

YAMAHA

GTS1000(A) '93

4BH-AE1

SERVICE MANUAL



The service information for this motorcycle has been split into two manuals.
For service information on the following components, please refer to the "SERVICE MANUAL - NEW FEATURES":

- EFI (Electronic Fuel Injection) system
- Single-sided swingarm front suspension
- ABS (Anti-lock Brake System)

**GTS1000/GTS1000A
SERVICE MANUAL**

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1st Edition, November 1993**

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is expressly prohibited.**

NOTICE

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

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

PARTICULARLY IMPORTANT INFORMATION

This material is distinguished by the following notation.



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

WARNING

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

CAUTION

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

NOTE:

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



HOW TO USE THIS MANUAL

CONSTRUCTION OF THIS MANUAL

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

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

MANUAL FORMAT

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

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

IMPORTANT FEATURES























- Data and a special tool are framed in a box preceded by a relevant symbol ⑤.
- An encircled numeral ⑥ indicates a part name, and an encircled alphabetical letter data or an alignment mark ⑦, the others being indicated by an alphabetical letter in a box ⑧.
- A condition of a faulty component will precede an arrow symbol and the course of action required the symbol ⑨.

EXPLODED DIAGRAM

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

The diagram illustrates the following components and procedures:

- INSPECTION AND REPAIR - ENG:**
 - 2 Remove:** Crankshaft. Use the crankcase separating tool 2.
 - Crankcase separating tool:** YU-01325.
 - INSPECTION AND REPAIR - CYLINDER HEAD:**
 - 1 Eliminate:** Carbon deposits. Use a rounded scraper.
 - NOTE:** Take care to avoid damaging the spark plug threads. Do not use a sharp instrument. Avoid scratching the aluminum.
 - 2 Measure:** Cylinder head warpage. Out of specification → Resurface.
 - Warpage limit:** 0.02 mm (0.001 in).
 - Warpage measurement and resurfacing step:**
 - Attach a straight edge 1 and a thickness gauge 2 on the cylinder head.
 - Measure the warpage.
 - If the warpage is out of specification, resurface the cylinder head.
 - Place a 400 - 600 grit wet sandpaper on the surface plate, and resurface the head using a figure-eight sanding pattern.
 - NOTE:** Rotate the head several times to avoid removing too much material from one side.
- FRONT FORK - CHASI:**
 - INSPECTION:**
 - Inspect inner fork tube 1.
 - Inspect outer fork tube 2.
 - Scratches/Bent/Damage → Replace.
 - WARNING:** Do not attempt to straighten a bent inner fork tube as this may dangerously weaken the tube.
 - 2 Inspect:** Dust seal, Grime/Net. Scratches/Damage → Replace.
 - 3 Measure:** Fork spring free length 3. Out of specification → Replace.
 - Fork spring free length:** 418.5 mm (16.5 in). Minimum free length: 410 mm (16.1 in).
 - 4 Install:** Drive chain, Joint drive chain.
 - WARNING:** Make sure that the clip 1 is installed in the correct direction. Otherwise, the drive chain will be loosened.
 - 5 Lubricate:** Drive chain.
 - Chain tube:** Yamaha chain tube or equivalent.

① GEN INFO 	② SPEC 	
③ INSP ADJ 	④ ENG 	
⑤ COOL 	⑥ CARB 	
⑦ CHAS 	⑧ ELEC 	
⑨ TRBL SHTG ?	⑩ 	
⑪ 	⑫ 	
⑬ 	⑭ 	
⑮ 	⑯ 	
⑰ 	⑱ 	⑲ 
⑳ 	㉑ 	㉒ 
㉓ 	㉔ New	

ILLUSTRATED SYMBOLS (Refer to the illustration)

Illustrated symbols ① to ⑨ are designed as thumb tabs to indicate the chapter's number and content.

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

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








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

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

- ⑰ Apply engine oil
- ⑱ Apply gear oil
- ⑲ Apply molybdenum disulfide oil
- ⑳ Apply wheel bearing grease
- ㉑ Apply lightweight lithium-soap base grease
- ㉒ Apply molybdenum disulfide grease
- ㉓ Apply locking agent (LOCTITE®)
- ㉔ Use new one



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	COOL 5
CHASSIS	
	CHAS 6
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	ELEC 7
TROUBLESHOOTING	?
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**CHAPTER 1.
GENERAL
INFORMATION**

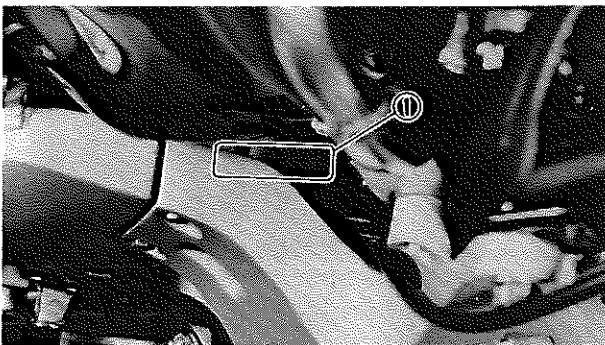
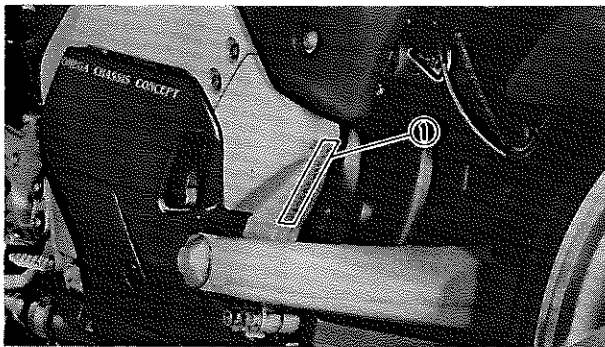
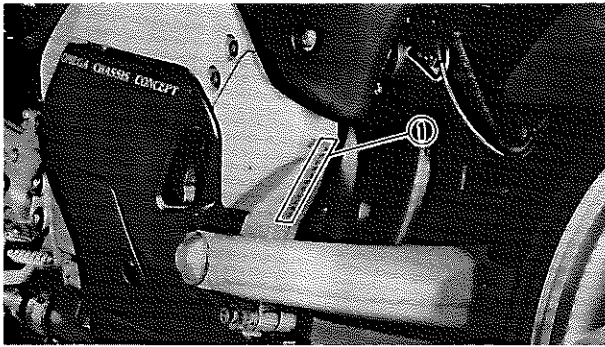
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1



**GENERAL
INFORMATION**

MOTORCYCLE IDENTIFICATION

VEHICLE IDENTIFICATION NUMBER (For E)

The vehicle identification number ① is stamped into the frame.

Starting serial number:
GTS1000:
 JYA4BHSO * PA017101
GTS1000A:
 JYA4BHSO * PA024101

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

FRAME SERIAL NUMBER

(Except for E)

The frame serial number ① is stamped into the frame.

Starting serial number:
GTS1000:
 4BH-000101 (for F, D, B, DK, SF, NL,
 N, S, I, POL, IRL, GR, GB)
 4FV-000101 (for CH and A)
GTS1000A:
 4BH-018101 (for F, D, B, DK, SF, NL, N, S, I,
 POL, IRL, GR, GB)
 4FV-001101 (for CH and A)

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

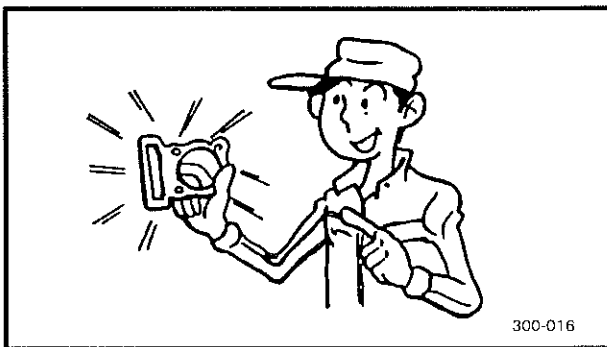
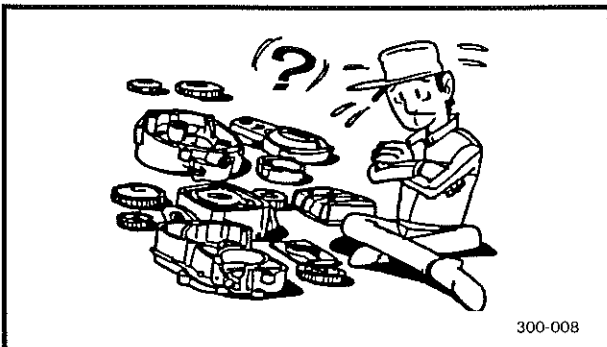
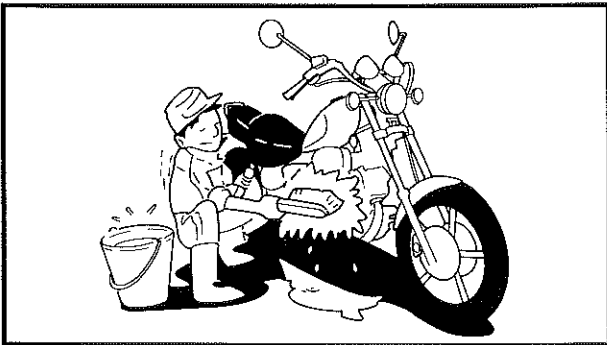
ENGINE SERIAL NUMBER

The engine serial number ① is stamped into crankcase.

Starting serial number:
GTS1000:
 4BH-000101 (for F, D, B, DK, SF, NL,
 N, S, I, POL, IRL, GR, GB)
 4BH-017101 (for E)
 4FV-000101 (for CH and A)
GTS1000A:
 4BH-018101 (for F, D, B, DK, SF, NL, N, S, I,
 POL, IRL, GR, GB)
 4BH-024101 (for E)
 4FV-001101 (for CH and A)

NOTE: _____

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

**IMPORTANT INFORMATAION
PREPARATION FOR REMOVAL**

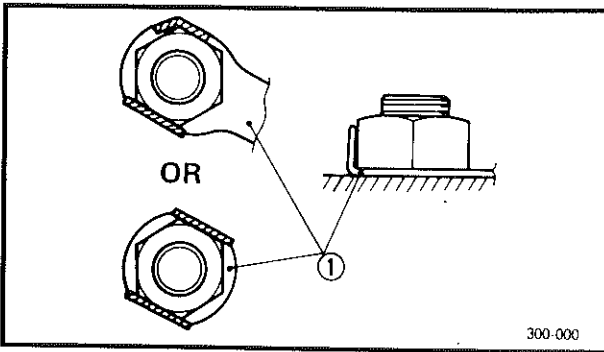
1. Remove all dirt, mud dust, and foreign material before removal and disassembly.
2. Use proper tools and cleaning equipment. Refer to "SPECIAL TOOL".
3. When disassembling the machine keep mated parts together. This includes gears, cylinders, pistons, and other mated parts that have been "mated" through normal wear. Mated parts must be reused as an assembly or replaced.
4. During the machine disassembly, clean all parts and place them in trays in the order of disassembly. This will speed up assembly time and help assure that all parts are correctly reinstalled.
5. Keep away from fire.

ALL REPLACEMENT PARTS

1. Use only genuine Yamaha parts for all replacements. Use oil and/or grease recommended by Yamaha for assembly and adjustment. Other brands may be similar in function and appearance, but inferior in quality.

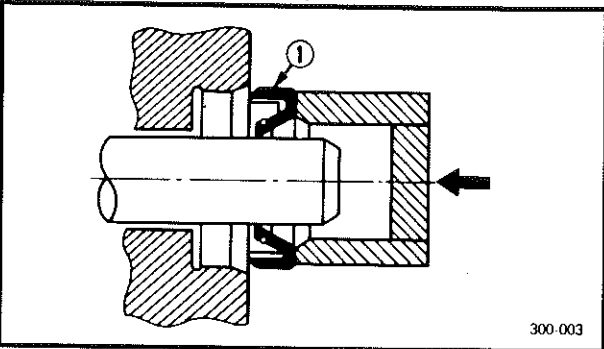
GASKETS, OIL SEALS, AND O-RINGS

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



LOCK WASHERS/PLATES AND COTTER-PINS

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



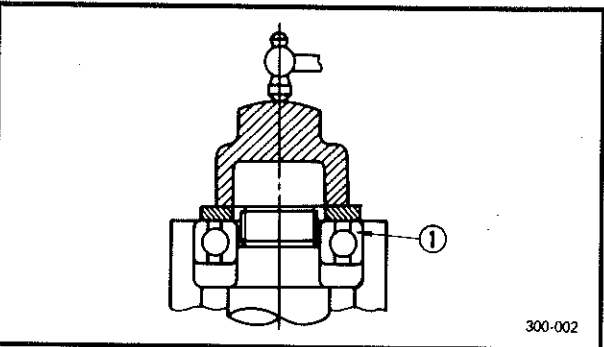
BEARINGS AND OIL SEALS

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

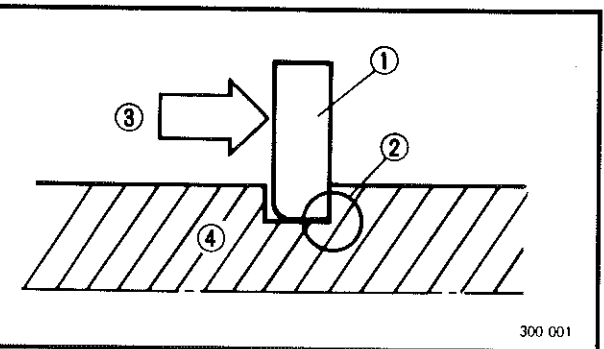
① Oil seal

CAUTION

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



① Bearing



CIRCLIPS

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

④ Shaft



SPECIAL TOOLS

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

The shape and part number used for the special tool differ by country, so two types are provided.

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

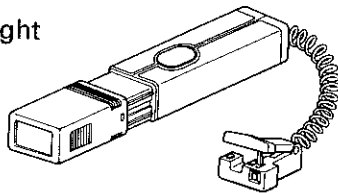
PN. YM- □□□□□ , YU-□□□□□
 YS- □□□□□ , YK-□□□□□ For
 ACC-□□□□□ Us, CDN

P/N. 90890-□□□□□) Except for
 US, CDN

FOR TUNE UP

2

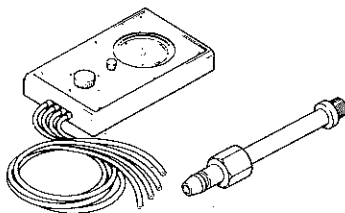
Inductive timing light
 P/N. 90890-03141



This tool is necessary for checking ignition timing.

4

Vacuum gauge
 P/N. YU-08030-A
 90890-03094
 Adapter
 P/N. YM-03060
 90890-03060

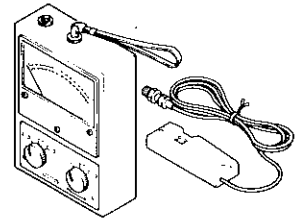


This gauge is needed for carburetor synchronization.

FOR ENGINE SERVICE

1

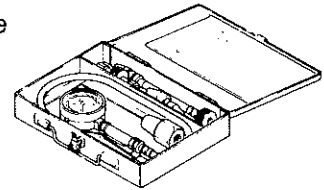
Inductive tachometer
 P/N. YU-08036-A
 90890-03113



This tool is needed for detecting engine rpm.

3

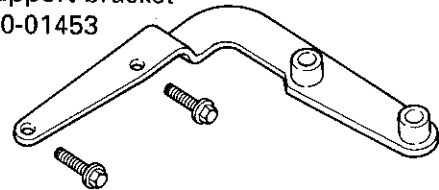
Compression gauge
 P/N. YU-33223
 90890-03081
 Adapter
 P/N. 90890-04082



This gauge is used to measure the engine compression

5

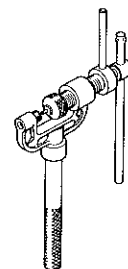
Caliper support bracket
 P/N. 90890-01453



This tool is used for front brake system air bleeding.

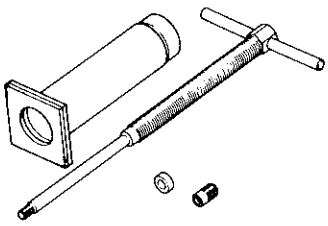
1

Cam chain cutter
 P/N. YM-01112
 90890-01112



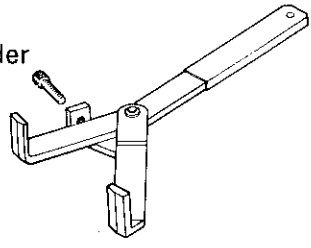
This tool is used when cutting the cam chain.

2
Piston pin puller
P/N. YU-01304
90890-01304



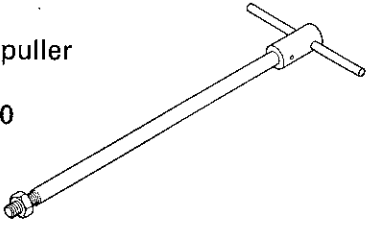
This tool is used to remove the piston pin.

3
Universal clutch holder
P/N. YM-91042
90890-04086



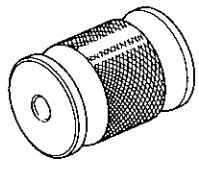
This tool is used to hold the clutch when removing or installing the clutch boss locknut.

4-A
Armature shock puller
P/N. YU-01047-3
90890-01290



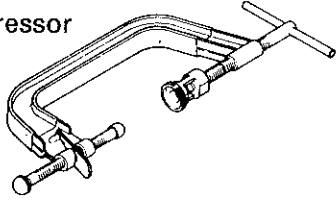
These tools are used to remove the generator armature.

4-B
Weight
P/N. YU-01047-2
90890-01291



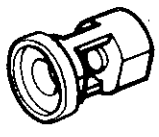
These tools are used to remove the generator armature.

5-A
Valve spring compressor
P/N. YM-04019
90890-04019



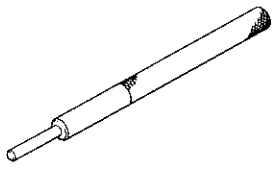
These tools are needed to remove and install the valve assemblies.

5-B
Attachment
(For exhaust valve)
P/N. YM-04108
90890-04108
(For intake valve)
P/N. YM-04114
90890-04114



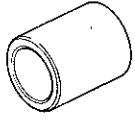
These tools are needed to remove and install the valve assemblies.

6
Valve guide remover (4.5 mm)
P/N. YM-04116
90890-04116



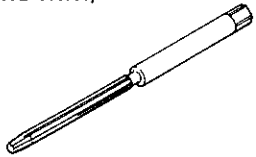
This tool is used to remove the valve guides.

7
Valve guide installer
P/N. YM-04117
90890-04117



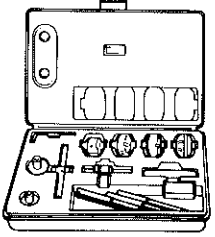
This tool is needed to install the valve guides properly.

8
Valve guide reamer (4.5 mm)
P/N. YM-04118
90890-04118



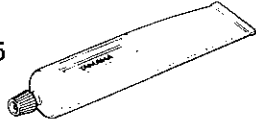
This tool is used to rebores the new valve guide.

9
Valve seat cutter
P/N. YM-91043-C



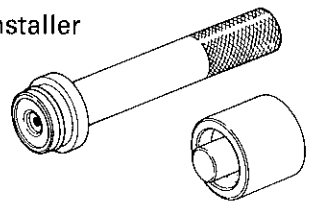
This tool is used to adjust the valve clearance.

10
 Quick gasket®
 P/N. ACC-11001-15-01
 YAMAHA Bond No. 1215
 P/N. 90890-85505



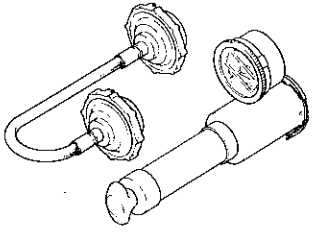
This sealant (Bond) is used for crankcase mating surfaces, etc.

11
 Water pump seal installer
 P/N. YU-04051-1
 90890-04058
 Adapter
 P/N. YM-33221
 90890-04078



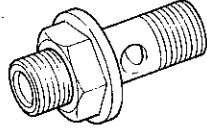
These tools are used for installing the seal of the water pump housing.

12
 Radiator cap tester
 P/N. YU-24460-01
 90890-01325
 Adaptor
 P/N. YU-33984
 90890-01352



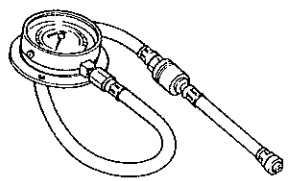
This tester is needed for checking the cooling system.

13
 Adapter
 P/N. 90890-03151



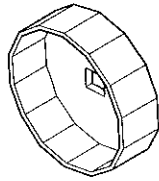
This adapter is to be used for measure the fuel pressure.

14
 Pressure gauge
 P/N. 90890-03153



This measuring equipments to measure the fuel pressure.

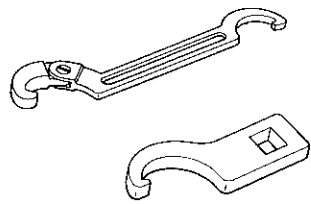
15
 Oil filter wrench
 P/N. 90890-01426



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

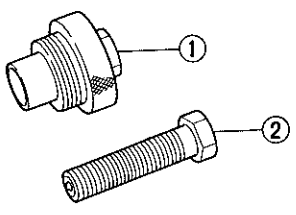
FOR CHASSIS SERVICE

1
 Ring nut wrench
 P/N. YU-01268
 90890-01268
 P/N. YU-33975
 90890-01403



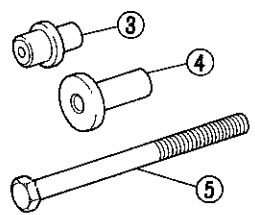
This tool is used to loosen and tighten the steering ring nut.

2-A
 Bearing puller kit
 P/N. 90890-04127
 Bearing puller - ①
 Bolt - ②



This bearing puller kit is to remove and install the front wheel bearing.

2-B
 Spacer - ③
 Bearing spacer - ④
 Puller bolt - ⑤

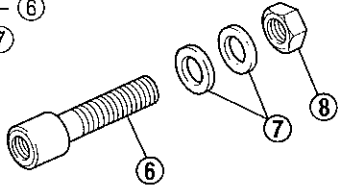


This bearing puller kit is to remove and install the front wheel bearing.



2-C

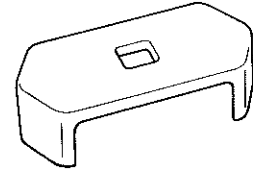
Connecting bolt - ⑥
Plane washer - ⑦
Nut - ⑧



This bearing puller kit is to remove and install the front wheel bearing.

3

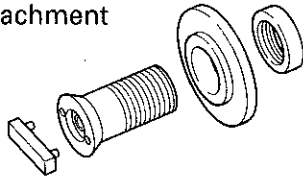
Cap wrench
P/N. 90890-01451



This tool is to remove and install the hub cap nut.

4

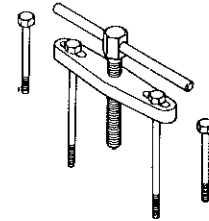
Wheel balancer attachment
P/N. 90890-01452



This attachment is to be used to fix the front wheel to the wheel balance.

5

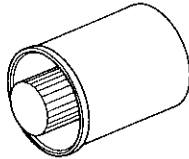
Crankcase separating tool
P/N. YU-01135-A
90890-01135



This tool is necessary to remove the ABS sensor rotor.

6

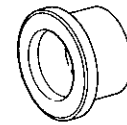
Water pump seal installer
P/N. YM-33221
90890-04078



This tool is used to remove the ABS sensor rotor.

7

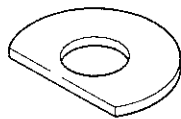
Front fork seal adapter
P/N. YM-1368
90890-01186



This tool is used to remove the ABS sensor rotor.

8

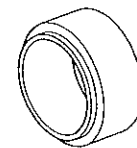
Spacer
P/N. YM-01309
90890-01309



This tool is used to remove the ABS sensor rotor.

9

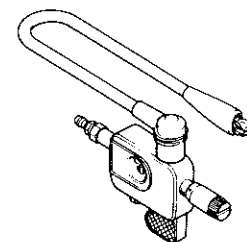
Sensor rotor installation pot
P/N. YM-04124
90890-04124



This tool is used to install the ABS sensor rotor.

1

Ignition checker
P/N. 90890-06754

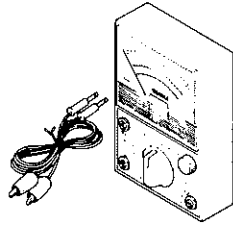


This instrument is necessary for checking the ignition system components.

**FOR ELECTRICAL
COMPONENTS**

**2**

Pocket tester
P/N. YU-03112
90890-03112



This instrument is invaluable for checking the electrical system.

3

Test coupler adapter
P/N. 90890-03149



This instrument is necessary for self diagnosis of the EFI and ABS system.

CHAPTER 2. SPECIFICATIONS

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CABLE ROUTINGB-15



SPECIFICATIONS

GENERAL SPECIFICATIONS

For F, D, B, DK, SF, NL, N, S, POL, IRL, GR, GB, CH, A, E

2

Model	GTS1000
Model code:	4BH1
Engine starting number:	4BH-000101
Frame starting number:	4BH-000101
Dimensions:	
Overall length	2,165 mm (85.2 in)
Overall width	700 mm (27.6 in)
Overall height	1,255 mm (49.4 in) (Low screen)
Overall height	1,320 mm (52.0 in) (High screen)
Seat height	790 mm (31.1 in)
Wheelbase	1,495 mm (58.9 in)
Minimum ground clearance	135 mm (5.31 in)
Minimum turning radius	3,400 mm (133.9 in)
Basic weight:	
With oil and full fuel tank	274 kg (604 lb)
Maximum load-except motorcycle	226 kg (498 lb)
Engine:	
Engine type	Liquid-cooled 4-stroke, DOHC
Cylinder arrangement	Forward-inclined parallel 4-cylinder
Displacement	1,002 cm ³
Bore x stroke	75.5 x 56.0 mm (2.97 x 2.20 in)
Compression ratio	10.8:1
Compression pressure (STD)	1,350 kPa (13.5 kg/cm ² , 192 psi) at 400 r/min
Starting system	Electric starter
Lubrication system:	Wet sump
Oil type or grade:	
Engine oil	
	SAE20W40 type SE motor oil SAE10W30 type SE motor oil
Oil capacity:	
Engine oil	
Periodic oil change	2.5 L (2.2 Imp qt, 2.6 US qt)
With oil filter replacement	2.7 L (2.4 Imp qt, 2.9 US qt)
Total amount	3.2 L (2.8 Imp qt, 3.4 US qt)
Oil cooler capacity (including all routes)	0.1 L (0.1 Imp qt, 0.1 US qt)
Radiator capacity (including all routes):	2.65 L (2.33 Imp qt, 2.80 US qt)
Air filter:	Dry type element



Model	GTS1000
Fuel:	
Type	Regular unleaded gasoline
Fuel tank capacity	20 L (4.40 Imp gal, 5.28 US gal)
Fuel reserve amount	3.5 L (0.77 Imp gal, 0.92 US gal)
Throttle body:	
Type / quantity	AC34/4
Manufacturer	MIKUNI
EFI:	
Type	195500-2680
Manufacturer	NIPPONDENSO
Spark plug:	
Type	DPR8EA-9/X24EPR-U9
Manufacturer	NGK/NIPPONDENSO
Spark plug gap	0.8 ~ 0.9 mm (0.031 ~ 0.035 in)
Clutch type:	Wet, multiple-disc
Transmission:	
Primary reduction system	Spur gear
Primary reduction ratio	68/41 (1.659)
Secondary reduction system	Chain drive
Secondary reduction ratio	47/17 (2.765)
Transmission type	Constant mesh 5-speed
Operation	Left foot operation
Gear ratio	
1st	36/14 (2.571)
2nd	32/18 (1.778)
3rd	29/21 (1.381)
4th	27/23 (1.174)
5th	28/27 (1.037)
Chassis:	
Frame type	Double cradle
Caster angle	24°
Camber angle	0°
Trail	100 mm (3.94 in)
Tire:	
Type	Tubeless
Size	
front	130/60 ZR17
rear	170/60 ZR17
Manufacturer	
front	BRIDGESTONE/DUNLOP/MICHELIN/ METZELER
rear	BRIDGESTONE/DUNLOP/MICHELIN/ METZELER
Type	
front	CY17/D202F/A89X/ME33
rear	CY20/D202/M89X/ME55A

GENERAL SPECIFICATIONS

SPEC



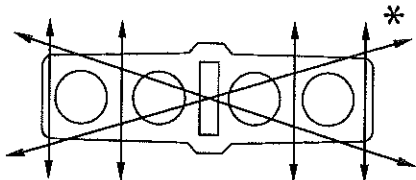
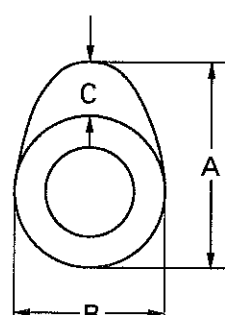
A.

Model	GTS1000	
Tire pressure (cold tire): Loading condition A*		0 ~ 90 kg (0 ~ 198 lb)
	front	250 kPa (2.5 kg/cm ² , 36 psi)
	rear	250 kPa (2.5 kg/cm ² , 36 psi)
Loading condition B*		90 ~ 226 kg (198 ~ 498 lb)
	front	250 kPa (2.5 kg/cm ² , 36 psi)
	rear	290 kPa (2.9 kg/cm ² , 41 psi)
		*Load is the total weight of cargo, rider, passenger and accessories.
High-speed riding		
	front	250 kPa (2.5 kg/cm ² , 36 psi)
	rear	290 kPa (2.9 kg/cm ² , 41 psi)
Brake:		
Front brake	type	Single disc brake
	operation	Right hand operation
Rear brake	type	Single disc brake
	operation	Right foot operation
Suspension:		
Front suspension		Swingarm
Rear suspension		Swingarm (new monocross)
Shock absorber:		
Front shock absorber		Coil spring / Gas-oil damper
Rear shock absorber		Coil spring / Gas-oil damper
Wheel travel:		
Front wheel travel		116 mm (4.6 in)
Rear wheel travel		130 mm (5.1 in)
Electrical:		
Ignition system		T.C.I. (Digital)
Generator system		A.C. generator
Battery capacity		12 V 12 AH
Battery type		YTX14-BS
Headlight type:		Quartz bulb (Halogen)
Bulb wattage x quantity:		
Headlight		12 V 60 W / 55 W
Auxiliary light		12 V 5 W x 1
Tail / brake light		12 V 5 W / 21 W
Flasher light		12 V 21 W x 4
Meter light		12 V 3.4 W x 5
Indicator light		
NEUTRAL		12 V 1.7 W x 1
TURN		12 V 3.4 W x 2
OIL LEVEL		312 V 1.7 W x 1
HIGH BEAM		12 V 1.7 W x 1
FUEL		12 V 3.4 W x 1
EFI		12 V 1.7 W x 1

MAINTENANCE SPECIFICATIONS

ENGINE

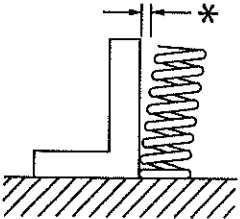

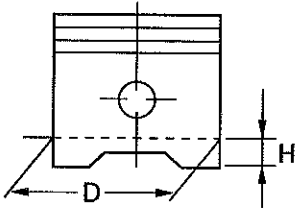
For F, D, B, DK, SF, NL, N, S, I, POL, IRL, GR, GB, CH, A, E

Model	GTS1000																														
<p>Cylinder head: Warp limit</p> 	<p>0.03 mm (0.0012 in)</p> <p>*Lines indicate straightedge measurement.</p>																														
<p>Cylinder: Bore size Taper limit Out of round limit</p>	<p>75.500 ~ 75.505 mm (2.9724 ~ 2.9726 in) 0.05 mm (0.002 in) 0.05 mm (0.0020 in)</p>																														
<p>Camshaft: Drive method Cam cap inside diameter Cam cap inside diameter Camshaft outside diameter Shaft-to-cap clearance Shaft-to-cap clearance Cam dimensions</p> 	<p>Chain drive (Center) 24.470 ~ 24.491 mm (0.9634 ~ 0.9642 in) 24.500 ~ 24.521 mm (0.9646 ~ 0.9654 in) 24.437 ~ 24.450 mm (0.9621 ~ 0.9626 in) 0.020 ~ 0.054 mm (0.0008 ~ 0.0021 in) 0.050 ~ 0.084 mm (0.0020 ~ 0.0033 in)</p> <table border="0"> <tr> <td data-bbox="191 1657 287 1702">Intake</td> <td data-bbox="590 1657 702 1702">"A"</td> <td data-bbox="790 1657 1244 1702">31.8 ~ 31.9 mm (1.252 ~ 1.256 in)</td> </tr> <tr> <td></td> <td data-bbox="590 1702 702 1747"><limit></td> <td data-bbox="790 1702 1085 1747"><31.7mm (1.248 in)></td> </tr> <tr> <td></td> <td data-bbox="590 1747 702 1792">"B"</td> <td data-bbox="790 1747 1276 1792">24.95 ~ 25.05 mm (0.982 ~ 0.986 in)</td> </tr> <tr> <td></td> <td data-bbox="590 1792 702 1836"><limit></td> <td data-bbox="790 1792 1101 1836"><24.85 mm (0.978 in)></td> </tr> <tr> <td></td> <td data-bbox="590 1836 702 1881">"C"</td> <td data-bbox="790 1836 1244 1881">6.75 ~ 6.95 mm (0.266 ~ 0.274 in)</td> </tr> <tr> <td data-bbox="191 1859 319 1904">Exhaust</td> <td data-bbox="590 1859 702 1904">"A"</td> <td data-bbox="790 1859 1276 1904">31.75 ~ 31.85 mm (1.250 ~ 1.254 in)</td> </tr> <tr> <td></td> <td data-bbox="590 1904 702 1948"><limit></td> <td data-bbox="790 1904 1101 1948"><31.65 mm (1.246 in)></td> </tr> <tr> <td></td> <td data-bbox="590 1948 702 1993">"B"</td> <td data-bbox="790 1948 1276 1993">24.95 ~ 25.05 mm (0.982 ~ 0.986 in)</td> </tr> <tr> <td></td> <td data-bbox="590 1993 702 2038"><limit></td> <td data-bbox="790 1993 1101 2038"><24.85 mm (0.978 in)></td> </tr> <tr> <td></td> <td data-bbox="590 2038 702 2083">"C"</td> <td data-bbox="790 2038 1212 2083">6.7 ~ 6.9 mm (0.264 ~ 0.272 in)</td> </tr> </table>	Intake	"A"	31.8 ~ 31.9 mm (1.252 ~ 1.256 in)		<limit>	<31.7mm (1.248 in)>		"B"	24.95 ~ 25.05 mm (0.982 ~ 0.986 in)		<limit>	<24.85 mm (0.978 in)>		"C"	6.75 ~ 6.95 mm (0.266 ~ 0.274 in)	Exhaust	"A"	31.75 ~ 31.85 mm (1.250 ~ 1.254 in)		<limit>	<31.65 mm (1.246 in)>		"B"	24.95 ~ 25.05 mm (0.982 ~ 0.986 in)		<limit>	<24.85 mm (0.978 in)>		"C"	6.7 ~ 6.9 mm (0.264 ~ 0.272 in)
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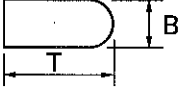
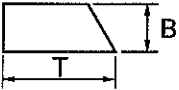

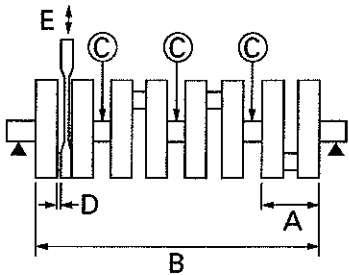


Model		GTS1000	
Camshaft runout limit		0.03 mm (0.0012 in)	
Cam chain:			
Cam chain type / No. of links		219FS/108	
Cam chain adjustment method		Automatic	
Valve, valve seat, valve guide:			
Valve clearance (cold)	IN	0.11 ~ 0.20 mm (0.004 ~ 0.008 in)	
	EX	0.21 ~ 0.30 mm (0.008 ~ 0.012 in)	
Valve dimensions:			
Head Dia	Face Width	Seat Width	Margin Thickness
"A" head diameter	IN	23.4 ~ 23.6 mm (0.921 ~ 0.929 in)	
	EX	24.9 ~ 25.1 mm (0.980 ~ 0.988 in)	
"B" face width	IN	1.63 ~ 2.90 mm (0.064 ~ 0.114 in)	
	EX	1.63 ~ 2.90 mm (0.064 ~ 0.114 in)	
"C" seat width	IN	0.9 ~ 1.1 mm (0.035 ~ 0.043 in)	
	EX	0.9 ~ 1.1 mm (0.035 ~ 0.043 in)	
"D" margin thickness	IN	0.45 ~ 0.95 mm (0.018 ~ 0.037 in)	
	EX	0.75 ~ 1.25 mm (0.030 ~ 0.049 in)	
Stem outside diameter	IN	4.475 ~ 4.490 mm (0.1762 ~ 0.1768 in)	
	EX	4.460 ~ 4.475 mm (0.1756 ~ 0.1762 in)	
<Limit>	IN	<4.445 mm (0.175 in)>	
	EX	<4.43 mm (0.174 in)>	
Guide inside diameter	IN	4.500 ~ 4.512 mm (0.1772 ~ 0.1776 in)	
	EX	4.500 ~ 4.512 mm (0.1772 ~ 0.1776 in)	
<Limit>	IN	<4.55 mm (0.179 in)>	
	EX	<4.55 mm (0.179 in)>	
Stem-to-guide clearance	IN	0.010 ~ 0.037 mm (0.0004 ~ 0.0015 in)	
	EX	0.025 ~ 0.052 mm (0.0010 ~ 0.0020 in)	
<Limit>	IN	<0.08 mm (0.003 in)>	
	EX	<0.1 mm (0.004 in)>	
Stem runout limit		0.01 mm (0.0004 in)	



Model		GTS1000
Valve seat width	IN	0.9 ~ 1.1 mm (0.0354 ~ 0.0433in)
	EX	0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in)
Valve spring:		
Inner spring		
Free length	IN	40.73 mm (1.60 in)
	EX	45.44 mm (1.79 in)
Set length (valve closed)	IN	36.5 mm (1.4 in)
	EX	38.5 mm (1.5 in)
Compressed pressure (installed)	IN	8.1 ~ 9.3 kg (17.86 ~ 20.50 lb)
	EX	13.53 ~ 15.53 kg (29.83 ~ 34.24 lb)
Tilt limit	IN	2.5°/1.7 mm (2.5°/0.07 in)
	EX	2.5°/1.7 mm (2.5°/0.07 in)
		
Direction of winding (top view)	IN	Clockwise
	EX	Clockwise
		
Piston:		
Piston to cylinder clearance <Limit>		0.06 ~ 0.08 mm (0.0024 ~ 0.0031 in)
Piston size "D"		<0.15 mm (0.0059 in)> 75.425 ~ 75.440 mm (2.969 ~ 2.970 in)
		
Measuring point "H"		3 mm (0.118 in)
Piston off-set		0.5 mm (0.02 in)
Piston off-set direction		IN side
Piston pin bore inside diameter		19.004 ~ 19.015 mm (0.7482 ~ 0.7486 in)
Piston pin outside diameter		18.991 ~ 19.000 mm (0.7477 ~ 0.7480 in)



Model	GTS1000
<p>Piston rings:</p> <p>Top ring:</p>  <p>Type Dimensions (B x T) End gap (installed) Side clearance (installed)</p> <p>2nd ring:</p>  <p>Type Dimensions (B x T) End gap (installed) Side clearance</p> <p>Oil ring:</p>  <p>Dimensions (B x T) End gap (installed)</p>	<p>Barrel 0.8 x 2.8 mm (0.031 x 0.110 in) 0.3 ~ 0.5 mm (0.012 ~ 0.020 in) 0.03 ~ 0.07 mm (0.001 ~ 0.003 in)</p> <p>Taper 0.8 x 2.8 mm (0.031 x 0.110 in) 0.3 ~ 0.5 mm (0.012 ~ 0.020 in) 0.02 ~ 0.06 mm (0.001 ~ 0.002 in)</p> <p>1.5 x 2.5 mm (0.059 x 0.098 in) 0.2 ~ 0.8 mm (0.008 ~ 0.031 in)</p>
<p>Connecting rod:</p> <p>Oil clearance Color code (corresponding size)</p>	<p>0.032 ~ 0.056 mm (0.001 ~ 0.002 in) ① Blue ② Black ③ Brown ④ Green</p>
<p>Crankshaft:</p>  <p>Crank width "A" Assembly width "B" Runout limit "C" Big end side clearance "D" Big end radial clearance "E" Journal oil clearance Color code (corresponding size)</p>	<p>55.7 ~ 59.5 mm (2.193 ~ 2.343 in) 339.8 ~ 340.2 mm (13.378 ~ 13.394 in) 0.03 mm (0.0012 in) 0.160 ~ 0.262 mm (0.006 ~ 0.010 in) 0.042 ~ 0.066 mm (0.0017 ~ 0.0026 in) 0.040 ~ 0.064 mm (0.0016 ~ 0.0025 in) ① Blue ② Black ③ Brown ④ Green ⑤ Yellow</p>

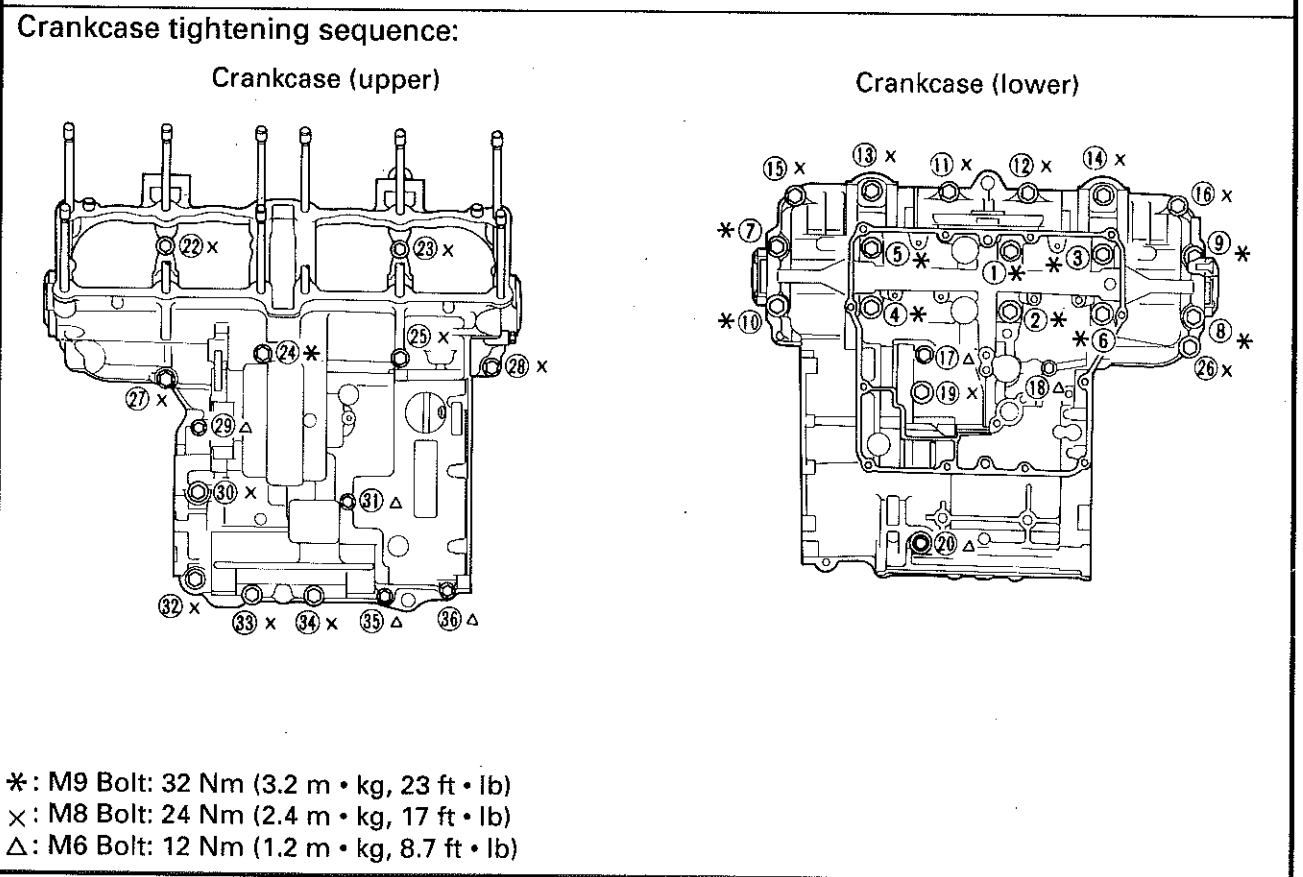
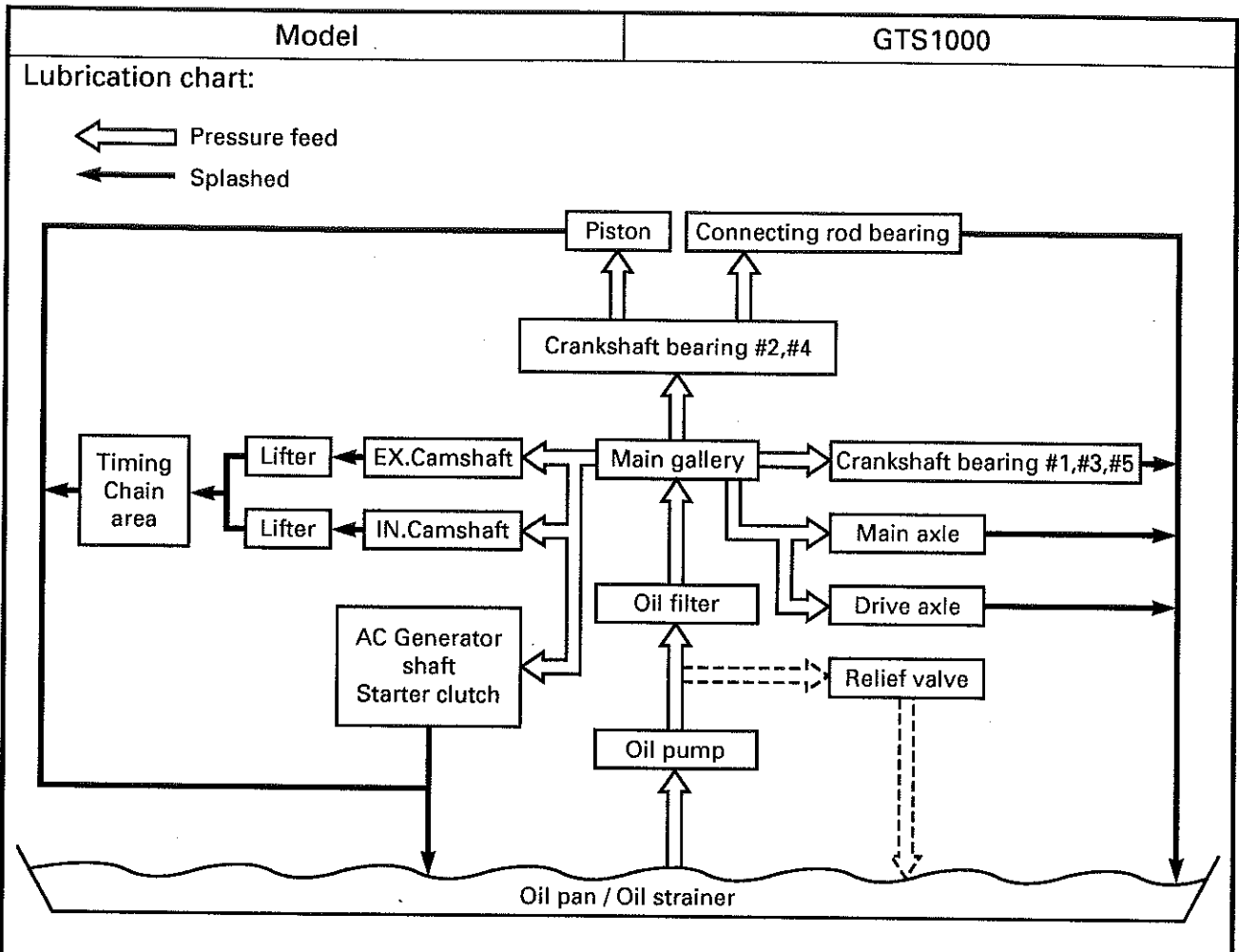


Model	GTS1000
Clutch: Friction plate thickness Quantity Friction plate wear limit Friction plate thickness Quantity Friction plate wear limit Clutch plate thickness Quantity Warp limit Clutch spring free length Quantity Minimum length Clutch release method	2.9 ~ 3.1 mm (0.114 ~ 0.122 in) 8 2.8 mm (0.11 in) 3.4 ~ 3.6 mm (0.134 ~ 0.142 in) 1 3.3 mm (0.13 in) 1.9 ~ 2.1 mm (0.075 ~ 0.083 in) 8 0.1 mm (0.004 in) 50 mm (1.97 in) 6 48 mm (1.89 in) Hydraulic inner push
Transmission: Main axle deflection limit Drive axle deflection limit	0.08 mm (0.003 in) 0.08 mm (0.003 in)
Shifter: Shifter type Guide bar bending limit	Guide bar 0.1 mm (0.004 in)
Throttle body: I. D. mark Throttle valve size (Th.V) Engine idle speed Intake vacuum	4BH 00 #125 950 ~ 1,050 r/min 26.32 ~ 32.90 kPa (200 ~ 250 mmHg, 7.87 ~ 9.84 inHg)
Fuel pump: Type Model / manufacturer Consumption amperage <max> Output pressure	Electrical type 4BH/NIPPONDENSO 5.3 A 350 kPa (3.5 kg/cm ² , 50 psi)
Lubrication system: Oil filter type Oil pump type Tip clearance "A" or "B" <Limit> Side clearance <Limit> Bypass valve setting pressure Relief valve operating pressure Oil pressure (hot)	Paper type Trochoid type 0.09 ~ 0.15 mm (0.004 ~ 0.006 in) <0.2 mm (0.008 in)> 0.03 ~ 0.08 mm (0.001 ~ 0.003 in) <0.15 mm (0.006 in)> 180 ~ 220 kPa (1.8 ~ 2.2 kg/cm ² , 25.60 ~ 31.29 psi) 390 ~ 470 kPa (3.9 ~ 4.7 kg/cm ² , 55.47 ~ 66.85 psi) 70 kPa (0.7 kg/cm ² , 9.96 psi) at 1,000 r/min

MAINTENANCE SPECIFICATIONS



Model	GTS1000
Cooling system: Radiator core size Width Height Thickness Radiator cap opening pressure Radiator capacity Reservoir tank capacity <From low to full level> Water pump Type Reduction ratio	340 mm (13.4 in) 218 mm (8.58 in) 24 mm (0.94 in) 95 ~ 125 kPa (0.95 ~ 1.25 kg/cm ² , 13.51 ~ 17.78 psi) 2.3 L (2.02 Imp qt, 2.43 US qt) 0.25 L (0.22 Imp qt, 0.26 US qt) <0.2 L (0.18 Imp qt, 0.21 US qt)> Single suction centrifugal pump 68/41X41/43 (1.581)








Tightening torques

Part to be tightened	Part name	Thread size	Q'ty	Tightening torque			Remarks
				Nm	m·kg	ft·lb	
Camshaft case	Flange bolt	M6	11	10	1.0	7.2	
Camshaft cap	Bolt	M6	40	10	1.0	7.2	
Cylinder head (exhaust pipe)	Stud bolt	M8	8	15	1.5	11	
Cylinder head	Nut	M10	8	41	4.1	30	
Cylinder head	Cap nut	M10	4	41	4.1	30	
Spark plug	-	M12	4	17.5	1.75	12.5	
Cylinder head cover	Bolt	M6	8	10	1.0	7.2	
Connecting rod	Nut	M8	8	36	3.6	25	
Timing chain sprocket	Flange bolt	M7	4	24	2.4	17	
Timing chain tensioner	Bolt	M6	2	10	1.0	7.2	
Timing chain tensioner end	Cap bolt	M11	1	20	2.0	14	
Chain guide (intake side)	Bolt	M6	2	10	1.0	7.2	
Oil pump housing	Screw	M6	1	7	0.7	5.1	
Oil pump mount	Bolt	M6	3	10	1.0	7.2	
Oil filter	-	M20	-	17	1.7	12	
Oil cooler	-	M20	-	63	6.3	45	
Oil pan	Bolt	M6	12	10	1.0	7.2	
Drain bolt	-	M14	1	43	4.3	31	
Oil baffle plate (lower)	Flange bolt	M6	4	10	1.0	7.2	
Oil baffle plate (upper)	Flange bolt	M6	10	10	1.0	7.2	
Oil level switch	Bolt	M6	2	10	1.0	7.2	
Exhaust pipe	Nut	M8	8	20	2.0	14	
Exhaust chamber and muffler	Flange bolt	M8	1	20	2.0	14	
Exhaust chamber	Flange bolt	M8	2	18	1.8	13	
Exhaust pipe and exhaust chamber	Bolt	M6	4	20	2.0	14	
Muffler and stay	Flange bolt	M8	1	20	2.0	14	
Exhaust pipe blind plug (CO test)	Bolt	M6	4	10	1.0	7.2	
Crankcase	Stud bolt	M10	12	10	1.0	7.2	
Main axle bearing retainer	Torx	M6	3	10	1.0	7.2	
Crankshaft end cover	Screw	M6	6	7	0.7	5.1	
Crankcase cover (right)	Bolt	M6	11	10	1.0	7.2	
Crankcase	Flange bolt	M6	7	12	1.2	8.7	
Crankcase	Flange bolt	M8	17	24	2.4	17	
Crankcase	Flange bolt	M9	11	32	3.2	23	
Oil delivery hose	Union bolt	M10	3	20	2.0	14	
Starter wheel	Bolt	M8	3	25	2.5	18	
HY-VO chain guide	Bolt	M6	2	10	1.0	7.2	
Clutch boss	Nut	M20	1	70	7.0	50	Use lock washer
Clutch spring	Bolt	M6	6	8	0.8	5.8	



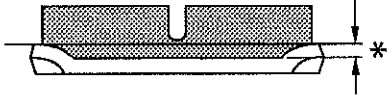
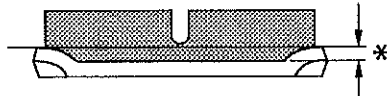
Part to be tightened	Part name	Thread size	Q'ty	Tightening torque			Remarks
				Nm	m·kg	ft·lb	
Drive sprocket	Nut	M18	1	70	7.0	50	Use lock washer
Shift cam stopper lever	Bolt	M6	1	10	1.0	7.2	
Shift cam bearing stopper	Bolt	M6	1	10	1.0	7.2	
Guide bar stopper (shift fork)	Bolt	M6	1	10	1.0	7.2	
Neutral switch	Screw	M6	2	4	0.4	2.9	
AC generator	Flange bolt	M8	3	25	2.5	18	
Starter motor	Flange bolt	M6	2	10	1.0	7.2	
Fuel hose	Union bolt	M12	4	30	3.0	22	




CHASSIS

For F, D, B, DK, SF, NL, N, S, I, POL, IRL,GR, GB, CH, A, E

Model	GTS1000	
Steering system:		
Steering bearing type	Ball bearing	
No. / size of steel balls		
	(upper)	16 pcs. / 0.2343 in
	(lower)	16 pcs. / 0.2343 in
Front suspension:		
Shock absorber travel	57.5 mm (2.26 in)	
Fork spring free length	186.5 mm (7.3 in)	
Spring rate	(K1)	65.0 N/mm (6.5 kg/mm 364.0 lb/in)
	(K2)	90.0 N/mm (9 kg/mm 504.0 lb/in)
	(K3)	190.0 N/mm (19 kg/mm 1,063.9 lb/in)
Stroke	(K1)	0 ~ 30 mm (0.00 ~ 1.18 in)
	(K2)	30 ~ 50 mm (1.18 ~ 1.97 in)
	(K3)	50.0 ~ 57.5 mm (1.97 ~ 2.26 in)
Spring color code	BLACK	
Optional spring	No	
Oil grade	Suspension oil "01" or equivalent	
Enclosed gas / air pressure (STD)	1,000 kPa (10 kg/cm ² , 142 psi)	
Rear suspension:		
Shock absorber travel	60 mm (2.36 in)	
Spring free length	204 mm (8.03 in)	
Fitting length	188 mm (7.40 in)	
Spring rate	(K1)	105.0 N/mm (10.5 kg/mm 588.0 lb/in)
Stroke	(K1)	0 ~ 60 mm (0.00 ~ 2.36 in)
Spring color code	BLACK	
Optional spring	No	
Enclosed gas / air pressure (STD)	1,200 kPa (12 kg/cm ² , 171 psi)	
Swingarm:		
Free play limit	end	1 mm (0.04 in)
	side	1 mm (0.04 in)
Front wheel:		
Type	Cast wheel	
Rim size	17 X MT3.50	
Rim material	Aluminum	
Rim runout limit	radial	0.7 mm (0.03 in)
	lateral	0.5 mm (0.02 in)
Rear wheel:		
Type	Cast wheel	
Rim size	17 X MT5.50	
Rim material	Aluminum	
Rim runout limit	radial	1 mm (0.04 in)
	lateral	0.5 mm (0.02 in)


Model	GTS1000
Drive chain: Type / manufacturer No. of links Chain free play	RK532GSV2/RK EXCEL DID532ZLVKAI/DAIDO 118 10 ~ 20 mm (0.4 ~ 0.8 in)
Front disc brake: Type Disc outside diameter x thickness Pad thickness inner <Limit> Pad thickness outer <Limit>  Master cylinder inside diameter Caliper cylinder inside diameter Caliper cylinder inside diameter Brake fluid type	Single 330 x 14 mm (13.0 x 0.55 in) 5 mm (0.20 in) <0.5 mm (0.02 in)> 5 mm (0.20 in) <0.5 mm (0.02 in)> 15.87 mm (0.62 in) 33.96 mm (1.34 in) x 1 38.18 mm (1.50 in) x 2 DOT #4
Rear disc brake: Type Disc outside diameter x thickness Pad thickness inner <Limit> Pad thickness outer <Limit>  Master cylinder inside diameter Caliper cylinder inside diameter Brake fluid type	Single 282.0 x 8.5 mm (11.1 x 0.33 in) 5.5 mm (0.22 in) <0.5 mm (0.02 in)> 5.5 mm (0.22 in) <0.5 mm (0.02 in)> 14 mm (0.55 in) 42.85 mm (1.69 in) DOT#4
Clutch: Master cylinder inside diameter Release cylinder inside diameter Brake fluid type	15.87 mm (0.62 in) 38.1 mm (1.50 in) DOT#4
Brake lever & brake pedal: Brake lever free play (at lever pivot) Brake pedal position	0 mm (0.00 in) 25 mm (0.98 in)

Tightening torques

Part to be tightened	Thread size	Tightening torque			Remarks	
		Nm	m.kg	ft-lb		
Lower arm and frame (L)	M18	105	10.5	75	Use lock washer	
Lower arm and frame (R)	M16	105	10.5	75		
Camber adjuster locknut	M18	23	2.3	17		
Upper arm and frame	M10	40	4.0	29		
Front shock absorber and lower arm	M10	40	4.0	29		
Front shock absorber and frame	M16	105	10.5	75		
Ball joint #1 and knuckle arm	M12	53	5.3	38		
Ball joint #1 and upper arm	M10	40	4.0	29		
Ball joint #2 and knuckle arm	M12	78	7.8	56		
Ball joint #2 and lower arm	M12	78	7.8	56		
Ball joint #2 stopper bolt	M6	65	6.5	47		
Steering tube connecting plate (upper and lower)	M8	23	2.3	17		
Steering stem ring nuts	M25	18	1.8	13		See NOTE
Handle crown and steering stem	M22	110	11.0	80		
Handle crown and pinch bolt	M6	11	1.1	8.0		
Handle crown and handlebar	M8	28	2.8	20		
Master cylinder holder (brake and clutch)	M6	9	0.9	6.5		
Engine mounting:						
Mounting bolt (rear lower)	M10	55	5.5	40		
Mounting bolt (front upper)	M10	55	5.5	40		
Bolt (mounting bracket)	M10	40	4.0	29		
Mounting bolt (rear upper)	M10	55	5.5	40		
Bolt (main frame center beam)	M10	40	4.0	2.0		
Bolt (main frame center beam-steering frame)	M10	55	5.5	40		
Bolt (reinforcement tube-front)	M10	55	5.5	40		
Bolt (reinforcement tube-rear)	M10	40	4.0	29		
Mounting bolt (center)	M10	40	4.0	29		
Mounting bolt (front lower)	M10	55	5.5	40		
Pinch bolt (rear upper)	M8	15	1.5	11		
Pinch bolt (center)	M8	15	1.5	11		
Cover (main frame)	M8	10	1.0	7.2		
Front frame and frame	M10	55	5.5	40		
Rear frame and frame	M10	55	5.5	40		
Pivot shaft (swingarm)	M18	130	13.0	94		
Relay arm and frame	M10	47	4.7	34		
Relay arm and connecting arm	M12	73	7.3	53		
Swingarm and connecting arm	M12	73	7.3	53		
Rear shock absorber and Swingarm	M10	40	4.0	29		
Rear shock absorber and frame	M10	40	4.0	29		

MAINTENANCE SPECIFICATIONS



Part to be tightened	Thread size	Tightening torque			Remarks
		Nm	m.kg	ft.lb	
Chain case and swingarm	M6	7	0.7	5.1	
Chain case and rear fender	M6	7	0.7	5.1	
Rear fender and swingarm (front)	M6	7	0.7	5.1	
Rear fender and swingarm (rear)	M8	19	1.9	13	
Fuel tank (front)	M8	23	2.3	17	
Fuel tank (rear)	M8	16	1.6	11	
Fuel pump and fuel tank	M5	4	0.4	2.9	
Fuel sender and fuel tank	M5	4	0.4	2.9	
Drain bolt (fuel tank)	M8	16	1.6	11	
Front foot rest and frame	M8	28	2.8	20	
Rear foot rest and bracket (foot rest)	M8	28	2.8	20	
Bracket (foot rest) and frame	M10	40	4.0	29	
Bracket (foot rest) and rear frame	M10	54	5.4	39	
Rear master cylinder and bracket	M8	23	2.3	17	
Rear brake pedal and brake shaft	M6	8	0.8	5.8	
Shift pedal link and shift shaft	M10	40	4.0	29	
Side stand	M10	43	4.3	31	
Front wheel axle	M24	90	9.0	65	
Front wheel	M12	95	9.5	68	
Rear wheel axle	M18	150	15.0	110	
Front brake caliper	M12	67	6.7	48	
Rear brake caliper	M10	35	3.5	25	
Break disc (front)	M8	22	2.2	16	
Brake disc (rear)	M8	22	2.2	16	
Rear wheel sprocket and hub	M10	60	6.0	43	
Brake hose union bolt	M10	25	2.5	18	
Chain puller locknut	M8	16	1.6	11	
Rear brake caliper bracket and swing arm	M8	49	4.9	35	
Front fender (upper and lower)	M6	6	0.6	4.3	
Front fender bracket and knuckle arm	M6	8	0.8	5.8	

NOTE:

- 1.First, tighten the ring nut approximately 47 Nm (4.7 m • kg, 34 ft • lb) by using the torque wrench, then loosen the ring nut one turn.
- 2.Retighten the ring nut to specification.

MAINTENANCE SPECIFICATIONS

SPEC



B

ELECTRICAL

For F, D, B, DK, SF, NL, N, S, I, POL, IRL, GR, GB, CH, A, E

Model	GTS1000
Voltage:	12 V
Ignition system: Ignition timing (B.T.D.C.)	5° at 1,000 r/min
T.C.I.: T.C.I. unit model / manufacturer Pickup coil resistance / color	TBDF01/NIPPONDENSO 120 ~ 180 Ω at 20°C (68°F) / Black – Gray
Ignition coil: Model / manufacturer Primary winding resistance Secondary winding resistance	J0303.J0304/NIPPONDENSO 1.87 ~ 2.53 Ω at 20°C (68°F) 12 ~ 18 kΩ at 20°C (68°F)
Spark plug cap: Type Resistance	Resin type 10 kΩ
Charging system: Type Model / manufacturer Nominal output	A.C. generator B3GB/NIPPONDENSO 12 V 34 A at 3,000 r/min
Battery: Specific gravity	1.320
Electric starter system: Type Starter motor: Model / manufacturer Output Brush overall length <Limit> Commutator diameter <Wear limit> Mica undercut Starter relay: Model / manufacturer Amperage rating Coil winding resistance	Constant mesh type SM-13/MITSUBA 0.7 kW 12.5 mm (0.49 in) <4 mm (0.16 in)> 28 mm (1.10 in) <27 mm (1.06 in)> 0.7 mm (0.03 in) MS5F-441/HITACHI 100 A 4.2 ~ 4.6 Ω at 20°C (68°F)
Horn: Type Quantity Model / manufacturer Maximum amperage	Plane type 1 YF-12/NIKKO 2.5 A
Flasher relay: Type Model / manufacturer	Semi-transistor type G18A-101/OMRON



Model	GTS1000
Self cancelling device	No
Flasher frequency	60 ~ 120 cycle/min
Wattage	21 W x 2 + 3.4 W
Oil level switch:	
Model / manufacturer	3GM/NIPPONDENSO
Fuel gauge:	
Model / manufacturer	4BH/NIPPON SEIKI
Sender unit resistance	full / color empty / color
	10 Ω at 20°C (68°F) / Black – Green 90 Ω at 20°C (68°F) / Black – Green
Fuel pump relay:	
Model / manufacturer	25G/OMRON
Coil winding resistance / color	135 ~ 165 Ω at 20°C (68°F) / White
Circuit breaker:	
Type	Fuse
Amperage for individual circuit	
MAIN	30 A x 1
HEAD	20 A x 1
TAIL	5 A x 1
SIGNAL	10 A x 1
IGNITION	10 A x 1
FAN	10 A x 1
EFI	10 A x 1
CLOCK	5 A x 1
INDICATOR	5 A x 1
Reserve	30 A x 1
Reserve	20 A x 1
Reserve	10 A x 3
Reserve	5 A x 2
Electric fan:	
Model / manufacturer	4BH/NIPPONDENSO
Running r/min	3,450 r/min
Thermostatic switch:	
Model / manufacturer	2EL/NIHON THERMOSTAT
Thermo unit:	
Model / manufacturer	4BH/NIPPONDENSO

**EXCLUSIVE SPECIFICATION**

The following specifications are exclusive for the below listed countries.

For specifications other than below, please refer to the General and maintenance specifications.

