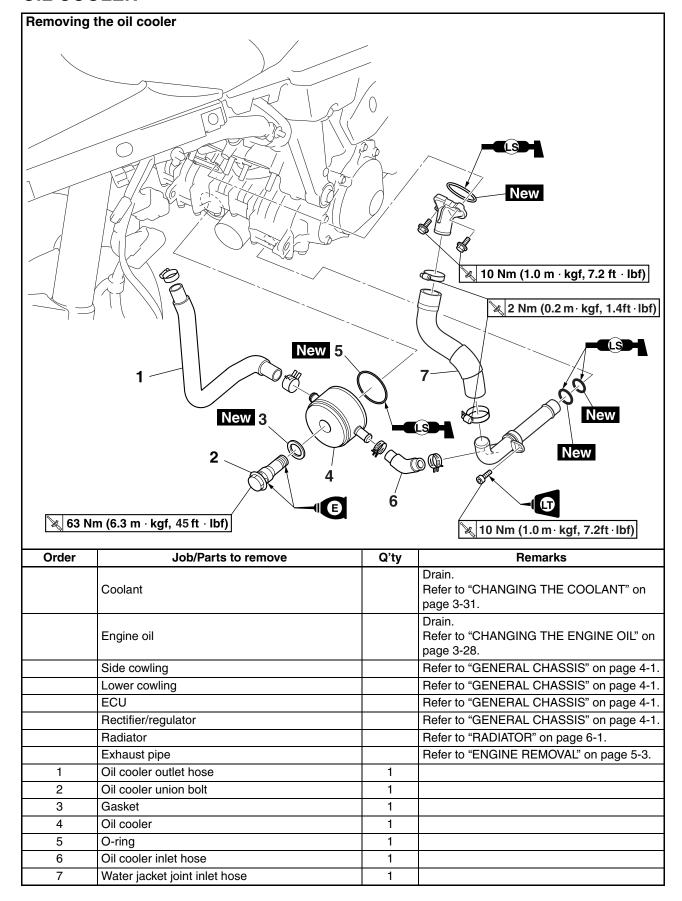
Radiator cap tester 90890-01325 Radiator pressure tester YU-24460-01 Radiator cap tester adapter 90890-01352 Radiator pressure tester adapter YU-33984

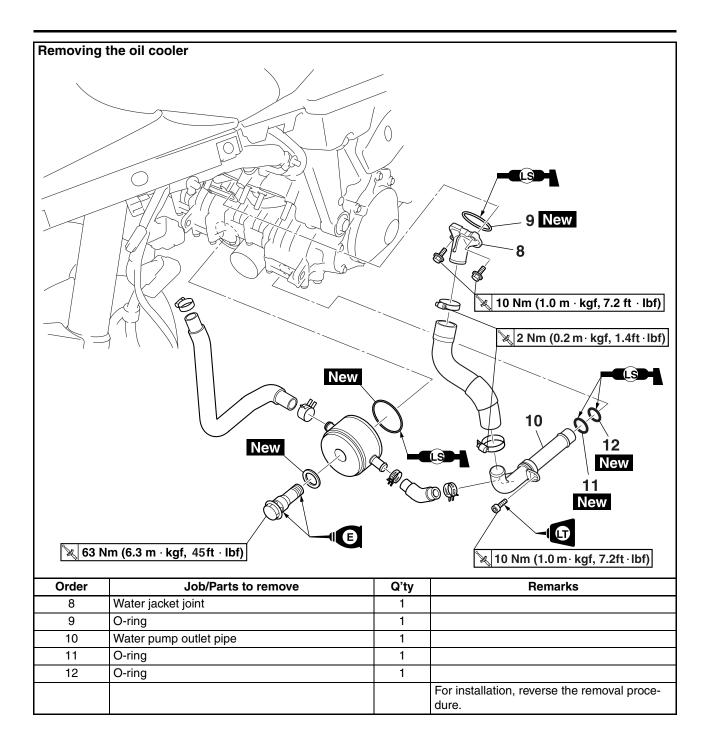


- Apply 137.3 kPa (1.37 kgf/cm², 19.9 psi) of pressure.
- c. Measure the indicated pressure with the gauge.

- 3. Measure:
 - Radiator cap opening pressure
 Below the specified pressure → Replace
 the radiator cap.
 Refer to "CHECKING THE RADIATOR"
 on page 6-3.

OIL COOLER





CHECKING THE OIL COOLER

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

EAS26430

INSTALLING THE OIL COOLER

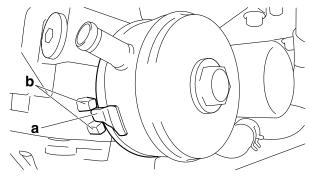
- 1. Clean:
 - Mating surfaces of the oil cooler and the crankcase (with a cloth dampened with lacquer thinner)
- 2. Install:
 - O-ring New
 - Oil cooler



Oil cooler union bolt 63 Nm (6.3 m·kgf, 45 ft·lbf)

TIP

- Before installing the oil cooler, apply engine oil lightly to the oil cooler union bolt and apply lithium-soap-based grease to the Oring.
- Make sure the O-ring is positioned properly.
- Make sure the projection "a" on the oil cooler touches the projection "b" on the crankcase.



- 3. Fill:
 - Cooling system
 (with the specified amount of the recommended coolant)

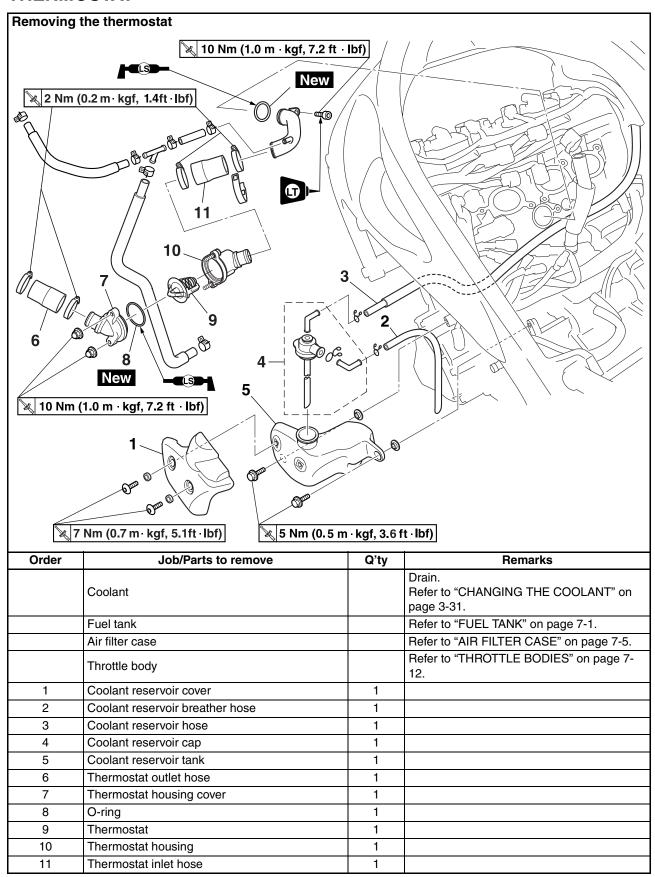
 Refer to "CHANGING THE COOLANT" on page 3-31.

Crankcase

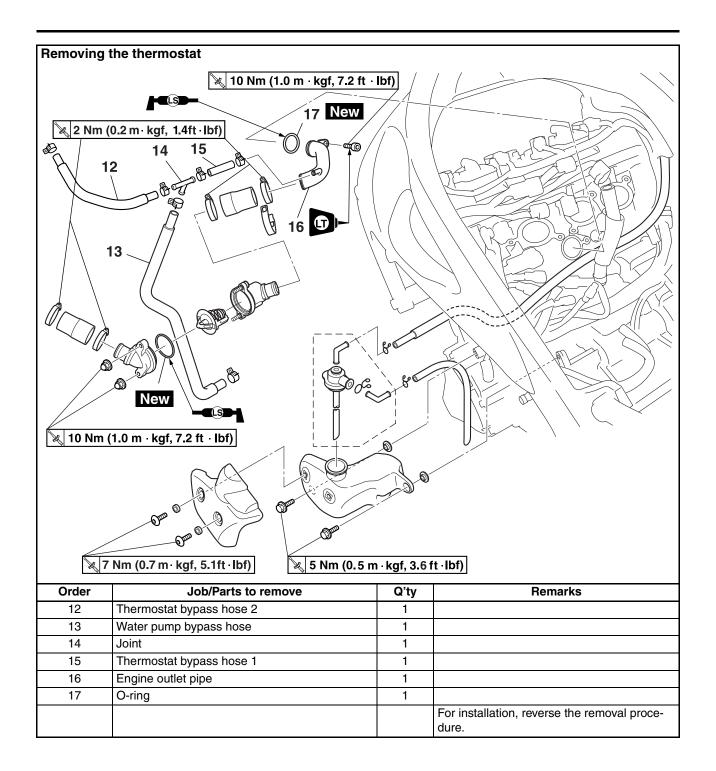
(with the specified amount of the recommended engine oil)
Refer to "CHANGING THE ENGINE OIL"
on page 3-28.

- 4. Check:
 - Cooling system
 Leaks → Repair or replace any faulty
 part.
 Refer to "INSTALLING THE RADIATOR"
 on page 6-3.
- 5. Measure:
 - Radiator cap opening pressure
 Below the specified pressure → Replace
 the radiator cap.
 Refer to "CHECKING THE RADIATOR"
 on page 6-3.

THERMOSTAT



THERMOSTAT

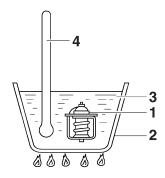


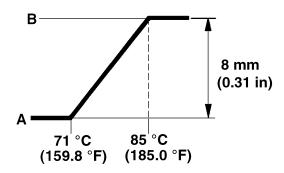
CHECKING THE THERMOSTAT

- 1. Check:
 - Thermostat "1"
 Does not open at 71–85 °C (159.8–185.0
 °F) → Replace.



- a. Suspend the thermostat "1" in a container "2" filled with water.
- b. Slowly heat the water "3".
- c. Place a thermometer "4" in the water.
- d. While stirring the water, observe the thermostat and thermometer's indicated temperature.



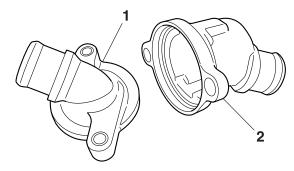


- A. Fully closed
- B. Fully open

TIP_

If the accuracy of the thermostat is in doubt, replace it. A faulty thermostat could cause serious overheating or overcooling.

- 2. Check:
 - Thermostat housing cover "1"
 - Thermostat housing "2" Cracks/damage → Replace.



- 3. Check:
 - Thermostat hoses
 - Thermostat bypass hoses
 - Water pump bypass hose
 - Engine outlet pipe Cracks/damage → Replace.

FAS26460

ASSEMBLING THE THERMOSTAT ASSEMBLY

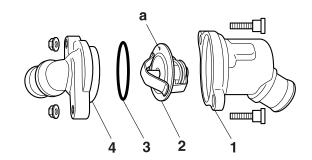
- 1. Install:
 - Thermostat housing "1"
 - Thermostat "2"
 - O-ring "3" New
 - Thermostat housing cover "4"



Thermostat housing cover nut 10 Nm (1.0 m·kgf, 7.2 ft·lbf)

TIP

Install the thermostat with its breather hole "a" facing up.



INSTALLING THE THERMOSTAT ASSEMBLY

1. Fill:

 Cooling system (with the specified amount of the recommended coolant)
 Refer to "CHANGING THE COOLANT" on page 3-31.

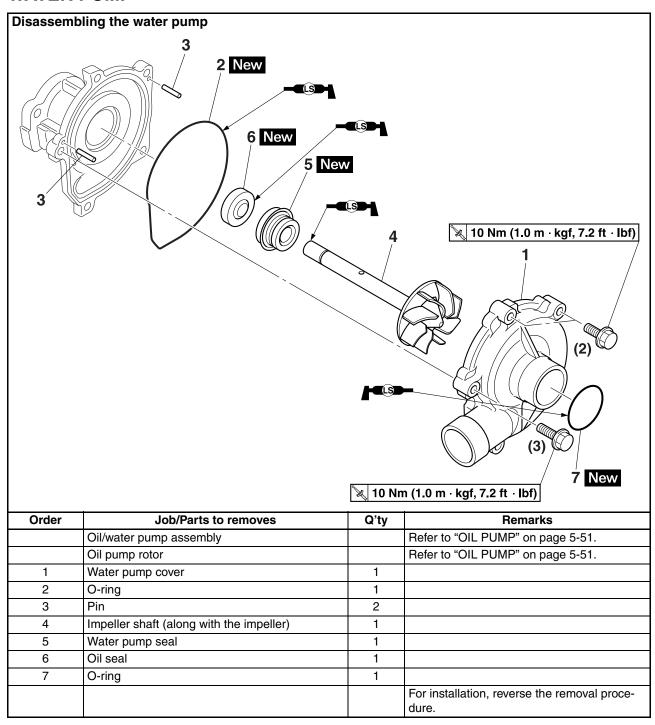
2. Check:

Cooling system
 Leaks → Repair or replace any faulty
 part.
 Refer to "INSTALLING THE RADIATOR"
 on page 6-3.

3. Measure:

Radiator cap opening pressure
 Below the specified pressure → Replace
 the radiator cap.
 Refer to "CHECKING THE RADIATOR"
 on page 6-3.

WATER PUMP

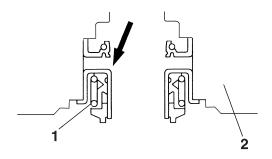


DISASSEMBLING THE WATER PUMP

- 1. Remove:
 - Water pump seal "1"

TIP_

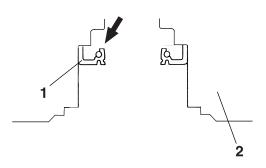
Remove the water pump seal from the inside of the water pump housing "2".



- 2. Remove:
 - Oil seal "1" (with a thin, flat-head screwdriver)

TIP

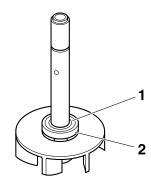
Remove the oil seal from the inside of the water pump housing "2".



- 3. Remove:
 - Rubber damper holder "1"
 - Rubber damper "2" (with a thin, flat-head screwdriver)

TIP

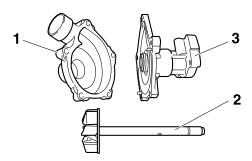
Do not scratch the impeller shaft.



EAS26540

CHECKING THE WATER PUMP

- 1. Check:
 - Water pump housing cover "1"
 - Impeller shaft "2" Cracks/damage/wear → Replace.
 - Water pump housing "3"
 Cracks/damage/wear → Replace the oil/water pump assembly.



EAS26560

ASSEMBLING THE WATER PUMP

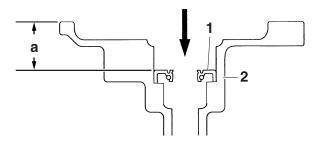
- 1. Install:
 - Oil seal "1" New (into the water pump housing "2")



Installed depth "a" 17.2 mm (0.68 in)

TIP.

- 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 "1" New

ECA14080

NOTICE

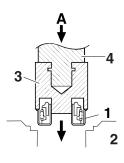
Never lubricate the water pump seal surface with oil or grease.

TIP_

• Install the water pump seal "1" with the special tools.



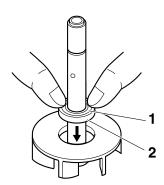
Mechanical seal installer 90890-04132 Water pump seal installer YM-33221-A Middle driven shaft bearing driver 90890-04058 Bearing driver 40 mm YM-04058



- 2. Water pump housing
- 3. Mechanical seal installer
- 4. Middle driven shaft bearing driver
- A. Push down
- 3. Install:
 - Rubber damper holder "1" New
 - Rubber damper "2" New

TIP

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).

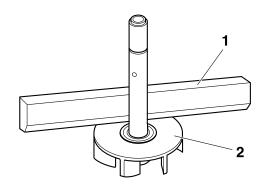
ECA14090

NOTICE

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



Impeller shaft tilt limit 0.15 mm (0.006 in)



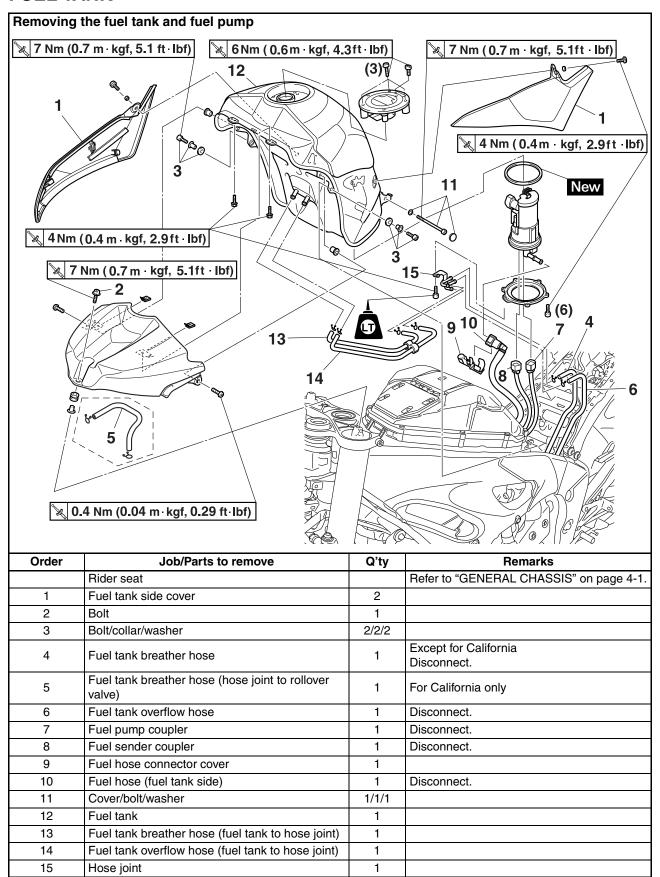
- 1. Straightedge
- 2. Impeller

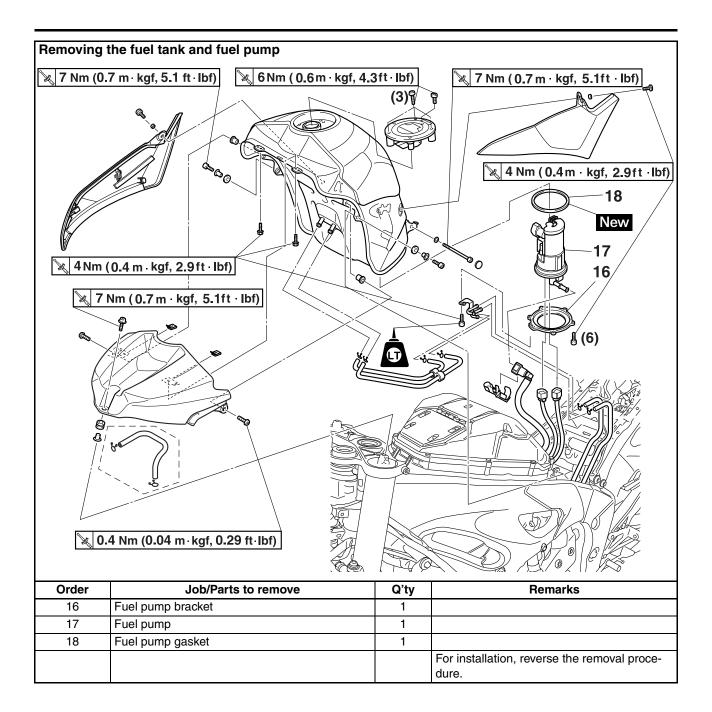
7

FUEL SYSTEM

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TUDOTTI E BODICE	7 10
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AIR INDUCTION SYSTEM	
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FUEL TANK



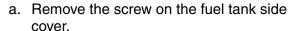


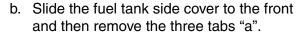
FAS14B1078

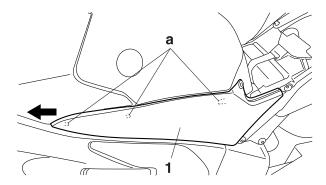
REMOVING THE FUEL TANK SIDE COVERS

The following procedure applies to both of the fuel tank side covers.

- 1. Remove:
- Fuel tank side cover "1"







EAS26630

REMOVING THE FUEL TANK

- 1. Extract the fuel in the fuel tank through the fuel tank cap with a pump.
- 2. Remove:
 - Fuel tank breather hose
 - Fuel tank overflow hose
 - Fuel pump coupler
 - Fuel sender coupler
 - Fuel hose connector cover
 - Fuel hose

EWA14B1001

WARNING

Cover fuel hose connections with a cloth when disconnecting them. Residual pressure in the fuel lines could cause fuel to spurt out when removing the hoses.

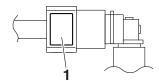
ECA14B1003

NOTICE

Be sure to disconnect the fuel hose by hand. Do not forcefully disconnect the hose with tools.

TIP_

- To remove the fuel hose from the fuel pump, press the two buttons "1" on the sides of the connector, and then remove the hose.
- Before removing the hoses, place a few rags in the area under where it will be removed.



- 3. Remove:
 - Fuel tank

TIF

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.

FAS26640

REMOVING THE FUEL PUMP

- 1. Remove:
 - Fuel pump

ECA14720

NOTICE

- Do not drop the fuel pump or give it a strong shock.
- Do not touch the base section of the fuel sender.

EAS26670

CHECKING THE FUEL PUMP BODY

- 1. Check:
 - Fuel pump body
 Obstruction → Clean.
 Cracks/damage → Replace fuel pump assembly.

EAS26690

CHECKING THE FUEL PUMP OPERATION

- 1. Check:
 - Fuel pump operation Refer to "CHECKING THE FUEL PRES-SURE" on page 7-19.

EAS26710

INSTALLING THE FUEL PUMP

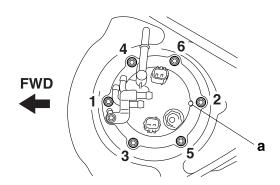
- 1. Install:
 - Fuel pump gasket New
 - Fuel pump
 - Fuel pump bracket



Fuel pump bracket bolt 4 Nm (0.4 m·kgf, 2.9 ft·lbf)

TIF

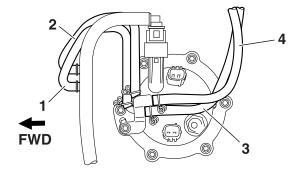
- Do not damage the installation surfaces of the fuel tank when installing the fuel pump.
- Always use a new fuel pump gasket.
- Install the fuel pump gasket so that the lip side turns to the inside of the fuel tank.
- Install the fuel pump as shown in the illustration.
- Align the projection "a" on the fuel pump with the slot in the fuel pump bracket.
- Tighten the fuel pump bolts in the proper tightening sequence as shown.



ET2C01010

INSTALLING THE FUEL TANK

- 1. Connect:
 - Fuel tank breather hose (fuel tank to hose joint) "1"
 - Fuel tank overflow hose (fuel tank to hose joint) "2"
 - Fuel tank breather hose "3"
 - Fuel tank overflow hose "4"



2. Connect:

• Fuel hose (fuel tank side)

ECA14B1033

NOTICE

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

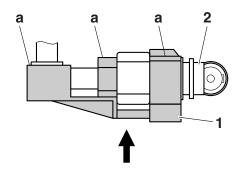
TIP

Install the fuel hose securely onto the fuel pump until a distinct "click" is heard.

Fuel hose connector cover

TIP_

Attach the fuel hose connector cover "1" to the fuel hose connector "2" from the bottom. Make sure that parts "a" are firmly attached to the fuel hose connector "2".



3. Connect:

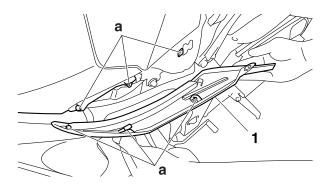
- Fuel sender coupler
- Fuel pump coupler
- · Fuel tank overflow hose
- Fuel tank breather hose

EAS14B1079

INSTALLING THE FUEL TANK SIDE COVERS

The following procedure applies to both of the fuel tank side covers.

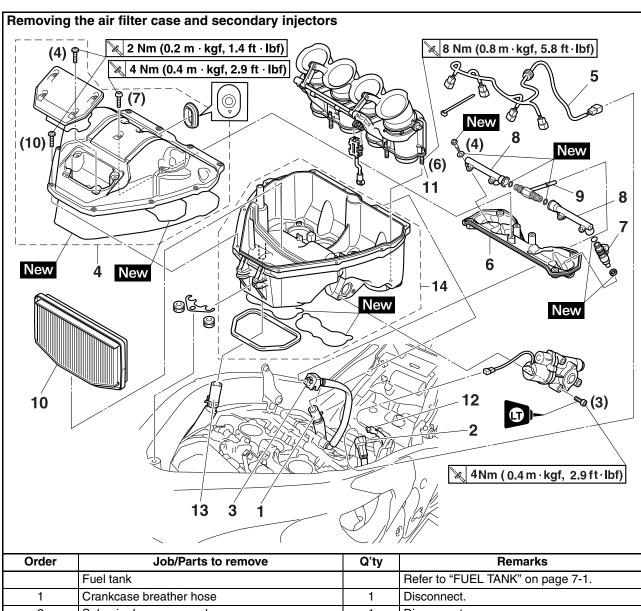
- 1. Install:
 - Fuel tank side cover "1"
- a. Fit the tabs "a" of the fuel tank side cover.
- b. Slide the fuel tank side cover to the rear and then fit the tabs.



c. Install the screw on the fuel tank side cover.

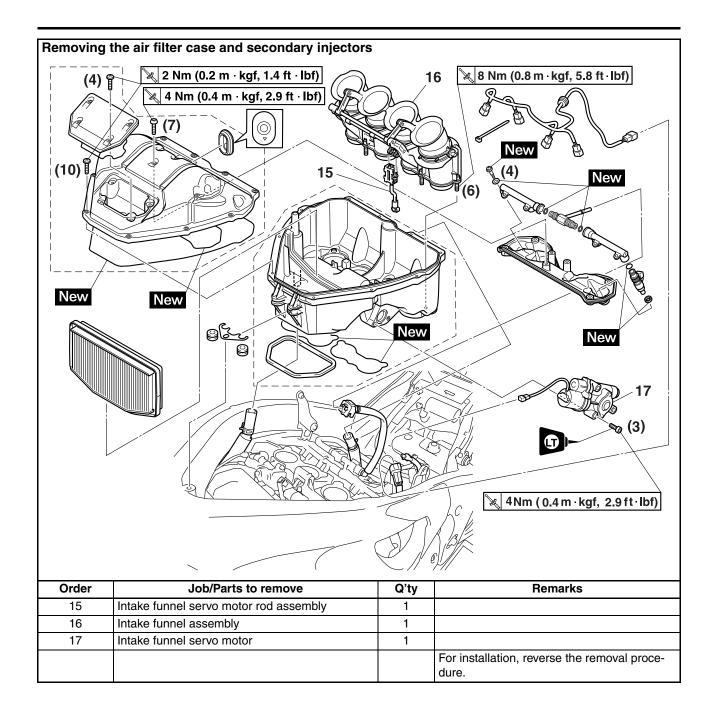
EAS14B1062

AIR FILTER CASE



Order	Job/Parts to remove	Q'ty	Remarks
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
1	Crankcase breather hose	1	Disconnect.
2	Sub-wire harness coupler	1	Disconnect.
3	Fuel hose (secondary injector fuel rail side)	1	Disconnect.
4	Upper air filter case	1	
5	Sub-wire harness	1	
6	Secondary injector holder	1	
7	Secondary injector	4	
8	Fuel rail	2	
9	Secondary injector joint	1	
10	Air filter element	1	
11	Intake funnel joint bolt	6	Loosen.
12	Intake funnel servo motor coupler	1	Disconnect.
13	Air induction system hose (air filter case to air cut-off valve)	1	Disconnect.
14	Lower air filter case	1	

AIR FILTER CASE



FAS14B4003

CHECKING THE SECONDARY INJECTORS (BEFORE REMOVING)

- 1. Check:
 - Injectors

Use the diagnostic code number "D:40–D:43"

Refer to "DIAGNOSTIC MODE" on page 8-38.

EAS14B1063

REMOVING THE FUEL HOSE (PRIMARY INJECTOR JOINT SIDE AND SECONDARY INJECTOR JOINT SIDE)

- 1. Remove:
 - Fuel hose (primary injector joint side and secondary injector joint side)

EWA14B1001

WARNING

Cover fuel hose connections with a cloth when disconnecting them. Residual pressure in the fuel lines could cause fuel to spurt out when removing the hoses.

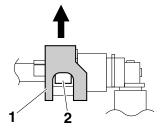
ECA14B1003

NOTICE

Be sure to disconnect the fuel hose by hand. Do not forcefully disconnect the hose with tools.

TIP_

- To remove the fuel hose from the secondary injector joint, slide the fuel hose connector cover "1" on the end of the hose in the direction of the arrow shown, press the two buttons "2" on the sides of the connector, and then remove the hose.
- Before removing the hose, place a few rags in the area under where it will be removed.

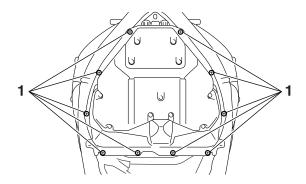


EAS14B4004

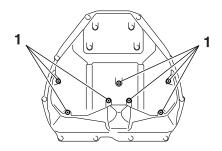
REMOVING THE SECONDARY INJECTORS EWA14B4001

WARNING

- Check the injectors in a well-ventilated area free of combustible materials. Make sure that there is no smoking or use of electric tools in the vicinity of the injectors.
- Be careful when disconnecting the fuel hoses. Any remaining pressure in the fuel hoses may cause the fuel to spray out.
 Place a container or rag under the hoses to catch any fuel that spills. Always clean up any spilt fuel immediately.
- Turn the main switch to "OFF" and disconnect the negative battery lead from the battery terminal before checking the injectors.
- 1. Remove:
 - Fuel tank
 - Fuel hoses
- 2. Remove:
 - Upper air filter case
- a. Remove the upper air filter case bolts "1" as shown.

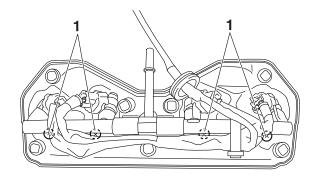


- 3. Remove:
- Secondary injector assembly
- a. Remove the secondary injector assembly bolts "1" as shown.

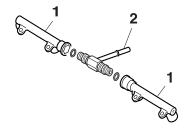


- 4. Remove:
 - Sub-wire harness
 - · Secondary injectors

a. Remove the fuel rail screws "1" as shown.



- 5. Remove:
 - Fuel rails "1"
 - Secondary injector joint "2"



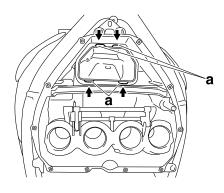
EAS14B1065

REMOVING THE LOWER AIR FILTER CASE

- 1. Remove:
 - Lower air filter case

a. Loosen the intake funnel joint bolts.

b. Push the four tabs "a" in the direction shown in the illustration and separate the lower air filter case from air filter case duct.



EAS14B1077

REMOVING THE INTAKE FUNNEL ASSEMBLY

- 1. Remove:
 - Intake funnel servo motor rod assembly
 - Intake funnel assembly
 - Intake funnel servo motor

ECA14B1045

NOTICE

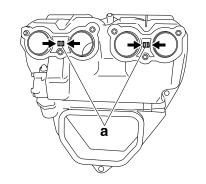
Do not disassemble the intake funnel assembly.

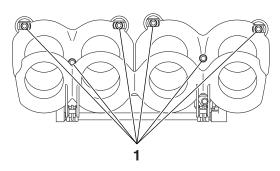
a. Keep the two tabs "a" pushed in the direction shown in the illustration and separate the intake funnel assembly from lower air filter case.

ECA14B4004

NOTICE

Do not remove the bolts "1" from the intake funnel joint.





EAS14B1081

CHECKING THE SECONDARY INJECTORS

- 1. Check:
 - Injectors

Obstruction \rightarrow Replace and check the fuel pump/fuel supply system.

Deposit \rightarrow Replace.

Damage \rightarrow Replace.

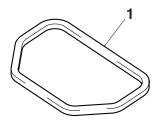
2. Check:

 Injector resistance Refer to "CHECKING THE FUEL INJECTORS" on page 8-134.

EAS14B4005

CHECKING THE AIR FILTER CASE SEAL

- 1. Check:
 - Air filter case seal "1" Damage → Replace.



EAS14B1066

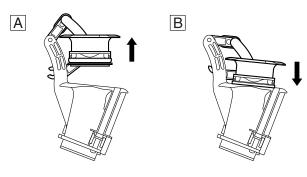
CHECKING THE INTAKE FUNNEL

- 1. Check:
 - Intake funnel servo motor rod assembly Damage/scratches → Replace.
 - Intake funnel assembly Cracks/damage → Replace.
- Check:
 - Intake funnel movement
 Sticks → Replace the intake funnel
 assembly.

ECA14B1026

NOTICE

- Make sure that the intake funnel smoothly moves to the contacting surface between upper stopper and lower seating position when it is moved by hand.
- Make sure that the intake funnel smoothly strokes from the upper position to the seating position by its own weight.



- A. Upper
- B. Lower

EAS14B1067

INSTALLING THE INTAKE FUNNEL AND LOWER AIR FILTER CASE

- 1. Install:
 - Intake funnel servo motor
 - Intake funnel servo motor rod assembly
 - Lower air filter case
 - Intake funnel assembly
 - Intake funnel joint bolts



Intake funnel joint bolt 8 Nm (0.8 m·kgf, 5.8 ft·lbf)

EAS14B1080

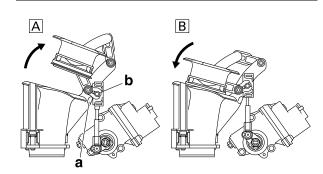
CHECKING THE INTAKE FUNNEL OPERA-TION

- 1. Check:
 - Intake funnel servo motor operation

- Activate the diagnostic mode and select the diagnostic code number "D:34".
 Refer to "FUEL INJECTION SYSTEM" on page 8-33.
- b. Set the engine stop switch to "○".
- c. Check that the stopper lever "a" contacts the lever "b" (figure "A").
- d. Check that the intake funnel seal mates with the fixed intake funnel (figure "B").

TIP

The intake funnels should move smoothly and should not make any unusual sound.



- a. Upper
- b. Lower

EAS14B4006

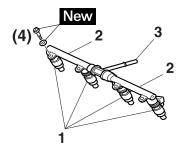
INSTALLING THE SECONDARY INJECTORS

ECA14B1046

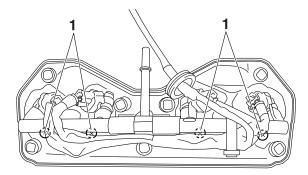
NOTICE

Always use new O-rings.

- When checking the injectors, do not allow any foreign material to enter or adhere to the injectors, fuel rails, or O-rings.
- Be careful not to twist or pinch the Orings when installing the injectors.
- When installing the injector, install it at the same position as the removed cylinder.
- If an injector is subject to strong shocks or excessive force, replace it.
- If installing the original fuel rails and bolts, remove the white paint marks using a cleaning solvent. Otherwise, paint chips on the bolt seats could prevent the bolts from being tightened to the specified torque.
- 1. Install a new seal onto the end of each injector.
- 2. Install the injectors "1" to the fuel rails "2".
- 3. Install the secondary injector joint "3", making sure to install them in the correct direction.



4. Tighten the fuel rail screws "1".

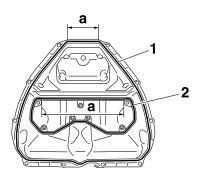


- 5. Install:
 - Upper air filter case seal "1" New
 - Secondary injector assembly seal "2"

New

TIP

The matching adhesion portion of the seal should be positioned within a range of "a".

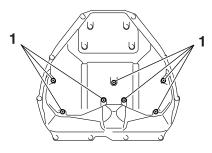


6. Tighten the secondary injector assembly bolts "1".



Secondary injector assembly bolt

4 Nm (0.4 m·kgf, 2.9 ft·lbf)



7. Check the injector pressure after the injectors are installed to the upper air filter case. Refer to "CHECKING THE INJECTOR PRESSURE" on page 7-19.

EAS14B1068

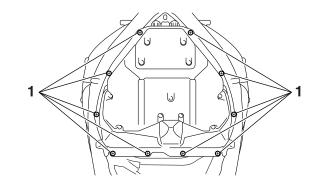
INSTALLING THE UPPER AIR FILTER CASE

- 1. Install:
 - Upper air filter case



Upper air filter case screw 2 Nm (0.2 m·kgf, 1.4 ft·lbf)

a. Tighten the upper air filter case bolts "1" as shown.



FAS14B1069

INSTALLING THE FUEL HOSE (PRIMARY INJECTOR JOINT SIDE AND SECONDARY INJECTOR JOINT SIDE)

- 1. Connect:
 - Fuel hose (primary injector joint side and secondary injector joint side)

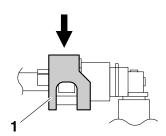
ECA14B1033

NOTICE

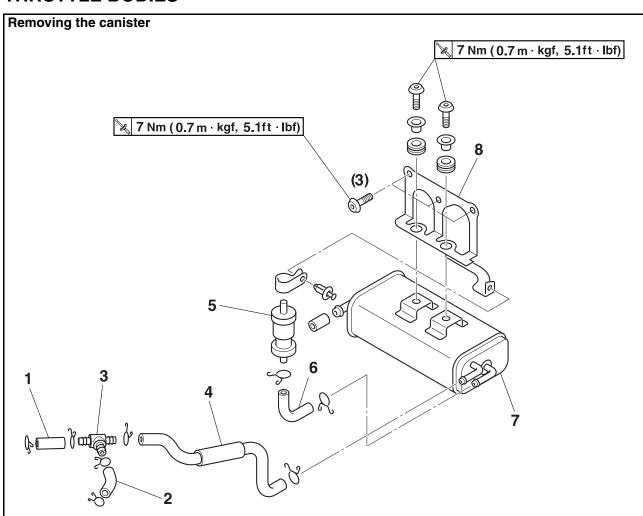
When installing the fuel hose, make sure that it is securely connected, and that the fuel hose connector cover on the fuel hose is in the correct position, otherwise the fuel hose will not be properly installed.

TIP

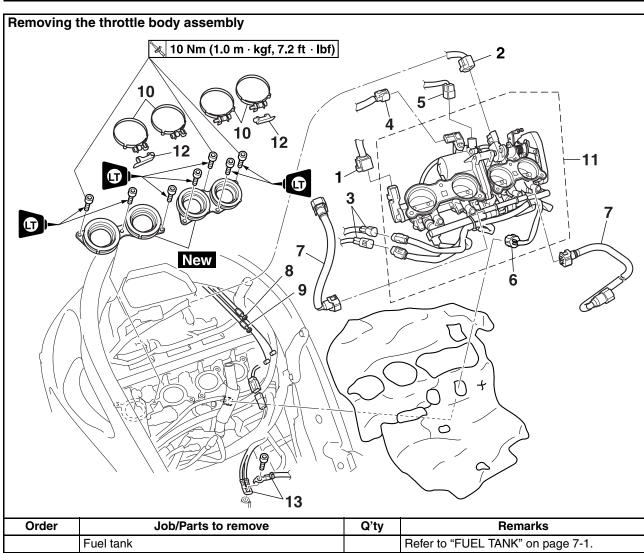
- Install the fuel hose securely onto the secondary injector joint until a distinct "click" is heard.
- To install the fuel hose onto the secondary injector joint, slide the fuel hose connector cover "1" on the end of the hose in the direction of the arrow shown.



EAS26970 THROTTLE BODIES

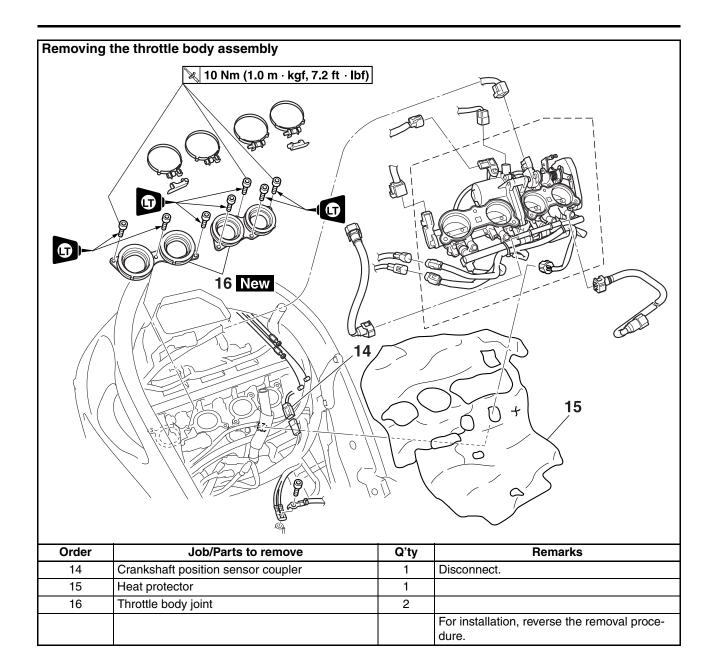


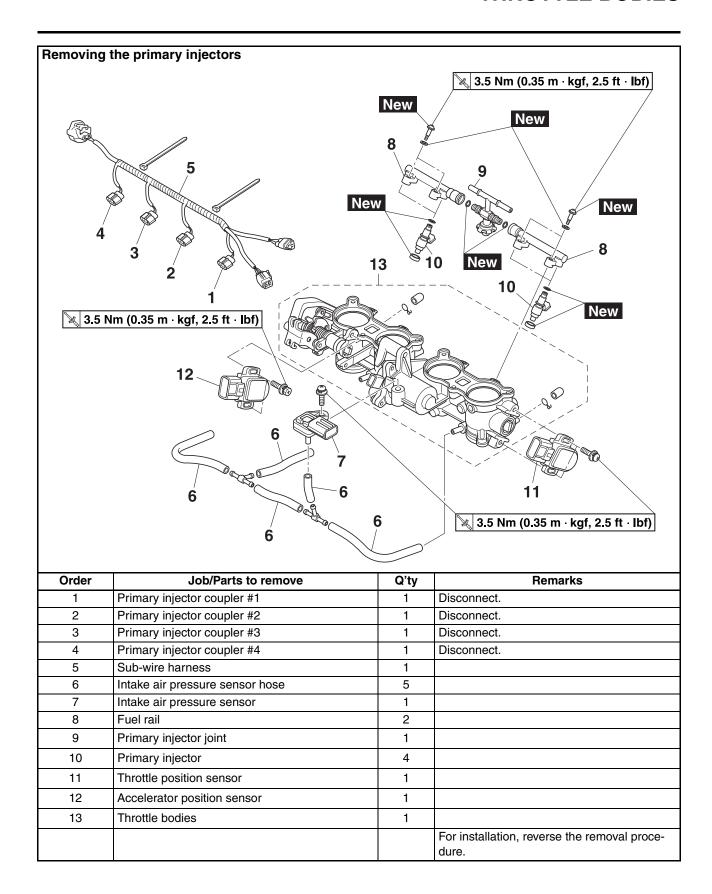
Order	Job/Parts to remove	Q'ty	Remarks
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Air filter case		Refer to "AIR FILTER CASE" on page 7-5.
1	Canister purge hose (throttle body-#2 to 3-way joint)	1	
2	Canister purge hose (throttle body-#1 to 3-way joint)	1	
3	3-way joint	1	
4	Canister purge hose (3-way joint to canister)	1	
5	Rollover valve	1	
6	Fuel tank breather hose (rollover valve to canister)	1	
7	Canister	1	
8	Canister bracket	1	
			For installation, reverse the removal procedure.



Order	Job/Parts to remove	Q'ty	Remarks
	Fuel tank		Refer to "FUEL TANK" on page 7-1.
	Air filter case		Refer to "AIR FILTER CASE" on page 7-5.
1	Throttle position sensor coupler	1	Disconnect.
2	Accelerator position sensor coupler	1	Disconnect.
3	Sub-wire harness coupler	2	Disconnect.
4	Intake air pressure sensor coupler	1	Disconnect. Coupler marked "B"
5	Throttle servo motor coupler	1	Disconnect.
6	Coolant temperature sensor coupler	1	Disconnect.
7	Fuel hose	2	
8	Throttle cable (accelerator cable)	1	Disconnect.
9	Throttle cable (decelerator cable)	1	Disconnect.
10	Throttle body joint clamp	4	Loosen.
11	Throttle body assembly	1	
12	Throttle body joint clamp cap	2	
13	Engine ground lead	2	Disconnect.

THROTTLE BODIES





EAS14B4007

CHECKING THE PRIMARY INJECTORS (BEFORE REMOVING)

- 1. Check:
 - Injectors

Use the diagnostic code number "D:36—D:39".

Refer to "DIAGNOSTIC MODE" on page 8-38.

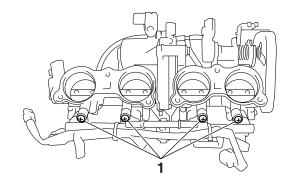
EAS14B4008

REMOVING THE PRIMARY INJECTORS

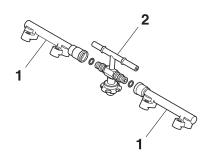
EWA14B4002

WARNING

- Check the injectors in a well-ventilated area free of combustible materials. Make sure that there is no smoking or use of electric tools in the vicinity of the injectors.
- Be careful when disconnecting the fuel hoses. Any remaining pressure in the fuel hoses may cause the fuel to spray out. Place a container or rag under the hoses to catch any fuel that spills. Always clean up any spilt fuel immediately.
- Turn the main switch to "OFF" and disconnect the negative battery lead from the battery terminal before checking the injectors.
- 1. Remove:
 - Fuel tank
 - Fuel hoses
 - Air filter case
 - Throttle bodies
- 2. Remove:
 - Sub-wire harness
 - · Primary injectors
- a. Remove the fuel rail screws "1" as shown.



- Remove:
 - Fuel rails "1"
 - Primary injector joint "2"



EAS14B4009

CHECKING THE PRIMARY INJECTORS

- 1. Check:
 - Injectors
 Obstruction → Replace and check the
 fuel pump/fuel supply system.
 Deposit → Replace.
 Damage → Replace.
- 2. Check:
 - Injector resistance Refer to "CHECKING THE FUEL INJECTORS" on page 8-134.

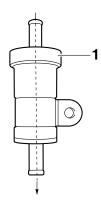
EAS14B4001

CHECKING THE ROLLOVER VALVE (for California only)

- 1. Check:
 - Rollover valve "1"
 Damage/faulty → Replace.

TIP_

- Check that air flows smoothly only in the direction of the arrow shown in the illustration
- The rollover valve must be in an upright position when checking the airflow.



EAS14B1072

CHECKING AND CLEANING THE THROT-TLE BODIES

TIF

Before cleaning the throttle bodies, check the following items:

- Valve clearance
- Spark plugs
- Air filter element
- Throttle body joints
- Fuel hoses
- Air induction system
- Exhaust system
- Breather hoses
- Vacuum hose
- Purge hose (for California only)

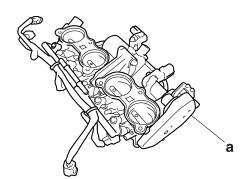
EWA14B1021

WARNING

- If the throttle bodies are subjected to strong shocks or dropped during cleaning, replace them as a set.
- Before removing the throttle bodies to clean them, check the operation of the throttle bodies, refer to "FUEL INJECTION SYSTEM" on page 8-33.
- 1. Check:
 - Throttle bodies
 Cracks/damage → Replace the throttle
 bodies as a set.

TIP_

If the protector "a" is scratched or damaged, replace the throttle bodies as a set.



- 2. Clean:
 - Throttle bodies

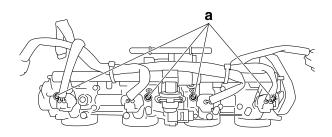
ECA14B1047

NOTICE

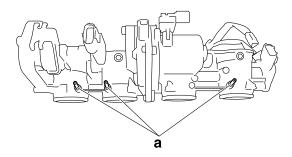
Observe the following precautions; otherwise, the throttle bodies may not operate properly.

Do not open the throttle valves quickly.

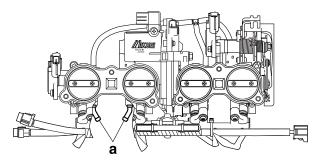
- Do not subject the throttle bodies to excessive force.
- Clean the throttle bodies with a cloth which petroleum-based solvent is applied on.
- Do not use any caustic carburetor cleaning solution.
- Do not apply cleaning solvent directly to any plastic parts, sensors, or seals.
- Do not directly push the throttle valves to open them.
- Do not touch the bypass air screw "a" with a white paint mark; otherwise, the throttle body synchronization will be affected.



- a. Place the throttle bodies on a flat surface with the air filter case side facing up.
- b. Install the caps (895-14169-00) onto the hose fittings "a".



c. Install the caps on to the purge port "a" (for California only).



d. Push the lever in the direction shown in the illustration to hold the throttle valves in the open position.

EWA14B1022

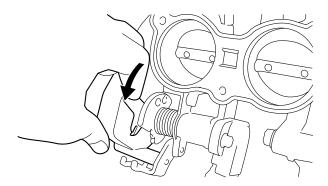
WARNING

When cleaning the throttle bodies, be careful not to injure yourself on the throttle valves or other components of the throttle bodies.

ECA14B1028

NOTICE

Do not open the throttle valves by supplying electrical power to the throttle bodies.



e. Apply a petroleum-based solvent to the throttle valves and the inside of the throttle bodies to remove any carbon deposits.

TIP_

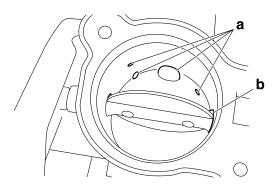
- Do not allow any petroleum-based solvent to enter the opening for the injectors.
- Do not apply any petroleum-based solvent to the portions of the throttle valve shafts between the throttle bodies.
- f. Remove the carbon deposits from the inside of each throttle body in a downward direction, from the air filter case side of the throttle body to the engine side.

ECA14B1029

NOTICE

- Do not use a tool, such as a wire brush, to remove the carbon deposits; otherwise, the inside of the throttle bodies may be damaged.
- Do not allow carbon deposits or other foreign materials to enter any of the passages in each throttle body or in the space between the throttle valve shaft and the throttle body.
- g. After removing the carbon deposits, clean the inside of the throttle bodies with a petroleum-based solvent, and then dry the throttle bodies using compressed air.
- h. Make sure that there are no carbon deposits or other foreign materials in any of the

passages "a" in each throttle body or in the space "b" between the throttle valve shaft and the throttle body.



3. Adjust:

Throttle bodies synchronizing
 Out of specification → Replace the throttle bodies.

Refer to "SYNCHRONIZING THE THROTTLE BODIES" on page 3-9.

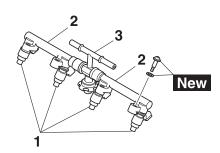
EAS14B4010

INSTALLING THE PRIMARY INJECTORS

ECA14B1046

NOTICE

- Always use new O-rings.
- When checking the injectors, do not allow any foreign material to enter or adhere to the injectors, fuel rails, or O-rings.
- Be careful not to twist or pinch the Orings when installing the injectors.
- When installing the injector, install it at the same position as the removed cylinder.
- If an injector is subject to strong shocks or excessive force, replace it.
- If installing the original fuel rails and bolts, remove the white paint marks using a cleaning solvent. Otherwise, paint chips on the bolt seats could prevent the bolts from being tightened to the specified torque.
- 1. Install a new seal onto the end of each injector.
- 2. Install the injectors "1" to the fuel rails "2".
- 3. Install the primary injector joint "3", making sure to install them in the correct direction.



4. Install the injector assemblies to the throttle bodies.



Fuel rail screw 3.5 Nm (0.35 m·kgf, 2.5 ft·lbf)

Check the injector pressure after the injectors are installed to the throttle bodies.
 Refer to "CHECKING THE INJECTOR PRESSURE" on page 7-19.

EAS14B4011

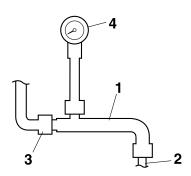
CHECKING THE INJECTOR PRESSURE

TIF

- After installing the injectors, perform the following steps to check the injector pressure.
- Do not allow any foreign materials to enter the fuel lines.
- 1. Check:
 - Injector pressure
- a. Connect the injector pressure adapter "1" to the primary injector joint "2", and then connect an air compressor "3" to the adapter.
- b. Connect the pressure gauge "4" to the injector pressure adapter "1".



Pressure gauge 90890-03153 YU-03153 Fuel injector pressure adapter 90890-03210 YU-03210



- Close the valve on the injector pressure adapter.
- d. Apply air pressure with the air compressor.
- e. Open the valve on the injector pressure adapter until the specified pressure is reached.



Specific air pressure: 490 kPa (5.0 kgf/cm², 71.1 psi)

ECA14B4003

NOTICE

Never exceed the specified air pressure or damage could occur.

- Close the valve on the injector pressure adapter.
- g. Check that the specified air pressure is held at least one minute.

Pressure drops \rightarrow Check the pressure gauge and adapter.

Check the seals and O-rings and then reinstall.

Out of specification \rightarrow Replace the fuel injectors.

EAS14B1071

CHECKING THE FUEL PRESSURE

- 1. Check:
 - Fuel pressure
- a. Remove the fuel tank bolt and holdup the fuel tank.
- b. Disconnect the fuel hose "1" from the fuel tank.

EWA14B1001

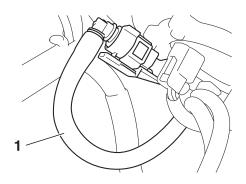
WARNING

Cover fuel hose connections with a cloth when disconnecting them. Residual pressure in the fuel lines could cause fuel to spurt out when removing the hoses.

ECA14B1003

NOTICE

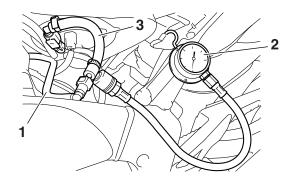
Be sure to disconnect the fuel hose by hand. Do not forcefully disconnect the hose with tools.



c. Connect the pressure gauge "2" and fuel pressure adapter "3" to the fuel hose "1".



Pressure gauge 90890-03153 YU-03153 Fuel pressure adapter 90890-03176 YM-03176



- d. Start the engine.
- e. Measure the fuel pressure.



Fuel pressure 324.0 kPa (3.24 kgf/cm², 47.0 psi)

Faulty \rightarrow Replace the fuel pump.

EAS14B1073

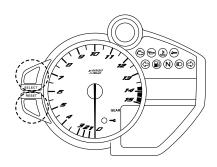
ADJUSTING THE THROTTLE POSITION SENSOR

EWA14B1023

WARNING

- Handle the throttle position sensor with special care.
- Never subject the throttle position sensor to strong shocks. If the throttle position sensor is dropped, replace it.

- 1. Check:
 - Throttle position sensor Refer to "CHECKING THE THROTTLE POSITION SENSOR" on page 8-128.
- 2. Adjust:
 - Throttle position sensor angle
- a. Temporary tighten the throttle position sensor.
- b. Check that the throttle grip is fully closed.
- Connect the throttle position sensor, accelerator position sensor and throttle servo motor to the wire harness.
- d. Turn the main switch to "OFF".
- e. Simultaneously press and hold the "SELECT" and "RESET" buttons, turn the main switch to "ON", and continue to press the buttons for 8 seconds more.

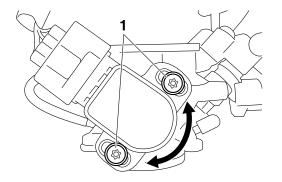


TIP _______
"dIAG" appears on the odometer LCD.

- f. Diagnostic code number "D:01" is selected.
- g. Adjust the position of the throttle position sensor angle so that 12–21 can appear in the meter.
- After adjusting the throttle position sensor angle, tighten the throttle position sensor screws "1".



Throttle position sensor screw 3.5 Nm (0.35 m·kgf, 2.5 ft·lbf)



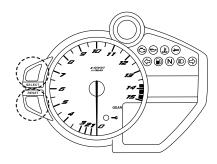
EAS14B1074

ADJUSTING THE ACCELERATOR POSI-TION SENSOR

EWA14B1024

WARNING

- Handle the accelerator position sensor with special care.
- Never subject the accelerator position sensor to strong shocks. If the accelerator position sensor is dropped, replace it.
- 1. Check:
 - Accelerator position sensor Refer to "CHECKING THE ACCELERA-TOR POSITION SENSOR" on page 8-129.
- 2. Adjust:
 - · Accelerator position sensor angle
- a. Temporary tighten the accelerator position sensor.
- b. Check that the throttle grip is fully closed.
- Connect the throttle position sensor, accelerator position sensor and throttle servo motor to the wire harness.
- d. Turn the main switch to "OFF".
- e. Simultaneously press and hold the "SELECT" and "RESET" buttons, turn the main switch to "ON", and continue to press the buttons for 8 seconds more.



TIP

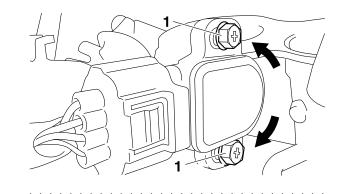
"dIAG" appears on the odometer LCD.

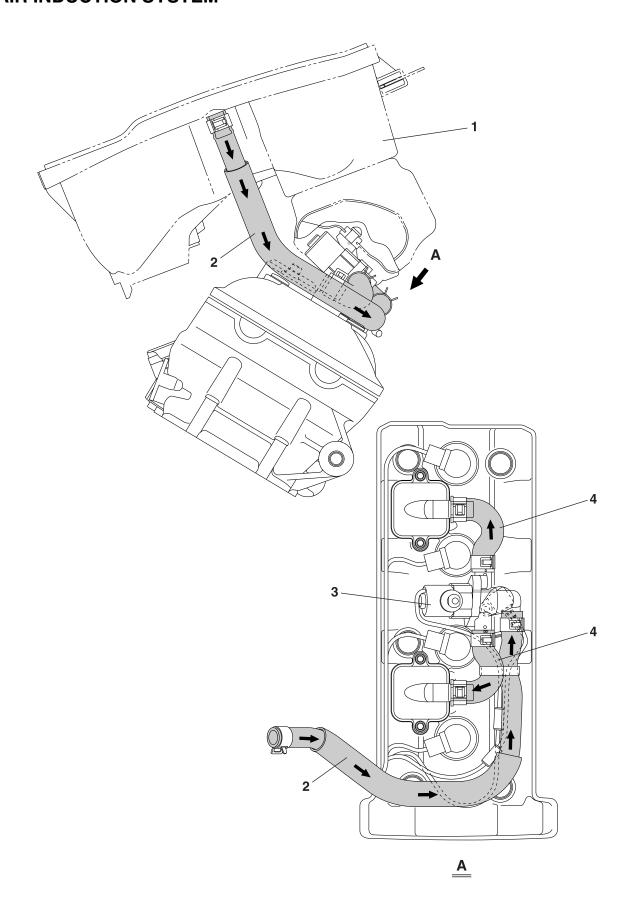
- f. Diagnostic code number "D:14" is selected.
- g. Adjust the position of the accelerator position sensor angle so that 12–22 can appear in the meter.
- h. After adjusting the accelerator position sensor angle, tighten the accelerator position sensor screws "1".



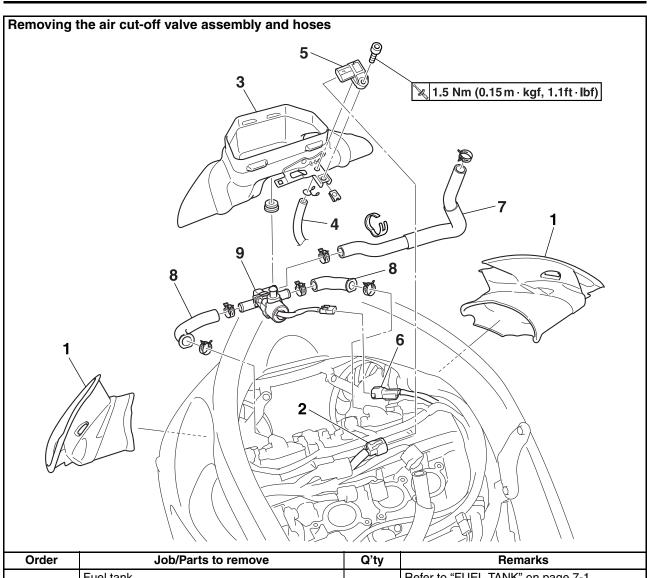
Accelerator position sensor screw

3.5 Nm (0.35 m·kgf, 2.5 ft·lbf)

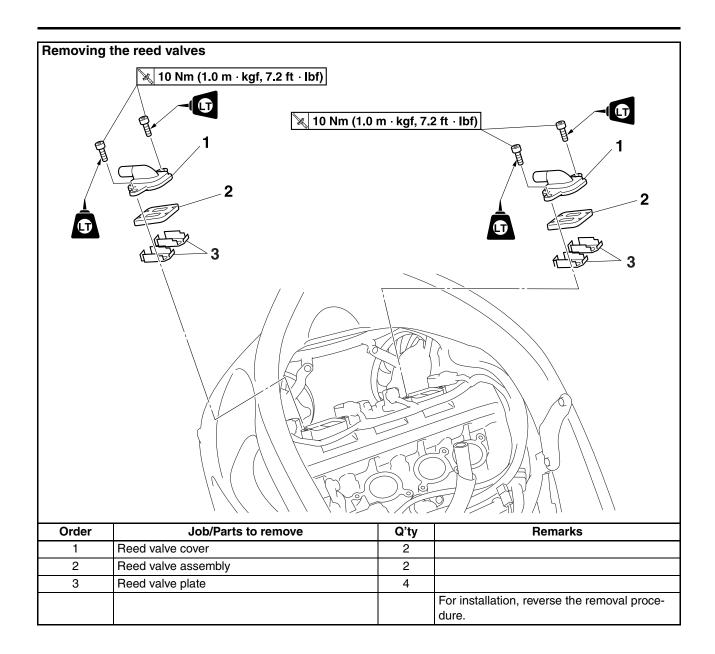




- 1. Lower air filter case
- 2. Air induction system hose (air filter case to air cut-off valve)
- 3. Air cut-off valve
- 4. Air induction system hose (air cut-off valve to reed valve cover)



Order	Job/Parts to remove	Q'ty	Remarks	
	Fuel tank		Refer to "FUEL TANK" on page 7-1.	
	Air filter case		Refer to "AIR FILTER CASE" on page 7-5.	
1	Side air filter case duct	2		
2	Atmospheric pressure sensor coupler	1	Disconnect.	
3	Air filter case duct	1		
4	Atmospheric pressure sensor hose	1	Disconnect.	
5	Atmospheric pressure sensor	1		
6	Air induction system solenoid coupler	1	Disconnect.	
7	Air induction system hose (air filter case to air cut-off valve)	1		
8	Air induction system hose (air cut-off valve to reed valve cover)	2		
9	Air cut-off valve	1		
			For installation, reverse the removal procedure.	



EAS27060

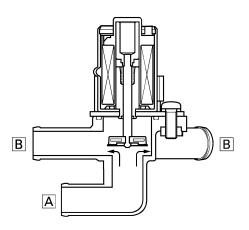
CHECKING THE AIR INDUCTION SYSTEM

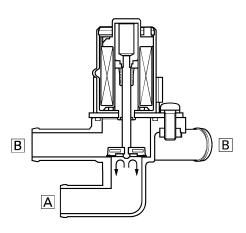
Air injection

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).