GTS1000

For D

Dimension:	
Overall length	2,220 mm (87.4 in)

For B

Basic weight:	
Maximum load-except motorcycle	196 kg (432 lb)
Tire pressure:	
Loading condition B	90 ~ 196 kg (199 ~ 432 lb)

For I

Dimension:	
Overall length	2,170 mm (85.4 in)
Basic weight:	
Maximum load-except motorcycle	196 kg (432 lb)
Tire pressure:	
Loading condition B	90 ~ 196 kg (199 ~ 432 lb)

For E

Model code	4BH2
Engine start number	4BH-017101
Vehicle identification number	JYA4BHSO PA017101
Basic weight:	
Maximum load-except motorcycle	211 kg (465 lb)
Tire pressure:	
Loading condition B	90 ~ 211 g (199 ~ 465 lb)



For CH

Model code	4FV1
Engine start number	4FV-000101
Frame start number	4FV-000101
Transmission:	
Secondary reduction ratio	45/17 (2.647)
Basic weight:	
Maximum load-except motorcycle	196 kg (432 lb)
Tire pressure:	
Loading condition B	90 ~ 196 kg (199 ~ 432 lb)

For A

Model code	4FV1
Engine start number	4FV-000101
Frame start number	4FV-000101
Transmission:	
Secondary reduction ratio	45/17 (2.647)
Basic weight:	
Maximum load-except motorcycle	211 kg (465 lb)
Tire pressure:	
Loading condition B	90 ~ 211 kg (199 ~ 465 lb)

**GTS1000A**

For GB, N, S, SF, DK, NL, F, GR

Model code	4FE1
Engine start number	4BH-018101
Frame start number	4BH-018101
Basic weight:	
With oil and full fuel tank	279 kg (615 lb)
Maximum load-except motorcycle	221 kg (487 lb)
Tire pressure:	
Loading condition B	90 ~ 221 kg (199 ~ 487 lb)
Amperage for individual circuit:	
ABS	5A × 1
ABS pump	30A × 1
Reserve	30A × 2
Reserve	10A × 2

For D

Model code	4FE1
Engine start number	4BH-018101
Frame start number	4BH-018101
Dimension:	
Overall length	2,220 mm (87.4 in)
Basic weight:	
With oil and full fuel tank	279 kg (615 lb)
Maximum load-except motorcycle	221 kg (487 lb)
Tire pressure:	
Loading condition B	90 ~ 221 kg (199 ~ 487 lb)
Amperage for individual circuit:	
ABS	5A × 1
ABS pump	30A × 1
Reserve	30A × 2
Reserve	10A × 2



For B

Model code	4FE1
Engine start number	4BH-018101
Frame start number	4BH-018101
Basic weight:	
With oil and full fuel tank	279 kg (615 lb)
Maximum load-except motorcycle	191 kg (421 lb)
Tire pressure:	
Loading condition B	90 ~ 191 kg (199 ~ 421 lb)
Amperage for individual circuit:	
ABS	5A × 1
ABS pump	30A × 1
Reserve	30A × 2
Reserve	10A × 2

For I

Model code	4FE1
Engine start number	4BH-018101
Frame start number	4BH-018101
Dimension:	
Overall length	2,170 mm (85.4 in)
Basic weight:	
With oil and full fuel tank	279 kg (615 lb)
Maximum load-except motorcycle	191 kg (421 lb)
Tire pressure:	
Loading condition B	90 ~ 191 kg (199 ~ 421 lb)
Amperage for individual circuit:	
ABS	5A × 1
ABS pump	30A × 1
Reserve	30A × 2
Reserve	10A × 2

EXCLUSIVE SPECIFICATION

SPEC



B-

For E

Model code	4FE2
Engine start number	4BH-024101
Vehicle identification number	JYA4BHSO * PA024101
Basic weight:	
With oil and full fuel tank	279 kg (615 lb)
Maximum load-except motorcycle	206 kg (454 lb)
Tire pressure:	
Loading condition B	90 ~ 206 kg (199 ~ 454 lb)
Amperage for individual circuit:	
ABS	5A × 1
ABS pump	30A × 1
Reserve	30A × 2
Reserve	10A × 2

For CH

Model code	4FV2
Engine start number	4FV-001101
Frame start number	4FV-001101
Basic weight:	
With oil and full fuel tank	279 kg (615 lb)
Maximum load-except motorcycle	191 kg (421 lb)
Transmission:	
Secondary reduction gear	45/17 (2.647)
Tire pressure:	
Loading condition B	90 ~ 191 kg (199 ~ 465 lb)
Amperage for individual circuit:	
ABS	5A × 1
ABS pump	30A × 1
Reserve	30A × 2
Reserve	10A × 2



EXCLUSIVE SPECIFICATION



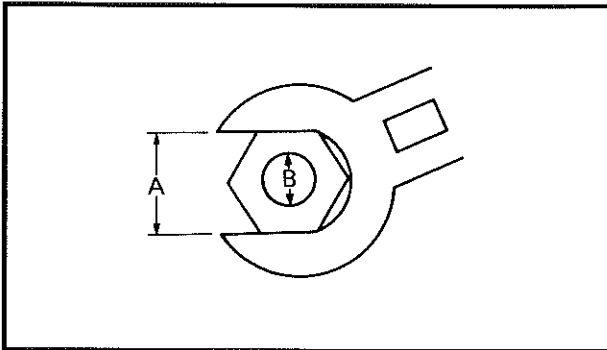
For A

Model code	4FV2
Engine start number	4FV-001101
Frame start number	4FV-001101
Basic weight:	
With oil and full fuel tank	279 kg (615 lb)
Maximum load-except motorcycle	206 kg (454 lb)
Transmission:	
Secondary reduction gear	45/17 (2.647)
Tire pressure:	
Loading condition B	90 ~ 206 kg (199 ~ 454 lb)
Amperage for individual circuit:	
ABS	5A × 1
ABS pump	30A × 1
Reserve	30A × 2
Reserve	10A × 2

GENERAL TORQUE SPECIFICATIONS

This chart specifies torque for standard fasteners with standard I.S.O. pitch threads. Torque specifications for special components or assemblies are included in the applicable sections of this book. To avoid warpage, tighten multi-fastener assemblies in a crisscross fashion, in progressive stages, until full torque is reached. Unless otherwise specified, torque specifications call for clean, dry threads. Components should be at room temperature.

A (Nut)	B (Bolt)	General torque specifications		
		Nm	m•kg	ft•lb
10 mm	6 mm	6	0.6	4.3
12 mm	8 mm	15	1.5	11
14 mm	10 mm	30	3.0	22
17 mm	12 mm	55	5.5	40
19 mm	14 mm	85	8.5	61
22 mm	16 mm	130	13.0	94



A:Distance across flats
B:Outside thread diameter

LUBRICATION POINT AND GRADE OF LUBRICANT

SPEC



LUBRICATION POINT AND GRADE OF LUBRICANT ENGINE

Lubrication Point	Symbol
Oil seal lips	
O-ring	
Bearing	
Piston surface	
Piston pin	
Crankshaft pin	
Crankshaft journal	
Connecting rod bolt/nut	
Camshaft cam lobe	
Valve stem (IN, EX)	
Valve stem end (IN, EX)	
Oil pump rotor (inner/outer), housing	
Oil strainer assembly	
Idle gear #1 and #2 surfaces	
Starter idle gear	
Clutch release mechanism	
Primary driver gear	
Transmission gear(wheel/pinion)	
Axle (main/drive)	
Push rod (bearing/washer)	
Shift cam	
Shift fork/guide bar	
Shift shaft assembly	

LUBRICATION POINT AND GRADE OF LUBRICANT

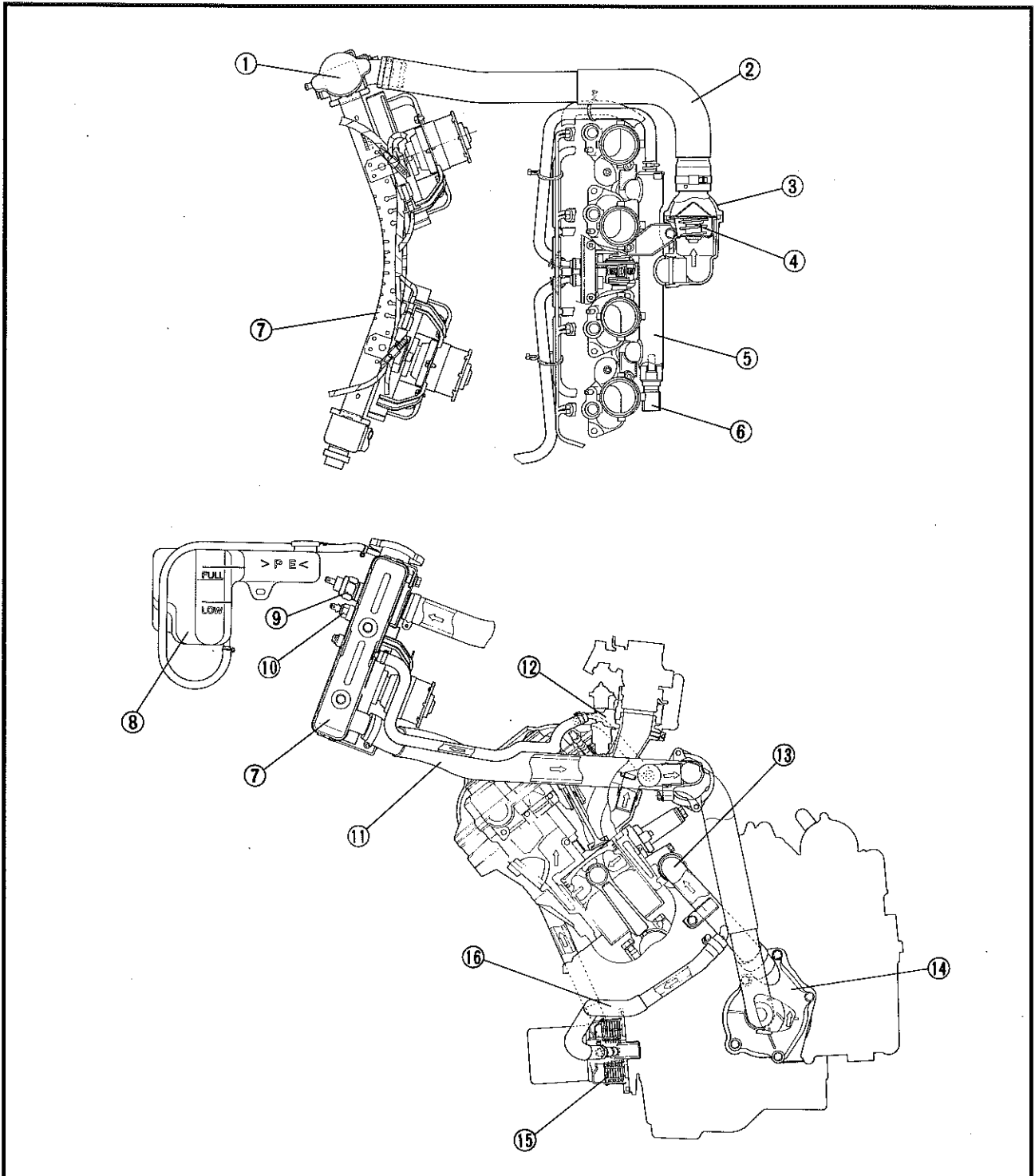


CHASSIS

Lubrication Point	Symbol
Rear shock absorber bushing	
Rear swingarm pivot shaft	
Rear swingarm oil seal lips	
Rear swingarm all pivoting points	
Relay arm bearing	
Relay arm oil seal	
Steering bearing (upper/lower)	
Connecting plate rubber washer (inner)	
Upper arm bearing and oil seal lips	
Lower arm dust seal lips	
Front shock absorber bushing (upper)	
Front shock absorber oil seal lips (lower)	
Hub cap O-ring	
Front wheel sensor O-ring	
Front wheel axle bearing	
Throttle grip inner surfaces	
Brake lever bolt, sliding surface	
Clutch lever bolt, sliding surface	
Rear brake pedal shaft	
Shift pedal shaft	
Rear wheel oil seal lips	
Rear sprocket hub oil seal lips	

COOLANT DIAGRAMS

- ① Radiator cap
- ② Inlet hose (radiator)
- ③ Thermostatic valve housing
- ④ Thermostatic valve
- ⑤ Coolant collector (outlet)
- ⑥ Water temperature sensor
- ⑦ Radiator
- ⑧ Reservoir tank (coolant)
- ⑨ Thermo switch
- ⑩ Thermo unit
- ⑪ Outlet hose (radiator)
- ⑫ Fast idle unit
- ⑬ Outlet pipe (water pump)
- ⑭ Water pump
- ⑮ Oil cooler
- ⑯ Inlet hose (oil cooler)



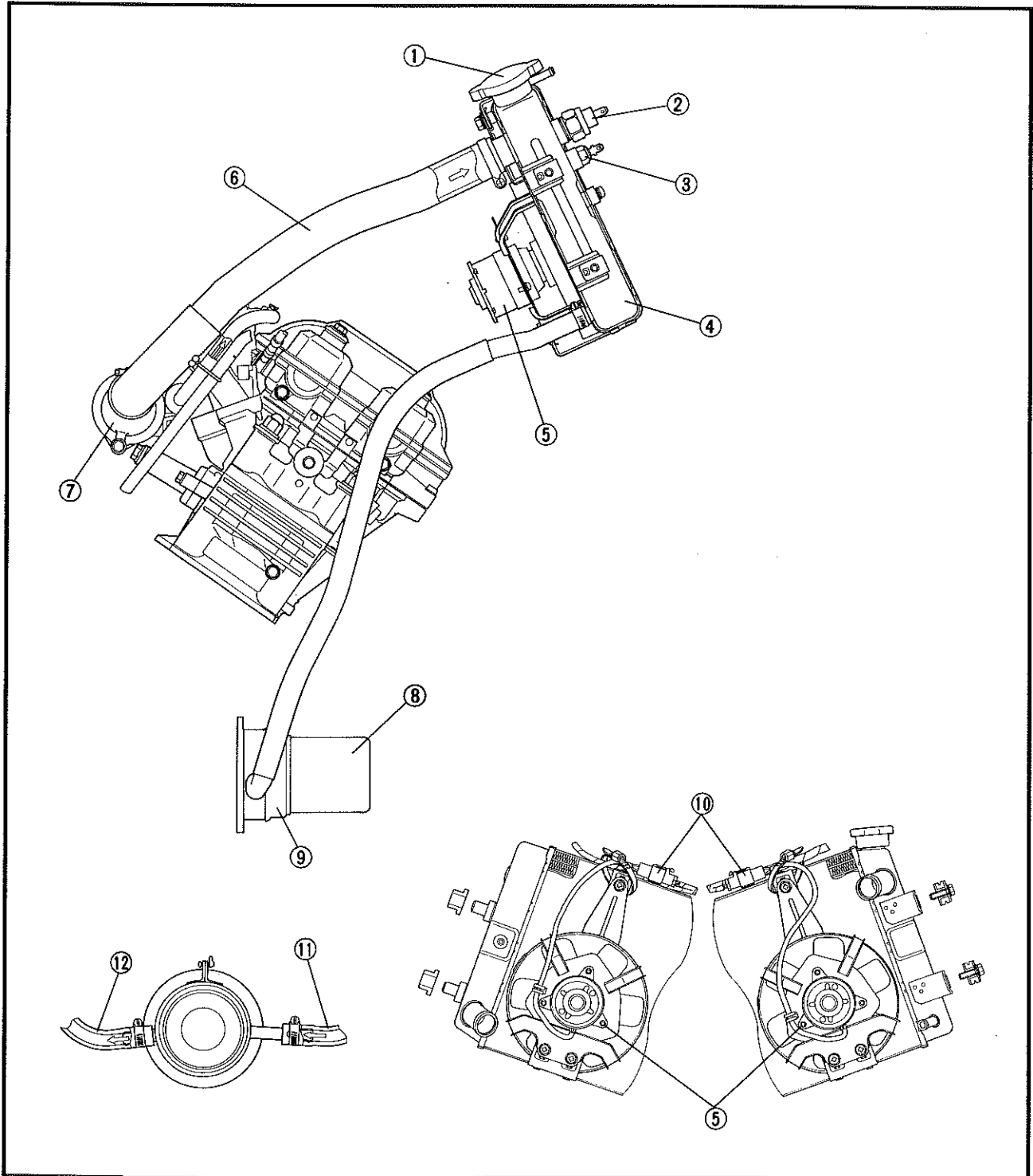
COOLANT DIAGRAMS

SPEC



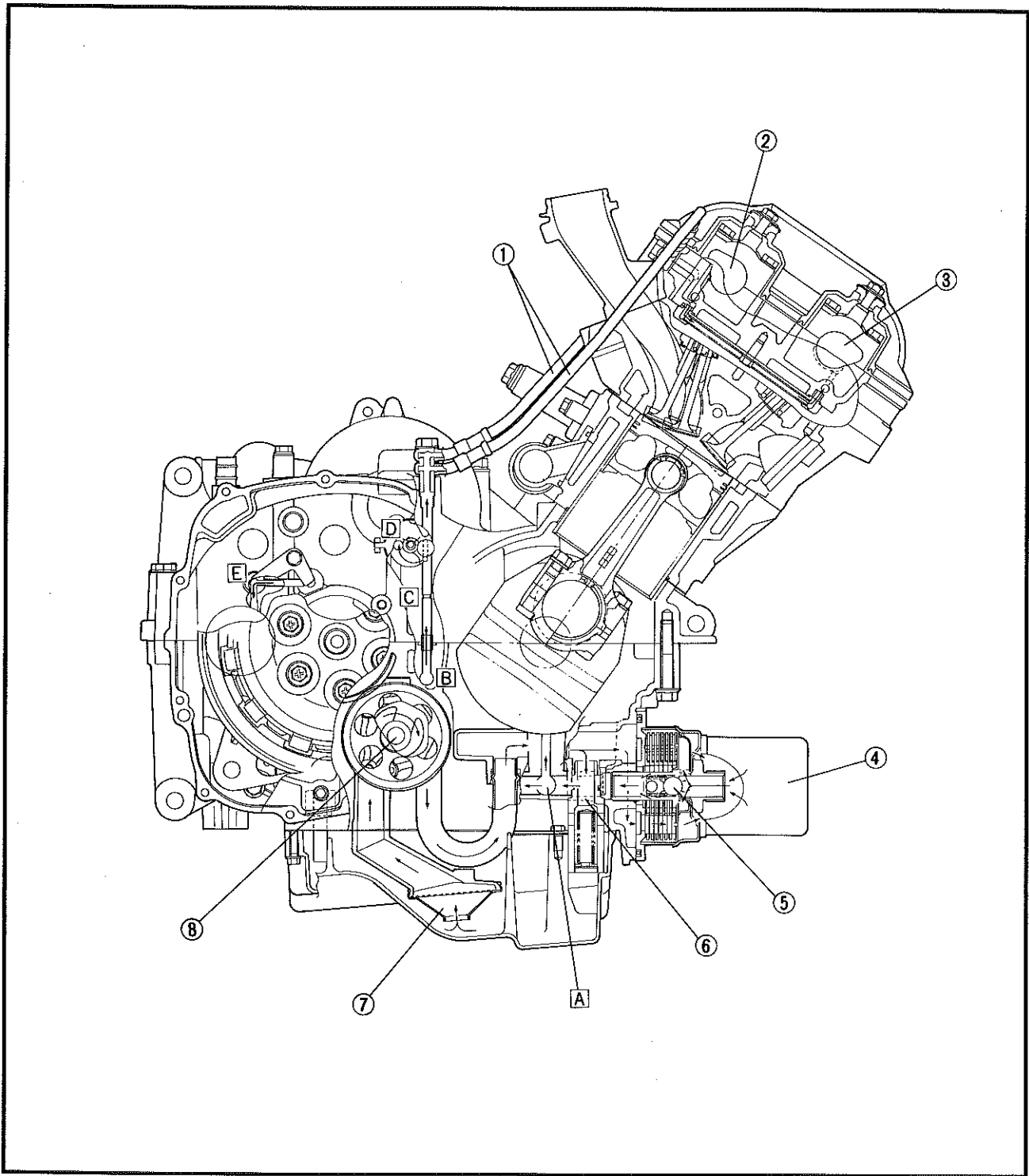
B

- ① Radiator cap
- ② Thermo switch
- ③ Thermo unit
- ④ Radiator
- ⑤ Fan motor
- ⑥ Inlet hose (radiator)
- ⑦ Thermostatic valve housing
- ⑧ Oil filter
- ⑨ Oil cooler
- ⑩ Fan motor coupler
- ⑪ Inlet hose (oil cooler)
- ⑫ Outlet hose (oil cooler)



LUBRICATION DIAGRAMS

- ① Oil delivery hose
 - ② Camshaft (intake)
 - ③ Camshaft (exhaust)
 - ④ Oil filter
 - ⑤ Bypass valve
 - ⑥ Relief valve
 - ⑦ Oil strainer
 - ⑧ Oil pump
- A To A (see p2-31)
 - B To B (see p2-31)
 - C To C (see p2-33)
 - D To D (see p2-33)
 - E To E (see p2-32)



LUBRICATION DIAGRAM

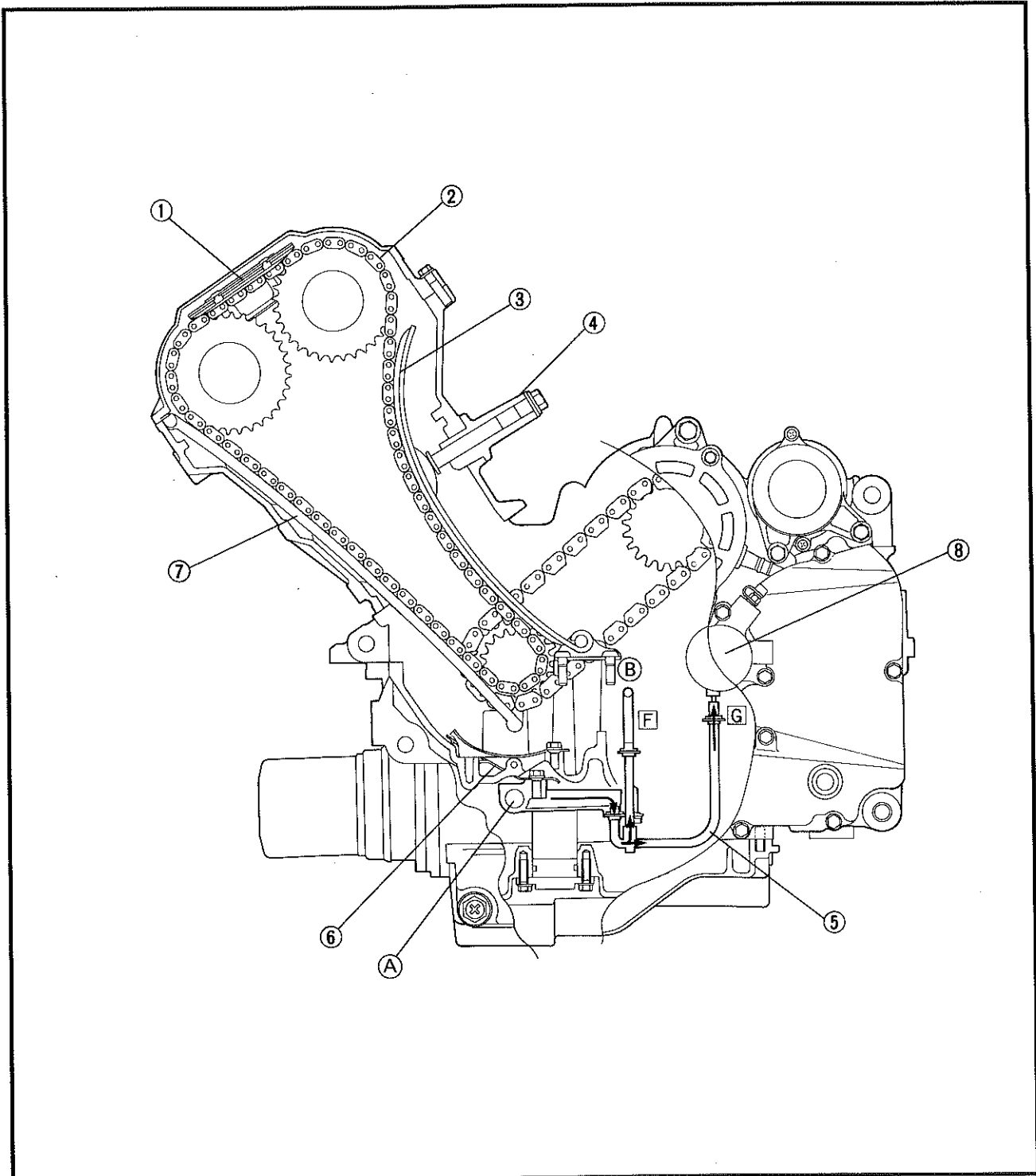
SPEC



B.

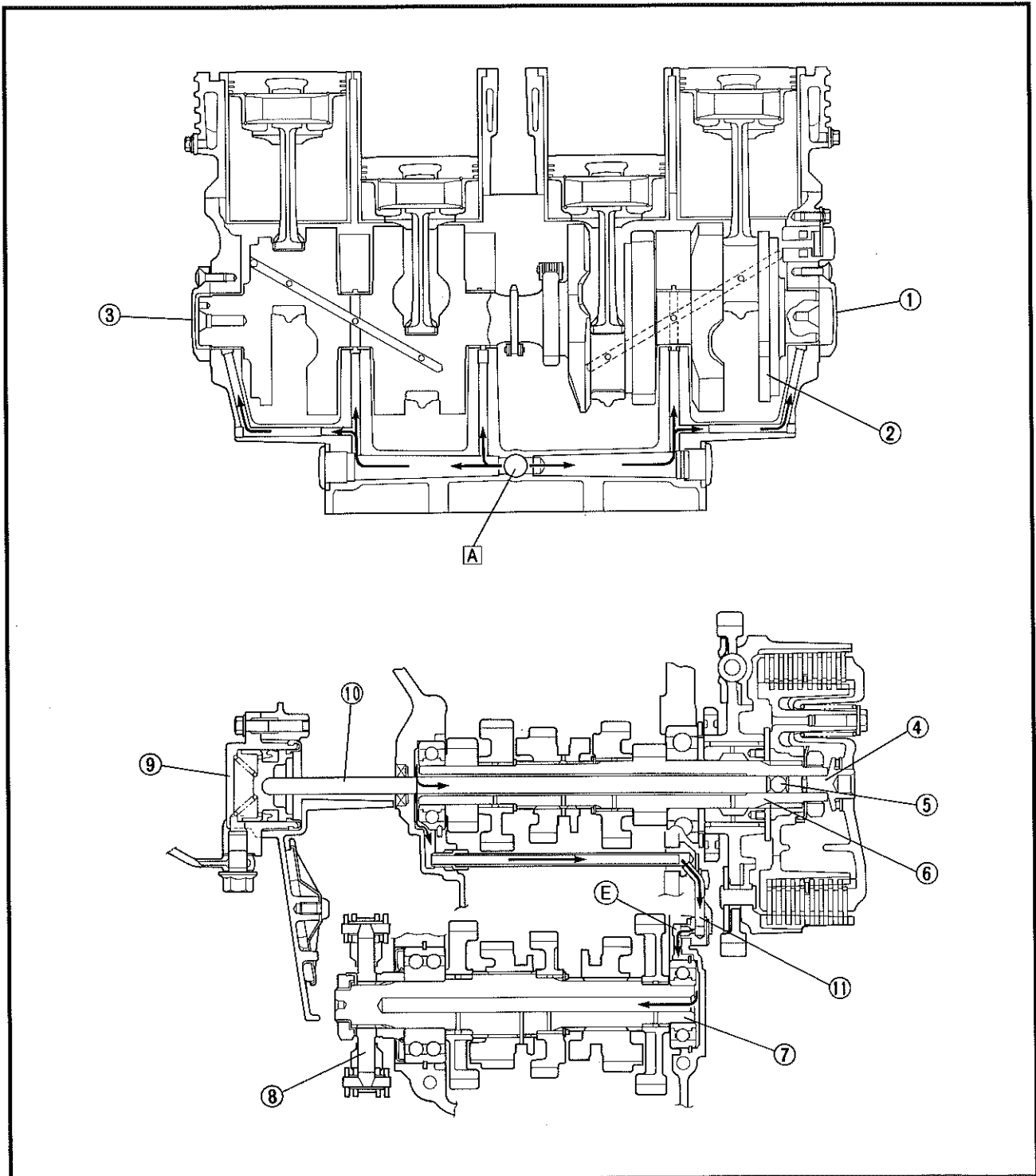
- ① Timing chain guide (upper)
- ② Timing chain
- ③ Timing chain guide (intake side)
- ④ Timing chain tensioner
- ⑤ Oil pipe #1
- ⑥ Baffle plate
- ⑦ Timing chain guide (exhaust side)
- ⑧ Main axle

Ⓕ To Ⓖ (see p2-33)
Ⓖ To Ⓖ (see p2-33)





- ①Crankshaft end cover (right)
- ②Crankshaft
- ③Crankshaft end cover (left)
- ④Push rod #1
- ⑤Ball
- ⑥Main axle
- ⑦Drive axle
- ⑧Drive sprocket
- ⑨Clutch release cylinder
- ⑩Push rod #2
- ⑪Oil delivery pipe #5



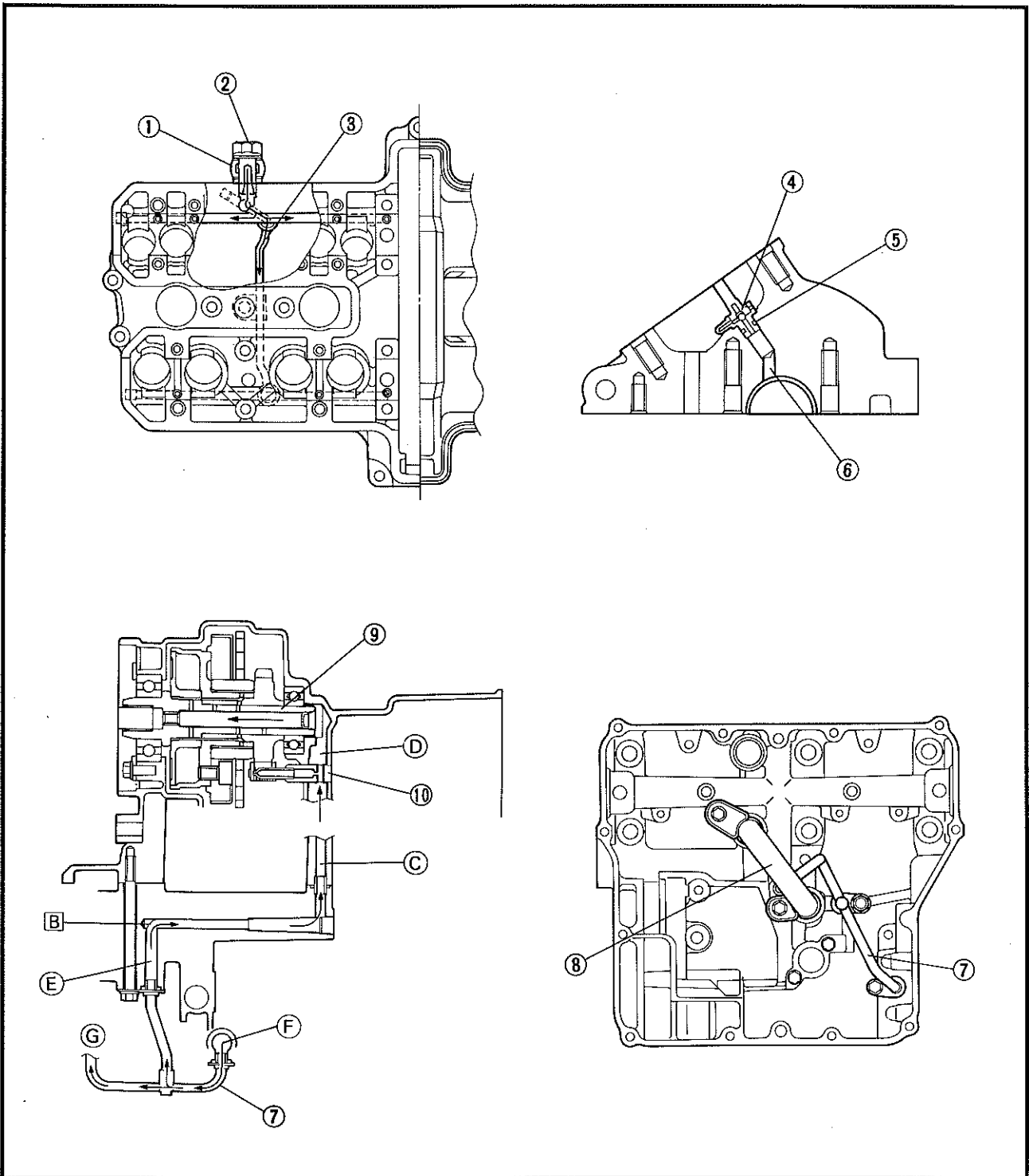
LUBRICATION DIAGRAM

SPEC



B-

- ① Oil delivery pipe #2
- ② Union bolt
- ③ Oil delivery pipe #3
- ④ Oil jet nozzle
- ⑤ O-ring
- ⑥ Plain bearing (crankshaft)
- ⑦ Oil delivery pipe #1
- ⑧ Oil pipe #2
- ⑨ AC generator shaft
- ⑩ Oil spray nozzle



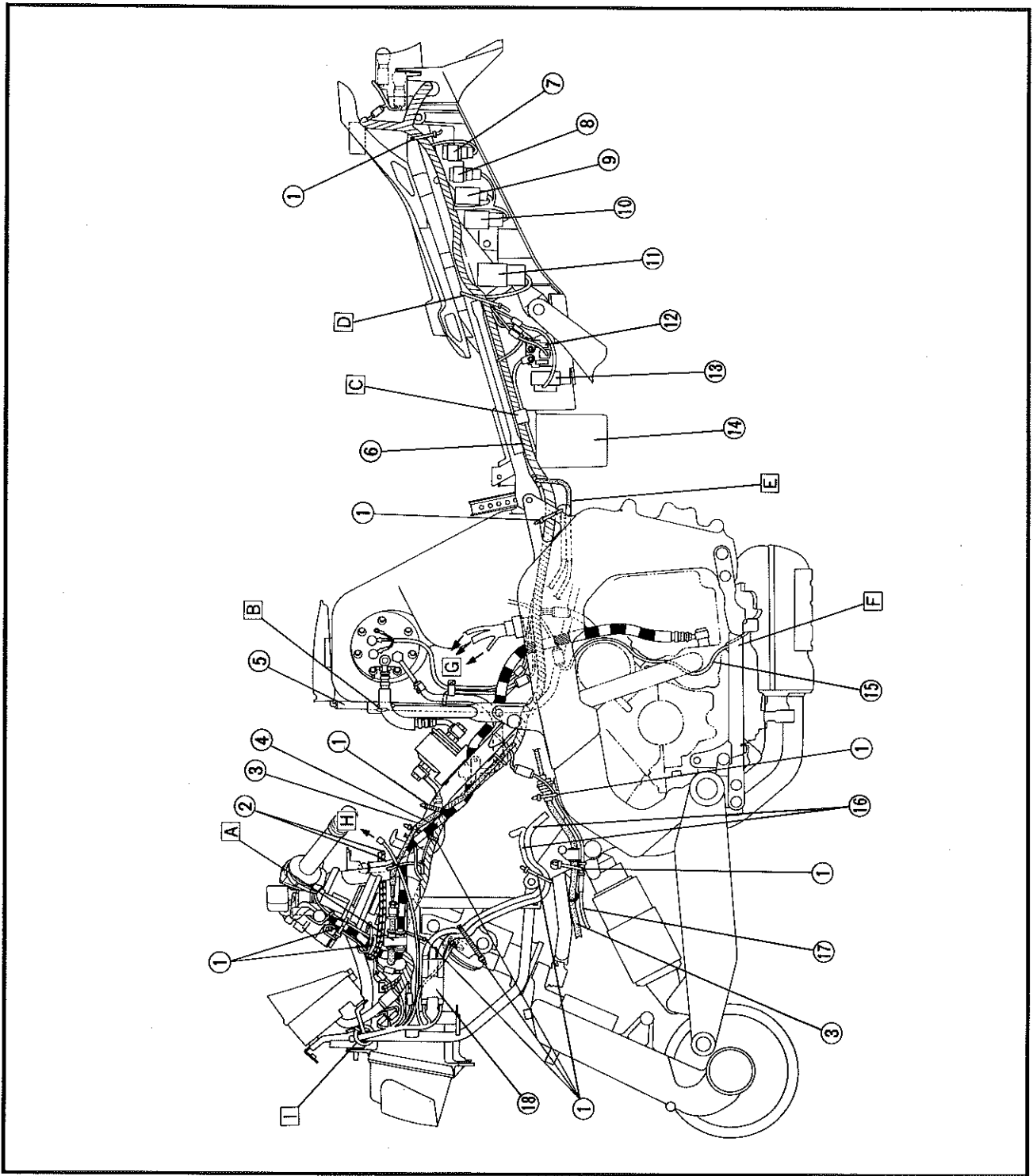


CABLE ROUTING

- ① Band
- ② Throttle cables
- ③ Brake hose
- ④ Clutch hose
- ⑤ Drain hose (overflow plate)
- ⑥ Wire harness
- ⑦ Brake light relay (same as EFI main relay/oil light relay coupler-GTS1000A)
- ⑧ EFI main relay (same as oil light relay stop switch relay coupler)

- ⑨ Flasher light relay
- ⑩ Oil light relay (same as EFI main relay stop switch relay coupler)
- ⑪ Starting circuit cut-off relay
- ⑫ Starter relay
- ⑬ Fall detection switch
- ⑭ Battery
- ⑮ Side stand switch lead
- ⑯ Ignition coil lead
- ⑰ Front wheel sensor lead
- ⑱ Ignition coil
- A Clamp the clutch hose (below) and brake hose (above).

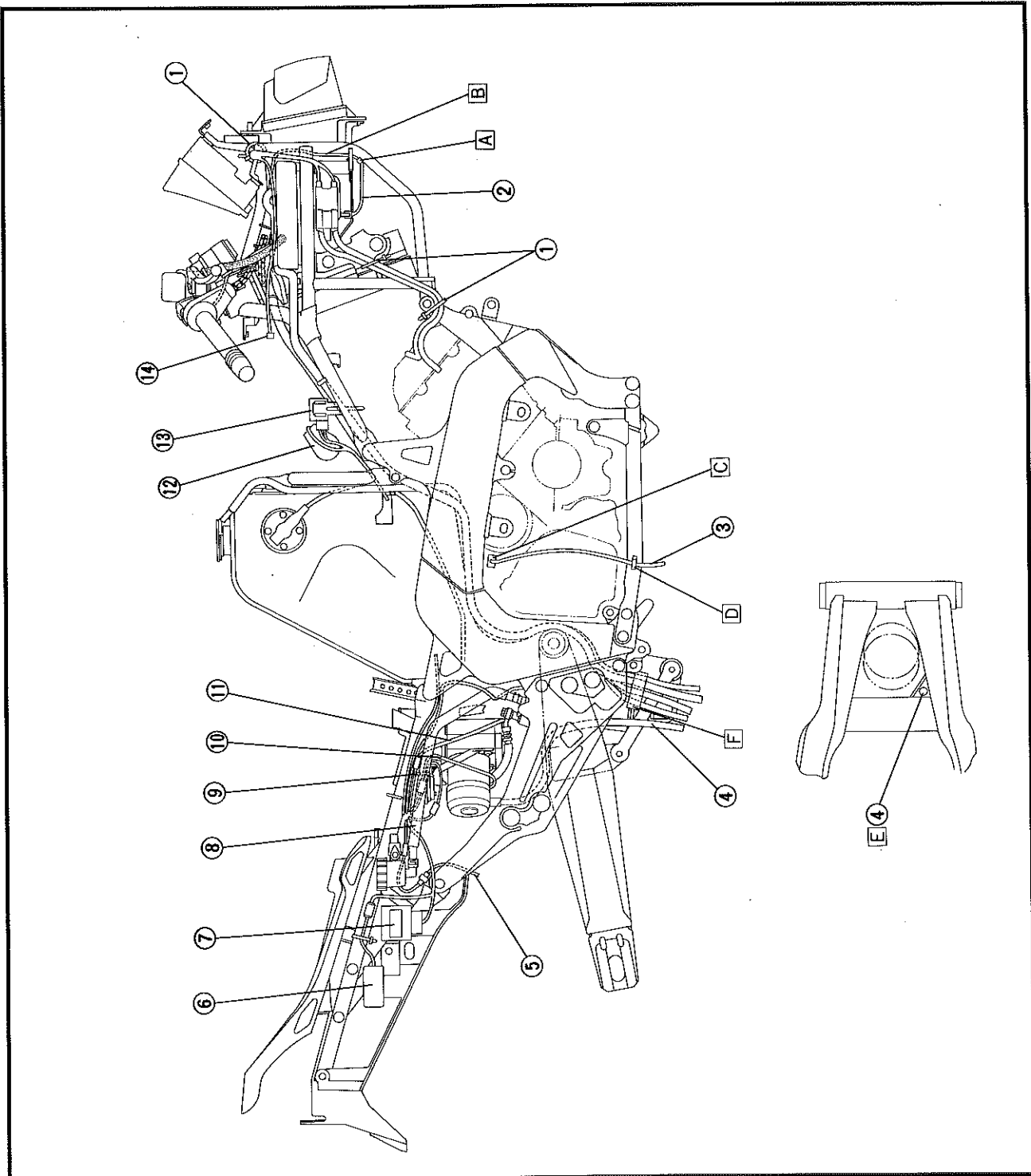
- B Attach the fuel delivery hose with the hose holder.
- C Clamp the stater motor lead (lower) and wire harness (upper).
- D Clamp the wire harness and leads.
- E Clamp the wire harness and starter motor lead to the fuel tank stay.
- F Clamp the side stand switch lead with the down tube clamp.
- G To engine wire harness.
- H To flasher.
- I Clamp the wire harness to the meter bracket.



CABLE ROUTING

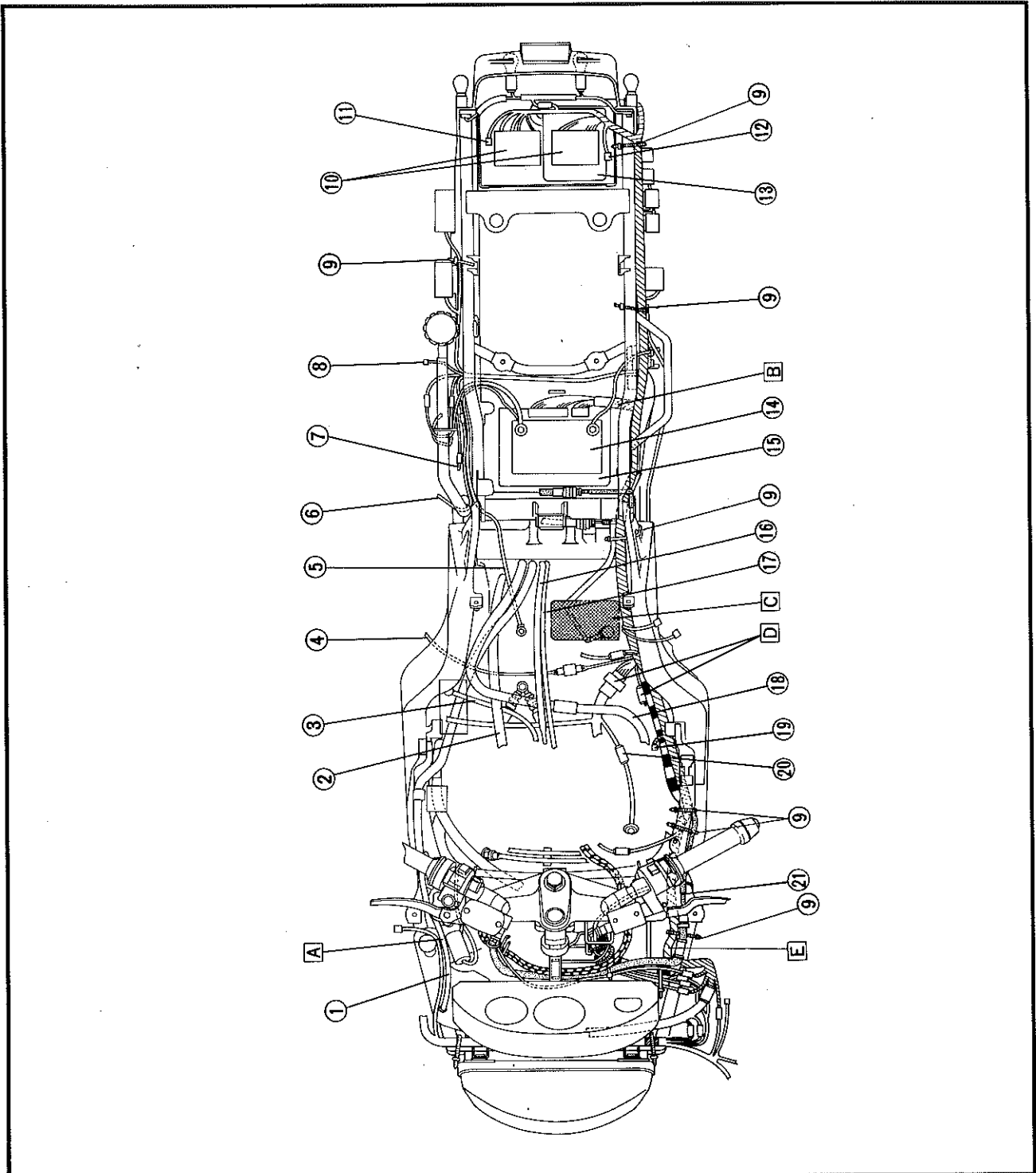


- ① Band
- ② Reservoir tank hose (coolant)
- ③ O₂ sensor lead
- ④ Hydraulic unit (HU) breather hose (GTS1000A)
- ⑤ Rear wheel sensor lead
- ⑥ Condenser
- ⑦ ABS relay (GTS 1000A)
- ⑧ Reservoir tank hose (rear brake)
- ⑨ Clamp (reservoir tank hose)
- ⑩ Motor lead (hydraulic unit) (GTS1000A)
- ⑪ Solenoid lead (hydraulic unit) (GTS1000A)
- ⑫ Throttle sensor
- ⑬ Pressure sensor
- ⑭ Flasher light coupler (right)
- A Hold the reservoir tank hose with the clamp of the frame.
- B Pass the reservoir tank hose between the bracket and the head light unit.
- C Hold the O₂ sensor lead with the engine clamp.
- D Pass the O₂ sensor lead into the frame clamp.
- E Pass the hydraulic unit breather hose through the swingarm guide. (GTS1000A)
- F Clamp the drain hose (overflow plate), overflow hose (fuel tank), reservoir tank (coolant) breather hose and air filter case breather hose and route them between the swingarm and muffler.





- | | | |
|---------------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------------------|
| ① Reservoir tank (coolant) breather hose | ⑪ "ABS" test coupler (GTS1000A) | A Pass the reservoir tank breather hose between the reservoir tank cap and radiator tank cap. |
| ② Crankcase ventilation hose | ⑫ "EFI" test coupler | B Pass the EFI harness below the battery positive (+) lead. |
| ③ Idle speed adjuster cable | ⑬ ECU (for ABS) (GTS1000A) | C Do not touch the hose and lead on the starter motor (). |
| ④ O ₂ sensor lead | ⑭ Battery | D Locate the engine harness coupler and side stand switch coupler inside of the frame. |
| ⑤ Ground lead | ⑮ ECU (for EFI) | E Pass the wire harness through inside of the brake hose clamp. |
| ⑥ Rear brake switch | ⑯ Fuel tank breather hose | |
| ⑦ Solenoid lead (hydraulic unit) (GTS1000A) | ⑰ Drain hose (overflow plate) | |
| ⑧ Rear wheel sensor (GTS 1000A) | ⑱ Air filter case drain hose | |
| ⑨ Band | ⑲ Intake air temperature sensor lead | |
| ⑩ Fuse box | ⑳ Camshaft sensor lead | |
| | ㉑ Brake hose | |

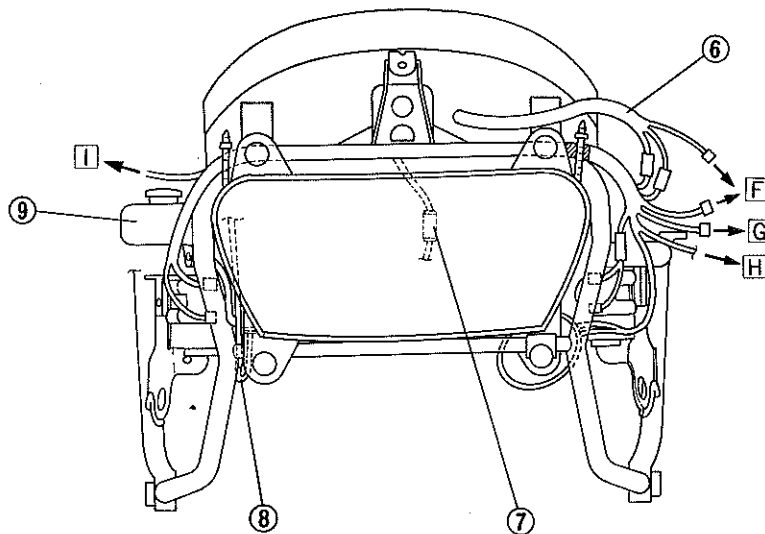
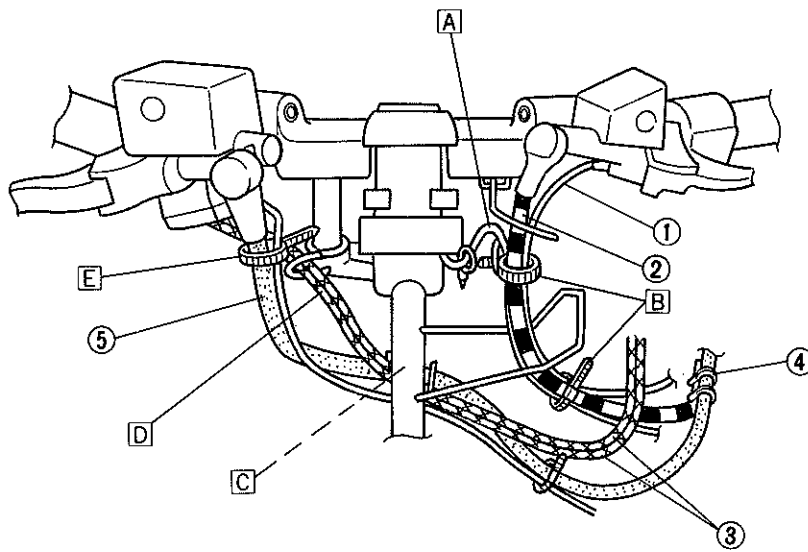


CABLE ROUTING

SPEC



- | | | |
|------------------------------------------|-------------------------------------------------------------------------------------------|-----------------------------|
| ① Front brake switch lead | Ⓐ Pass the main switch lead through the wire bracket. | Ⓕ To wire harness |
| ② Clutch hose | Ⓑ Clamp the main switch, handlebar switch(L) lead and clutch hose below the wire bracket. | Ⓖ To handlebar switch(L) |
| ③ Throttle cable | Ⓒ Attach the brake hose grommet to the frame clamp. | Ⓗ To front flasher light(L) |
| ④ Grommet | Ⓓ Pass the throttle cable through the wire clamp. | Ⓘ To front flasher light(R) |
| ⑤ Brake hose | Ⓔ Clamp the brake hose and handlebar switch(R). | |
| ⑥ Meter harness | | |
| ⑦ Headlight lead | | |
| ⑧ Reservoir tank (coolant) breather hose | | |
| ⑨ Reservoir tank (coolant) | | |





CHAPTER 3. PERIODIC INSPECTION AND ADJUSTMENT

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PERIODIC INSPECTION AND ADJUSTMENT

INTRODUCTION

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

PERIODIC MAINTENANCE/LUBRICATION INTERVALS

Unit: Km (mi)

ITEM	REMARKS	BREAK-IN 1,000 (600)	EVERY	
			6,000 (4,000) or 6 months	12,000 (8,000) or 12 months
Valve(s)*	Check valve clearance. Adjust if necessary.	EVERY 42,000 (28,000)		
Spark plug(s)	Check condition. Clean or replace if necessary.	○	○	○
Air filter	Clean. Replace if necessary.		○	○
Electronic fuel injection system*	Check idle speed/synchronization/starter operation/throttle position. Adjust if necessary.	○	○	○
Fuel line*	Check fuel hose for cracks or damage. Replace every 60 months.		○	○
Fuel filter*	Replace.	EVERY 50,000 (31,000)		
Engine oil	Replace (warm engine before draining).	○	○	○
Engine oil filter*	Replace.	○		○
Brake*	Check operation/fluid leakage (see NOTE). Correct if necessary.		○	○
Clutch*	Check operation/fluid leakage (see NOTE). Correct if necessary.		○	○
Rear arm pivot*	Check rear arm assembly for looseness. Correct if necessary. Moderately repack every 24,000 (16,000) or 24 months.***			○
Rear suspension link pivots*	Check operation. Apply grease lightly every 24,000 (16,000) or 24 months.***			○
Wheels*	Check balance/damage/runout. Repair if necessary.		○	○
Wheel bearings*	Check front axle for smooth revolution. Replace if damaged.		○	○
Steering bearings*	Check bearings assembly for looseness. Correct if necessary. Moderately repack every 24,000 (16,000) or 24 months.**	○		○
Steering tube*	Check dust boot and joint ring seal for cracks or damage. Replace if necessary.		○	○
	Check for smooth operation. Correct if necessary.			○
Front swingarm pivot* (upper and lower)	Check front swingarm for looseness. Correct if necessary.			○
Knuckle arm ball joint* (upper and lower)	Check for smooth operation. Correct if necessary.			○
Front shock absorber*	Check operation/oil leakage. Repair if necessary.		○	○

3

PERIODIC MAINTENANCE/LUBRICATION INTERVALS



Unit: Km (mi)

ITEM	REMARKS	BREAK-IN 1,000 (600)	EVERY	
			6,000 (4,000) or 6 months	12,000 (8,000) or 12 months
Rear shock absorber*	Check operation/oil leakage. Repair if necessary.		○	○
Cooling system	Check coolant leakage. Repair if necessary. Replace coolant every 24,000 (16,000) or 24 months.		○	○
Drive chain	Check chain slack/alignment. Adjust if necessary. Clean and lube.	EVERY 500 (300)		
Fittings/Fasteners*	Check all chassis fittings and fasteners. Correct if necessary.	○	○	○
Center and sidestand*	Check operation. Repair if necessary.	○	○	○
Sidestand switch*	Check operation. Clean or replace if necessary.	○	○	○
A.C. Generator*	Replace generator brushes.	EVERY 100,000 (62,000)		

*: It is recommended that these items be serviced by a Yamaha dealer.
 **: Medium weight wheel bearing grease.
 ***: Molybdenum disulfide grease.

NOTE:

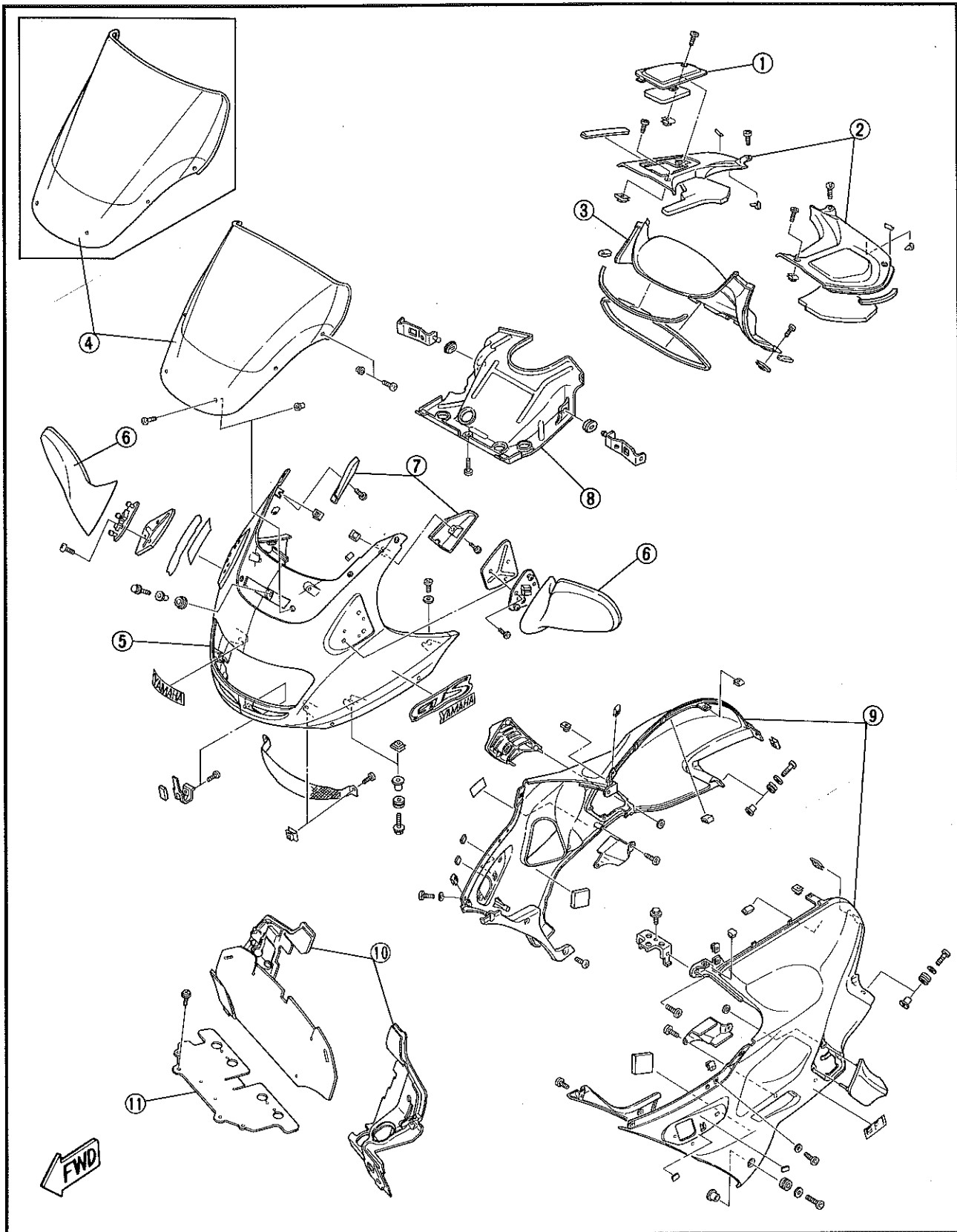
Brake fluid replacement:

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



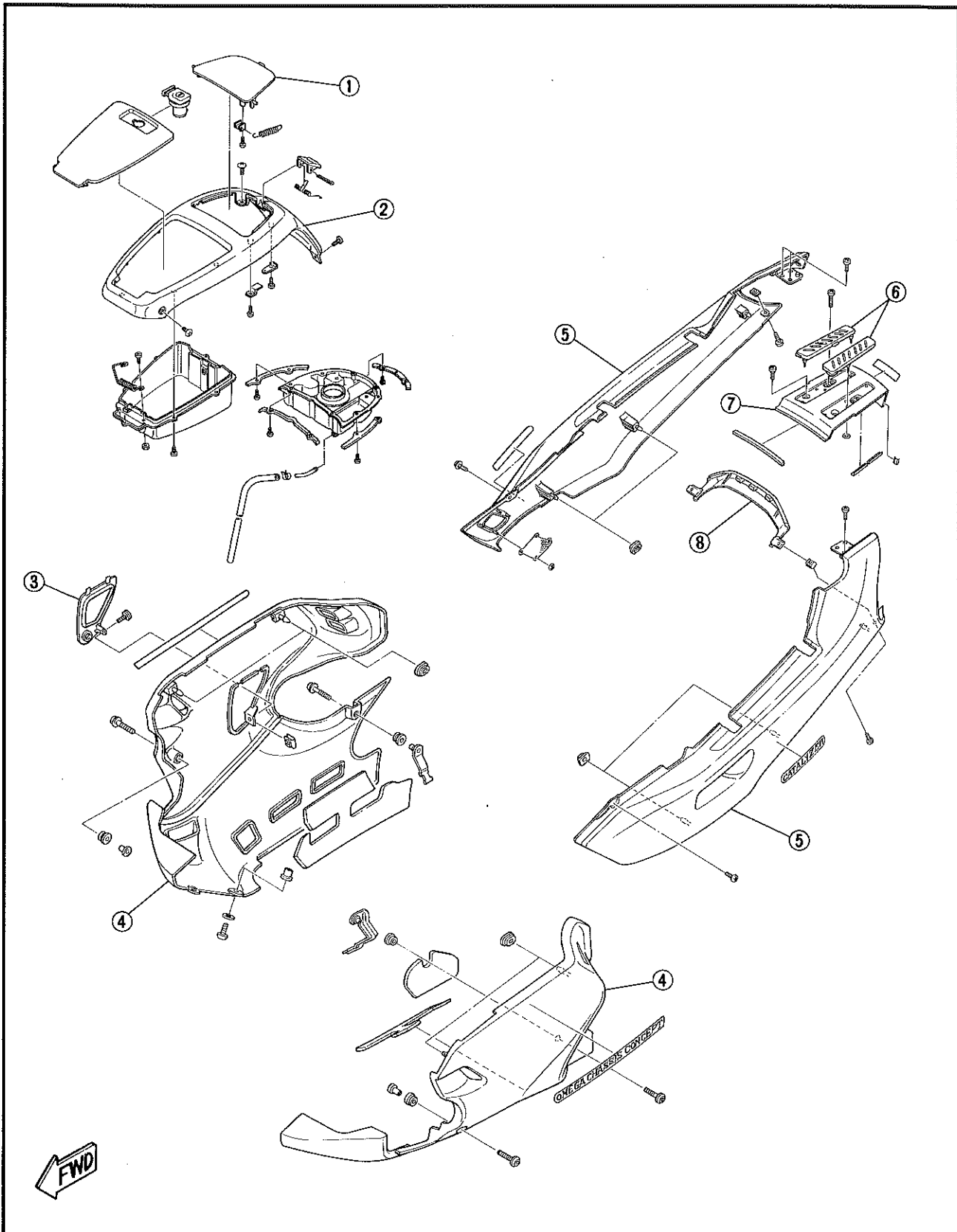
COWLINGS

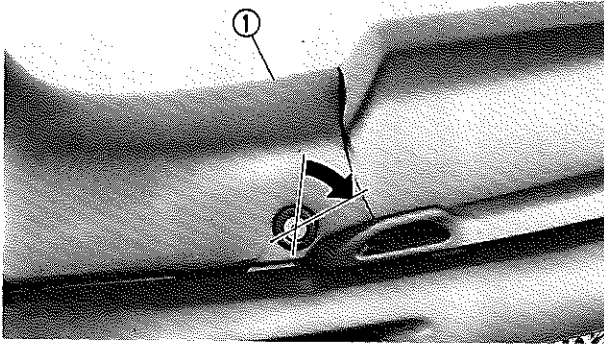
- ① Reservoir tank lid
- ② Inner panel
- ③ Meter cover
- ④ Windshield
- ⑤ Front cowl
- ⑥ Rear view mirror
- ⑦ Meter cover extension
- ⑧ Bottom cover
- ⑨ Side cowling
- ⑩ Rubber baffles (side)
- ⑪ Rubber baffles (lower)





- ① Fuel filler lid
- ② Top cover
- ③ Filler cap cover
- ④ Lower cowling
- ⑤ Side cover
- ⑥ Tail cover protector
- ⑦ Tail cover
- ⑧ Side cover bridge

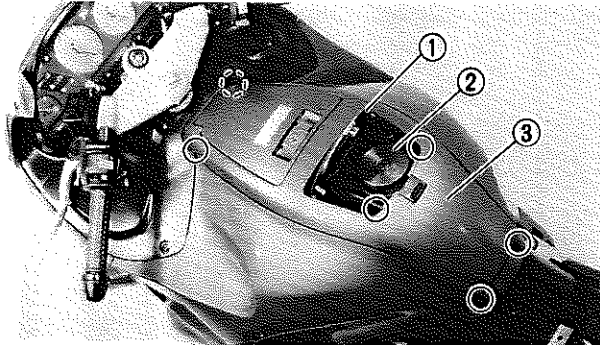


**COWLINGS****REMOVAL****Top cover and cowling****1.Remove:**

- Seat ①

NOTE:

Insert the key into the seat lock and turn it clockwise to release the seat lock.

**2.Open:**

- Fuel filler lid ①

3.Remove:

- Fuel tank cap ②
- Screws (top cover ③)

4.Disconnect:

- Drain hose ① (over flow plate)

NOTE:

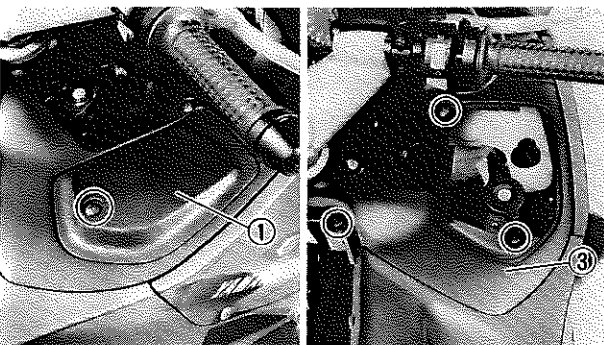
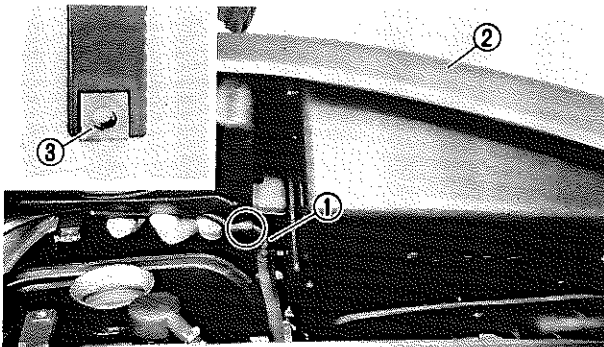
Pull up the top cover ② and disconnect the drain hose.

5.Remove:

- Top cover ②

NOTE:

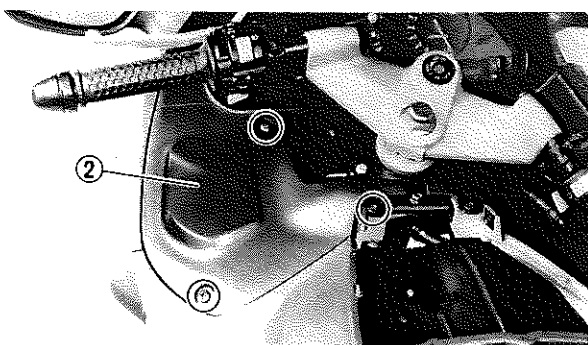
Be careful not to loose the spring nuts ③.

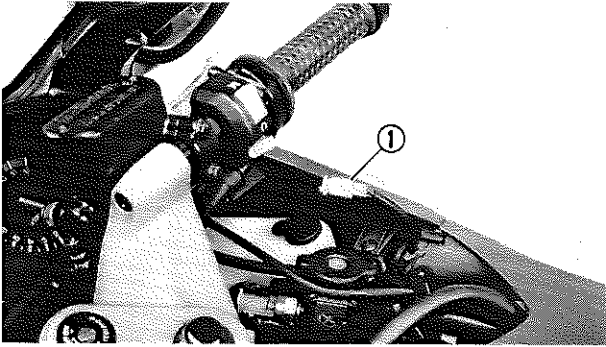
**6.Install:**

- Fuel tank cap

7.Remove:

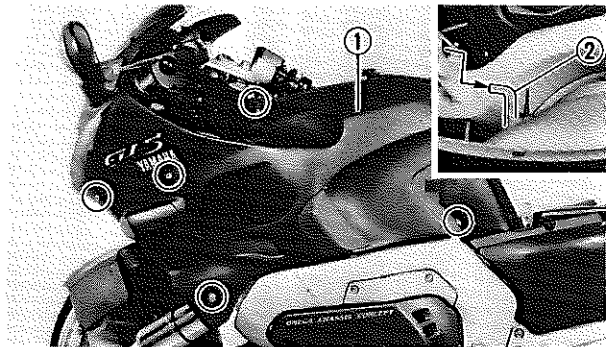
- Reservoir tank lid ①
- Inner panel (left ② and right ③)





8.Disconnect:

- Flasher couplers ① (left and right)

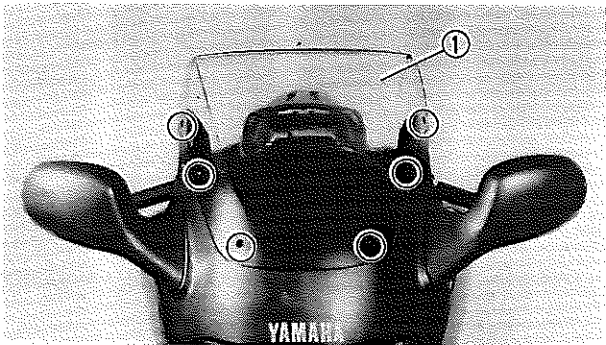


9.Remove:

- Side cowlings ① (left and right)

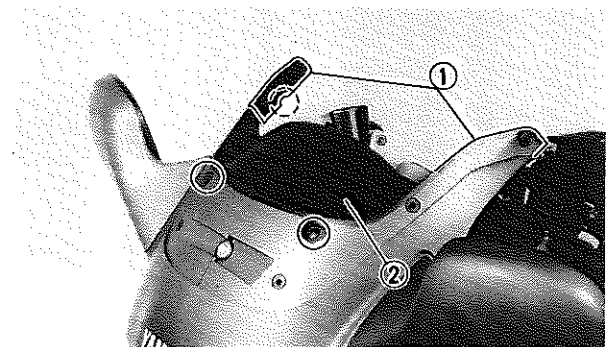
NOTE:

When removing the side cowlings, be careful not to break off the mounting hook ②.