Air cut-off valve

The air cut-off valve is controlled by the signals from the ECU in accordance with the combustion conditions. Ordinarily, the air cut-off valve opens to allow the air to flow during idle and closes to cut-off the flow when the vehicle is being driven. However, if the coolant temperature is below the specified value, the air cut-off valve remains open and allows the air to flow into the exhaust pipe until the temperature becomes higher than the specified value.





- A. From the air filter case
- B. To the cylinder head

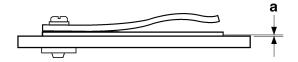
1. Check:

Hoses
 Loose connections → Connect properly.
 Cracks/damage → Replace.

- 2. Check:
 - Reed valve
 - · Reed valve stopper
 - Reed valve base Cracks/damage → Replace the reed valve assembly.
- 3. Measure:
 - Reed valve bending limit "a"
 Out of specification → Replace the reed valve.



Reed valve bending limit 0.4 mm (0.016 in)





- 4. Check:
 - Air cut-off valve Cracks/damage → Replace.
- 5. Check:
 - Air induction system solenoid Refer to "CHECKING THE AIR INDUC-TION SYSTEM SOLENOID" on page 8-130.

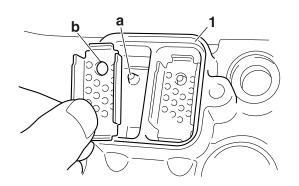
EAS27070

INSTALLING THE AIR INDUCTION SYSTEM

- 1. Install:
 - Reed valves
 - Reed valve stoppers
 - Reed valve base
- 2. Install:
 - · Reed valve plate

TIP

Align the projection "a" on the cylinder head cover "1" with the hole "b" in the reed valve plate.



• Reed valve assembly

TIP__

Install the reed valve assembly so that the open side turns to the exhaust side of the engine.

A. Exhaust side

- 3. Install:
 - · Reed valve cover



Reed valve cover bolt (air induction system)
10 Nm (1.0 m·kgf, 7.2 ft·lbf)
LOCTITE®

ELECTRICAL SYSTEM

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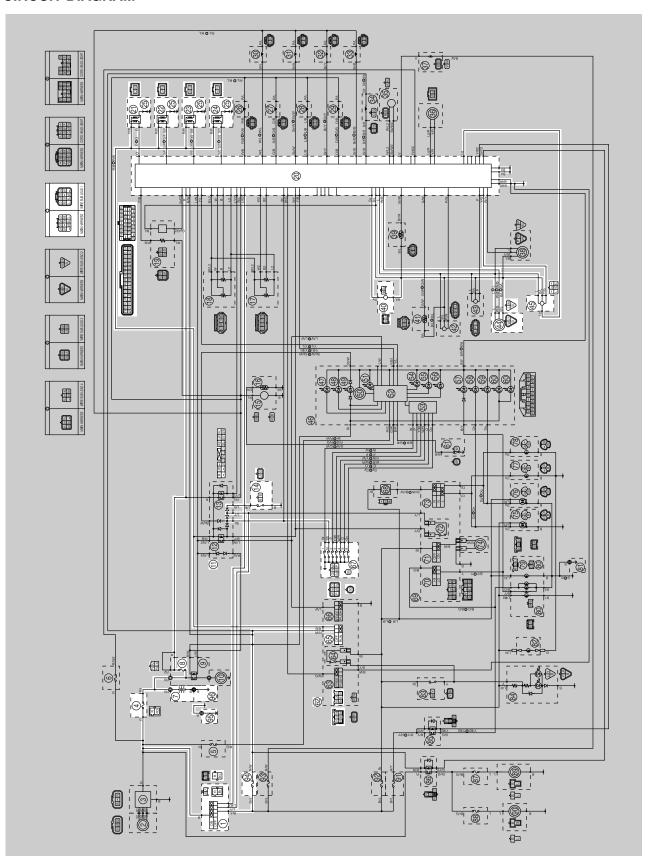
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EAS27090

IGNITION SYSTEM

EAS27110

CIRCUIT DIAGRAM



IGNITION SYSTEM

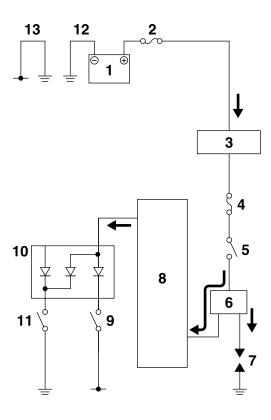
- 1. Main switch
- 4. Main fuse
- 7. Battery
- 8. Fuel injection system fuse
- 11.Relay unit
- 14.Sidestand switch
- 20.ECU (engine control unit)
- 21.Ignition coil #1
- 22.Ignition coil #2
- 23.Ignition coil #3
- 24.Ignition coil #4
- 25.Spark plug
- 40. Crankshaft position sensor
- 44. Cylinder identification sensor
- 45.Lean angle sensor
- 62. Right handlebar switch
- 65.Engine stop switch
- 67.Gear position sensor
- 94.Ignition fuse
- 95.Engine ground
- 96.Battery negative lead

EAS14B1082

ENGINE STOPPING DUE TO SIDESTAND OPERATION

When the engine is running and the transmission is in gear, the engine will stop if the sidestand is moved down. This is because the electric current from the ignition coils does not flow to the ECU when both the neutral switch and sidestand switch are set to "OFF", thereby preventing the spark plugs from producing a spark. However, the engine continues to run under the following conditions:

- The transmission is in gear (the neutral switch circuit is open) and the sidestand is up (the sidestand switch circuit is closed).
- The transmission is in neutral (the neutral switch circuit is closed) and the sidestand is down (the sidestand switch circuit is open).



IGNITION SYSTEM

- 1. Battery
- 2. Main fuse
- 3. Main switch
- 4. Ignition fuse
- 5. Engine stop switch
- 6. Ignition coil
- 7. Spark plug
- 8. ECU (engine control unit)
- 9. Sidestand switch
- 10.Relay unit (diode)
- 11.Gear position sensor
- 12.Battery negative lead
- 13.Engine ground

EAS27150 **TROUBLESHOOTING** The ignition system fails to operate (no spark or intermittent spark). • Before troubleshooting, remove the following part(s): 1. Rider seat 2. Passenger seat 3. Air filter case duct 4. Side cowlings 1. Check the fuses. $NG \rightarrow$ (Main, ignition and fuel injection system) Replace the fuse(s). Refer to "CHECKING THE FUSES" on page 8-115. OK↓ 2. Check the battery. $NG \rightarrow$ Refer to "CHECKING AND Clean the battery terminals. CHARGING THE BATTERY" on Recharge or replace the battery. page 8-115. OK↓ 3. Check the spark plugs. $NG \rightarrow$ Refer to "CHECKING THE SPARK Re-gap or replace the spark plugs. PLUGS" on page 3-5. OK↓ 4. Check the ignition spark gap. $NG \rightarrow$ Refer to "CHECKING THE IGNI-Ignition system is OK. TION COILS" on page 8-122. OK↓ 5. Check the ignition coils. $NG \rightarrow$ Refer to "CHECKING THE IGNI-Replace the ignition coils.

TION COILS" on page 8-122.

OK↓

6. Check the crankshaft position sensor. Refer to "CHECKING THE CRANKSHAFT POSITION SEN-SOR" on page 8-123.

OK↓

 $NG \rightarrow$

sor.

Replace the crankshaft position sen-

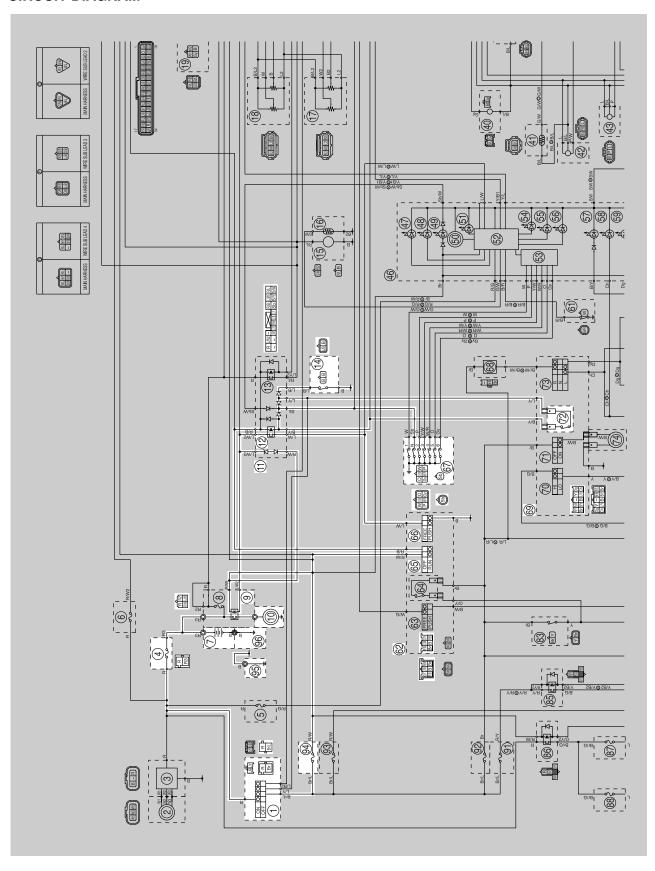
IGNITION SYSTEM

7. Check the cylinder identification sensor. Refer to "CHECKING THE CYLINDER IDENTIFICATION SENSOR" on page 8-131.	NG→	Replace the cylinder identification sensor.
OK↓	•	
8. Check the main switch. Refer to "CHECKING THE SWITCHES" on page 8-111.	NG→	Replace the main switch.
OK↓	•	
9. Check the engine stop switch. Refer to "CHECKING THE SWITCHES" on page 8-111.	NG→	Replace the right handlebar switch.
OK↓	·	
10.Check the gear position sensor. Refer to "CHECKING THE GEAR POSITION SENSOR" on page 8- 133.	NG→	Replace the gear position sensor.
OK↓	!	
11.Check the sidestand switch. Refer to "CHECKING THE SWITCHES" on page 8-111.	NG→	Replace the sidestand switch.
OK↓	!	
12.Check the relay unit (diode). Refer to "CHECKING THE RELAY UNIT (DIODE)" on page 8-121	NG→	Replace the relay unit.
OK↓	•	
13.Check the lean angle sensor. Refer to "CHECKING THE LEAN ANGLE SENSOR" on page 8-123.	NG→	Replace the lean angle sensor.
OK↓	1	
14.Check the entire ignition system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-1.	NG→	Properly connect or repair the ignition system's wiring
OK↓		
Replace the ECU.		

ELECTRIC STARTING SYSTEM

EAS27170

CIRCUIT DIAGRAM



ELECTRIC STARTING SYSTEM

- 1. Main switch
- 4. Main fuse
- 7. Battery
- 9. Starter relay
- 10.Starter motor
- 11.Relay unit
- 12. Starting circuit cut-off relay
- 14. Sidestand switch
- 62. Right handlebar switch
- 65. Engine stop switch
- 66.Start switch
- 67.Gear position sensor
- 69.Left handlebar switch
- 72.Clutch switch
- 94.Ignition fuse
- 95.Engine ground
- 96.Battery negative lead

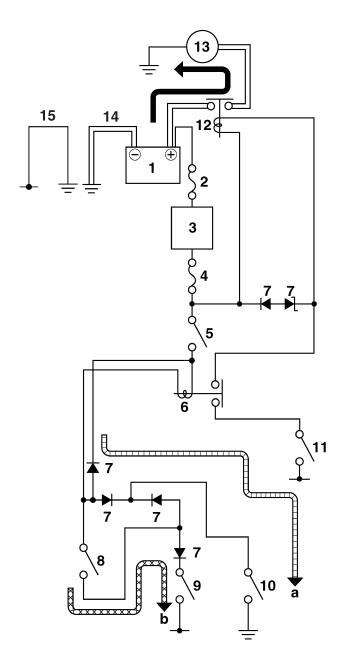
EAS14B1036

STARTING CIRCUIT CUT-OFF SYSTEM OPERATION

If the engine stop switch is set to "O" and the main switch is set to "ON" (both switches are closed), the starter motor can only operate if at least one of the following conditions is met:

- The transmission is in neutral (the gear position sensor is neutral position).
- 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.



ELECTRIC STARTING SYSTEM

- a. WHEN THE TRANSMISSION IS IN NEUTRAL
- b. WHEN THE SIDESTAND IS UP AND THE CLUTCH LEVER IS PULLED TO THE HANDLEBAR
- 1. Battery
- 2. Main fuse
- 3. Main switch
- 4. Ignition fuse
- 5. Engine stop switch
- 6. Relay unit (starting circuit cut-off relay)
- 7. Relay unit (diode)
- 8. Clutch switch
- 9. Sidestand switch
- 10.Gear position sensor
- 11.Start switch
- 12.Starter relay
- 13.Starter motor
- 14.Battery negative lead
- 15. Engine ground

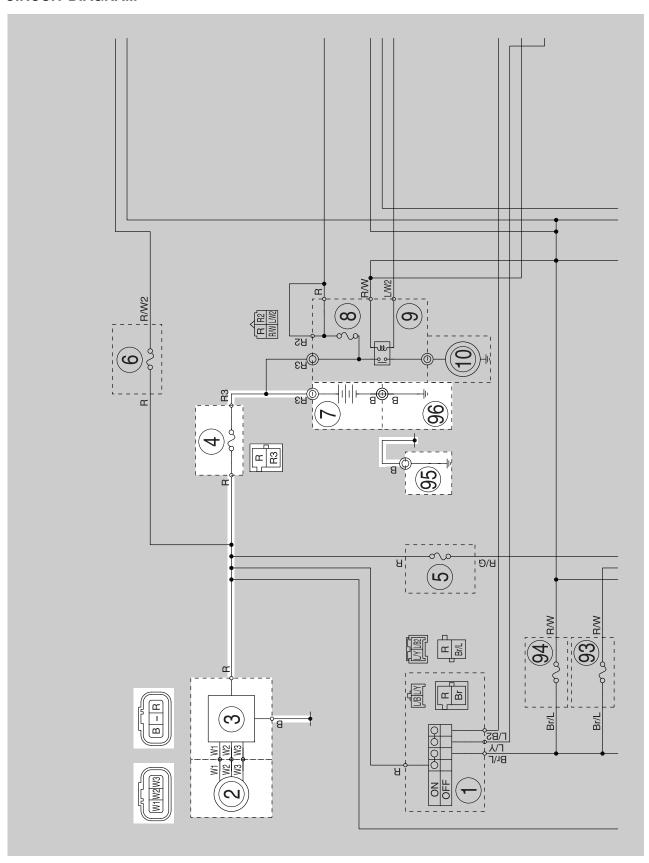
EAS27190 **TROUBLESHOOTING** The starter motor fails to turn. Before troubleshooting, remove the following part(s): 1. Rider seat 2. Passenger seat 3. Heat protector 4. Side cowlings 1. Check the fuses. $NG \rightarrow$ (Main and ignition) Replace the fuse(s). Refer to "CHECKING THE FUSES" on page 8-115. OK↓ 2. Check the battery. $NG \rightarrow$ Refer to "CHECKING AND Clean the battery terminals. CHARGING THE BATTERY" on · Recharge or replace the battery. page 8-115. OK↓ 3. Check the starter motor operation. $OK \rightarrow$ Starter motor is OK. Perform the elec-Refer to "CHECKING THE tric starting system troubleshooting, STARTER MOTOR OPERATION" starting with step 5. on page 8-124. NG↓ 4. Check the starter motor. $NG \rightarrow$ Refer to "CHECKING THE Repair or replace the starter motor. STARTER MOTOR" on page 5-48. OK↓ 5. Check the relay unit (starting circuit $NG \rightarrow$ cut-off relay). Replace the relay unit. Refer to "CHECKING THE RELAYS" on page 8-119. OK↓ 6. Check the relay unit (diode). $NG \rightarrow$ Refer to "CHECKING THE RELAY Replace the relay unit. UNIT (DIODE)" on page 8-121. OK↓ 7. Check the starter relay. $NG \rightarrow$ Refer to "CHECKING THE Replace the starter relay. RELAYS" on page 8-119. OK↓

ELECTRIC STARTING SYSTEM

8. Check the main switch. Refer to "CHECKING THE SWITCHES" on page 8-111.	NG→	Replace the main switch.
ок↓	!	
9. Check the engine stop switch. Refer to "CHECKING THE SWITCHES" on page 8-111.	NG→	Replace the right handlebar switch.
OK↓		
10.Check the gear position sensor. Refer to "CHECKING THE GEAR POSITION SENSOR" on page 8- 133.	NG→	Replace the gear position sensor.
OK↓	!	
11.Check the sidestand switch. Refer to "CHECKING THE SWITCHES" on page 8-111.	NG→	Replace the sidestand switch.
OK↓	!	
12.Check the clutch switch. Refer to "CHECKING THE SWITCHES" on page 8-111.	NG→	Replace the clutch switch.
OK↓	'	
13.Check the start switch. Refer to "CHECKING THE SWITCHES" on page 8-111.	NG→	Replace the right handlebar switch.
OK↓	'	
14.Check the entire starting system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-7.	NG→	Properly connect or repair the starting system's wiring
OK↓	•	
The starting system circuit is OK.		

EAS27200 CHARGING SYSTEM

EAS27210 CIRCUIT DIAGRAM



CHARGING SYSTEM

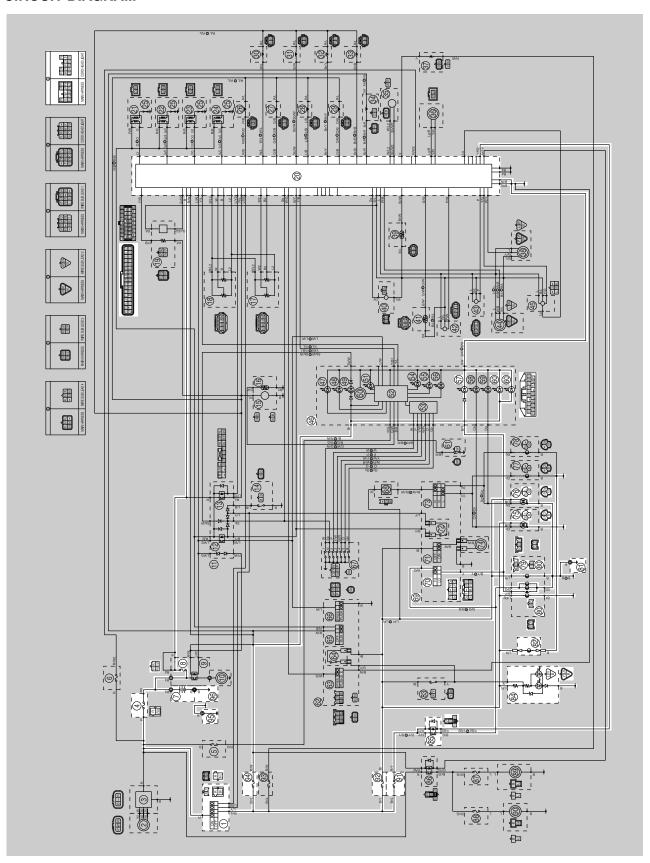
- 2. AC magneto
- 3. Rectifier/regulator
- 4. Main fuse
- 7. Battery
- 95.Engine ground 96.Battery negative lead

TROUBLESHOOTING The battery is not being charged. • Before troubleshooting, remove the following part(s): 1. Rider seat 2. Right side cowling 1. Check the fuse. $NG \rightarrow$ (Main) Replace the fuse. Refer to "CHECKING THE FUSES" on page 8-115. OK↓ 2. Check the battery. $NG \rightarrow$ Refer to "CHECKING AND • Clean the battery terminals. CHARGING THE BATTERY" on · Recharge or replace the battery. page 8-115. OK↓ 3. Check the stator coil. $NG \rightarrow$ Refer to "CHECKING THE STATOR Replace the stator coil assembly. COIL" on page 8-124. OK↓ 4. Check the rectifier/regulator. $NG \rightarrow$ Refer to "CHECKING THE RECTI-Replace the rectifier/regulator. FIER/REGULATOR" on page 8-125. OK↓ 5. Check the entire charging system's $NG \rightarrow$ Properly connect or repair the chargwiring. Refer to "CIRCUIT DIAGRAM" on ing system's wiring. page 8-13. OK↓ The charging system circuit is OK.

LIGHTING SYSTEM

EAS27250

CIRCUIT DIAGRAM



LIGHTING SYSTEM

- 1. Main switch
- 4. Main fuse
- 7. Battery
- 8. Fuel injection system fuse
- 20.ECU (engine control unit)
- 46.Meter assembly
- 57. High beam indicator light
- 60.Meter light
- 69.Left handlebar switch
- 70. Dimmer switch
- 75. Front left turn signal/position light
- 76. Front right turn signal/position light
- 79.Headlight
- 80. Auxiliary light
- 81.Ground (cord headlight)
- 82.License plate light
- 84. Tail/brake light
- 85.Headlight relay
- 91.Headlight fuse
- 92.Signal fuse
- 94.Ignition fuse
- 95. Engine ground
- 96.Battery negative lead

FAS27260

TROUBLESHOOTING

Any of the following fail to light: headlight, high beam indicator light, taillight or license plate light.

TIP

- Before troubleshooting, remove the following part(s):
- 1. Rider seat
- 2. Left side cowling
- 3. Air intake air duct covers
- 4. Meter assembly
 - Check the each bulbs and bulb sockets condition.
 Refer to "CHECKING THE BULBS AND BULB SOCKETS" on page 8-114.

 $NG\rightarrow$

Replace the bulb(s) and bulb socket(s).

OK↓

Check the fuses.
 (Main, headlight, ignition, signal and fuel injection system)
 Refer to "CHECKING THE FUSES" on page 8-115.

 $NG \rightarrow$

Replace the fuse(s).

OK↓

Check the battery.
 Refer to "CHECKING AND
 CHARGING THE BATTERY" on
 page 8-115.

 $NG \rightarrow$

- Clean the battery terminals.
- Recharge or replace the battery.

OK↓

4. Check the main switch.
Refer to "CHECKING THE
SWITCHES" on page 8-111.

 $NG \rightarrow$

Replace the main switch.

OK↓

5. Check the dimmer switch. Refer to "CHECKING THE SWITCHES" on page 8-111.

 $NG \rightarrow$

The dimmer switch is faulty. Replace the left handlebar switch.

OK↓

Check the headlight relay. Refer to "CHECKING THE RELAYS" on page 8-119.

 $NG \rightarrow$

Replace the headlight relay.

OK↓

LIGHTING SYSTEM

 Check the entire lighting system's wiring.
 Refer to "CIRCUIT DIAGRAM" on page 8-17.

 $\mathsf{OK} \!\!\downarrow$

Replace the ECU or meter assembly.

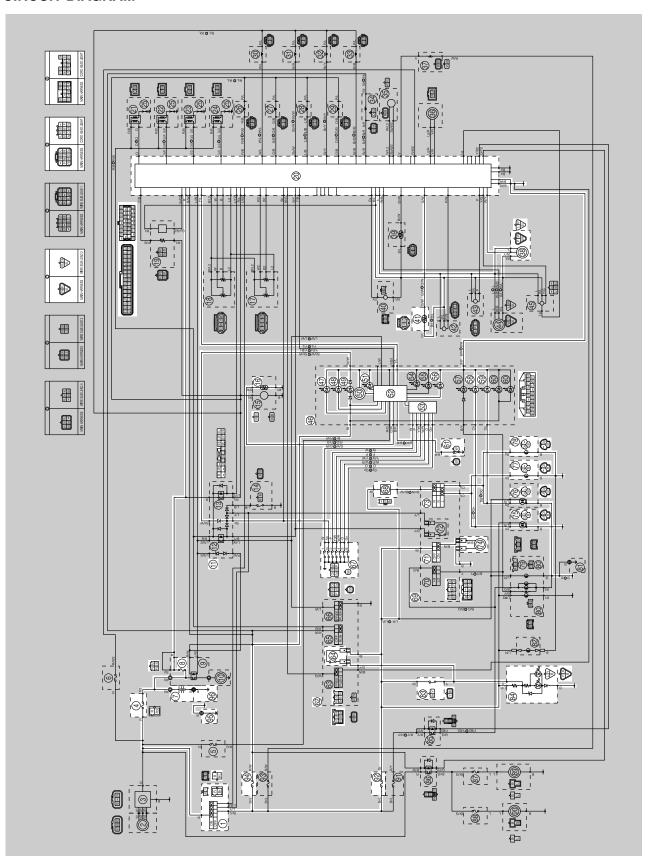
 $\mathsf{NG} {\to}$

Properly connect or repair the lighting system's wiring.

SIGNALING SYSTEM

EAS27280

CIRCUIT DIAGRAM



SIGNALING SYSTEM

- 1. Main switch
- 4. Main fuse
- 7. Battery
- 8. Fuel injection system fuse
- 11.Relay unit
- 16.Fuel sender
- 20.ECU (engine control unit)
- 38.Speed sensor
- 41.Coolant temperature sensor
- 46.Meter assembly
- 47. Fuel level warning light
- 48.Oil level warning light
- 49. Neutral indicator light
- 50.Tachometer
- 51. Shift timing indicator light
- 52.Multi-function meter
- 53. Transmission gear display
- 56. Coolant temperature warning light
- 58.Left turn signal indicator light
- 59. Right turn signal indicator light
- 61.Oil level switch
- 62. Right handlebar switch
- 64. Front brake light switch
- 67.Gear position sensor
- 68. Turn signal relay
- 69.Left handlebar switch
- 71.Horn switch
- 73. Turn signal switch
- 74.Horn
- 75. Front left turn signal/position light
- 76. Front right turn signal/position light
- 77.Rear left turn signal light
- 78.Rear right turn signal light
- 83. Rear brake light switch
- 84. Tail/brake light
- 92.Signal fuse
- 94.Ignition fuse
- 95.Engine ground
- 96.Battery negative lead

FAS27290

TROUBLESHOOTING

- Any of the following fail to light: turn signal light, brake light or an indicator light.
- The horn fails to sound.

TIP

- Before troubleshooting, remove the following part(s):
- 1. Rider seat
- 2. Passenger seat
- 3. Fuel tank
- 4. Side cowlings
- 5. Meter assembly
- Check the fuses.
 (Main, ignition, signal and fuel injection system)
 Refer to "CHECKING THE FUSES" on page 8-115.

 $NG \rightarrow$

Replace the fuse(s).

OK↓

Check the battery.
 Refer to "CHECKING AND
 CHARGING THE BATTERY" on
 page 8-115.

 $NG \rightarrow$

- Clean the battery terminals.
- Recharge or replace the battery.

OK↓

3. Check the main switch.

Refer to "CHECKING THE
SWITCHES" on page 8-111.

 $NG \rightarrow$

Replace the main switch.

OK↓

 Check the entire signaling system's wiring.
 Refer to "CIRCUIT DIAGRAM" on page 8-21.

 $NG \rightarrow$

Properly connect or repair the signaling system's wiring.

 $\mathsf{OK}\!\!\downarrow$

This circuit is OK.

Check the signaling system

The horn fails to sound.

1. Check the horn switch.
Refer to "CHECKING THE
SWITCHES" on page 8-111.

 $NG\rightarrow$

Replace the left handlebar switch.

OK↓

Check the horn.Refer to "CHECKING THE HORN" on page 8-125.

 $NG \rightarrow$

Replace the horn.

OK↓

SIGNALING SYSTEM

3. Check the entire signaling system's $NG\rightarrow$ Properly connect or repair the signalwirina. ing system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-21. OK↓ This circuit is OK. The tail/brake light fails to come on. 1. Check the front brake light switch. $NG \rightarrow$ Refer to "CHECKING THE Replace the front brake light switch. SWITCHES" on page 8-111. OK↓ 2. Check the rear brake light switch. $NG \rightarrow$ Refer to "CHECKING THE Replace the rear brake light switch. SWITCHES" on page 8-111. OK↓ 3. Check the entire signaling system's $NG \rightarrow$ Properly connect or repair the signalwirina. ing system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-21. OK↓ This circuit is OK. The turn signal light, turn signal indicator light or both fail to blink. 1. Check the front turn signal/position $NG \rightarrow$ light bulbs, rear turn signal light Replace the front turn signal/position bulbs and sockets. light bulb(s), rear turn signal light Refer to "CHECKING THE BULBS bulb(s), socket(s) or both. AND BULB SOCKETS" on page 8-114. OK↓ 2. Check the turn signal switch. $NG \rightarrow$ Refer to "CHECKING THE Replace the left handlebar switch. SWITCHES" on page 8-111. OK↓ 3. Check the turn signal relay. $NG \rightarrow$ Refer to "CHECKING THE TURN Replace the turn signal relay. SIGNAL RELAY" on page 8-120.

OK↓

SIGNALING SYSTEM

4. Check the entire signaling system's $NG\rightarrow$ Properly connect or repair the signalwirina. Refer to "CIRCUIT DIAGRAM" on ing system's wiring. page 8-21. OK↓ Replace the meter assembly. The neutral indicator light fails to come on. 1. Check the gear position sensor. $NG \rightarrow$ Refer to "CHECKING THE GEAR Replace the gear position sensor. POSITION SENSOR" on page 8-133. OK↓ 2. Check the relay unit (diode). $NG \rightarrow$ Refer to "CHECKING THE RELAY Replace the relay unit. UNIT (DIODE)" on page 8-121. OK↓ 3. Check the entire signaling system's $NG \rightarrow$ Properly connect or repair the signalwiring. Refer to "CIRCUIT DIAGRAM" on ing system's wiring. page 8-21. OK↓ Replace the meter assembly. The oil level warning light fails to come on. 1. Check the oil level switch. $NG \rightarrow$ Refer to "CHECKING THE OIL Replace the oil level switch. LEVEL SWITCH" on page 8-126. OK↓ 2. Check the entire signaling system's $NG \rightarrow$ Properly connect or repair the signalwiring. Refer to "CIRCUIT DIAGRAM" on ing system's wiring. page 8-21. OK↓ Replace the meter assembly. The fuel level warning light fails to come on. 1. Check the fuel sender. $NG \rightarrow$ Refer to "CHECKING THE FUEL Replace the fuel pump assembly. SENDER" on page 8-126. OK↓

2. Check the entire signaling system's $NG\rightarrow$ Properly connect or repair the signalwirina. ing system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-21. OK↓ Replace the meter assembly. The coolant temperature warning light fails to come on. 1. Check the coolant temperature $NG \rightarrow$ sensor. Replace the coolant temperature sen-Refer to "CHECKING THE COOLsor. ANT TEMPERATURE SENSOR" on page 8-128. OK↓ 2. Check the entire signaling system's $NG \rightarrow$ Properly connect or repair the signalwiring. Refer to "CIRCUIT DIAGRAM" on ing system's wiring. page 8-21. OK↓ Replace the ECU or meter assembly. The speedometer fails to operate. 1. Check the speed sensor. $NG \rightarrow$ Refer to "CHECKING THE SPEED Replace the speed sensor. SENSOR" on page 8-127. OK↓ 2. Check the entire signaling system's $NG \rightarrow$ Properly connect or repair the signalwiring. Refer to "CIRCUIT DIAGRAM" on ing system's wiring. page 8-21. OK↓ Replace the ECU or meter assembly. The shift timing indicator light fails to come on. 1. Check that the shift timing indicator $NG \rightarrow$ light is set to come on and that the brightness level of the light is Replace the meter assembly. adjusted properly. Refer to "FEATURES" on page 1-2.

OK↓

SIGNALING SYSTEM

 Check the entire signaling system's wiring.
 Refer to "CIRCUIT DIAGRAM" on page 8-21.

 $\mathsf{OK} \!\!\downarrow$

Replace the meter assembly.

 $NG \rightarrow$

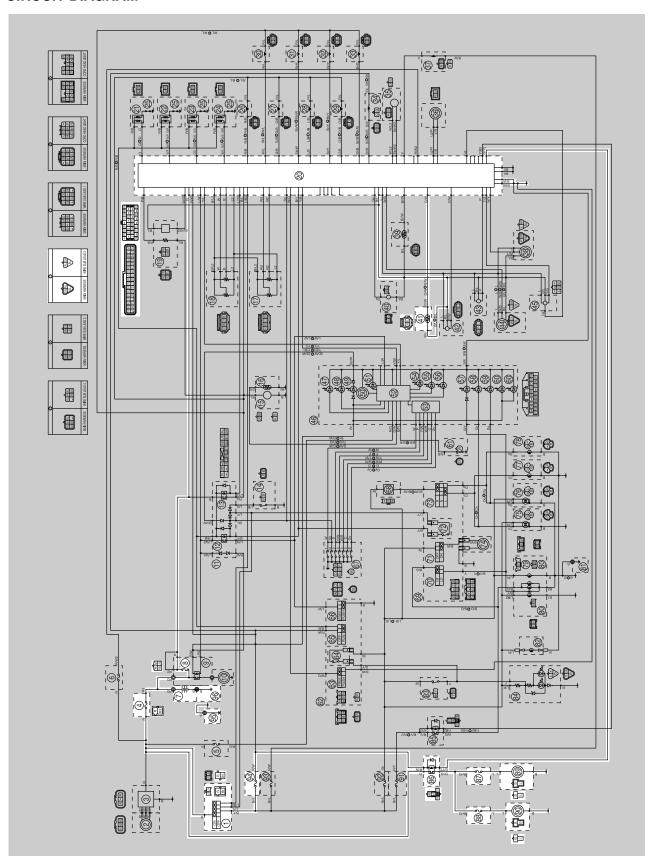
Properly connect or repair the signaling system's wiring.

SIGNALING SYSTEM

COOLING SYSTEM

EAS27310

CIRCUIT DIAGRAM



COOLING SYSTEM

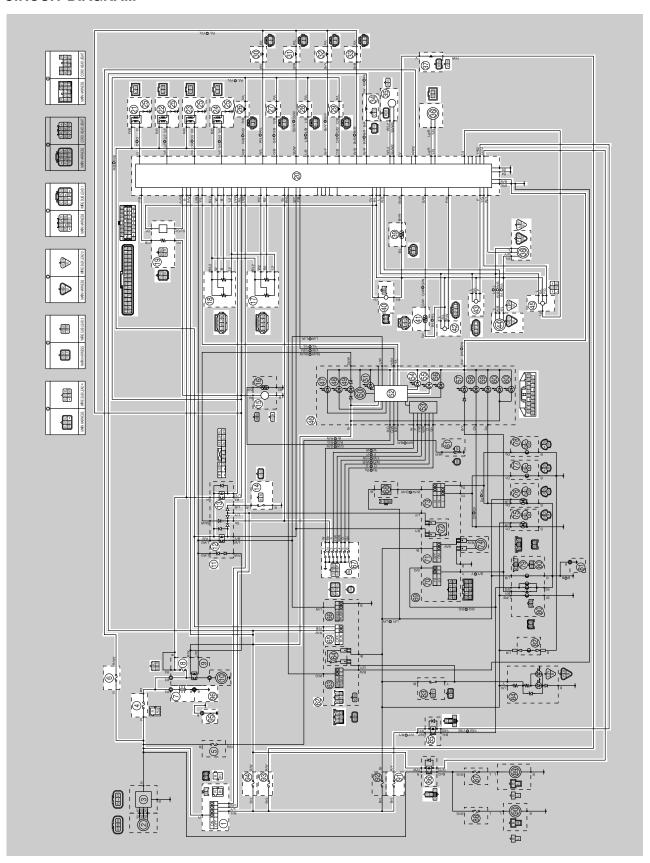
- 1. Main switch
- 4. Main fuse
- 7. Battery
- 8. Fuel injection system fuse
- 20.ECU (engine control unit)
- 41.Coolant temperature sensor
- 86.Radiator fan motor relay
- 87. Right radiator fan motor fuse
- 88.Left radiator fan motor fuse
- 89. Right radiator fan motor
- 90.Left radiator fan motor
- 94.Ignition fuse
- 95.Engine ground
- 96.Battery negative lead

TROUBLESHOOTING		
• Before troubleshooting, remove the folloof. 1. Rider seat 2. Fuel tank 3. Side cowlings	wing part(s):	
Check the fuses. (Main, ignition, radiator fan motor and fuel injection system) Refer to "CHECKING THE FUSES" on page 8-115.	NG→	Replace the fuse(s).
OK↓		
2. Check the battery. Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-115.	NG→	Clean the battery terminals.Recharge or replace the battery.
OK↓		
3. Check the main switch. Refer to "CHECKING THE SWITCHES" on page 8-111.	$NG \rightarrow$	Replace the main switch.
OK↓		
4. Check the radiator fan motors. Refer to "CHECKING THE RADIA- TOR FAN MOTOR" on page 8-127.	$NG \rightarrow$	Replace the radiator fan motor(s).
OK↓		
5. Check the radiator fan motor relay. Refer to "CHECKING THE RELAYS" on page 8-119.	$NG \rightarrow$	Replace the radiator fan motor relay.
OK↓		
6. Check the coolant temperature sensor. Refer to "CHECKING THE COOL-ANT TEMPERATURE SENSOR" on page 8-128.	NG→	Replace the coolant temperature sensor.
OK↓		
7. Check the entire cooling system's wiring. Refer to "CIRCUIT DIAGRAM" on page 8-29.	NG→	Properly connect or repair the cooling system's wiring.
OK↓		
Replace the ECU.		

FUEL INJECTION SYSTEM

EAS27340

CIRCUIT DIAGRAM



FUEL INJECTION SYSTEM

- 1. Main switch
- 4. Main fuse
- 6. ETV (Electronic Throttle Valve) fuse
- 7. Battery
- 8. Fuel injection system fuse
- 11.Relay unit
- 12.Starting circuit cut-off relay
- 13. Fuel pump relay
- 14. Sidestand switch
- 15.Fuel pump
- 17. Throttle position sensor
- 18. Accelerator position sensor
- 19.0₂ sensor
- 20.ECU (engine control unit)
- 21.Ignition coil #1
- 22. Ignition coil #2
- 23.Ignition coil #3
- 24.Ignition coil #4
- 25.Spark plug
- 26.Primary injector #1
- 27.Primary injector #2
- 28. Primary injector #3
- 29. Primary injector #4
- 30. Secondary injector #1
- 31.Secondary injector #2
- 32. Secondary injector #3
- 33. Secondary injector #4
- 34. Air induction system solenoid
- 35.Intake funnel servo motor
- 36.Throttle servo motor
- 37. Steering damper solenoid
- 38.Speed sensor
- 39.Intake air temperature sensor
- 40. Crankshaft position sensor
- 41.Coolant temperature sensor
- 42.Intake air pressure sensor
- 43. Atmospheric pressure sensor
- 44. Cylinder identification sensor
- 45.Lean angle sensor
- 46.Meter assembly
- 52. Multi-function meter
- 54. Steering damper warning light
- 55. Engine trouble warning light
- 62. Right handlebar switch
- 65. Engine stop switch
- 67.Gear position sensor
- 85.Headlight relay
- 86. Radiator fan motor relay
- 91.Headlight fuse
- 93. Steering damper fuse
- 94.Ignition fuse
- 95.Engine ground
- 96.Battery negative lead

ECU SELF-DIAGNOSTIC FUNCTION

The ECU is equipped with a self-diagnostic function in order to ensure that the fuel injection 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, the ECU provides an appropriate substitute characteristic operation, and alerts the rider of the detected malfunction by illuminating the engine trouble warning light.
- After the engine has been stopped, the lowest fault code number appears on the odometer/tripmeter/fuel reserve tripmeter/instantaneous fuel consumption/average fuel consumption LCD. Once a fault code has been displayed, it remains stored in the memory of the ECU until it is deleted.

Engine trouble warning light indication and FI system operation

Warning light indica- tion	ECU operation	FI operation	Vehicle operation
Flashing*	Warning provided when unable to start engine	Operation stopped	Cannot be operated
Remains on	Malfunction detected	Operated with substitute characteristics in accordance with the description of the malfunction	Can or cannot be operated depending on the fault code

^{*} The warning light flashes when any one of the conditions listed below is present and the start switch is pushed:

11:	Cylinder identification sensor	30:	Lean angle sensor (latch up detected)
12:	Crankshaft position sensor	41:	Lean angle sensor (open or short-circuit)
19:	Sidestand switch (open circuit in the wire to the ECU)	50:	ECU internal malfunction (faulty ECU memory)

Checking the engine trouble warning light

The engine trouble warning light comes on for 1.4 seconds after the main switch has been turned to "ON" and it comes on while the start switch is being pushed. If the warning light does not come on under these conditions, the warning light (LED) may be defective.



- a. Main switch "OFF"
- b. Main switch "ON"
- c. Engine trouble warning light off
- d. Engine trouble warning light on for 1.4 seconds

FUEL INJECTION SYSTEM

ECU detects an abnormal signal from a sensor

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.

EAS14B1115

TROUBLESHOOTING METHOD

The engine operation is not normal and the engine trouble warning light comes on.

- 1. Check:
 - Fault code number
- a. Check the fault code number displayed on the meter.
- b. Identify the faulty system with the fault
- c. Identify the probable cause of the malfunction.
- Check and repair the probable cause of malfunction.

Fault code No.	No fault code No.
Check and repair.	Check and repair.
Refer to "TROUBLE-	
SHOOTING	
DETAILS" on page 8-	
45.	
Monitor the operation	
of the sensors and	
actuators in the diag-	
nostic mode. Refer to	
"Sensor operation	
table" and "Actuator	
operation table".	

- 3. Perform fuel injection system reinstatement action.
 - Refer to "Reinstatement method" of table in "TROUBLESHOOTING DETAILS" on page 8-45.
- 4. Turn the main switch to "OFF" and back to "ON", then check that no fault code number is displayed.

TIP_

If fault codes are displayed, repeat steps (1) to (4) until no fault code number is displayed.

5. Erase the malfunction history in the diagnostic mode. Refer to "Sensor operation table (Diagnostic code No. D:62)".

TIE

Turning the main switch to "OFF" will not erase the malfunction history.

The engine operation is not normal but the engine trouble warning light does not come on.

 Check the operation of following sensors and actuators in the Diagnostic mode. Refer to "Sensor operation table" and "Actuator operation table".

D:01: Throttle position sensor signal 1 (throttle angle)

D:13: Throttle position sensor signal 2 (throttle angle)

D:14: Accelerator position sensor signal 1 (throttle angle)

D:15: Accelerator position sensor signal 2 (throttle angle)

D:30: Cylinder-#1 ignition coil

D:31: Cylinder-#2 ignition coil

D:32: Cylinder-#3 ignition coil

D:33: Cylinder-#4 ignition coil

D:36: Primary injector #1

D:37: Primary injector #2

D:38: Primary injector #3

D:39: Primary injector #4

D:40: Secondary injector #1

D:41: Secondary injector #2

D:42: Secondary injector #3

D:43: Secondary injector #4

D:48: Air induction system solenoid

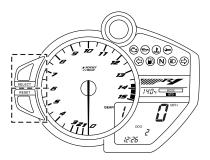
If a malfunction is detected in the sensors or actuators, repair or replace all faulty parts. If no malfunction is detected in the sensors and actuators, check and repair inner parts of the engine.

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DIAGNOSTIC MODE

Setting the diagnostic mode

- 1. Turn the main switch to "OFF" and set the engine stop switch to "O".
- 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.



TIP

- All displays on the meter disappear.
- "dIAG" appears on the odometer/trip meter/fuel reserve trip meter/instantaneous fuel consumption/average fuel consumption LCD.
- 4. Press the "SELECT" switch to select the diagnostic mode "dIAG".
- 5. After selecting "dIAG", simultaneously press the "SELECT" switch and the "RESET" switch for 2 seconds or more to activate the diagnostic mode. The diagnostic code number "d01" appears on the clock/stopwatch LCD.
- 6. Set the engine stop switch to " \bowtie ".
- 7. Select the diagnostic code number corresponding to the fault code number by pressing the "SELECT" and "RESET" switches.

TIP.

- To decrease the selected diagnostic code number, press the "RESET" switch "1". Press the "RESET" switch for 1 second or longer to automatically decrease the diagnostic code numbers.
- To increase the selected diagnostic code number, press the "SELECT" switch "2". Press the "SELECT" switch for 1 second or longer to automatically increase the diagnostic code numbers.



- 8. Verify the operation of the sensor or actuator.
 - Sensor operation
 - The data representing the operating conditions of the sensor appears on the odometer/trip meter/fuel reserve trip meter/instantaneous fuel consumption/average fuel consumption LCD.
 - Actuator operation
 Set the engine stop switch to "\(\cap\)" to operate the actuator.

TIP.

If the engine stop switch is set to " \bigcirc ", set it to " \boxtimes ", and then set it to " \bigcirc " again.

9. Turn the main switch to "OFF" to cancel the diagnostic mode.

Sensor operation table

Diag- nostic code No.	Item	Meter display	Checking method
D:01	Throttle position sensor signal 1		
	Fully closed position	12–21	Check with throttle valves fully closed.
	Fully opened position	96–106	Check with throttle valves fully open.
D:02	Atmospheric pressure	Displays the atmospheric pressure.	Compare the actually measured atmospheric pressure with the meter display value.
D:03	Pressure difference (atmospheric pressure and intake air pressure)	Displays the intake air pressure.	Set the engine stop switch to " \cap ", and then push the start switch " \in ". (If the display value changes, the performance is OK.)
D:05	Intake air temperature	When engine is cold: Displays temperature closer to air temperature When engine is hot: Air temperature + approx. 20 °C (68 °F)	Compare the actually measured intake air temperature with the meter display value.
D:06	Coolant temperature	When engine is cold: Displays temperature closer to air temperature When engine is hot: Displays current coolant temperature	Compare the actually measured coolant temperature with the meter display value.
D:07	Vehicle speed pulse	0–999	Check that the number increases when the rear wheel is rotated. The number is cumulative and does not reset each time the wheel is stopped.
D:08	Lean angle sensor Upright Overturned	0.4–1.4 3.7–4.4	Remove the lean angle sensor and incline it more than 45 degrees.
D:09	Fuel system voltage (battery voltage)	Approximately 12.0	Set the engine stop switch to "\(\cap\)", and then compare with the actually measured battery voltage. (If the battery voltage is lower, perform recharging.)

FUEL INJECTION SYSTEM

Diag-			
nostic code No.	Item	Meter display	Checking method
D:13	Throttle position sensor signal 2		
	Fully closed position	9–23	Check with throttle valves fully closed.
	Fully opened position	94–108	Check with throttle valves fully open.
D:14	Accelerator position sensor signal 1		
	Fully closed position	12–22	Check with throttle grip fully closed.
	Fully opened position	97–107	Check with throttle grip fully open.
D:15	Accelerator position sensor signal 2		
	Fully closed position	10–24	Check with throttle grip fully closed.
	Fully opened position	95–109	Check with throttle grip fully open.
D:20	Sidestand switch		Set on/off the sidestand
	Stand retracted	ON	switch. (with the transmis-
	Stand extended	OFF	sion in gear)
D:21	Gear position switch and clutch switch		Shift the transmission.
	Gear is in neutral	ON	
	Gear is in other than neu- tral and not operating clutch	OFF	
	Gear is in other than neutral, operating clutch and using sidestand	OFF	
	Gear is in other than neutral, operating clutch and storing sidestand	ON	
D:60	EEPROM fault code display		
	No history	00	
	History exists	01–04 (Cylinder fault code) • (If more than one cylinder is	
		defective, the display alter- nates every two seconds to show all the detected cylin- der numbers. When all cyl- inder numbers are shown, the display repeats the	
		same process.)	

FUEL INJECTION SYSTEM

Diag- nostic code No.	Item	Meter display	Checking method
D:61	Malfunction history code		_
	display		
	No history	00	
	History exists	Fault codes 11–70 • (If more than one code number is detected, the display alternates every two seconds to show all the detected code numbers. When all code numbers are shown, the display repeats the same process.)	
D:62	Malfunction history code		
	erasure		
	No history	00	
	History exists	Displays the total number of malfunctions, including the current malfunction, that have occurred since the history was last erased. (For example, if there have been three malfunctions, "03" is displayed.)	To erase the history, set the engine stop switch from "⋈" to "∩".
D:63	Malfunction code reinstatement (for fault code No. 24, 40 only)		
	No malfunction code	00	
	Malfunction code exists	Fault code 24, 40 • (If more than one code number is detected, the display alternates every two seconds to show all the detected code numbers. When all code numbers are shown, the display repeats the same process.)	To reinstate, set the engine stop switch from "⊠" to "∩".
D:70	Control number	0–254 [-]	

Actuator operation table

Diag- nostic code No.	Item	Meter display	Checking method
D:30	Cylinder-#1 ignition coil	Actuates the cylinder-#1 ignition coil five times at one-second intervals. Illuminates the engine trouble warning light.	Check the spark five times. Connect an ignition checker.
D:31	Cylinder-#2 ignition coil	Actuates the cylinder-#2 ignition coil five times at one-second intervals. Illuminates the engine trouble warning light.	Check the spark five times.Connect an ignition checker.
D:32	Cylinder-#3 ignition coil	Actuates the cylinder-#3 ignition coil five times at one-second intervals. Illuminates the engine trouble warning light.	Check the spark five times.Connect an ignition checker.
D:33	Cylinder-#4 ignition coil	Actuates the cylinder-#4 ignition coil five times at one-second intervals. Illuminates the engine trouble warning light.	Check the spark five times.Connect an ignition checker.
D:34	Intake funnel servo motor	Actuates the intake funnels (up position down, position for each 3 seconds). Illuminates the engine trouble warning light.	Check the operating sound of the intake funnel servo motor.
D:36	Primary injector #1	Actuates the primary injector #1 five times at one-second intervals. Illuminates the engine trouble warning light.	Check the operating sound of the injector #1 five times.
D:37	Primary injector #2	Actuates the primary injector #2 five times at one-second intervals. Illuminates the engine trouble warning light.	Check the operating sound of the injector #2 five times.
D:38	Primary injector #3	Actuates the primary injector #3 five times at one-second intervals. Illuminates the engine trouble warning light.	Check the operating sound of the injector #3 five times.
D:39	Primary injector #4	Actuates the primary injector #4 five times at one-second intervals. Illuminates the engine trouble warning light.	Check the operating sound of the injector #4 five times.

Diag-			
nostic code No.	Item	Meter display	Checking method
D:40	Secondary injector #1	Actuates the secondary injector #1 five times at one-second intervals. Illuminates the engine trouble warning light.	Check the operating sound of the secondary injector #1 five times.
D:41	Secondary injector #2	Actuates the secondary injector #2 five times at one-second intervals. Illuminates the engine trouble warning light.	Check the operating sound of the secondary injector #2 five times.
D:42	Secondary injector #3	Actuates the secondary injector #3 five times at one-second intervals. Illuminates the engine trouble warning light.	Check the operating sound of the secondary injector #3 five times.
D:43	Secondary injector #4	Actuates the secondary injector #4 five times at one-second intervals. Illuminates the engine trouble warning light.	Check the operating sound of the secondary injector #4 five times.
D:47	Steering damper solenoid	Set the engine stop switch to ON: Steering damper solenoid is ON. Set the engine stop switch to OFF: Steering damper solenoid is OFF. Illuminates the engine trouble warning light when the engine stop switch is ON.	Check the operating of the steering damper.
D:48	Air induction system sole- noid	Actuates the air induction system solenoid five times at one-second intervals. Illuminates the engine trouble warning light.	Check the operating sound of the air induction system solenoid five times.
D:50	Fuel pump relay	Actuates the fuel pump relay five times at one-second intervals. Illuminates the engine trouble warning light. (The engine trouble warning light is OFF when the relay is ON, and the engine trouble warning light is ON when the relay is OFF).	Check the operating sound of the fuel pump relay five times.

Diag- nostic code No.	Item	Meter display	Checking method	
D:51	Radiator fan motor relay	Actuates the radiator fan motor relay for five cycles of five seconds. (ON 2 seconds, OFF 3 seconds) Illuminates the engine trouble warning light.	Check the operating sound of the radiator fan motor relay five times.	
D:52	Headlight relay	Actuates the headlight relay for five cycles of five seconds. (ON 2 seconds, OFF 3 seconds) Illuminates the engine trouble warning light.	Check the operating sound of the headlight relay five times.	

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TROUBLESHOOTING DETAILS

This section describes the measures 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 given.

After the check and service of the malfunctioning part has been completed, reset the meter display according to the reinstatement method.

Fault code No.:

Code number displayed on the meter when the engine failed to work normally.

Diagnostic code No.:

Diagnostic code number to be used when the diagnostic mode is operated. Refer to "DIAGNOSTIC MODE" on page 8-38.

Fault	code No.	11				
Symp	otom	Normal signals are not received from the cylinder identification sensor.				
Fail-s	afe action		Engine startup: Impossible Riding: Possible			
	nostic monitor- ode No.	_				
	r display					
	king method					
<u> </u>	Item/compon		Check or maintenance job	Sensor inspection procedure		
1	Connection of cylinder identification sensor coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Crank the engine, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
2			Poor connection → Connect it securely, or repair/replace the wire harness.	Crank the engine, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
3	• • • • • • • • • • • • • • • • • • • •		Poor connection → Connect it securely, or repair/replace the wire harness.	Crank the engine, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
4	Continuity of wire	harness	Open or short circuit → Replace the wire harness. White/Black–White/Black Black/Blue–Black/Blue Blue–Blue	Crank the engine, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		

Fault	code No.	11			
Symp	tom	Normal signals are not received from the cylinder identification sensor.			
Fail-e	afe action	Engine star	tup: Impossible		
raii-se	ale action	Riding: Possible			
_	ostic monitor-	_			
	ode No.				
Meter	display	_			
Check	king method	_			
	Item/components and probable cause		Check or maintenance job	Sensor inspection proce- dure	
5	Sensor installation - Check the mount for loose or pinding.	nting section	Incorrect installation → Reinstall or repair the sensor.	Crank the engine, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
6 Cylinder identification sensor malfunction		Sensor inspection procedure Refer to "CHECKING THE CYLINDER IDENTIFICA- TION SENSOR" on page 8- 131.	Crank the engine, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
7	ECU malfunction		Replace the ECU.		

Fault	Fault code No. 12		12		
Symptom		Normal signals are not received from the crankshaft position sensor.			
Fail-c	afe action	Engine star	tup: Impossible		
raii-5	ale action	Riding: Imp	ossible		
_	nostic monitor-	_			
	ode No.				
Meter	r display				
Chec	king method				
	Item/components and probable cause		Check or maintenance job	Sensor inspection procedure	
1	Connection of crankshaft position sensor coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Crank the engine, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Crank the engine, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		

Fault	code No.	12				
rault code No.		ļ - —				
Symptom		Normal signals are not received from the crankshaft position sen-				
		sor.	tup: Impossible			
Fail-sa	afe action					
<u> </u>		Riding: Imp	ossible			
_	ostic monitor-	 _				
	ode No.					
	display	_				
Check	king method	-				
	Item/compon probable		Check or maintenance job	Sensor inspection proce- dure		
3	Continuity of wire	e harness	Open or short circuit → Replace the wire harness. Gray–Gray Black/Blue–Black/Blue	Crank the engine, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
4	Sensor installation status - Check the mounting section for loose or pinched mounting.		Incorrect installation \rightarrow Reinstall or repair the sensor.	Crank the engine, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
5	malfunction		Sensor inspection procedure Refer to "CHECKING THE CRANKSHAFT POSITION SENSOR" on page 8-123.	Crank the engine, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
O	ECO manunction		Replace the ECU.			

If fault codes 13 and 14 are indicated simultaneously, take the actions specified for fault code 13 first.

iii St.						
Fault	code No.	13				
Symptom		Open or short circuit of intake air pressure sensor lead				
Fail-safe action		Engine star	Engine startup: Possible			
		Riding: Pos	sible			
Diagnostic monitor- ing code No.		D:03				
	display	Displays th	e intake air pressure.			
	. ,		ine stop switch to "\;\)", and	then nush the start switch		
Check	king method		display value changes, the p			
	Item/compon probable		Check or maintenance job	Sensor inspection procedure		
1	Connection of int	ake air pres-	Poor connection → Connect	Place the main switch to the		
	sure sensor coup		it securely, or repair/replace	ON position, and check the		
	Check the connection		the wire harness.	fault code indication.		
coupler is secure.				No fault code indicated. \rightarrow		
	Remove the coup			Recovered.		
check each pin (for b		•		Fault code indicated. →		
	wear, or locking). Connection of main harness			Check the next step.		
2		ain narness	Poor connection → Connect	Place the main switch to the		
	ECU coupler Check the conne	ction of the	it securely, or repair/replace the wire harness.	ON position, and check the fault code indication.		
	coupler is secure		life wife flaffless.	No fault code indicated. →		
	Remove the coup			Recovered.		
	check each pin (f			Fault code indicated. →		
	wear, or locking).	_		Check the next step.		
3	Continuity of wire		Open or short circuit →	Place the main switch to the		
			Replace the wire harness.	ON position, and check the		
			Black/Blue-Black/Blue	fault code indication.		
			Pink/White-Pink/White	No fault code indicated. →		
			Blue-Blue	Recovered.		
				Fault code indicated. → Check the next step.		
4	Sensor installation status		Incorrect installation → Rein-	Place the main switch to the		
- Check the moun			stall or repair the sensor.	ON position, and check the		
	for loose or pine	ched mount-	-	fault code indication.		
	ing.			No fault code indicated. \rightarrow		
				Recovered.		
				Fault code indicated. →		
				Check the next step.		

Fault code No.		13	13			
Symptom		Open or sh	Open or short circuit of intake air pressure sensor lead			
Eail c	ofo action	Engine star	rtup: Possible			
Fail-safe action		Riding: Pos	ssible			
Diagnostic monitor-		D:03				
)	ode No.					
Meter	display		e intake air pressure.			
Checl	king method		ine stop switch to " \bigcirc ", and display value changes, the p			
	Item/compor		Check or maintenance job	Sensor inspection procedure		
5	Intake air pressu malfunction		Check in the diagnostic mode (Code No. 03). When engine is stopped: Atmospheric pressure at the current altitude and weather conditions is indicated. 0 m above sea level: Approx. 101 kPa 1000 m above sea level: Approx. 90 kPa 2000 m above sea level: Approx. 80 kPa 3000 m above sea level: Approx. 70 kPa When engine is cranking: Make sure that the indication value changes. Incorrect indication → Sensor malfunction → Replace the intake air pressure sensor. Sensor inspection procedure Refer to "CHECKING THE INTAKE AIR PRESSURE SENSOR" on page 8-131. Replace the ECU.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		

If fault codes 13 and 14 are indicated simultaneously, take the actions specified for fault code 13 first.

iii Ot.						
Fault	code No.	14				
Symptom		The intake air pressure sensor has failed (due to clogging of hose or				
			sensor disconnection).			
Fail-safe action Diagnostic monitoring code No.			rtup: Possible			
		Riding: Pos	ssible			
		D:03				
	r display	Displays th	e intake air pressure.			
Meter	uispiay		ine stop switch to "\;\)", and	than nuch the start switch		
Chec	king method		display value changes, the p			
	Item/compor			Sensor inspection proce-		
probable			Check or maintenance job	dure		
1	The intake air pr		Repair or replace the sensor	Starting the engine and oper-		
	sor hose is damaged, di		hose.	ating it at idle.		
nected, clogged,		twisted or		Fully close the throttle and		
	bent.			check the fault recovery.		
2	Intake air pressu	re sensor	Check in the diagnostic mode			
	malfunction		(Code No. 03).			
			When engine is stopped:			
			Atmospheric pressure at the current altitude and weather			
			conditions is indicated.			
			0 m above sea level: Approx.			
			101 kPa			
			1000 m above sea level:			
			Approx. 90 kPa			
			2000 m above sea level:			
			Approx. 80 kPa			
			3000 m above sea level:			
			Approx. 70 kPa			
			When engine is cranking:			
			Make sure that the indication			
			value changes.			
			The value does not change			
			when engine is cranking. \rightarrow			
			Replace the intake air pres-			
			sure sensor.			
			Sensor inspection procedure			
			Refer to "CHECKING THE			
			INTAKE AIR PRESSURE			
			SENSOR" on page 8-131.			
3	ECU malfunction	1	Replace the ECU.			

Fault	Fault code No. 15					
Symp	tom	Open or sh	ort circuit of throttle position	sensor lead		
Fail-safe action		Engine star	Engine startup: Possible under certain conditions			
			sible under certain condition	าร		
	ostic monitor-	D:01				
ing co	ode No.	D:13				
	Motor dioploy	-	sition sensor signal 1			
D:01	Meter display		ly closed position)			
D.01	 • 97–106 (fully opened position) Checking • Check with throttle valve fully closed. 					
	method		th throttle valve fully opened.			
		Throttle po	sition sensor signal 2			
	Meter display		/ closed position)			
D:13		•	ully opened position)			
	Checking method		h throttle valve fully closed. h throttle valve fully opened.			
	Item/compon			Sensor inspection proce-		
	probable		Check or maintenance job	dure		
1	Connection of the	•	Poor connection \rightarrow Connect	Place the main switch to the		
	tion sensor coup		it securely, or repair/replace	ON position, and check the		
	Check the conne		the wire harness.	fault code indication.		
	coupler is secure. Remove the coupler, and check each pin (for bending,			No fault code indicated. → Recovered.		
				Fault code indicated. →		
	wear, or locking).	-		Check the next step.		
2	Connection of ma		Poor connection → Connect	Place the main switch to the		
	ECU coupler		it securely, or repair/replace	ON position, and check the		
	Check the conne		the wire harness.	fault code indication.		
	coupler is secure			No fault code indicated. →		
	Remove the coup	'		Recovered. Fault code indicated. →		
	check each pin (f			Check the next step.		
3	Continuity of wire		Open or short circuit →	Place the main switch to the		
[2 Strainary of Wile	7 110111000	Replace the wire harness.	ON position, and check the		
			Black/Blue-Black/Blue	fault code indication.		
			White-White	No fault code indicated. $ ightarrow$		
			Blue-Blue	Recovered.		
			Black-Black	Fault code indicated. →		
1	Sensor installation status		Chook for loops may entire	Check the next step.		
4	Sensor installation status		Check for loose mounting, pinched mounting, or hard	Place the main switch to the ON position, and check the		
			mounting.	fault code indication.		
			Make sure that the mounting	No fault code indicated. →		
			position is correct.	Recovered.		
			Refer to "ADJUSTING THE	Fault code indicated. \rightarrow		
			THROTTLE POSITION SEN-	Check the next step.		
			SOR" on page 7-20.			