10.Remove:

- Windshield ①

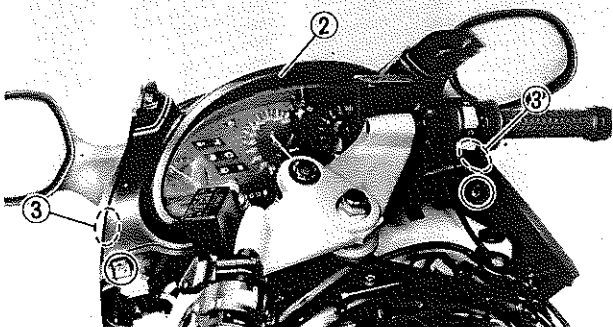


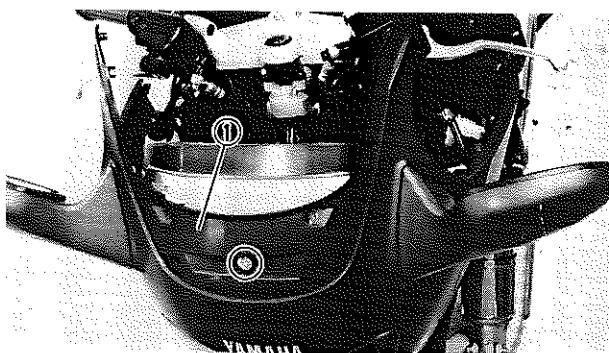
11.Remove:

- Meter cover extensions ①
- Meter cover ②

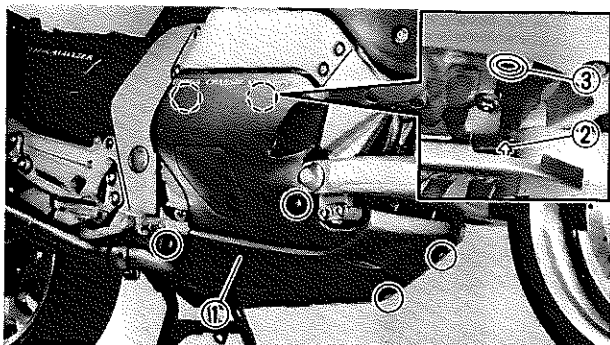
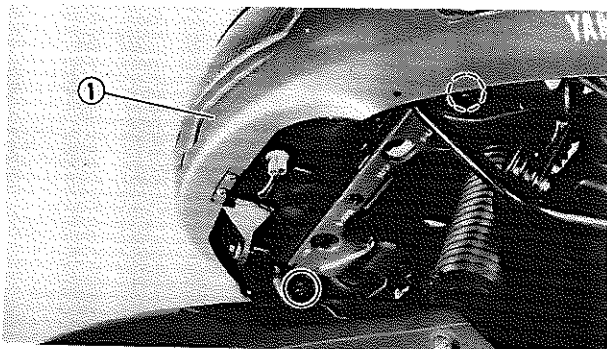
NOTE:

Be careful not to loose the two rubber dampers ③ on the meter cover.





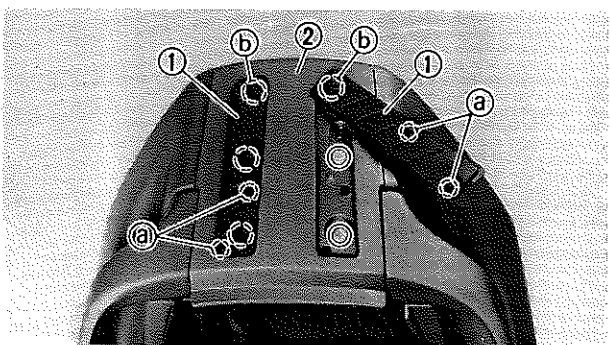
- 12.Remove:
- Front cowl (1)



Side cover and lower cowl

- 1.Remove:
- Lower cowlings (1) (left and right)

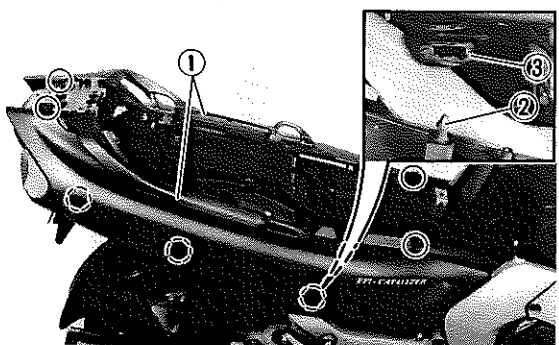
NOTE: Unhook the projections (2) on the inside of the lower cowl from the grommets (3) on the frame.



- 2.Remove:
- Tail cover protectors (1)
 - Tail cover (2)

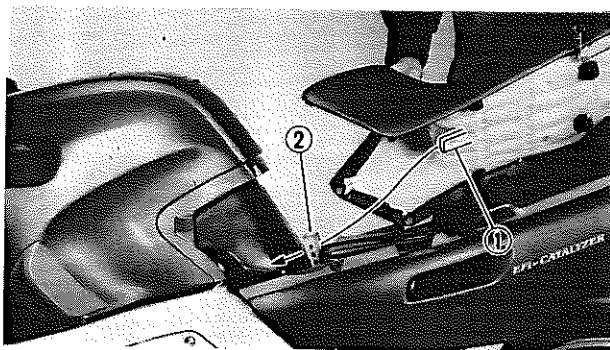
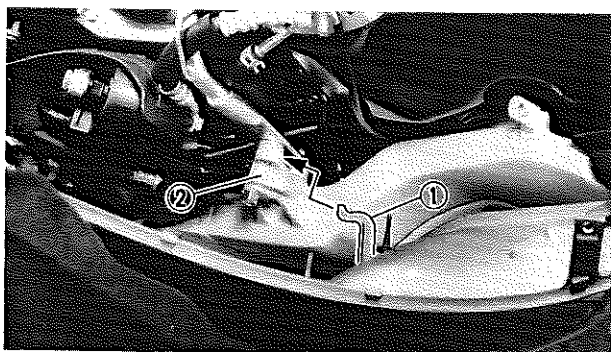
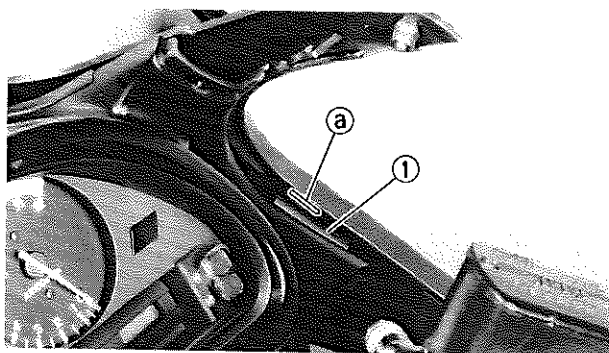
NOTE: Loosen knobs (a) and move the tail cover protectors (1) sideways.

CAUTION: This rear end knob (b) can not be loosened.



- 3.Remove:
- Side cover (1) (left and right)

NOTE: Unhook the projections (2) on the inside of the side cover from the grommets (3) on the frame.

**INSTALLATION**

Reverse the REMOVAL procedure.
Note the following points.

Top cover and cowling

1. Install:

- Meter cover

NOTE:

When installing the meter cover, fit the rubber dampers ① into the channels ② on the inside of the front cowling.

2. Install:

- Side cowlings (left and right)

NOTE:

Make sure the hook ① on the inside of the side cover sits correctly behind the frame bracket ②.

3. Install:

- Seat

NOTE:

Insert the lobe ① on the front of the seat into the bracket ② on the frame, then push down the seat end.



FUEL TANK

REMOVAL

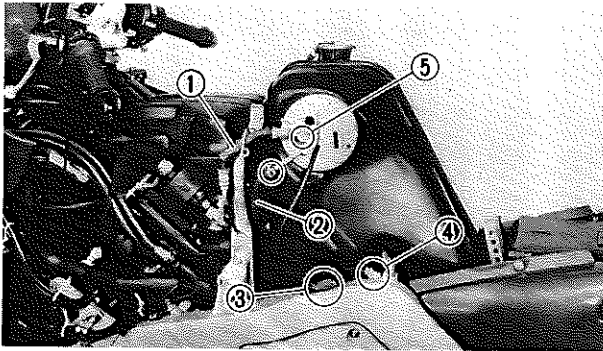
1. Place the motorcycle on the centerstand.

2. Remove:

- Seat
 - Top cover
 - Inner panels
 - Side cowlings
- Refer to "COWLINGS".

3. Disconnect:

- Fuel delivery hose ①
- Fuel return hose ②
- Fuel sender coupler ③
- Fuel pump coupler ④



⚠ WARNING

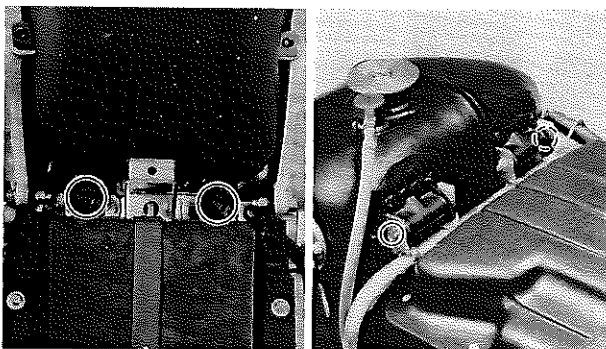
**Gasoline is highly flammable.
Avoid spilling fuel on the hot engine.**

NOTE:

Place a rag under the return hose ② and the union bolt ⑤ of the fuel delivery hose to avoid spilling fuel.

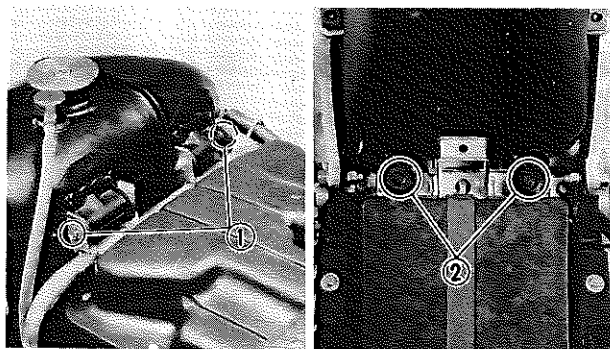
4. Remove:

- Fuel tank



INSTALLATION

Reverse the removal procedure.
Note the following points.

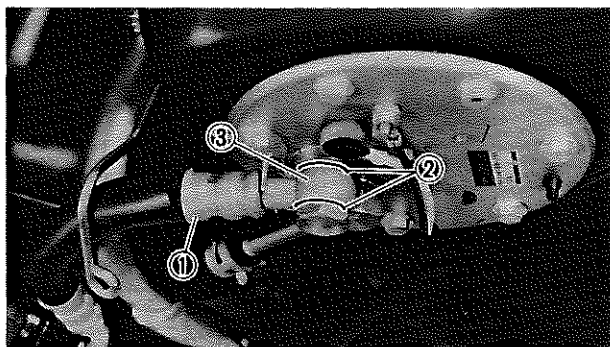


1. Install:
- Fuel tank

	Bolt ① (front):
	23 Nm (2.3 m • kg, 17 ft • lb)
	Bolt ② (rear):
	16 Nm (1.6 m • kg, 11 ft • lb)

CAUTION:

Be sure the fuel tank breather hose and the tank cap compartment drain hose are correctly routed. Refer to "CABLE ROUTING" in CHAPTER 2.



2. Connect:
- Fuel delivery hose ①

NOTE:

Be sure to place one copper washer ② on each side of the hose fitting ③.

	Union bolt:
	30 Nm (3.0 m • kg, 22 ft • lb)

WARNING

Always use new copper washers.

3. Check:
- Fuel leakage
Leak → Repair.

NOTE:

Turn the main switch "ON" to operate the fuel pump and check for fuel leakage.

ENGINE VALVE CLEARANCE ADJUSTMENT

NOTE:

- The valve clearance should be adjusted when the engine is cool to the touch.
- The piston must be at Top Dead Center (T.D.C.) on compression stroke to check or adjust the valve clearance.

Removal

1.Remove:

- Seat
- Top cover
- Inner panels
- Side cowlings
- Lower cowlings
Refer to "COWLINGS".

2.Remove:

- Fuel tank
Refer to "FUEL TANK".

3.Remove:

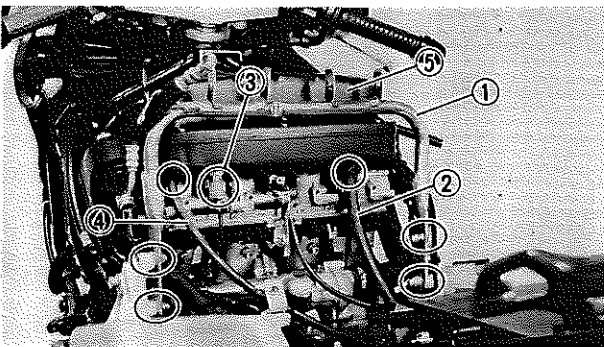
- Fuel tank stay ①

4.Disconnect:

- Crankcase ventilation hose ②
- Coupler ③ (intake air temperature sensor)
- Drain hose ④ (air filter case)

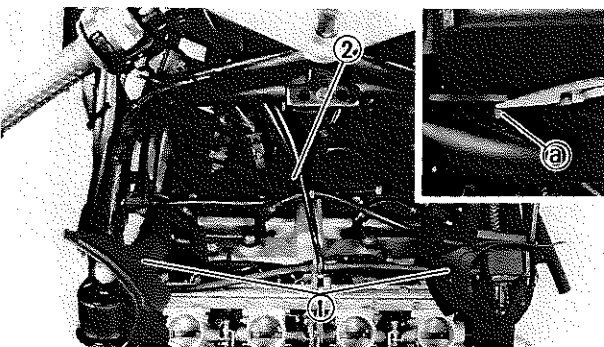
5.Remove:

- Rubber cover
- Air filter case ⑤



6.Remove:

- Rubber baffles ① (left and right)
- Rubber baffle ② (lower)



NOTE:

Carefully pull out the retainers @ with long nose pliers.

7.Disconnect:

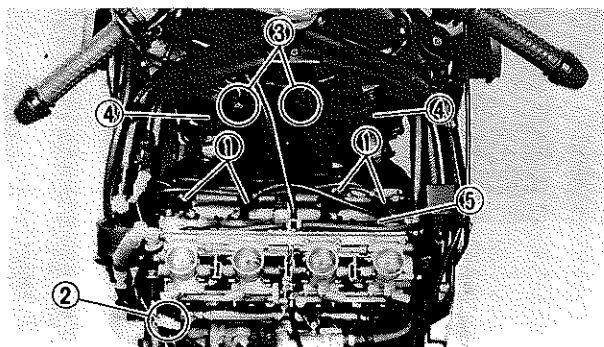
- Spark plug caps ①
- Coupler ② (crankshaft sensor)
- Coupler ③ (radiator fan)

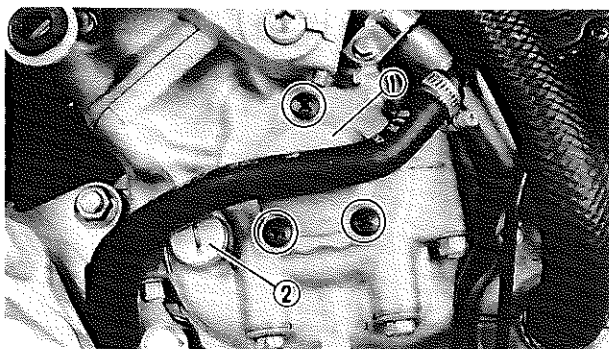
8.Loosen:

- Spark plugs

9.Remove:


- Radiator fans ④ (left and right)
- Cylinder head cover ⑤
(with gasket)



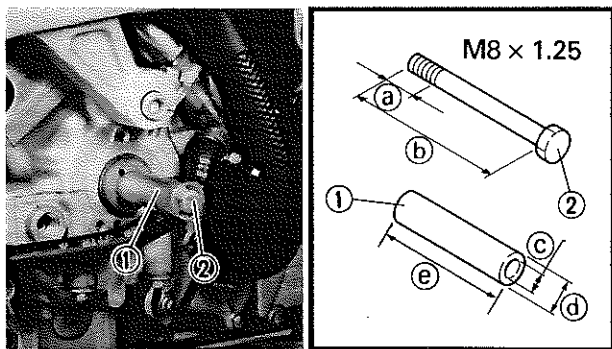


- 10.Remove:
- Crankshaft end cover ① (left) (with O-ring)
 - Timing plug ② (with O-ring)

- 11.Check:
- Valve clearance
Out of specification → Adjust.

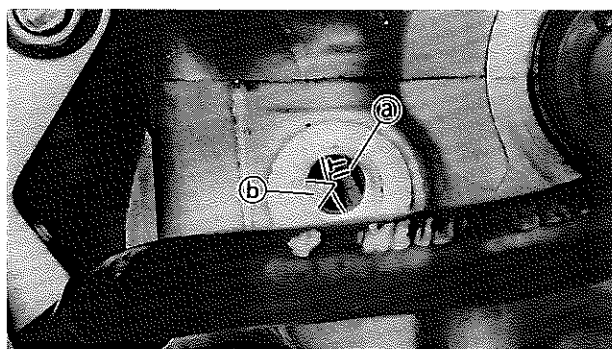


Valve clearance (cold):
Intake valve:
 0.11 ~ 0.20 mm
 (0.004 ~ 0.008 in)
Exhaust valve:
 0.21 ~ 0.30 mm
 (0.008 ~ 0.012 in)

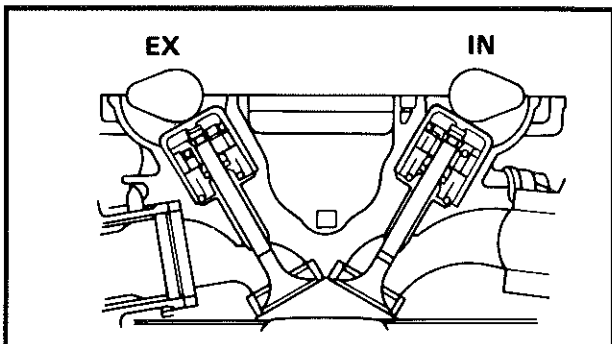


Checking steps:

- Install a suitable collar ① and a bolt ② as shown and tighten the bolt.
 - Turn the crankshaft counterclockwise.
- | | |
|--------------------|--------------------|
| ● a 15 mm (0.6 in) | ● d 12 mm (0.5 in) |
| ● b 75 mm (3.0 in) | ● e 60 mm (2.4 in) |
| ● c 8 mm (0.3 in) | |



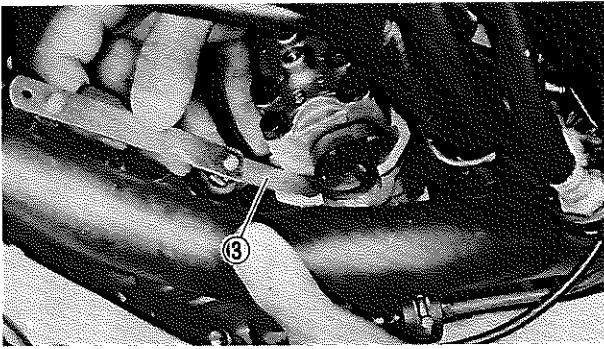
- Align the TDC mark ① with the stationary pointer ②.



- Check if the piston #1 is in compression stroke TDC. If not, turn the crankshaft one full turn.

NOTE: _____
 The piston is in compression stroke TDC when the cam lobes are turned away from each other, as shown.

VALVE CLEARANCE ADJUSTMENT

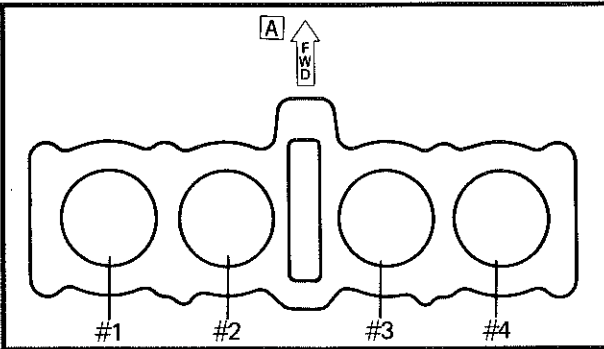


- Measure the valve clearance using a feeler gauge ③.

NOTE: _____

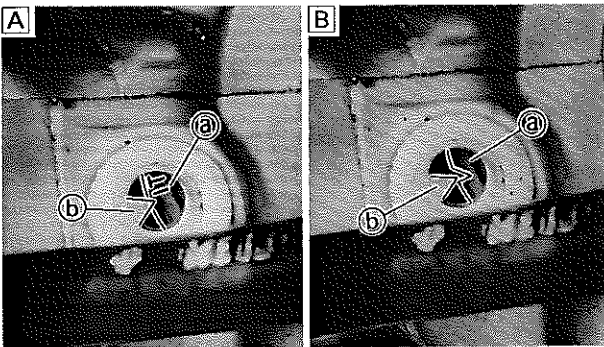
- Record the measured reading if the clearance is incorrect.
- Measure the valve clearance for the other cylinders in the following order:

Measuring sequence:
#1 → #2 → #4 → #3



- Turn the crankshaft by the following numbers of degrees from the compression stroke TDC of piston #1 to find the compression stroke TDC of the other pistons:

#2 Cylinder	180 degrees
#4 Cylinder	360 degrees
#3 Cylinder	540 degrees



- Align the corresponding TDC mark ① with the stationary pointer ② :

Ⓐ For cylinder #1 and #4

Ⓑ For cylinder #2 and #3

12.Remove:

- Timing chain tensioner
- Chain guide (upper)
- Chain guide (exhaust)
- Camshaft caps
- Timing chain
- Camshaft (intake and exhaust)

NOTE: _____

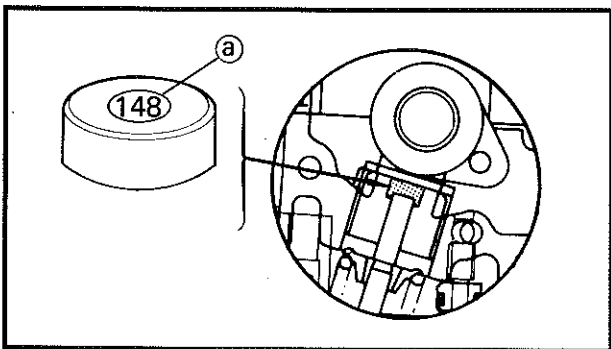
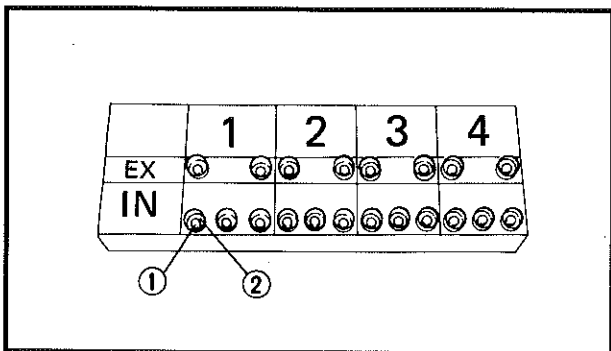
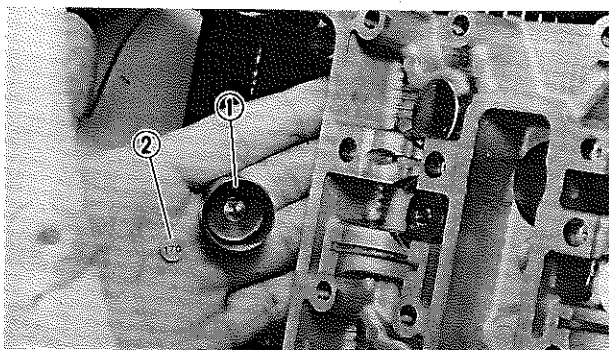
- Refer to "ENGINE DISASSEMBLY - CAMSHAFT AND CYLINDER HEAD" in CHAPTER 4.
- When removing the timing chain or camshafts fasten a wire to the timing chain to prevent it from falling into the crankcase.

13.Adjust:

- Valve clearance

VALVE CLEARANCE ADJUSTMENT

INSP ADJ	
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Adjustment steps:

- Remove the valve lifters ① and the pads ②.

NOTE:

- Place a rag in the timing chain space to prevent pads from falling into the crankcase
- Identify each valve lifter ① and pad ② position very carefully so that they can be reinstalled in their original place.

- Select the proper pad using the pad selecting table:

Pad range		Pad Availability: 25 increments
No. 120 ~ No. 240	1.20 mm (0.047 in) ~ 2.40 mm (0.094 in)	Pads are available in 0.05 mm (0.002 in) increments

NOTE:

The thickness ① of each pad is indicated in hundredths of millimeters on the pad upper surface.

- Round off the last digit of the installed pad number to the nearest increment.

Last digit of pad number	Rounded value
0 or 2	0
5	(NOT ROUNDED OFF)
8	10

EXAMPLE:

Installed pad number = 148 (1.48 mm)
Rounded off value = 150

NOTE:

Pads can only be selected in 0.05 mm (0.002 in) increments.

VALVE CLEARANCE ADJUSTMENT



PAD SELECTION TABLE

INTAKE

B MEASURED CLEARANCE	A INSTALLED PAD NUMBER																									
	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240	
0.00 ~ 0.02				120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230
0.03 ~ 0.07			120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	
0.08 ~ 0.10		120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230		
0.11 ~ 0.20	C RECOMMENDED CLEARANCE																									
0.21 ~ 0.22	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240		
0.23 ~ 0.27	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240			
0.28 ~ 0.32	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240				
0.33 ~ 0.37	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240					
0.38 ~ 0.42	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240						
0.43 ~ 0.47	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240							
0.48 ~ 0.52	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240								
0.53 ~ 0.57	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240									
0.58 ~ 0.62	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240										
0.63 ~ 0.67	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240											
0.68 ~ 0.72	175	180	185	190	195	200	205	210	215	220	225	230	235	240												
0.73 ~ 0.77	180	185	190	195	200	205	210	215	220	225	230	235	240													
0.78 ~ 0.82	185	190	195	200	205	210	215	220	225	230	235	240														
0.83 ~ 0.87	190	195	200	205	210	215	220	225	230	235	240															
0.88 ~ 0.92	195	200	205	210	215	220	225	230	235	240																
0.93 ~ 0.97	200	205	210	215	220	225	230	235	240																	
0.98 ~ 1.02	205	210	215	220	225	230	235	240																		
1.03 ~ 1.07	210	215	220	225	230	235	240																			
1.08 ~ 1.12	215	220	225	230	235	240																				
1.13 ~ 1.17	220	225	230	235	240																					
1.18 ~ 1.22	225	230	235	240																						
1.23 ~ 1.27	230	235	240																							
1.28 ~ 1.32	235	240																								
1.33 ~ 1.37	240																									

EXAMPLE:
 VALVE CLEARANCE (cold):
 0.11 ~ 0.20 mm (0.004 ~ 0.008 in)
 Installed is 148 (Rounded off number is 150)
 Measured clearance is 0.24 mm (0.009 in)
 Replace 148 pad with 160 pad

EXHAUST

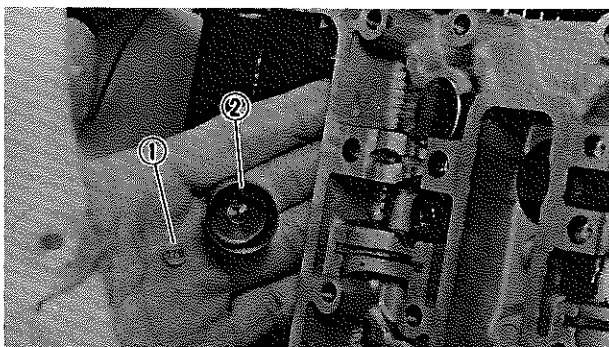
B MEASURED CLEARANCE	A INSTALLED PAD NUMBER																								
	120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240
0.00 ~ 0.02						120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215
0.03 ~ 0.07					120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220
0.08 ~ 0.12			120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	
0.13 ~ 0.17			120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	
0.18 ~ 0.20		120	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	
0.21 ~ 0.30	C RECOMMENDED CLEARANCE																								
0.31 ~ 0.32	125	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240	
0.33 ~ 0.37	130	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240		
0.38 ~ 0.42	135	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240			
0.43 ~ 0.47	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240				
0.48 ~ 0.52	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240					
0.53 ~ 0.57	150	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240						
0.58 ~ 0.62	155	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240							
0.63 ~ 0.67	160	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240								
0.68 ~ 0.72	165	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240									
0.73 ~ 0.77	170	175	180	185	190	195	200	205	210	215	220	225	230	235	240										
0.78 ~ 0.82	175	180	185	190	195	200	205	210	215	220	225	230	235	240											
0.83 ~ 0.87	180	185	190	195	200	205	210	215	220	225	230	235	240												
0.88 ~ 0.92	185	190	195	200	205	210	215	220	225	230	235	240													
0.93 ~ 0.97	190	195	200	205	210	215	220	225	230	235	240														
0.98 ~ 1.02	195	200	205	210	215	220	225	230	235	240															
1.03 ~ 1.07	200	205	210	215	220	225	230	235	240																
1.08 ~ 1.12	205	210	215	220	225	230	235	240																	
1.13 ~ 1.17	210	215	220	225	230	235	240																		
1.18 ~ 1.22	215	220	225	230	235	240																			
1.23 ~ 1.27	220	225	230	235	240																				
1.28 ~ 1.32	225	230	235	240																					
1.33 ~ 1.37	230	235	240																						
1.38 ~ 1.42	235	240																							
1.43 ~ 1.47	240																								

EXAMPLE:
 VALVE CLEARANCE (cold):
 0.21 ~ 0.30 mm (0.008 ~ 0.012 in)
 Installed is 175
 Measured clearance is 0.35 mm (0.014 in)
 Replace 175 pad with 185 pad

- Locate the rounded-off value and the measured valve clearance in the chart "PAD SELECTION TABLE". The field where these two coordinates intersect shows the new pad number to use.

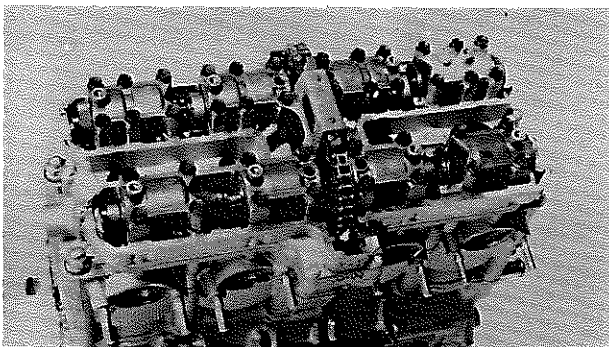
NOTE: _____
Use the new pad number only as a guide when verifying the valve clearance adjustment.

- Install the new pads ① and the valve lifters ②.




NOTE: _____

- Apply molybdenum disulfide grease to the pad.
- Lubricate the valve lifter with molybdenum disulfide oil.
- Valve lifter must turn smoothly when rotated with a finger.
- Be careful to reinstall valve lifters and old pads in their original place.



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

	Bolt (camshaft cap): 10 Nm (1.0 m • kg, 7.2 ft • lb)
-------------------------------------------------------------------------------------	----------------------------------------------------------------



NOTE: _____

- Refer to "ENGINE ASSEMBLY AND ADJUSTMENT – CYLINDER HEAD AND CAMSHAFT" in CHAPTER 4.
- Lubricate the camshaft bearings, cam lobes and camshaft journals.
- Install the exhaust camshaft first.
- Align the matching marks.
- Turn the crankshaft counterclockwise several turns so that the installed parts settle into the right position.

- Recheck the valve clearance.
- If the clearance is still incorrect, repeat all the clearance adjustment steps until the specified clearance is obtained.

VALVE CLEARANCE ADJUSTMENT

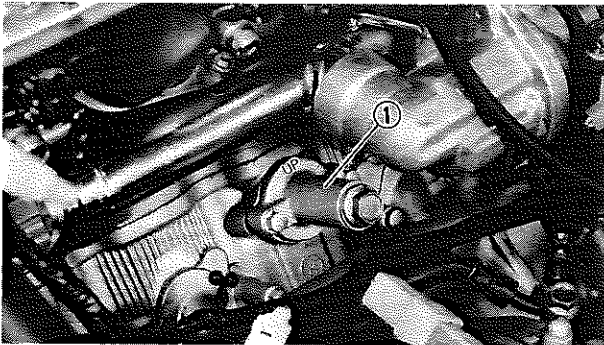


14. Install:

- All removed parts

NOTE:

Install all removed parts in reversed order of their removal. Note the following points.



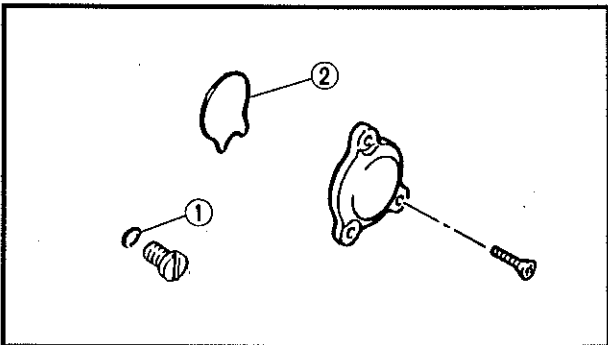
15. Install:

- Chain guide (exhaust)
- Chain guide (upper)
- Timing chain tensioner ①

	Bolt (chain guide – upper):
	10 Nm (1.0 m • kg, 7.2 ft • lb)
	Bolt (timing chain tensioner):
	10 Nm (1.0 m • kg, 7.2 ft • lb)

NOTE:

Install the tensioner body with the “UP” mark facing upward.



16. Inspect:

- O-ring ① (timing plug)
 - Gasket ② (crankshaft end cover)
- Wear/Damage → Replace.

17. Tighten:

- Screws (crankshaft end cover)

	Screw (crankshaft end cover):
	7 Nm (0.7 m • kg, 5.1 ft • lb)

18. Inspect:

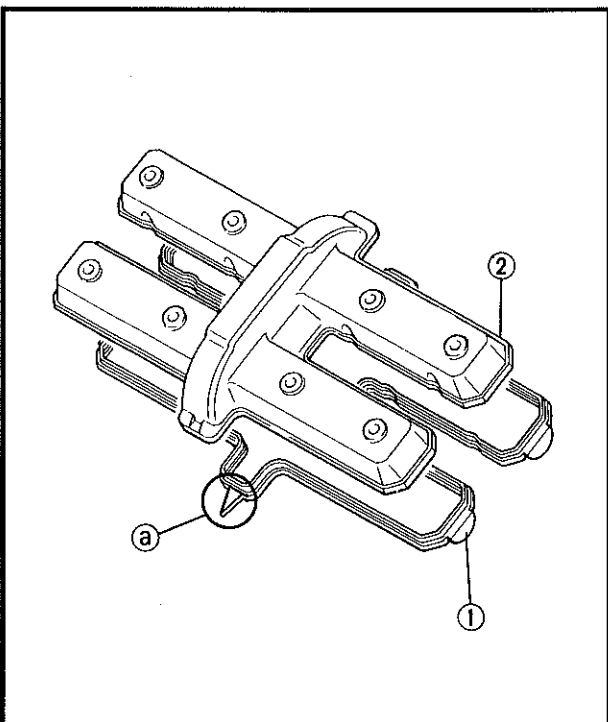
- Gasket ① (cylinder head cover)
- Wear/Damage → Replace.

19. Install:

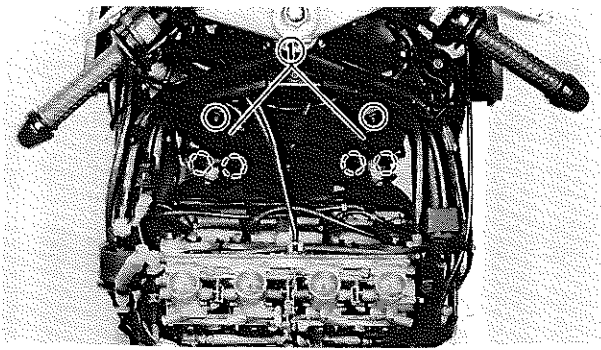
- Gasket (cylinder head cover)
- Cylinder head cover ②
- Spark plugs

NOTE:

Be sure the cylinder head gasket mark @ points to the front.

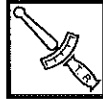


	Bolt (cylinder head cover):
	10 Nm (1.0 m • kg, 7.2 ft • lb)
	Spark plug:
	17.5 Nm (1.75 m • kg, 12.5 ft • lb)



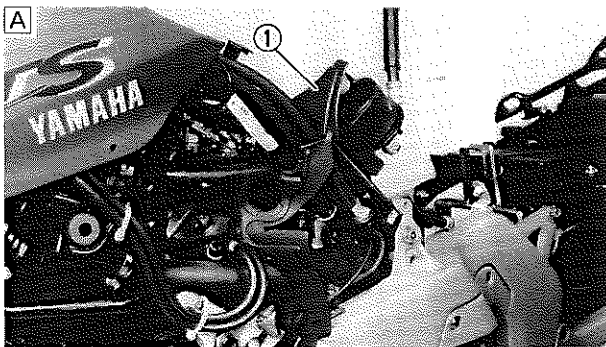
20. Install:

- Radiator fan ① (left and right)



Bolt (radiator fan):

10 Nm (1.0 m • kg, 7.2 ft • lb)

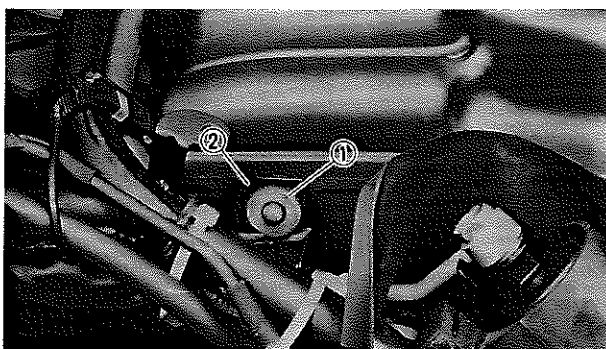
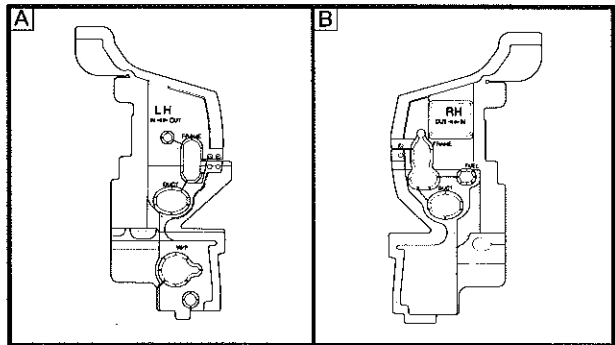
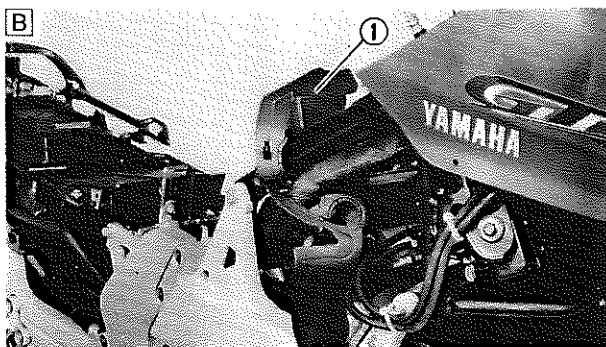


21. Install:

- Rubber baffles ① (left **A** and right **B**)

NOTE:

Holes are marked to help determine which hose, cable or pipe must be passed through them.

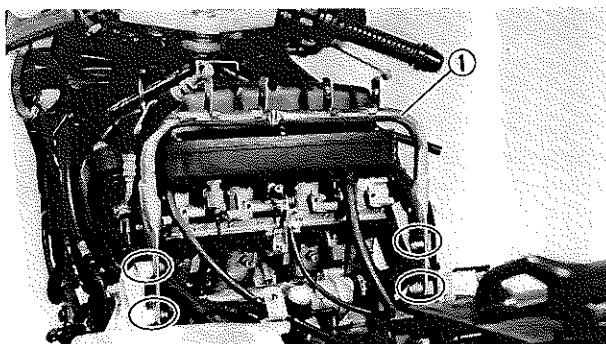


22. Install:

- Air filter case

NOTE:

- Set the heat protect rubber of the air filter case in front of the injector.
- Join the air filter case knob ① on the left side into the slot ② on the frame.



23. Install:

- Fuel tank stay ①



Bolt/Nut (fuel tank stay):

20 Nm (2.0 m • kg, 14 ft • lb)



INTAKE AIR PRESSURE SYNCHRONIZATION

The air screws must be adjusted to provide uniform air pressure in all air intake ducts.

NOTE:

Valve clearance should be adjusted properly before synchronizing the intake air pressure.

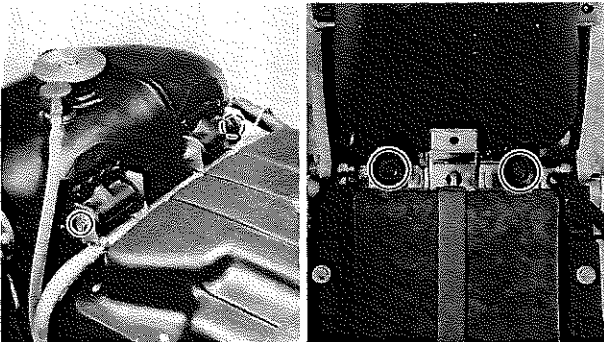
1. Place the motorcycle on its centerstand.

2. Remove:

- Seat
- Top cover
- Side cowlings (left and right)
Refer to "COWLINGS".

3. Remove:

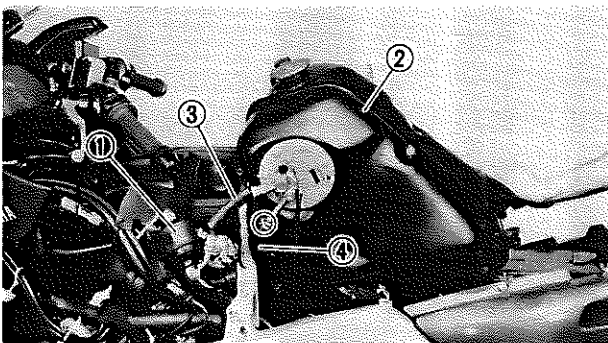
- Fuel tank mounting bolts



4. Detach the fuel filter ① from the frame, then lift the fuel tank ② up and place it on the left side of the frame without disconnecting the delivery ③ and fuel return hose ④.

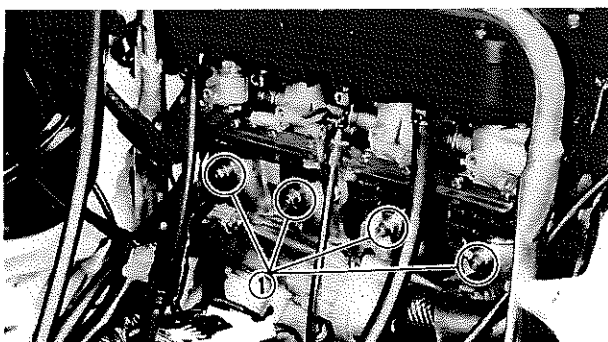
CAUTION:

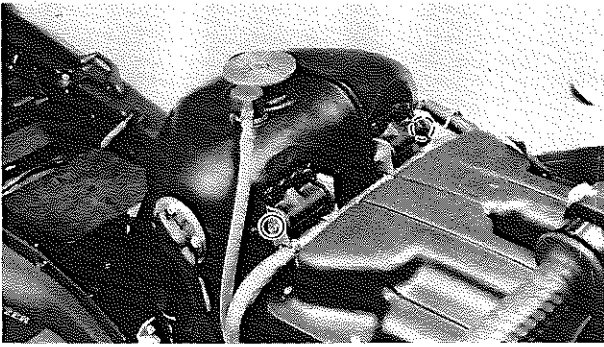
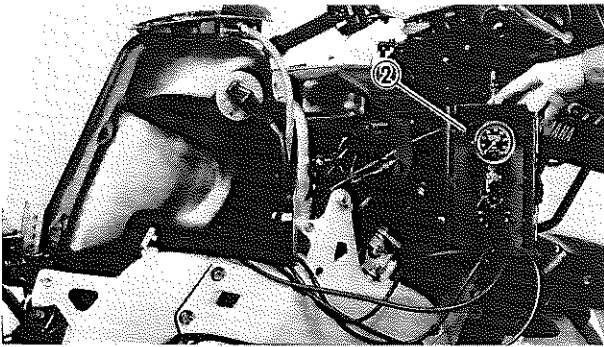
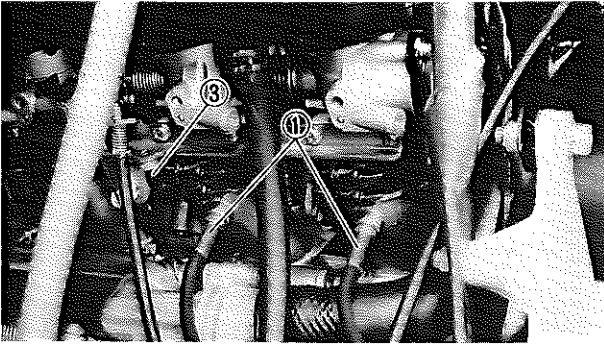
Be careful not to push down the fuel tank while connecting the vacuum gauge.



5. Remove:

- Vacuum check bolts ①
(with gasket)





6. Attach:

- Inductive tachometer (to #1 spark plug lead)
- Adapters ①
- Vacuum gauge ②



Inductive tachometer:

YU-08036-A/90890-03113

Adapter:

YM-03060/90890-03060

Vacuum gauge:

YU-08030-A/90890-03094

7. Reinstall the fuel tank and secure it provisionally with one of the fuel tank stay bolts.

Refer to the "FUEL TANK" section.

8. Start the engine and let it warm up for several minutes until the fast idling system ③ cuts out.

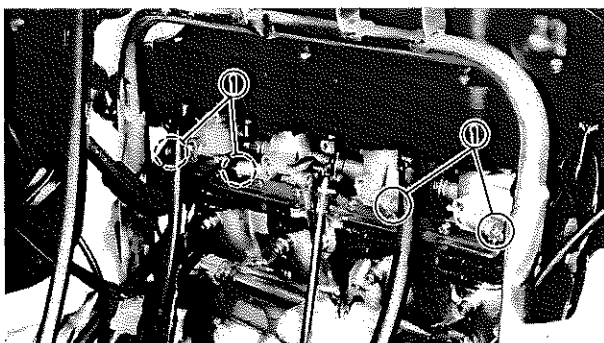
9. Check:

- Engine idling speed
Out of specification → Adjust.
Refer to "ENGINE IDLING SPEED ADJUSTMENT".



Engine idle speed:

950 ~ 1,050 r/min



10. Adjust:

- Intake air pressure synchronization

Adjustment steps:

- Turn the air screws ① in or out until the gauge shows the specified vacuum reading for all four intake ducts.



- Race the engine for less than a second, two or three times, and check the synchronization again.

Vacuum pressure at idle speed:
26.32 ~ 32.90 kPa
(200 ~ 250 mm Hg, 7.87 ~ 9.84 in Hg)

NOTE:

The difference between the highest and lowest simultaneous reading should not exceed 1.33 kPa (10 mm.Hg, 0.4 in Hg).

11. Check:

- Engine idling speed
Out of specification → Adjust.
Refer to "ENGINE IDLING SPEED ADJUSTMENT".

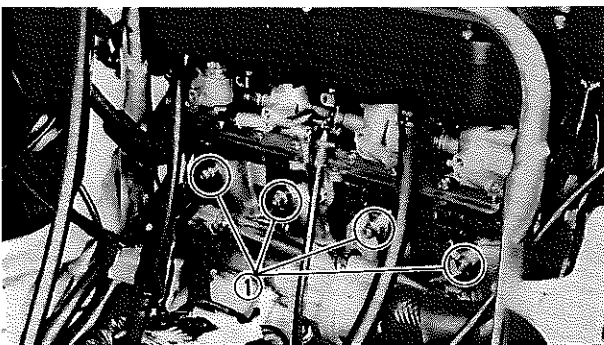
12. Stop the engine and remove the measuring equipment.

13. Adjust:

- Throttle cable free play
Refer to "THROTTLE CABLE FREE PLAY ADJUSTMENT".



Throttle cable free play:
3 ~ 5 mm (0.1 ~ 0.2 in)



14. Install:

- Vacuum check bolts ①
(with gasket)

CAUTION:

Always use new gaskets.

15. Install:


- Fuel tank
Refer to "FUEL TANK".
- Side cowlings
- Top cover
Refer to "COWLINGS".

IDLE SPEED ADJUSTMENT


NOTE: _____
The intake air pressure synchronization should be adjusted properly before adjusting the idle speed.

1.Start the engine and let it warm up until the fast idle system cuts out.

2.Attach:
• Inductive tachometer
(to the #1 spark plug lead)

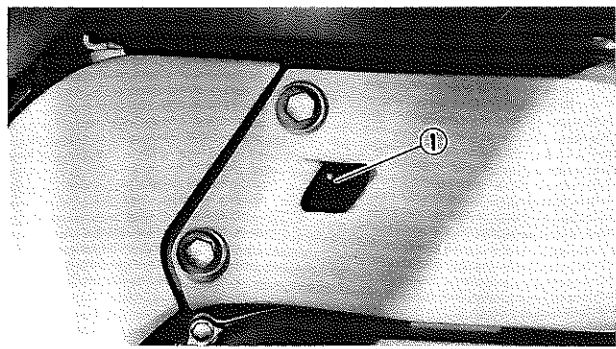
	Inductive tachometer: YU-08036-A/90890-03113
-----------------------------------------------------------------------------------	--------------------------------------------------------

3.Check:
• Engine idle speed
Out of specification → Adjust.

	Engine idle speed: 950 ~ 1,050 r/min
-------------------------------------------------------------------------------------	------------------------------------------------


4.Adjust:
• Engine idle speed

Adjustment steps:
• Turn the idle speed adjusting screw ① in or out until specified idle speed is obtained.



Turning in	Idle speed becomes higher.
Turning out	Idle speed becomes lower.

5.Adjust:
• Throttle cable free play
Refer to "THROTTLE CABLE FREE PLAY".

	Throttle cable free play: 3 ~ 5 mm (0.1 ~ 0.2 in)
-------------------------------------------------------------------------------------	-------------------------------------------------------------



THROTTLE CABLE FREE PLAY ADJUSTMENT

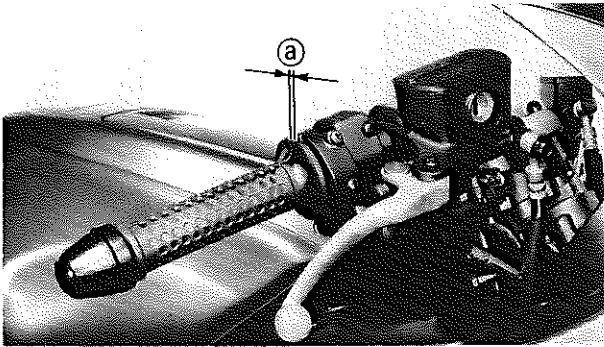
NOTE:

Engine idling speed and intake air pressure synchronization should be adjusted properly before adjusting the throttle cable free play.

1. Start the engine and let it warm up until the fast idle system cuts out. Then stop the engine.

2. Check:

- Throttle cable free play ①
- Out of specification → Adjust.



Throttle cable free play:
3 ~ 5 mm (0.1 ~ 0.2 in)

3. Remove:

- Seat
- Top cover
- Side cowlings
- Refer to "COWLINGS".

4. Remove:

- Fuel tank
- Refer to "FUEL TANK – REMOVAL".

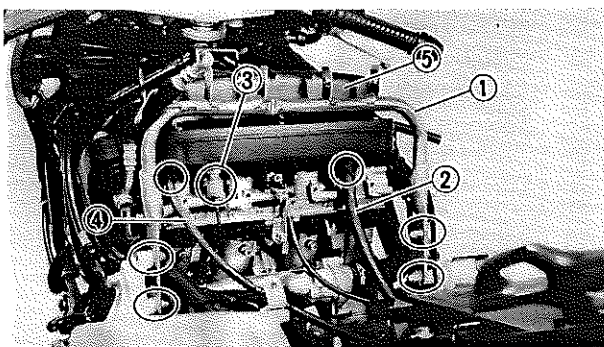
5. Fuel tank mounting stay ①

6. Disconnect:

- Crankcase ventilation hose ②
- Coupler ③ (intake air temperature sensor)
- Drain hose ④ (air filter case)

7. Remove:

- Air filter case ⑤



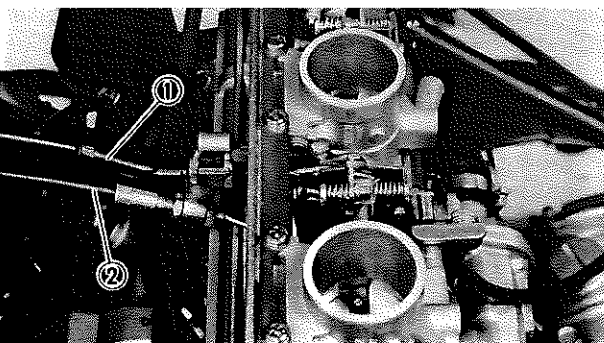
8. Adjust:

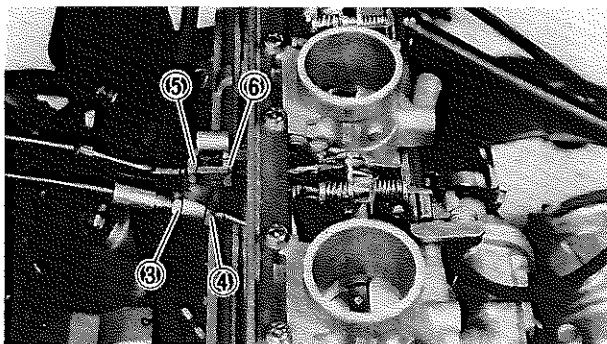
- Throttle cable free play

Adjustment steps:

NOTE:

When accelerating, throttle cable #1 ① is pulled and throttle cable #2 ② is pushed.



**First step:**

- Loosen the locknut ③ on throttle cable #2.
- Turn the adjuster ④ in or out until all slack is removed from throttle cable #2.

Second step:

- Loosen the locknut ⑤ on throttle cable #1.
- Turn the adjuster ⑥ in or out until the specified free play is obtained.

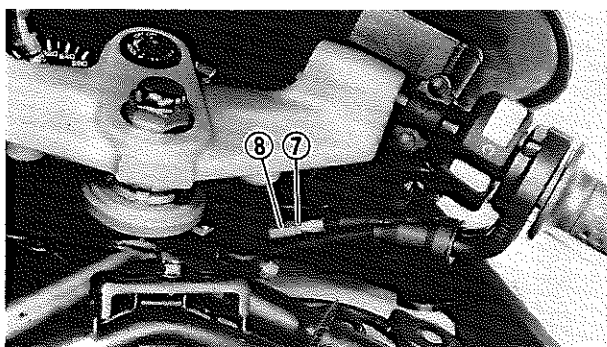
Turning in → Free play is increased.

Turning out → Free play is decreased.

- Tighten the locknuts.

NOTE:

If the free play can not be adjusted here, adjust it at the throttle grip side of the cable.

**Final step:**

- Loosen the locknut ⑦.
- Turn the adjuster ⑧ in or out until the specified free play is obtained.

Turning in → Free play is increased.

Turning out → Free play is decreased.

- Tighten the locknut.

⚠ WARNING

After adjusting, turn the handlebar to the right and left, making sure that the engine idling speed does not change.

9. Install:

- Air filter case
- Fuel tank
Refer to "FUEL TANK".
- Side cowlings
- Top cover
- Seat
Refer to "COWLINGS".

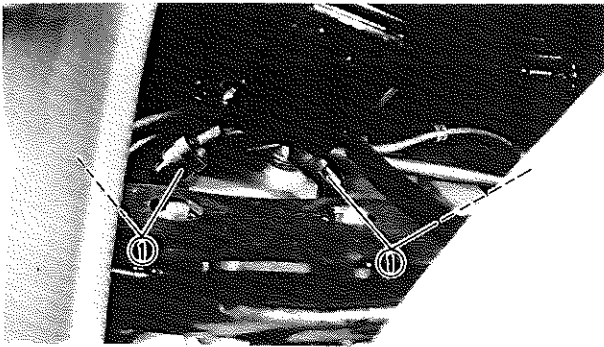
NOTE:

Make sure the air filter case breather hose is properly routed.

Refer to "CABLE ROUTING" in CHAPTER 2.

SPARK PLUG INSPECTION

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SPARK PLUG INSPECTION

1. Remove:

- Spark plug caps ①
- Spark plugs

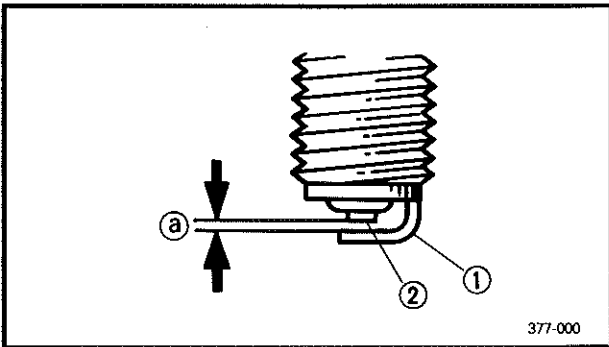
CAUTION:

Before completely removing the spark plug caps, use compressed air to clean the cylinder head cover areas to prevent dirt from falling into the engine.

2. Inspect:

- Spark plug type
Incorrect → Replace.

Standard sparkplug:
DPR8EA-9 (NGK),
X24EPR-U9 (NIPPONDENSO)



3. Inspect:

- Electrode ①
Wear/Damage → Replace.
- Insulator ②
Abnormal color → Replace.
Normal color is a medium-to-light tan color.

4. Clean:

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

5. Measure:

- Spark plug gap ③
Use a wire gauge.
Out of specification → Re-gap.



Spark plug gap:
0.8 ~ 0.9 mm (0.031 ~ 0.035 in)

6. Install:

- Spark plug



Spark plug:
17.5 Nm (1.75 m • kg, 12.5 ft • lb)

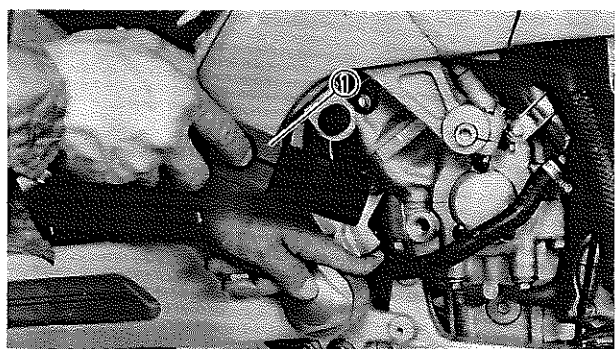
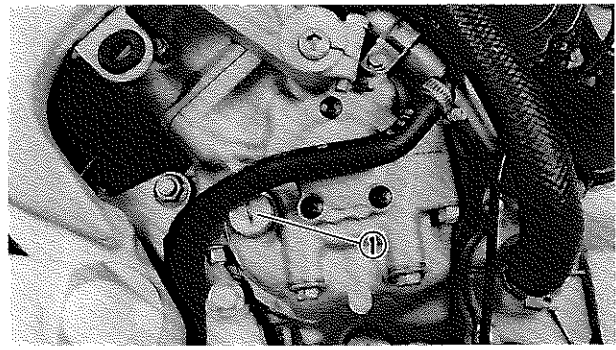
NOTE:

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


IGNITION TIMING CHECK

NOTE:
Intake air pressure synchronization, engine idle speed and throttle cable free play should be adjusted properly before adjusting the ignition timing.

- 1.Remove:
 - Lower cowling
Refer to "COWLINGS".
- 2.Remove:
 - Timing plug ①
(with O-ring)




- 3.Attach:
 - Timing light ①
 - Inductive tachometer
(to the #1 spark plug lead)

	Timing light: YM-33223/90890-03141 Inductive tachometer: YU-08036-A/90890-03113
-------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------

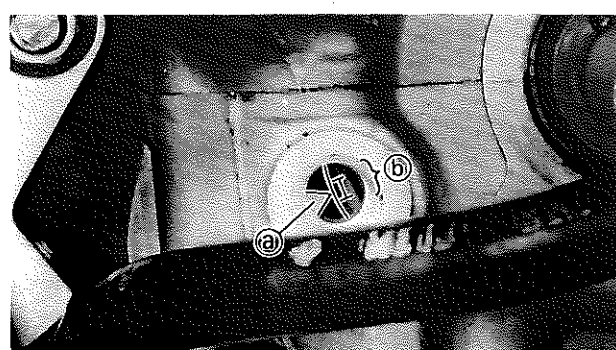
- 4.Check:
 - Ignition timing

Checking steps:

- Start the engine and let it warm up until the fast idle system cuts out. Let the engine run at the specified speed.

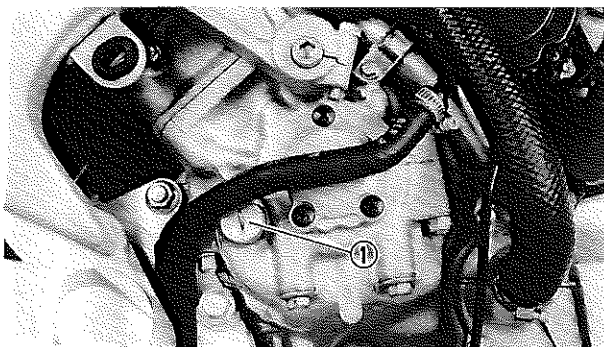
	Engine speed: 950 ~ 1,050 r/min
-------------------------------------------------------------------------------------	-------------------------------------------

- Visually check the stationary pointer ① is within the firing range ② on the crankshaft web.
Incorrect firing range → Check rotor and pickup assembly.



IGNITION TIMING CHECK/ COMPRESSION PRESSURE MEASUREMENT

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NOTE: _____
The ignition timing is not adjustable.

5. Install:
- Timing plug ①
(with O-ring)
 - Lower cowling (left)
Refer to "COWLINGS".

COMPRESSION PRESSURE MEASUREMENT

NOTE: _____
Insufficient compression pressure will result in performance loss.

1. Remove:
- Seat
 - Top cover
 - Side cowlings
Refer to "COWLINGS".
 - Rubber baffle (left and right)
2. Check:
- Valve clearance
Out of specification → Adjust.
Refer to "VALVE CLEARANCE ADJUSTMENT".

3. Start the engine and let it warm up until the fast idle system cuts out. Then stop the engine.

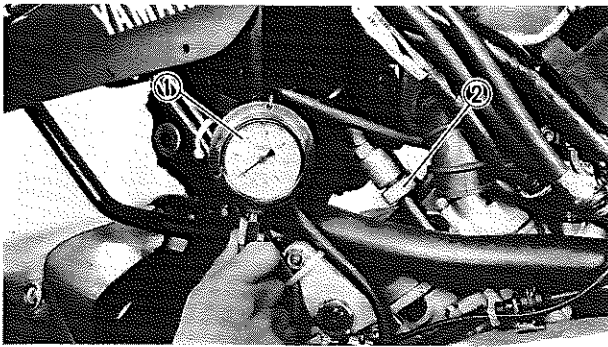
4. Remove:
- Spark plug caps
 - Spark plugs

CAUTION


Before completely removing the spark plug caps, use compressed air to clean the cylinder head cover areas to prevent dirt from falling into the engine.

COMPRESSION PRESSURE MEASUREMENT

INSP ADJ	
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5. Attach:
- Compression gauge ①
 - Adapter ②

	Compression gauge: 90890-03081 Adapter: 90890-04082
-----------------------------------------------------------------------------------	------------------------------------------------------------------------------------------

6. Measure:
- Compression pressure
- Above the maximum pressure:
Inspect the cylinder head, valve surfaces, and piston crown for carbon deposits.
- Below the minimum pressure:
Squirt a few drops of oil into the affected cylinder and measure again.
- Refer to the table below

Compression pressure (With oil applied into cylinder)	
Reading	Diagnosis
Higher than without oil	Worn or damaged pistons → Repair
Same as without oil	Defective ring(s), valves, cylinder head gasket or piston is possible → Repair

Compression pressure (at sea level): Standard: 1,350 kPa (13.5 kg/cm², 192 psi) Minimum: 1,300 kPa (13.0 kg/cm², 185 psi) Maximum: 1,450 kPa (14.5 kg/cm², 206 psi)

- Measurement steps:**
- Crank over the engine with the throttle wide-open until the reading on the compression gauge stabilizes.

⚠ WARNING

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



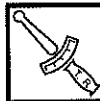
- Repeat the previous steps for the other cylinders.

NOTE: _____

The difference of compression pressure between the highest and lowest cylinder compression readings should be 100 kPa (1 kg/cm², 14 psi) or less.

7. Install:

- Spark plugs
- Spark plug caps



Spark plug:

17.5 Nm (1.75 m • kg, 12.5 ft • lb)

8. Install:

- Rubber baffle (left and right)
- Side cowlings
- Top cover
- Seat

Refer to "COWLINGS".

ENGINE OIL INSPECTION

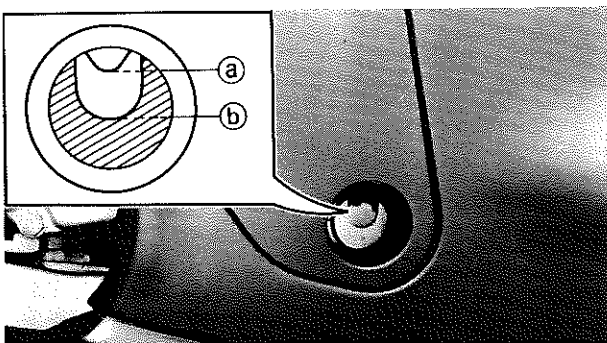
NOTE: _____

Position the motorcycle straight up when inspecting the oil level.

1. Place the motorcycle on a level surface.

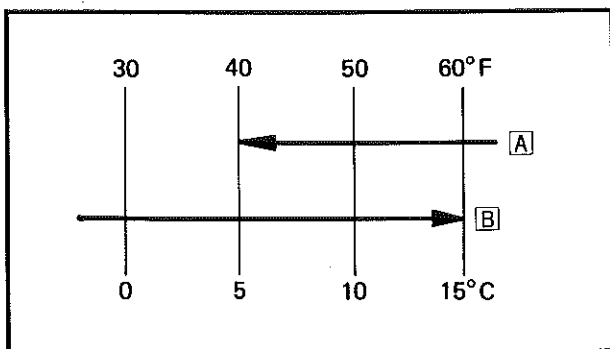
NOTE: _____

Place the motorcycle on its centerstand.



2. Inspect:

- Oil level
Oil level should be between maximum ① and minimum ② marks.
Oil level low → Add oil to proper level.

**Recommended oil:**At 5°C (40°F) or higher **A**:

SAE 20W40 type SE motor oil

At 15°C (60°F) or lower **B**:

SAE 10W30 type SE motor oil

NOTE:

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

CAUTION:

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

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

4. Stop the engine and inspect the oil level once again.

NOTE:

Wait a few minutes until the oil settles before inspecting the oil level.

ENGINE OIL REPLACEMENT

1. Remove:

- Lower cowlings
Refer to "COWLINGS".

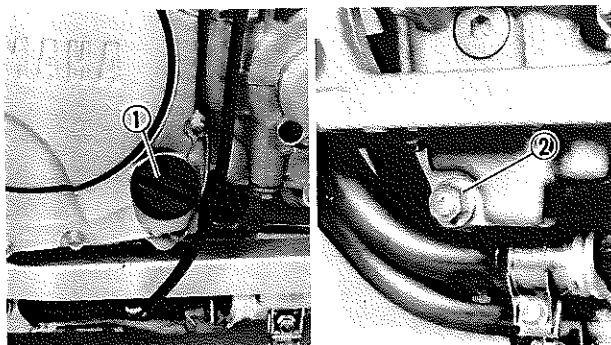
2. Start the engine and let it warm up for several minutes.

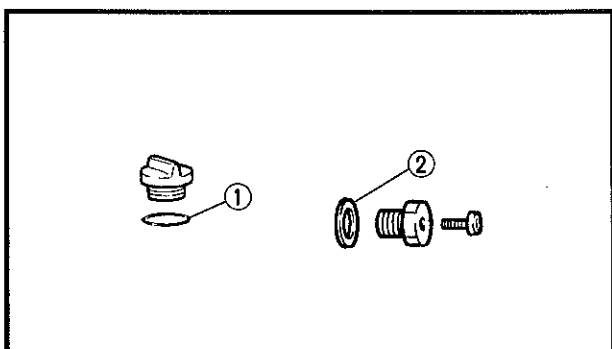
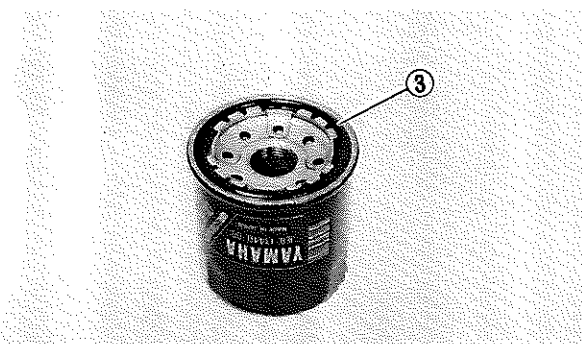
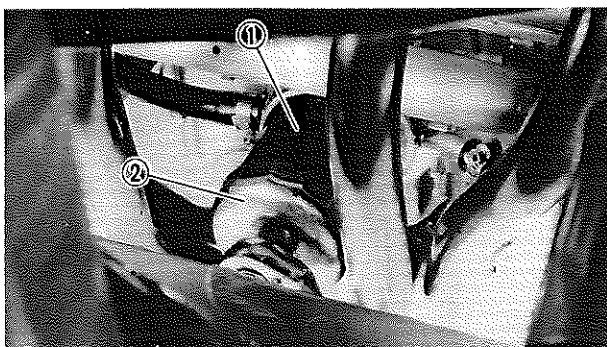
3. Stop the engine and place an oil pan under the drain bolt.

4. Remove:

- Oil filler plug ①
- Drain bolt ②
(with gasket)
Drain the crankcase of its oil.

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





Replacement steps:

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

	Oil filter wrench: 90890-01426
--	------------------------------------------

- Apply engine oil to the O-ring ③ of the new oil filter.

NOTE: _____
Make sure the O-ring ③ is positioned correctly.

- Tighten the oil filter using the oil filter wrench.

	Oil filter: 17 Nm (1.7 m • kg, 12 ft • lb)
--	------------------------------------------------------

6.Check:

- O-ring ① (oil filler cap)
- Gasket ② (drain bolt)
Damage → Replace.

7.Install:

- Drain bolt

	Drain bolt: 43 Nm (4.3 m • kg, 31 ft • lb)
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8.Fill:

- Crankcase
Refer to "ENGINE OIL LEVEL INSPECTION".

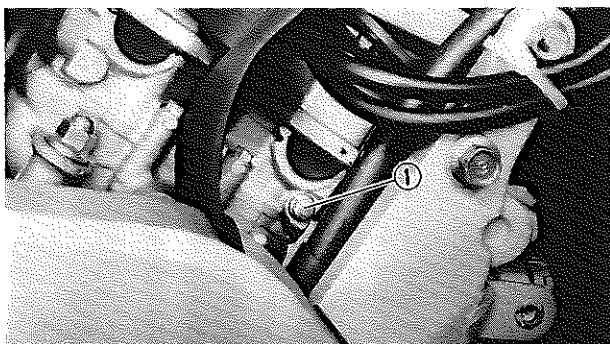
NOTE: _____
Be careful not to spill any oil on the O₂ sensor when filling in engine oil.

	Oil quantity: Total amount: 3.2 L (2.8 imp qt, 3.4 US qt) Periodic oil change: 2.5 L (2.2 imp qt, 2.6 US qt) With oil filter replacement: 2.7 L (2.4 imp qt, 2.9 US qt)
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9.Install:

- Oil filler plug

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



11.Remove:

- Seat
- Top cover
- Side cowling (right)
Refer to "COWLINGS".

12.Inspect:

- Engine
(for oil leaks)

- Oil level

13.Inspect:

- Oil flow

Inspection steps:

- Slightly loosen the oil gallery bolt ① in the camshaft case.
- Start the engine and keep it idling until oil begins to seep from the oil gallery hole. If no oil comes out after one minute, stop the engine immediately so the it will not seize.
- Check oil passages, oil filter, and oil pump for damage or leakage. Refer to "INSPECTION AND REPAIR" in CHAPTER 4.
- Restart the engine after solving the problem(s), and recheck the oil pressure.
- Stop the engine and tighten the oil gallery bolt (with gasket) to specification.

**Bolt (oil gallery):**

10 Nm (1.0 m • kg, 7.2 ft • lb)

14.Install:

- Lower cowlings
- Side cowling (right)
- Top cover
- Seat
Refer to "COWLINGS".

CLUTCH FLUID LEVEL INSPECTION

1.Place the motorcycle on a level surface.

NOTE:

Place the motorcycle on the centerstand.

2.Inspect:

- Fluid level
Fluid level is below the "LOWER" level line ② → Fill to proper level.



CLUTCH FLUID LEVEL INSPECTION/ AIR BLEEDING (HYDRAULIC CLUTCH SYSTEM)

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Recommended fluid:
DOT #4 only

NOTE:

When inspecting the fluid level in the reservoir on the handlebar, make sure that the master cylinder top is horizontal.

CAUTION:

The fluid may erode painted surfaces or plastic parts. Always clean up spilled fluid immediately.

⚠ WARNING

- Use only the designated quality fluid: otherwise, the rubber seals may deteriorate, causing leakage and poor performance.
- Refill with the same type of fluid: mixing fluids may result in a harmful chemical reaction and lead to poor performance.
- Be careful that water does not enter the master cylinder when refilling. Water will significantly lower the boiling point of the fluid and may result in vapor lock.

AIR BLEEDING (HYDRAULIC CLUTCH SYSTEM)

⚠ WARNING

Bleed the clutch system every time:

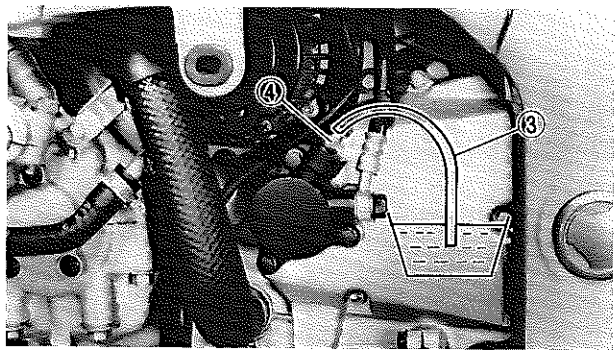
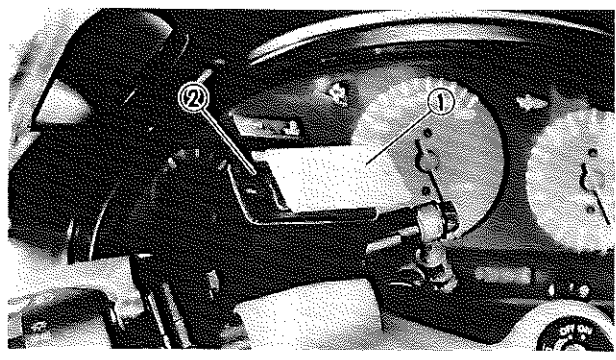
- The system has been disassembled.
- A clutch hose has been loosened or removed.
- The clutch fluid has been very low.
- The clutch operation is faulty.

1.Remove:

- Lower cowling (left)
Refer to "COWLINGS".

AIR BLEEDING (HYDRAULIC CLUTCH SYSTEM)

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- 2. Bleed:
 - Clutch system


Air bleeding steps:

a. Remove clutch master cylinder cover, diaphragm holder ① and the diaphragm ② from the reservoir. Add proper fluid to the reservoir.

CAUTION:

Be careful not to spill any fluid or allow the reservoir to overflow.

- b. Install the diaphragm and diaphragm holder.
- c. Connect a clear plastic hose ③ to the bleed screw.
- d. Place the other end of the hose into a container.
- e. Slowly apply the clutch lever several times.
- f. Pull in the lever and hold it in position.
- g. Loosen the bleed screw ④ and allow the lever to travel slowly towards the handlebar.
- h. Tighten the bleed screw when the lever has touched the handlebar grip, then release the lever.
- i. Repeat steps (e) to (h) until all air bubbles have been removed from the system.
- j. Tighten the bleed screw.

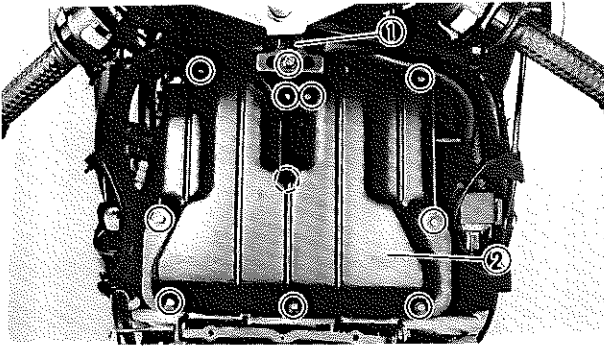
	Bleed screw: 6 Nm (0.6 m • kg, 4.3 ft • lb)
-------------------------------------------------------------------------------------	--------------------------------------------------------------

NOTE: _____
 If bleeding is difficult, it may be necessary to let the clutch fluid system stabilize for a few hours. Repeat the bleeding procedure when the tiny bubbles in the fluid have disappeared.

k. Add fluid to the proper level.
 Refer to "CLUTCH FLUID LEVEL INSPECTION".

⚠ WARNING

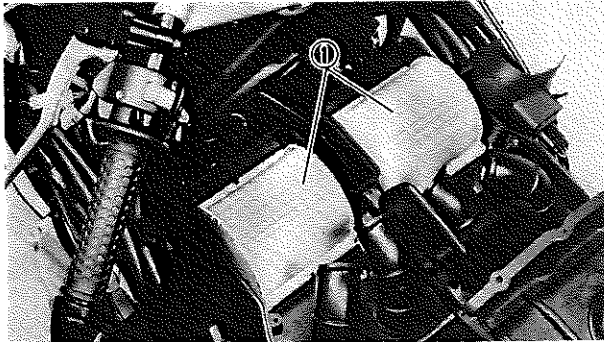
Check the operation of the clutch after bleeding the clutch system.



AIR FILTER CLEANING

1.Remove:

- Seat
- Top cover
- Side cowlings
Refer to "COWLINGS".
- Bracket ① (side cowling)
- Air filter case cover ②
(with gasket)

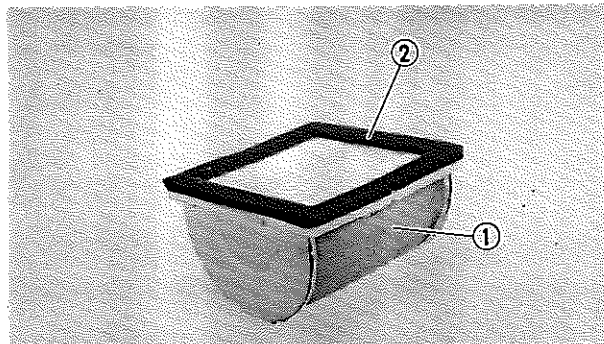


2.Remove:

- Air filter elements ①

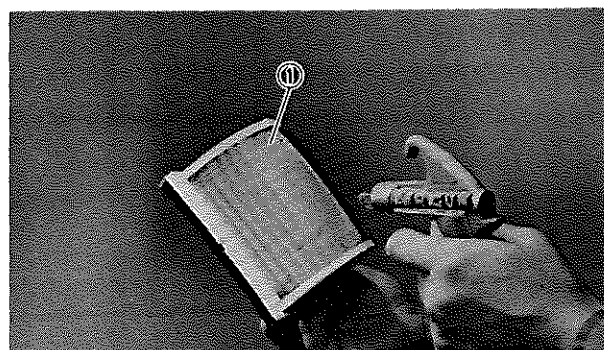
CAUTION:

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



3.Inspect:

- Air filter elements ①
- Filter element seats ②
Damage → Replace.



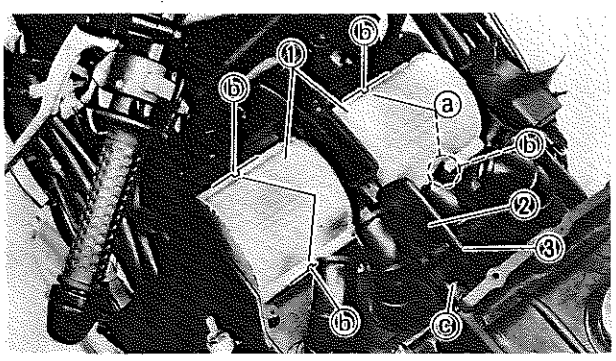
4.Clean:

- Air filter elements ①
Blow off dust from the outer surface of the element with compressed air.
- Air filter case
- Case cover
(inner surfaces)
- Intake air temperature sensor ②
Using a cloth dampened with solvent.



AIR FILTER CLEANING/INTAKE DUCT JOINT INSPECTION/FUEL LINE INSPECTION

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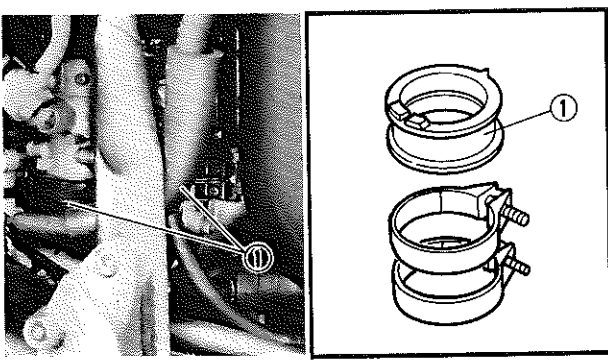


5. Install:
- Air filter elements ①
 - Air filter case cover (with gasket)

NOTE:

- Make sure the slot (a) in the base of the air filters fits correctly with the projection (b) on the air filter case.
- Make sure the air baffle plate (2) with the rubber gasket (3) is correctly fitted into the channels (c) in the middle of the air filter case and case cover.

6. Install:
- Side cowlings
 - Top cover
 - Seat
Refer to "COWLINGS".



INTAKE DUCT JOINT INSPECTION

1. Remove:
- Seat
 - Top cover
 - Side cowlings
Refer to "COWLINGS".

2. Inspect:

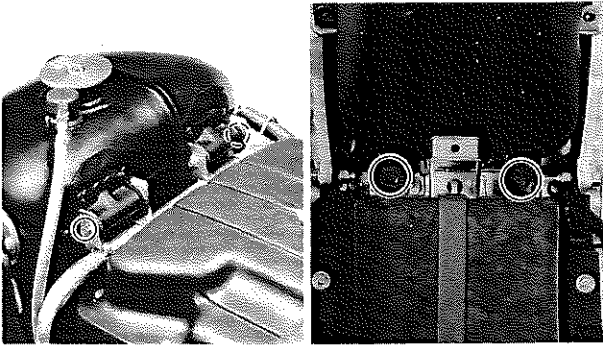
- Intake duct joints ①
Cracks/Damage → Replace.
Loose → Tighten.
Refer to "ELECTRONIC FUEL INJECTION (EFI) – CHAPTER II" in Service Manual – New Features.

	Clamp screw: 7 Nm (0.7 m · kg, 5.1 ft · lb)
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3. Install:
- Side cowlings
 - Top cover
 - Seat
Refer to "COWLINGS".

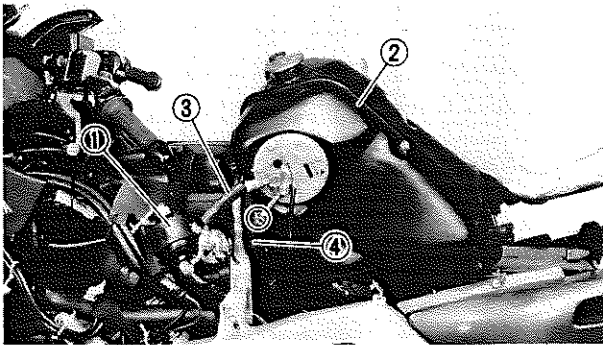
FUEL LINE INSPECTION

1. Remove:
- Seat
 - Top cover
 - Side cowlings
Refer to "COWLINGS".



2.Remove:

- Fuel tank mounting bolts



3.Detach the fuel filter ① from the frame, then lift the fuel tank ② up and place it on the left side of the frame without disconnecting the delivery ③ and fuel return hose ④.

CAUTION:

Be careful not to push down the fuel tank while removing the air filter case.

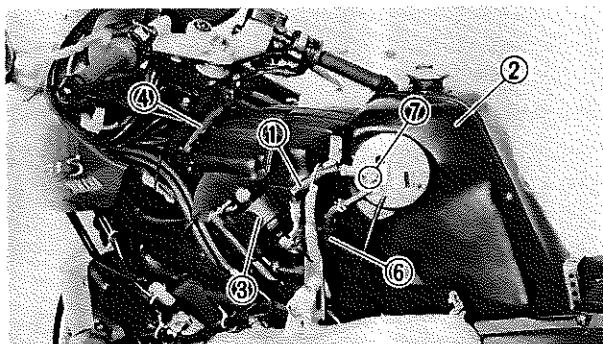
4.Remove:

- Air filter case

Refer to "VALVE CLEARANCE ADJUSTMENT".

5.Reinstall the fuel tank and secure it provisionally with one of the fuel tank stay bolts.

Refer to the "FUEL TANK" section.

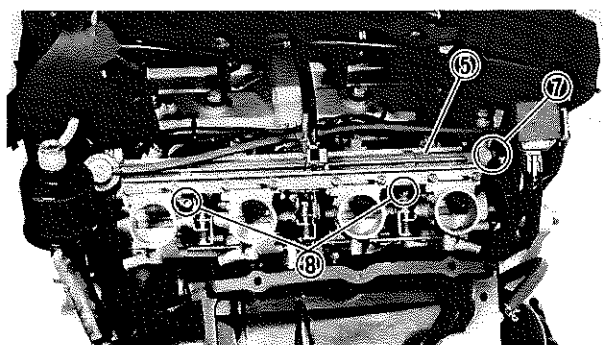


6.Inspect:

- Fuel delivery hose #1 ① (fuel tank ② to filter ③)
- Fuel delivery hose #2 ④ (filter ③ to distributor pipe ⑤)
- Fuel return hose ⑥

7.Check:

- Union bolts ⑦
- Holding bolts ⑧ (fuel distribution pipe)
Loose → Tighten.



Union bolt:

30 Nm (3.0 kg · m, 22 ft · lb)

Holding bolt

(fuel distribution pipe):

10 Nm (1.0 kg · m, 7.2 ft · lb)

8.Inspect:

- Fuel filter ③

Replace the fuel filter every 50,000 km (30,000 mi).



9. Install:

- Air filter case
Refer to "VALVE CLEARANCE ADJUSTMENT".

10. Install:

- Fuel tank
Refer to the "FUEL TANK".
- Side cowlings
- Top cover
- Seat
Refer to "COWLINGS".

PULSOR HOSE (PRESSURE REGULATOR) INSPECTION

1. Remove:

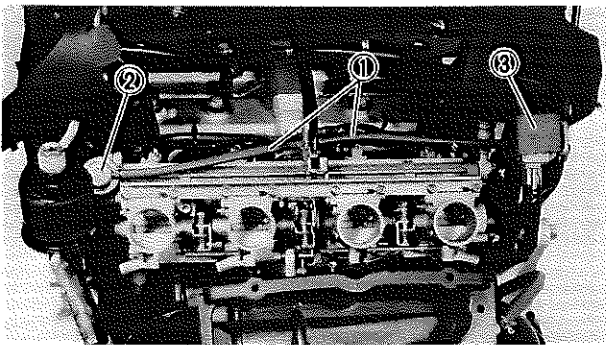
- Seat
- Top cover
- Side cowlings
Refer to "COWLINGS".
- Air filter case
Refer to "FUEL LINE INSPECTION".

2. Inspect:

- Pulsor hoses ① (for pressure regulator ②)
- Pulsor hoses ① (for pressure sensor ③)
Cracks/Damage → Replace.
Loose connection → Connect properly.

3. Install:

- Air filter case
Refer to "VALVE CLEARANCE ADJUSTMENT".
- Side cowlings
- Top cover
- Seat
Refer to "COWLINGS".

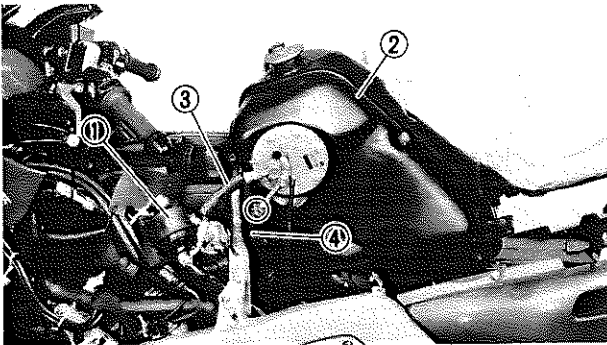




CRANKCASE VENTILATION HOSE INSPECTION

1.Remove:

- Seat
 - Top cover
 - Side cowlings
- Refer to "COWLINGS".



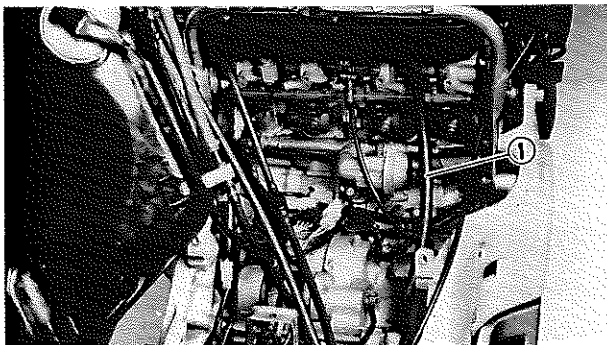
2.Remove:

- Fuel tank mounting bolts

3.Detach the fuel filter ① from the frame, then lift the fuel tank ② up and place it on the left side of the frame without disconnecting the delivery ③ and fuel return hose ④.

CAUTION:

Be careful not to push down the fuel tank.



4.Inspect:

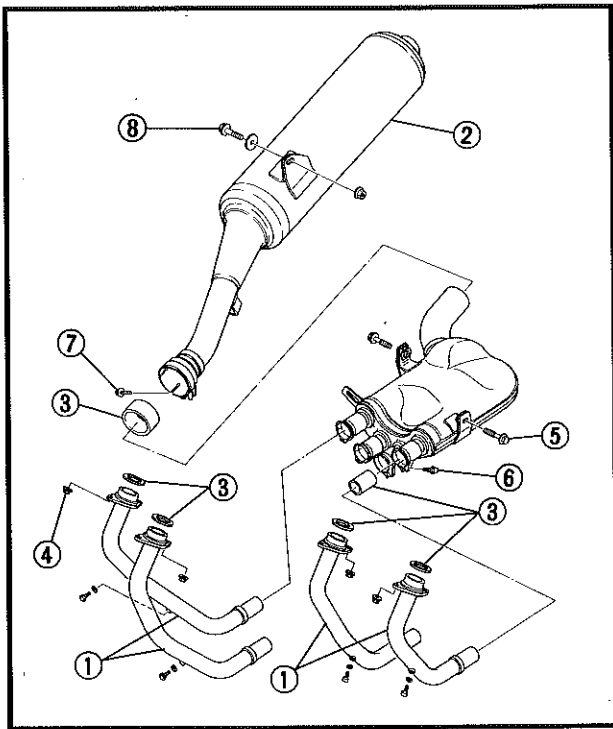
- Crankcase ventilation hose ①
- Cracks/Damage → Replace.
Loose connection → Connect properly.

CAUTION:

Make sure that the crankcase ventilation hose is routed correctly.

5.Install:

- Fuel tank
- Refer to "FUEL TANK".
- Side cowlings
 - Top cover
 - Seat
- Refer to "COWLINGS".



EXHAUST SYSTEM INSPECTION

1. Place the motorcycle on the centerstand.
2. Remove:
 - Lower cowlings
Refer to "COWLINGS".
3. Inspect:
 - Exhaust pipes ①
 - Muffler ②
Cracks/Damage → Replace.
 - Gaskets ③
Exhaust gas leaks → Replace.
4. Inspect:
 - Tightening torque

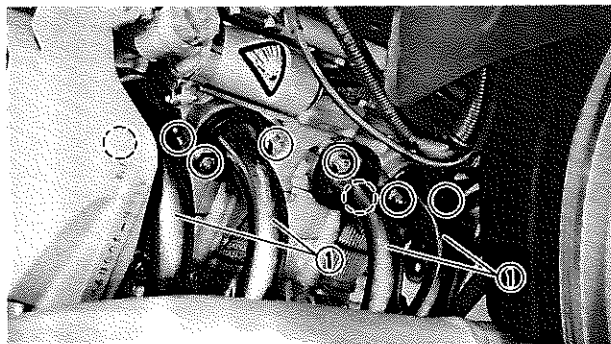
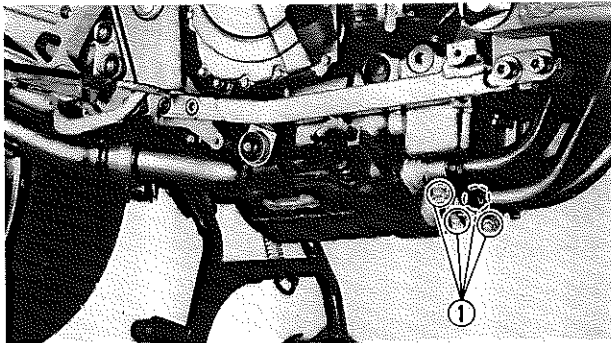
	Nut ④ (exhaust pipe): 20 Nm (2.0 m • kg, 14 ft • lb)
	Bolt ⑤ (exhaust chamber): 18 Nm (1.8 m • kg, 13 ft • lb)
	Bolt ⑥ (exhaust pipe-exhaust chamber): 20 Nm (2.0 m • kg, 14 ft • lb)
	Bolt ⑦ (exhaust chamber-muffler): 20 Nm (2.0 m • kg, 14 ft • lb)
	Bolt ⑧ (muffler-stay): 25 Nm (2.5 m • kg, 18 ft • lb)

5. Install:
 - Lower cowlings
Refer to "COWLINGS".

**CATALYZER CONVERTOR UNIT
INSPECTION**

1. Remove:
 - Lower cowlings
Refer to "COWLINGS".
2. Disconnect:
 - Coupler (O₂ sensor)
3. Loosen:
 - Bolt ① (exhaust pipe-exhaust chamber)
4. Remove:
 - Exhaust pipes ①

NOTE: _____
Put marks on the exhaust pipes so that they can be reinstalled in their original place.

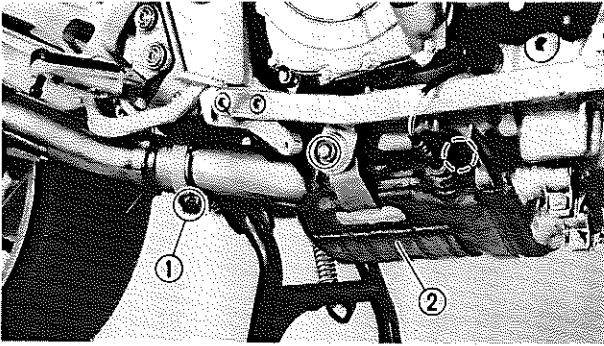


CATALYZER CONVERTOR UNIT

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ADJ



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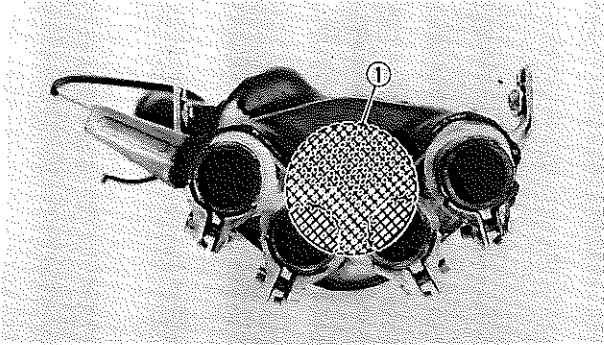


5.Loosen:

- Bolt ① (exhaust chamber-muffler)

6.Remove:

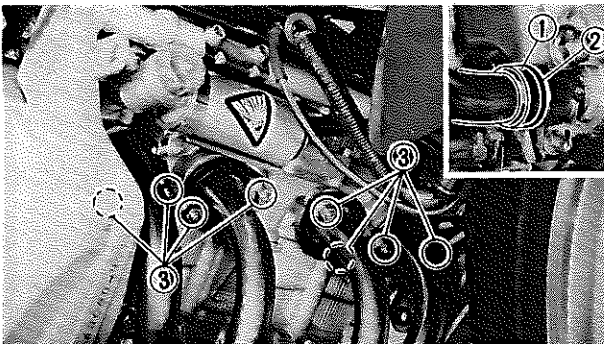
- Exhaust chamber ②



7.Inspect:

- Visually check the condition of the catalyzer convertor unit ① from the exhaust pipe side.

Dense carbon deposit / melted cells →
Replace.



8.Install:

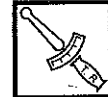
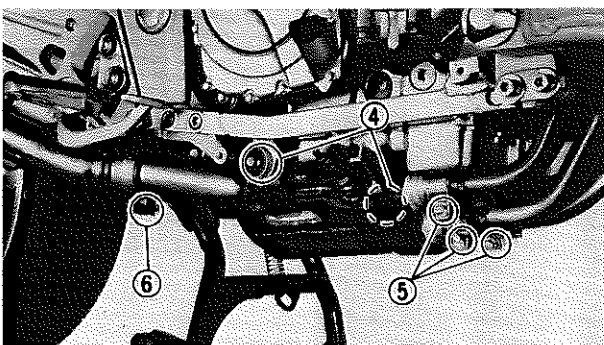
- Exhaust chamber (temporarily)

9.Install:

- Exhaust pipes

NOTE:

Insert the exhaust pipe into the exhaust chamber until the exhaust pipe flange ① touches the gasket ②.



Nut ③ (exhaust pipe):

20 Nm (2.0 m • kg, 14 ft • lb)

Bolt ④ (exhaust chamber):

18 Nm (1.8 m • kg, 13 ft • lb)

Bolt ⑤

(exhaust pipe – exhaust chamber):

20 Nm (2.0 m • kg, 14 ft • lb)

Bolt ⑥

(exhaust chamber - muffler):

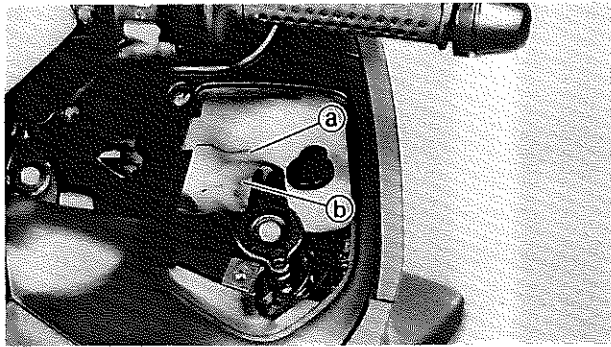
20 Nm (2.0 m • kg, 14 ft • lb)

10.Connect:

- Cople (O₂ sensor)

11.Install:

- Lower cowlings
Refer to "COWLINGS".



COOLANT LEVEL INSPECTION

1. Place the motorcycle on a level surface.

NOTE: _____
Place the motorcycle on the centerstand.

2. Remove:
• Reservoir tank lid ①

3. Inspect:
• Coolant level
Coolant level should be between maximum ① and minimum ② marks.
Coolant level low → Add soft water (tap water) to proper level.

⚠ WARNING _____
Do not remove the radiator cap when the engine is hot.

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

4. Start the engine and let it warm up for several minutes.
5. Stop the engine and inspect the coolant level once again.

NOTE: _____
Wait a few minutes until the coolant settles before inspecting the coolant level.

6. Install:
• Reservoir tank lid
COOLANT REPLACEMENT

⚠ WARNING _____
Do not remove the radiator cap when the engine and radiator are hot. Scalding hot fluid and steam may be blown out under pressure, which could cause serious injury. When the engine has cooled, open the radiator cap by following this procedure: Place a thick rag or a towel over the radiator cap. Slowly rotate the cap counterclockwise to the detent. This allows any residual pressure to escape. When the hissing sound has stopped, press down on the cap while turning counterclockwise and

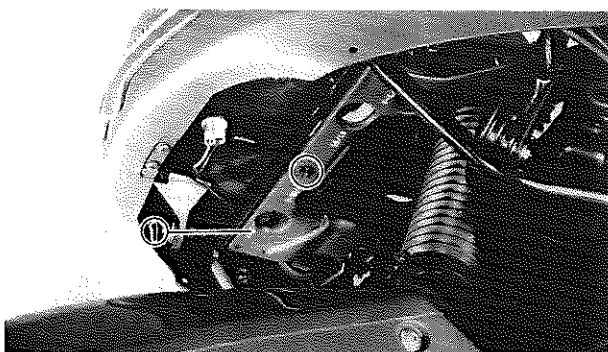
COOLANT REPLACEMENT



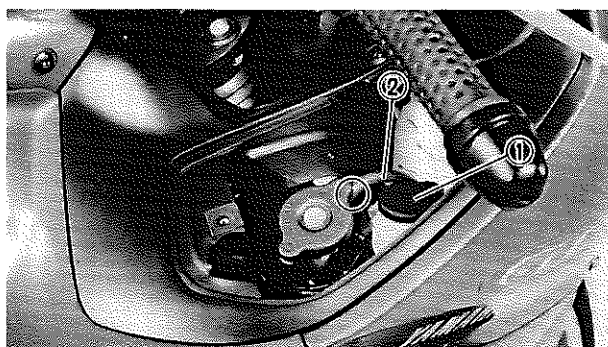
1. Place the motorcycle on a level surface.

NOTE: _____
Place the motorcycle on the centerstand.

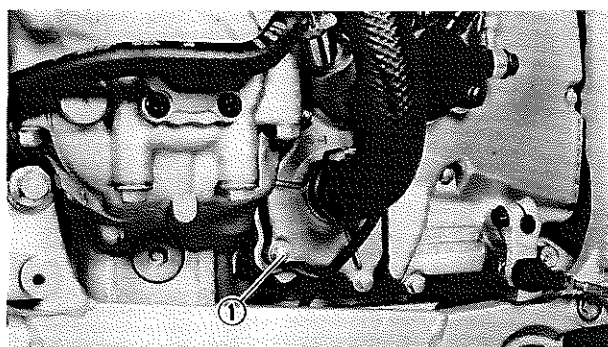
2. Remove:
- Lower cowlings
 - Reservoir tank lid
- Refer to "COWLINGS".



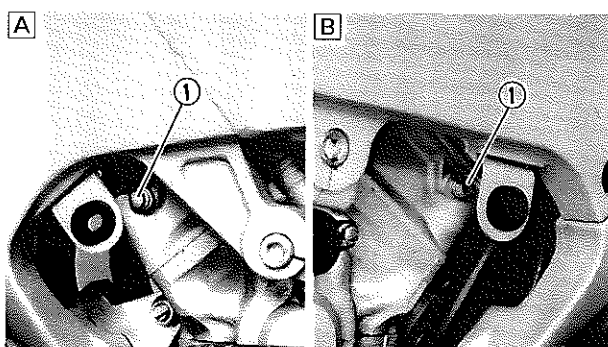
3. Remove:
- Bottom cover (1)



4. Remove:
- Coolant reservoir tank cap (1)
5. Disconnect:
- Hose (2) (reservoir tank)
(at the radiator cap side)
6. Hold the end of the hose into a container and drain the reservoir tank.



7. Place an open container under the drain bolts.
8. Remove:
- Drain bolt (1) (water pump)
(with gasket)

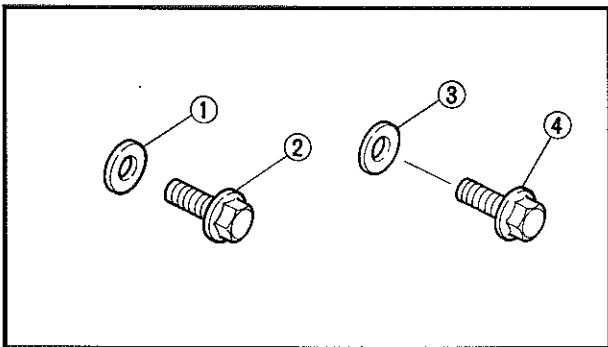


9. Remove:
- Drain bolts (1) (cylinder)
(with gasket)
 - Radiator cap
- Drain the coolant.

NOTE: _____
Remove the drain bolts first, then remove the radiator cap to prevent the coolant from spilling out.

COOLANT REPLACEMENT

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10. Inspect:

- Gaskets ① (cylinder drain bolt ②)
 - Gasket ③ (water pump drain bolt ④)
- Damage → Replace.

11. Install:

- Drain bolts

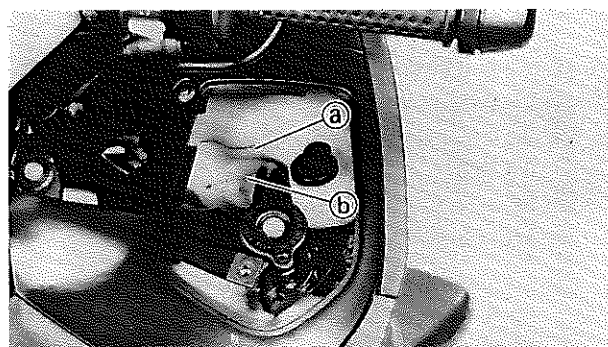
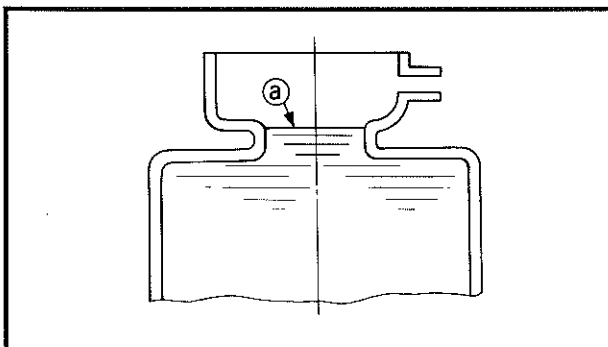
	Drain bolt: 10 Nm (1.0 m • kg, 7.2 ft • lb)
-----------------------------------------------------------------------------------	--------------------------------------------------------------


12. Connect:

- Coolant reservoir tank hose

13. Fill:

- Cooling system (radiator and engine) (to specified level ①)



	Recommended coolant: High quality ethylene glycol anti-freeze containing corrosion inhibitors for aluminum engines Coolant and water mix ratio: 50% - 50% Total amount: 2.3 L (2.0 Imp qt, 2.4 US qt) Reservoir tank capacity: 0.35 L (0.31 Imp qt, 0.38 US qt) From lower ② to upper ① level: 0.2 L (0.18 Imp qt, 0.21 US qt)
-------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Handling notes for coolant:

Coolant is harmful and should be handled with special care.

⚠ WARNING

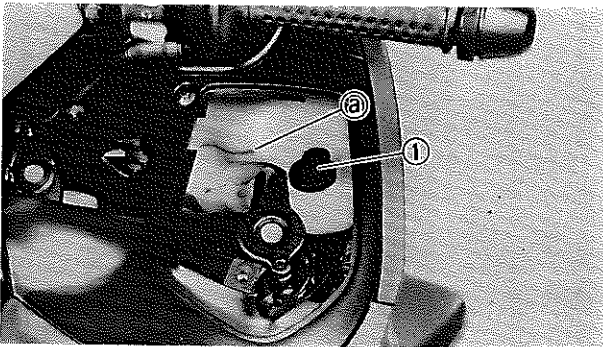
- If coolant splashes in your eyes:
Thoroughly wash your eyes with water and see a doctor.
- If coolant splashes on your clothes.
Quickly wash it away with water and then with soap.
- If coolant is swallowed.
Quickly make the patient vomit and take him to a doctor.

**CAUTION:**

- Hard water or salt water is harmful to the engine parts. Use boiled or distilled water if you can't get soft water.
- Do not use water containing impurities or oil.
- Take care that no coolant splashes onto painted surfaces. If it does, wash it away with water immediately.
- Do not mix different types of ethylene glycol antifreeze containing corrosion inhibitors for aluminium engines.

14. Install:

- Radiator cap



15. Fill:

- Reservoir tank
(to upper level mark (a))

16. Install:

- Reservoir tank cap (1)

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

18. Stop the engine and inspect the level.

Refer to "COOLANT LEVEL INSPECTION".

NOTE:

Wait a few minutes until the coolant settles before inspecting the coolant level.

19. Install:

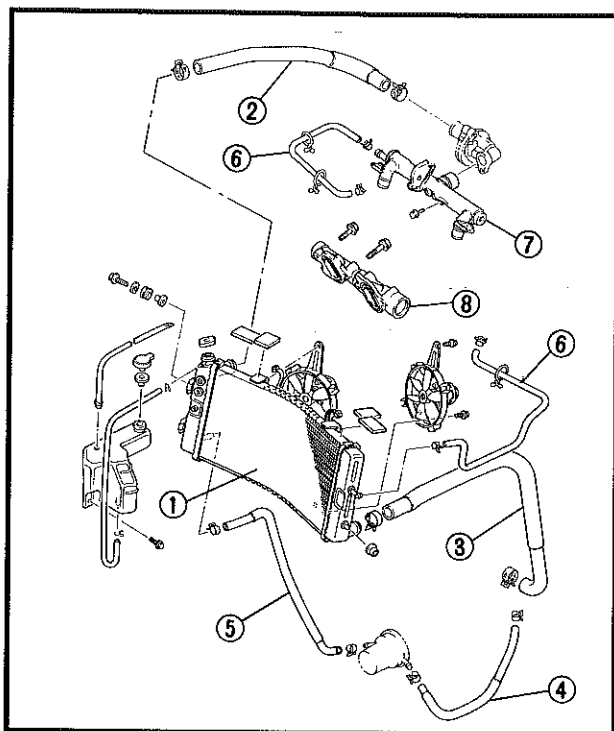
- Bottom cover
 - Reservoir tank lid
 - Lower cowlings
- Refer to "COWLINGS".



COOLING SYSTEM INSPECTION

1.Remove:

- Seat
 - Top cover
 - Side cowlings
 - Lower cowlings
- Refer to "COWLINGS".

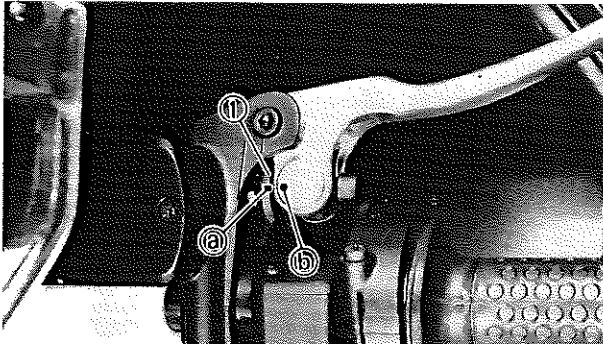
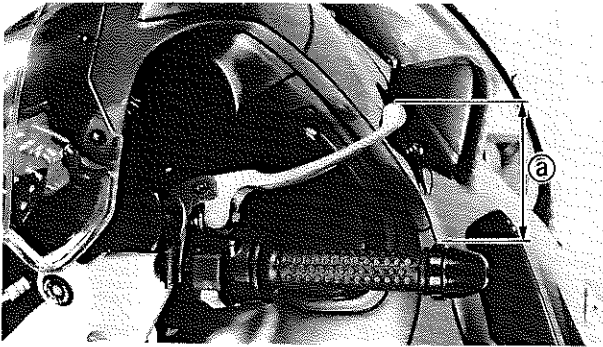


2.Inspect:

- Radiator ①
 - Radiator hose ② (inlet)
 - Radiator hose ③ (outlet)
 - Inlet hose ④ (oil cooler)
 - Outlet hose ⑤ (oil cooler)
 - Hoses ⑥ (fast idle unit)
 - Water jacket joint ⑦ (outlet)
 - Water jacket joint ⑧ (inlet)
- Cracks/Damage → Replace.
Refer to "COOLING SYSTEM" in CHAPTER 5.

3.Install:

- Lower cowlings
 - Side cowlings
 - Top cover
 - Seat
- Refer to "COWLINGS".



CHASSIS

FRONT BRAKE ADJUSTMENT

1. Adjust:

- Brake lever position
(distance **a** from handle grip to front brake lever)

Adjustment steps:

- Push the brake lever forward.
- Turn the adjuster **1** in or out.

Turning in → Distance decreases.

Turning out → Distance increases.

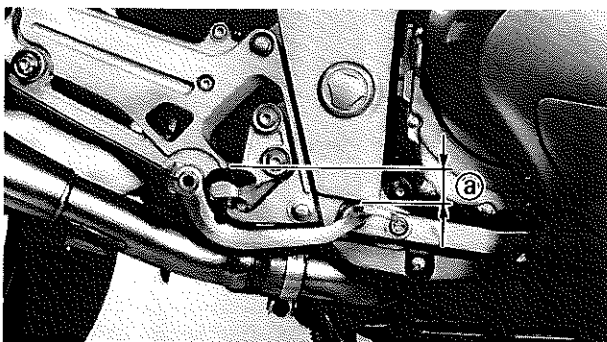
- Align the mark **a** on the adjuster with the mark **b** on the lever.

CAUTION:

Make sure that the brake does not drag after adjusting it.

WARNING

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



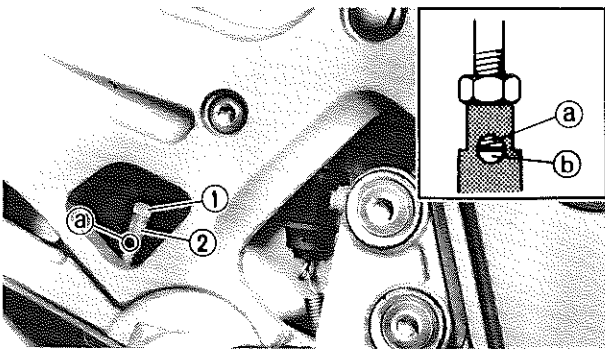
REAR BRAKE ADJUSTMENT

1. Check:

- Brake pedal height **a**
Out of specification → Adjust.



Brake pedal height:
25 mm (0.98 in)
Below top of footrest.

**2.Adjust:**

- Brake pedal height

Adjustment steps:

- Loosen the locknut ①.
- Turn the adjuster ② in or out until the specified pedal height is obtained.

Turning in	Height decreased.
Turning out	Height increased.

⚠ WARNING

After adjusting brake pedal height, visually check the adjuster end through the hole ①. The adjuster end ② must be visible within this hole.

- Tighten the locknut ①.

	Locknut: 26 Nm (2.6 m • kg, 19 ft • lb)
--	--------------------------------------------

CAUTION

Make sure that the brake does not drag after adjusting it.

⚠ WARNING

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

3.Adjust:

- Brake light switch

Refer to "BRAKE LIGHT SWITCH ADJUSTMENT".



BRAKE FLUID LEVEL INSPECTION

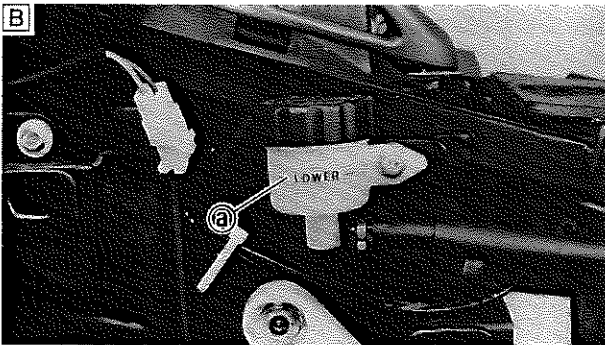
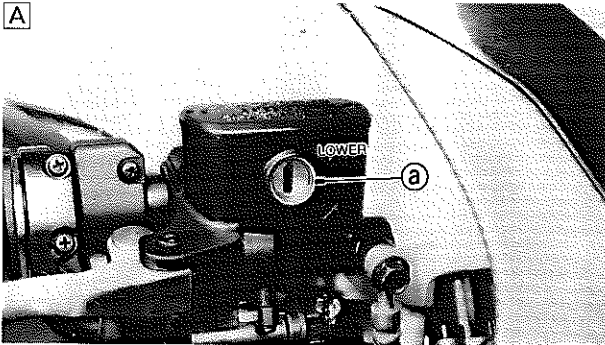
NOTE:

Position the motorcycle straight up when inspecting the fluid level.

1. Place the motorcycle on a level surface.

NOTE:

Place the motorcycle on its centerstand.



2. Remove:

- Seat
- Side cover (right)
Refer to "COWLINGS".

3. Inspect:

- Fluid level
Fluid level is under "LOWER" level line (a)
→ Fill to proper level.



Recommended fluid:
DOT #4 only

- [A] Front brake
- [B] Rear brake

NOTE:

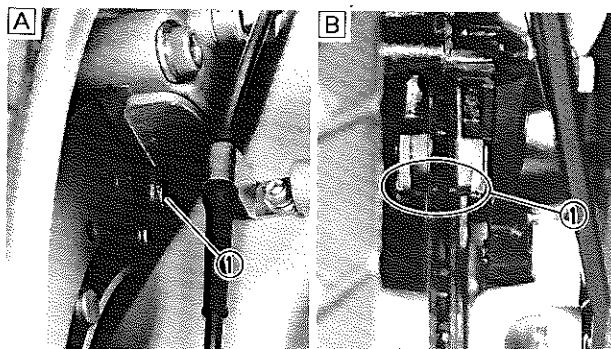
When inspecting the fluid level in the reservoir on the handlebar, make sure the master cylinder top is horizontal.

CAUTION:

Brake fluid may corrode painted surfaces or plastic parts. Always clean up spilled fluid immediately.

WARNING

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



BRAKE PAD INSPECTION

1. Activate the brake lever or brake pedal.
2. Inspect:

- Brake pad
Wear indicator ① almost contacting the brake disc → Replace brake pad as a set. Refer to "BRAKE PAD REPLACEMENT" in CHAPTER 7.

A Front brake **B** Rear brake

BRAKE LIGHT SWITCH ADJUSTMENT

NOTE:

The brake light switch is operated by movement of the brake pedal.

Proper adjustment is achieved when the brake light comes on just before the brake begins to take effect.

1. Check:

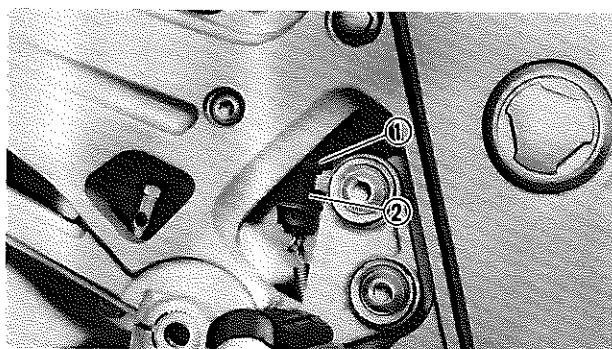
- Brake light operation
Incorrect → Adjust.

2. Adjust:

- Brake light operating timing

Adjustment steps:

- Hold the main body ① of the switch with your hand so that it does not rotate, and turn the adjuster ② in or out until the operating timing is correct.



Turning in	Brake light on later.
Turning out	Brake light on sooner.

BRAKE HOSE INSPECTION

1. Place the motorcycle on the centerstand.
2. Remove:

- Front fender

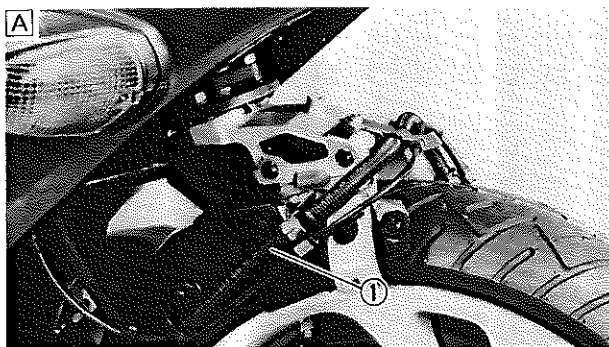
Refer to "FRONT WHEEL" in CHAPTER 6.

BRAKE HOSE INSPECTION/ AIR BLEEDING (HYDRAULIC BRAKE SYSTEM)

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3. Inspect:

- Brake hoses ①
Cracks/Wear/Damage → Replace.

4. Check:

- Brake hose clamp
Loosen → Tighten.

5. Check:

- Brake hose/Wheel sensor lead routing
Incorrect → Repair.
Refer to "CABLE ROUTING" in CHAPTER 2.

A Front

B Rear

6. Hold the motorcycle on upright position and apply the front or rear brake.

7. Check:

- Brake hoses
Activate the brake lever or pedal several times.
Fluid leakage → Replace the hose.
Refer to "FRONT BRAKE" and "REAR BRAKE" in CHAPTER 6.

8. Install:

- Front fender
Refer to "FRONT WHEEL" in CHAPTER 6.

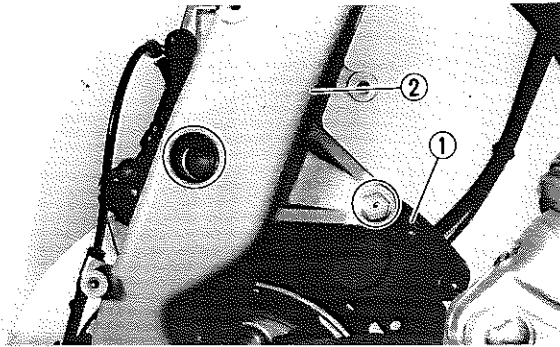
AIR BLEEDING (HYDRAULIC BRAKE SYSTEM)

⚠ WARNING

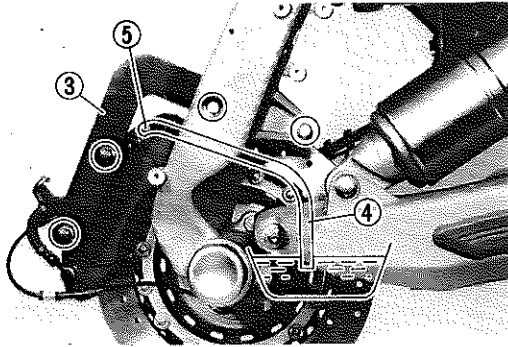
Bleed the brake system if:

- The system has been disassembled.
- A brake hose has been loosened or removed.
- The brake fluid has been very low.
- The brake operation has been faulty.

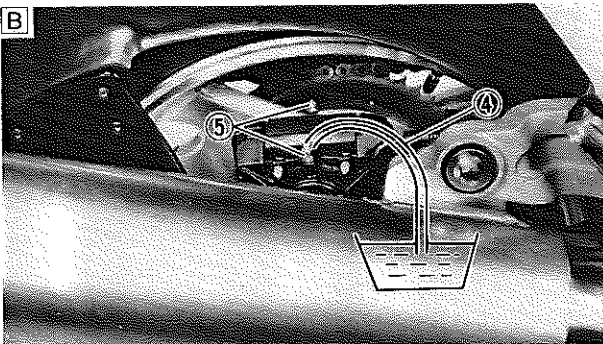
A loss of braking performance may occur if the brake system is not properly bled.



A



B



1. Bleed:

- Brake system

Air bleeding steps:

- Remove the front wheel.

Refer to "FRONT WHEEL" in CHAPTER 6.

- Remove the front brake caliper assembly (1) from the knuckle arm (2).

- Install the caliper support bracket (3), then install the front caliper assembly to the caliper support bracket.


**Caliper support bracket:
90890-01453**

- Add proper brake fluid to the reservoir.

- Install the diaphragm. Be careful not to spill any fluid or allow the reservoir to overflow.

- Connect a clear plastic hose (4) tightly to the caliper bleed screw (5).

A Front

B Rear

- Place the other end of the hose into a container.

- Slowly apply the brake lever or pedal several times.

- Pull the lever in or push down on the pedal. Hold the lever or pedal in position.

- Loosen the bleed screw and allow the lever or pedal to travel towards its limit.

- Tighten the bleed screw when the lever or pedal limit has been reached, then release the lever or pedal.

- Repeat steps (h) to (k) until all air bubbles have disappeared from the fluid.

- Tighten the bleed screw.

**Bleed screw:****6 Nm (0.6 m · kg, 4.3 ft · lb)****NOTE:**

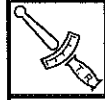
If bleeding is difficult, it may be necessary to let the brake fluid settle for a few hours. Repeat the bleeding procedure when the tiny bubbles in the system have disappeared.



n. Add brake fluid to proper level.

Refer to "BRAKE FLUID INSPECTION".

o. Remove the front brake caliper and caliper support bracket, then install the caliper assembly to the knuckle arm.



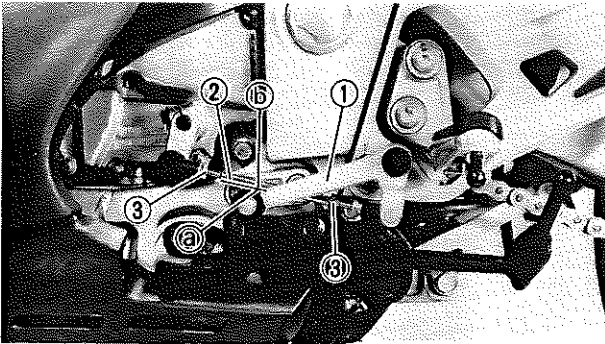
Bolt (brake caliper):
Front
67 Nm (6.7 m · kg, 48 ft · lb)

p. Install the front wheel.

Refer to "FRONT WHEEL" in CHAPTER 6.

⚠ WARNING

Check the operation of the brake after bleeding the brake system.



CHANGE PEDAL ADJUSTMENT

1. Place the motorcycle on the centerstand.

2. Check:

- Change pedal position

When looking from the side, the top ① of the change pedal ① should be level with the lower side ② of the change pedal rod ②.

Not level → Adjust.

3. Adjust:

- Change pedal position

Adjustment steps:

- Loosen both locknuts ③.
- Turn the change pedal rod ② in or out to set the correct pedal height.

Turning in	Pedal raised.
Turning out	Pedal lowered.

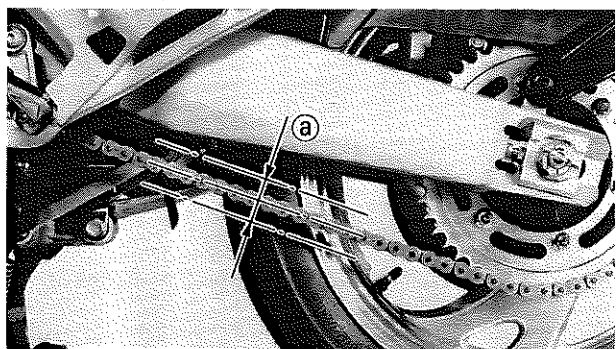
- Tighten both locknuts.

DRIVE CHAIN SLACK ADJUSTMENT


NOTE:
Before checking and/or adjusting, rotate the rear wheel several revolutions and check slack at several points to find the tightest point. Check and/or adjust the chain slack with the rear wheel is in this "tightest" position.

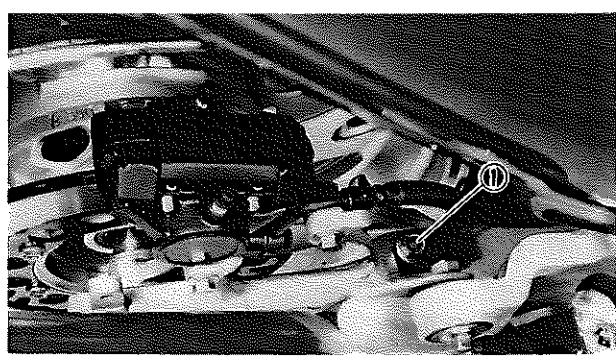
CAUTION:
Too little chain slack will overload the engine and other vital parts; keep the slack within the specified limits.

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



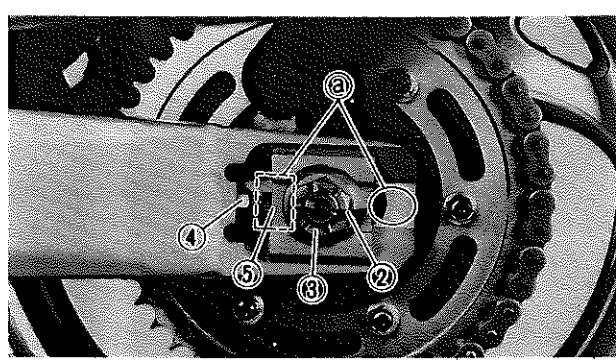
1. Place the motorcycle on the centerstand.
2. Check:
 - Drive chain slack ①
 Out of specification → Adjust.

	Drive Chain slack: 10 ~ 20 mm (0.4 ~ 0.8 in)
-------------------------------------------------------------------------------------	--------------------------------------------------------



3. Adjust:
 - Drive chain slack

- Adjustment steps:**
- Loosen the caliper bracket bolt ①.
 - Remove the cotter pin ②.
 - Loosen the axle nut ③.
 - Loosen both locknuts ④.
 - Turn the adjuster ⑤ in or out until the specified slack is obtained.



Turn in	Slack increases.
Turn out	Slack decreases.

DRIVE CHAIN SLACK ADJUSTMENT

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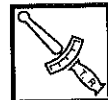


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NOTE:

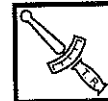
Turn each adjuster exactly the same amount to maintain correct axle alignment. (There are marks @ on each side of the swingarm. Use them to check for proper alignment.)

- Tighten the adjuster locknuts.

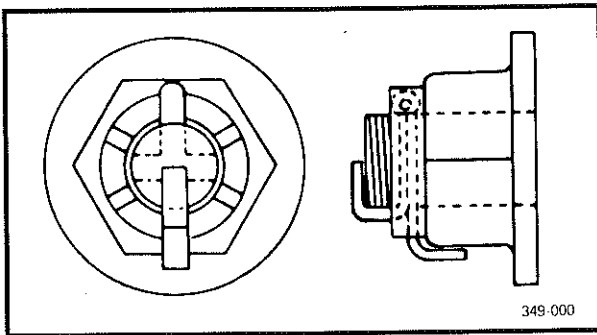


Locknut:
16 Nm (1.6 m • kg, 11 ft • lb)

- Tighten the axle nut to specification, while pushing the chain tight.



Axle nut:
150 Nm (15 m • kg, 110 ft • lb)



- Install the cotter pin.

⚠ WARNING

Always use a new cotter pin.

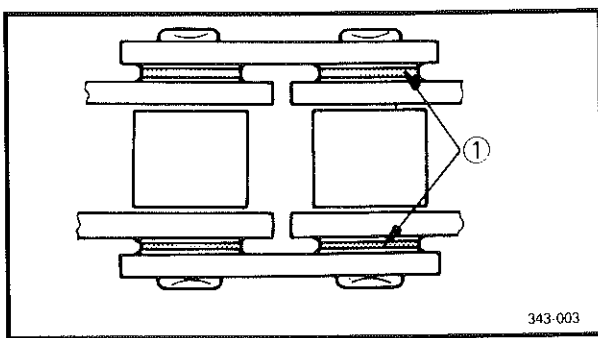
CAUTION

Do not loosen the axle nut after torque tightening. If the axle nut groove is not aligned with the cotter pin hole, align the groove with the hole by tightening the axle nut a little further.

- Tighten the caliper bracket bolt.



Bolt (caliper bracket):
49 Nm (4.9 m • kg, 35 ft • lb)



DRIVE CHAIN LUBRICATION

The chain consists of many parts that work with each other. If the chain is not maintained properly, it will wear out rapidly. Therefore, form the habit of periodically servicing the chain. This service is especially necessary when riding in dusty conditions.

This motorcycle has a drive chain with small rubber O-rings between the chain plates. Steam cleaning, high-pressure washes, and certain solvents can damage these O-rings. Use only kerosene to clean the drive chain. Wipe dry, and thoroughly lubricate it with SAE 30 ~ 50W motor oil. Do not use any other lubricants on the drive chain. They may contain solvents that could damage the O-rings.



Recommended lubricant:
SAE 30 ~ 50W motor oil
or chain lubricant suitable for
O-ring chains.

① O-ring

STEERING HEAD INSPECTION

⚠ WARNING

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

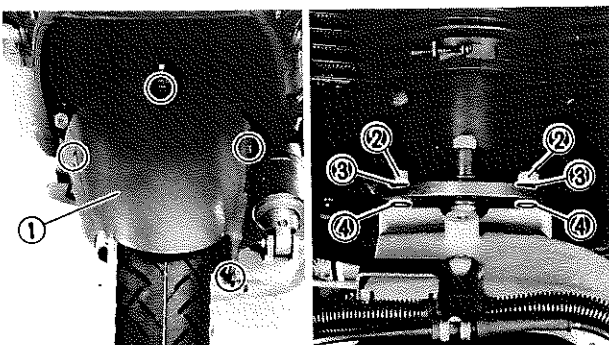
1. Place the motorcycle on the centerstand.

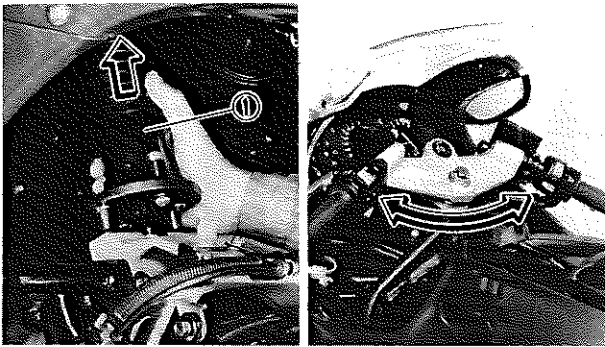
2. Remove:

- Front fender ①

3. Remove:

- Nuts ② (steering tube)
- Special washers ③
- Plain washers ④



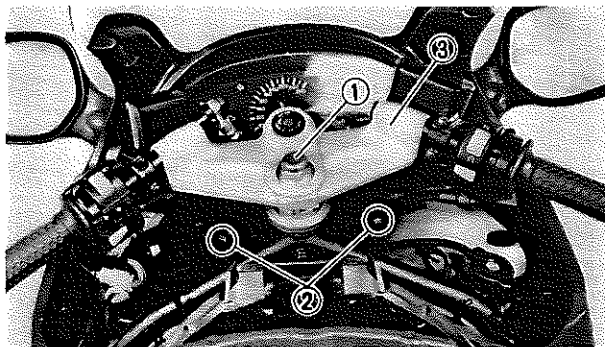


4. Check:

- Steering assembly bearings
Lift the steering tube ① up and while holding it, turn the handlebar from side to side. Rock up and down on the handlebar. Looseness/Free play → Adjust the steering head.

5. Remove:

- Seat
- Top cover
- Inner panels
Refer to "COWLINGS".