		15					
, .		•	Open or short circuit of throttle position sensor lead				
Fail-s	afe action		rtup: Possible				
		•	ssible under ce	ertain condition	าร		
_	ostic monitor-	D:01					
ing co	ode No.	D:13					
		•	sition sensor s	•			
D:01	Meter display		• 12–21 (fully closed position) • 97–106 (fully opened position)				
וט:טו	Checking	`	th throttle valve	,			
	method		th throttle valve	•			
	1		sition sensor s	<u> </u>			
	Meter display		y closed positi				
D:13		• 94–108 (f	ully opened po	sition)			
	Checking		th throttle valve	•			
	method		th throttle valve	e fully opened.			
	Item/compor		Check or maintenance job		Sensor inspection proce-		
	probable		•		dure		
5	Supply voltage of position sensor I		Check the supply voltage.		Place the main switch to the ON position, and check the		
	position sensor i	eau	Throttle position sensor sig- nal 1		fault code indication.		
			Black/Blue–White		No fault code indicated. →		
			Throttle position	on sensor sig-	Recovered.		
			nal 2		Fault code indicated. \rightarrow		
			Black/Blue-Bla		Check the next step.		
			Refer to "CHE				
			THROTTLE POSITION SEN-SOR" on page 8-128.				
			Line discon-	Output volt-			
			nection points	•			
			Disconnec-	5 V			
			tion of ground				
			lead				
			Disconnec-	0 V			
			tion of output				
			line	0.1/			
			Disconnec-	0 V			
			tion of power supply line				
			Supply IIIIe				

Fault code No.		15			
Symptom		Open or short circuit of throttle position sensor lead			
Fail-safe action		Engine star	rtup: Possible under certain d	conditions	
raii-s	ale action	Riding: Pos	ssible under certain conditior	าร	
_	nostic monitor-	D:01			
ing co	ode No.	D:13			
			sition sensor signal 1		
	Meter display	•	ly closed position)		
D:01	01 11	•	ully opened position)		
	Checking method		th throttle valve fully closed.		
	metriod		th throttle valve fully opened.		
	Meter display	-	sition sensor signal 2 v closed position)		
D:13	weter display		ully opened position)		
5.10	Checking		th throttle valve fully closed.		
	_		th throttle valve fully opened.		
	Item/compor	nents and	Check or maintenance job	Sensor inspection proce-	
	probable		Check of maintenance job	dure	
6	Throttle position	sensor mal-	Check the throttle position	Place the main switch to the	
	function		sensor signal 1 diagnostic	ON position, and check the	
			mode (Code No. 01). When throttle is fully closed:	fault code indication. No fault code indicated. →	
			A value of 12–21 is indicated.	Recovered.	
			When throttle is fully opened:	Fault code indicated. →	
			A value of 97–106 is indi-	Check the next step.	
			cated.	'	
			Check the throttle position		
			sensor signal 2 diagnostic		
			mode (Code No. 13).		
			When throttle is fully closed:		
			A value of 0, 22 is indicated		
			A value of 9–23 is indicated.		
			When throttle is fully opened:		
			When throttle is fully opened: A value of 94–108 is indi-		
			When throttle is fully opened: A value of 94–108 is indicated. If the indication is outside of range: Replace the throttle		
7	ECU malfunction		When throttle is fully opened: A value of 94–108 is indi- cated. If the indication is outside of		

Fault	code No.	19			
Symptom		Open or short circuit of ECU input line (Blue/Yellow lead)			
Fail-safe action		Engine startup: Impossible			
		Riding: Imp	oossible		
Diagnostic monitor-		D:20			
ing co	ode No.				
Motor	diantav	Sidestand			
weter	display	ON (standOFF (stand	id extended)		
Checl	king method	•	he sidestand switch. (with th	e transmission in gear.)	
Checking method Item/compor		l .	,	Sensor inspection proce-	
	probable		Check or maintenance job	dure	
1	Connection of sid	destand	Poor connection → Connect	Place the main switch to the	
	switch coupler Check the connection of the		it securely, or repair/replace	ON position, and check the	
			the wire harness.	fault code indication when	
	coupler is secure			the sidestand is retracted and	
	Remove the coup check each pin (f			extended. No fault code indicated. →	
	wear, or locking).	•		Recovered.	
	wear, or looking).			Fault code indicated. →	
				Check the next step.	
2	Connection of ma	ain harness	Poor connection → Connect	Place the main switch to the	
	ECU coupler		it securely, or repair/replace	ON position, and check the	
	Check the conne		the wire harness.	fault code indication when	
	coupler is secure. Remove the coupler,			the sidestand is retracted and extended.	
	check each pin (f			No fault code indicated. →	
	wear, or locking).	•		Recovered.	
				Fault code indicated. \rightarrow	
				Check the next step.	
3	Connection of ma	ain switch	Poor connection → Connect	Place the main switch to the	
	coupler	ation of the	it securely, or repair/replace	ON position, and check the fault code indication when	
	Check the conne coupler is secure		the wire harness.	the sidestand is retracted and	
	Remove the coup			extended.	
	check each pin (1			No fault code indicated. \rightarrow	
	wear, or locking).			Recovered.	
				Fault code indicated. →	
4	O time vite and a vite		On any and a state in the	Check the next step.	
4	Continuity of wire	narness	Open or short circuit →	Place the main switch to the	
			Replace the wire harness. Blue/Yellow–Blue/Yellow	ON position, and check the fault code indication when	
			Blue/Black-Blue/Black	the sidestand is retracted and	
				extended.	
				No fault code indicated. \rightarrow	
				Recovered.	
				Fault code indicated. →	
				Check the next step.	

Fault code No. 19		19	19			
Symptom C		Open or sh	ort circuit of ECU input line (Blue/Yellow lead)		
Foil o	safe action	Engine star	rtup: Impossible			
raii-s	sale action	Riding: Imp	ossible			
_	nostic monitor- ode No.	D:20				
		Sidestand s	switch			
Mete	r display		ON (stand retracted)			
		OFF (stand extended)				
Chec	Checking method Set on/off t		he sidestand switch. (with the transmission in gear.)			
	Item/components and probable cause		Check or maintenance job	Sensor inspection procedure		
5	Sidestand switch	n malfunction	Diagnostic mode (Code No. 20). Sidestand retracted: ON indication Sidestand extended: OFF	Place the main switch to the ON position, and check the fault code indication when the sidestand is retracted and extended.		
			indication Indication is incorrect. → Replace the sidestand switch.	No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		

Fault	code No.	20			
Symp	otom	When the main switch is ON, there is a big difference in voltage value of the intake air pressure sensor and atmospheric pressure sensor			
Fail-e	afe action		tup: Possible		
		Riding: Pos	sible		
_	nostic monitor-	D:03			
ing co	ode No.	D:02			
	Meter display		e intake air pressure.		
D:03	Checking method	_	ine stop switch to " \bigcirc ", and display value changes, the p	•	
	Meter display	\	. ,	Deficition affice is OK.)	
D:02	Checking		Displays the atmospheric pressure. Compare the actually measured atmospheric pressure with the		
2.02	method	meter displ	• • • •		
	Item/compon probable		Check or maintenance job	Sensor inspection procedure	
1	Intake air pressu malfunction	re sensor	Check in the diagnostic mode (Code No. 03). When engine is stopped: Atmospheric pressure at the current altitude and weather conditions is indicated. 0 m above sea level: Approx. 101 kPa 3000 m above sea level: Approx. 70 kPa Incorrect indication → Sensor malfunction → Replace the intake air pressure sensor. Sensor inspection procedure Refer to "CHECKING THE INTAKE AIR PRESSURE SENSOR" on page 8-131.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	

Fault	code No.	20			
		When the main switch is ON, there is a big difference in voltage			
Symptom		value of the intake air pressure sensor and atmospheric pressure			
		sensor	·	• •	
Fall a	ofo outlan	Engine star	tup: Possible		
raii-sa	afe action	Riding: Pos	sible		
Diagn	ostic monitor-	D:03			
ing co	ode No.	D:02			
	Meter display	Displays th	e intake air pressure.		
D:03	Checking	_	ine stop switch to " \bigcirc ", and	•	
	method	` '	display value changes, the p	performance is OK.)	
	Meter display		e atmospheric pressure.		
D:02	Checking method	Compare the meter displ	ne actually measured atmosp ay value.	heric pressure with the	
	Item/compor probable		Check or maintenance job	Sensor inspection procedure	
2	Atmospheric pres		Check in the diagnostic mode (Code No. 02). When engine is stopped: Atmospheric pressure at the current altitude and weather conditions is indicated. 0 m above sea level: Approx. 101 kPa 3000 m above sea level: Approx. 70 kPa Incorrect indication → Sensor malfunction → Replace the atmospheric pressure sensor. Sensor inspection procedure. Refer to "CHECKING THE ATMOSPHERIC PRESSURE SENSOR" on page 8-130.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
3	ECU malfunction	`	Replace the ECU.		

 $^{^{\}ast}$ Check the sensor only when the engine is cold.

Fault	code No.	21			
Symp	tom	Open or sh	ort circuit of coolant tempera	ature sensor lead	
Fail-safe action		Engine startup: Possible			
raii-Si	aie action	Riding: Pos	ssible		
	ostic monitor- ode No.	D:06			
Meter	display	When engi	ne is hot: Displays current co	-	
Check	king method	Compare the actually measured coolant temperature with the meter display value.			
	Item/compon probable		Check or maintenance job	Sensor inspection proce- dure	
1	Connection of coolant temperature sensor coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
2	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
3	Connection of primary injector sub-wire harness coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
4	Continuity of wire harness		Open or short circuit → Replace the wire harness Black/Blue–Black/Blue Green/White–Green/White	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
5	Installation status temperature sens		Check the mounting section for a loose or pinched mount- ing. Make sure that the mounting position is correct.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	

Fault code No. 21					
Symp	otom	Open or sh	ort circuit of coolant tempera	ature sensor lead	
Fail c	afe action	Engine star	tup: Possible		
raii-5	ale action	Riding: Pos	sible		
_	ostic monitor- ode No.	D:06	D:06		
Meter display		When engine is cold: Displays temperature closer to air temperature When engine is hot: Displays current coolant temperature			
Checking method		Compare the actually measured coolant temperature with the meter display value.			
	Item/compon probable		Check or maintenance job	Sensor inspection proce- dure	
6	Coolant temperature sensor malfunction		Check in the diagnostic mode (Code No. 06). During cold starting: A temperature close to the ambient temperature is indicated. Indication is incorrect. → Replace the coolant temperature sensor.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
7	ECU malfunction		Replace the ECU.		

^{*} Check the sensor only when the engine is cold.

Fault code No. 22		22			
Symptom Open		Open or sh	Open or short circuit of intake air temperature sensor lead		
Foil o	afe action	Engine star	tup: Possible		
raii-Sa	ale action	Riding: Pos	sible		
	ostic monitor- ode No.	D:05			
Meter	display	_	When engine is cold: Displays temperature closer to air temperature When engine is hot: Air temperature + approx. 20 °C (68 °F)		
Check	king method	Compare the meter displ	ne actually measured intake a ay value.	air temperature with the	
	Item/components and probable cause		Check or maintenance job	Sensor inspection procedure	
1	Connection of int		Poor connection → Connect	Place the main switch to the	
	perature sensor	•	it securely, or repair/replace	ON position, and check the	
	Check the conne		the wire harness.	fault code indication.	
	coupler is secure			No fault code indicated. \rightarrow	
	Remove the coup	oler, and		Recovered.	
	check each pin (f	or bending,		Fault code indicated. \rightarrow	
	wear, or locking).			Check the next step.	
2	Connection of ma	ain harness	Poor connection → Connect	Place the main switch to the	
	ECU coupler		it securely, or repair/replace	ON position, and check the	
	Check the connection of the		the wire harness.	fault code indication.	
	coupler is secure.			No fault code indicated. $ ightarrow$	
	Remove the cour	oler, and		Recovered.	
	check each pin (f	or bending,		Fault code indicated. \rightarrow	
	wear, or locking).			Check the next step.	

Fault code No. 22				1		
Symptom		Open or short circuit of intake air temperature sensor lead				
Symptom		Open or short circuit of intake air temperature sensor lead Engine startup: Possible				
Fail-safe action			-			
Diege	aatia manitar	Riding: Pos	sible			
_	ostic monitor- de No.	D:05				
Meter	display	When engir	ne is hot: Air temperature + a			
Check	king method	Compare the meter displ	ne actually measured intake a ay value.	ir temperature with the		
	Item/compon probable		Check or maintenance job	Sensor inspection proce- dure		
3	Continuity of wire harness		Open or short circuit → Replace the wire harness. Black/Blue–Black/Blue Brown/White–Brown/White	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
4	Installation status of intake air temperature sensor		Check the mounting section for a loose or pinched mounting. Make sure that the mounting position is correct.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
5	Intake air temperature sensor malfunction		Check in the diagnostic mode (Code No. 05). Sensor inspection procedure Refer to "CHECKING THE INTAKE AIR TEMPERATURE SENSOR" on page 8-132. During cold starting: A temperature close to the ambient temperature is indicated. Indication is incorrect. → Replace the intake air temperature sensor.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
6	ECU malfunction	l	Replace the ECU			

Fault code No.		23	23			
Symptom		Open or short circuit of atmospheric pressure sensor lead				
Fail-e	afe action	Engine star	rtup: Possible			
i ali-s	ale action	Riding: Pos	ssible			
	ostic monitor- ode No.	D:02				
Meter	display	Displays th	e atmospheric pressure.			
Check	king method	Compare the meter displ	ne actually measured atmosp ay value.	heric pressure with the		
Item/compone			Check or maintenance job	Sensor inspection proce- dure		
1	Connection of attraction of at	coupler ection of the e. oler, and for bending,	Poor connection → Connect it securely, or replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
2	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler and check each pin (for bending,		Poor connection → Connect it securely, or replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
3	wear, or locking). Continuity of wire harness		Open or short circuit → Replace the wire harness. Black/Blue–Black/Blue Pink–Pink Blue–Blue	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		

Fault code No.		23				
, .		Open or sh	Open or short circuit of atmospheric pressure sensor lead			
Fail-safe action		Engine star	tup: Possible			
		Riding: Pos	sible			
Diagnostic monitor- ing code No.		D:02				
Meter	display	Displays th	e atmospheric pressure.			
Check	king method	Compare the meter displ	ne actually measured atmosp ay value.	heric pressure with the		
Item/components a probable cause		cause	Check or maintenance job	Sensor inspection procedure		
4	Atmospheric pres malfunction		Check in the diagnostic mode (Code No. 02). Atmospheric pressure at the current altitude and weather conditions is indicated. 0 m above sea level: Approx. 101 kPa 1000 m above sea level: Approx. 90 kPa 2000 m above sea level: Approx. 80 kPa 3000 m above sea level: Approx. 70 kPa Incorrect indication → Sensor malfunction → Replace the atmospheric pressure sensor. Sensor inspection procedure Refer to "CHECKING THE ATMOSPHERIC PRESSURE SENSOR" on page 8-130.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
5	ECU malfunction]	Replace the ECU.			

Fault	code No.	24				
Symp	tom	The O ₂ sensor does not operate.				
Fail-safe action		Engine startup: Possible				
		Riding: Possible				
Diagnostic monitor- ing code No.		_				
	display	_				
	king method	_				
	Item/compon		Check or maintenance job	Sensor inspection proce-		
_	probable cause		-	dure		
1	O ₂ sensor installa	ation status	Check the sensor for a loose mounting or a pinch	Either start and warm up the engine, and then racing it, or reset it with diagnostic code 63. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
2	Connection of O ₂ sensor coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Either start and warm up the engine, and then racing it, or reset it with diagnostic code 63. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
3	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Either start and warm up the engine, and then racing it, or reset it with diagnostic code 63. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
4	Continuity of wire harness		Open or short circuit → Connect it securely, or repair/ replace the wire harness. Black/Blue–Black/Blue Pink/Black–Pink/Black Red/Blue–Red/Blue Gray/Green–Gray/Green	Either start and warm up the engine, and then racing it, or reset it with diagnostic code 63. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
5	Check the fuel pr	essure.	Refer to "CHECKING THE FUEL PRESSURE" on page 7-19.	Either start and warm up the engine, and then racing it, or reset it with diagnostic code 63. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		

Fault code No.		24		
Symptom		The O ₂ sen	sor does not operate.	
Fail-s	afe action	Engine star	tup: Possible	
i an o	are action	Riding: Pos	ssible	
_	ostic monitor- ode No.	_		
Meter	display	_		
Checking method		_		
	Item/components and probable cause		Check or maintenance job	Sensor inspection proce- dure
6	O ₂ sensor malfur	nction	Check the O_2 sensor for an abnormality. Refer to "ENGINE REMOVAL" on page 5-3. O_2 sensor malfunction \rightarrow Replace the O_2 sensor	Either start and warm up the engine, and then racing it, or reset it with diagnostic code 63. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
7	ECU malfunction		Replace the ECU.	

Fault code No.		30			
Symptom		Turnover of vehicle			
Eail-c	afe action	Engine star	rtup: Impossible		
i ali-s	ale action	Riding: Imp	oossible		
_	nostic monitor- ode No.	D:08			
		Lean angle			
Weter	display	• 0.4–1.4 (u • 3.7–4.4 (o	. • /		
Check	king method	•	e lean angle sensor and incli	ne it more than 45 degrees.	
	Item/components and probable cause		Check or maintenance job	Sensor inspection proce- dure	
1	Turnover of vehic	cle	Raise the vehicle to the upright position	Place the main switch to the ON position. (however, the engine cannot be restarted unless the main switch is first turned OFF) No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
2	Sensor installation status		Check for a loose mounting, pinched mounting, or sensor mounting direction (up or down). Make sure that the mounting position is correct.	Place the main switch to the ON position. (however, the engine cannot be restarted unless the main switch is first turned OFF) No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	

- ·-					
Fault code No.		30			
Symptom		Turnover of	f vehicle		
Fail-e	afe action	Engine star	rtup: Impossible		
i ali-s	are action	Riding: Imp	oossible		
	nostic monitor- ode No.	D:08			
Meter display		Lean angle sensor • 0.4–1.4 (upright) • 3.7–4.4 (overturned)			
Checl	king method	Remove the	e lean angle sensor and incli	ne it more than 45 degrees.	
	Item/components and probable cause		Check or maintenance job	Sensor inspection proce- dure	
3	Lean angle sens	or malfunc-	Diagnostic mode (Code No. 08). Sensor inspection procedure Refer to "CHECKING THE LEAN ANGLE SENSOR" on page 8-123. In vertical position: 0.4–1.4 V When turned over: 3.7–4.4 V Indication is incorrect. → Replace the lean angle sensor.	Place the main switch to the ON position. (however, the engine cannot be restarted unless the main switch is first turned OFF) No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
4	ECU malfunction	1	Replace the ECU.		

Fault code No. 33					
Symptom Ignition coil		l #1 primary lead malfunction	I #1 primary lead malfunction		
Fail-	Fail-safe action ders)		rtup: Possible (depending on ssible (depending on the nun	·	
_	Diagnostic monitoring code No.		solute (deponding on the num	isor or range symmetry	
Mete	Meter display vals.		ne cylinder-#1 ignition coil five the engine trouble warning I		
Che	Checking method		spark five times. an ignition checker.		
	Item/compor probable		Check or maintenance job	Sensor inspection procedure	
1	Connection of ignition coil coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely or replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	

Fault	code No.	33			
Symptom Symptom		Ignition coil #1 primary lead malfunction			
	afe action	Engine startup: Possible (depending on the number of failed cylinders) Riding: Possible (depending on the number of failed cylinders)			
	ostic monitor- ode No.	D:30	saisie (depending on the num	iber of failed cylinders,	
Meter	display	vals.	e cylinder-#1 ignition coil five the engine trouble warning li		
Check	king method		spark five times. an ignition checker.		
	Item/compor		Check or maintenance job	Sensor inspection proce- dure	
2	Connection of ma ECU coupler Check the connecoupler is secure Remove the coupler check each pin (to wear, or locking).	ection of the e. oler, and for bending,	Poor connection → Connect it securely or replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
3	Connection of ignition system sub-wire harness coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
4	Continuity of wire harness		Open or short circuit → Replace the wire harness. Orange-Orange	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
5	Ignition coil insta	llation status	Check the mounting section for a loose or pinched mounting. Make sure that the mounting position is correct.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	

Fault code No.		33				
Symptom		Ignition coil #1 primary lead malfunction				
Fail-safe action R Diagnostic monitoring code No. A Meter display		Engine startup: Possible (depending on the number of failed cylinders) Riding: Possible (depending on the number of failed cylinders)				
		D:30		• •		
		Actuates the cylinder-#1 ignition coil five times at one-second intervals. Illuminates the engine trouble warning light.				
Chec	C necking method		Check the spark five times. • Connect an ignition checker.			
	Item/components and probable cause		Check or maintenance job	Sensor inspection procedure		
6	Ignition coil malfu (Check the resist tion coil #1.)		Refer to "CHECKING THE IGNITION COILS" on page 8-122.	Start and idle the engine for approximately 5 seconds.		
	·		Ignition coil inspection method	Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		

Fault code No. 34					
Symp	otom	Ignition coi	l #2 primary lead malfunction	า	
Fail-s	safe action	ders)	rtup: Possible (depending on	·	
		Riding: Pos	ssible (depending on the num	nber of failed cylinders)	
_	nostic monitor- ode No.	D:31			
Meter display vals.		vals.	ates the cylinder-#2 ignition coil five times at one-second inter- inates the engine trouble warning light.		
Chec	L.neckina meinaa		e spark five times. ct an ignition checker.		
	Item/compon probable		Check or maintenance job	Sensor inspection procedure	
1	Connection of ignition coil coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely or repair/replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	

Fault	code No.	34			
Symptom		Ignition coil #2 primary lead malfunction			
Fail-s	afe action	Engine startup: Possible (depending on the number of failed cylinders)			
		Riding: Pos	sible (depending on the num	nber of failed cylinders)	
	ostic monitor- ode No.	D:31			
Meter	display	vals.	e cylinder-#2 ignition coil fiv the engine trouble warning I		
Checl	king method		spark five times. an ignition checker.		
	Item/compon probable	cause	Check or maintenance job	Sensor inspection procedure	
2	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely or repair/replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
3	Connection of ignition system sub-wire harness coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
4	Continuity of wire harness		Open or short circuit → Replace the wire harness. Gray/Red–Gray/Red	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
5	Ignition coil insta	llation status	Check the connection of the coupler is secure. Make sure that the mounting position is correct.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	

Fault code No.		34				
Symptom		Ignition coi	Ignition coil #2 primary lead malfunction			
Fail-s	afe action	ders)	Engine startup: Possible (depending on the number of failed cylin-			
_	ostic monitor- ode No.	D:31	onsio (doponamig on the num	isor or ranga cymraercy		
Meter	[·] display	Actuates the cylinder-#2 ignition coil five times at one-second intervals. Illuminates the engine trouble warning light.				
Check	Checking method		Check the spark five times. • Connect an ignition checker.			
	Item/compor probable		Check or maintenance job	Sensor inspection proce- dure		
6	Ignition coil malfu (Check the resist tion coil #2.)		Refer to "CHECKING THE IGNITION COILS" on page 8-122. Ignition coil inspection method	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
7	ECU malfunction		Check in the diagnostic mode (Code No. 31). If not ignited, replace the defective ECU.	·		

Fail-safe action Engine star ders) Riding: Pos Diagnostic monitoring code No. D:32 Actuates the vals.						
		Ignition coi	l #3 primary lead malfunction	າ		
		ders)	rtup: Possible (depending on	<u> </u>		
			Riding: Possible (depending on the number of failed cylinders) D:32			
		vals.	Actuates the cylinder-#3 ignition coil five times at one-second intervals. Illuminates the engine trouble warning light.			
Chec	cking method		spark five times. an ignition checker.	-		
	Item/compor probable		Check or maintenance job	Sensor inspection procedure		
1	Connection of ignition coil coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely or replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. →		

Fault	code No.	35			
Symptom		Ignition coil #3 primary lead malfunction			
Fail-sa	afe action	Engine startup: Possible (depending on the number of failed cylinders)			
<u> </u>		Riding: Pos	sible (depending on the num	iber of failed cylinders)	
_	ostic monitor- ode No.	D:32			
Meter	display	vals.	e cylinder-#3 ignition coil five the engine trouble warning li		
Check	king method		spark five times. an ignition checker.		
	Item/compon probable	cause	Check or maintenance job	Sensor inspection proce- dure	
2	Connection of ma ECU coupler Check the conne coupler is secure Remove the coup check each pin (to wear, or locking).	ction of the c. oler, and for bending,	Poor connection → Connect it securely or replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
3	Connection of ignition system sub-wire harness coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
4	Continuity of wire harness		Open or short circuit → Replace the wire harness. Orange/Green–Orange/ Green	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
5	Ignition coil insta	llation status	Check the mounting section for a loose or pinched mounting. Make sure that the mounting position is correct.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	

Fault code No.		35				
Symptom		Ignition coi	I #3 primary lead malfunction	1		
Fail-s	afe action	ders)	Engine startup: Possible (depending on the number of failed cylin-			
_	ostic monitor- ode No.	D:32	soldie (depending on the num	iber of failed cylinders,		
Meter	display	Actuates the cylinder-#3 ignition coil five times at one-second intervals. Illuminates the engine trouble warning light.				
Check	L.necking meinog		Check the spark five times. • Connect an ignition checker.			
	Item/compor probable		Check or maintenance job	Sensor inspection proce- dure		
6	Ignition coil malfu (Check the resist tion coil #3.)		Refer to "CHECKING THE IGNITION COILS" on page 8-122. Ignition coil inspection method	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
7	ECU malfunction		Check in the diagnostic mode (Code No. 32). If not ignited, replace the defective ECU.	·		

Fault code No. 36					
Symptom Ignition		Ignition co	il #4 primary lead malfunction	n	
Fail-safe action		Engine startup: Possible (depending on the number of failed cylinders) Riding: Possible (depending on the number of failed cylinders)			
ъ.		Riding: Pos	ssible (depending on the nun	iber of falled cylinders)	
Diagnostic monitoring code No.		D:33			
Meter display		Actuates the cylinder-#4 ignition coil five times at one-second intervals. Illuminates the engine trouble warning light.			
Che	cking method	Check the spark five times. • Connect an ignition checker.			
	Item/components and probable cause		Check or maintenance job	Sensor inspection procedure	
1	Connection of ig coupler Check the connections secured to the coupler is secured.	ection of the	Poor connection → Connect it securely or repair/replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication.	

Fault code No.		36			
Symptom		Ignition coil #4 primary lead malfunction			
Fail-s	afe action	Engine startup: Possible (depending on the number of failed cylinders)			
D:		Riding: Pos	sible (depending on the num	iber of failed cylinders)	
_	ostic monitor- ode No.	D:33			
Meter	display	Actuates the cylinder-#4 ignition coil five times at one-second intervals. Illuminates the engine trouble warning light.			
Check	king method	Check the spark five times. • Connect an ignition checker.			
	Item/compon probable	cause	Check or maintenance job	Sensor inspection proce- dure	
2	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely or repair/replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
3	Connection of ignition system sub-wire harness coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
4	Continuity of wire harness		Open or short circuit → Replace the wire harness. Gray/Green–Gray/Green	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
5	Ignition coil installation status		Check the connection of the coupler is secure. Make sure that the mounting position is correct.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	

Fault code No.		36			
Symptom		Ignition coi	I #4 primary lead malfunctior	1	
Fail-safe action		Engine startup: Possible (depending on the number of failed cylinders) Riding: Possible (depending on the number of failed cylinders)			
Diagnostic monitor- ing code No.		D:33			
Meter display		Actuates the cylinder-#4 ignition coil five times at one-second intervals. Illuminates the engine trouble warning light.			
Checking method		Check the spark five times. • Connect an ignition checker.			
	Item/components and probable cause		Check or maintenance job	Sensor inspection procedure	
6	Ignition coil malfunction (Check the resistance of ignition coil #4.)		Refer to "CHECKING THE IGNITION COILS" on page 8- 122. Ignition coil inspection method	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
7	ECU malfunction		Check in the diagnostic mode (Code No. 33). If not ignited, replace the defective ECU.	·	

Fault code No.		39				
Symptom		Open or short circuit of primary injector lead				
Fail-safe action		Engine startup: Possible (depending on the number of failed cylinders)				
			ssible (depending on the num	ber of failed cylinders)		
Diagnostic monitor- ing code No.		D:36 D:37 D:38 D:39				
D:36	Actuator operation		Actuates the primary injector #1 five times at one-second intervals. Iluminates the engine trouble warning light.			
D.30	Checking method		Check the operating sound of the primary injector #1 five times.			
D:37	Actuator operation		ne primary injector #2 five tim the engine trouble warning I			
	Checking method		Check the operating sound of the primary injector #2 five times.			
D:38	Actuator operation		Actuates the primary injector #3 five times at one-second intervals. Illuminates the engine trouble warning light.			
	Checking method		Check the operating sound of the primary injector #3 five times.			
D:39	Actuator operation		ne primary injector #4 five tim the engine trouble warning I			
2.00	Checking method	Check the	Check the operating sound of the primary injector #4 five times.			
	Item/components and probable cause		Check or maintenance job	Sensor inspection procedure		
1	Locate the malfunction		Check in the diagnostic mode (Code No. 36, 37, 38, 39). Refer to "CHECKING THE FUEL INJECTORS" on page 8-134.	_		
2	Connection of primary injector coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
3	Primary injector malfunction		Refer to "CHECKING THE FUEL INJECTORS" on page 8-134. Fuel injection inspection method.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		

Fault code No.		39					
Symptom		Open or short circuit of primary injector lead					
		Engine startup: Possible (depending on the number of failed cylin-					
Fail-s	afe action	ders)					
		Riding: Pos	ssible (depending on the num	nber of failed cylinders)			
		D:36					
Diagn	ostic monitor-	D:37					
ing co	ode No.	D:38	D:38				
		D:39					
	Actuator oper-		e primary injector #1 five tim				
D:36	ation	Illuminates	Illuminates the engine trouble warning light.				
D.30	Checking method	Check the	Check the operating sound of the primary injector #1 five times.				
	Actuator oper-	Actuates the primary injector #2 five times at one-second intervals.					
D:37	ation	Illuminates	the engine trouble warning I	ight.			
D.07	Checking method Check the		operating sound of the primary injector #2 five times.				
	Actuator oper-	Actuates the primary injector #3 five times at one-second intervals					
D:38	ation	Illuminates the engine trouble warning light.					
D.30	Checking method	Check the operating sound of the primary injector #3 five times.					
D:39	Actuator operation	Actuates the primary injector #4 five times at one-second intervals. Illuminates the engine trouble warning light.					
D.39	Checking method	Check the operating sound of the primary injector #4 five times.					
	Item/components and probable cause		Check or maintenance job	Sensor inspection procedure			
4	Connection of ma	ain harness	Poor connection → Connect	Place the main switch to the			
	ECU coupler		it securely, or repair/replace	ON position, and check the			
	Check the conne		the wire harness.	fault code indication.			
	coupler is secure			No fault code indicated. →			
	Remove the coup			Recovered.			
	check each pin (f			Fault code indicated. →			
	wear, or locking).			Check the next step.			
5	Connection of primary injec-		Poor connection → Connect	Place the main switch to the			
	tor sub-wire harness coupler		it securely, or repair/replace	ON position, and check the			
	Check the conne		the wire harness.	fault code indication.			
	coupler is secure			No fault code indicated. →			
	Remove the coupler, and check each pin (for bending,			Recovered. Fault code indicated. →			
	wear, or locking)	or benuing,		Check the next step.			
I	wear, or locking)			Oneck the heat step.			

Fault code No.		39					
Symptom		Open or short circuit of primary injector lead					
		Engine star	tup: Possible (depending on	the number of failed cylin-			
Fail-sa	afe action	ders)					
		Riding: Pos	ssible (depending on the num	ber of failed cylinders)			
		D:36					
_	ostic monitor-	D:37					
ing co	de No.	D:38					
	T _	D:39					
	Actuator oper-		e primary injector #1 five tim				
D:36	ation	Illuminates the engine trouble warning light.					
	Checking method	Check the d	Check the operating sound of the primary injector #1 five times.				
D 07	Actuator operation		e primary injector #2 five tim the engine trouble warning l				
D:37	Checking method	Check the o	operating sound of the prima	ry injector #2 five times.			
D:38	Actuator operation	Actuates the primary injector #3 five times at one-second intervals. Illuminates the engine trouble warning light.					
ט.טס	Checking method	Check the operating sound of the primary injector #3 five times.					
	Actuator oper-	Actuates the primary injector #4 five times at one-second intervals.					
D:39	ation	Illuminates the engine trouble warning light.					
2.00	Checking method	Check the operating sound of the primary injector #4 five times.					
	Item/components and probable cause		Check or maintenance job	Sensor inspection proce- dure			
6	Continuity of wire	enamess	Open or short circuit → Replace the wire harness. Primary injector #1 Red/Blue-Red/Blue Red/Black-Red/Black Primary injector #2 Red/Blue-Red/Blue Green/Black-Green/Black Primary injector #3 Red/Blue-Red/Blue Blue/Black-Blue/Black Primary injector #4 Red/Blue-Red/Blue Orange/Black-Orange/Black	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.			
7	ECU malfunction		Replace the ECU.				

Fault code No.		40				
Symptom		Open or short circuit of secondary injector lead				
Fail-safe action		Engine startup: Possible (depending on the number of failed cylinders)				
		Riding: Pos	ssible (depending on the num	ber of failed cylinders)		
Diagnostic monitor- ing code No.		D:40 D:41 D:42 D:43				
D:40	Actuator operation	vals.	the engine trouble warning l			
	Checking method		Check the operating sound of the secondary injector #1 five times.			
D:41	Actuator operation	Actuates the secondary injector #2 five times at one-second intervals. Illuminates the engine trouble warning light.				
	Checking method	Check the operating sound of the secondary injector #2 five time				
D:42	Actuator operation	Actuates the secondary injector #3 five times at one-second intervals. Illuminates the engine trouble warning light.				
	Checking method	Check the operating sound of the secondary injector #3 five times.				
D:43	Actuator operation	Actuates the secondary injector #4 five times at one-second intervals. Illuminates the engine trouble warning light.				
	Checking method	Check the operating sound of the secondary injector #4 five times.				
	Item/components and probable cause		Check or maintenance job	Sensor inspection procedure		
1	Locate the malfunction		Check in the diagnostic mode (Code No. 40, 41, 42, 43). Refer to "CHECKING THE FUEL INJECTORS" on page 8-134.			
2	Connection of secondary injector coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Check the injector's operating noise by the diagnostic mode (Code No.40–43). Injector's operating noise → Reset with the diagnostic code 63. Recovered. No injector's operating noise → Check the next step.		

Fault	code No.	40			
Symptom		Open or short circuit of secondary injector lead			
Fail-safe action		Engine startup: Possible (depending on the number of failed cylinders)			
			ssible (depending on the num	nber of failed cylinders)	
_	ostic monitor- ode No.	D:40 D:41 D:42 D:43			
D:40	Actuator operation	vals.	e secondary injector #1 five the engine trouble warning l		
	Checking method		operating sound of the secon	-	
D:41	Actuator operation	vals.	e secondary injector #2 five the engine trouble warning I		
	Checking method	Check the d	operating sound of the secon	ndary injector #2 five times.	
D:42	Actuator operation	Actuates the secondary injector #3 five times at one-second intervals. Illuminates the engine trouble warning light.			
	Checking method	Check the o	operating sound of the secon	ndary injector #3 five times.	
D:43	Actuator operation	vals.	the engine trouble warning l		
	Checking method	Check the o	operating sound of the secon	ndary injector #4 five times.	
	Item/compon probable	cause	Check or maintenance job	Sensor inspection proce- dure	
3	Secondary inject tion	or malfunc-	Refer to "CHECKING THE FUEL INJECTORS" on page 8-134. Fuel injection inspection method.	Check the injector's operating noise by the diagnostic mode (Code No.40–43). Injector's operating noise → Reset with the diagnostic code 63. Recovered. No injector's operating noise → Check the next step.	
4	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Check the injector's operating noise by the diagnostic mode (Code No.40–43). Injector's operating noise → Reset with the diagnostic code 63. Recovered. No injector's operating noise → Check the next step.	

Fault	code No.	40		
Symptom Open or sh		ort circuit of secondary injec	tor lead	
Fail-s	afe action	Engine startup: Possible (depending on the number of failed cylinders)		
		Riding: Pos	sible (depending on the num	nber of failed cylinders)
_	ostic monitor- ode No.	D:40 D:41 D:42 D:43		
D:40	Actuator operation	vals.	e secondary injector #1 five the engine trouble warning I	
	Checking method		operating sound of the secon	-
D:41	Actuator operation	vals.	e secondary injector #2 five the engine trouble warning I	
	Checking method	Check the o	pperating sound of the secon	ndary injector #2 five times.
D:42	Actuator operation	Actuates the secondary injector #3 five times at one-second intervals. Illuminates the engine trouble warning light.		
	Checking method	Check the operating sound of the secondary injector #3 five times.		
D:43	Actuator operation	vals.	e secondary injector #4 five the engine trouble warning I	
	Checking method	Check the o	pperating sound of the secon	ndary injector #4 five times.
	probable (check or maintenance job Sensor inspection procedure		
5	Connection of secondary injector sub-wire harness coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking)		Poor connection → Connect it securely, or repair/replace the wire harness.	Check the injector's operating noise by the diagnostic mode (Code No.40–43). Injector's operating noise → Reset with the diagnostic code 63. Recovered. No injector's operating noise → Check the next step.

Fault o	code No.	40			
Symptom Open or sh		ort circuit of secondary injec	tor lead		
Fail-safe action		Engine startup: Possible (depending on the number of failed cylinders)			
		Riding: Pos	sible (depending on the num	ber of failed cylinders)	
•	ostic monitor- de No.	D:40 D:41 D:42 D:43			
D:40	Actuator operation	vals.	e secondary injector #1 five the engine trouble warning l		
	Checking method		operating sound of the secon	-	
D:41	Actuator operation	vals.	e secondary injector #2 five the engine trouble warning I		
	Checking method	Check the d	pperating sound of the secon	dary injector #2 five times.	
D:42	Actuator operation	vals.	e secondary injector #3 five the engine trouble warning I		
	Checking method	Check the o	operating sound of the secon	dary injector #3 five times.	
D:43	Actuator operation	vals.	e secondary injector #4 five the engine trouble warning I		
	Checking method	Check the o	operating sound of the secon	dary injector #4 five times.	
	Item/compon probable (cause	Check or maintenance job	Sensor inspection proce- dure	
6	Continuity of wire	e narness	Open or short circuit → Replace the wire harness. Secondary injector #1 Red/Blue—Red/Blue White/Blue—White/Blue Secondary injector #2 Red/Blue—Red/Blue Sky blue/White—Sky blue/ White Secondary injector #3 Red/Blue—Red/Blue Brown/Yellow—Brown/Yellow Secondary injector #4 Red/Blue—Red/Blue Brown/Black—Brown/Black	Check the injector's operating noise by the diagnostic mode (Code No.40–43). Injector's operating noise → Reset with the diagnostic code 63. Recovered. No injector's operating noise → Check the next step.	
7	ECU malfunction		Replace the ECU.		

Fault	code No.	41				
Symptom		Open or short circuit of lean angle sensor lead				
Fail-e	afe action	Engine startup: Impossible				
i ali-se	are action	Riding: Imp	ossible			
_	ostic monitor- ode No.	D:08				
Meter	display	• 0.4–1.4 (u • 3.7–4.4 (o	Lean angle sensor • 0.4–1.4 (upright) • 3.7–4.4 (overturned)			
Check	king method		e lean angle sensor and incli	ne more than 45 degrees.		
	Item/compon probable		Check or maintenance job	Sensor inspection procedure		
1	Connection of leasensor coupler Check the connecoupler is secure Remove the coup check each pin (f wear, or locking).	ction of the c. oler, and for bending,	Poor connection → Connect it securely, or repair/replace the wire harness.	Rotate the main switch to the OFF position first, and then rotate it to the ON position again. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
2	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the harness.	Rotate the main switch to the OFF position first, and then rotate it to the ON position again. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
3	Continuity of wire	e harness	Open or short circuit → Replace the wire harness. Black/Blue–Black/Blue Yellow/Green–Yellow/Green Blue–Blue	Rotate the main switch to the OFF position first, and then rotate it to the ON position again. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		

		_			
Fault code No. 41		41	41		
Symptom O _I		Open or sh	ort circuit of lean angle sens	or lead	
Eail c	afe action	Engine star	rtup: Impossible		
raii-5	ale action	Riding: Imp	ossible		
_	nostic monitor-	D:08			
ing code No. Meter display		Lean angle • 0.4–1.4 (u • 3.7–4.4 (o	pright)		
Checl	king method	Remove the	e lean angle sensor and incli	ne more than 45 degrees.	
	Item/components and probable cause		Check or maintenance job	Sensor inspection procedure	
4	Lean angle sens	or malfunc-	Refer to "CHECKING THE LEAN ANGLE SENSOR" on page 8-123.	Rotate the main switch to the OFF position first, and then rotate it to the ON position again. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
5	ECU malfunction	1	Replace the ECU.		

Fault	code No.	42		
Symptom		A. Normal signals are not received from the speed sensor.		
		B. Open or short c	ircuit of gear position sensor lead	
	Fail-safe action	Engine startup: Po	ossible	
	Faii-Sale action	Riding: Possible		
	Diagnostic monitoring code No.	D:07 (Speed sensor)		
Α	Meter display	Vehicle speed puls	ses: 0–999	
	Checking method	tion speed of the r	e indication value increases when the rota- ear wheel increases. This value is cumula- et each time the wheel is prevented from	
	Fail-safe action	Engine startup: Po	ssible	
	Fail-safe action	Riding: Possible		
В	Diagnostic monitoring code No.	D:21 (Gear positio	n sensor)	
5	Meter display	Gear position swit ON (neutral) OFF (in gear)	ch	
	Checking method Shift the transmis		sion and clutch lever.	
	Fail-safe action	Engine startup: Possible		
	rail-sale action	Riding: Possible		
	Diagnostic monitoring code No.	D:21 (Clutch switc	h)	
С	Meter display	ON (Gear is in other than neutral, operating clutch and storing sidestand.) OFF (Gear is in other than neutral, operating clutch and using sidestand.)		
	Checking method	Shift the transmiss	sion, clutch lever and sidestand.	
	Checkpo	ints	Inspection method	
	Locate the malfunction.		Check in the diagnostic mode (Code No. 07). Rotate the rear wheel and make sure that the indication value increases. Malfunction \rightarrow Go to the "Speed sensor system malfunction" section below. Check in the diagnostic mode (Code No. 21). When the gear is in neutral position: ON indication When the gear is not in neutral position: OFF indication \rightarrow Go to the "Gear position sensor system malfunction" section below.	

A. Speed sensor system malfunction

	Item/components and probable cause	Check or maintenance job	Sensor inspection procedure
1	Connection of speed sensor (meter) coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).	Poor connection → Connect it securely, or repair/replace the wire harness.	Start the engine, and check the connection of the coupler is secure. Ride on the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
2	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).	Poor connection → Connect it securely, or repair/replace the wire harness.	Start the engine, and check the connection of the coupler is secure. Ride on the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
3	Continuity of wire harness	Open or short circuit → Replace the wire harness. Black/Blue–Black/Blue Blue–Blue White/Yellow–White/Yellow	Start the engine, and check the connection of the coupler is secure. Ride on the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
4	Speed sensor malfunction Refer to "CHECKING THE SPEED SENSOR" on page 8-127.	Replace the speed sensor.	Start the engine, and check the connection of the coupler is secure. Ride on the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
5	ECU malfunction	Replace the ECU.	-

B. Gear position sensor system malfunction

	Item/components and probable cause	Check or maintenance job	Sensor inspection procedure
1	Connection of gear position sensor coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).	Poor connection → Reconnect or repair the coupler.	Start the engine, and check the secure connection of the coupler. Ride the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
2	Connection of wire harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).	Poor connection → Reconnect or repair the coupler.	Start the engine, and check the secure connection of the coupler. Ride the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
3	Continuity of leads between gear position sensor and relay unit coupler	Open short circuit → Replace the wire harness. Sky blue–Sky blue	Start the engine, and check the secure connection of the coupler. Ride the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
4	Gear position sensor mal- function Refer to "CHECKING THE GEAR POSITION SENSOR" on page 8-133.	Replace the gear position sensor.	Start the engine, and check the secure connection of the coupler. Ride the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.

	Item/components and probable cause	Check or maintenance job	Sensor inspection procedure
5	Shift drum (that detects the neutral position) malfunction	Check the gear shift drum (that detects the neutral position). Refer to "CHECKING THE SHIFT DRUM ASSEMBLY" on page 5-97. Malfunction → Replace the shift drum.	Start the engine, and check the secure connection of the coupler. Ride the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
6	ECU malfunction	Replace the ECU.	

C. Clutch switch system malfunction

	Item/components and probable cause	Check or maintenance job	Sensor inspection procedure
1	Adjusting the clutch lever free play	Refer to "ADJUSTING THE CLUTCH CABLE FREE PLAY" on page 3-13.	Start the engine, and check the secure connection of the coupler. Ride the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
2	Connection of clutch switch coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).	Poor connection → Reconnect or repair the coupler.	Start the engine, and check the secure connection of the coupler. Ride the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
3	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).	Poor connection → Connect it securely, or repair/replace the wire harness.	Start the engine, and check the secure connection of the coupler. Ride the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.

	Item/components and probable cause	Check or maintenance job	Sensor inspection proce- dure
4	Continuity of wire harness	Open short circuit → Replace the wire harness. Black/Yellow-Black/Yellow Blue/Yellow-Blue/Yellow	Start the engine, and check the secure connection of the coupler. Ride the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
5	Clutch switch malfunction	Check the clutch switch. Refer to "CHECKING THE SWITCHES" on page 8-111.	Start the engine, and check the secure connection of the coupler. Ride the vehicle at a low speed (approx. 20–30 km/h). Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
6	ECU malfunction	Replace the ECU.	

Fault code No. 43					
Symptom Incorrect		Incorrect ve	voltage supplied to the fuel injector and fuel pump		
Fail c	afe action	Engine star	rtup: Possible		
raii-s	ale action	Riding: Pos	ssible		
_	nostic monitor- ode No.	D:50	D:50		
Meter	r display	Approxima	tely 12.0		
Checking method all		_	line stop switch to " \cap ", and red battery voltage. (If the barging.)	•	
	Item/compor probable		Check or maintenance job	Sensor inspection procedure	
1	Connection of relay unit coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Start and idle the engine for approximately 30 seconds. Then, check the fault code indication. No fault indicated. → Recovered. Fault code indicated. → Check the next step.	

		ı				
Fault code No.		_	43			
1			oltage supplied to the fuel inj	ector and fuel pump		
Fail-s	afe action		rtup: Possible			
		Riding: Pos	ssible			
	ostic monitor-	D:50				
	ode No.	D.30				
Meter	display	Approxima				
Check	king method	ally measu	Set the engine stop switch to "\(\cap\)", and then compare with the actually measured battery voltage. (If the battery voltage is lower, perform recharging.)			
	Item/compon probable		Check or maintenance job	Sensor inspection proce- dure		
3	Connection of material ECU coupler Check the connection is secure Remove the coupler is secure check each pin (filterial wear, or locking). Continuity of wire between the battrunit, ECU and furcoupler	ection of the e. oler, and for bending, e harness ery, relay	Poor connection → Connect it securely, or repair/replace the wire harness. Open or short circuit → Replace the wire harness. Red-Red Red/Blue-Red/Blue	Start and idle the engine for approximately 30 seconds. Then, check the fault code indication. No fault indicated. → Recovered. Fault code indicated. → Check the next step. Start and idle the engine for approximately 30 seconds. Then, check the fault code indication.		
	Соцыя			No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
4	Fuel injection system relay malfunction		Check in the diagnostic mode (Code No. 50). No operation sound of fuel injection system relay is heard. → Replace the relay unit.	Start and idle the engine for approximately 30 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. →		
_	FOLL !		Barda a tha FOLL	Check the next step.		
5	ECU malfunction	1	Replace the ECU.			

Fault	code No.	44			
Symp	tom	An error is	detected while reading or wr	iting on EEP-ROM	
Fail-safe action		Engine star	tup: Under certain condition	s	
raii-5	ale action	Riding: Und	der certain conditions		
	ostic monitor- ode No.	D:60			
Meter display		The in self diagnostic code 44 detected EEP-ROM errors are indicated. If there are multiple errors, they are indicated in 2 seconds intervals 00 indication: Normal status 01 indication: CO concentration adjusted for cylinder #1 02 indication: CO concentration adjusted for cylinder #2 03 indication: CO concentration adjusted for cylinder #3 04 indication: CO concentration adjusted for cylinder #4			
Checl	king method	_			
	Item/compon probable		Check or maintenance job	Sensor inspection procedure	
1	Locate the malfunction.		Diagnostic mode (Code No. 60) 00 indication: Check number 6. 01 indication: Check number 2. 02 indication: Check number 3. 03 indication: Check number 4. 04 indication: Check number 5.		
2	"01" is indicated in Diagnostic mode (Code No. 60) EEP-ROM data error for adjustment of CO concentra- tion of cylinder #1		Change the CO concentration of cylinder #1, and rewrite in EEP-ROM. After this adjustment is made, the memory is not recovered when the main switch is turned OFF and ON again. → Replace the ECU.	Place the main switch to the ON position. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
3	"02" is indicated in mode (Code No. EEP-ROM data eadjustment of CC tion of cylinder #2	60) error for concentra-	Change the CO concentration of cylinder #2, and rewrite in EEP-ROM. After this adjustment is made, the memory is not recovered when the main switch is turned OFF and ON again. → Replace the ECU.	Place the main switch to the ON position. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	

Fault code No. 44				
Symptom An error is o		detected while reading or writing on EEP-ROM		
J -		Engine star	tup: Under certain condition	s
ган-	Sale action	Riding: Und	der certain conditions	
Diag	nostic monitor-	D:60		
ing o	code No.			
			diagnostic code 44 detected	EEP-ROM errors are indi-
Ì		cated.		
			multiple errors, they are indi- on: Normal status	cated in 2 seconds intervals
Mete	er display		on: Normal Status on: CO concentration adjuste	d for cylinder #1
			on: CO concentration adjuste	
		03 indication	on: CO concentration adjuste	d for cylinder #3
			on: CO concentration adjuste	
Che	cking method	—	•	•
	Item/compon	ents and	Charle as maintanana iah	Sensor inspection proce-
	probable	cause	Check or maintenance job	dure
4	"03" is indicated i	n Diagnostic	Change the CO concentra-	Place the main switch to the
	mode (Code No.		tion of cylinder #3, and	ON position.
	EEP-ROM data		rewrite in EEP-ROM.	Then, check the fault code
	adjustment of CC		After this adjustment is	indication.
	tion of cylinder #3	3	made, the memory is not	No fault code indicated. →
			recovered when the main	Recovered.
			switch is turned OFF and ON	Fault code indicated. →
_			again. → Replace the ECU.	Check the next step.
5	mode (Code No. 60) EEP-ROM data error for		Change the CO concentra-	Place the main switch to the
			tion of cylinder #4, and	ON position.
			rewrite in EEP-ROM.	Then, check the fault code
	adjustment of CC		After this adjustment is	indication.
	tion of cylinder #4	4	made, the memory is not	No fault code indicated. →
			recovered when the main	Recovered. Fault code indicated. →
			switch is turned OFF and ON	
	FOLL manuferum atti a sa		again. → Replace the ECU.	Check the next step.
6	ECU malfunction		Replace the ECU	

Fault code No.		46			
Symptom		Incorrect voltage is supplied to the ECU.			
Fail-safe action		Engine startup: Possible			
Faii-5	sale action	Riding: Possible			
	nostic monitor-	_			
	ode No.				
	r display	_			
Chec	king method	<u> </u>	T		
	Item/compon probable o		Check or maintenance job	Sensor inspection proce- dure	
1	Connection of EC Check the conne coupler is secure Remove the coup check each pin (f wear, or locking).	ction of the bler, and or bending,	Poor connection → Connect it securely, or repair/replace the wire harness.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
2	Continuity of wire harness		Open or short circuit → Replace the wire harness. Between the battery and main switch Red-Red Between the main switch and ignition fuse Brown/Blue-Brown/Blue Between the ignition fuse and ECU Red/White-Red/White	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
3	Battery malfuncti		Check the battery voltage. Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-115. Battery malfunction → Recharge or replace the battery.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
4	Stator coil malfur	nction	Check the stator coil output. Refer to "CHECKING THE STATOR COIL" on page 8- 124. Stator coil malfunction → Replace the stator coil.	Start and idle the engine for approximately 5 seconds. Then, check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	
5	ECU malfunction		Replace the ECU.		

Fault	code No.	50			
Symp	tom	ECU memo	ry malfunction		
Fail o	afe action	Engine star	tup: Under certain condition	s	
Fall-Se	ale action	Riding: Und	Riding: Under certain conditions		
Diagnostic monitor- ing code No.		_			
Meter	display	_			
Check	king method	_			
	Item/components and probable cause		Check or maintenance job	Sensor inspection proce- dure	
1	ECU malfunction		Replace the ECU.	Place the main switch to the ON position. Then, check that no fault code indicated.	

Fault code No. 59						
Symp	Symptom Open or she		ort circuit of accelerator position sensor lead			
Fail o	afe action	Engine star	rtup: Possible under certain o	conditions		
1 all-5	ale action	Riding: Pos	ssible under certain conditior	าร		
_	ostic monitor-	D:14				
ing co	de No.	D:15				
			position sensor signal 1			
	Meter display		ly closed position)			
D:14	Ob a alsim o	 97–107 (fully opened position) Check with throttle grip fully closed. 				
	Checking method		th throttle grip fully closed.			
	memou		r position sensor signal 2			
	Meter display		ly closed position)			
D:15		• 95–109 (fu	• 95–109 (fully opened position)			
	Checking	Check with throttle grip fully closed.				
	method		th throttle grip fully open.			
	Item/compor probable		Check or maintenance job	Sensor inspection proce- dure		
1	Connection of ac		Poor connection → Connect	Place the main switch to the		
'	position sensor of		it securely, or repair/replace	ON position, and check the		
	Check the conne	•	the wire harness.	fault code indication.		
	coupler is secure		ino mio namesei	No fault code indicated. →		
	Remove the cou			Recovered.		
	check each pin (•		Fault code indicated. \rightarrow		
	wear, or locking).			Check the next step.		
2	Connection of m	ain harness	Poor connection → Connect	Place the main switch to the		
	ECU coupler	-11 (11	it securely, or repair/replace	ON position, and check the		
	Check the conne		the wire harness.	fault code indication. No fault code indicated. →		
	coupler is secure. Remove the coupler, and			Recovered.		
	check each pin (Fault code indicated. →		
	1 or room odorn birt (ioi borianig,		i dan sodo iridioatod. /		
	wear, or locking)			Check the next step.		

Fault	code No.	59			
Symptom Open or sh		Open or sh	ort circuit of accelerator position sensor lead		
Fail-safe action		Engine star	rtup: Possible under certain d	conditions	
raii-S	ale action	Riding: Pos	ssible under certain conditior	าร	
Diagr	nostic monitor-	D:14			
ing co	ode No.	D:15			
			r position sensor signal 1		
D.14	Meter display		lly closed position) ully opened position)		
D:14	Checking	•	th throttle grip fully closed.		
	method		th throttle grip fully open.		
		Accelerator position sensor signal 2			
	Meter display	• 10–24 (fully closed position)			
D:15		• 95-109 (fully opened position)			
	Checking		th throttle grip fully closed.		
	method		th throttle grip fully open.		
	Item/compo probable		Check or maintenance job	Sensor inspection proce- dure	
3	Continuity of wire harness		Open or short circuit →	Place the main switch to the	
			Replace the wire harness. Black/Blue-Black/Blue White-White Blue-Blue Black-Black	ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.	

Fault code No.		59				
Symptom		Open or she	Open or short circuit of accelerator position sensor lead			
Fail-c	afe action	Engine star	tup: Possible und	ler certain o	conditions	
l all-se	ale action		sible under certa	in conditior	าร	
_	ostic monitor-	D:14				
ing co	de No.	D:15				
			position sensor	•		
D-44	Meter display		ly closed position ally opened position			
D:14	Checking	•	h throttle grip full			
	method		h throttle grip full	•		
			position sensor			
	Meter display		ly closed position	•		
D:15	. ,	• 95–109 (fu	ully opened position	on)		
	Checking		h throttle grip full			
	method		h throttle grip full	y open.		
	Item/compor probable	cause	Check or mainte	enance job	Sensor inspection proce- dure	
5	Supply voltage of tor position sense		Check the supply voltage. Accelerator position sensor signal 1 Black/Blue–White Accelerator position sensor signal 2 Black/Blue–Black Refer to "CHECKING THE ACCELERATOR POSITION		Place the main switch to the ON position, and check the	
					fault code indication.	
					No fault code indicated. $ ightarrow$	
					Recovered.	
					Fault code indicated. → Check the next step.	
					Check the flext step.	
			SENSOR" on page 8-129.			
			Line disconnec-	Output		
			tion points	voltage		
			Disconnection of ground lead	5 V		
			Disconnection of output line	0 V		
			Disconnection of	0 V		
			power supply line			

Fault code No.		59		
Symptom Oper		Open or sh	ort circuit of accelerator pos	ition sensor lead
		-	rtup: Possible under certain o	
Fail-s	afe action		ssible under certain condition	
Diagn	ostic monitor-	D:14		
_	ode No.	D:15		
		Accelerator	r position sensor signal 1	
	Meter display		ly closed position)	
D:14		• 97–107 (fu	ully opened position)	
	Checking		th throttle grip fully closed.	
	method		th throttle grip fully open.	
			r position sensor signal 2	
	Meter display		lly closed position)	
D:15		•	ully opened position)	
	Checking method		th throttle grip fully closed. th throttle grip fully open.	
		1	The throttle grip fully open.	Sensor inspection proce-
	Item/compor		Check or maintenance job	dure
6	Accelerator posit		Check the accelerator posi-	Place the main switch to the
ľ	malfunction		tion sensor signal 1 diagnos-	ON position, and check the
			tic mode (Code No. 14).	fault code indication.
			When throttle is fully closed:	No fault code indicated. \rightarrow
			A value of 12–22 is indicated.	Recovered.
			When throttle is fully opened:	Fault code indicated. →
			A value of 97–107 is indi-	Check the next step.
			cated.	
			Check the accelerator position sensor signal 2 diagnos-	
			tic mode (Code No. 15).	
			When throttle is fully closed:	
			A value of 10-24 is indicated.	
			When throttle is fully opened:	
			A	
			A value of 95–109 is indi-	
			cated.	
			cated. If the indication is outside of	
			cated. If the indication is outside of range: Replace the accelera-	
7	ECU malfunction		cated. If the indication is outside of	

Fault code No.		60	60			
Symp	tom	Defect Found in YCC-T Drive				
Fail-safe action		Engine startup: Possible under certain conditions				
		Riding: Pos	sible under certain condition	าร		
	ostic monitor-	_				
	ode No.					
	display	_				
Cneck	king method			0		
	Item/compon probable o	cause	Check or maintenance job	Sensor inspection proce- dure		
1	Connection of throttle servo motor coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
2	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or replace the harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
3	Check the ETV (E Throttle Valve) fu		Abnormality → Replace the ETV (Electronic Throttle Valve) fuse.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
4	Continuity of wire harness		Open or short circuit → Replace the wire harness. Light green/Red–Light green/ Red Yellow/Red–Yellow/Red	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
5	Throttle servo mo	otor malfunc-	Refer to "CHECKING THE THROTTLE SERVO MOTOR" on page 8-129. Throttle servo motor malfunction → Replace the throttle body.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		

Fault	ault code No. 60					
			nd in YCC-T Drive			
Cymp			rtup: Possible under certain (conditions		
Fail-s	afe action		•			
		riding: Pos	ssible under certain condition	15		
_	ostic monitor- ode No.	_				
Meter	display	_	_			
Checl	king method	_				
	Item/components and probable cause		Check or maintenance job	Sensor inspection procedure		
6	Throttle body malfunction		Refer to "ADJUSTING THE THROTTLE POSITION SENSOR" on page 7-20. Throttle body malfunction → Replace the throttle body.	fault code indication. No fault code indicated. → Recovered.		
				Fault code indicated. → Check the next step.		

Fault code No.		66		
Symp	otom	Open or she	ort circuit of steering dampe	r solenoid lead
F-11 -	-4	Engine star	tup: Possible	
Faii-s	afe action	Riding: Pos	sible	
_	nostic monitor- ode No.	D:47		
Meter	display	The steerin	g damper warning light light	s up.
Chec	king method	The engine ing.	warning light flashes accord	ling to the ON/OFF switch-
	Item/components and probable cause		Check or maintenance job	Sensor inspection proce- dure
1	Connection of steering damper solenoid coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.
2			Poor connection → Connect it securely, or replace the harness.	Place the main switch to the

Fault code No.		66				
Symptom		Open or short circuit of steering damper solenoid lead				
Fail-safe action		Engine startup: Possible				
raii-sa	are action	Riding: Pos	sible			
Diagnostic monitor- ing code No.		D:47				
Meter	display		The steering damper warning light lights up.			
Check	king method	The engine warning light flashes according to the ON/OFF switching.				
	Item/compon probable		Check or maintenance job	Sensor inspection procedure		
4	Check the steering fuse. Continuity of wire		Abnormality → Replace the steering damper fuse. Open or short circuit → Replace the wire harness. Red/White–Red/White Violet–Violet	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step. Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered.		
5	Steering damper malfunction ECU malfunction		Refer to "CHECKING THE STEERING DAMPER SOLE- NOID" on page 8-132.	Fault code indicated. → Check the next step. Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
J	LOO Manufiction	l	i lepiace the Loc.			

Fault code No.	70			
Symptom	Engine has been left idling. (The ECU automatically stops the engine after 20 minutes if it is left idling.)			
Fail-safe action	Engine startup: Possible			
rail-sale action	Riding: Possible			
Diagnostic monitor- ing code No.				
Meter display	_			
Checking method	_			
Item/components and probable cause		Check or maintenance job	Sensor inspection proce- dure	
Engine idling stop				

Fault code No.		Er-1				
Symptom		No signal is received from the ECU.				
Symptom						
Fail-safe action		Engine startup: Impossible if ECU Failure				
Diagra	andia manitar	Riding: imp	Riding: Impossible if ECU Failure			
	ostic monitor- ode No.	_	_			
	display					
	king method	_				
Cneci						
Item/compon probable		cause Check or maintenance job		Sensor inspection proce- dure		
1	Connection of me Check the conne coupler is secure Remove the coup check each pin (f wear, or locking).	ction of the bler, and or bending,	Poor connection → Connect it securely, or repair/replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
2	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
3	Continuity of wire harness		Open or short circuit → Connect it securely, or repair/replace the wire harness. Yellow/Blue-Yellow/Blue	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
5	Abnormal meter tion	·	Replace the meter unit. Replace the ECU	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
٠	LOO Manunction		i tepiace the LOO			

Equit	aada Na	Er 2				
Fault code No.			Er-2			
Symptom		No signal is sent from ECU.				
Fail-safe action		Engine startup: Possible				
		Riding: Possible				
	ostic monitor-	_				
	ode No.					
L	display	_				
Checi	king method	<u> </u>	_			
Item/compon probable				Sensor inspection proce- dure		
1	Connection of me Check the conne coupler is secure Remove the coup check each pin (f wear, or locking).	ction of the bler, and for bending,	Poor connection → Connect it securely, or repair/replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
2	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
3	Continuity of wire harness		Open or short circuit → Connect it securely, or repair/replace the wire harness. Yellow/Blue-Yellow/Blue	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
5	Abnormal meter tion	·	Replace the meter unit. Replace the ECU.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
٠	LOO Manufiction		i tepiace the LCC.			