6. Adjust:

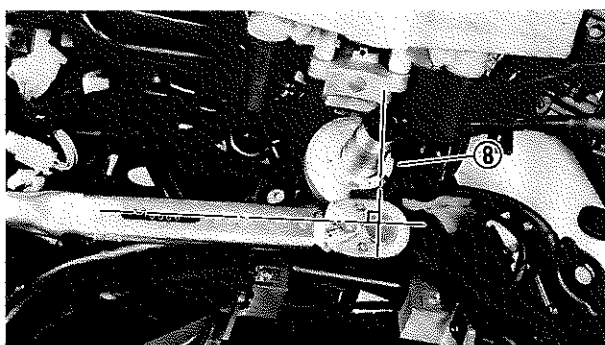
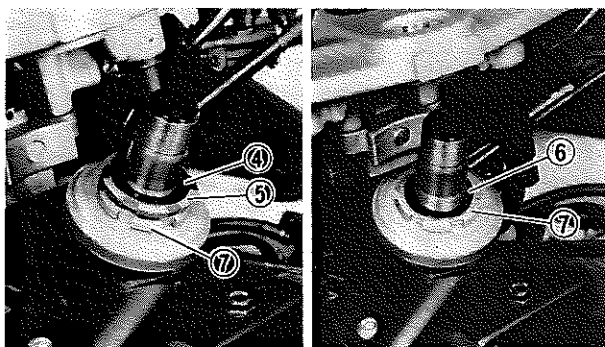
- Steering head

Adjustment steps:

- Remove the steering stem nut ① and the pinch bolts ②.
- Remove the handle crown ③.
- Remove the lock washer ④, ring nut ⑤ (upper), and rubber washer ⑥.
- Loosen the ring nut ⑦ (lower).
- Tighten the ring nut (lower) using the ring nut wrench ⑧.

NOTE:

Set the torque wrench to the ring nut wrench so that they form a right angle.

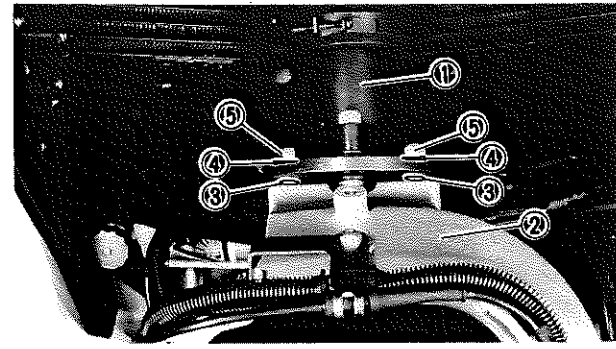
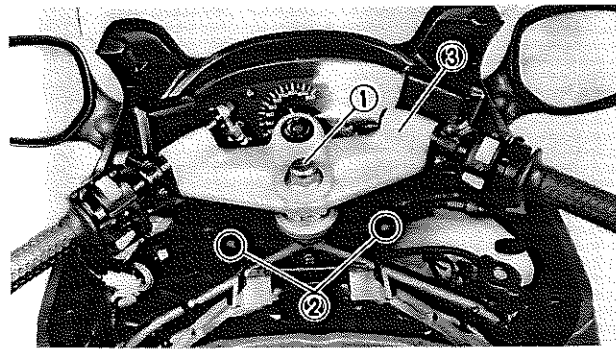
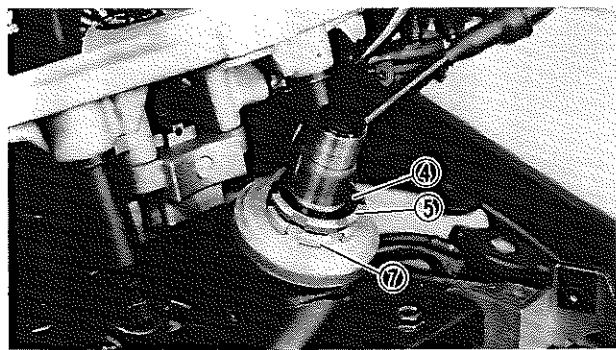
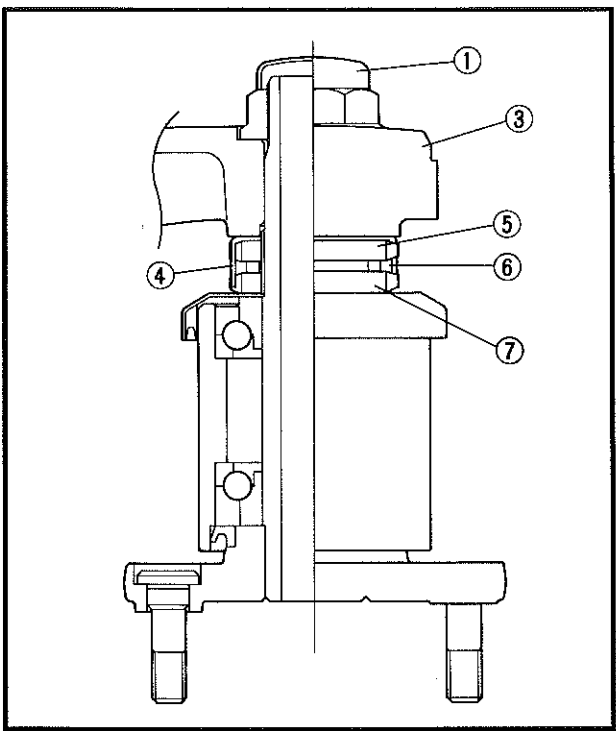


	Ring nut wrench: YU-33975/90890-01403
--	-------------------------------------------------

	Ring nut (lower): (initial tightening): 47 Nm (4.7 m • kg, 34 ft • lb)
--	-------------------------------------------------------------------------------------

STEERING HEAD INSPECTION


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- Loosen the ring nut ⑦ (lower) completely, then retighten it to specification.

⚠ WARNING

Do not overtighten.

	Ring nut (lower): (final tightening): 18 Nm (1.8 m · kg, 13 ft · lb)
-----------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------

- Check the steering head by turning it lock to lock. If it binds, remove the steering stem assembly and inspect the steering bearings.


Refer to "STEERING HEAD AND HANDLEBAR" – CHAPTER IV." in Service Manual – New Features.

- Install the rubber washer ⑥.
- Install the ring nut ⑤ (upper).
- Finger tighten the ring nut ⑤ (upper), then align the slots of both ring nuts. If necessary, hold the ring nut ⑦ (lower) and tighten the ring nut (upper) until their slots are aligned.
- Install the lock washer ④.

NOTE:


Make sure the lock washer tabs sit correctly in the slots.

- Install the handle crown ③.
- Tighten the steering stem nut ① and pinch bolts ② to specification.

	Pinch bolt (handle crown): 11 Nm (1.1 m · kg, 8.0 ft · lb) Nut (steering stem): 110 Nm (11.0 m · kg, 80 ft · lb)
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7.Install:

- Steering tube ① (onto knuckle arm ②)
- Plain washers ③
- Special washers ④
- Nuts ⑤ (steering tube)

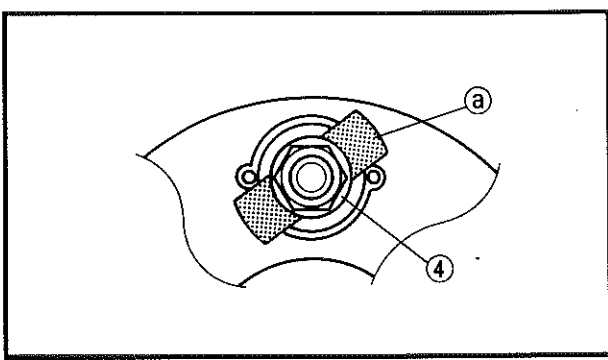
	Nut (steering tube): 23 Nm (2.3 m · kg, 17 ft · lb)
-------------------------------------------------------------------------------------	----------------------------------------------------------------------

STEERING HEAD INSPECTION/ STEERING TUBE INSPECTION

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CAUTION:

- Always use a new special washer (4).
- After tightening the nut (steering tube), cut off the torque stoppers (a).

8. Install:

- Front fender
 - Inner panels
 - Top cover
- Refer to "COWLINGS".

STEERING TUBE INSPECTION

⚠ WARNING

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

1. Place the motorcycle on the centerstand.

2. Remove:

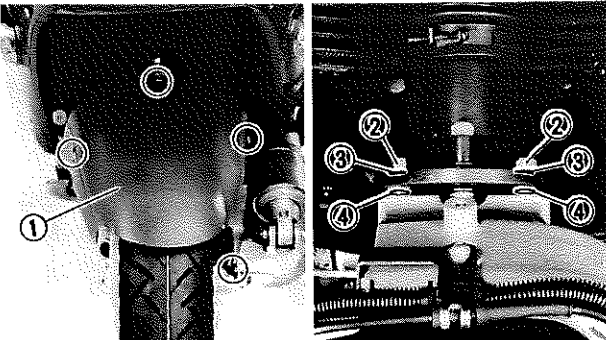
- Seat
 - Top cover
 - Inner panels
- Refer to "COWLINGS".

3. Remove:

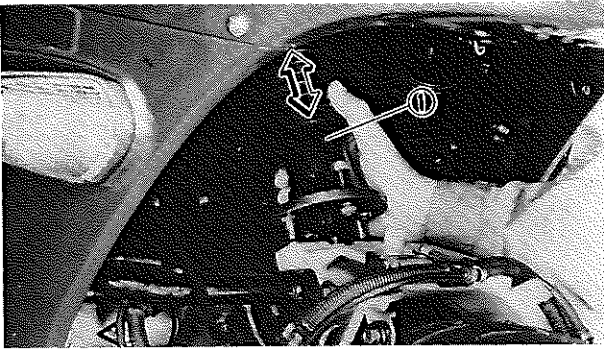
- Front fender (1)

4. Remove:

- Nuts (2) (steering tube)
- Special washers (3)
- Plain washers (4)

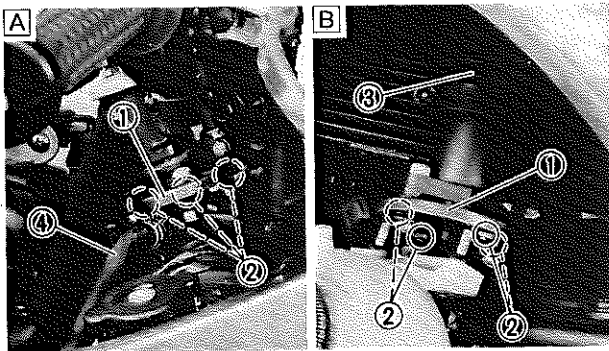


STEERING TUBE INSPECTION



5. Inspect:

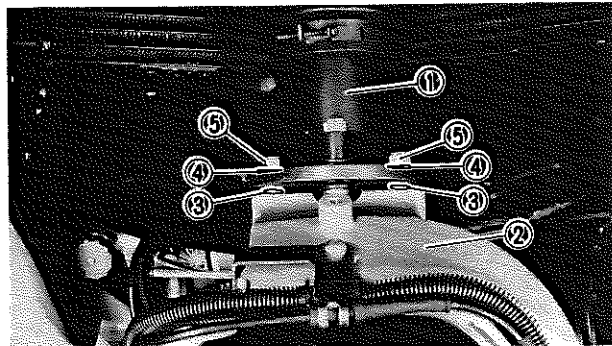
- Steering tube ⑪
Pump several times on the steering tube.
Looseness/Binding → Replace.
Turn the steering tube left and right.
Loosenes/Free play → Replace.
Refer to "STEERING SYSTEM AND HANDLEBAR – CHAPTER IV" in Service Manual – New Features.



6. Inspect:

- Steering tube joint ring ① and ball joints ②
Damage → Replace the assembly.
- Rubber boot ③
- Breather hose ④
Damage → Replace.

- Ⓐ Upper
- Ⓑ Lower



7. Install:

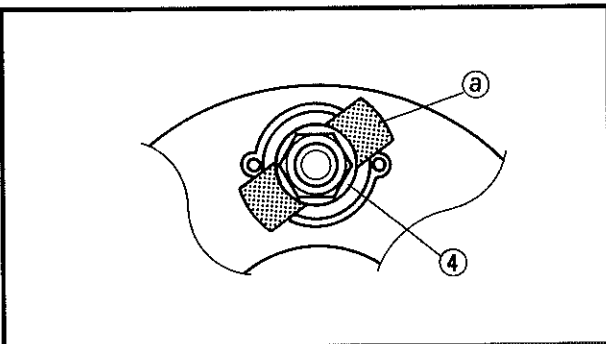
- Steering tube ①
(onto knuckle arm ②)
- Plain washers ③
- Special washers ④
- Nuts ⑤ (steering tube)



Nut (steering tube):
23 Nm (2.3 m · kg, 17 ft · lb)

CAUTION

- Always use a new special washer ④.
- After tightening the nut (steering tube), cut off the torque stoppers ①.



8. Install:

- Front fender
- Inner panels
- Top cover
- Seat
Refer to "COWLINGS".



FRONT SWING ARM INSPECTION

⚠ WARNING

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

1. Place the motorcycle on the centerstand.

2. Remove:

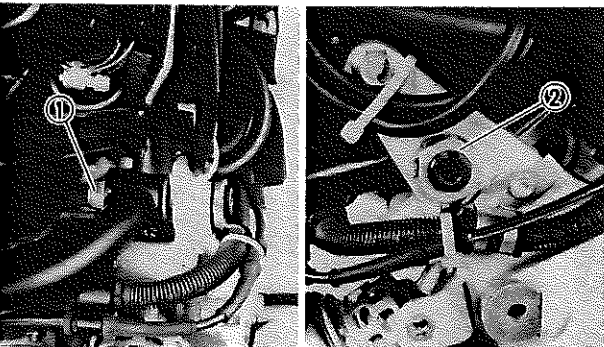
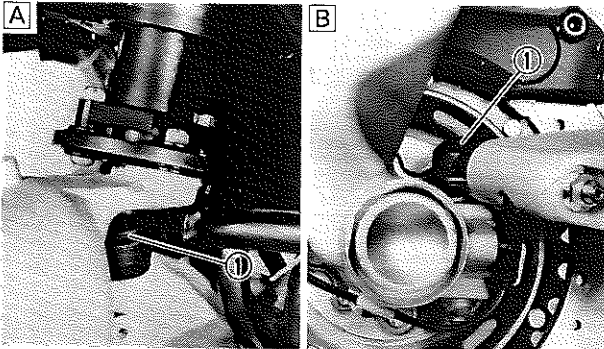
- Seat
- Tap cover
- Side cowlings
Refer to "COWLINGS".
- Front wheel
Refer to "FRONT WHEEL" in CHAPTER 6.

3. Check:

- Rubber boots ① (ball joint)
Cracks/Damage → Replace.

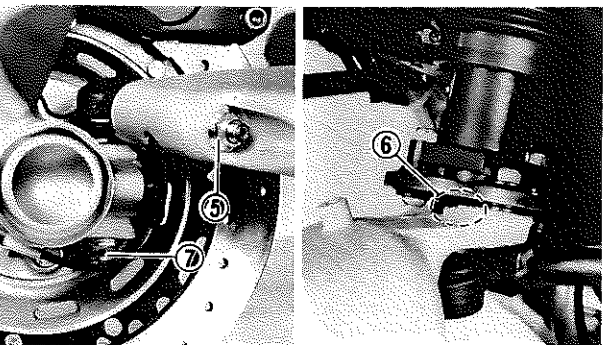
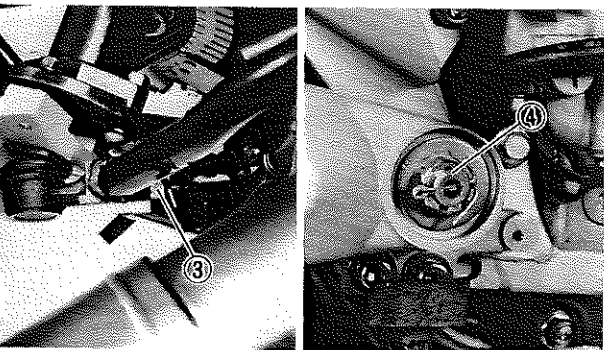
A Upper

B Lower



4. Check:

- Bolts and nuts (front swingarm)
If necessary, tighten to specification.



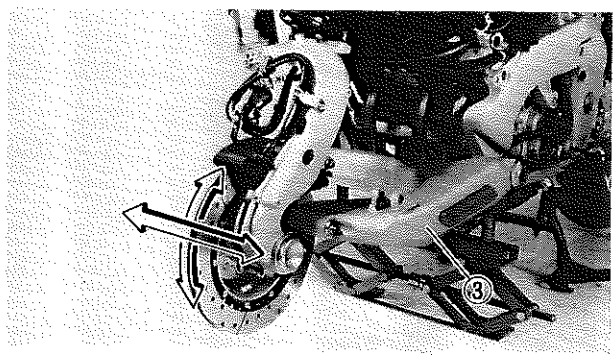
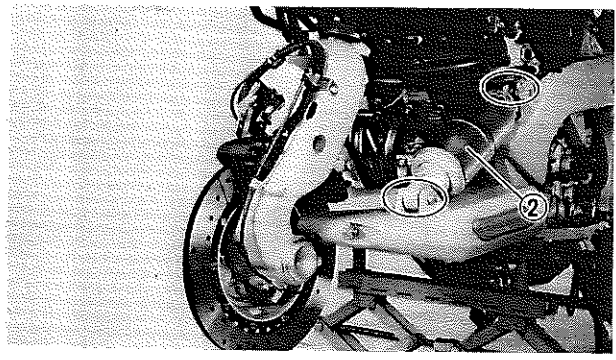
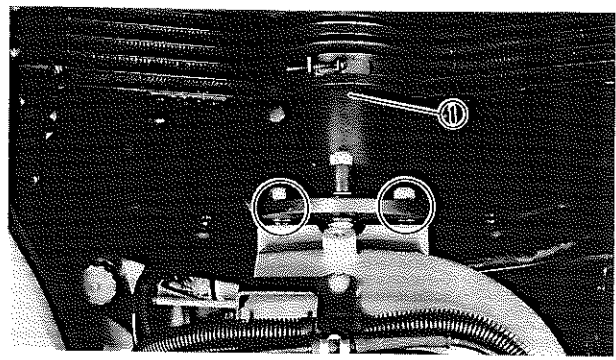
	Nut ① (upper arm - frame): 40 Nm (4.0 m · kg, 29 ft · lb)
	Lock nut ② (camber adjuster): 23 Nm (2.3 m · kg, 17 ft · lb)
	Nut ③ (upper arm - ball joint): 40 Nm (4.0 m · kg, 29 ft · lb)
	Nut ④ (lower arm - frame):
	Left: 105 Nm (10.5 m · kg, 75 ft · lb)
	Right: 105 Nm (10.5 m · kg, 75 ft · lb)
	Nut ⑤ (lower arm - ball joint): 78 Nm (7.8 m · kg, 56 ft · lb)
	Nut ⑥ (knuckle arm - upper ball joint): 53 Nm (5.3 m · kg, 38 ft · lb)
	Nut ⑦ (knuckle arm - lower ball joint): 78 Nm (7.8 m · kg, 56 ft · lb)

CAUTION:

Always use a new cotter pin.

FRONT SWING ARM INSPECTION

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5. Check:
- Front swingarm free play.
- *****

- Checking steps:**
- Remove the steering tube ① from the knuckle arm.
 - Remove the front shock absorber ②.


CAUTION:

When removing the shock absorber ② and during the swingarm free play check, securely support the swingarm to prevent it from dropping down. The ball joints of the knuckle arm would be damaged, if the lower swingarm was allowed to lower completely.

- Rock the swingarm ③ up and down and left to right. If there is any free play or binding, check the upper and lower arm bearings.

Refer to "FRONT SWINGARM – CHAPTER IV" in Service Manual – New Features.

- Install the shock absorber and steering tube.

	<p>Nut (shock absorber):</p> <p>Upper: 105 Nm (10.5 m • kg, 75 ft • lb)</p> <p>Lower: 40 Nm (4.0 m • kg, 29 ft • lb)</p> <p>Nut (steering tube): 23 Nm (2.3 m • kg, 17 ft • lb)</p>
-------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

6. Install:
- Front wheel
Refer to "FRONT WHEEL" in CHAPTER 6.
 - Seat
 - Top cover
 - Side cowlings
Refer to "COWLINGS".



FRONT WHEEL ALIGNMENT

1. Place the motorcycle on the centerstand.

CAUTION:

Be sure to place the motorcycle on an even surface.

2. Check:

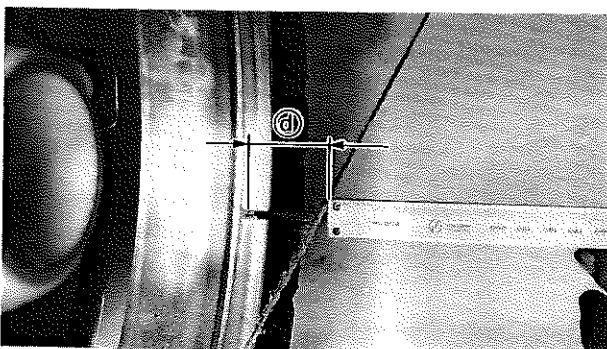
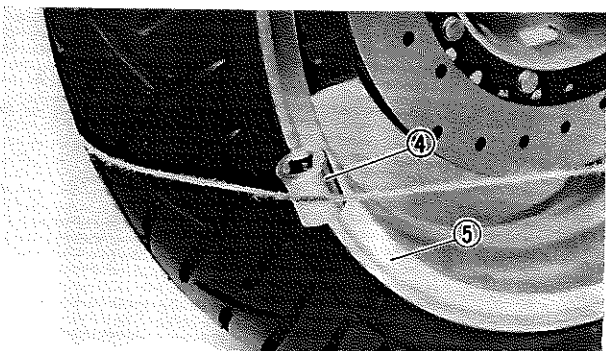
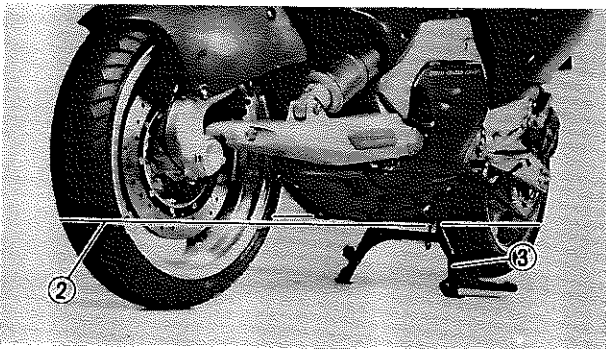
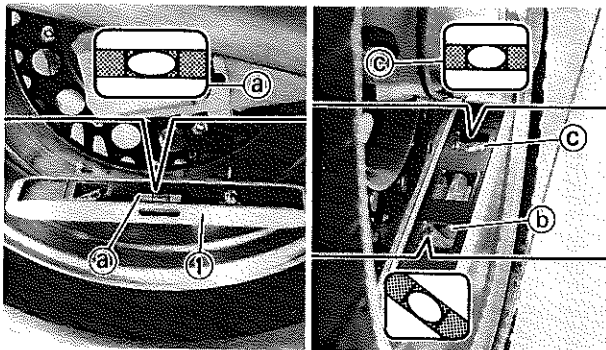
- Front wheel alignment
Out of alignment → Adjust.

Checking and adjustment steps:

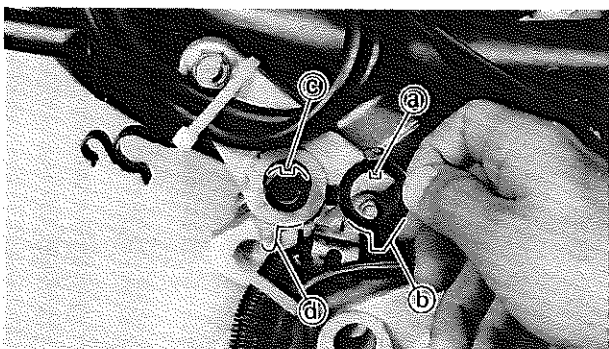
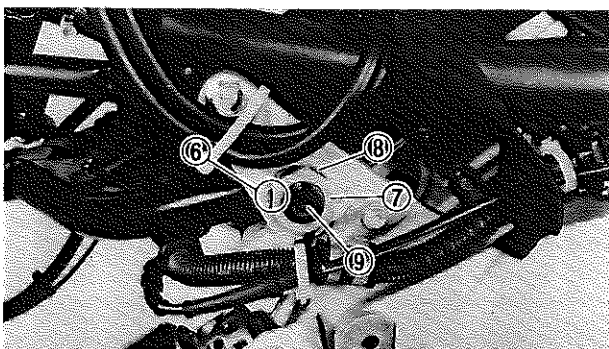
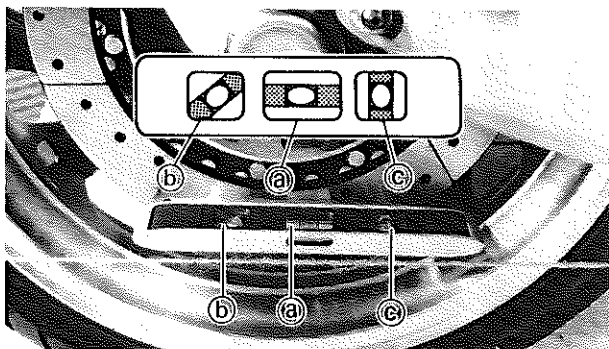
- Check the chain slack.
Refer to "CHAIN SLACK ADJUSTMENT".
- Clean the surface of the front and rear brake discs.
- Attach the spirit level ① to the rear brake disc and adjust the position of the level to make the middle gauge ② level.
- Make the other two gauges ③ and ④ level by placing suitable shims under the centerstand.
- Attach a string ⑤ around the rear and the front wheel at about 180 mm (7.1 in) from the ground as shown. Pass the string through the centerstand ⑥ on the left side.
- Place two identical spacers ⑦ (collar, tube, or similar) between the rim ⑧ and the string on the front side of the front wheel.

NOTE:

Make sure the string touches only the wheels, not the frame, centerstand or exhaust pipe.



- Measure with vernier calipers the distance ⑨ between the string and the rim edge on the rear side of the front wheel.
- Turn the handlebar until the distance to the rim is identical on both sides (i.e. the front wheel is pointing exactly straight ahead).



- Attach the spirit level to the front brake disc and make the middle gauge (a) level.
- If the other two gauges (b), (c) have not become level too, the front wheel is out of alignment and the wheel camber needs adjustment.
- Remove the seat, top cover, inner panels and left side cowling. Refer to "COWLINGS".
- Straighten the lock washer tab (6) and remove the locknut (7) and lock washer (8). Turn the adjuster (9) in or out until the wheel camber is correct and the spirit level gauges are all level.

Adjuster position:
Standard: 2 turn in
Adjusting range: 0 ~ 4 turn in

CAUTION
Never turn the adjuster beyond the adjusting range.

Standard position setting steps:


- Turn out (counterclockwise) the adjuster (9) until the upper arm touches the frame on the left.
- Turn the adjuster clockwise until the lock washer projections (a) and (b) match the groove (c) and the projection (d) as shown.
- Turn the adjuster two complete turns in (clockwise) to bring the upper arm into standard position.

- Install the lock washer and locknut.

WARNING
Always use a new lock washer.

NOTE:
 The lock washer projections (a) and (b) must match the groove (c) and the projection (d) as shown.

- Tighten the locknut (7) to specification while holding the adjuster (9).

 **Locknut (camber adjuster):**
23 Nm (2.3 m • kg, 17 ft • lb)

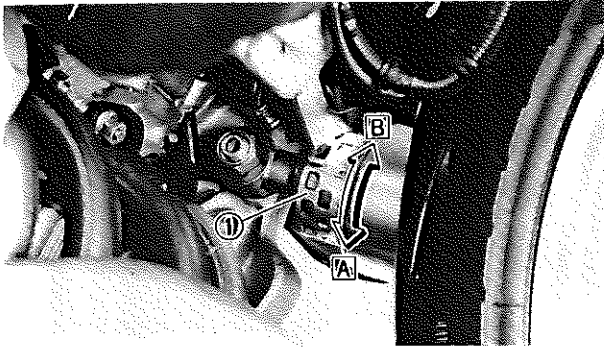
- Check the alignment again. If all the spirit level gauges are not level, repeat the adjustment steps.
- Bend the lockwasher tab against the flat side of the nut.
- Install the left side cowling, inner panels, top cover and seat. Refer to "COWLINGS".

FRONT SHOCK ABSORBER ADJUSTMENT

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FRONT SHOCK ABSORBER ADJUSTMENT

⚠ WARNING

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

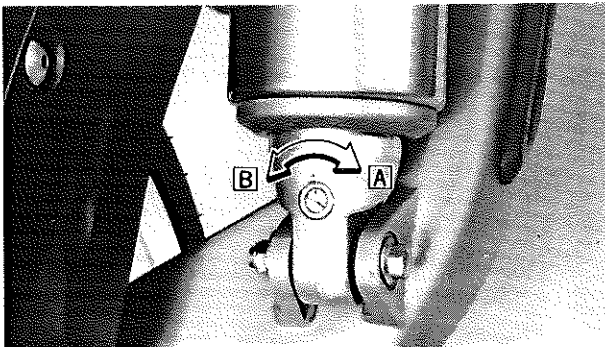
1. Place the motorcycle on the centerstand.
2. Adjust:
 - Spring preload
Turn the adjuster ① in or out.

Turning in A	Preload increases.
Turning out B	Preload decreases.

Adjuster position: Standard = 3 Minimum = 1 Maximum = 9

CAUTION:

Never turn the adjuster beyond the maximum or minimum setting.



3. Adjust:
 - Rebound damping force
Click the adjuster ① in or out.

Click in A	Damping force increases.
Click out B	Damping force decreases.

Adjuster position: Standard = 10 clicks out* Minimum = 12 clicks out* Maximum = 3 clicks out*

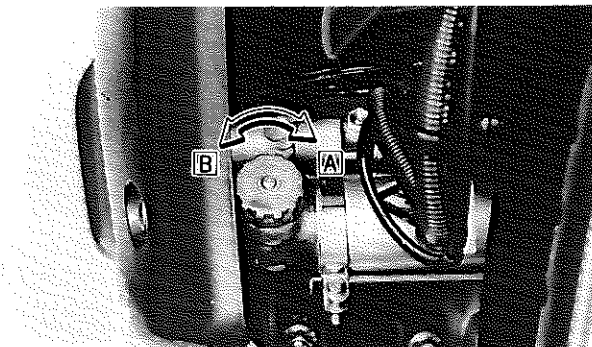
*: from the fully turned in position

CAUTION:

Never turn the adjuster beyond the maximum or minimum setting.

REAR SHOCK ABSORBER ADJUSTMENT

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- 4.Adjust:
- Compression damping force
Click the adjuster ① in or out.

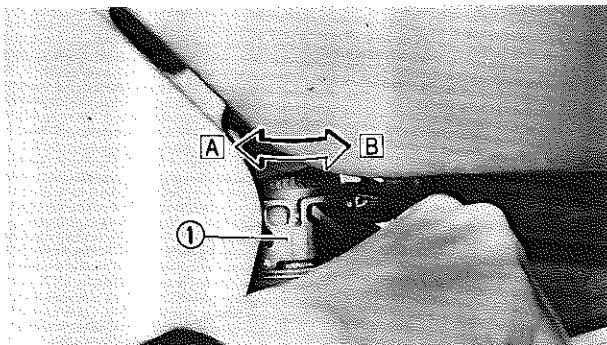
Click in A	Damping force increases.
Click out B	Damping force decreases.

Adjuster position:
Standard = 10 clicks out*
Minimum = 12 clicks out*
Maximum = 3 clicks out*

*: from the fully turned in position

CAUTION:

Never turn the adjuster beyond the maximum or minimum setting.



REAR SHOCK ABSORBER ADJUSTMENT

⚠ WARNING

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

- 1.Place the motorcycle on the centerstand.
- 2.Adjust:
 - Spring preload
Turn the adjuster ① in or out.

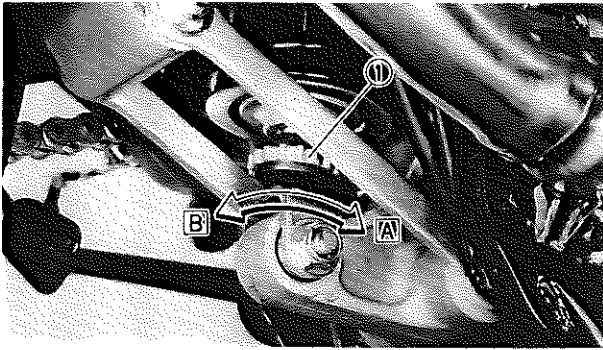
Turning in A	Preload increases.
Turning out B	Preload decreases.

Adjuster position:
Standard = 3
Minimum = 1
Maximum = 9

CAUTION:

Never turn the adjuster beyond the maximum or minimum setting.

REAR SHOCK ABSORBER ADJUSTMENT/ TIRE INSPECTION



3.Adjust:

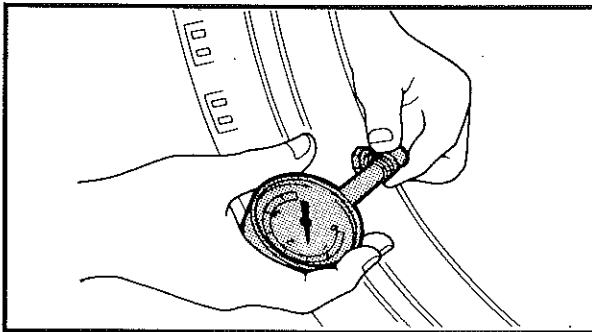
- Compression damping force
Click the adjuster ① in or out.

Click in [A]	Damping force increases.
Click out [B]	Damping force decreases.

Adjuster position:	
Standard = 7 clicks out*	
Minimum = 12 clicks out*	
Maximum = 3 clicks out*	

*: from the fully turned in position

CAUTION: _____
Never turn the adjuster beyond the maximum or minimum setting.



TIRE INSPECTION

1.Measure:

- Tire pressure
Out of specification → Adjust.

▲ WARNING _____

- Tire inflation pressure should be checked and adjusted when the temperature of the tire equals the ambient air temperature. Tire inflation pressure must be adjusted according to total weight of cargo, rider, passenger, and accessories (fairing, saddlebags, etc. if approved for this model), and vehicle speed.
- Proper loading of your motorcycle is important for the handling, braking, and other performance and safety characteristics of your motorcycle. Do not carry loosely packed items that can shift. Securely pack your heaviest items close to the center of the motorcycle, and distribute the weight evenly from side to side. Properly adjust the suspension for your load, and check the condition and pressure of your tires.

NEVER OVERLOAD YOUR MOTORCYCLE. Make sure the total weight of the cargo, rider, passenger, and accessories (fairing, saddlebags, etc. if approved for this model) does not exceed the maximum load of the motorcycle.



Operation of an overloaded motorcycle could cause tire damage, an accident, or even injury.

Basic weight: With oil and full fuel tank	GTS1000: 274 kg (604 lbs)	GTS1000A: 279 kg (615 lbs)
Maximum load*:	GTS1000: *1	GTS1000A: *2
Cold tire pressure:	Front	Rear
Up to 90 kg (198 lbs) load*	250 kPa (2.5 kgf/ cm ² , 36 psi)	250 kPa (2.5 kgf/ cm ² , 36 psi)
90 Kg (198 lbs) ~ Maximum load*	250 kPa (2.5 kgf/ cm ² , 36 psi)	290 kPa (2.9 kgf/ cm ² , 42 psi)
High speed riding	250 kPa (2.5 kgf/ cm ² , 36 psi)	290 kPa (2.9 kgf/ cm ² , 42 psi)

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

*1:

Except for B, I, CH, A, E: 226 kg (498 lb)

B, I, CH: 196 kg (432 lb)

A, E: 211 kg (465 lb)

*2:

Except for B, I, CH, A, E: 221 kg (487 lb)


B, I, CH: 191 kg (421 lb)

A, E: 206 kg (454 lb)

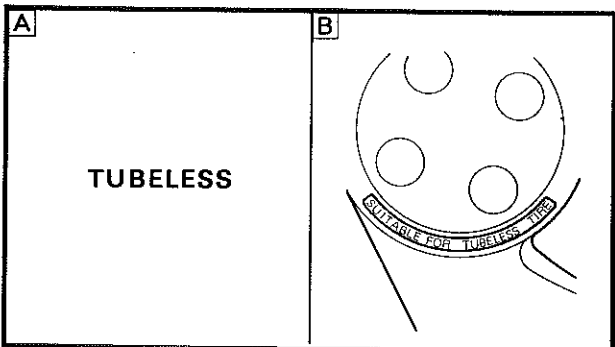
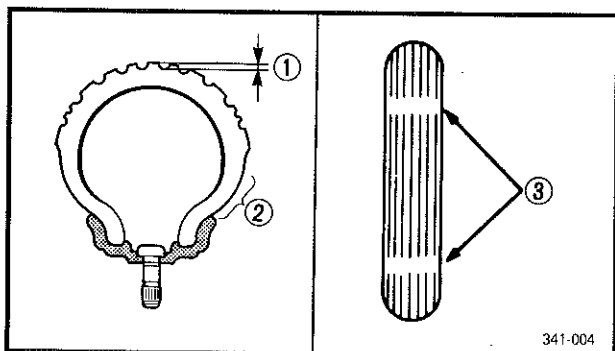
2. Inspect:

• Tire surfaces

Wear/Damage → Replace.



**Minimum tire tread depth:
(front and rear):
1.0 mm (0.04 in)**



⚠ WARNING

- It is dangerous to ride with a worn-out tire. When a tire tread begins to show lines, replace the tire immediately.
- Do not use tubeless tires on a wheel designed for tube type tires only. Tire failure and personal injury may result from sudden deflation.

[A] Tire

[B] Wheel

Tube type wheel → Tube type tire only.

Tubeless type wheel → Tube type or tubeless tire.

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

⚠ WARNING

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

FRONT:

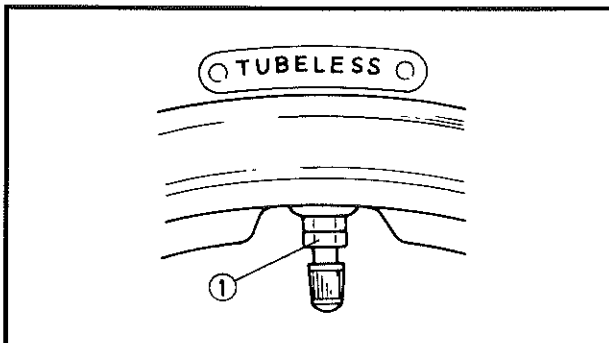
Manufacture	Size	Type
BRIDGESTONE	130/60 ZR17	CY17
DUNLOP	130/60 ZR17	D202F
MICHELIN	130/60 ZR17	A89X
METZELER	130/60 ZR17	ME33

REAR:

Manufacture	Size	Type
BRIDGESTONE	170/60 ZR17	CY20
DUNLOP	170/60 ZR17	D202
MICHELIN	170/60 ZR19	M89X
METZELER	170/60 ZR19	ME55A

⚠ WARNING

- After mounting a tire, ride conservatively for a while to give the tire time to seat itself properly in the rim. Failure to do so could lead to an accident with possible injury to the rider or damage to the motorcycle.
- After a tire repair or replacement, be sure to tighten the valve stem locknut ① to specification.



Valve stem locknut
(front wheel only):

Lower:

1 Nm (0.1 m • kg, 0.7 ft • lb)

Upper:

2 Nm (0.2 m • kg, 1.4 ft • lb)

**WHEEL INSPECTION**

1. Inspect:

- Wheels
Damage/Bends → Replace.

NOTE:

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

⚠ WARNING

Never attempt to make any repairs to the wheel.

CABLE INSPECTION AND LUBRICATION**⚠ WARNING**

Damaged cable sheaths may cause corrosion and interfere with the cable movement. Replace damaged cables as soon as possible.

1. Inspect:

- Cable sheath
Damage → Replace.

2. Check:

- Cable operation
Unsmooth operation → Lubricate.



**Recommended lubricant:
SAE 10W30 motor oil**

NOTE:

Hold cable end up and pour a few drops of lubricant into the cable sheath.



LEVER AND PEDAL LUBRICATION

Lubricate levers and pedals at their pivoting points.



Recommended lubricant:
SAE 10W30 motor oil

**SIDESTAND AND CENTERSTAND
LUBRICATION**

Lubricate the sidestand and centerstand at pivoting points.



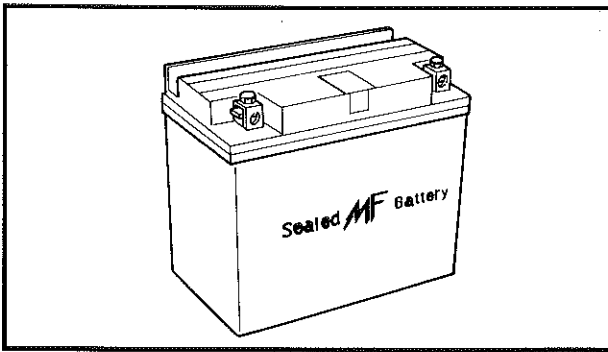
Recommended lubricant:
SAE 10W30 motor oil

**FRONT AND REAR SUSPENSION
LUBRICATION**

Lubricate the front shock absorber and rear suspension at pivoting points.



Recommended lubricant:
Molybdenum disulfide grease



ELECTRICAL BATTERY INSPECTION

NOTE:

Since the MF battery is a sealed type battery, it is not possible to measure the specific gravity of the electrolyte in order to check the state of charge of the battery. Therefore the charge of the battery has to be checked by measuring the voltage at the battery terminals.

CAUTION:

CHARGING METHOD

- This is a sealed type battery. Never remove the sealing caps. If the sealing caps have been removed, the balancing will not be maintained, and battery performance will deteriorate.
- Never add water, as this will affect the chemical reaction in the battery and cause loss of performance.
- Charging time, charging current and charging voltage for the MF battery are different from general type batteries. The MF battery should be charged as explained in "CHARGING METHOD". If the battery is overcharged, the electrolyte level will drop considerably. Therefore, take special care when charging the battery.
- Never use an electrolyte other than specified. The specific gravity of the MF battery electrolyte is 1.32 at 20°C (68°F), whereas the specific gravity of a general type battery electrolyte is 1.28. If electrolyte with a specific gravity lower than 1.32 is used, the concentration of sulfuric acid will decrease, resulting in poor battery performance. If an electrolyte with a specific gravity higher than 1.32 is used, the battery plates will corrode and battery life will be shortened.

⚠ WARNING

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

Always follow these preventive measures:

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

Antidote (EXTERNAL):

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

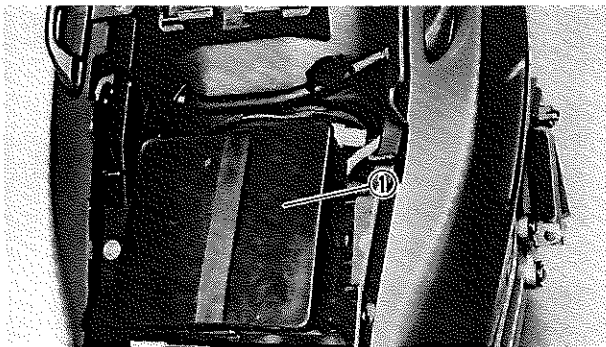
Antidote (INTERNAL):

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

Batteries generate explosive hydrogen gas. Always follow the following preventive measures:

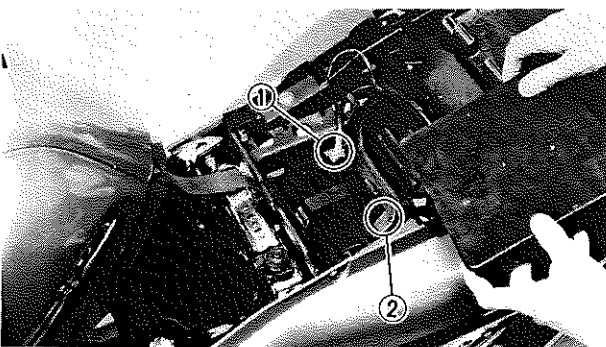
- Charge batteries in a well-ventilated area.
- Keep batteries away from fire, sparks, or open flames (e.g., welding equipment, lighted cigarettes, etc.)
- DO NOT SMOKE when charging or handling batteries.

KEEP BATTERIES AND ELECTROLYTE OUT OF REACH OF CHILDREN.



1.Remove:

- Seat
Refer to "COWLINGS".
- ECU ①



2.Disconnect:

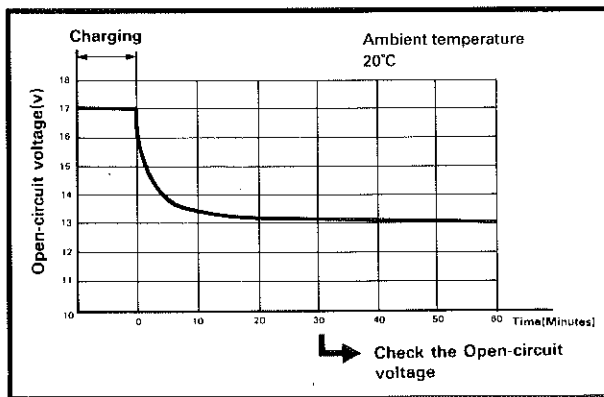
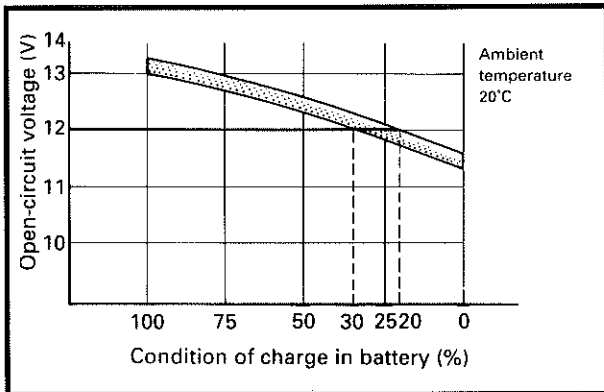
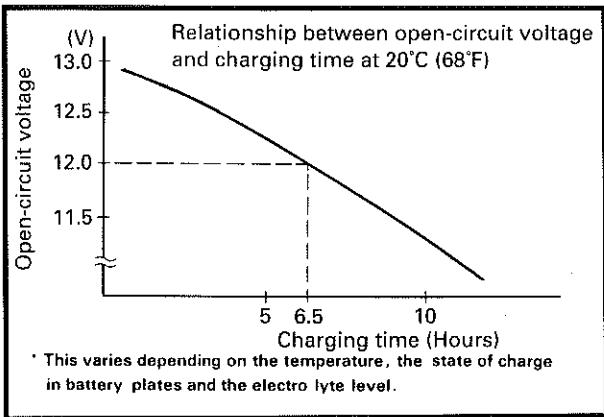
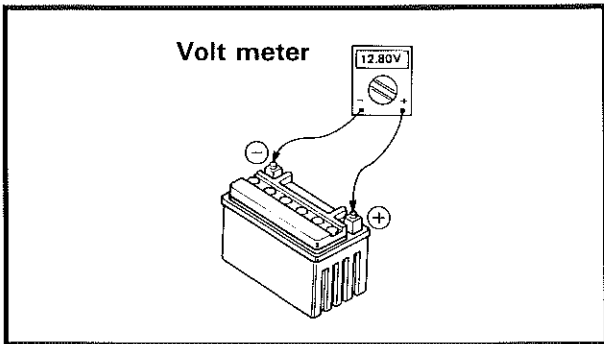
- Battery leads

CAUTION:

Disconnect the negative lead ① first, then the positive lead ②.

3.Remove:

- Battery



4. Check:

- Battery condition

Battery condition checking steps:

- Connect a digital voltmeter to the battery terminals.

Tester (+) lead	Battery (+) terminal
Tester (-) lead	Battery (-) terminal

NOTE:

The charge state of an MF battery can be checked by measuring the open circuit voltage (i.e. when the positive terminal is disconnected).

Open-circuit voltage	Charging time
12.8 v or higher	No charging is necessary.

- Check the condition of the battery using the charts.

Example:

- Open circuit voltage = 12.0V
 - Charging time = 6.5 hours
 - Charge condition of the battery = 20~30%
5. Charging method of MF batteries

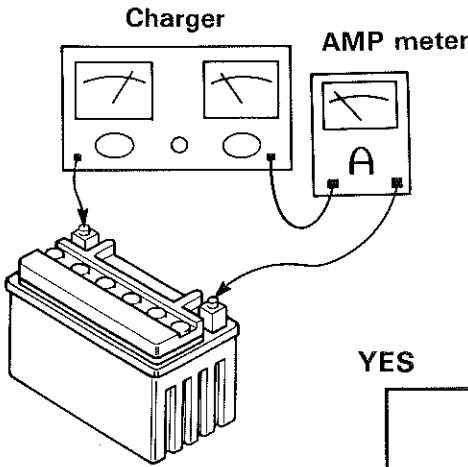
CAUTION:

- If it is impossible to set the standard charging current, be careful not to over-charge.
- When charging the battery, be sure to remove it from the motorcycle. (If charging has to be done with the battery mounted on the motorcycle for some reason, be sure to disconnect the wire at the negative terminal.)
- Never remove the sealing caps of an MF battery.
- Take care that the charging clips are in a full contact with the terminal and that they are not shorted. (A corroded clip of the charger may cause the battery to generate heat at the contact area. A weak clip spring may cause sparks.)
- Before removing the clips from the battery terminals, be sure to turn off the power switch of the charger.



- The open-circuit voltage variation of the MF battery after charging is shown below. As shown in the figure, the open-circuit voltage stabilizes about 30 minutes after charging has been completed. Therefore, to check the condition of the battery after charging, wait 30 minutes before measuring the open-circuit voltage.

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



Measure the open-circuit voltage prior to charging.

NOTE: _____
Voltage should be measured 30 minutes after the machine is stopped.

Connect a charger and AMP meter to the battery and start charging.

NOTE: _____
Set the charging voltage at 16-17v. (If the setting is lower, charging will be insufficient. If too high, the battery will be over-charged.)

Make sure the current is higher than the standard charging current written on the battery.

YES

NO

By turning the charging voltage adjust dial, set the charging voltage at 20 - 25 v.

Adjust the voltage so that current is at standard charging level.

Monitor the amperage for 3-5 minutes to check if the standard charging current is reached.

YES

NO

If current does not exceed standard charging current after 5 minutes, replace the battery.

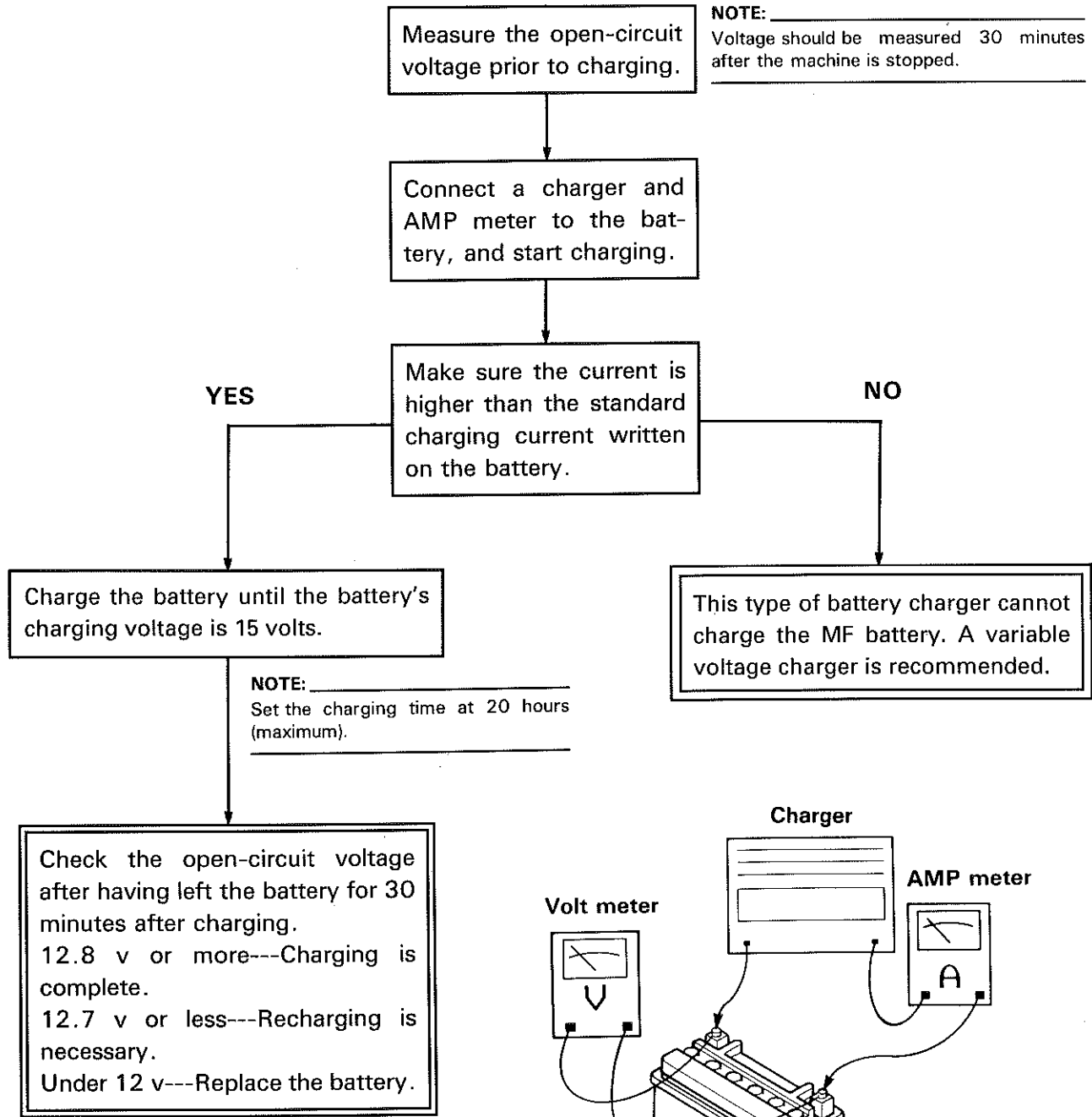
Set the timer according to the charging time suitable for the open-circuit voltage. Refer to "Battery condition checking steps".

In case that charging requires more than 5 hours, it is advisable to check the charging current after a lapse of 5 hours. If there is any change in the amperage, readjust the voltage to obtain the standard charging current.

Measure the battery open-circuit voltage after having left the battery unused for more than 30 minutes.
12.8 v or more --- Charging is complete.
12.7 v or less --- Recharging is required.
Under 12.0 v --- Replace the battery.



Charging method using a constant-voltage type charger



Charging method using a constant current type charger
This type of battery charger cannot charge the MF battery.

6. Inspect:

- Battery terminal
 - Dirty → Clean with a wire brush.
 - Poor connection → Correct.

NOTE: _____
 After cleaning the terminals, grease them lightly.

7. Install:

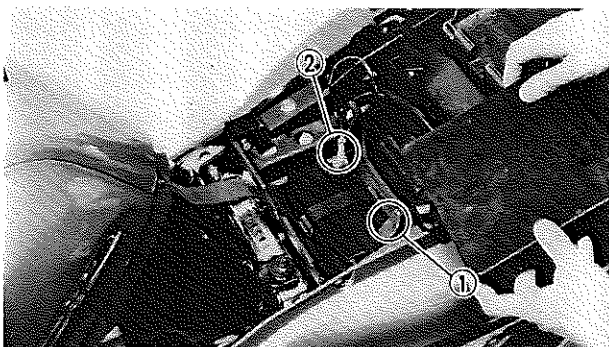
- Battery

8. Connect:

- Battery leads

CAUTION: _____

Connect the positive lead ① first, then the negative lead ②.



9. Install:

- ECU
 - Seat
- Refer to "COWLINGS".

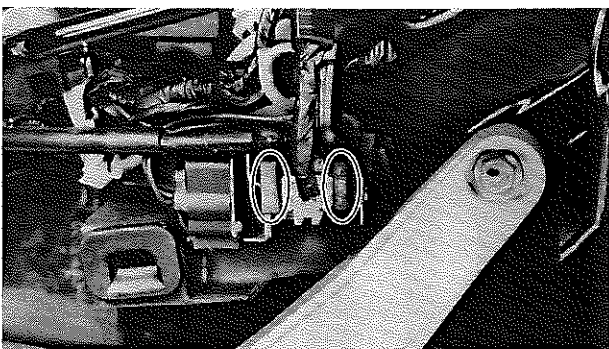
FUSE INSPECTION

CAUTION: _____

Always turn off the main switch when checking or replacing the fuse. Otherwise, a short circuit may occur.

1. Remove:

- Seat
 - Side cover (left)
- Refer to "COWLINGS".




2. Inspect:

- Fuses

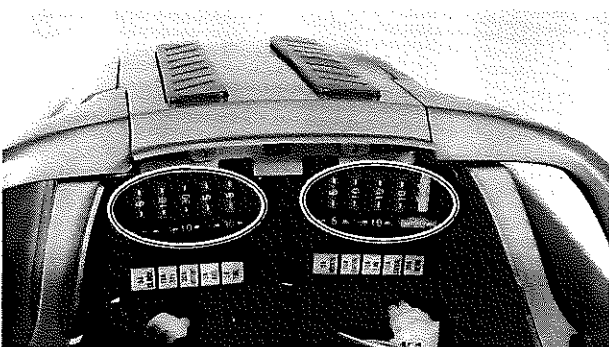
Inspection steps:

- Connect the pocket tester to the fuse and check it for continuity.

NOTE: _____
 Set the tester selector to " $\Omega \times 1$ ".

	Pocket tester: YU-03112/90890-03112
-------------------------------------------------------------------------------------	------------------------------------------------------

- If the tester indicates ∞ , replace the fuse.

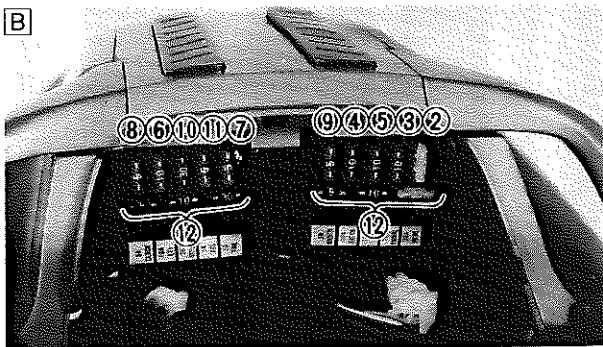
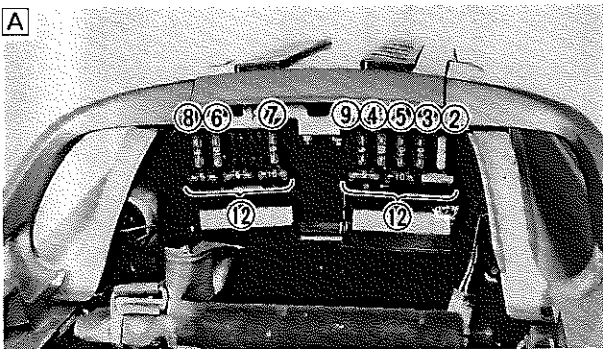
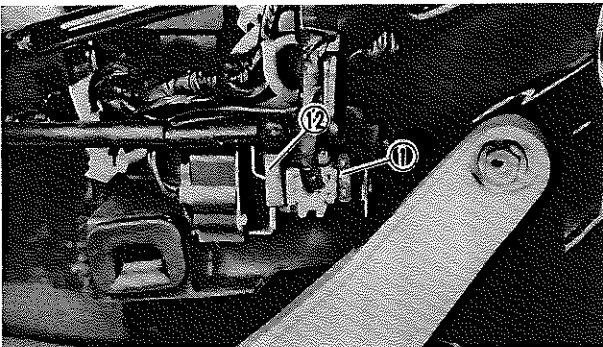


3. Replace:

- Blown fuse

Replacement steps:

- Turn off the ignition.
- Install a new fuse of proper amperage.
- Turn on the switches to verify operation of related electrical devices.
- If the fuse immediately blows again, check the electrical circuit.



Description	Amperage	Quantity
① Main	30A	1
② Head	20A	1
③ Signal	10A	1
④ Ignition	10A	1
⑤ Fan	10A	1
⑥ EFI	10A	1
⑦ Tail	5A	1
⑧ Clock	5A	1
⑨ Indicator	5A	1
⑩ ABS pump	30A	1
⑪ ABS	5A	1
⑫ Reserve	-	

A GTS1000

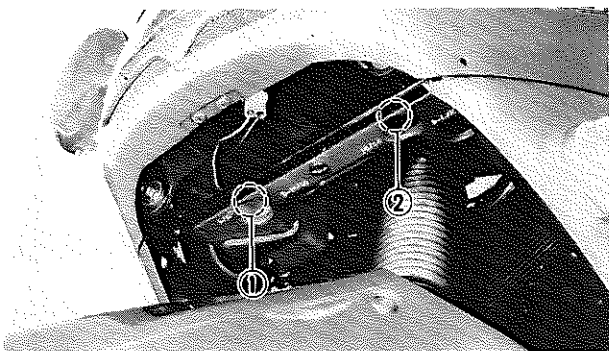
B GTS1000A

⚠ WARNING

Never use a fuse with a rating other than specified. Never use other materials in place of a fuse. An improper fuse may cause extensive damage to the electrical system, malfunction of lighting and ignition and possibly cause a fire.

4. Install:

- Side cover (left)
- Seat
Refer to "COWLINGS".



HEADLIGHT BEAM ADJUSTMENT

1.Adjust:

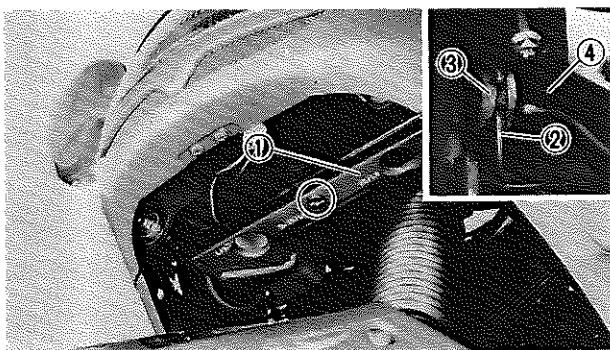
- Headlight beam (vertically)
Turn the adjuster ① in or out.

Turning in → Headlight beam lower
Turning out → Headlight beam higher

2.Adjust:

- Headlight beam (horizontally)
Turn the adjuster ② in or out.

Turning in → Headlight beam to the left
Turning out → Headlight beam to the right



HEADLIGHT BULB REPLACEMENT

1.Remove:

- Seat
- Top cover
- Inner panels
Refer to "COWLINGS".
- Bottom cover ①

NOTE:

Unhook the snaps ② on the cover from the grommets ③ on the ignition coil ④.

2.Remove:

- Bulb (defective)

NOTE:

This model is equipped with two types of bulbs (one type for CH only).

⚠ WARNING

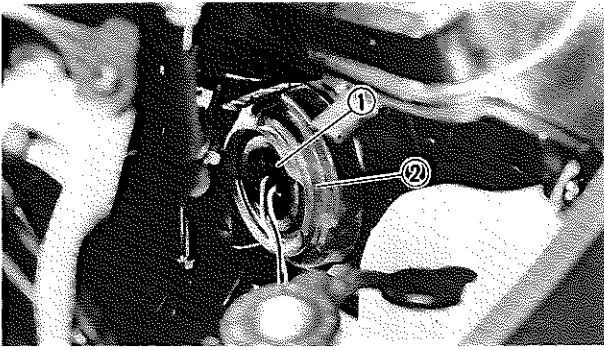
Keep flammable products and your hands away from the bulb while it is on, as it will be hot. Do not touch the bulb until it has cooled down.

HEADLIGHT BULB REPLACEMENT

INSP
ADJ



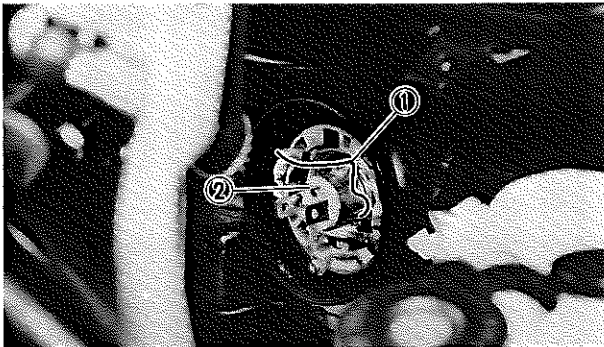
E.



For H4 type (left)

1. Disconnect:

- Headlight coupler ①
- Headlight bulb covers ②

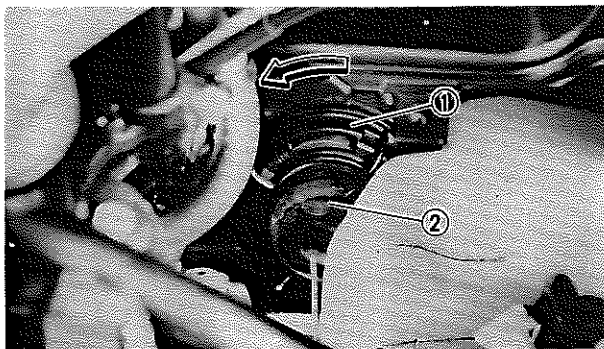


2. Unhook:

- Bulb holding spring ①

3. Remove:

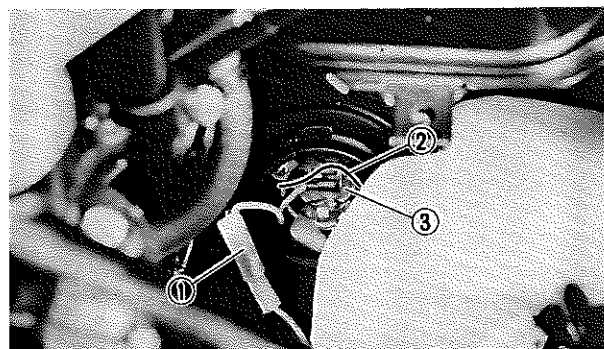
- Bulb ② (defective)



For H1 type (right) (except for CH)

1. Remove:

- Bulb cover holder ①
- Headlight bulb covers ②



2. Disconnect:

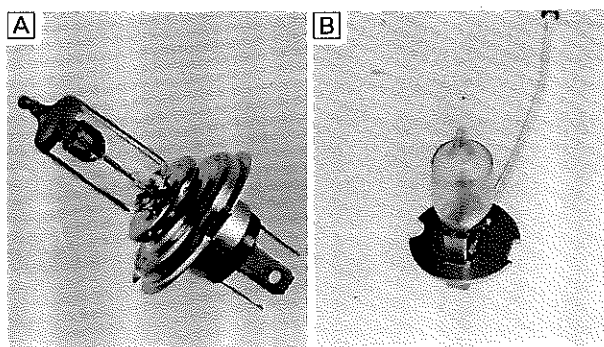
- Headlight lead ①

3. Unhook:

- Bulb holding spring ②

4. Remove:

- Bulb ③ (defective)



5. Install:

- Bulb (new)

A H1 type

B H4 type

**CAUTION:**

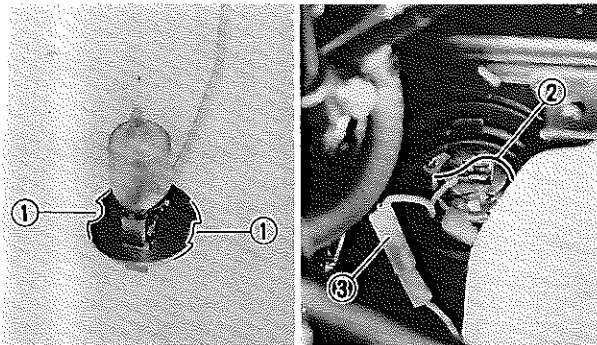
Avoid touching the glass part of the bulb. Keep it free from oil; otherwise, the transparency of the glass, life of the bulb, and luminous flux will be adversely affected. If oil gets on the bulb, thoroughly clean it with a cloth moistened with alcohol or lacquer thinner.

For H1 type:

- 1.Install:
- Bulb (new)

NOTE:

Make sure that the slot ① on the bulb are meshed with the projection in the bulb case.



2.Hook:

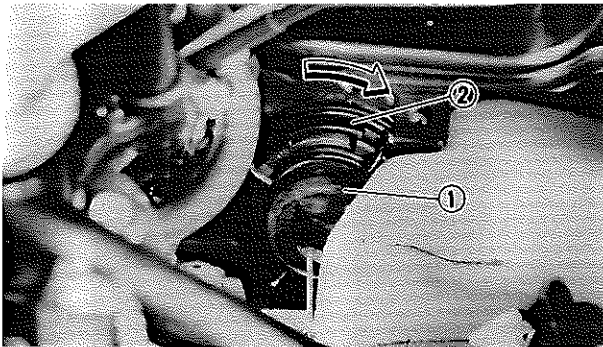
- Bulb holding spring ②

3.Connect:

- Headlight lead ③

4.Install:

- Headlight bulb cover ①
- Bulb cover holder ②

**For H4 type:**

- 1.Install:
- Bulb (new)

NOTE:

Make sure that the projection ① on the bulb are meshed with the slot in the bulb case.

2.Hook:

- Bulb holding spring ②

3.Install:

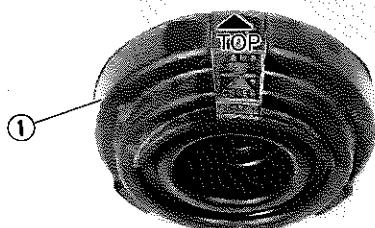
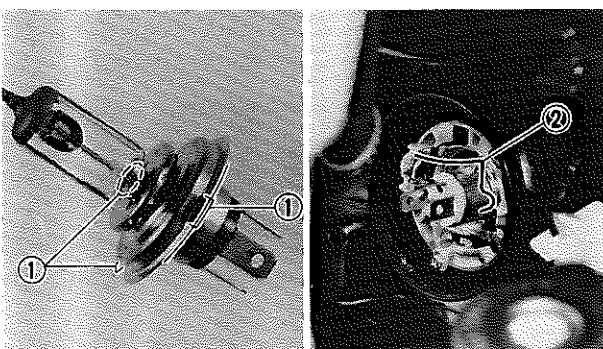
- Headlight bulb cover ①

NOTE:

Install the bulb covers so that the "TOP" mark faces upward.

4.Connect:

- Headlight coupler



HEADLIGHT BULB REPLACEMENT/ TAIL/BRAKE LIGHT BULB REPLACEMENT

INSP
ADJ



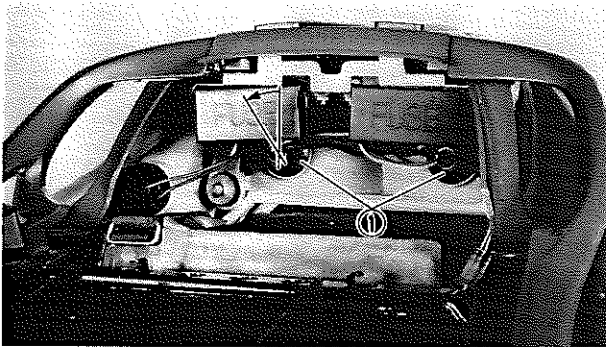
E.



5. Install:
 - Bottom cover ①
6. Install:
 - Inner panels
 - Top cover
 - SeatRefer to "COWLINGS".

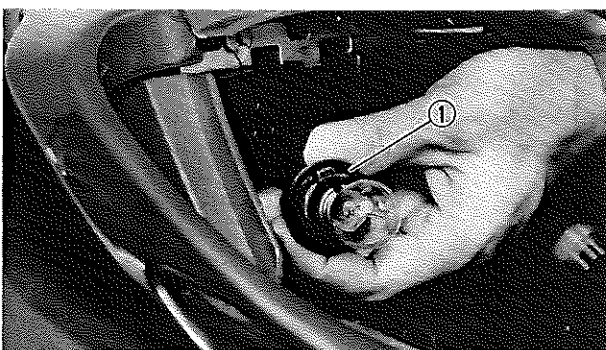
TAIL/BRAKE LIGHT BULB REPLACEMENT

1. Remove:
 - Seat



2. Remove:
 - Bulb socket(s) ①

NOTE: _____
Turn the socket approximately 30° counter-clockwise to remove it.



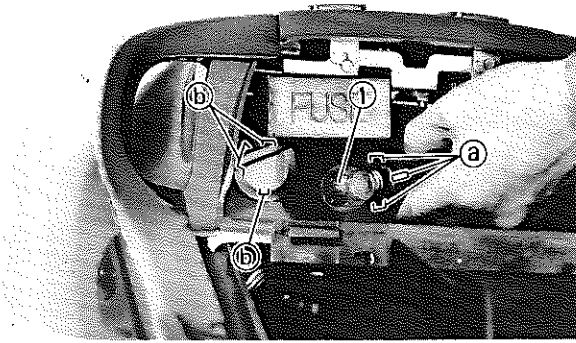
3. Remove:
 - Bulb(s) (defective)

NOTE: _____
Turn the bulb ① counterclockwise while pushing.

⚠ WARNING _____
Keep flammable products and your hands away from the bulb while it is on, as it will be hot. Do not touch the bulb until it has cooled down.

4. Install:
 - Bulb(s) (new)

NOTE: _____
Turn the bulb ① clockwise while pushing.



5. Install:

- Bulb socket(s) ①

NOTE:

Make sure that the projections ① on the socket are meshed with slots ② on the tail light case.

6. Install:

- Seat
Refer to "COWLINGS".

CHAPTER 4. ENGINE OVERHAUL

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ENGINE OVERHAUL

ENGINE REMOVAL

⚠ WARNING

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

1. Place the motorcycle on the centerstand.

NOTE:

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

- Camshaft case
- Cylinder head
- Cylinder
- Piston
- Clutch
- Water pump
- Oil cooler
- Starter motor
- AC generator
- Oil pan

COWLINGS AND FUEL TANK

1. Remove:

- Seat
- Top cover
- Inner panels
- Side cowlings
- Lower cowlings
- Side covers

Refer to "COWLINGS" in CHAPTER 3.

- Fuel tank

Refer to "FUEL TANK" in CHAPTER 3.

ENGINE OIL AND COOLANT

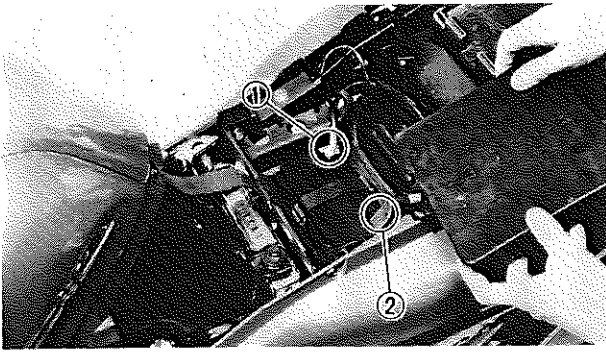
1. Drain:

- Engine oil

Refer to "ENGINE OIL REPLACEMENT" in CHAPTER 3.

- Coolant

Refer to "COOLANT REPLACEMENT" in CHAPTER 3.

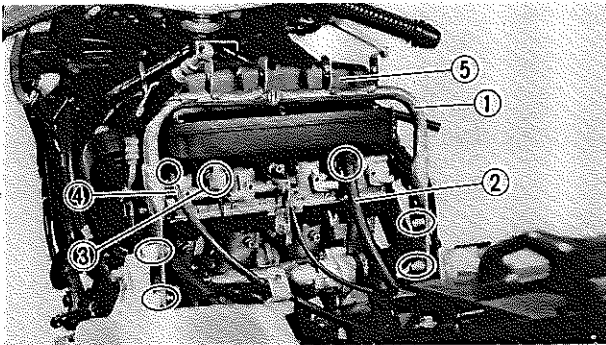


BATTERY LEADS

1. Disconnect:
 - Battery leads

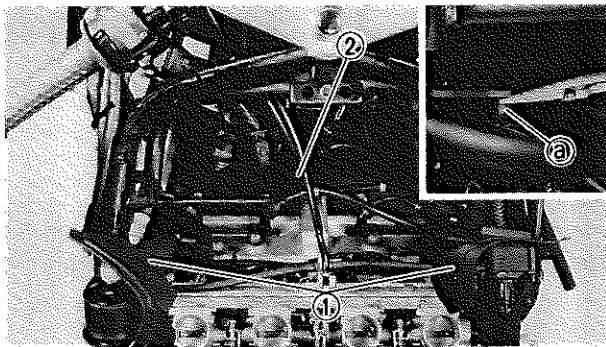
CAUTION:

Disconnect the negative lead ① first and then disconnect the positive lead ②.



AIR FILTER CASE

1. Remove:
 - Fuel tank stay ①
2. Disconnect:
 - Crankcase ventilation hose ②
 - Coupler ③ (intake air temperature sensor)
 - Drain hose ④ (air filter case)
3. Remove:
 - Air filter case ⑤

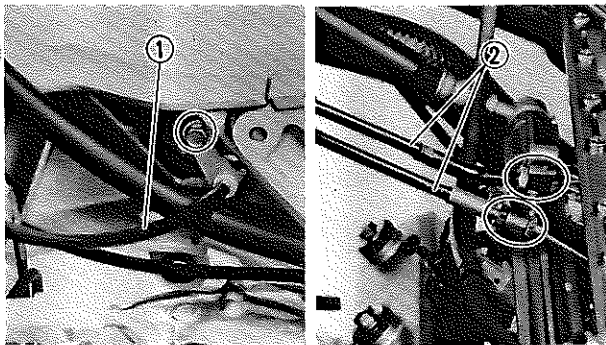


RUBBER Baffle

1. Remove:
 - Rubber baffle ① (left and right)
 - Rubber baffle ② (lower)

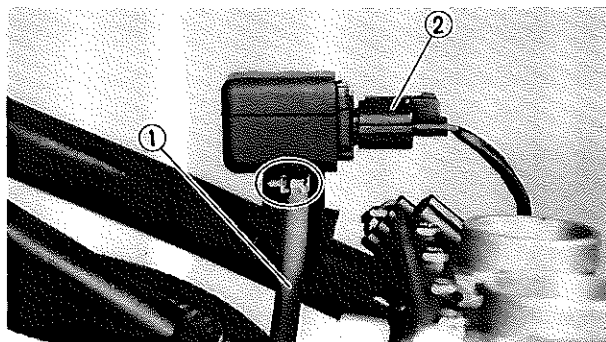
NOTE:

Carefully pull out the retainers ① with long nose pliers.

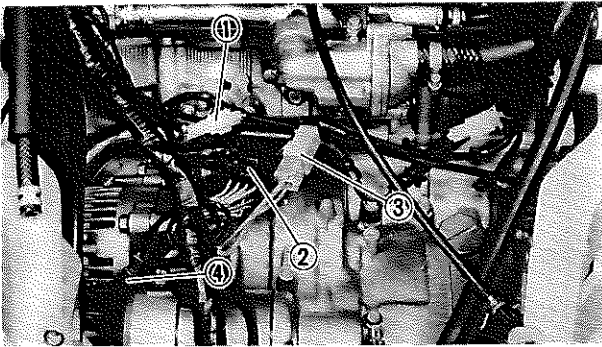


CABLES, HOSES AND OIL FILTER

1. Disconnect:
 - Spark plug caps
 - Idle speed adjuster cable ①
 - Throttle cables ②

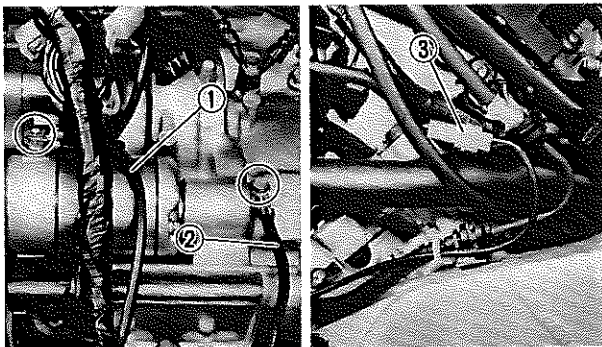


2. Disconnect:
 - Pulsor hose ① (pressure sensor)
 - Coupler ② (pressure sensor)



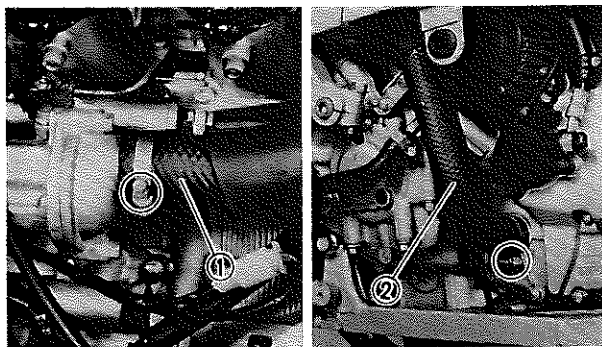
3. Disconnect:

- Coupler ① (O₂ sensor)
- Coupler ② (main harness)
- Coupler ③ (AC generator)
- Coupler ④ (side stand switch)



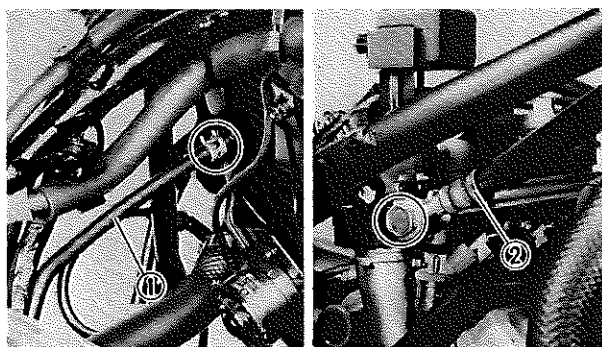
4. Disconnect:

- Starter motor lead ①
- Ground (earth) lead ②
- Coupler ③ (front wheel sensor)



5. Disconnect:

- Radiator hose ①
(from thermostatic valve housing)
- Radiator hose ②
(from water pump housing)



6. Disconnect:

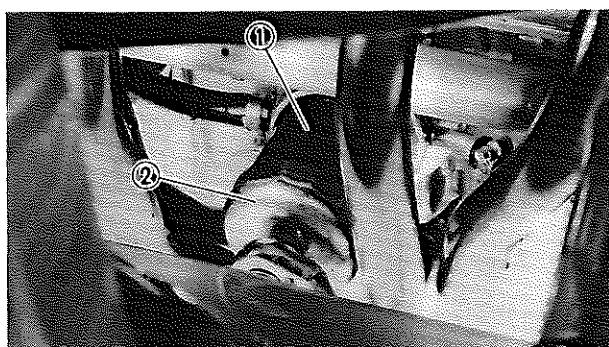
- Hose ① (fast idle unit - radiator)
- Fuel delivery hose ② (from fuel distributor)

⚠ WARNING

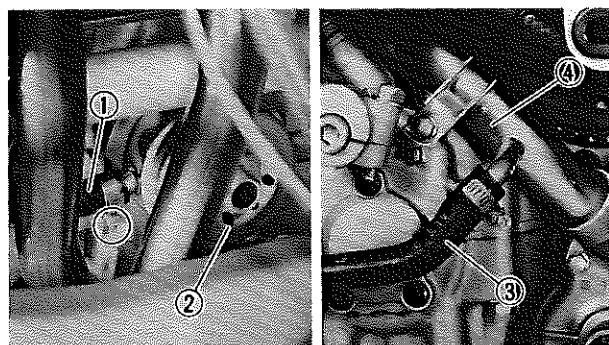
**Gasoline is highly flammable.
Avoid spilling fuel on the hot engine.**

NOTE:

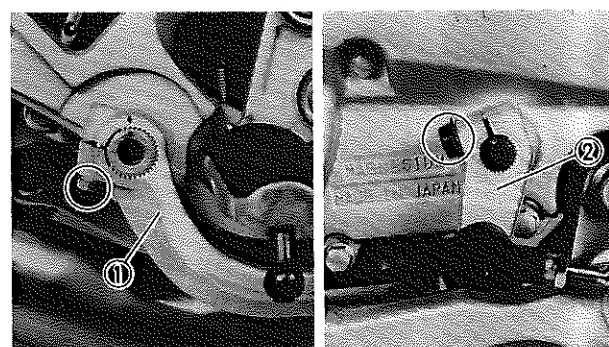
Place a rag under the fuel delivery hose ② to avoid spilling fuel.

**7.Remove:**

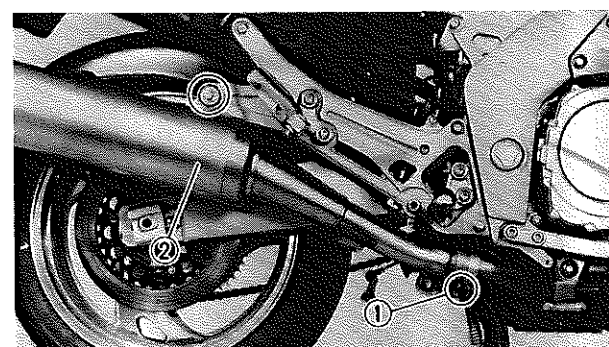
- Oil filter ①
- Use oil filter wrench ②.

**Oil filter wrench:****YU-38411/90890-01426****8.Disconnect:**

- Outlet hose ① (oil cooler)
(from oil cooler ②)
- Inlet hose ③ (oil cooler)
(from water pump outlet pipe ④)

**9.Remove:**

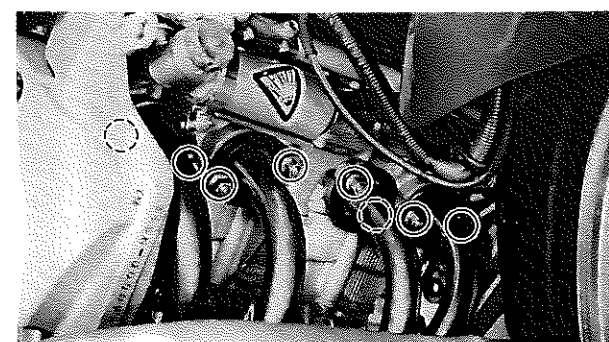
- Brake pedal ①
- Shift pedal link ②

**MUFFLER ASSEMBLY****1.Loosen:**

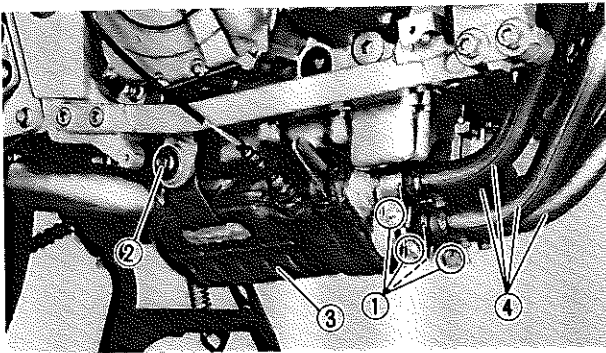
- Clamp ①
(muffler - exhaust chamber joint)

2.Remove:

- Muffler ②

**3.Remove:**

- Nuts (exhaust pipe)



4. Loosen:

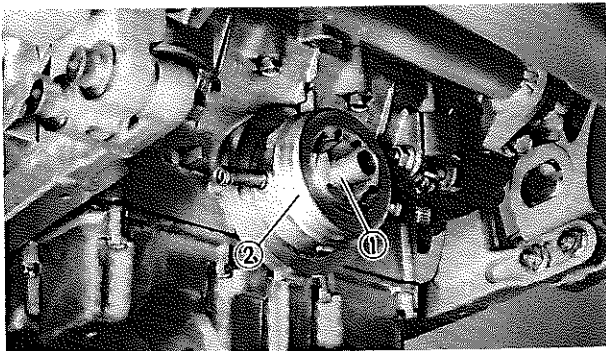
- Clamp ①
(exhaust pipe - exhaust chamber)
- Mounting bolt ②
(exhaust chamber - left and right)

5. Remove:

- Exhaust chamber ③
- Exhaust pipes ④
- Gaskets (exhaust pipe)

NOTE:

Put marks on the exhaust pipes so that they can be reinstalled in their original place.



6. Remove:

- Bolt ①
(including bypass valve)
- Oil cooler ②
(with O-ring)

DRIVE SPROCKET

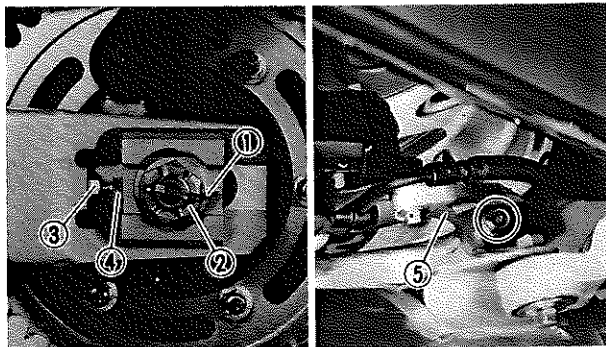
1. Remove:

- Cotter pin ① (rear axle nut ②)

2. Loosen:

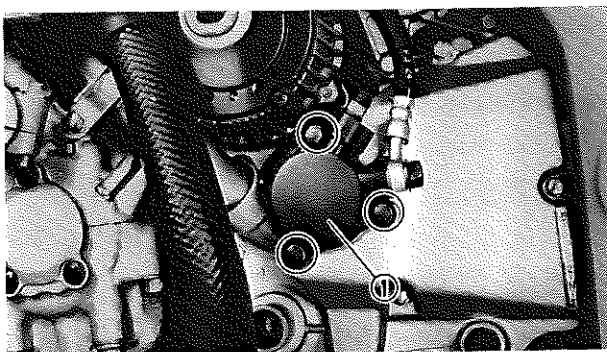
- Rear axle nut ②
- Locknut ③/Adjuster ④ (chain tensionner)
- Bolt (brake caliper bracket ⑤)

3. Push the rear wheel forward to give maximum slack to the chain.



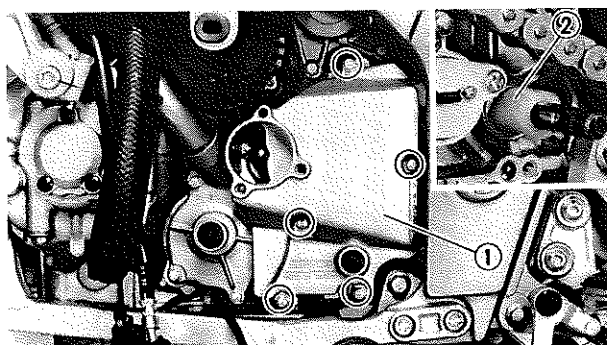
4. Remove:

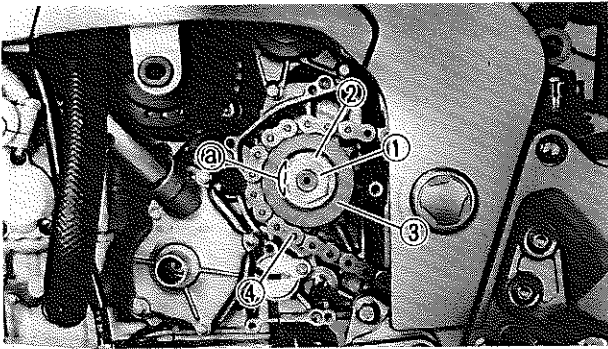
- Clutch release cylinder ①
- Dowel pins



5. Remove:

- Crankcase cover ① (left)
- Dowel pins
- Gasket
- Spacer collar ② (shift shaft)





6. Straighten:

- Lockwasher tab ②

7. Remove:

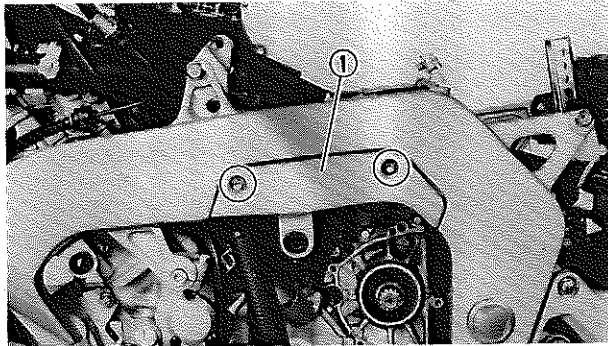
- Nut ① (drive sprocket)
- Lock washer ②
- Drive sprocket ③
(with drive chain ④)

NOTE:

Loosen the nut (drive sprocket) while applying the rear brake.

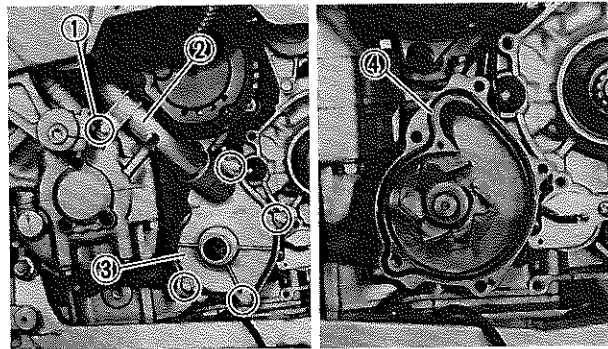
ENGINE REMOVAL**CAUTION:**

Cover the frame with rags to prevent scratches during engine removal.



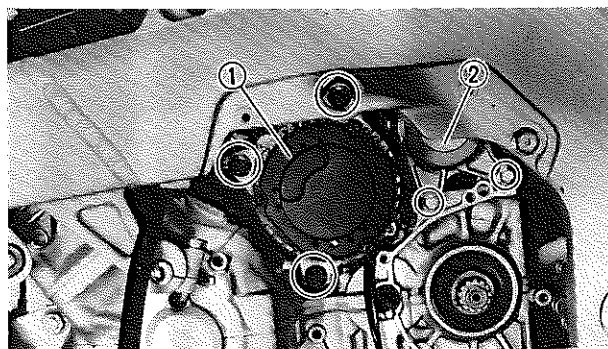
1. Remove:

- Cover ① (main frame)



2. Remove:

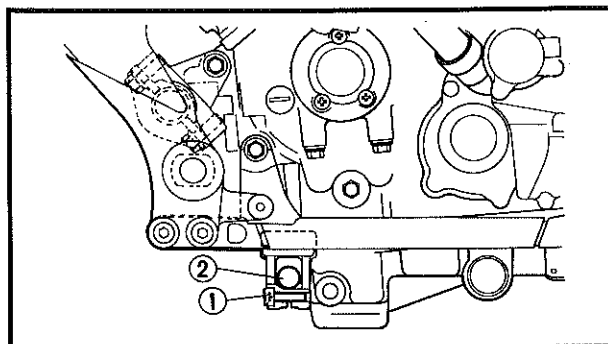
- Bolt ① (outlet pipe ②)
- Water pump cover ③
(with outlet pipe and O-rings)
- Water pump housing ④



3. Remove:

- AC generator ①
- Starter motor ②

4. Place a jack under the engine.

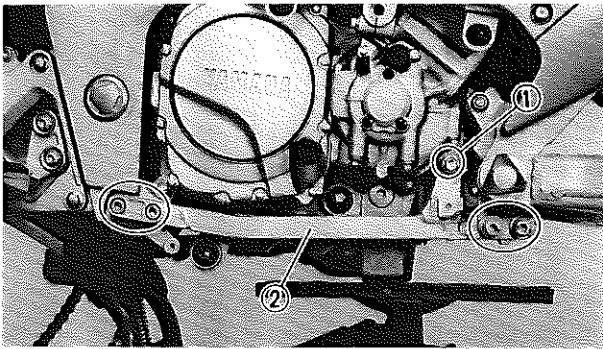


5. Loosen:

- Pinch bolt ① (cross tube)

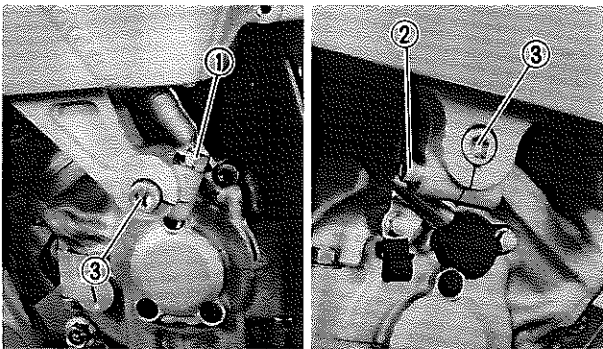
6. Remove:

- Cross tube ②



7.Remove:

- Mounting bolts ① (front lower)
- Reinforcement tube ② (right)

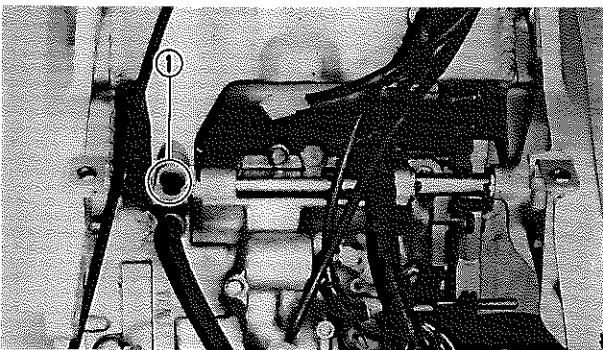


8.Loosen:

- Pinch bolt ① (center left)
- Pinch bolt ② (center right)

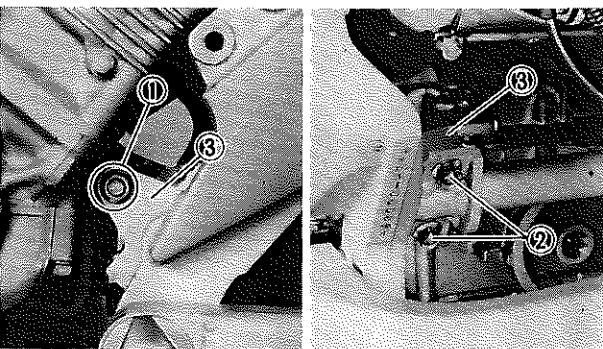
9.Remove:

- Mounting bolts ③ (center)



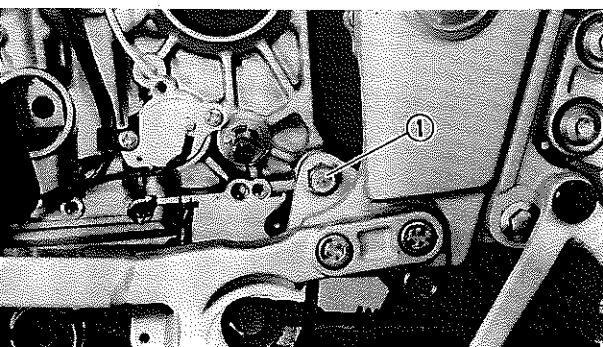
10.Loosen:

- Pinch bolt ① (rear upper)



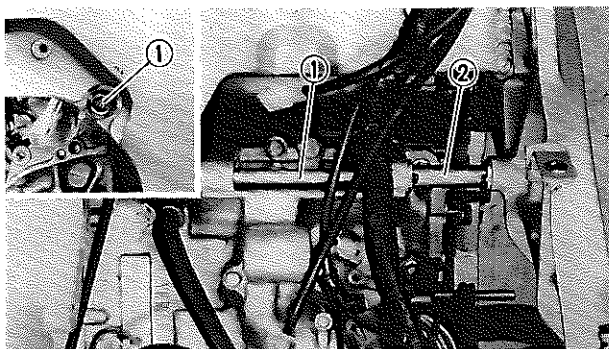
11.Remove:

- Mounting bolts ① (front upper)
- Bolts ② (mounting bracket ③)



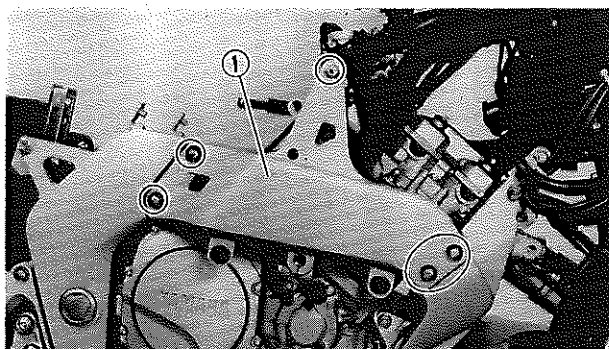
12.Remove:

- Mounting bolt ① (rear lower)



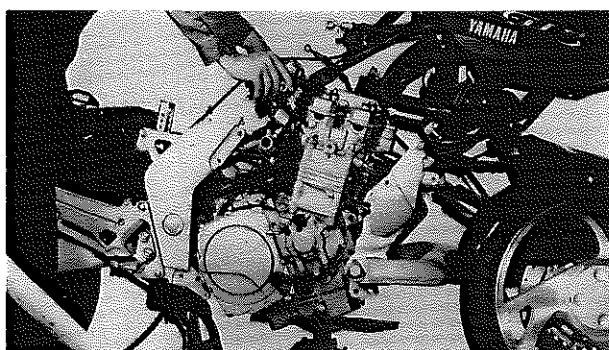
13.Remove:

- Mounting bolt ① (rear upper)
- Spacer collar ②



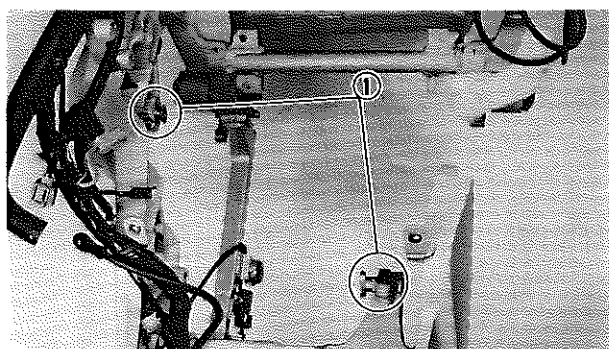
14.Remove:

- Main frame center beam ① (right)



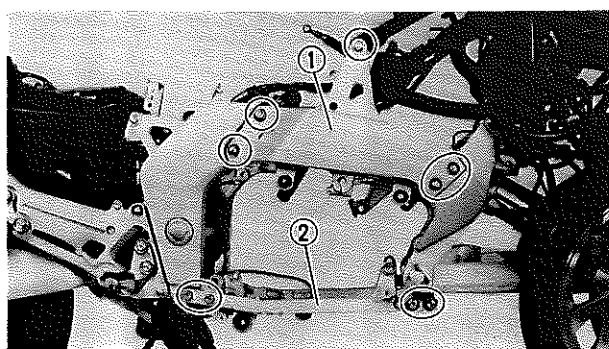
15.Remove:

- Engine assembly
(from the right side of the motorcycle)



16.Remove:

- Collars ①
(from mounting boss)



CAUTION:

After removing the engine, reinstall temporarily the upper beam ① (right side of the frame) and the reinforcement tube ② to prevent an accidental distortion of the frame or other damage.



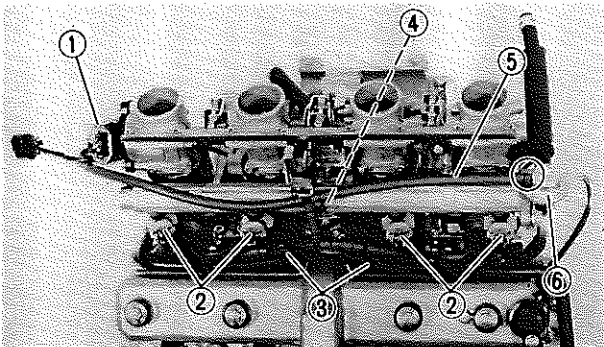
ENGINE DISASSEMBLY

INJECTOR ASSEMBLY

NOTE:

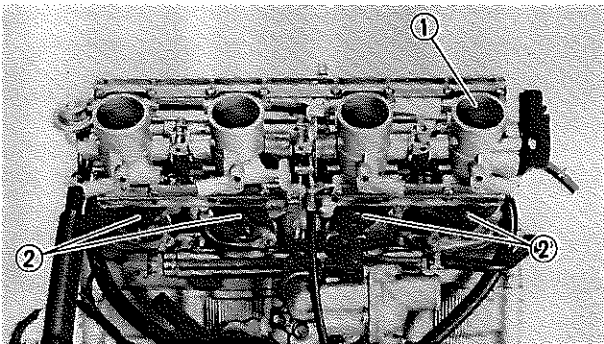
With the engine mounted, the injector assembly can be maintained when the following parts are removed:

- Side cowlings
- Air filter case



1.Disconnect:

- Coupler ① (throttle sensor)
- Couplers ② (injector)
- Hoses ③
(from fast idle unit ④)
- Pulsor hose ⑤
(from pressure regulator ⑥)

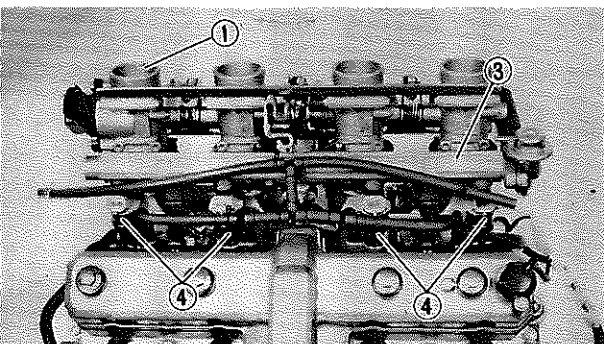


2.Remove:

- Throttle body assembly ①
- Air intake joints ②
- Fuel distributor ③
(with dowel pins)
- Fuel injectors ④
(with seals)

NOTE:

Identify each injector position carefully so that it can be reinstalled in the original place.

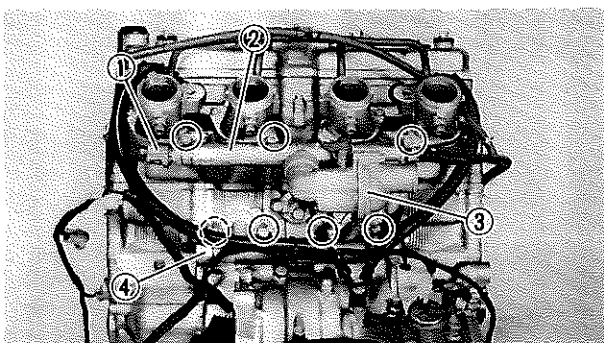


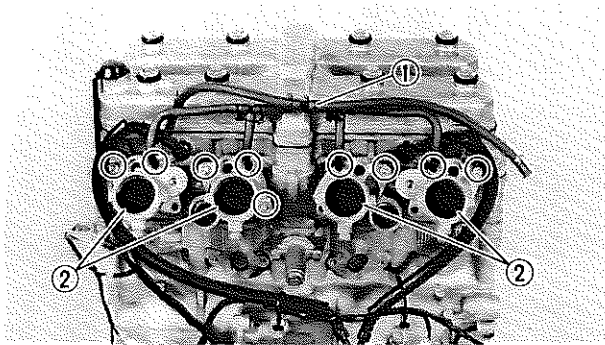
3.Disconnect:

- Coupler ① (water temperature sensor)

4.Remove:

- Coolant collector ② (outlet)
(with thermostatic valve housing ③ and O-rings)
- Coolant collector ④ (inlet)
(with O-rings)



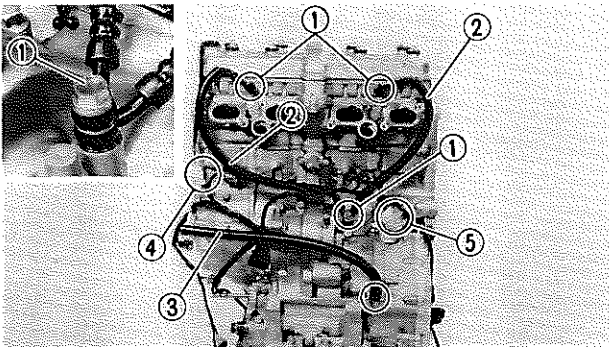


5. Disconnect:

- Pulsor hoses ① (from intake ducts)

6. Remove:

- Intake ducts ②
- Dowel pins
- Gaskets (intake duct)



HOSE AND LEADS

1. Remove:

- Union bolts ① (with gaskets)
- Oil delivery hoses ②

2. Disconnect:

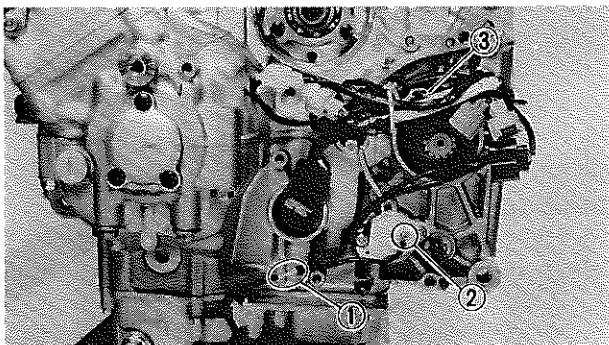
- Crankcase ventilation hose ③
- Coupler ④ (camshaft sensor)
- Coupler ⑤ (crankshaft sensor)

3. Disconnect:

- Oil level switch lead ①
- Neutral switch lead ②

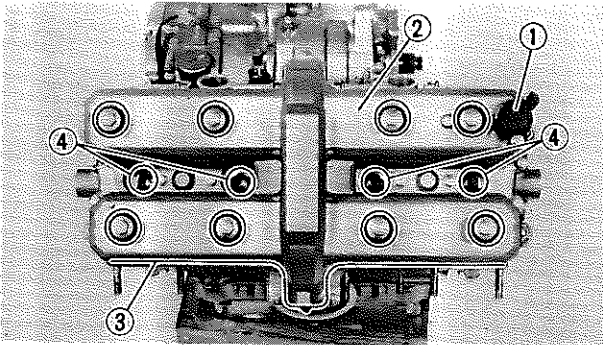
4. Remove:

- Engine wire harness ③

CYLINDER HEAD COVER, CAMSHAFT,
CAMSHAFT CASE AND CYLINDER HEAD**NOTE:**

With the engine mounted, the cylinder head cover, camshafts, camshaft case and cylinder head can be maintained by removing the following parts.

- Side cowlings
- Air filter case
- Fuel injector assembly

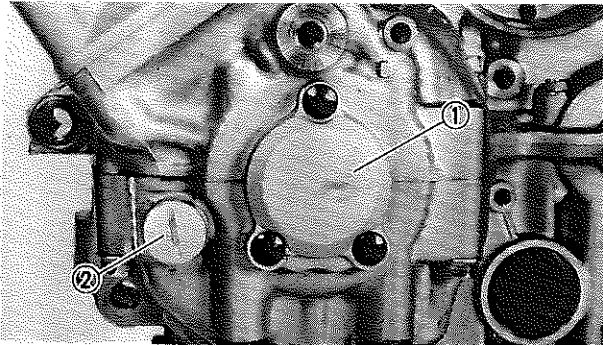


1.Remove:

- Camshaft sensor ①
- Cylinder head cover ②
- Gasket ③ (cylinder head cover)
- Spark plugs ④

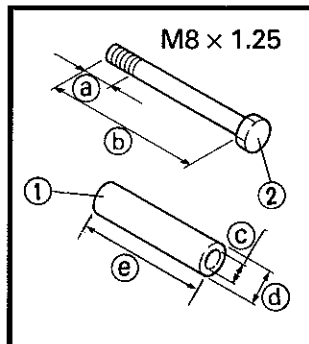
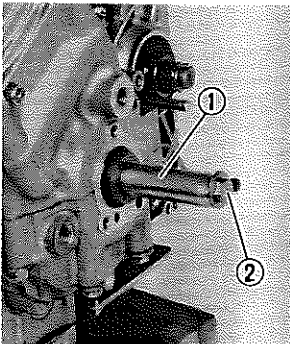
NOTE:

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



2.Remove:

- Crankshaft end cover ① (left) (with O-ring)
- Timing plug ② (with O-ring)

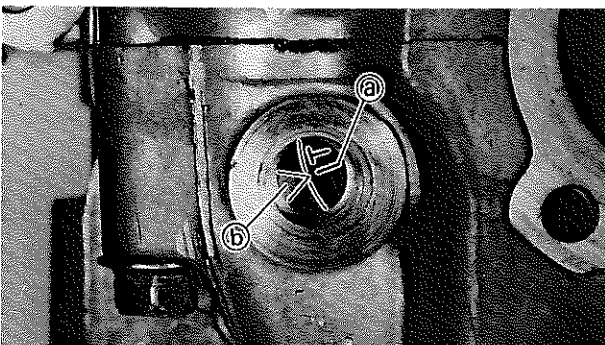


3.Install:

- Suitable collar ①
- Bolt ②

as shown in the illustration.

- | | |
|--------------------|--------------------|
| • a 15 mm (0.6 in) | • d 12 mm (0.5 in) |
| • b 75 mm (3.0 in) | • e 60 mm (2.4 in) |
| • c 8 mm (0.3 in) | |

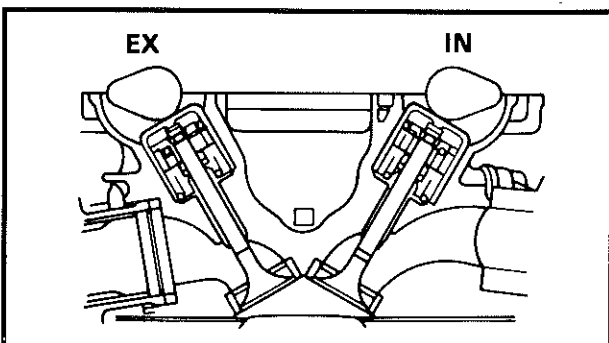


4.Align:

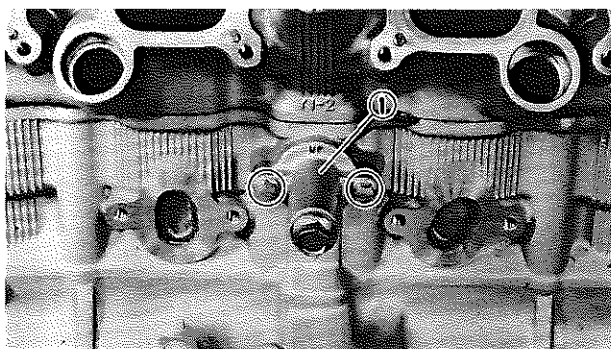
- "T" mark (with stationary pointer)

NOTE:

- Turn the crankshaft counterclockwise and align the "T" mark ① with the stationary pointer ② when #1 piston is at TDC on compression stroke.

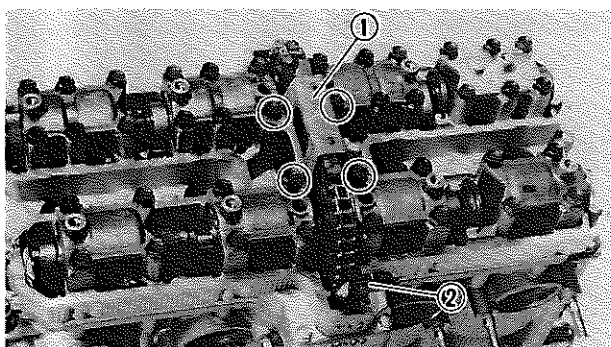


- The #1 piston is in compression stroke TDC when the cam lobes are turned away from each other, as shown.



5.Remove:

- Timing chain tensioner ①
- Gasket



6.Remove:

- Timing chain guide ① (upper)
- Timing chain guide ② (exhaust side)

NOTE:

Select one of the following procedures explained hereafter:

Procedure 1.

For engine service without cylinder head disassembly.

→ Disconnect the timing chain.

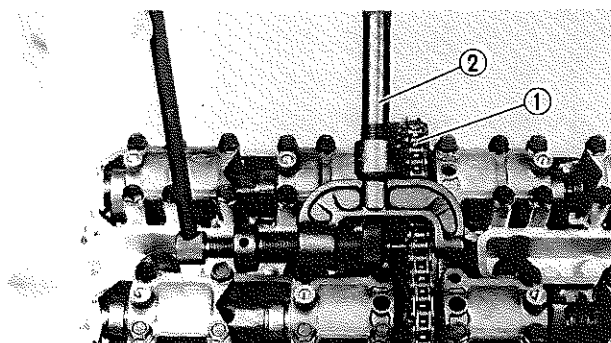
The pistons and cylinders can be removed without removing the camshafts.

Procedure 2.

For engine service including cylinder head disassembly.

→ Remove the camshaft caps and camshafts.

The camshafts can be removed without disconnecting the timing chain.



Procedure 1.

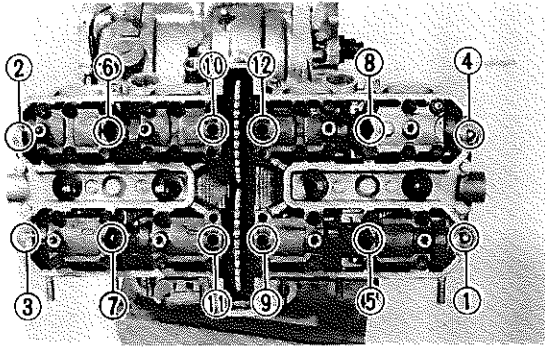
1.Disconnect:

- Timing chain ①

Use the timing chain cutter ②.



Timing chain cutter:
YM-01112/90890-01112



2.Remove:

- Nuts (cylinder head)

NOTE:

- Loosen the nuts in the proper sequence.
- Follow the numerical order shown in the photo. Start with loosening each nut 1/2 turn until all are loose.

3.Remove:

- Cylinder head (with camshaft case)
- Gasket ① (cylinder head)
- Dowel pins ②

NOTE:

Remove the cylinder head (with camshaft case) as a whole to prevent the valve lifters and adjusting pads from falling into the crankcase.

4.Next step, see "CYLINDER AND PISTON".

Procedure 2.

1.Remove:

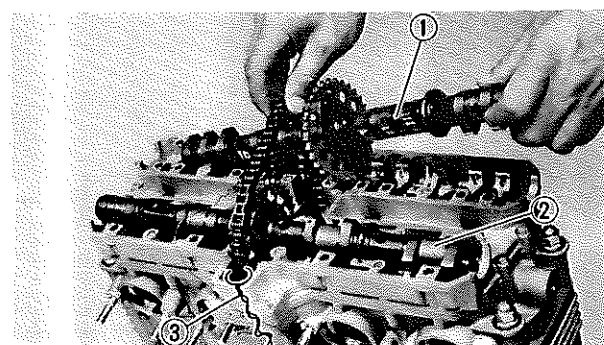
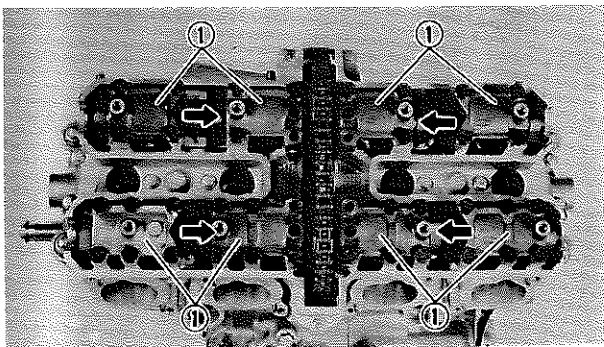
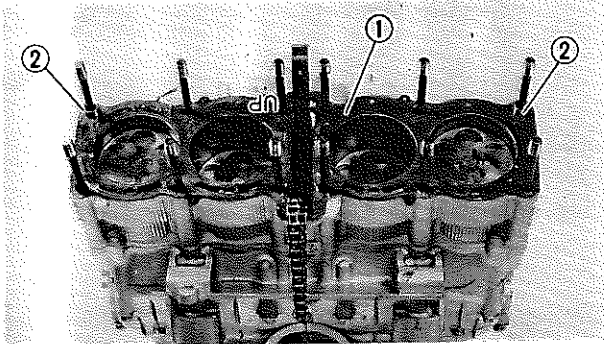
- Camshaft caps ①
- Dowel pins

NOTE:

Remove the camshaft cap bolts in a criss-cross pattern from the outside to inside.

CAUTION:

The bolts (camshaft caps) must be removed evenly to prevent damage to the cylinder head, camshaft or camshaft caps.

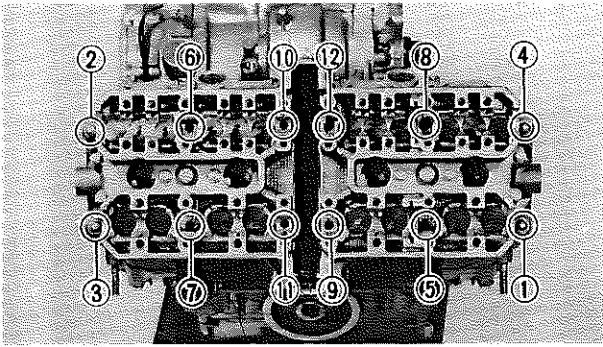


2.Remove:

- Camshaft (intake ① and exhaust ②)

NOTE:

Attach a wire ③ to the timing chain to prevent it from falling into the crankcase.



3.Remove:

- Nuts (cylinder head)

NOTE:

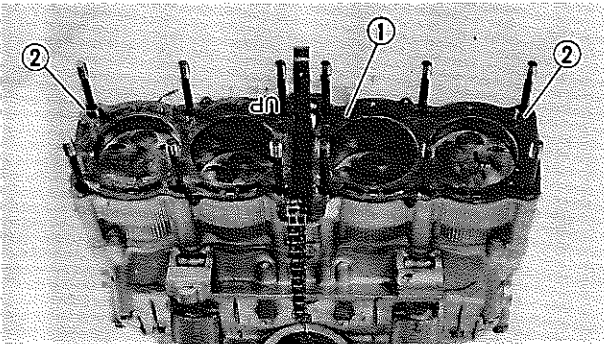
- Loosen the nuts in the proper sequence.
- Follow the numerical order shown in the photo. Start with loosening each nut 1/2 turn until all are loose.

4.Remove:

- Cylinder head
(with camshaft case)

NOTE:

Remove the cylinder head (with camshaft case) as a whole to prevent the valve lifters and adjusting pads from falling into the crankcase.



5.Remove:

- Gasket ① (cylinder head)
- Dowel pins ②

CYLINDER AND PISTON

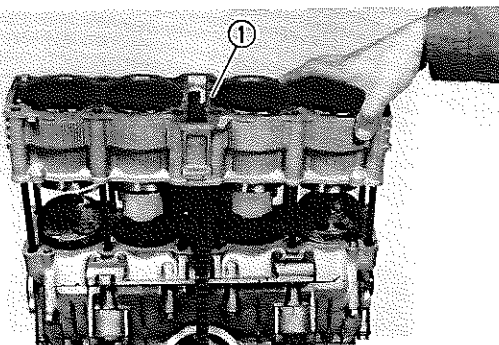
NOTE:

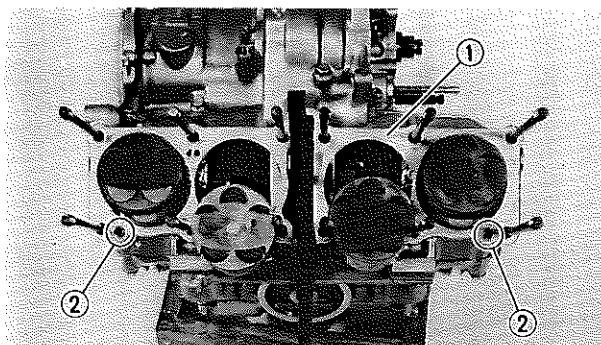
With the engine mounted, the cylinder and piston can be maintained by removing the following parts.

- Side cowlings
- Air filter case
- Fuel injector assembly
- Cylinder head assembly

1.Remove:

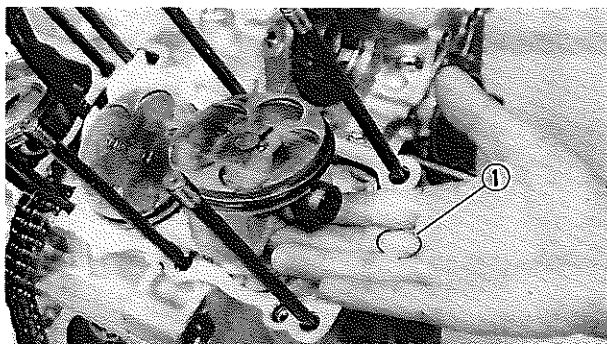
- Cylinder ①





2.Remove:

- Gasket ① (cylinder)
- Dowel pins ②

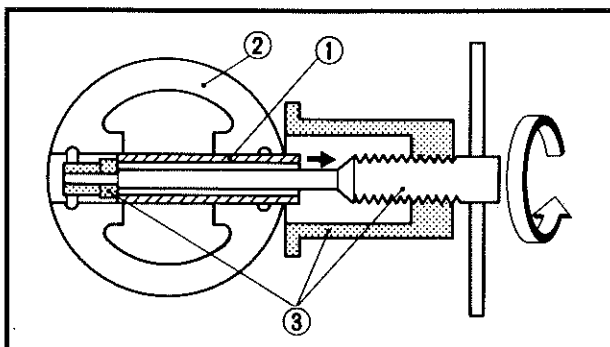


3.Remove:

- Circlips ① (piston pin)

NOTE:

Before removing the piston pin circlip, cover the crankcase with a clean rag to prevent the circlip from falling into the crankcase cavity.

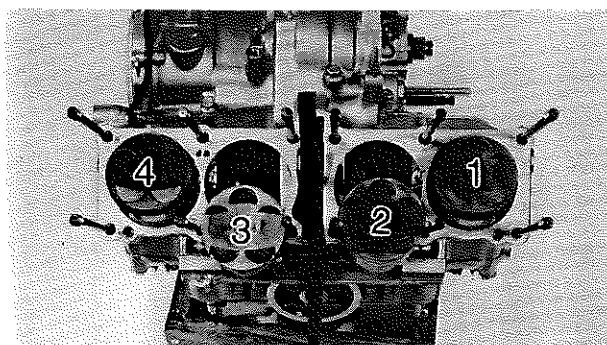


4.Remove:

- Piston pins ①
- Pistons ②

NOTE:

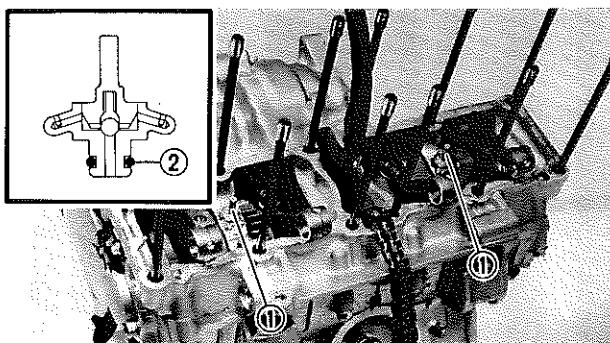
- Put identification marks on the each piston head for reference during reinstallation.
- Before removing the piston pin, deburr the clip groove and pin hole area. If the piston pin groove is deburred and piston pin is still difficult to remove, use the piston pin puller ③.



Piston pin puller :
YU-01304/90890-01304

CAUTION:

Do not use a hammer to drive the piston pin out.



5.Remove:

- Oil-Jet nozzles ①
(with O-ring ②)

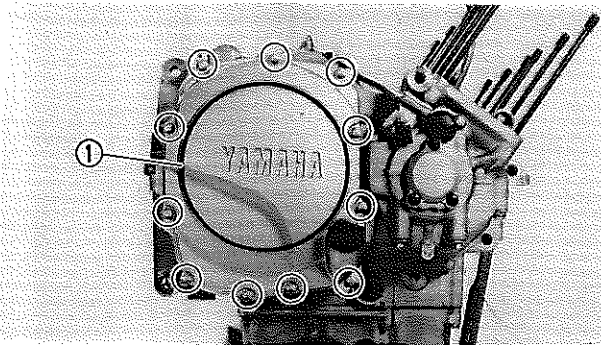


CLUTCH

NOTE:

With the engine mounted, the clutch assembly can be maintained by removing the following parts.

- Lower cowling (right)

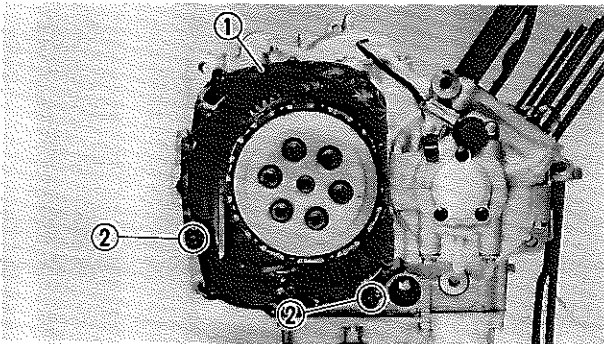


1.Remove:

- Crankcase cover ① (right)

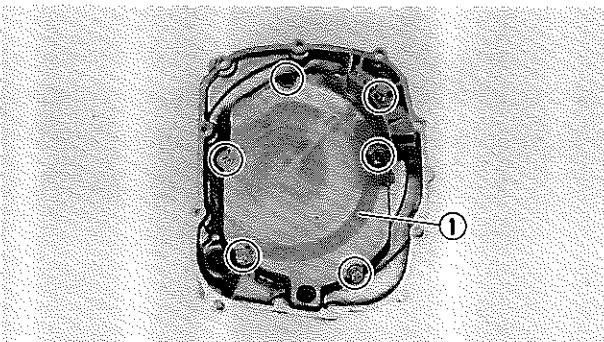
NOTE:

Loosen the bolts in a crisscross pattern.



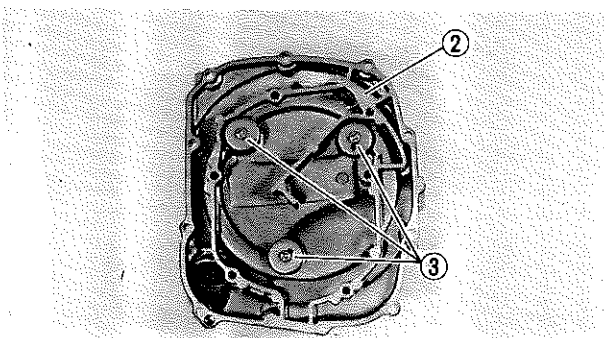
2.Remove:

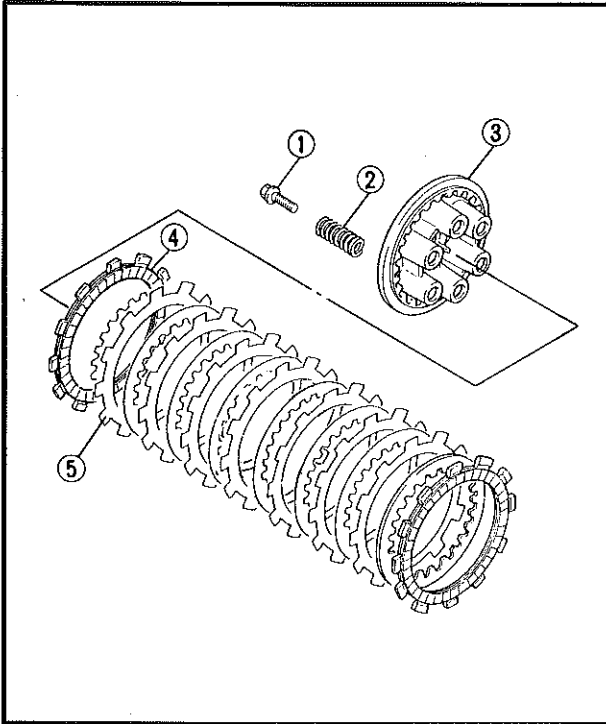
- Gasket ①
- Dowel pins ②



3.Remove:

- Cover ① (breather)
- Gasket ②
- Washer ③
- Rubber ring
- Cover (outer)



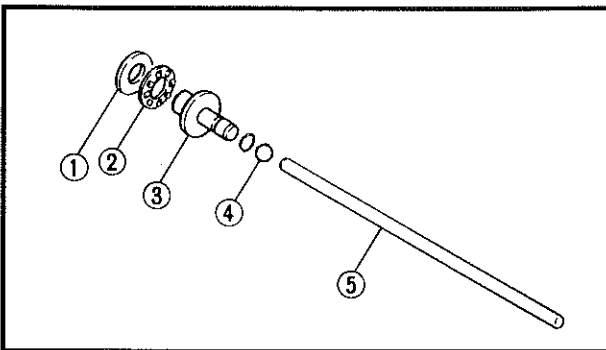


4.Remove:

- Bolts ① (pressure plate)
- Clutch springs ②
- Pressure plate ③
- Friction plates ④
- Clutch plates ⑤

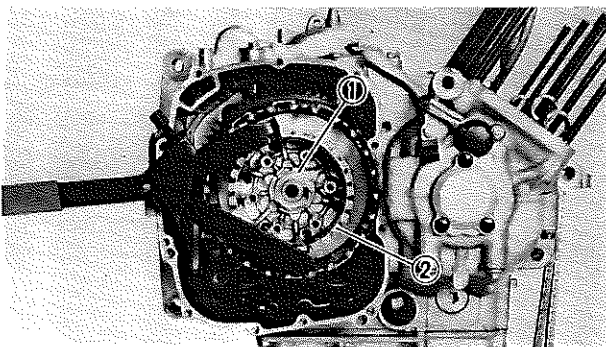
NOTE:

Loosen the bolts (pressure plate) in a criss-cross pattern.



5.Remove:

- Washer ①
- Bearing ②
- Push rod #1 ③
(with O-ring)
- Ball ④
- Push rod #2 ⑤



6.Straighten the lock washer tabs.

7.Loosen:

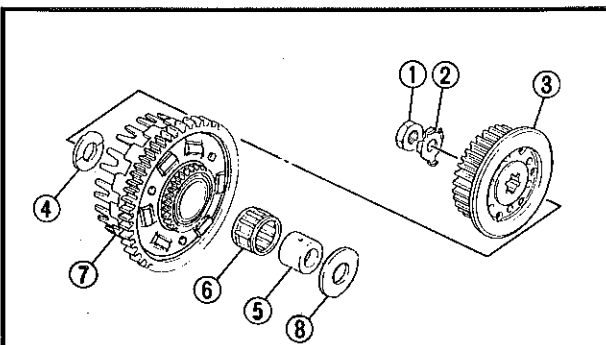
- Nut ① (clutch boss)

NOTE:

Loosen the nut ① (clutch boss) while holding the clutch boss ② with the universal clutch holder.

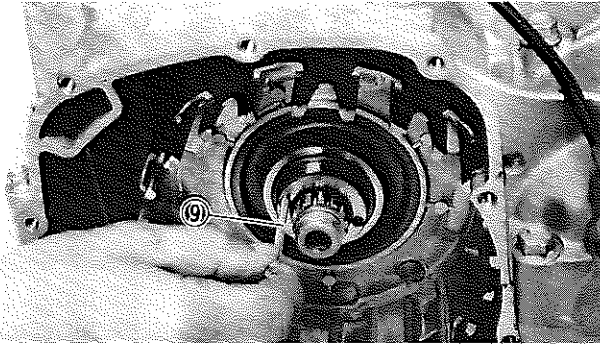


Universal clutch holder:
YM-91042/90890-04086



8.Remove:

- Nut ① (clutch boss)
- Lock washer ②
- Clutch boss ③
- Thrust washer ④
- Spacer ⑤
- Bearing ⑥
- Clutch housing ⑦
- Thrust washer ⑧

**NOTE:**

Install a 5 mm (0.2 in) screw ⑨ onto the spacer. Then remove the spacer by pulling on the screw.

OIL PAN AND OIL STRAINER**NOTE:**

With the engine mounted, the oil pan and oil strainer can be maintained by removing the following parts.