		T= 0				
Fault code No.		Er-3				
Symptom		Correct data cannot be received from the ECU.				
Fail-safe action		Engine startup: Possible				
Tan oare donon		Riding: Pos	Riding: Possible			
	ostic monitor-					
	ode No.					
	display					
Check	king method					
	Item/compon	Lineck or maintenance ion		Sensor inspection proce-		
	probable (-	dure		
1	Connection of me	•	Poor connection → Connect	Place the main switch to the		
	Check the conne		it securely, or repair/replace	ON position, and check the		
	coupler is secure		the wire harness.	fault code indication.		
	Remove the coup			No fault code indicated. →		
	check each pin (f			Recovered.		
	wear, or locking).			Fault code indicated. →		
	Compostion of ma	sin harmana	Dear connection . Connect	Check the next step. Place the main switch to the		
2	Connection of main harness		Poor connection → Connect it securely, or repair/replace			
	ECU coupler Check the conne	ction of the	the wire harness.	ON position, and check the fault code indication.		
	coupler is secure		the wife namess.	No fault code indicated. →		
Remove the coup				Recovered.		
check each pin (fe				Fault code indicated. →		
	wear, or locking).	,		Check the next step.		
3	Continuity of wire	harness	Open or short circuit → Con-	Place the main switch to the		
			nect it securely, or repair/	ON position, and check the		
			replace the wire harness.	fault code indication.		
			Yellow/Blue-Yellow/Blue	No fault code indicated. \rightarrow		
				Recovered.		
				Fault code indicated. \rightarrow		
				Check the next step.		
4	Abnormal meter	unit opera-	Replace the meter unit.	Place the main switch to the		
	tion			ON position, and check the		
				fault code indication.		
				No fault code indicated. →		
				Recovered.		
				Fault code indicated. →		
<u> </u>	FOLL "."		B	Check the next step.		
5	ECU malfunction		Replace the ECU.			

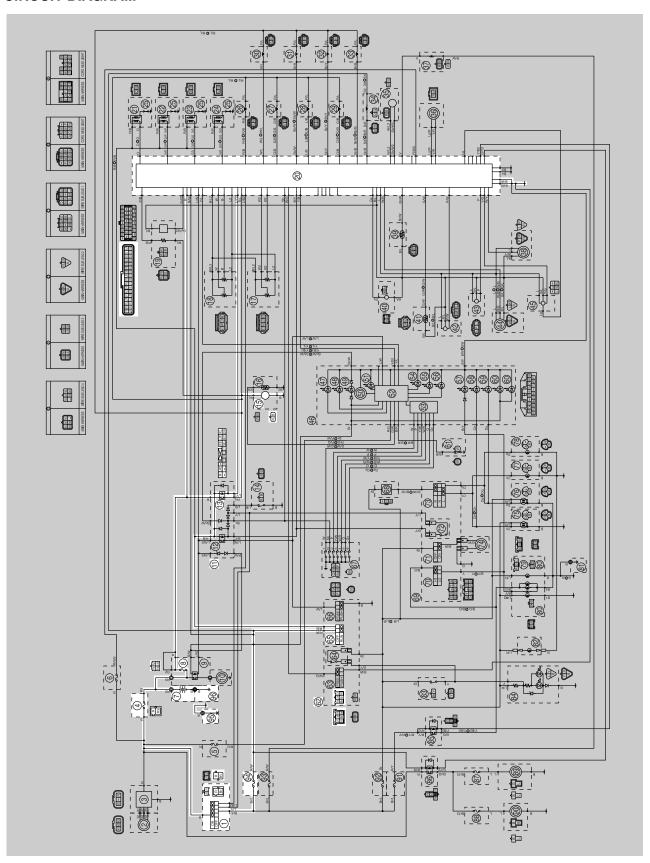
Fault code No.		Er-4				
Symptom		No registration data can be received from the meter unit.				
Fail-safe action		Engine startup: Possible				
		Riding: Pos	Riding: Possible			
	nostic monitor-	_				
	ode No. r display					
	king method					
Cileci	Item/compon	ents and	ents and Observer resistances in Sensor inspection proce-			
	probable	I Check or maintenance ion		dure		
1	Connection of me Check the conne coupler is secure Remove the coup check each pin (f wear, or locking).	ction of the bler, and for bending,	Poor connection → Connect it securely, or repair/replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
2	Connection of main harness ECU coupler Check the connection of the coupler is secure. Remove the coupler, and check each pin (for bending, wear, or locking).		Poor connection → Connect it securely, or repair/replace the wire harness.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
3	Continuity of wire harness		Open or short circuit → Connect it securely, or repair/replace the wire harness. Yellow/Blue-Yellow/Blue	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
4	Abnormal meter tion	unit opera-	Replace the meter unit.	Place the main switch to the ON position, and check the fault code indication. No fault code indicated. → Recovered. Fault code indicated. → Check the next step.		
5	ECU malfunction		Replace the ECU.			

EAS27550

FUEL PUMP SYSTEM

EAS27560

CIRCUIT DIAGRAM



FUEL PUMP SYSTEM

- 1. Main switch
- 4. Main fuse
- 7. Battery
- 8. Fuel injection system fuse
- 11.Relay unit
- 13.Fuel pump relay
- 15.Fuel pump
- 20.ECU (engine control unit)
- 62. Right handlebar switch
- 65. Engine stop switch
- 94.Ignition fuse
- 95.Engine ground
- 96.Battery negative lead

TROUBLESHOOTING If the fuel pump fails to operate. TIP				
 Before troubleshooting, remove the follo Rider seat Fuel tank Passenger seat Left side cowling 	wing part(s):			
Check the fuses. (Main, ignition and fuel injection system) Refer to "CHECKING THE FUSES" on page 8-115.	NG→	Replace the fuse(s).		
OK↓				
2. Check the battery. Refer to "CHECKING AND CHARGING THE BATTERY" on page 8-115.	NG→	 Clean the battery terminals. Recharge or replace the battery. 		
OK↓				
3. Check the main switch. Refer to "CHECKING THE SWITCHES" on page 8-111.	$NG \rightarrow$	Replace the main switch.		
ОК↓				
4. Check the engine stop switch. Refer to "CHECKING THE SWITCHES" on page 8-111.	$NG \rightarrow$	Replace the right handlebar switch.		
OK↓				
5. Check the relay unit (fuel pump relay). Refer to "CHECKING THE RELAYS" on page 8-119.	NG→	Replace the relay unit.		
OK↓				
6. Check the fuel pump. Refer to "CHECKING THE FUEL PRESSURE" on page 7-19.	$NG {\rightarrow}$	Replace the fuel pump.		
OK↓				

FUEL PUMP SYSTEM

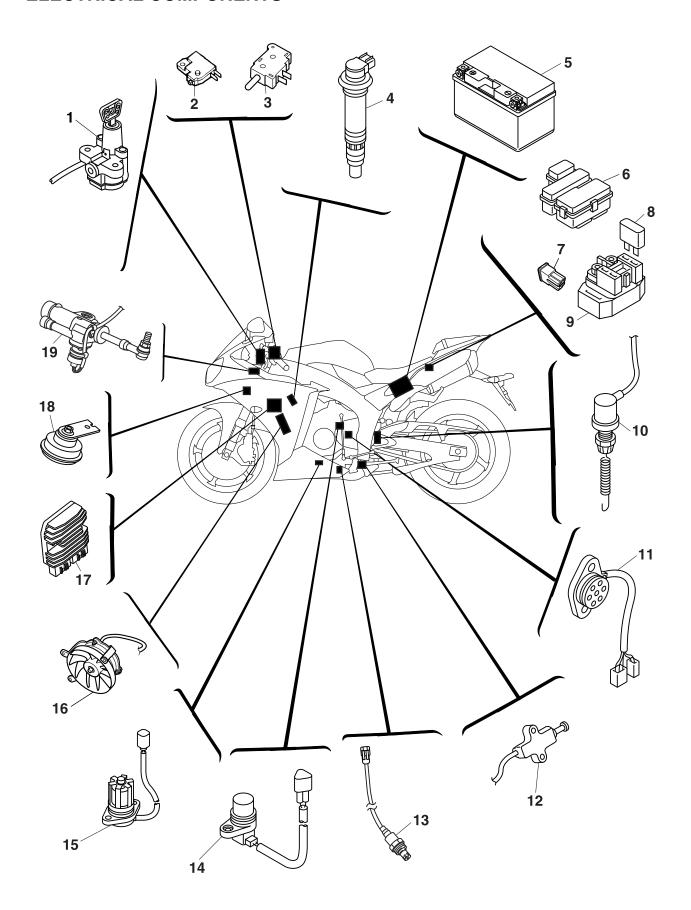
Check the entire fuel pump system's wiring.
 Refer to "CIRCUIT DIAGRAM" on page 8-103.

 $\mathsf{OK} \!\!\downarrow$

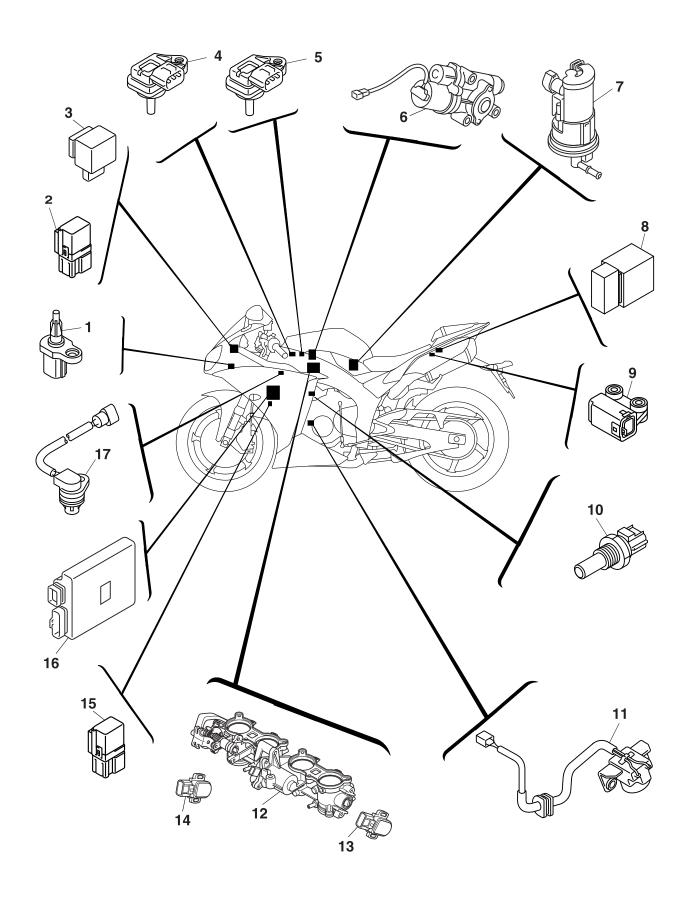
Replace the ECU.

 $NG \rightarrow$

Properly connect or repair the fuel pump system's wiring.

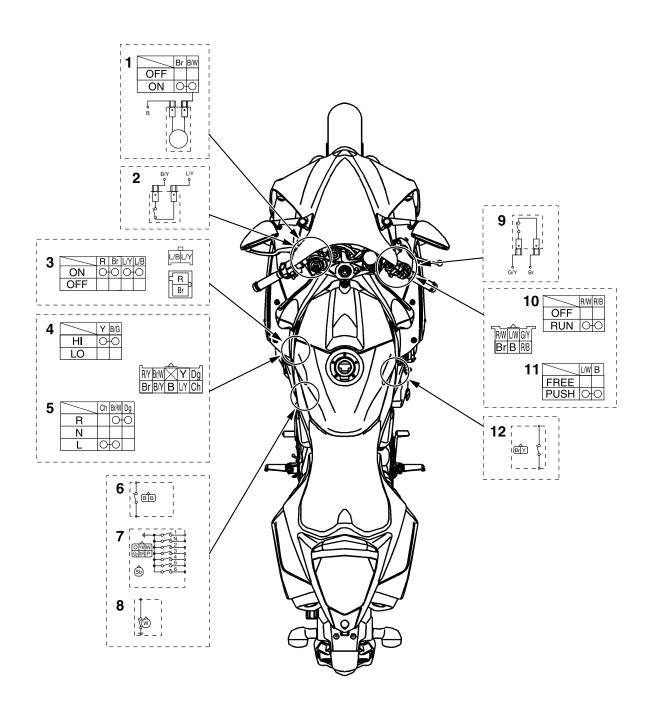


- 1. Main switch
- 2. Front brake light switch
- 3. Clutch switch
- 4. Ignition coil
- 5. Battery
- 6. Fuse box
- 7. Main fuse
- 8. Fuel injection system fuse
- 9. Starter relay
- 10.Rear brake light switch
- 11.Gear position sensor
- 12.Sidestand switch
- 13.O₂ sensor
- 14.Speed sensor
- 15.Oil level switch
- 16.Radiator fan motor
- 17.Rectifier/regulator
- 18.Horn
- 19.Steering damper



- 1. Intake air temperature sensor
- 2. Headlight relay
- 3. Turn signal relay
- 4. Atmospheric pressure sensor
- 5. Intake air pressure sensor
- 6. Intake funnel servo motor
- 7. Fuel pump
- 8. Relay unit
- 9. Lean angle sensor
- 10. Coolant temperature sensor
- 11.Crankshaft position sensor
- 12. Throttle servo motor
- 13. Throttle position sensor
- 14. Accelerator position sensor
- 15. Radiator fan motor relay
- 16.ECU (engine control unit)
- 17. Cylinder identification sensor

EAS27980 CHECKING THE SWITCHES



- 1. Horn switch
- 2. Clutch switch
- 3. Main switch
- 4. Dimmer switch
- 5. Turn signal switch
- 6. Sidestand switch
- 7. Gear position sensor
- 8. Oil level switch
- 9. Front brake light switch
- 10. Engine stop switch
- 11.Start switch
- 12.Rear brake light switch

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.

NOTICE

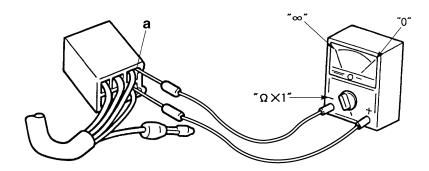
Never insert the tester probes into the coupler terminal slots "a". Always insert the probes from the opposite end of the coupler, taking care not to loosen or damage the leads.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

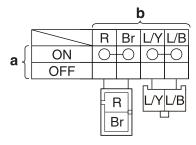
TIP.

- Before checking for continuity, set the pocket tester to "0" and to the " $\Omega \times 1$ " range.
- When checking for continuity, switch back and forth between the switch positions a few times.



The switches and their terminal connections are illustrated as in the following example of the main switch

The switch positions "a" are shown in the far left column and the switch lead colors "b" are shown in the top row.



EAS27990

CHECKING THE BULBS AND BULB SOCK-ETS

TIP_

Do not check any of the lights that use LEDs.

Check each bulb and bulb socket for damage or wear, proper connections, and also for continuity between the terminals.

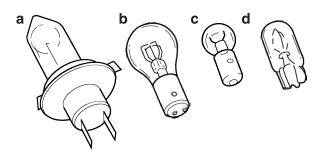
Damage/wear \rightarrow Repair or replace the bulb, bulb socket or both.

Improperly connected \rightarrow Properly connect. No continuity \rightarrow Repair or replace the bulb, bulb socket or both.

Types of bulbs

The bulbs used on this vehicle are shown in the illustration.

- Bulbs "a" are used for the headlights and usually use a bulb holder that must be detached before removing the bulb.
- Bulbs "b" and "c" are used for front turn signal/position lights and rear turn signal lights.
 They can be removed from the socket by pushing and turning the bulb counterclockwise.
- Bulbs "d" are used for auxiliary and license plate lights and can be removed from their respective socket by carefully pulling them out.



Checking the condition of the bulbs

The following procedure applies to all of the bulbs.

- 1. Remove:
 - Bulb

EWA13320

WARNING

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

ECA14380

NOTICE

- Be sure to hold the socket firmly when removing the bulb. Never pull the lead, otherwise it may be pulled out of the terminal in the coupler.
- 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 it with a cloth moistened with alcohol or lacquer thinner.
- 2. Check:
 - Bulb (for continuity) (with the pocket tester)
 No continuity → Replace.



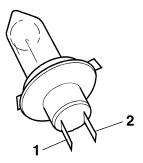
Pocket tester 90890-03112 Analog pocket tester YU-03112-C

TIP.

Before checking for continuity, set the pocket tester to "0" and to the " $\Omega \times$ 1" range.

a. Connect the positive tester probe to terminal "1" and the negative tester probe to terminal "2", and check the continuity.

b. If reading indicate no continuity, replace the bulb.



Checking the condition of the bulb sockets

The following procedure applies to all of the bulb sockets.

- 1. Check:
 - Bulb socket (for continuity) (with the pocket tester)
 No continuity → Replace.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

TIP

Check each bulb socket for continuity in the same manner as described in the bulb section; however, note the following.

a. Install a good bulb into the bulb socket.

- b. Connect the pocket tester probes to the respective leads of the bulb socket.
- c. Check the bulb socket for continuity. If any of the readings indicate no continuity, replace the bulb socket.

CHECKING THE FUSES

The following procedure applies to all of the

ECA13680

NOTICE

To avoid a short circuit, always set the main switch to "OFF" when checking or replacing a fuse.

- 1. Remove:
 - Rider sear Refer to "GENERAL CHASSIS" on page 4-1.
- 2. Check:
 - Fuse

a. Connect the pocket tester to the fuse and check the continuity.

TIP

Set the pocket tester selector to " $\Omega \times 1$ ".



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

b. If the pocket tester indicates "∞", replace the fuse.

- 3. Replace:
 - Blown fuse
- Set the main switch to "OFF".

- b. Install a new fuse of the correct amperage
- c. Set on the switches to verify if the electrical circuit is operational.
- d. If the fuse immediately blows again, check the electrical circuit.

Fuses	Amperage rating	Q'ty
Main	50 A	1
Headlight	20 A	1
Signaling system	7.5 A	1
Ignition	15 A	1
Right radiator fan motor	15 A	1
Left radiator fan motor	15 A	1
Fuel injection system	15 A	1
Steering damper	7.5 A	1
Backup	7.5 A	1
ETV (Electronic Throttle Valve)	7.5 A	1
Spare	20 A	1
Spare	15 A	2
Spare	7.5 A	1

EWA13310

₩ 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.

Install:

 Rider seat Refer to "GENERAL CHASSIS" on page 4-1.

CHECKING AND CHARGING THE BATTERY EWA13290

WARNING

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

- Wear protective eye gear when handling or working near batteries.
- · Charge batteries in a well-ventilated area.

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

FIRST AID IN CASE OF BODILY CONTACT: EXTERNAL

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

INTERNAL

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

ECA13660

NOTICE

- This is a VRLA (Valve Regulated Lead Acid). 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 VRLA (Valve Regulated Lead Acid) battery are different from those of conventional batteries. The VRLA (Valve Regulated Lead Acid) 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.

TIP

Since VRLA (Valve Regulated Lead Acid) 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.

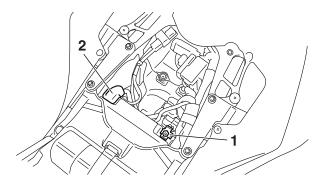
- 1. Remove:
 - Rider seat
 - Battery cover Refer to "GENERAL CHASSIS" on page 4-1.

- Disconnect:
 - Battery leads (from the battery terminals)

ECA13640

NOTICE

First, disconnect the battery negative lead "1", and then battery positive lead "2".



- 3. Remove:
 - Battery
- 4. Check:
 - Battery charge
- Connect a pocket tester to the battery terminals.
- Positive tester probe Positive battery terminal
- Negative tester probe
 Negative battery terminal

TIP_

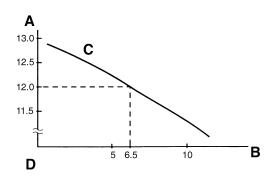
- The charge state of an VRLA (Valve Regulated Lead Acid) battery can be checked by measuring its open-circuit voltage (i.e., the voltage when the positive battery terminal is disconnected).
- No charging is necessary when the open-circuit voltage equals or exceeds 12.4 V.
- b. Check the charge of the battery, as shown in the charts and the following example.

Example

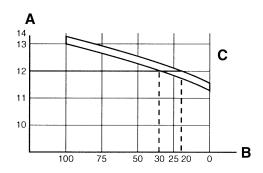
Open-circuit voltage = 12.0 V

Charging time = 6.5 hours

Charge of the battery = 20–30%



- A. Open-circuit voltage (V)
- B. Charging time (hours)
- C. Relationship between the open-circuit voltage and the charging time at 20 °C (68 °F)
- D. These values vary with the temperature, the condition of the battery plates, and the electrolyte level.



- A. Open-circuit voltage (V)
- B. Charging condition of the battery (%)
- C. Ambient temperature 20 °C (68 °F)

- 5. Charge:
 - Battery (refer to the appropriate charging method illustration)

EWA13300

WARNING

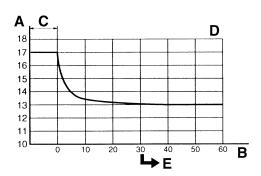
Do not quick charge a battery.

ECA13670

NOTICE

- Never remove the VRLA (Valve Regulated Lead Acid) battery sealing caps.
- Do not use a high-rate battery charger since it forces a high-amperage current into the battery quickly and can cause battery overheating and battery plate damage.
- If it is impossible to regulate the charging current on the battery charger, be careful not to overcharge the battery.

- When charging a battery, be sure to remove it from the vehicle. (If charging has to be done with the battery mounted on the vehicle, disconnect the battery negative lead from the battery terminal.)
- To reduce the chance of sparks, do not plug in the battery charger until the battery charger leads are connected to the battery.
- Before removing the battery charger lead clips from the battery terminals, be sure to turn off the battery charger.
- Make sure 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 VRLA (Valve Regulated Lead Acid) battery stabilizes about 30 minutes after charging has been completed. Therefore, wait 30 minutes after charging is completed before measuring the open-circuit voltage.



- A. Open-circuit voltage (V)
- B. Time (minutes)
- C. Charging
- D. Ambient temperature 20 °C (68 °F)
- E. Check the open-circuit voltage.

Charging method using a variable-current (voltage) charger

 Measure the open-circuit voltage prior to charging.

TIP

Voltage should be measured 30 minutes after the engine is stopped.

b. Connect a charged and ammeter to the battery and start charging.

TIP_

Set the charging voltage at 16–17 V. If the setting is lower, charging will be insufficient. If too high, the battery will be over-charged.

c. Make sure that the current is higher than the standard charging current written on the battery.

TIP__

If the current is lower than the standard charging current written on the battery, set the charging voltage adjust dial at 20–24 V and monitor the amperage for 3–5 minutes to check the battery.

- Reach the standard charging current: Battery is good.
- Does not reach the standard charging current:

Replace the battery.

- d. Adjust the voltage so that the current is at the standard charging level.
- e. Set the time according to the charging time suitable for the open-circuit voltage.
- f. If charging requires more than 5 hours, it is advisable to check the charging current after a lapse of 5 hours. If there is any change in the amperage, readjust the voltage to obtain the standard charging current.
- g. Measure the battery open-circuit voltage after leaving the battery unused for more than 30 minutes.

12.4 V or more --- Charging is complete. 12.3 V or less --- Recharging is required. Under 12.0 V --- Replace the battery.

Charging method using a constant voltage charger

a. Measure the open-circuit voltage prior to charging.

TIP

Voltage should be measured 30 minutes after the engine is stopped.

- b. Connect a charger and ammeter to the battery and start charging.
- c. Make sure that the current is higher than the standard charging current written on the battery.

TIP_

If the current is lower than the standard charging current written on the battery, This type of battery charger cannot charge the VRLA (Valve Regulated Lead Acid) battery. A variable voltage charger is recommended.

d. Charge the battery until the battery's charging voltage is 15 V.

TIP_

Set the charging time at 20 hours (maximum).

e. Measure the battery open-circuit voltage after leaving the battery unused for more than 30 minutes.

12.4 V or more --- Charging is complete. 12.3 V or less --- Recharging is required. Under 12.0 V --- Replace the battery.

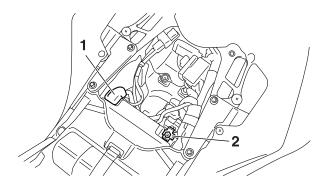
6. Install:

- Battery
- 7. Connect:
 - Battery leads (to the battery terminals)

ECA13630

NOTICE

First, connect the battery positive lead "1", and then the battery negative 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:

- Battery cover
- Rider seat Refer to "GENERAL CHASSIS" on page 4-1.

EAS28040

CHECKING THE RELAYS

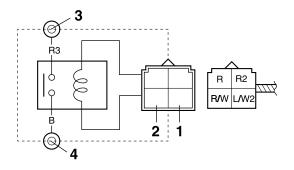
Check each switch for continuity with the pocket tester. If the continuity reading is incorrect, replace the relay.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- 1. Disconnect the relay from the wire harness.
- Connect the pocket tester (Ω × 1) and battery (12 V) to the relay terminal as shown.
 Check the relay operation.
 Out of specification → Replace.

Starter relay

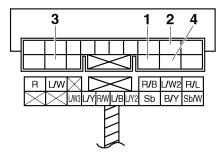


- 1. Positive battery terminal
- 2. Negative battery terminal
- 3. Positive tester probe
- 4. Negative tester probe



Result
Continuity
(between "3" and "4")

Relay unit (starting circuit cut-off relay)

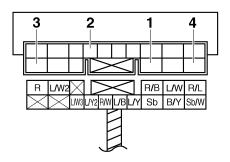


- 1. Positive battery terminal
- 2. Negative battery terminal
- 3. Positive tester probe
- 4. Negative tester probe



Result
Continuity
(between "3" and "4")

Relay unit (fuel pump relay)

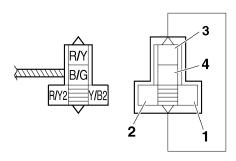


- 1. Positive battery terminal
- 2. Negative battery terminal
- 3. Positive tester probe
- 4. Negative tester probe



Result
Continuity
(between "3" and "4")

Headlight relay

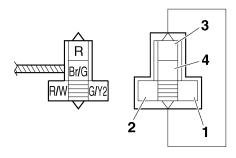


- 1. Positive battery terminal
- 2. Negative battery terminal
- 3. Positive tester probe
- 4. Negative tester probe



Result
Continuity
(between "3" and "4")

Radiator fan motor relay



- 1. Positive battery terminal
- 2. Negative battery terminal
- 3. Positive tester probe
- 4. Negative tester probe



Result
Continuity
(between "3" and "4")

EAS14B1015

CHECKING THE TURN SIGNAL RELAY

- 1. Check:
 - Turn signal relay input voltage
 Out of specification → The wiring circuit
 from the main switch to the turn signal
 relay coupler is faulty and must be
 repaired.



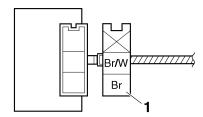
Turn signal relay input voltage DC 12 V

a. Connect the pocket tester (DC 20 V) to the turn signal relay terminal as shown.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe Brown "1"
- Negative tester probe Ground



- b. Turn the main switch to "ON".
- c. Measure the turn signal relay input voltage.

- 2. Check:
 - Turn signal relay output voltage Out of specification → Replace.



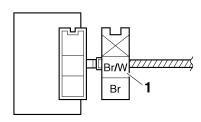
Turn signal relay output voltage DC 12 V

a. Connect the pocket tester (DC 20 V) to the turn signal relay terminal as shown.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe Brown/White "1"
- Negative tester probe Ground



- b. Turn the main switch to "ON".
- c. Measure the turn signal relay output voltage.

EAS28050

CHECKING THE RELAY UNIT (DIODE)

- 1. Check:
 - Relay unit (diode)
 Out of specification → Replace.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

TIP.

The pocket tester or the analog pocket tester readings are shown in the following table.



Continuity

Positive tester probe

Sky blue "1"

Negative tester probe

Black/Yellow "2"

No continuity

Positive tester probe

Black/Yellow "2"

Negative tester probe

Sky blue "1"

Continuity

Positive tester probe

Sky blue "1"

Negative tester probe

Blue/Yellow "3"

No continuity

Positive tester probe

Blue/Yellow "3"

Negative tester probe

Sky blue "1"

Continuity

Positive tester probe

Sky blue "1"

Negative tester probe

Sky blue/White "4"

No continuity

Positive tester probe

Sky blue/White "4"

Negative tester probe

Sky blue "1"

Continuity

Positive tester probe

Blue/Black "5"

Negative tester probe

Blue/Yellow "3"

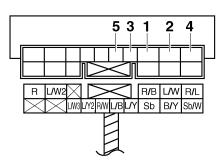
No continuity

Positive tester probe

Blue/Yellow "3"

Negative tester probe

Blue/Black "5"



a. Disconnect the relay unit coupler from the wire harness.

- b. Connect the pocket tester ($\Omega \times 1$) to the relay unit terminal as shown.
- c. Check the relay unit (diode) for continuity.
- d. Check the relay unit (diode) for no continuity.

EAS28100

CHECKING THE IGNITION COILS

The following procedure applies to all of the ignition coils.

- 1. Check:
 - Primary coil resistance
 Out of specification → Replace.



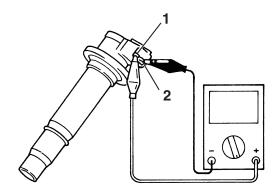
Primary coil resistance 0.85–1.15 Ω

- a. Remove the ignition coil from the spark plug.
- b. Connect the pocket tester ($\Omega \times 1$) to the ignition coil as shown.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe Red/Black "1"
- Negative tester probe
 Orange or Gray/Red or Orange/Green or
 Gray/Green "2"



c. Measure the primary coil resistance.

- 2. Check:
 - Secondary coil resistance
 Out of specification → Replace.



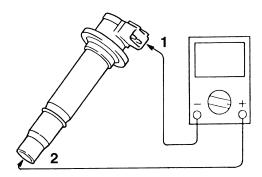
Secondary coil resistance 8.50–11.50 kΩ

a. Connect the pocket tester ($\Omega \times 1$ k) to the ignition coil as shown.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Negative tester probe Red/Black "1"
- Positive tester probe Spark plug terminal "2"



b. Measure the secondary coil resistance.

- 3. Check:
 - Ignition spark gap
 Out of specification → Replace.

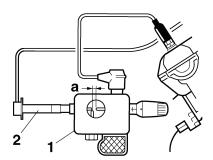


Minimum ignition spark gap 6.0 mm (0.24 in)

a. Connect the ignition checker "1" as shown.



Ignition checker 90890-06754 Opama pet-4000 spark checker YM-34487



- 2. Ignition coil
- b. Turn the main switch to "ON" and engine stop switch to "\(\cap \)".
- c. Measure the ignition spark gap "a".
- d. Crank the engine by pushing the start switch "(**)" and gradually increase the spark gap until a misfire occurs.

EAS28120

CHECKING THE CRANKSHAFT POSITION SENSOR

- 1. Disconnect:
 - Crankshaft position sensor coupler (from the wire harness)
- 2. Check:
 - Crankshaft position sensor resistance
 Out of specification → Replace the crankshaft position sensor.



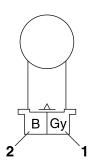
Crankshaft position sensor resistance 248–372 Ω at 20 °C (68 °F)

a. Connect the pocket tester ($\Omega \times 100$) to the crankshaft position sensor coupler as shown.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe Gray "1"
- Negative tester probe Black "2"



b. Measure the crankshaft position sensor resistance.

resistance.

EAS28130

CHECKING THE LEAN ANGLE SENSOR

- 1. Remove:
 - Lean angle sensor (from the battery box 2)
- 2. Check:
 - Lean angle sensor out put voltage
 Out of specification → Replace.



Lean angle sensor output voltage

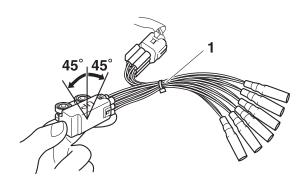
Less than 45°: 0.4–1.4 V More than 45°: 3.7–4.4 V

- Connect the test harness-lean angle sensor (6P) "1" to the lean angle sensor and wire harness as shown.
- b. Connect the pocket tester (DC 20 V) to the test harness-lean angle sensor (6P).



Pocket tester 90890-03112 Analog pocket tester YU-03112-C Test harness-lean angle sensor (6P) 90890-03209 YU-03209

- Positive tester probe Yellow/Green (wire harness color)
- Negative tester probe Black/Blue (wire harness color)



- c. Set the main switch to "ON".
- d. Turn the lean angle sensor to 45°.
- e. Measure the lean angle sensor output voltage.

CHECKING THE STARTER MOTOR OPERA-TION

- 1. Check:
 - Starter motor operation
 Does not operate → Perform the electric starting system troubleshooting, starting with step 4.