- Lower cowling
- Exhaust pipes
- Exhaust chamber

1.Remove:

- Oil level switch ①
- Oil pan ②

NOTE:

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

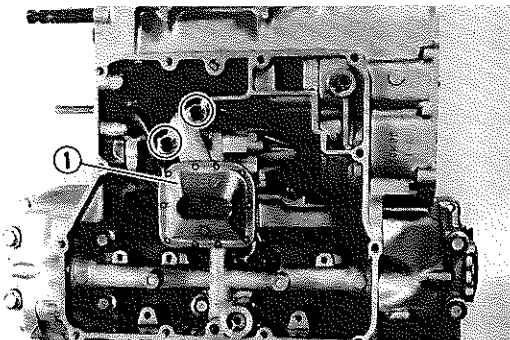
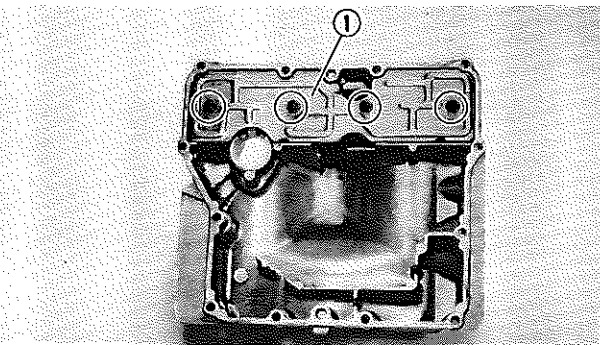
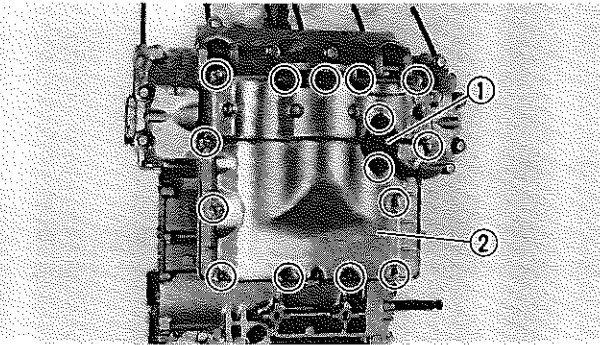
- Gasket (oil pan)
- Dowel pins

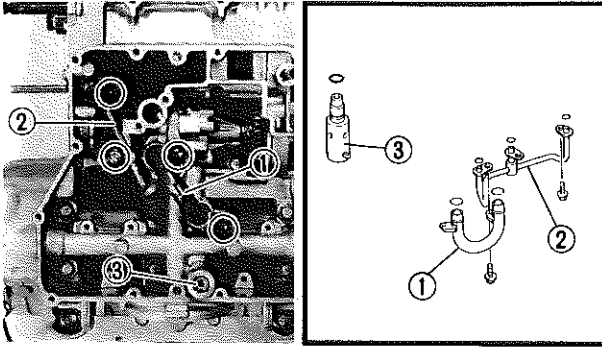
2.Remove:

- Baffle plate ① (oil pan)

3.Remove:

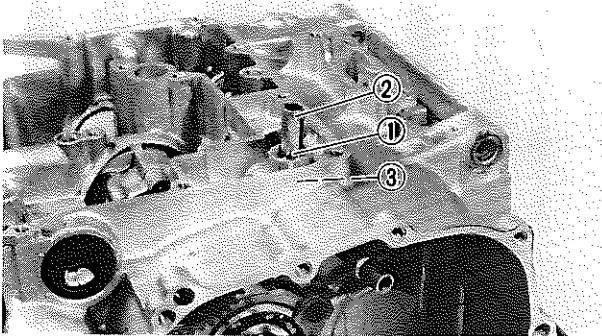
- Oil strainer assembly ①





4.Remove:

- Oil delivery pipe #2 ①
(with O-rings)
- Oil delivery pipe #1 ②
(with O-rings)
- Relief valve ③
(with O-ring)



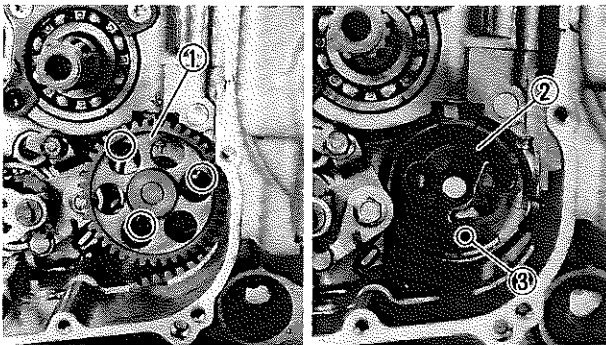
5.Remove:

- Circlip ①
- Oil pipe ②
- Mounting rubber ③

OIL PUMP AND SHIFT SHAFT**NOTE:**

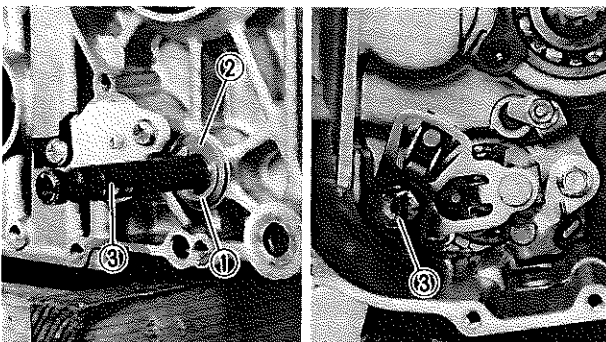
With the engine mounted, the oil pump and shift shaft can be maintained when the following parts are removed:

- Side cowlings
- Crankcase cover (left and right)
- Clutch housing



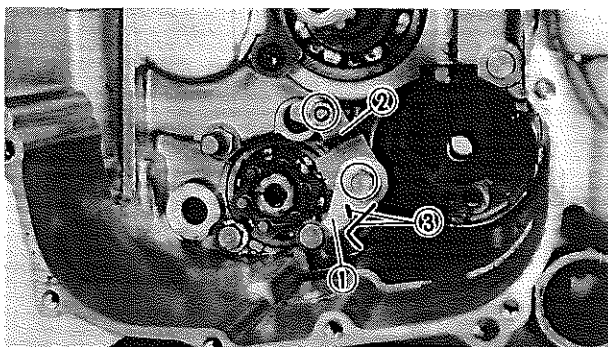
1.Remove:

- Oil pump assembly ①
- Gasket ②
- Dowel pin ③



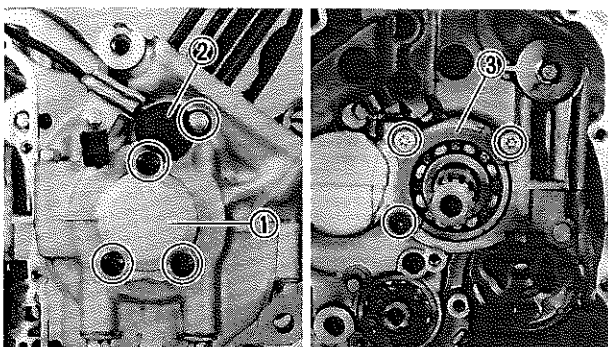
2.Remove:

- Circlip ①
- Washer ②
- Shift shaft assembly ③



3.Remove:

- Stopper lever ①
- Stopper plate ②
(shift fork guide bar and bearing)
- Return spring ③



CRANKCASE DISASSEMBLY

1.Remove:

- Crankshaft end cover ① (right)
(with O-ring)
- Crankshaft sensor ②
(with O-ring)

2.Remove:

- Bearing retainer ③ (main axle)
Use the torx wrench (T30).

3.Remove:

- Bolts (crankcase)

NOTE:

- Loosen the bolts 1/4 turn each and remove them after all are loosened.
- Remove the bolts starting with the highest numbered one.
- The embossed numbers in the crankcase designate the crankcase tightening sequence.

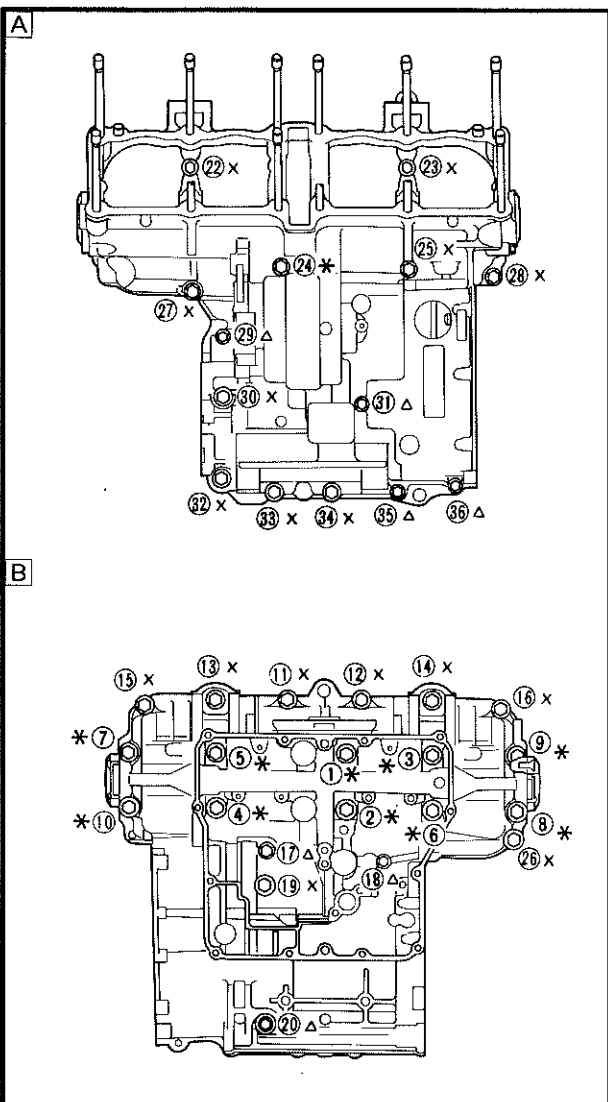
4.Place the engine upside down.

5.Remove:

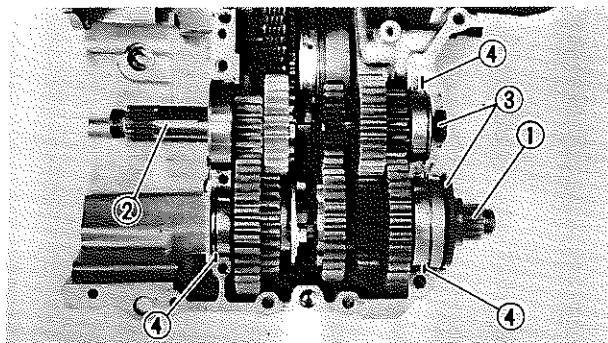
- Crankcase (lower)

CAUTION:

Use a soft hammer to tap on the case half. Tap only on reinforced portions of the case. Do not tap on the gasket mating surface. Work slowly and carefully. Make sure that the case halves separate evenly.



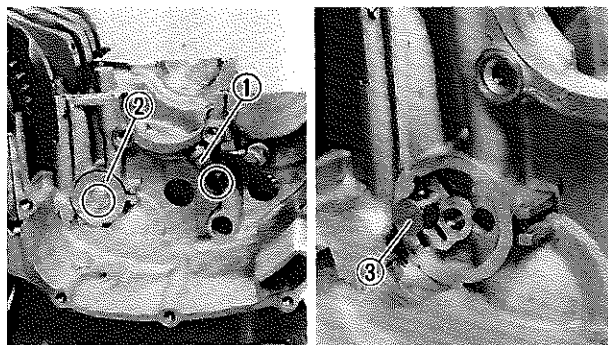
- Ⓐ Upper case
- Ⓑ Lower case
- Δ : M6 bolts
- × : M8 bolts
- * : M9 bolts



TRANSMISSION

1.Remove:

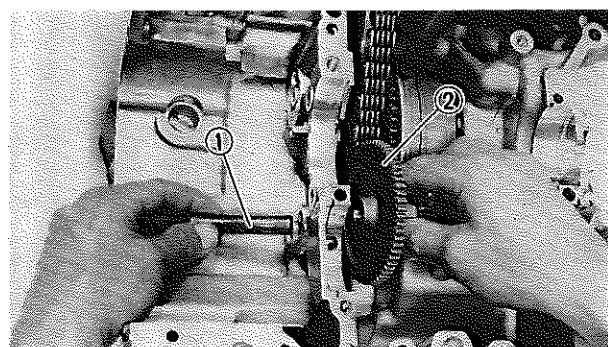
- Drive axle assembly ①
- Main axle assembly ②
- Oil seals ③
- Circlips ④



STARTER CLUTCH AND CRANKSHAFT

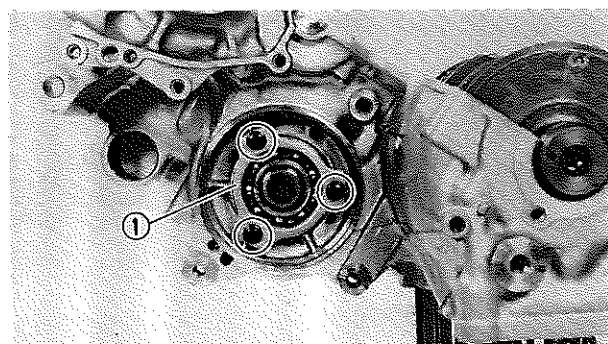
1.Remove:

- Oil delivery pipe #5 ①
(with O-rings)
- Oil plug plate ②
- Gasket
- Oil spray nozzle ③



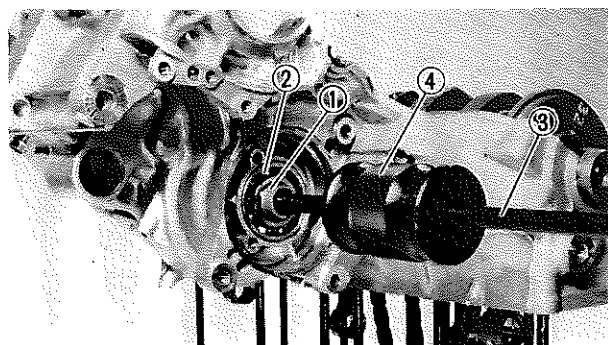
2.Remove:

- Shaft ①
- Starter idle gear ②



3.Remove:

- Bearing retainer ①



4.Remove:

- Shaft ① (AC generator)
(with bearing ②)
- Use the armature shock puller ③ and weight ④.

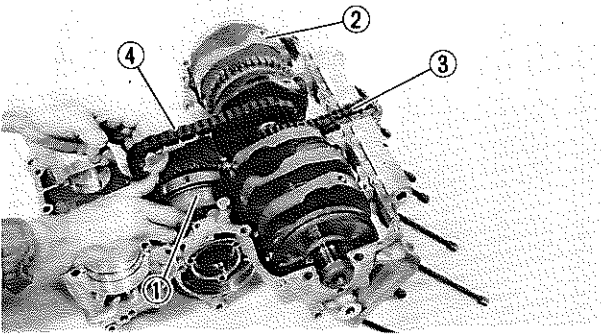


Armature shock puller:

YU-01047 – 3/90890-01290

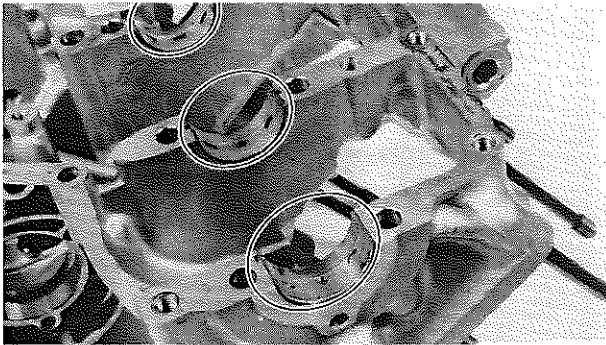
Weight:

YU-01047 – 2/90890-01291



5.Remove:

- Starter clutch assembly ①
- Crankshaft assembly ②
- Timing chain ③
- HY-VO chain ④

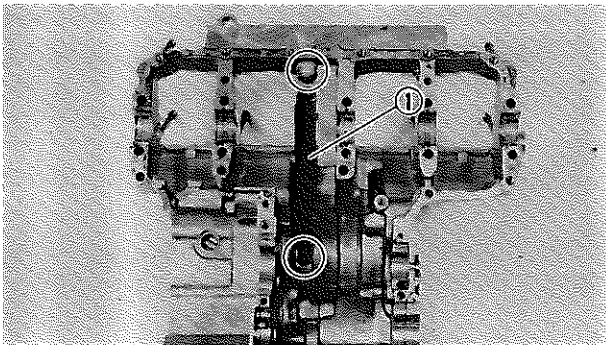


6.Remove:

- Main journal bearings (crankshaft)

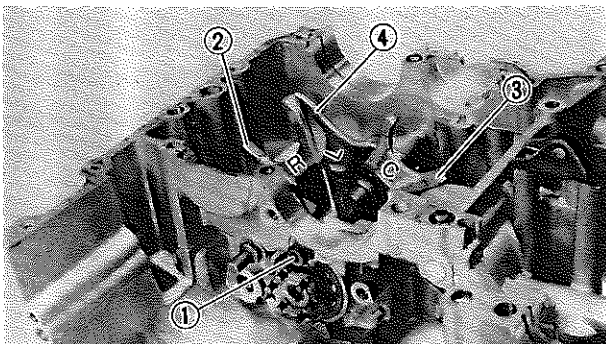
NOTE:

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



7.Remove:

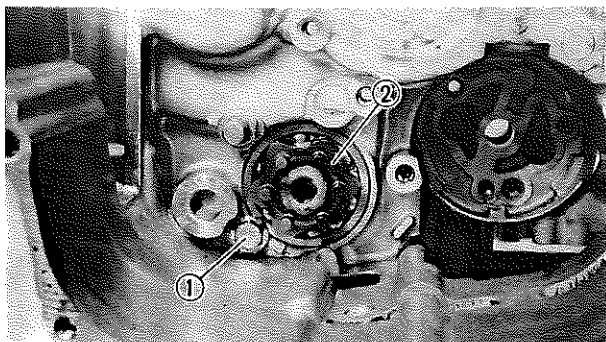
- HY-VO chain guide ①



SHIFT FORK AND SHIFT CAM

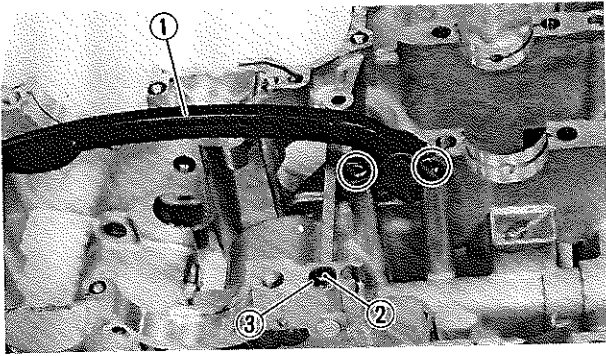
1.Remove:

- Guide bar ① (shift fork)
- Shift fork "R" ②
- Shift fork "C" ③
- Shift fork "L" ④

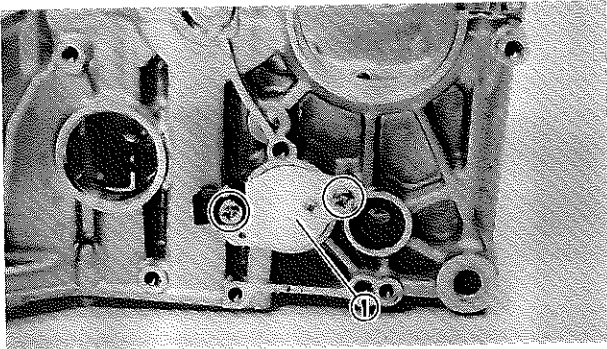


2.Remove:

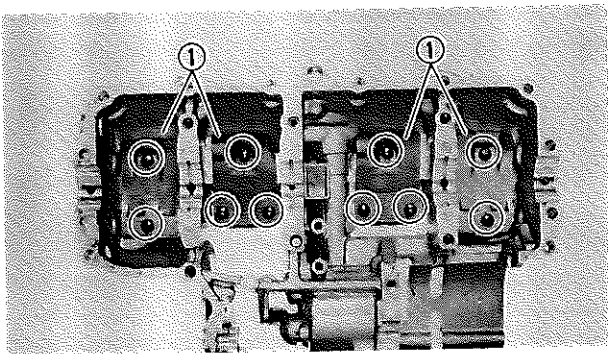
- Bolt ① (bearing stopper)
- Shift cam assembly ②



- 3.Remove:
- Timing chain guide ① (intake side)
 - Dowel pin ②
 - O-ring ③



- 4.Remove:
- Neutral switch ①

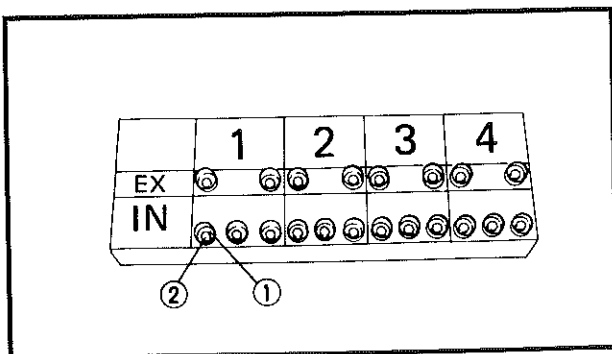


- 5.Remove:
- Baffle plates ①

VALVE AND CAMSHAFT CASE

NOTE:

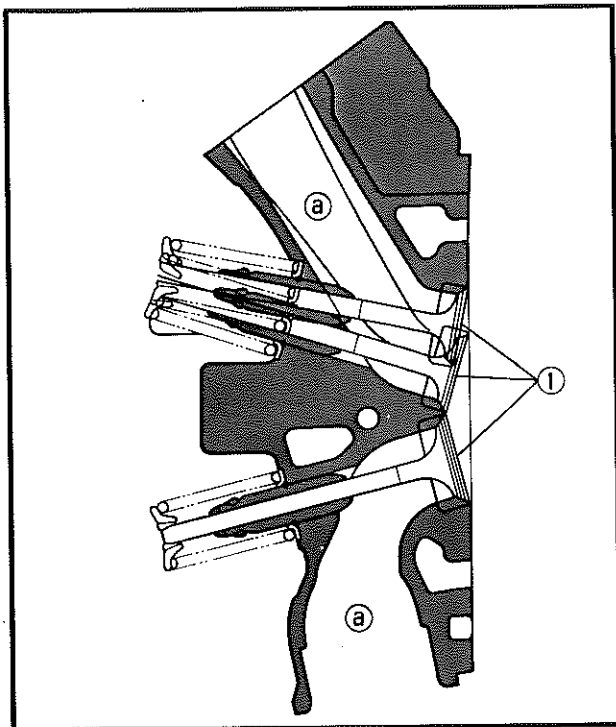
The valve sealing should be checked before removing the internal parts (valve, valve spring, valve seat etc.) of the cylinder head.



- 1.Remove:
- Lifters ①
 - Pads ②

NOTE:

Identify each lifter ① and pad ② position very carefully so that they can be re-installed in their original place.

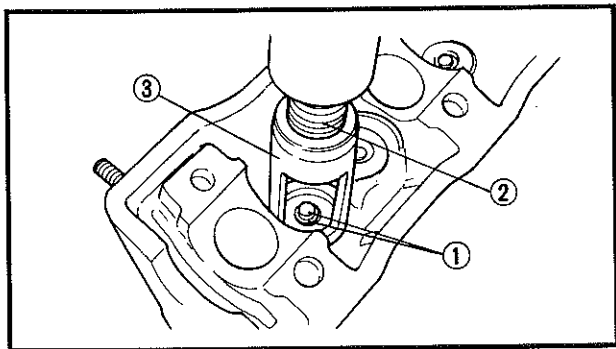


2.Check:

- Valve sealing
Leakage at valve seat → Inspect the valve face, valve seat and the valve seat width. Refer to "INSPECTION AND REPAIR - VALVE SEAT".

Checking Steps:

- Pour a clean solvent (a) into the intake and exhaust ports.
- Check the valve seating.
There should be no leakage at the valve seat (1).



3.Remove:

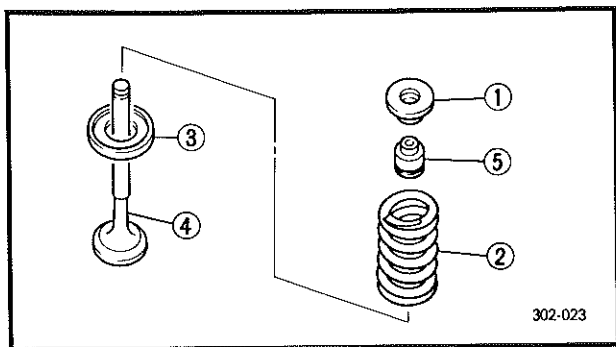
- Valve cotters (1)

NOTE:

Attach the valve spring compressor (2) and attachment (3) between the valve spring retainer and cylinder head to remove the valve cotters.



Valve spring compressor:
YM-04019/90890-04019
Attachment:
(For exhaust valve)
YM-04108/90890-04108
(For intake valve)
YM-04114/90890-04114

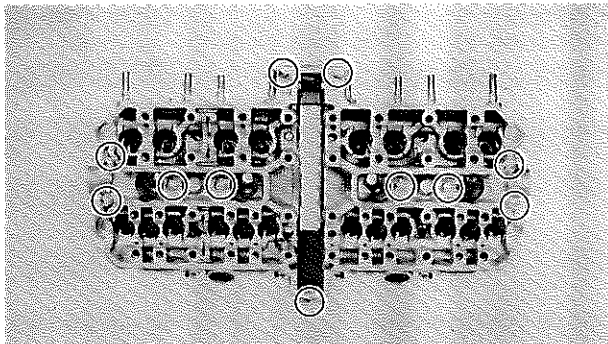


4.Remove:

- Valve spring retainer (1)
- Valve spring (2)
- Spring seat (3)
- Valve (4)
- Oil seal (5)

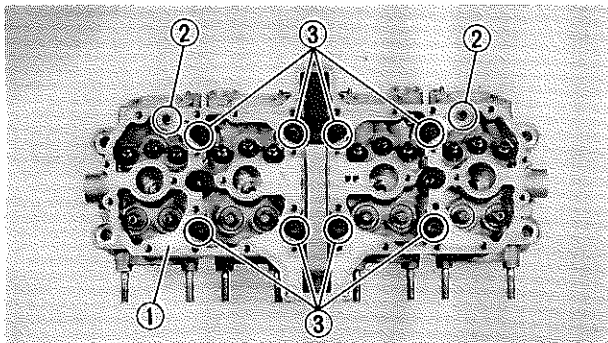
NOTE:

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

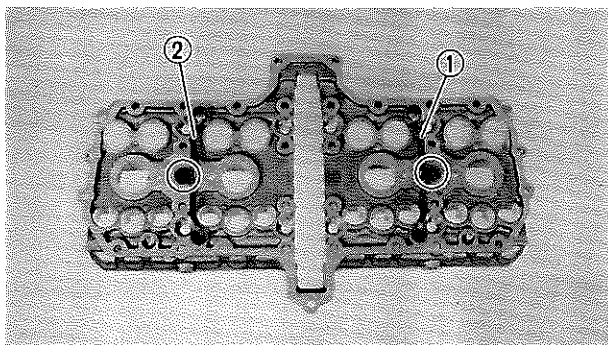


- 5.Remove:
- Camshaft case

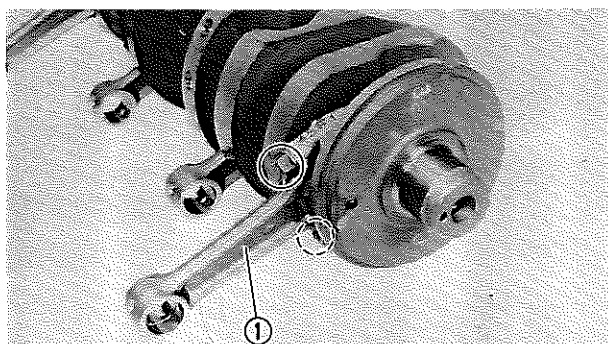
NOTE: _____
Remove the bolts from the outside to inside.



- 6.Remove:
- Gasket ① (camshaft case)
 - Dowel pins ②
 - Nuts ③ (cylinder head)
 - Washers



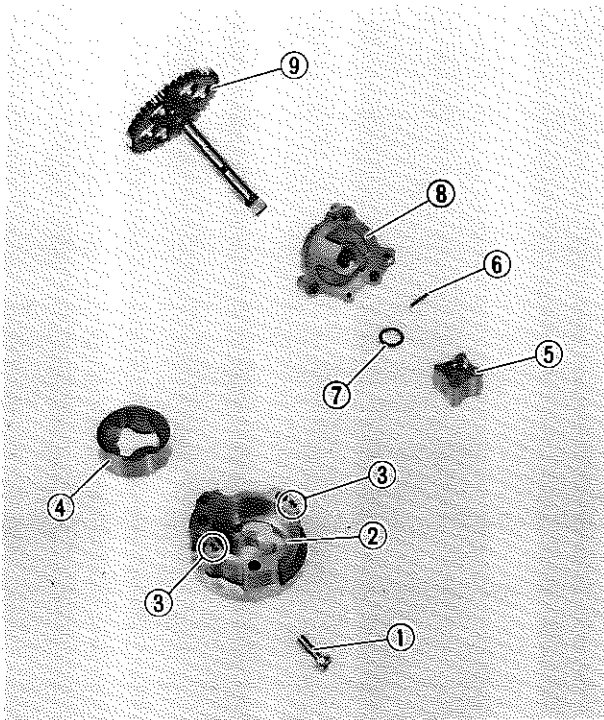
- 7.Remove:
- Oil delivery pipe #3 ① (with O-rings)
 - Oil deliver pipe #4 ② (with O-rings)



CONNECTING ROD

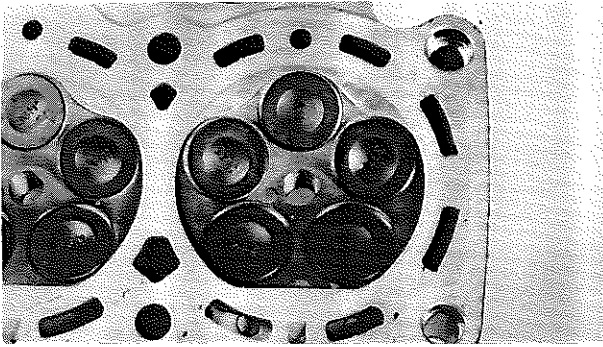
- 1.Remove:
- Connecting rod ①
 - Bearings (connecting rod)

NOTE: _____
Identify each bearing position very careful so that it can be reinstalled in its original place.

**OIL PUMP**

1.Remove:

- Screw ①
- Pump housing ②
- Dowel pins ③
- Outer rotor ④
- Inner rotor ⑤
- Pin ⑥
- Washer ⑦
- Pump cover ⑧
- Pump shaft ⑨



INSPECTION AND REPAIR

CYLINDER HEAD

1. Eliminate:

- Carbon deposit
(from combustion chamber)
Use rounded scraper.

NOTE:

Do not use a sharp instrument to avoid damaging or scratching:

- Spark plug threads
- Valve seat

2. Inspect:

- Cylinder head
Scratches/Damage → Replace.
- Water jacket
Crust of minerals/Rust → Eliminate.

3. Measure:

- Cylinder head warpage
Out of specification → Resurface.



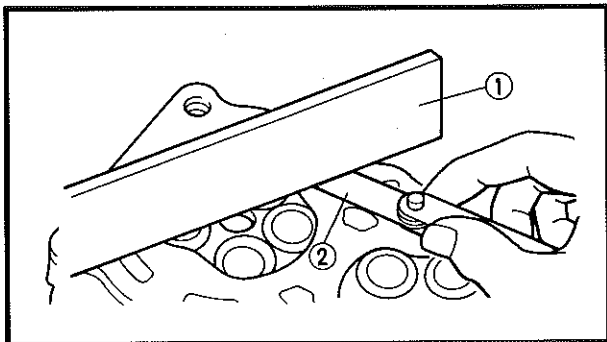
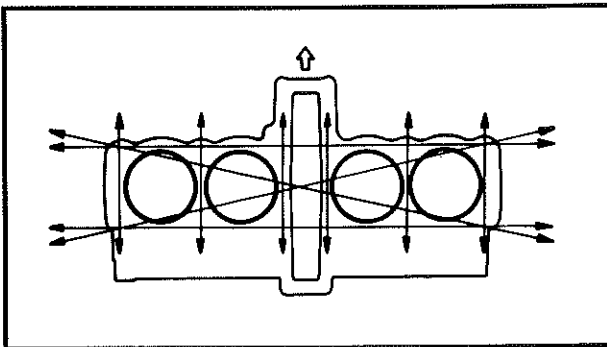
Cylinder head warpage:
Less than 0.03 mm (0.0012 in)

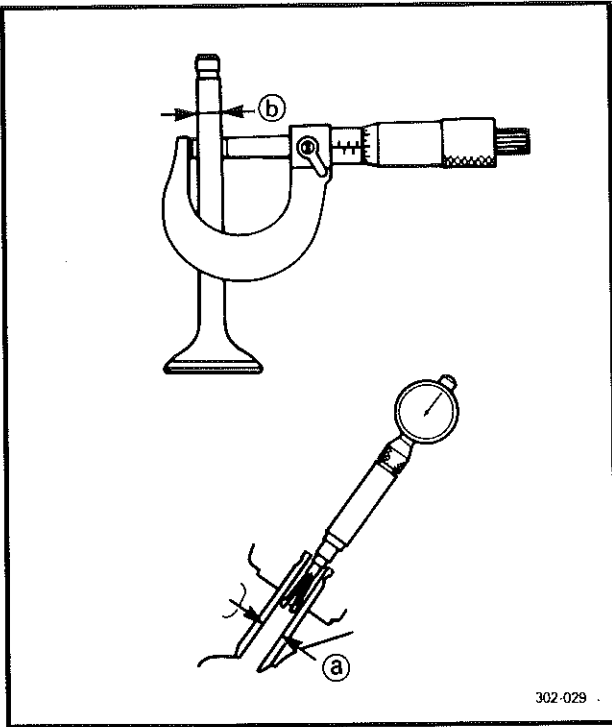
Warpage measurement and resurfacement steps:

- Hold a straight edge ① and a thickness gauge ② to the cylinder head.
- Measure the warpage.
- If the warpage is out of specification, resurface the cylinder head.
- Place a 400 ~ 600 grit wet sandpaper on the surface plate, and resurface the head using a figure-eight sanding pattern.

NOTE:

Rotate the head several times to avoid removing too much material from one side.






VALVE AND VALVE GUIDE

1.Measure:

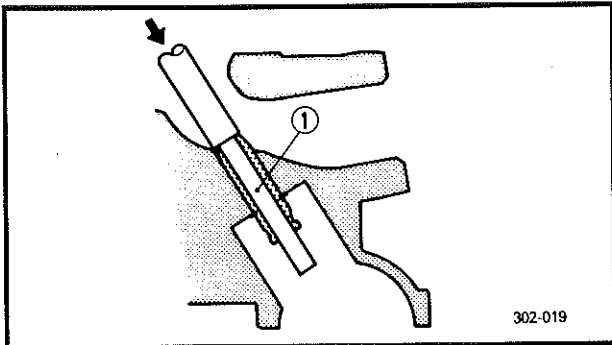
- Stem-to-guide clearance

$$\text{Stem-to-guide clearance} = \text{Valve guide inside diameter } \textcircled{a} - \text{Valve stem diameter } \textcircled{b}$$

Out of specification → Replace valve guide.



Stem-to-guide clearance:
Intake:
 0.010 ~ 0.037 mm
 (0.0004 ~ 0.0015 in)
 < Limit > : 0.08 mm (0.003 in)
Exhaust:
 0.025 ~ 0.052 mm
 (0.0010 ~ 0.0020 in)
 < Limit > : 0.10 mm (0.004 in)



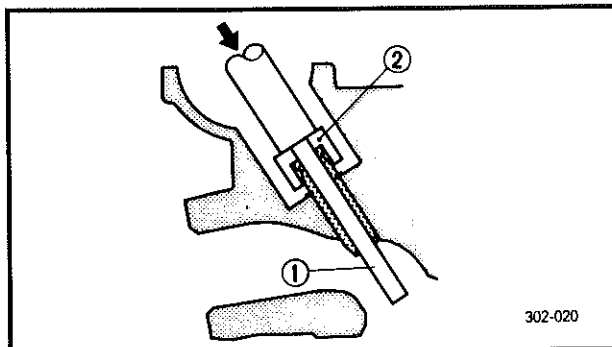
2.Replace:

- Valve guide

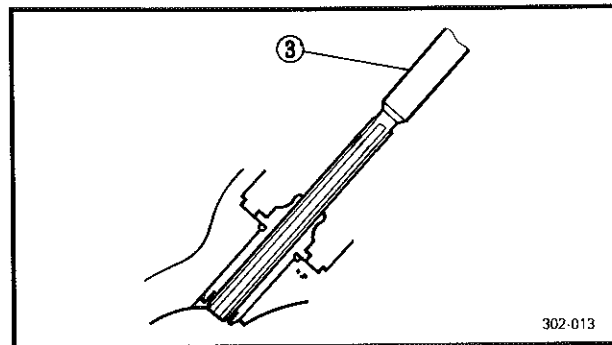

Replacement steps:

NOTE:

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



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

Valve guide remover (4.5 mm):
 YM-04116/90890-04116
Valve guide installer (4.5 mm):
 YM-04117/90890-04117
Valve guide reamer (4.5 mm):
 YM-04118/90890-04118

NOTE:

Reface the valve seat after replacing the valve guide.

3. Eliminate:

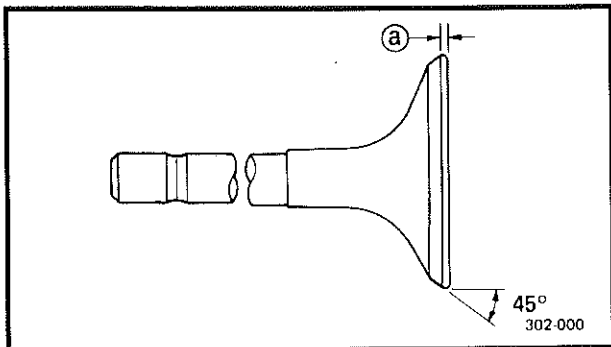
- Carbon deposit (from valve face)


4. Inspect:

- Valve face
Pitting/Wear → Grind the face.
- Valve stem end
Mushroom shape or diameter larger than rest of stem → Replace.

5. Measure:

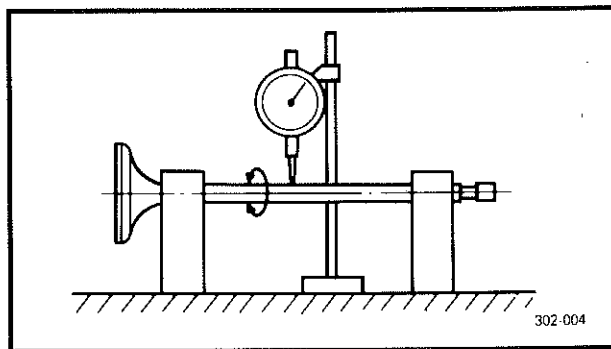
- Margin thickness (a)
Out of specification → Replace.




	Margin thickness:
	IN: 0.45 ~ 0.95 mm (0.018 ~ 0.037 in)
	EX: 0.75 ~ 1.25 mm (0.030 ~ 0.049 in)

6. Measure:

- Runout (valve stem)
Out of specification → Replace.



	Runout limit:
	0.01 mm (0.0004 in)

NOTE:

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

VALVE SEAT

1. Eliminate:

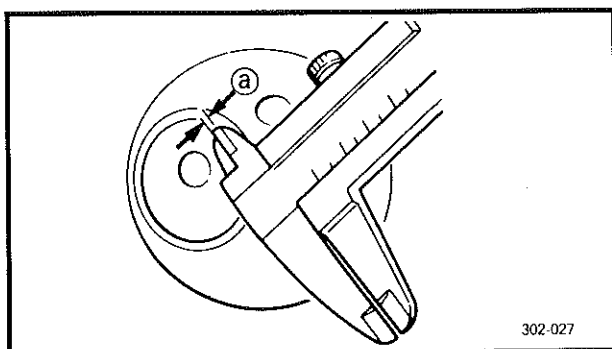
- Carbon deposit (from valve face and valve seat)


2. Inspect:

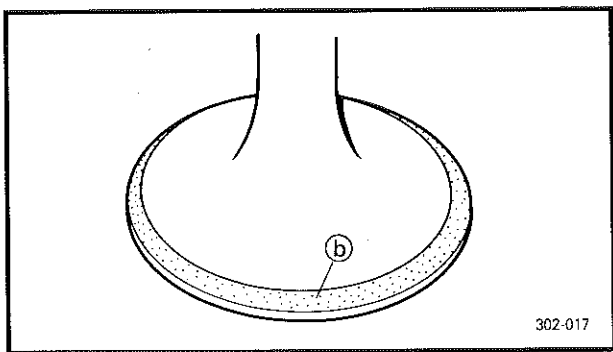
- Valve seat
Pitting/Wear → Reface valve seat.

3. Measure:

- Valve seat width (a)
Out of specification → Reface valve seat.



	Valve seat width:
	Intake 0.9 ~ 1.1 mm (0.035 ~ 0.043 in)
	Exhaust 0.9 ~ 1.1 mm (0.035 ~ 0.043 in)



Measurement steps:

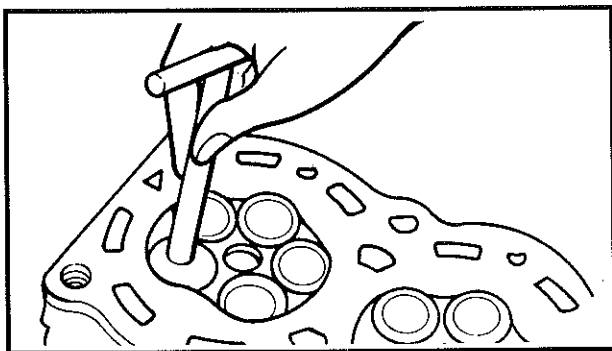
- Apply the Mechanic's bluing dye (Dykem) (b) to the valve face.
- Install the valve into the cylinder head.
- Press the valve through the valve guide and onto the valve seat to make a clear pattern.
- Measure the valve seat width. Where the valve seat and valve face made contact, bluing will have been removed.
- If the valve seat is too wide, too narrow, or the seat is not centered, the valve seat must be refaced.

4.Reface:

- Valve seat
Use 20°, 45°, 60° and 75° valve seat cutter.

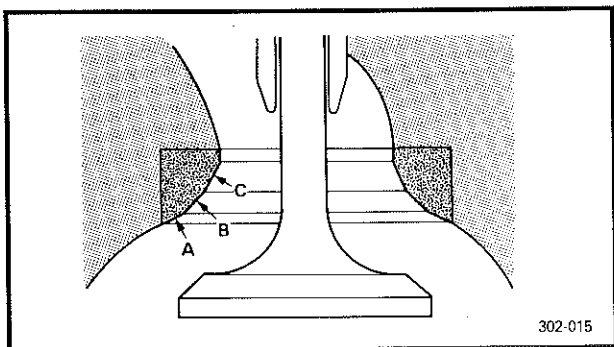


**Valve seat cutter:
YM-91043-C**



CAUTION:

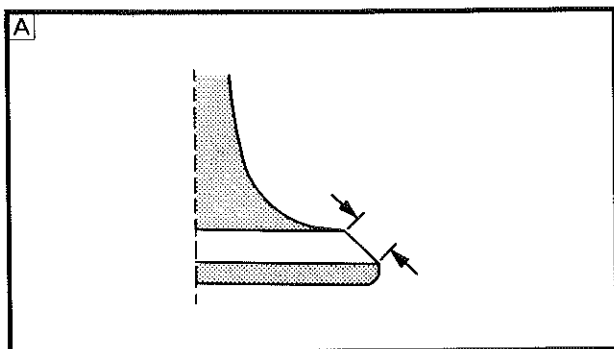
When twisting the cutter, keep an even downward pressure (4 ~ 5 kg) to prevent chatter marks.



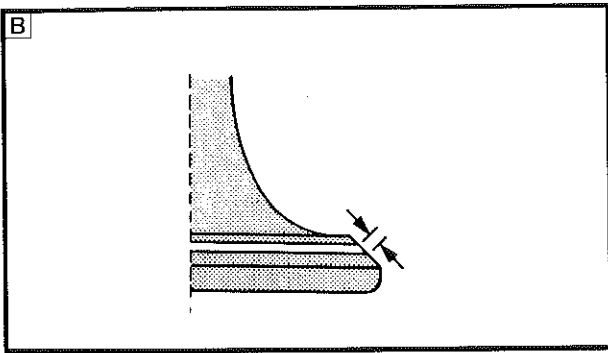
Cut sections as follows:	
Section	Cutter
A	20°
B	45°
C	IN: 75° EX: 60°

Refacing steps:

- Ⓐ Valve seat is centered on valve face but it is too wide.

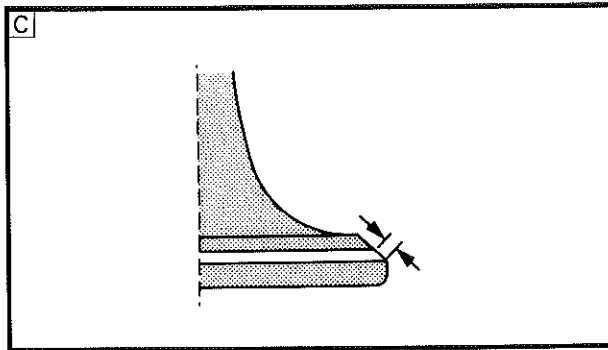


Valve seat cutter set		Desired result
Use lightly	First: 20° cutter Second: 75°/60° cutter	To reduce valve seat width to 1.0 mm (0.039 in)



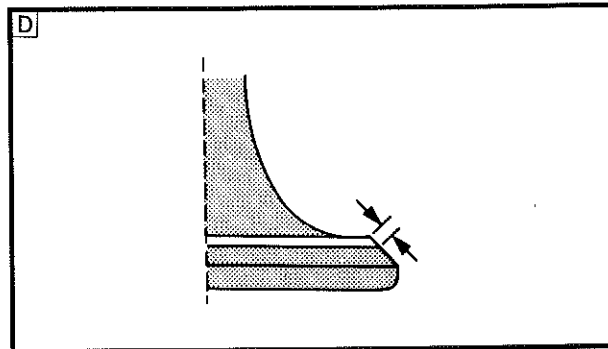
B Valve seat is in the middle of the valve face but it is too narrow.

Valve seat cutter set		Desired result
Use	45° cutter	To achieve a uniform valve seat width of 1.0 mm (0.039 in)



C Valve seat is too narrow and it is near valve margin.

Valve seat cutter set		Desired result
Use	First: 20° cutter	To center the seat and to achieve its width of 1.0 mm (0.04 in)
	Second: 45° cutter	



D Valve seat is too narrow and it is located near the bottom edge of the valve face.

Valve seat cutter set		Desired result
Use	First: 75°/60° cutter	To center the seat and increase its width.
	Second: 45° cutter	

5.Lap:

- Valve face
- Valve seat

NOTE:

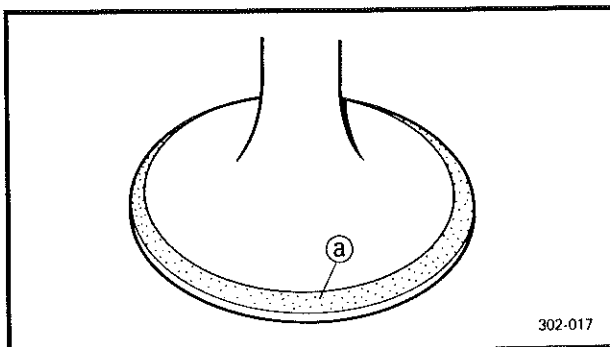
After refacing the valve seat or replacing the valve and valve guide, the valve seat and valve face should be lapped.

Lapping steps:

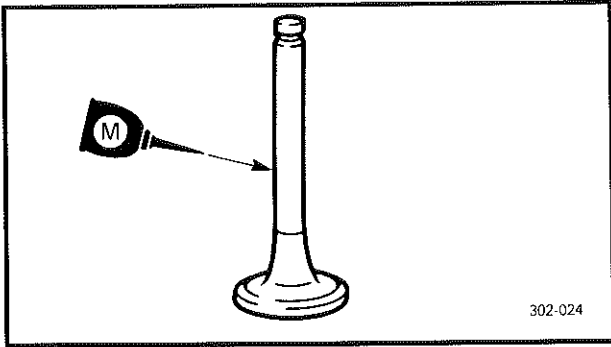
- Apply a coarse lapping compound (a) to the valve face.

CAUTION:

Be sure no compound enters the gap between the valve stem and guide.

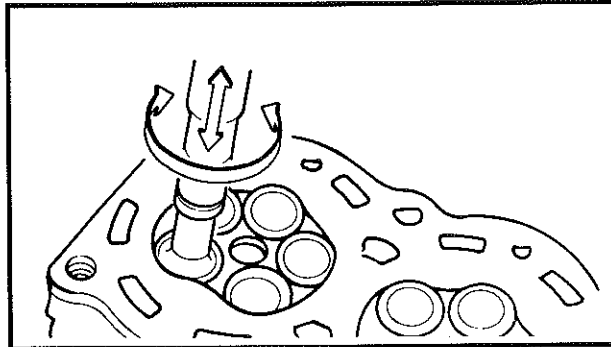


302-017



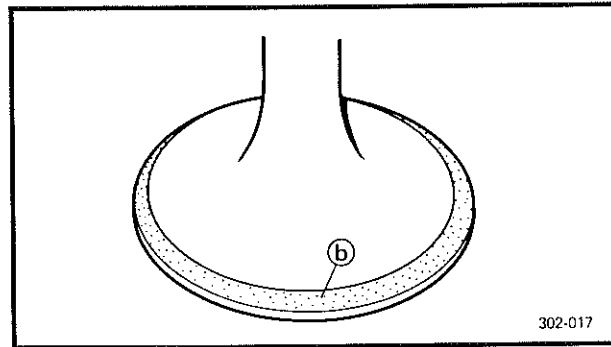
302-024

- Apply molybdenum disulfide oil to the valve stem.
- Install the valve into the cylinder head.
- Turn the valve until the valve face and valve seat are evenly polished, then clean off all compound.



NOTE: _____
 To obtain the best lapping result, lightly tap the valve seat while rotating the valve back and forth between your hand.

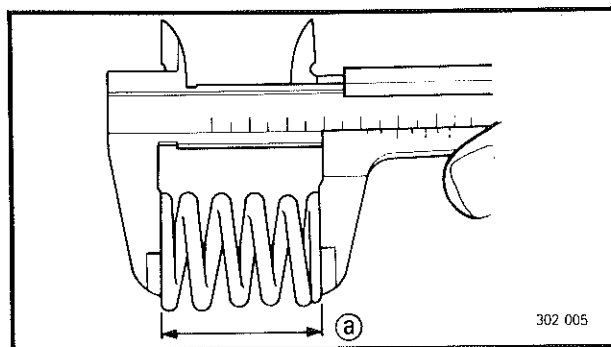
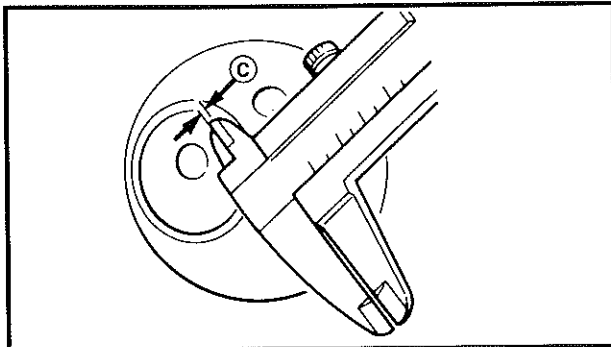
- Apply a fine lapping compound to the valve face and repeat the above steps.



302-017

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

- Apply the Mechanic's bluing dye (Dykem) ⑥ to the valve face.
- Install the valve into the cylinder head.
- Press the valve through the valve guide and onto the valve seat to make a clear pattern.
- Measure the valve seat width ⑦ again. If the valve seat width is out of specification, reface and lap the valve seat.




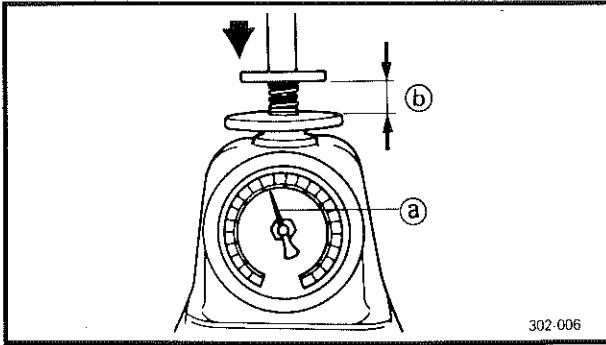
302 005

VALVE SPRING

1.Measure:

- Free length ① (valve spring)
 Out of specification → Replace.

	Free length (valve spring):
	Intake spring: 40.73 mm (1.60 in)
	Exhaust spring: 45.44 mm (1.79 in)



2.Measure:

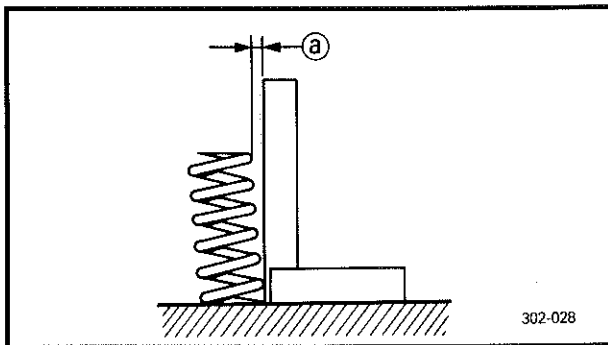
- Compressed force ② (valve spring)
Out of specification → Replace.
- Installed length.

**Compressed force:****Intake spring:**

8.1 ~ 9.3 kg (17.9 ~ 20.5 lb)
at 36.5 mm (1.4 in)

Exhaust spring:

13.5 ~ 15.5 kg (29.8 ~ 34.2 lb)
at 38.5 mm (1.5 in)



3.Measure:

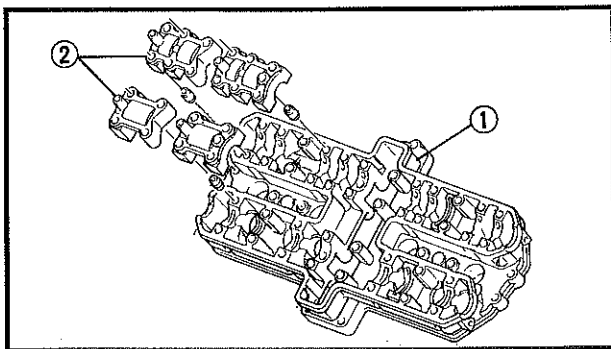
- Spring tilt ②
Out of specification → Replace.

**Spring tilt limit:****intake:**

1.7 mm (0.07 in)

exhaust:

1.7 mm (0.07 in)

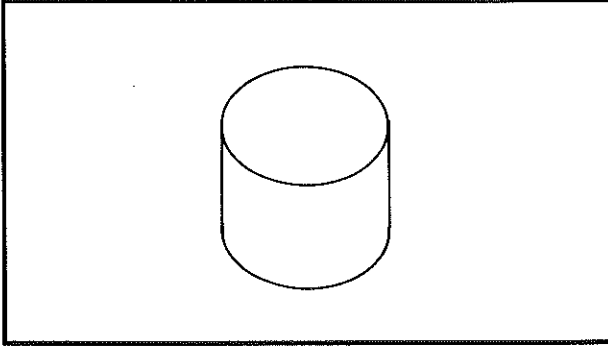
**CAMSHAFT CASE**

1.Inspect:

- Camshaft case ①
- Camshaft caps ②
Cracks/Damage → Replace the camshaft case and camshaft caps as a set, and inspect the camshaft.
- Camshaft bearing surfaces
Pitting/Scratches/Damage → Replace the camshaft case and camshaft caps as a set, and inspect the camshaft.

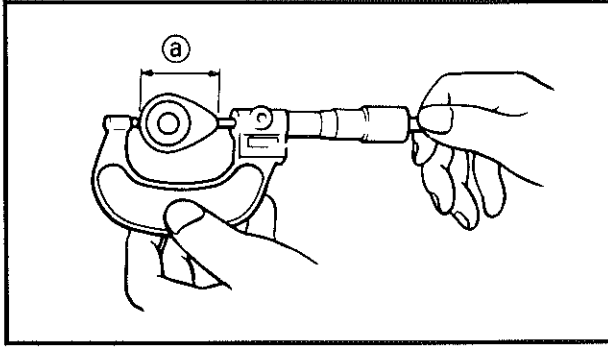
2.Inspect:

- O-rings ①
- Oil delivery pipe #3 ②
- Oil delivery pipe #4 ③
Damage → Replace.
Contamination → Wash and blow out the passage.



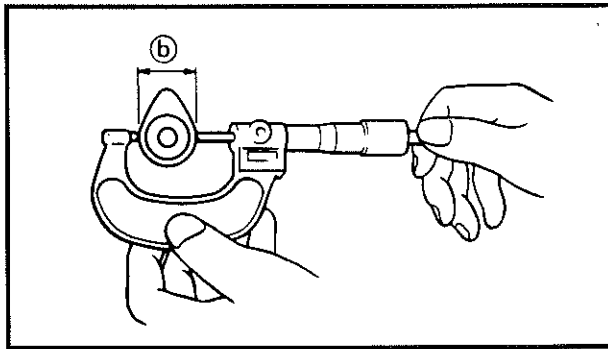
VALVE LIFTER

- 1. Inspect:
 - Valve lifters
 - Scratches/Damage → Replace both lifters and camshaft case.



CAMSHAFT

- 1. Inspect:
 - Cam lobes
 - Pitting/Scratches/Blue discoloration → Replace.
- 2. Measure:
 - Cam lobes length (a) and (b)
 - Out of specification → Replace.



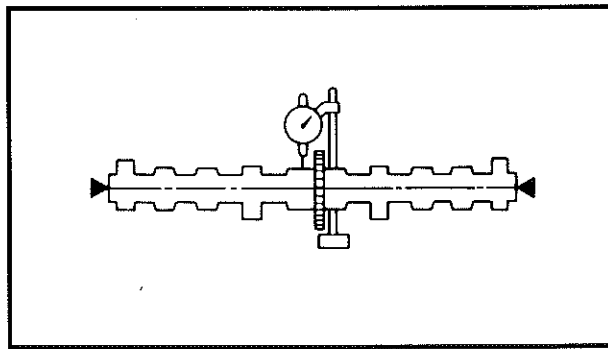
Cam lobes length limit:

Intake:

- (a) 31.7 mm (1.248 in)
- (b) 24.85 mm (0.978 in)

Exhaust:

- (a) 31.65 mm (1.246 in)
- (b) 24.85 mm (0.978 in)



- 3. Measure:
 - Runout (camshaft)
 - Out of specification → Replace.

Runout (camshaft):

Less than 0.03 mm (0.0012 in)

- 4. Measure:
 - Camshaft-to-cap clearance
 - Out of specification → Measure bearing diameter (camshaft)

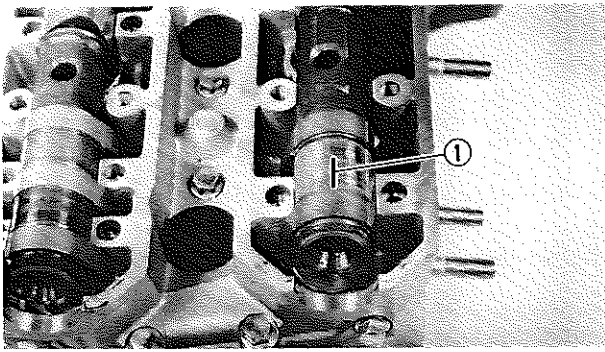
Camshaft-to-cap clearance:

I-1, I-4, E-1, E-4:

0.020 ~ 0.054 mm
(0.0008 ~ 0.0021 in)

I-2, I-3, E-2, E-3:

0.050 ~ 0.084 mm
(0.0020 ~ 0.0033 in)



Measurement steps:

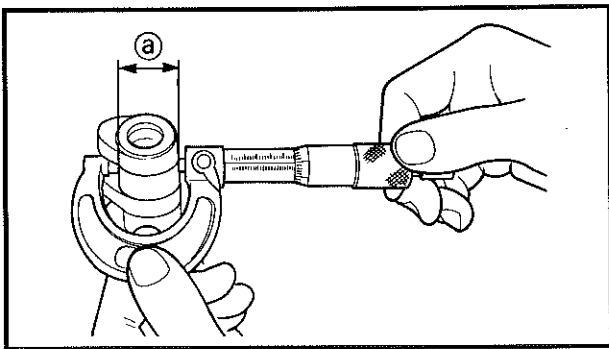
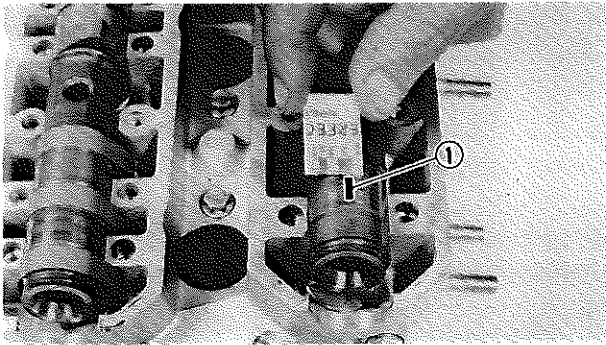
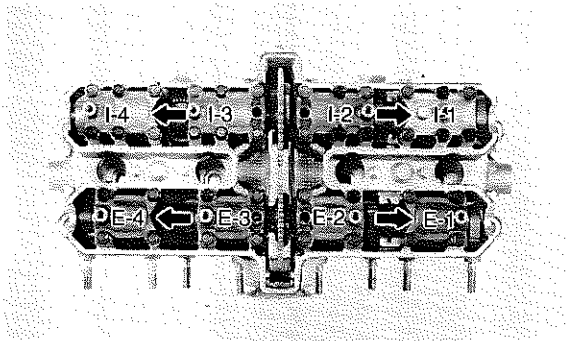
- Install the camshaft onto the cylinder head.
- Position a strip of Plastigage® ① onto the camshaft.
- Install the dowel pins and camshaft caps.



Bolts (camshaft cap)
10 Nm (1.0 m · kg, 7.2 ft · lb)

NOTE:

- Tighten the bolts (camshaft cap) in a criss-cross pattern from innermost to outer caps.
 - Do not turn the camshaft when measuring clearance with the Plastigage®.
-
- Remove the camshaft caps and measure the width of the Plastigage® ①.

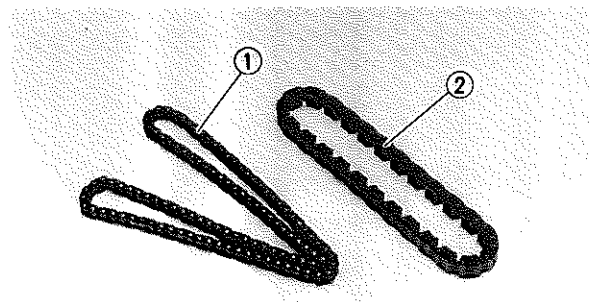


5. Measure:

- Bearing diameter ② (camshaft)
Out of specification → Replace the camshaft.
Within specification → Replace camshaft case and camshaft caps as a set.



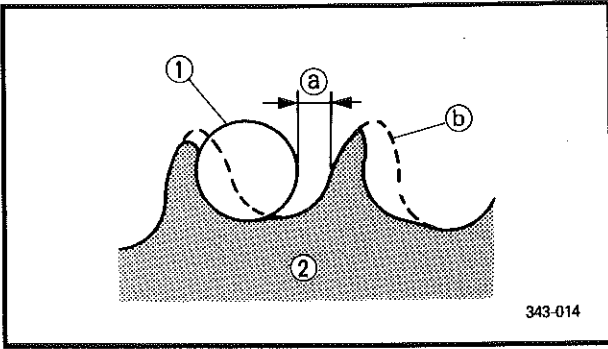
Bearing diameter (camshaft):
24.437 ~ 24.450 mm
(0.9621 ~ 0.9626 in)



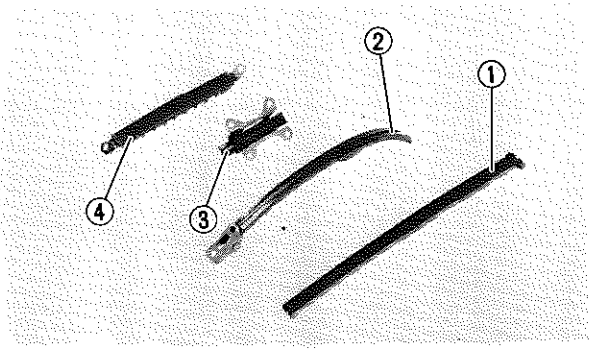
TIMING CHAIN, HY-VO CHAIN, SPROCKET AND CHAIN GUIDE

1. Inspect:

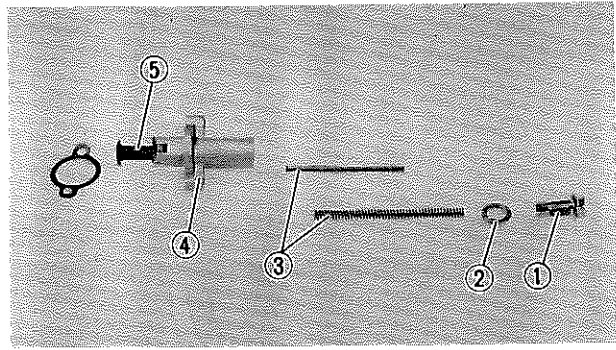
- Timing chain ①
 - HY-VO chain ②
- Stiff/Cracks → Replace chain and sprocket as a set.



2. Inspect:
- Cam sprockets
Wear/Damage → Replace cam sprocket and timing chain as a set.
 - Ⓐ 1/4 tooth
 - Ⓑ Correct
 - ① Roller
 - ② Sprocket



3. Inspect:
- Timing chain guide ① (exhaust)
 - Timing chain guide ② (intake)
 - Timing chain guide ③ (upper)
 - HY-VO chain guides ④
 - Wear/Damage → Replace.

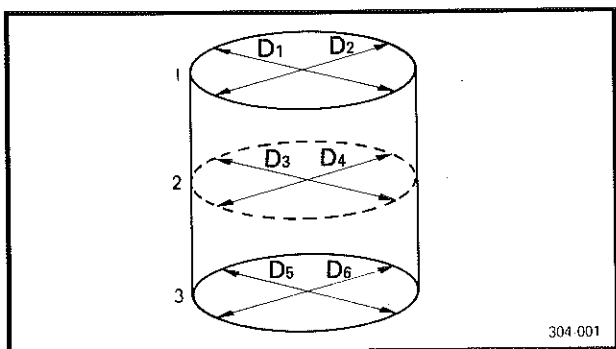


TIMING CHAIN TENSIONER

1. Check:
- One-way cam operation
Unsmooth operation → Replace.
2. Inspect:
- All parts
Damage/Wear → Replace.
 - ① End plug ④ Tensioner body
 - ② Washer ⑤ Tensioner rod
 - ③ Springs

CYLINDER AND PISTON

1. Inspect:
- Cylinder and Piston walls
Vertical scratches → Rebore or replace cylinder and piston.
2. Measure:
- Piston-to-cylinder clearance



Measurement steps:

First step:

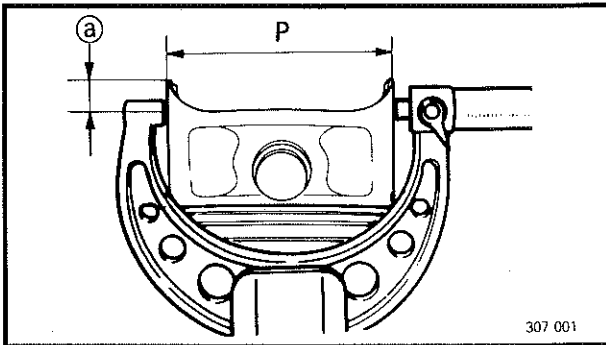
- Measure the cylinder bore "C" with a cylinder bore gauge.

NOTE: _____
Measure the cylinder bore "C" in parallel to and at right angles to the crankshaft. Then, find the average of the measurements.