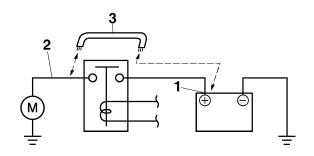
Refer to "TROUBLESHOOTING" on page 8-11.

 Connect the positive battery terminal "1" and starter motor lead "2" with a jumper lead "3".

EWA13810

WARNING

- A wire that is used as a jumper lead must have at least the same capacity of the battery lead, otherwise the jumper lead may burn.
- This check is likely to produce sparks, therefore, make sure no flammable gas or fluid is in the vicinity.



b. Check the starter motor operation.

EAS28150

CHECKING THE STATOR COIL

- 1. Disconnect:
 - Stator coil coupler (from the wire harness)
- 2. Check:
 - Stator coil resistance
 Out of specification → Replace the stator
 coil.



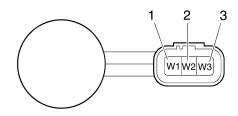
Stator coil resistance 0.112–0.168 Ω at 20 °C (68 °F)

a. Connect the digital circuit tester to the stator coil coupler as shown.



Digital circuit tester 90890-03174 Model 88 Multimeter with tachometer YU-A1927

- Positive tester probe White "1"
- Negative tester probe White "2"
- Positive tester probe White "1"
- Negative tester probe White "3"
- Positive tester probe White "2"
- Negative tester probe White "3"



b. Measure the stator coil resistance.

EAS28170

CHECKING THE RECTIFIER/REGULATOR

- 1. Check:
 - Rectifier/regulator input voltage
 Out of specification → Correct the stator
 coil condition.

Refer to "CHECKING THE STATOR COIL" on page 8-124.



Rectifier/regulator input voltage above 14 V at 5000 r/min

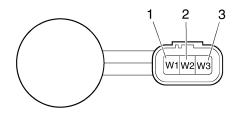
a. Set the engine tachometer to the ignition coil of cylinder #1.

b. Connect the pocket tester (AC 20 V) to the rectifier/regulator coupler as shown.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe White "1"
- Negative tester probe White "2"
- Positive tester probe White "1"
- Negative tester probe White "3"
- Positive tester probe White "2"
- Negative tester probe White "3"



- c. Start the engine and let it run at approximately 5000 r/min.
- d. Measure the rectifier/regulator input voltage.

- 2. Check:
 - Rectifier/regulator output voltage
 Out of specification → Replace the rectifier/regulator.



Rectifier/regulator output voltage

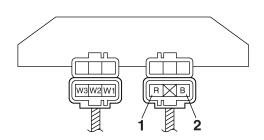
14.2-14.8 V

- a. Set the engine tachometer to the ignition coil of cylinder #1.
- b. Connect the pocket tester (DC 20 V) to the rectifier/regulator coupler as shown.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe
 - Red "1"
- Negative tester probe Black "2"



- c. Start the engine and let it run at approximately 5000 r/min.
- d. Measure the rectifier/regulator output voltage.

EAS28180

CHECKING THE HORN

- 1. Check:
 - Horn resistance
 Out of specification → Replace.



Coil resistance 1.07–1.11 Ω at 20 °C (68 °F)

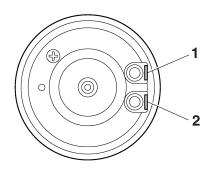
a. Disconnect the horn leads from the horn terminals.

b. Connect the pocket tester ($\Omega \times 1$) to the horn terminals.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe Horn terminal "1"
- Negative tester probe Horn terminal "2"



c. Measure the horn resistance.

2. Check:

 Horn sound Faulty sound → Replace.

FAS28190

CHECKING THE OIL LEVEL SWITCH

- 1. Drain:
 - Engine oil
- 2. Remove:
 - Oil level switch (from the oil pan)
- 3. Check:
 - Oil level switch resistance
 Out of specification → Replace.



Oil level switch

Maximum level position resistance

484–536 Ω

Minimum level position resistance

114–126 Ω

a. Connect the pocket tester ($\Omega \times 100$) to the oil level switch terminal as shown.



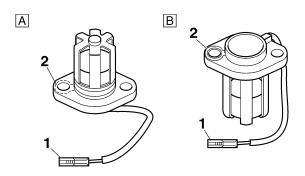
Pocket tester 90890-03112 Analog pocket tester YU-03112-C

Minimum level position "A"

- Positive tester probe Connector (White) "1"
- Negative tester probe Body earth "2"

Maximum level position "B"

- Positive tester probe Connector (White) "1"
- Negative tester probe Body earth "2"



b. Measure the oil level switch resistance.

EAS14B1035

CHECKING THE FUEL SENDER

- 1. Disconnect:
 - Fuel pump coupler
 - Fuel sender coupler (from the wire harness)
- 2. Remove:
 - Fuel tank
- 3. Remove:
 - Fuel pump (from the fuel tank)
- 4. Check:
 - Fuel sender resistance
 Out of specification → Replace.



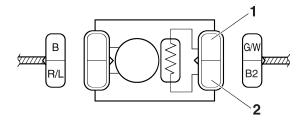
Fuel sender resistance 14–141 Ω at 20 °C (68 °F)

a. Connect the pocket tester ($\Omega \times 1$) to the fuel sender terminal as shown.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe Green/White "1"
- Negative tester probe Black "2"



b. Measure the fuel sender resistance.

EAS28240

CHECKING THE SPEED SENSOR

- 1. Check:
 - Speed sensor output voltage
 Out of specification → Replace.



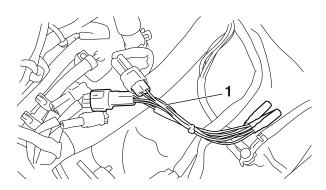
Output voltage reading cycle 0.6 V to 4.8 V to 0.6 V to 4.8 V

- a. Connect the test harness-speed sensor
 (3P) "1" to the speed sensor coupler and wire harness as shown.
- b. Connect the pocket tester (DC 20 V) to the test harness-speed sensor (3P).



Pocket tester 90890-03112 Analog pocket tester YU-03112-C Test harness-speed sensor (3P) 90890-03208 YU-03208

- Positive tester probe White/Yellow (wire harness color)
- Negative tester probe Black/Blue (wire harness color)



- c. Turn the main switch to "ON".
- d. Elevate the rear wheel and slowly rotate it.
- e. Measure the voltage. With each full rotation of the rear wheel, the voltage reading should cycle from 0.6 V to 4.8 V to 0.6 V to 4.8 V.

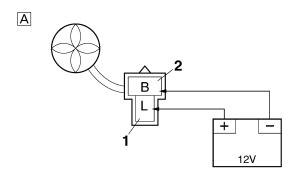
EAS28250

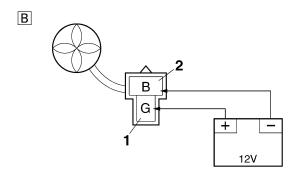
CHECKING THE RADIATOR FAN MOTOR

- 1. Check:
 - Radiator fan motor
 Faulty/rough movement → Replace.

a. Disconnect the radiator fan motor coupler

- from the wire harness.
- b. Connect the battery (DC 12 V) as shown.
- Positive tester probe Blue or Green "1"
- Negative tester probe Black "2"





- A. Right side
- B. Left side
- c. Measure the radiator fan motor movement.

FAS28260

CHECKING THE COOLANT TEMPERATURE SENSOR

- 1. Remove:
 - Coolant temperature sensor Refer to "CYLINDER HEAD" on page 5-25.

EWA14130

WARNING

- Handle the coolant temperature sensor with special care.
- Never subject the coolant temperature sensor to strong shocks. If the coolant temperature sensor is dropped, replace it.
- 2. Check:
 - Coolant temperature sensor resistance Out of specification → Replace.



Coolant temperature sensor resistance

5.21–6.37 k Ω at 0 °C (32 °F) 2.45 k Ω at 20 °C (68 °F) 290–354 Ω at 80 °C (176 °F) a. Connect the pocket tester ($\Omega \times 100$) to the coolant temperature sensor as shown.



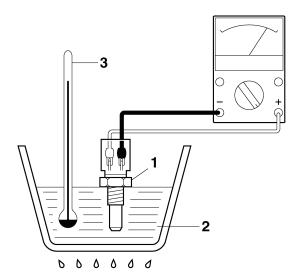
Pocket tester 90890-03112 Analog pocket tester YU-03112-C

b. Immerse the coolant temperature sensor "1" in a container filled with coolant "2".

TIP.

Make sure the coolant temperature sensor terminals do not get wet.

- c. Place a thermometer "3" in the coolant.
- d. Slowly heat the coolant, then let it cool down to the specified temperature.
- e. Measure the coolant temperature sensor resistance.



EAS14B1086

CHECKING THE THROTTLE POSITION SENSOR

- 1. Remove:
 - Throttle position sensor (from the throttle body)
- 2. Check:
 - Throttle position sensor maximum resistance

Out of specification \rightarrow Replace the throttle position sensor.



Throttle position sensor resistance

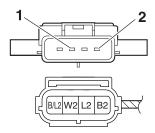
1.2–2.8 kΩ

a. Connect the pocket tester ($\Omega \times 1$ k) to the throttle position sensor terminal as shown.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe Blue "1"
- Negative tester probe Black/Blue "2"



b. Measure the throttle position sensor maximum resistance.

- 3. Install:
 - Throttle position sensor

TIP_

When installing the throttle position sensor, adjust its angle properly. Refer to "ADJUST-ING THE THROTTLE POSITION SENSOR" on page 7-20.

EAS14B1087

CHECKING THE ACCELERATOR POSITION SENSOR

- 1. Remove:
 - Accelerator position sensor (from the throttle body)
- 2. Check:
 - Accelerator position sensor maximum resistance

Out of specification \rightarrow Replace the accelerator position sensor.



Accelerator position sensor resistance

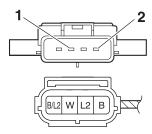
1.2–2.8 kΩ

a. Connect the pocket tester ($\Omega \times 1$ k) to the accelerator position sensor terminal as shown.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe Blue "1"
- Negative tester probe Black/Blue "2"



Measure the accelerator position sensor maximum resistance.

- 3. Install:
 - Accelerator position sensor

TIP

When installing the accelerator position sensor, adjust its angle properly. Refer to "ADJUSTING THE ACCELERATOR POSITION SENSOR" on page 7-21.

EAS14B1061

CHECKING THE THROTTLE SERVO MOTOR

- 1. Remove:
 - Air filter case Refer to "AIR FILTER CASE" on page 7-5.
- 2. Check:
 - Throttle valve operation
 Throttle valves do not fully close → Replace the throttle bodies.
- a. Connect two C-size batteries to the throttle servo motor terminals "1" as shown.

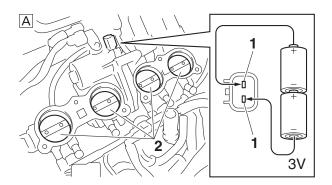
ECA1MC1004

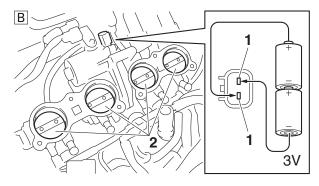
NOTICE

Do not use a 12 V battery to operate the throttle servo motor.

TIP

Do not use old batteries to operate the throttle servo motor.





- A. Check that the throttle valves "2" open.
- B. Check that the throttle valves "2" fully close.

EAS28370

CHECKING THE AIR INDUCTION SYSTEM SOLENOID

- 1. Check:
 - Air induction system solenoid resistance
 Out of specification → Replace.



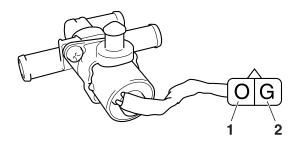
Solenoid resistance 18–22 Ω at 20 °C (68 °F)

- Disconnect the air induction system solenoid coupler from the air induction system solenoid.
- b. Connect the pocket tester ($\Omega \times 1$) to the air induction system solenoid terminal as shown.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe Orange "1"
- Negative tester probe Green "2"



 Measure the air induction system solenoid resistance.

EAS28380

CHECKING THE ATMOSPHERIC PRES-SURE SENSOR

- 1. Check:
 - Atmospheric pressure sensor output voltage
 Out of specification → Replace.



Atmospheric pressure sensor output voltage 3.57–3.71 V at 101.32 kPa

 Connect the test harness S-pressure sensor (3P) "1" to the atmospheric pressure sensor and wire harness as shown.

ECA14B1035

NOTICE

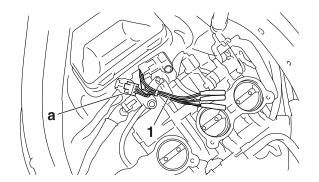
Pay attention to the installing direction of the test harness S-pressure sensor (3P) coupler "a".

b. Connect the digital circuit tester (DCV) to the test harness S-pressure sensor (3P).



Digital circuit tester 90890-03174 Model 88 Multimeter with tachometer YU-A1927 Test harness S-pressure sensor (3P) 90890-03207 YU-03207

- Positive tester probe
 Pink (wire harness color)
- Negative tester probe Black/blue (wire harness color)



c. Turn the main switch to "ON".

d. Measure the atmospheric pressure sensor output voltage.

FAS28390

CHECKING THE CYLINDER IDENTIFICA-TION SENSOR

- 1. Remove:
 - Fuel tank
 Refer to "FUEL TANK" on page 7-1.
 - Air filter case Refer to "AIR FILTER CASE" on page 7-5.
 - Air filter case duct Refer to "AIR INDUCTION SYSTEM" on page 7-23.
- 2. Check:
 - Cylinder identification sensor output voltage

Out of specification \rightarrow Replace.



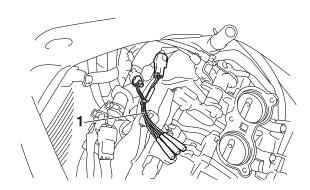
Cylinder identification sensor output voltage (ON)
More than 4.8 V
Cylinder identification sensor output voltage (OFF)
Less than 0.8 V

- a. Connect the test harness-speed sensor
 (3P) "1" to the speed sensor coupler and wire harness as shown.
- b. Connect the pocket tester (DC 20 V) to the test harness-speed sensor (3P).



Pocket tester 90890-03112 Analog pocket tester YU-03112-C Test harness-speed sensor (3P) 90890-03208 YU-03208

- Positive tester probe White/Black (wire harness color)
- Negative tester probe Black/Blue (wire harness color)



- c. Turn the main switch to "ON".
- d. Rotate the crankshaft.
- e. Measure the voltage. With each full rotation of the crankshaft, the voltage reading should cycle from 0.8 V to 4.8 V to 0.8 V to 4.8 V.

EAS28410

CHECKING THE INTAKE AIR PRESSURE SENSOR

- 1. Check:
 - Intake air pressure sensor output voltage Out of specification → Replace.



Intake air pressure sensor output voltage 3.57–3.71 V at 101.32 kPa

a. Connect the test harness S-pressure sensor (3P) "1" to the intake air pressure sensor and wire harness as shown.

ECA14B1035

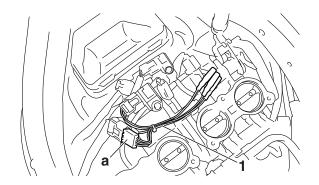
NOTICE

Pay attention to the installing direction of the test harness S-pressure sensor (3P) coupler "a". b. Connect the digital circuit tester (DCV) to the test harness S-pressure sensor (3P).



Digital circuit tester 90890-03174 Model 88 Multimeter with tachometer YU-A1927 Test harness S-pressure sensor (3P) 90890-03207 YU-03207

- Positive tester probe Pink/White (wire harness color)
- Negative tester probe Black/Blue (wire harness color)



- c. Turn the main switch to "ON".
- d. Measure the intake air pressure sensor output voltage.

EAS28420

CHECKING THE INTAKE AIR TEMPERATURE SENSOR

- 1. Remove:
 - Intake air temperature sensor (from the headlight assembly.)

EWA14110

WARNING

- Handle the intake air temperature sensor with special care.
- Never subject the intake air temperature sensor to strong shocks. If the intake air temperature sensor is dropped, replace it.
- 2. Check:
 - Intake air temperature sensor resistance Out of specification → Replace.



Intake air temperature sensor resistance

5.4–6.6 k Ω at 0 °C (32 °F) 290–390 Ω at 80 °C (176 °F)

a. Connect the pocket tester ($\Omega \times 100$) to the intake air temperature sensor terminal as shown.



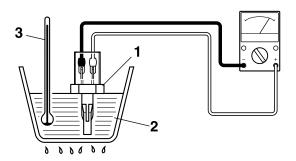
Pocket tester 90890-03112 Analog pocket tester YU-03112-C

b. Immerse the intake air temperature sensor "1" in a container filled with water "2".

TIP

Make sure that the intake air temperature sensor terminals do not get wet.

- c. Place a thermometer "3" in the water.
- d. Slowly heat the water, then let it cool down to the specified temperature.
- e. Measure the intake air temperature sensor resistance.



- 3. Install:
 - Intake air temperature sensor



Intake air temperature sensor screw

1.5 Nm (0.15 m·kgf, 1.1 ft·lbf)

EAS14B1020

CHECKING THE STEERING DAMPER SOLENOID

- 1. Remove:
 - Left side cowling Refer to "GENERAL CHASSIS" on page 4-1.

- 2. Check:
 - Steering damper solenoid resistance
 Out of specification → Replace the steering damper assembly.



Steering damper solenoid resistance

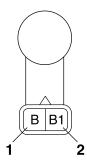
49.82-56.18 Ω at 20 °C (68 °F)

- a. Disconnect the steering damper lead coupler from wire harness.
- b. Connect the pocket tester ($\Omega \times 1$) to the steering damper lead coupler.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe Black "1"
- Negative tester probe Black "2"



c. Measure the steering damper solenoid resistance.

EAS14B1055

CHECKING THE GEAR POSITION SENSOR

- 1. Remove:
 - Fuel tank

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

- Gear position sensor
 Refer to "CRANKCASE" on page 5-70.
- 2. Check:
 - Gear position sensor
 Out of specification → Replace the gear
 position sensor.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C



Result

Neutral position Continuity

Positive tester probe

Sky blue "1"

Negative tester probe

Sensor terminal "a"

1st position

Continuity

Positive tester probe

White "2"

Negative tester probe

Sensor terminal "b"

2nd position

Continuity

Positive tester probe

Pink "3"

Negative tester probe

Sensor terminal "c"

3rd position

Continuity

Positive tester probe

Yellow/White "4"

Negative tester probe

Sensor terminal "d"

4th position

Continuity

Positive tester probe

White/Red "5"

Negative tester probe

Sensor terminal "e"

5th position

Continuity

Positive tester probe

Orange "6"

Negative tester probe

Sensor terminal "f"

6th position

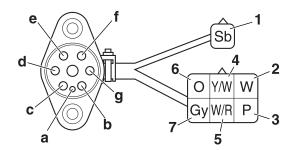
Continuity

Positive tester probe

Grav "7"

Negative tester probe

Sensor terminal "q"



EAS14B1101

CHECKING THE FUEL INJECTORS

- 1. Remove:
 - Fuel tank

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

Air filter upper cover (for secondary injector)

Refer to "AIR FILTER CASE" on page 7-5.

- 2. Check:
 - Fuel injector resistance
 Out of specification → Replace the fuel injector.



Fuel injector resistance (Primary injector/Secondary injector)

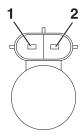
12.0 Ω at 20 °C (68 °F)

- a. Disconnect the fuel injector lead coupler from wire harness.
- b. Connect the pocket tester ($\Omega \times 1$) to the fuel injector coupler.



Pocket tester 90890-03112 Analog pocket tester YU-03112-C

- Positive tester probe Injector terminal "1"
- Negative tester probe Injector terminal "2"



c. Measure the fuel injector resistance.

TROUBLESHOOTING

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EAS28451

TROUBLESHOOTING

EAS28460

GENERAL INFORMATION

TIP

The following guide for troubleshooting does not cover all the possible causes of trouble. It should be helpful, however, as a guide to basic troubleshooting. Refer to the relative procedure in this manual for checks, adjustments, and replacement of parts.

EAS28470

STARTING FAILURES

Engine

- 1. Cylinder(s) and cylinder head
 - · Loose spark plug
 - Loose cylinder head or cylinder
 - · Damaged cylinder head gasket
 - Damaged cylinder gasket
 - · Worn or damaged cylinder
 - Incorrect valve clearance
 - · Improperly sealed valve
 - Incorrect valve-to-valve-seat contact
 - Incorrect valve timing
 - Faulty valve spring
 - · Seized valve
- 2. Piston(s) and piston ring(s)
 - · Improperly installed piston ring
 - · Damaged, worn or fatigued piston ring
 - · Seized piston ring
 - Seized or damaged piston
- 3. Air filter
 - Improperly installed air filter
 - Clogged air filter element
- 4. Crankcase and crankshaft
 - · Improperly assembled crankcase
 - Seized crankshaft

Fuel system

- 1. Fuel tank
 - · Empty fuel tank
 - · Clogged fuel filter
 - Clogged fuel strainer
 - Clogged fuel tank overflow hose
 - Clogged rollover valve (for California)
 - Clogged fuel tank breather hose (for California)
 - · Deteriorated or contaminated fuel
- 2. Fuel pump
 - Faulty fuel pump
 - · Faulty fuel pump relay

- 3. Throttle body(-ies)
 - · Deteriorated or contaminated fuel
 - Sucked-in air

Electrical system

- 1. Battery
 - Discharged battery
 - · Faulty battery
- 2. Fuse(s)
 - Blown, damaged or incorrect fuse
 - · Improperly installed fuse
- 3. Spark plug(s)
 - Incorrect spark plug gap
 - Incorrect spark plug heat range
 - Fouled spark plug
 - · Worn or damaged electrode
 - · Worn or damaged insulator
- 4. Ignition coil(s)
 - · Cracked or broken ignition coil body
 - Broken or shorted primary or secondary coils
- 5. Ignition system
 - Faulty ECU
 - Faulty crankshaft position sensor
 - · Faulty cylinder identification sensor
- 6. Switches and wiring
 - Faulty main switch
 - Faulty engine stop switch
 - · Broken or shorted wiring
 - Faulty gear position sensor
 - Faulty start switch
 - · Faulty sidestand switch
 - · Faulty clutch switch
 - Improperly grounded circuit
 - Loose connections
- 7. Starting system
 - · Faulty starter motor
 - Faulty starter relay
 - Faulty starting circuit cut-off relay
 - · Faulty starter clutch

EV638400

INCORRECT ENGINE IDLING SPEED

Engine

- 1. Cylinder(s) and cylinder head
 - Incorrect valve clearance
 - Damaged valve train components
- 2. Air filter
 - Clogged air filter element

Fuel system

- 1. Throttle body(-ies)
 - · Damaged or loose throttle body joint
 - Improperly synchronized throttle bodies
 - Improper throttle cable free play
 - Flooded throttle body
 - Faulty air induction system

Electrical system

- 1. Battery
 - · Discharged battery
 - Faulty battery
- 2. Spark plug(s)
 - · Incorrect spark plug gap
 - Incorrect spark plug heat range
 - Fouled spark plug
 - · Worn or damaged electrode
 - · Worn or damaged insulator
- 3. Ignition coil(s)
 - Broken or shorted primary or secondary coils
 - · Cracked or broken ignition coil
- 4. Ignition system
 - Faulty ECU
 - Faulty crankshaft position sensor
 - · Faulty cylinder identification sensor

EAS28520

POOR MEDIUM-AND-HIGH-SPEED PER-FORMANCE

Refer to "STARTING FAILURES" on page 9-1.

Engine

- 1. Air filter
 - Clogged air filter element
 - Faulty YCC-T and YCC-I

Fuel system

- 1. Fuel pump
 - Faulty fuel pump

EAS28530

FAULTY GEAR SHIFTING

Shifting is difficult

Refer to "Clutch drags".

EAS28540

SHIFT PEDAL DOES NOT MOVE

Shift shaft

- · Improperly adjusted shift rod
- Bent shift shaft

Shift drum and shift forks

- Foreign object in a shift drum groove
- Seized shift fork
- Bent shift fork guide bar

Transmission

- Seized transmission gear
- Foreign object between transmission gears
- Improperly assembled transmission

EAS28550

JUMPS OUT OF GEAR

Shift shaft

- · Incorrect shift pedal position
- · Improperly returned stopper lever

Shift forks

· Worn shift fork

Shift drum

- · Incorrect axial play
- · Worn shift drum groove

Transmission

Worn gear dog

EAS28570

FAULTY CLUTCH

Clutch slips

- 1. Clutch
 - · Improperly assembled clutch
 - Improperly adjusted clutch cable
 - · Loose or fatigued clutch spring
 - · Worn friction plate
 - · Worn clutch plate
- 2. Engine oil
 - Incorrect oil level
 - Incorrect oil viscosity (low)
 - Deteriorated oil

Clutch drags

- 1. Clutch
 - Unevenly tensioned clutch springs
 - Warped pressure plate
 - Bent clutch plate
 - Swollen friction plate
 - Bent clutch pull rod
 - Damaged clutch boss
 - Burnt primary driven gear bushing
 - · Match marks not aligned
- 2. Engine oil
 - · Incorrect oil level
 - Incorrect oil viscosity (high)
 - · Deteriorated oil

EAS28600

OVERHEATING

Engine

- 1. Clogged coolant passages
 - Cylinder head and piston(s)
 - · Heavy carbon buildup
- 2. Engine oil
 - Incorrect oil level
 - Incorrect oil viscosity
 - Inferior oil quality

Cooling system

- 1. Coolant
 - · Low coolant level
- 2. Radiator
 - Damaged or leaking radiator
 - Faulty radiator cap
 - · Bent or damaged radiator fin
- 3. Water pump
 - Damaged or faulty water pump
 - Thermostat
 - Thermostat stays closed
- 4. Oil cooler
 - · Clogged or damaged oil cooler
- 5. Hose(s) and pipe(s)
 - Damaged hose
 - · Improperly connected hose
 - Damaged pipe
 - Improperly connected pipe

Fuel system

- 1. Throttle body(-ies)
 - Faulty throttle body(-ies)
 - · Damaged or loose throttle body joint
- 2. Air filter
 - Clogged air filter element

Chassis

- 1. Brake(s)
 - · Dragging brake

Electrical system

- 1. Spark plug(s)
 - · Incorrect spark plug gap
 - · Incorrect spark plug heat range
- 2. Ignition system
 - Faulty ECU

EAS28610

OVERCOOLING

Cooling system

- 1. Thermostat
 - Thermostat stays open

EAS28620

POOR BRAKING PERFORMANCE

- Worn brake pad
- Worn brake disc
- Air in hydraulic brake system
- Leaking brake fluid
- · Faulty brake caliper 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

EAS28650

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
- · 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

EAS28680

UNSTABLE HANDLING

- 1. Handlebars
 - Bent or improperly installed right handlebar
 - Bent or improperly installed left handlebar
- 2. Steering head components
 - Improperly installed upper bracket
 - Improperly installed lower bracket (improperly tightened ring nut)
 - Bent steering stem
 - Damaged ball bearing or bearing race
- 3. Front fork leg(s)
 - Uneven oil levels (both front fork legs)
 - Unevenly tensioned fork spring (both front fork legs)
 - Broken fork spring
 - Bent or damaged inner tube
 - Bent or damaged outer tube

TROUBLESHOOTING

- 4. Swingarm
 - · Worn bearing or bushing
 - Bent or damaged swingarm
- 5. Rear shock absorber assembly(-ies)
 - · Faulty rear shock absorber spring
 - · Leaking oil or gas
- 6. Tire(s)
 - Uneven tire pressures (front and rear)
 - Incorrect tire pressure
 - Uneven tire wear
- 7. Wheel(s)
 - Incorrect wheel balance
 - Deformed cast wheel
 - · Damaged wheel bearing
 - Bent or loose wheel axle
 - Excessive wheel runout
- 8. Frame
 - Bent frame
 - Damaged steering head pipe
 - · Improperly installed bearing race

FAS28710

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 dimmer switch)
- Burnt-out headlight bulb

Headlight bulb burnt out

- Wrong headlight bulb
- Faulty battery
- Faulty rectifier/regulator
- Improperly grounded circuit
- · Faulty main switch
- · Headlight 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

56. Coolant temperature warning V Violet WIRING DIAGRAM liaht W White 57. High beam indicator light YZFR1Y(C) Υ Yellow 58. Left turn signal indicator light B/G Black/Green 1. Main switch 59. Right turn signal indicator light B/L Black/Blue 2. AC magneto 60. Meter light 3. Rectifier/regulator B/R Black/Red 61. Oil level switch 4. Main fuse B/W Black/White 62. Right handlebar switch 5. Backup fuse B/Y Black/Yellow 63. D-Mode switch 6. ETV (Electronic Throttle Br/B Brown/Black 64. Front brake light switch Valve) fuse 65. Engine stop switch Br/G Brown/Green 7. Battery 66. Start switch Br/L Brown/Blue 8. Fuel injection system fuse 67. Gear position sensor Br/R Brown/Red 9. Starter relay 68. Turn signal relay Br/W Brown/White 10. Starter motor 69. Left handlebar switch Br/Y Brown/Yellow 11. Relay unit 70. Dimmer switch G/B Green/Black 12. Starting circuit cut-off relay 71. Horn switch G/W Green/White 13. Fuel pump relay 72. Clutch switch G/Y Green/Yellow 14. Sidestand switch 73. Turn signal switch 15. Fuel pump Gv/G Grav/Green 74. Horn 16. Fuel sender Gy/R Gray/Red 75. Front left turn signal/position 17. Throttle position sensor L/B Blue/Black liaht 18. Accelerator position sensor 76. Front right turn signal/position L/R Blue/Red 19.0₂ sensor L/W Blue/White light 20. ECU (engine control unit) 77. Rear left turn signal light L/Y Blue/Yellow 21. Ignition coil #1 78. Rear right turn signal light Lg/R Light green/Red 22. Ignition coil #2 79. Headlight O/B Orange/Black 23. Ignition coil #3 80. Auxiliary light O/G Orange/Green 24. Ignition coil #4 81. Ground (cord headlight) P/B Pink/Black 25. Spark plug 82. License plate light P/W Pink/White 26. Primary injector #1 83. Rear brake light switch R/B Red/Black 27. Primary injector #2 84. Tail/brake light R/G Red/Green 28. Primary injector #3 85. Headlight relay R/L Red/Blue 29. Primary injector #4 86. Radiator fan motor relay 30. Secondary injector #1 R/W Red/White 87. Right radiator fan motor fuse 31. Secondary injector #2 88. Left radiator fan motor fuse R/Y Red/Yellow 32. Secondary injector #3 89. Right radiator fan motor Sb/W Sky blue/White 33. Secondary injector #4 90. Left radiator fan motor W/B White/Black 34. Air induction system solenoid 91. Headlight fuse W/G White/Green 35. Intake funnel servo motor 92. Signal fuse W/L White/Blue 36. Throttle servo motor 93. Steering damper fuse W/R White/Red 37. Steering damper solenoid 94. Ignition fuse W/Y White/Yellow 38. Speed sensor 95. Engine ground Y/R Yellow/Red 39. Intake air temperature sensor 96. Battery negative lead Y/B Yellow/Black 40. Crankshaft position sensor EAS28750 Y/G Yellow/Green 41. Coolant temperature sensor **COLOR CODE** 42. Intake air pressure sensor Y/L Yellow/Blue 43. Atmospheric pressure sensor Y/W Yellow/White В Black 44. Cylinder identification sensor Br Brown 45. Lean angle sensor Ch Chocolate 46. Meter assembly Dg Dark green 47. Fuel level warning light G Green 48. Oil level warning light Gy Gray 49. Neutral indicator light L Blue 50. Tachometer Lg Light green 51. Shift timing indicator light 0 Orange 52. Multi-function meter

53. Transmission gear display

54. Steering damper warning light

55. Engine trouble warning light

Ρ

R

Sb

Pink

Red

Sky blue