Cylinder bore "C"	75.500 ~ 75.505 mm (2.9724 ~ 2.9726 in)
Taper limit "T"	0.05 mm (0.002 in)
Out of round "R"	0.05 mm (0.002 in)

"C" = Maximum D
"T" = (Maximum D ₁ , or D ₂) - (Maximum D ₅ or D ₆)
"R" = (Maximum D ₁ , D ₃ or D ₅) - (Minimum D ₂ , D ₄ or D ₆)



- If out of specification, rebore or replace the cylinder, and replace the piston and piston rings as set.

2nd step:

- Measure the piston skirt diameter "P" with a micrometer.
- Ⓐ 3.0 mm (0.118 in) from the piston bottom edge.


	Piston size P
Standard	75.425 ~ 75.440 mm (2.969 ~ 2.970 in)
Oversize 2	76.0 mm (2.99 in)

- If out of specification, replace the piston and piston rings as a set.

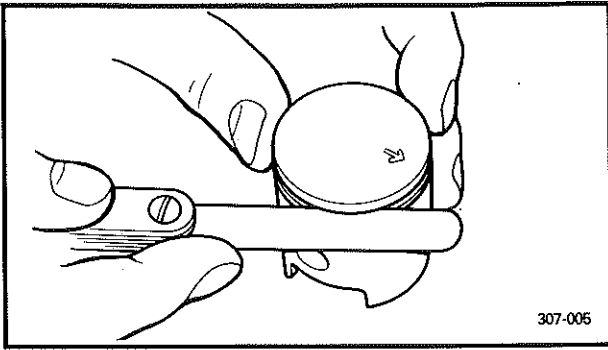
3rd step:

- Calculate the piston-to-cylinder clearance with following formula:

<p>Piston-to-cylinder clearance = Cylinder bore "C" - Piston skirt diameter "P"</p>

 <p>Piston-to-cylinder clearance: 0.06 ~ 0.08 mm (0.0024 ~ 0.0031 in) Limit: 0.15 mm (0.0059 in)</p>

- If out of specification, rebore or replace the cylinder, and replace the piston and piston rings as set.

**PISTON RING**

1. Measure:

- Side clearance

Out of specification → Replace piston and rings as a set.

NOTE:

Eliminate the carbon deposits from the piston ring grooves and rings before measuring the side clearance.

**Side clearance:****Top ring:**

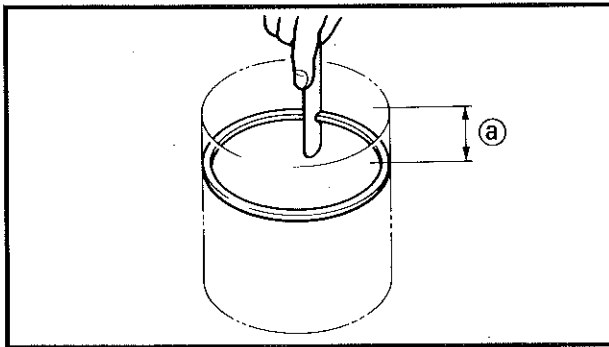
0.03 ~ 0.07 mm (0.001 ~ 0.003 in)

Limit <0.15 mm (0.0059 in)>

2nd ring:

0.02 ~ 0.06 mm (0.001 ~ 0.002 in)

Limit <0.15 mm (0.0059 in)>



2. Position:

- Piston ring
(into cylinder)

NOTE:

Push the ring with the piston crown so that the ring will be at a right angle to the cylinder bore.

@ 20 mm (0.8 in)

3. Measure:

- End gap

Out of specification → Replace.

NOTE:

You cannot measure the end gap on the expander spacer of the oil control ring. If the oil control ring rails show excessive gap, replace all three rings.

**End gap:****Top ring:**

0.3 ~ 0.5 mm (0.012 ~ 0.020 in)

Limit <0.7 mm (0.0276 in)>

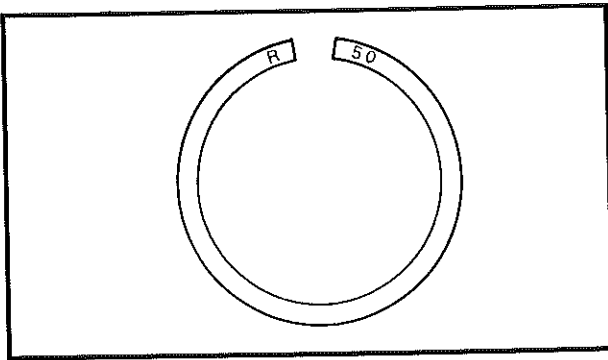
2nd ring:

0.3 ~ 0.5 mm (0.012 ~ 0.020 in)

Limit <0.7 mm (0.0276 in)>

Oil ring:

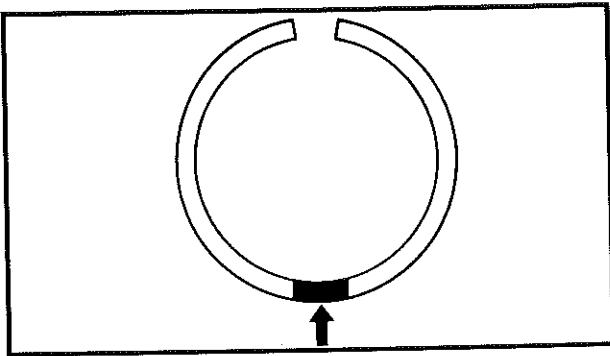
0.2 ~ 0.8 mm (0.008 ~ 0.031 in)



Piston Ring Oversize

- Top and 2nd piston ring
Oversize top and 2nd rings size is stamped on the top of ring.

Oversize 2	0.50 mm (0.0197 in)
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- Oil control ring
Expander spacer of oil control ring is color-coded to identify sizes.

Size	Color
Oversize 2	Red

PISTON PIN

1. Inspect:

- Piston pin
Blue discoloration/Grooves → Replace, then inspect lubrication system.

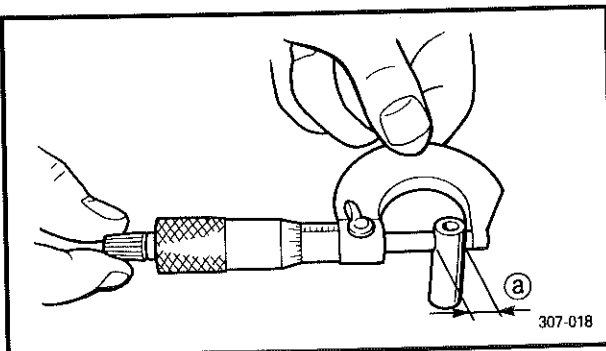
2. Measure:

- Piston pin-to-piston clearance

Measurement steps:

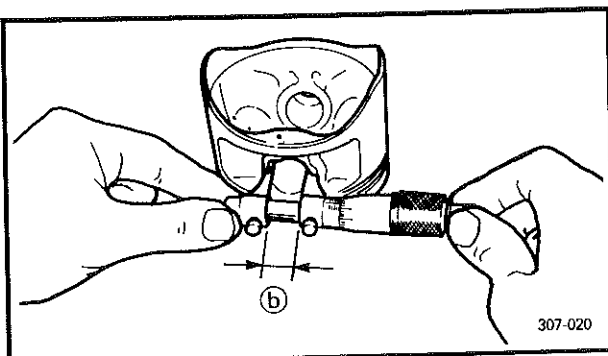
- Measure the piston pin outside diameter
Ⓐ.

If out of specification, replace the piston pin.




	Outside diameter (piston pin):
	18.991 ~ 19.000 mm (0.7477 ~ 0.7480 in)

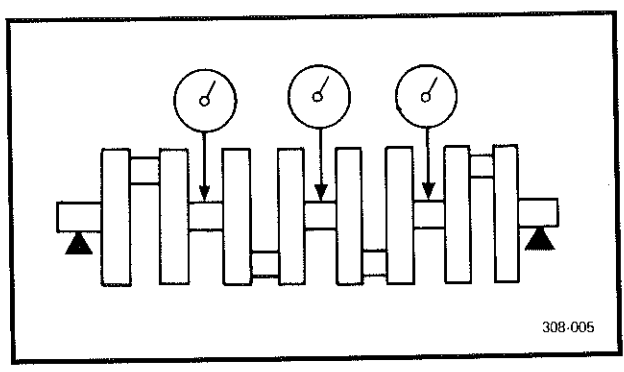
- Measure the piston inside diameter Ⓑ.
- Calculate the piston pin-to-piston clearance with following formula:



Piston pin-to-piston clearance = Bore size (piston pin) Ⓑ - Outside diameter (piston pin) Ⓐ

● If out of specification, replace the piston.


 **Piston pin-to-piston clearance =**
0.004 ~ 0.024 mm
(0.00016 ~ 0.00094 in)
< Limit: 0.07 mm (0.003 in) >



CRANKSHAFT AND CONNECTING ROD

1. Measure:

- Runout (crankshaft)
Out of specification → Replace.


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

2. Inspect:

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

3. Measure:

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

 **Oil clearance:**
0.040 ~ 0.064 mm
(0.0016 ~ 0.0025 in)

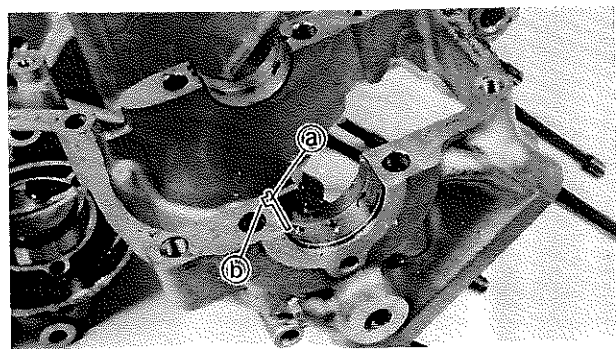
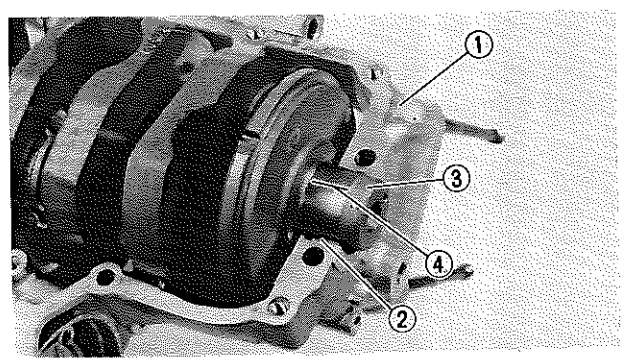
Measurement steps:

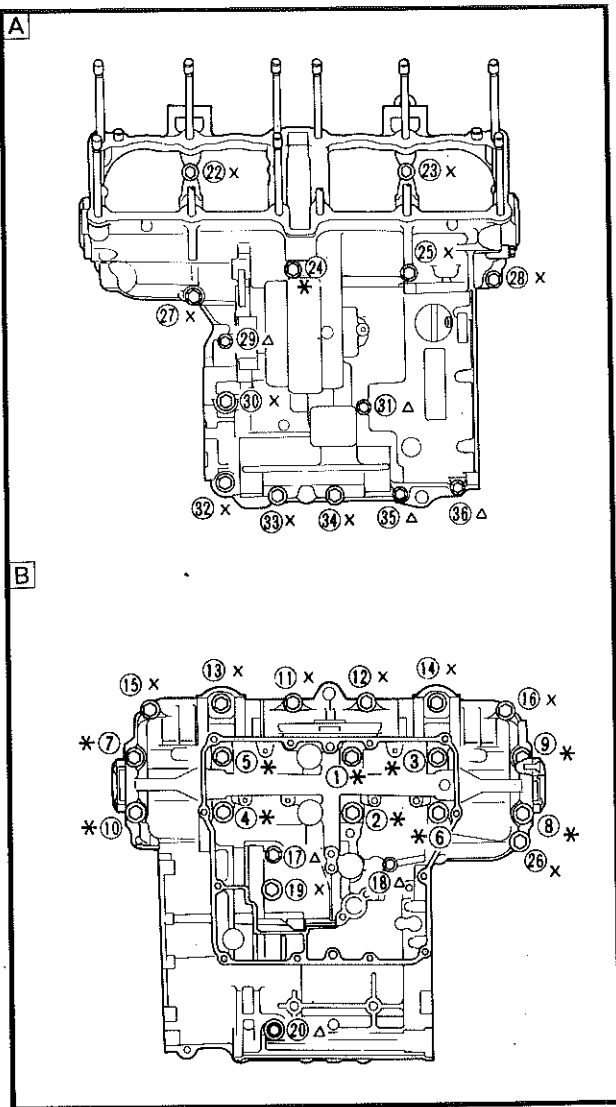
CAUTION

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

- Clean the bearings, main journals and bearing portions of the crankcase.
- Place the crankcase ① (upper) on a bench in an upside down position.
- Install the upper half of the bearings ② and the crankshaft ③ into the crankcase (upper).

NOTE: _____
 Align the projection ③ of the bearing with the notch ④ in the crankcase.





- Put a piece of Plastigauge® ④ on each main journal.

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

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

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

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

Bolt (crankcase):

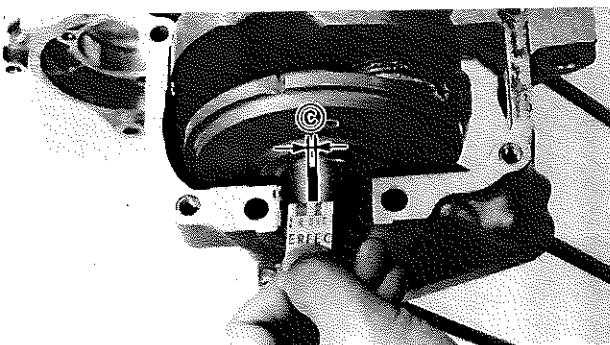
- * M9 (① ~ ⑩ , ②④) : 32 Nm (3.2 m · kg, 23 ft · lb)
- × M8 (①① ~ ①⑥, ①⑨, ②②, ②③, ②⑤ ~ ②⑧, ③① and ③② ~ ③④): 24 Nm (2.4 m · kg, 17 ft · lb)
- △ M6 (①⑦, ①⑧, ②①, ②⑨, ③①, ③⑤, ③⑥): 12 Nm (1.2 m · kg, 8.7 ft · lb)

- Ⓐ Upper case
- Ⓑ Lower case

NOTE: Lubricate the threads of bolts (M9) with molybdenum disulfide motor oil. Lubricate the threads of bolts (M8 and M6) with engine oil.


- Remove the crankcase (lower) and lower half of the bearing.

- Measure the compressed Plastigauge® width ③ on each main journal. If oil clearance is out of specification, select a replacement bearing.



4. Measure:

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

	Oil clearance:
	0.032 ~ 0.056 mm
	(0.001 ~ 0.002 in)

Measurement steps:

CAUTION:

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


- Clean the bearings, crank pins and bearing portions of the connecting rods.
- Install the upper half of the bearing ① into the connecting rod ② and lower half of the bearing ③ into the connecting rod cap ④.

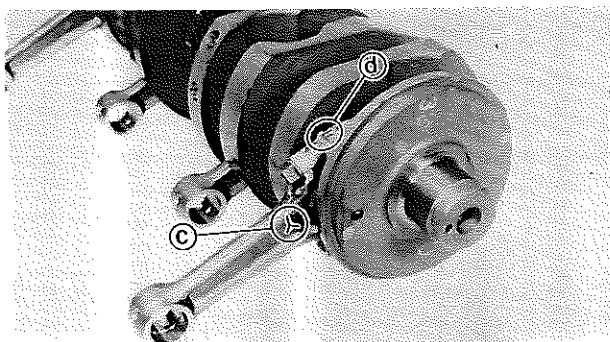
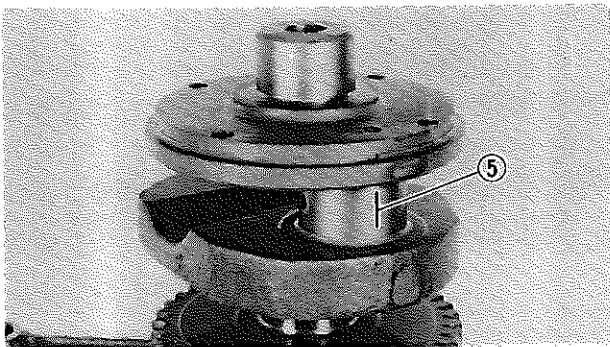
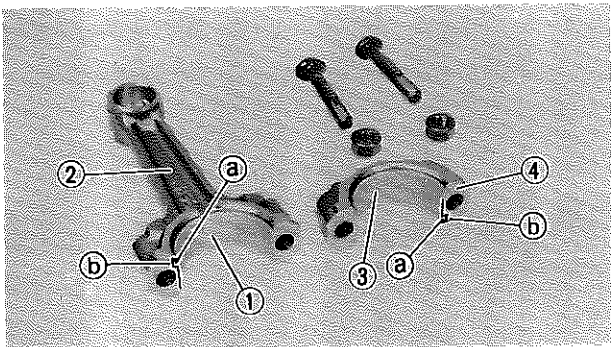
NOTE: Align the projection ③ of the bearing with the notch ④ of the cap and connecting rod.

- Put a piece of Plastigauge® ⑤ on the crank pin.
- Assemble the connecting rod halves.

NOTE:

- Do not move the connecting rod or crankshaft until the oil clearance measurement has been completed.
- Apply molybdenum disulfide grease to the bolts, threads and nut seats.
- Make sure the "Y" marks ③ on the connecting rods face the left side of the crankshaft.
- Make sure that the letters ④ on both components align to form a perfect character.
- Tighten the nuts in 2 ~ 3 steps.

	Nut:
	36 Nm (3.6 m · kg, 25 ft · lb)

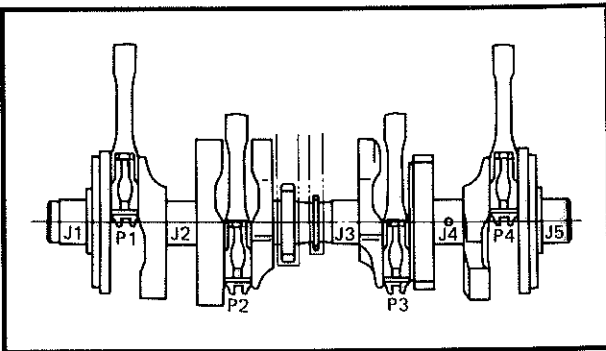
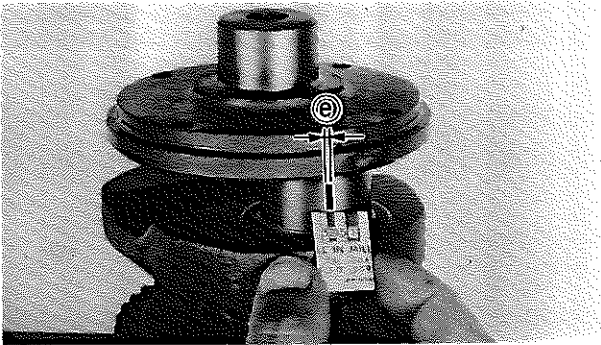




CAUTION:

Tighten to full torque specification without pausing. Apply continuous torque between and 2.0 and 3.6 m · kg. Once you reach 2.0 m · kg DO NOT STOP TIGHTENING until final torque is reached. If the tightening is interrupted between 2.0 and 3.6 m · kg, loosen the nut to less than 2.0 m · kg and start again.

- Remove the connecting rods and bearings.
 - Measure the compressed Plastigauge® width ③ on each crank pin.
- If oil clearance is out of specification, select a replacement bearing.



5. Select:

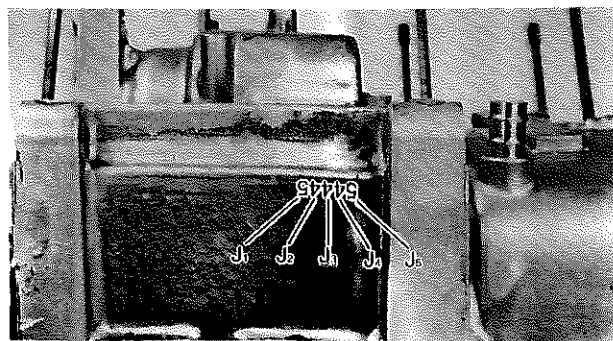
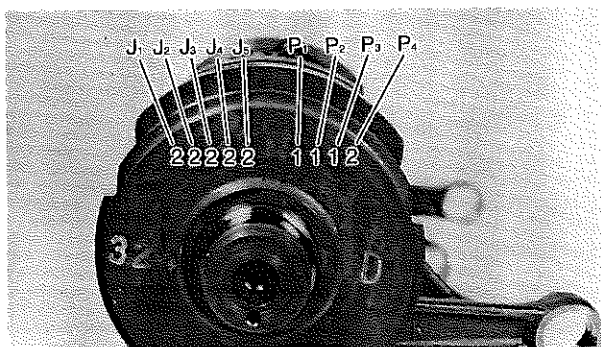
- Main journal bearing (J₁ ~ J₅)
- Crank pin bearing (P₁ ~ P₄)

Selection of bearings:

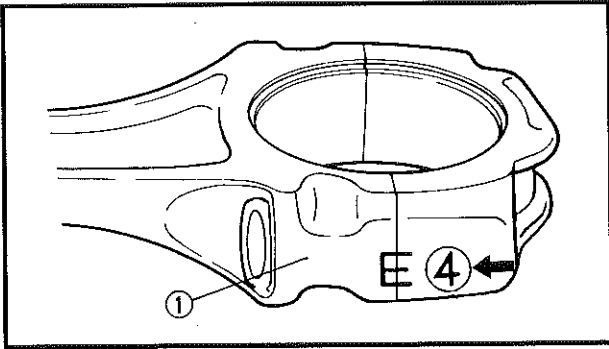
Example 1: Main journal bearing

- If "J₁" on the crankcase is "5" and "2" on the crankweb, then the bearing size for "J₁" is:

Bearing size of J₁:
 Crankcase J₁ – Crankweb J₁ =
 5 – 2 = 3 (Brown)



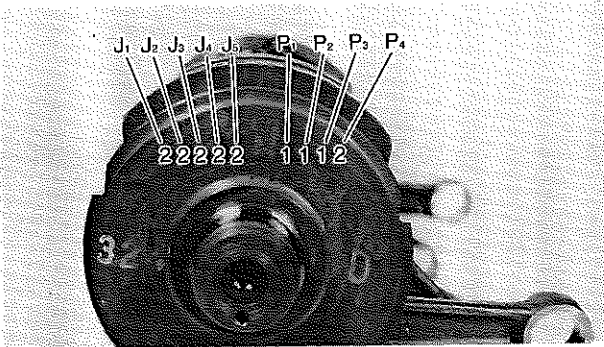
BEARING COLOR CODE	
1	Blue
2	Black
3	Brown
4	Green
5	Yellow



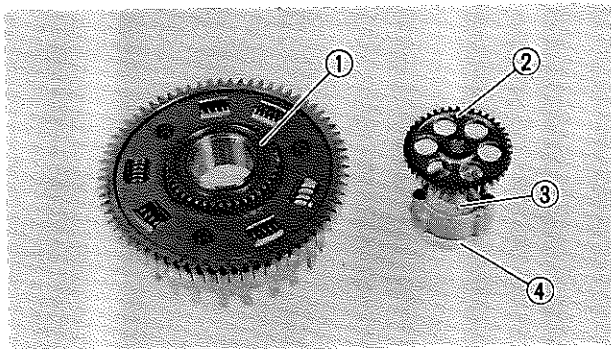
Example 2: Crank pin bearing

- If "P₁" on the connecting rod is "4" and "1" on the crankweb, then the bearing size for "P₁" is:

Bearing size of P₁:
Connecting rod P₁ – Crankweb P₁ =
4 – 1 = 3 (Brown)



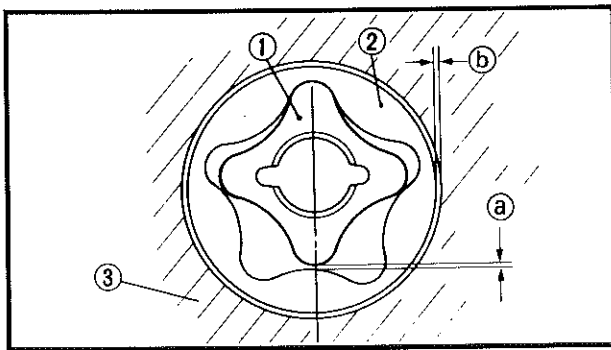
BEARING COLOR CODE	
1	Blue
2	Black
3	Brown
4	Green



OIL PUMP

1. Inspect:

- Drive gear (oil pump ①)
 - Driven gear (oil pump ②)
 - Pump housing ③
 - Pump housing cover ④
- Wear/Cracks/Damage → Replace.



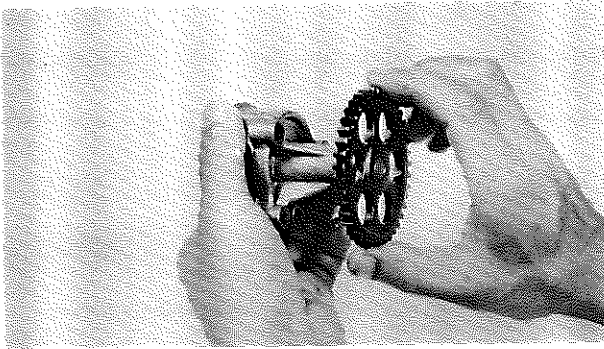
2. Measure:

- Tip clearance ① (between the inner rotor ① and the outer rotor ②)
 - Side clearance ② (between the outer rotor ② and the pump housing ③)
- Out of specification → Replace the oil pump assembly.

Tip clearance:
0.20 mm (0.008 in)
Side clearance:
0.15 mm (0.006 in)

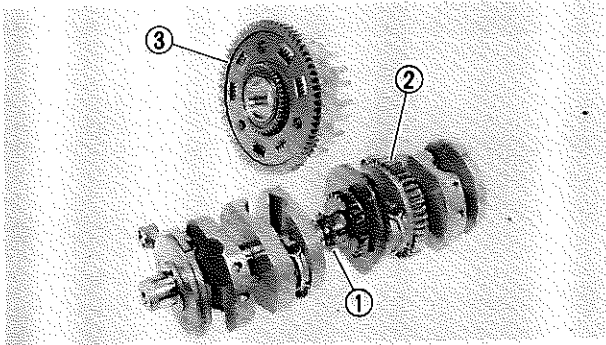
3. Assemble:

- Oil pump
Refer to "ENGINE ASSEMBLY - OIL PUMP".



4. Check:

- Oil pump operation
Unsmooth → Repeat steps 1 and 2 or replace defective parts.

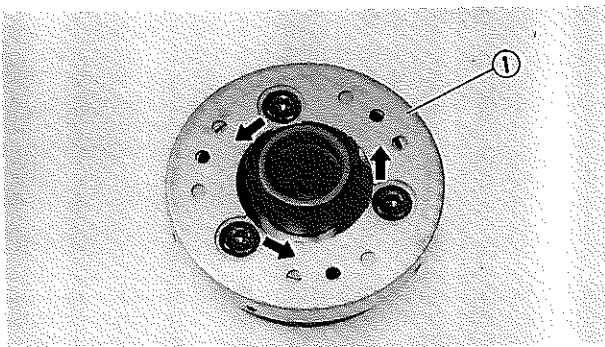


PRIMARY DRIVE

1. Inspect:

- Sprocket teeth (camshaft drive ①)
- Gear teeth (primary drive ②)
- Gear teeth (primary driven ③)
Wear/Damage → Replace both gears.
Excessive noises during operation → Replace both gears.

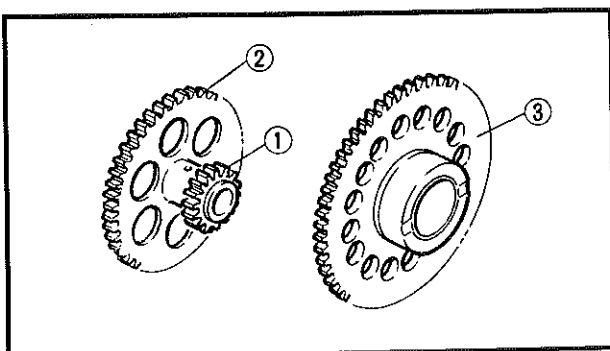
Primary reduction ratio:		
No. of teeth		Ratio
Drive	Driven	
41	68	1.658



STARTER DRIVES

1. Check:

- Starter clutch rollers ①
Wear/Damage → Replace.

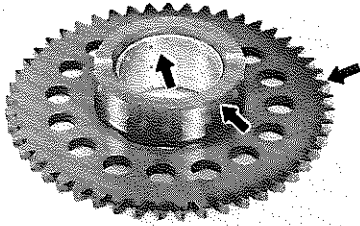


2. Inspect:

- Gear teeth (starter idle ①)
- Gear teeth (starter drive ②)
- Gear teeth (starter wheel ③)
Burrs/Chips/Roughness/Wear → Replace.

3. Inspect:

- Starter wheel gear (contacting surfaces)
Putting/Wear/Damage → Replace.

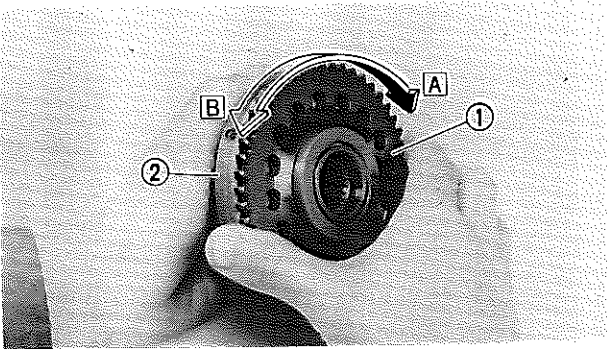


4. Check:

- Starter clutch operation

Clutch operation checking steps:

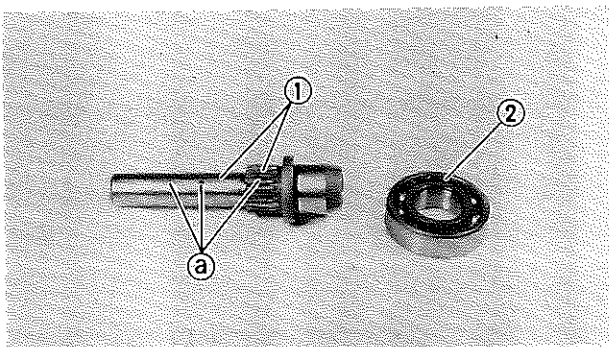
- Install the starter wheel gear ① to the starter clutch ②, and hold the starter clutch.
- When turning the starter wheel gear clockwise [A], the starter clutch and the wheel gear should be engaged.
If not, the starter clutch is faulty. Replace it.
- When turning the starter wheel gear counterclockwise [B], the starter wheel gear should turn freely.
If not, the starter clutch is faulty. Replace it.



AC GENERATOR SHAFT

1. Check:

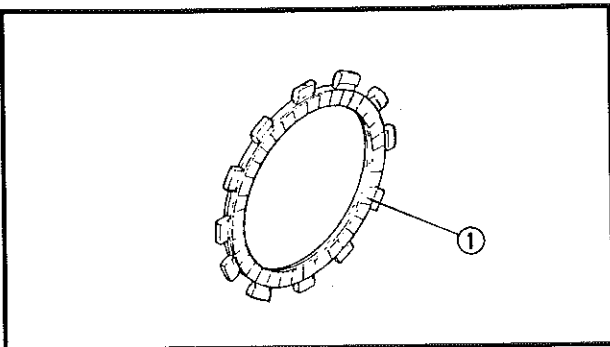
- Shaft and spline ①
Wear/Damage → Replace.
- Oil passages (a)
Contamination → Wash and blow out oil passages
- Bearing ②
Unsmooth operation → Replace.

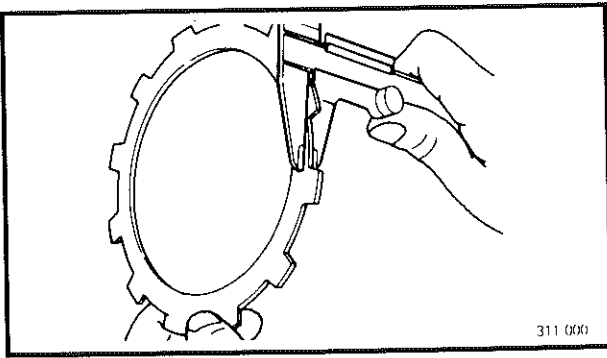


CLUTCH

1. Inspect:

- Friction plate ①
Damage/Wear → Replace friction plates as a set.





2.Measure:

- Friction plate thickness
Out of specification → Replace friction plates as a set.
Measure at four points.



Thickness:

Inner friction plate:

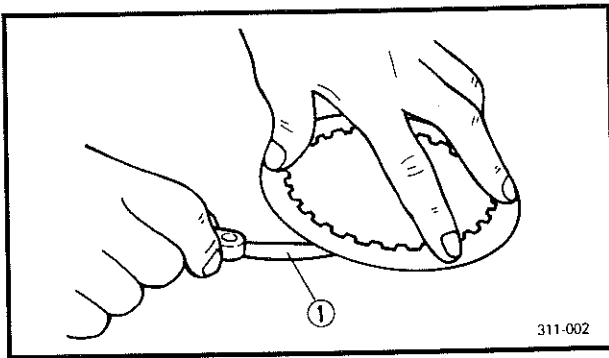
3.4 ~ 3.6 mm (0.134 ~ 0.142 in)

<Limit: 3.3 mm (0.13 in)>

Other friction plates:

2.9 ~ 3.1 mm (0.114 ~ 0.122 in)

<Limit: 2.8 mm (0.11 in)>



3.Inspect:

- Clutch plate
Damage → Replace clutch plates as a set.

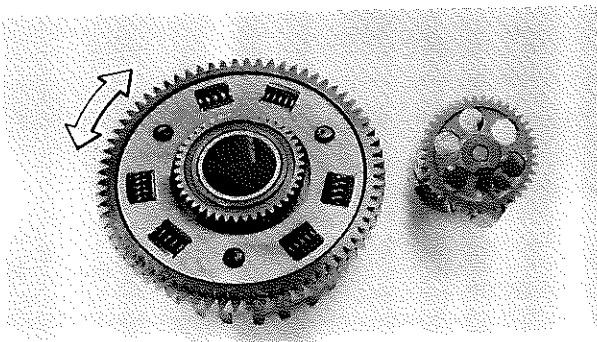
4.Measure:

- Clutch plate warpage
Out of specification → Replace clutch plate as a set.
Use a surface plate and feeler gauge ①.



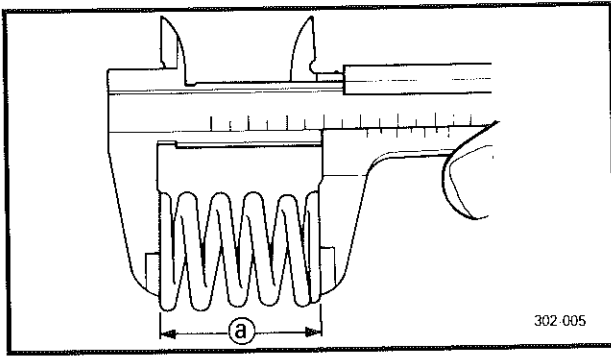
Warp limit:

Less than 0.1 mm (0.004 in)



5.Check:

- Circumferential play
Free play exists → Replace.



6. Inspect:

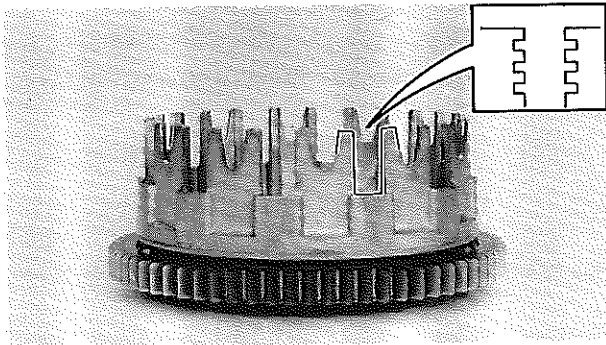
- Clutch spring
Damage → Replace springs as a set.

7. Measure:

- Free length @ (clutch spring)
Out of specification → Replace spring as a set.



Free length (clutch spring):
50 mm (1.97 in)
<Limit: 48 mm (1.89 in)>

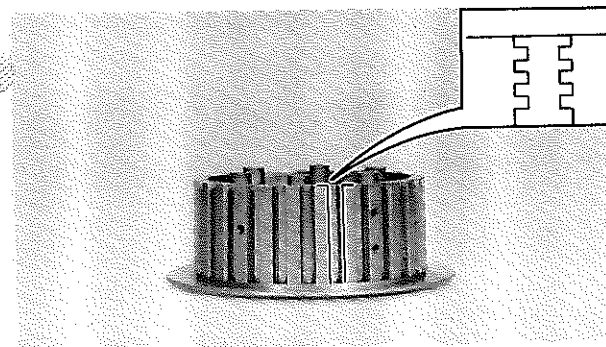


8. Inspect:

- Dogs
(on the clutch housing)
Pitting/Wear/Damage → Deburr or replace.
- Clutch housing bearing
Wear/Damage → Replace clutch housing.

NOTE:

Pitting on the clutch housing dogs will cause erratic operation.

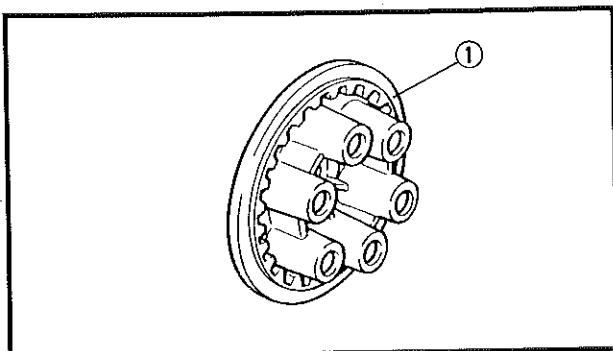


9. Inspect:

- Clutch boss splines
Pitting/Wear/Damage → Replace clutch boss.

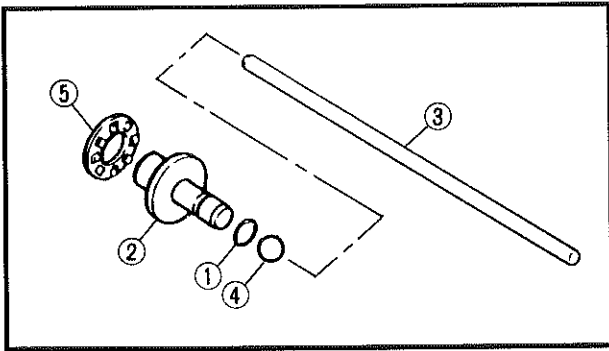
NOTE:

Pitting on the clutch boss splines will cause erratic operation.



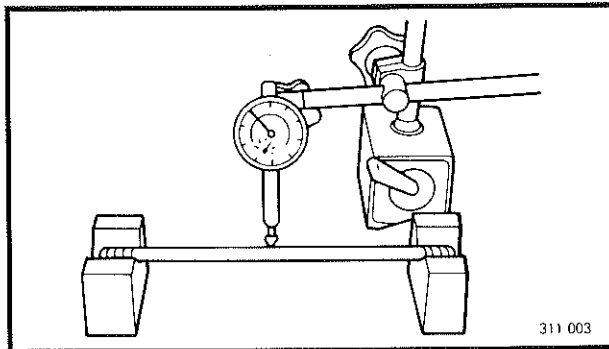
10. Inspect:

- Pressure plate ①
Cracks/Damage → Replace.



11. Inspect:

- O-ring ①
 - Push rod #1 ②
 - Push rod #2 ③
 - Ball ④
 - Bearing ⑤
- Wear/Crack/Damage → Replace.

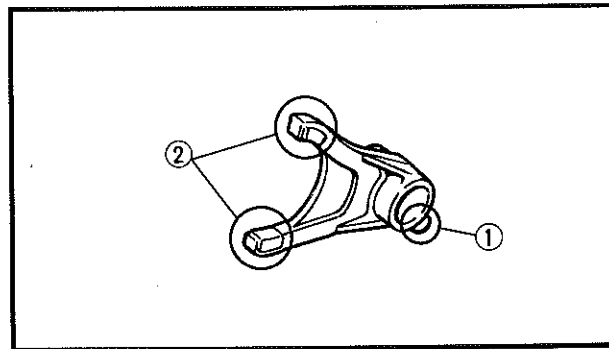


12. Measure:

- Push rod #2
- Out of specification → Replace.



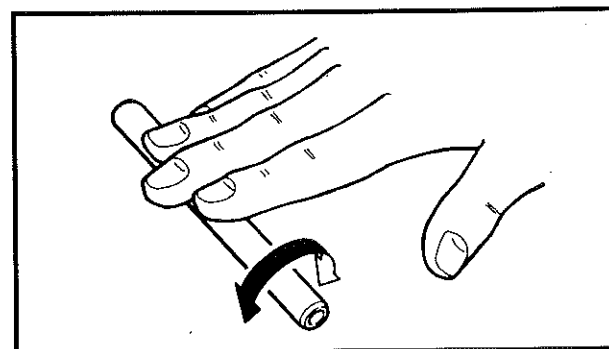
Bending limit:
0.5 mm (0.02 in)



TRANSMISSION AND SHIFTER

1. Inspect:

- Shift fork cam follower ①
 - Shift fork pawl ②
- Scoring/Bends/Wear/Damage → Replace.

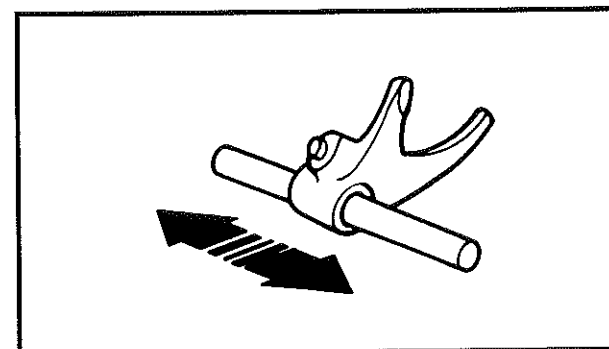


2. Inspect:

- Guide bar
- Roll the guide bar on a flat surface.
Bends → Replace.

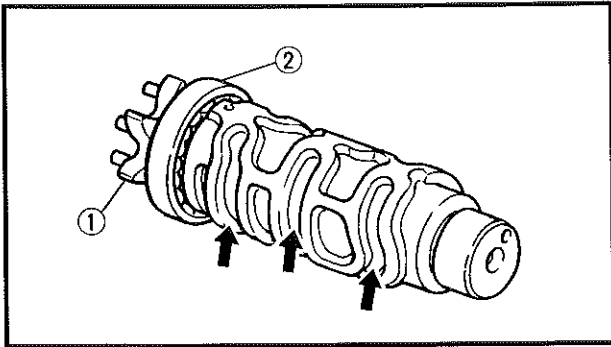
⚠ WARNING

Do not attempt to straighten a bent guide bar.



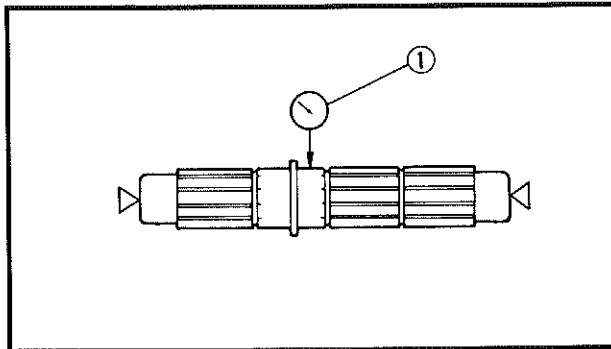
3. Check:

- Shift fork movement
(on its guide bar)
- Unsmooth operation → Replace the fork and guide bar.




4. Inspect:

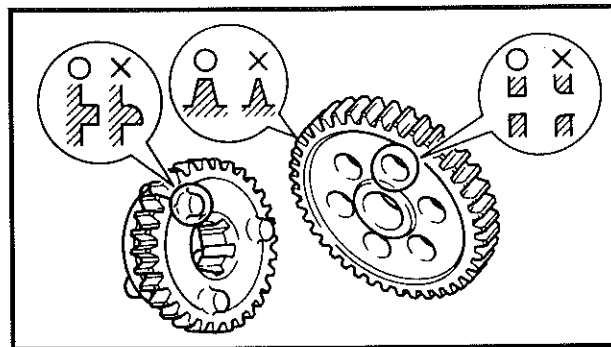
- Shift cam grooves
Wear/Damage/Scratches → Replace.
- Shift cam segment ①
Damage/Wear → Replace.
- Shift cam bearing ②
Pitting/Damage → Replace.



5. Measure:

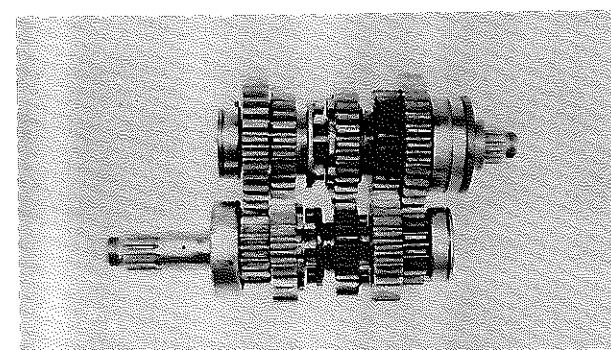
- Axle runout (main and drive)
Use a centering device and dial gauge ①.
Out of specification → Replace.

 **Runout limit:**
0.08 mm (0.003 in)



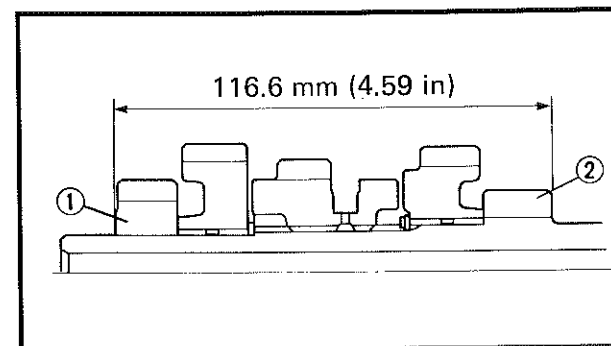
6. Inspect:

- Gear teeth
Blue discoloration/Pitting/Wear → Replace.
- Mated dogs
Rounded edges/Cracks/Missing portions → Replace.



7. Check:

- Proper gear engagement (each gear)
(to its counter part)
Incorrect → Reassemble.
- Gear movement
Roughness → Replace.

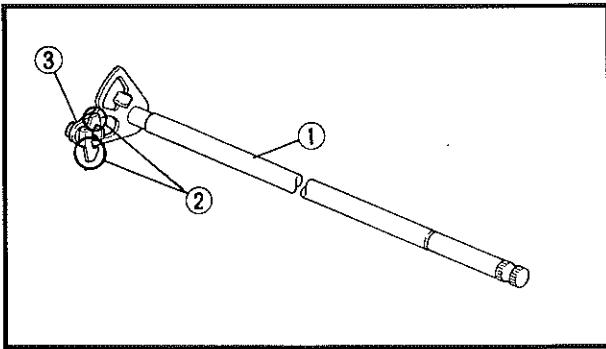


Transmission gear reassembling point:

Press the 2nd pinion gear ① in the main axle ② as shown.

8. Inspect:

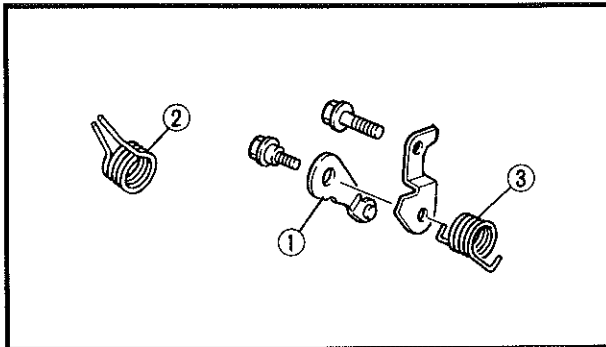
- Circlips
Damage/Looseness/Bends → Replace.



SHIFT SHAFT AND STOPPER LEVER

1. Inspect:

- Shift shaft ①
- Shift pawls ②
- Return spring ③ (shift pawls)
Bends/Wear/Damage → Replace,

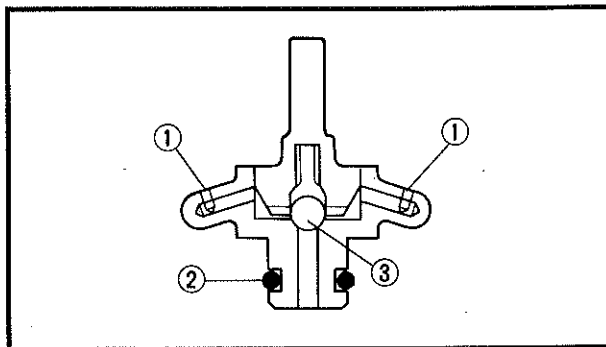


2. Inspect:

- Stopper lever ①
Roller turns roughly → Replace.
Bends/Damage → Replace.

3. Inspect:

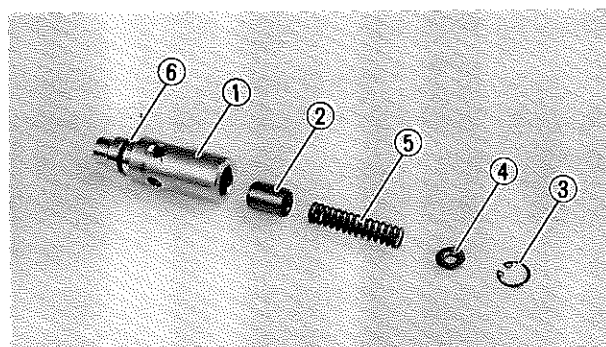
- Return spring ② (shift shaft)
- Return spring ③ (stopper lever)
Wear/Damage → Replace.



OIL-JET NOZZLE

1. Check:

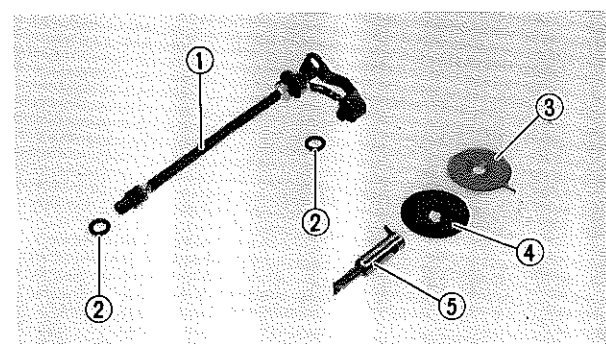
- Oil-jet nozzles ①
- O-ring ②
- Check ball ③
Damage/Wear → Replace.
- Oil jet passage
Clogged → Blow out with compressed air.



RELIEF VALVE, OIL PIPE AND STRAINER

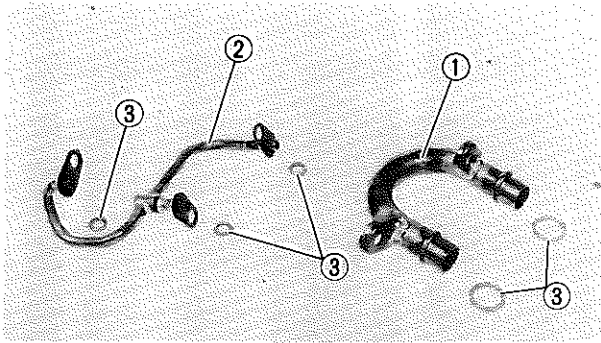
1. Check:

- Relief valve body ①
- Valve ②
- Circlip ③
- Spring seat ④
- Spring ⑤
- O-ring ⑥
Damage/Wear → Replace.



2. Check:

- Oil delivery pipe #5 ①
- O-rings ②
- Oil plug plate ③
- Gasket ④
- Oil splay nozzle ⑤
Damage → Replace.
Contamination → Wash and blow out the passage.

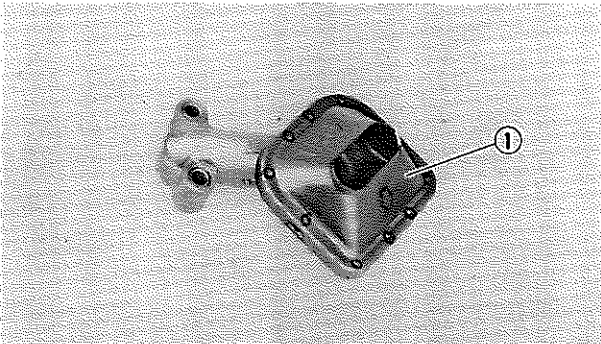


3.Check:

- Oil pipe #2 ①
- Oil delivery pipe #1 ②
- O-rings ③

Damage → Replace.

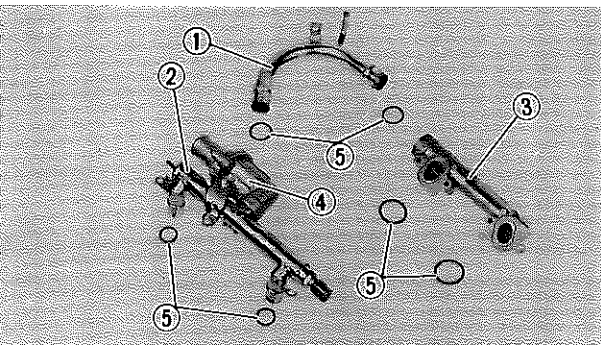
Contamination → Wash and blow out the passage.



4.Inspect:

- Oil strainer ①

Damage → Replace.

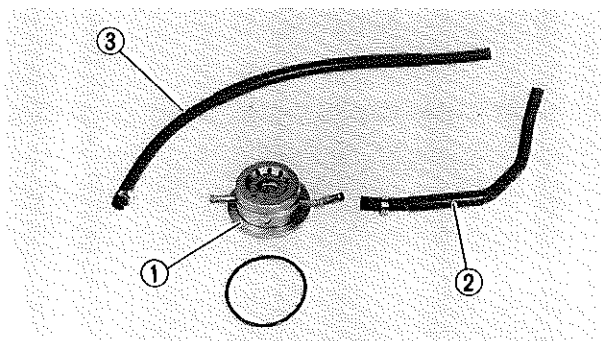


5.Check:

- Coolant pipe ①
- Coolant collector (outlet ② and inlet ③)
- Thermostat housing ④
- O-rings ⑤

Damage → Replace.

Refer to "COOLING SYSTEM" in CHAPTER 5.

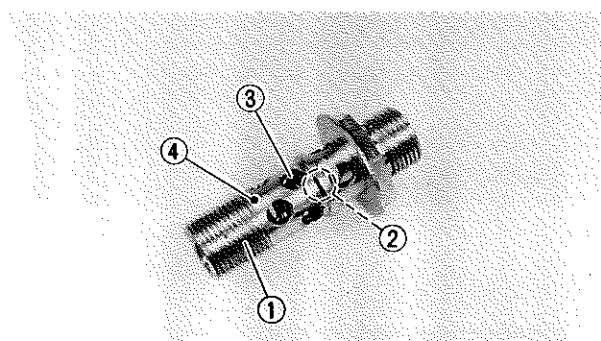


OIL COOLER AND RELIEF VALVE

1.Check:

- Oil cooler ①
- Inlet hose ② (oil cooler)
- Outlet hose ③ (oil cooler)

Cracks/Wear/Damage → Replace.



2.Check:

- By-pass valve body ① (oil cooler)
- Check ball ②
- Spring ③
- Stopper pin ④

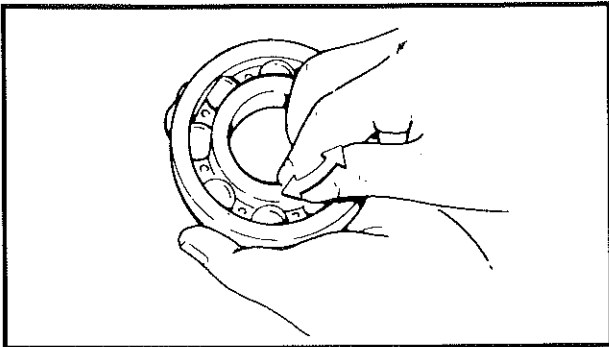
Damage/Wear → Replace.

**CRANKCASE**

1. Thoroughly wash the case halves in mild solvent.
2. Clean all the gasket mating surfaces and crankcase mating surfaces thoroughly.
3. Inspect:
 - Crankcase
Cracks/Damage → Replace.
 - Oil delivery passages
Clogged → Blow out with compressed air.

BEARING AND OIL SEAL

1. Inspect:
 - Bearings
Clean and lubricate, then rotate inner race with finger.
Roughness → Replace.
2. Inspect:
 - Oil seals
Damage/Wear → Replace.

**CIRCLIP AND WASHER**

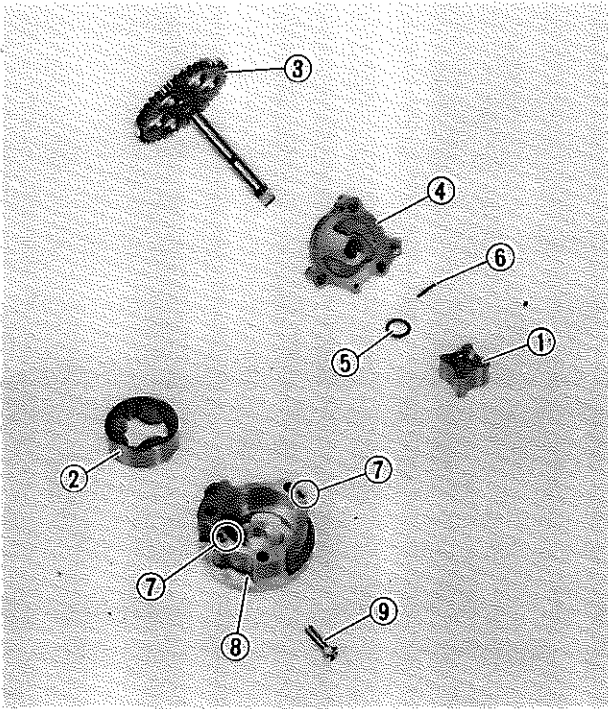
1. Inspect:
 - Circlips
 - Washers
Damage/Looseness/Bends → Replace.

ENGINE ASSEMBLY AND ADJUSTMENT

⚠ WARNING

For engine reassembly, replace the following parts with new ones.


- O-ring
- Gasket
- Oil seal
- Copper washer
- Lock washer
- Circlip



OIL PUMP


1. Lubricate:

- Inner rotor ①
- Outer rotor ②
- Pump shaft ③

	Recommended lubricant: SAE 10W30 motor oil
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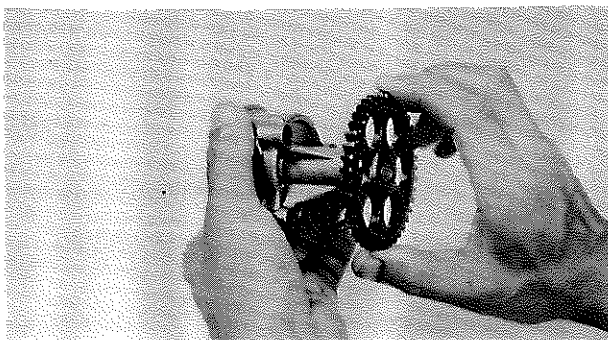
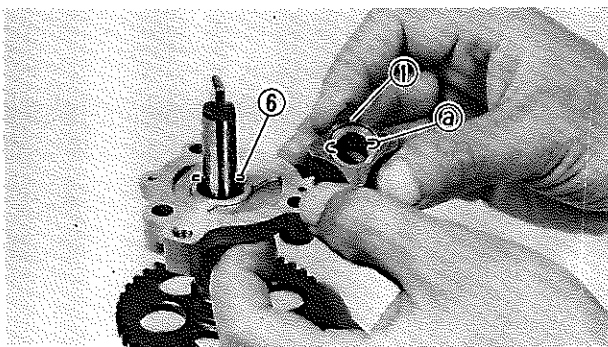
2. Install:

- Pump shaft ③
(to pump cover ④)
- Washer ⑤
- Pin ⑥
- Inner rotor ①
- Outer rotor ②
- Dowel pins ⑦
- Pump housing ⑧
- Screw ⑨

	Screw (pump housing): 7 Nm (0.7 m • kg, 5.1 ft • lb)
-------------------------------------------------------------------------------------	----------------------------------------------------------------

NOTE:

When installing the inner rotor, align the pin ⑥ in the pump shaft with the groove ③ on the inner rotor ①.



3. Check:

- Oil pump operation
Refer to "INSPECTION AND REPAIR - OIL PUMP".

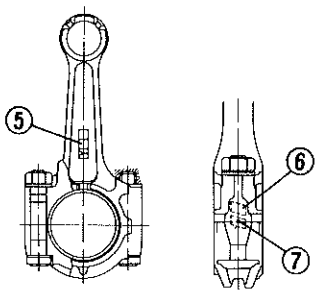
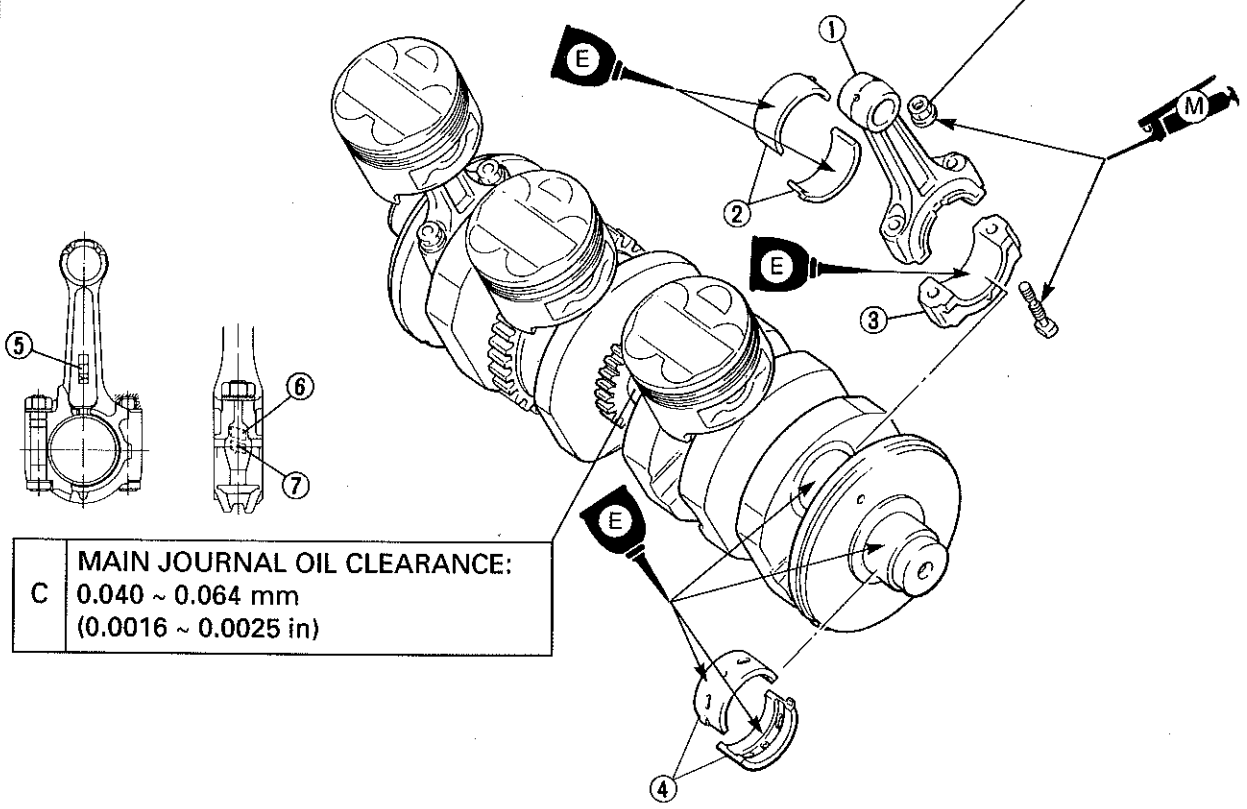


CONNECTING ROD AND CRANKSHAFT

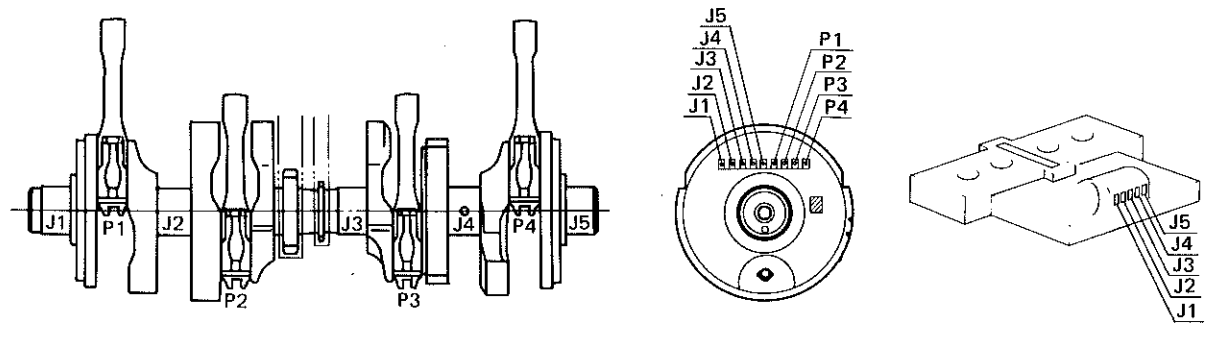
- ① Connecting rod
- ② Plane bearing (connecting rod)
- ③ Connecting rod cap
- ④ Plain bearing (crankshaft-main journal)
- ⑤ Projection mark
- ⑥ Crank pin bearing size
- ⑦ Connecting rod weight number

A	CRANKSHAFT RUNOUT LIMIT: 0.03 mm (0.0012 in)
B	CRANK PIN OIL CLEARANCE: 0.032 ~ 0.056 mm (0.001 ~ 0.002 in)

36 Nm (3.6 m • kg, 25 ft • lb)



C	MAIN JOURNAL OIL CLEARANCE: 0.040 ~ 0.064 mm (0.0016 ~ 0.0025 in)
---	-------------------------------------------------------------------------

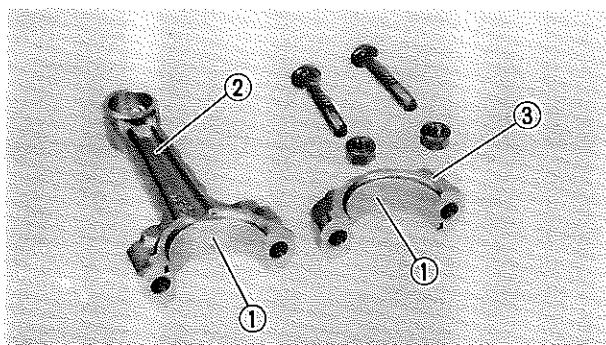




CONNECTING ROD

1. Apply:

- Molybdenum disulfide grease
(onto threads of bolts and nut seats)
- Engine oil
(onto crank pins, crank pin bearings and inner surfaces of connecting rods)

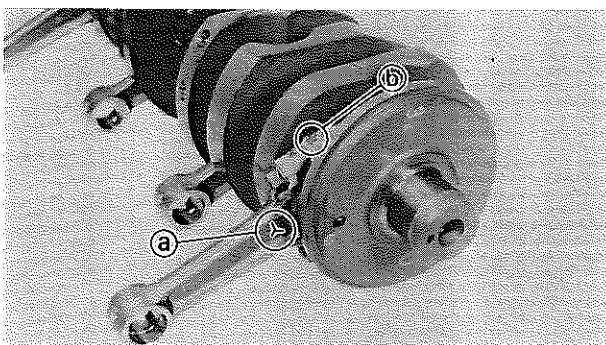


2. Install:

- Bearings ① (crank pin)
- Connecting rods ②
- Connecting rod caps ③
(onto crank pins)

NOTE:

- Align the projection of bearing with the groove of the caps and connecting rod.
- Make sure to reinstall each connecting rod bearing in its original place.
- The stamped "Y" mark (a) on the connecting rods should face towards the left of the crankshaft.
- Be sure that the letter (b) on both components align to form a perfect character.

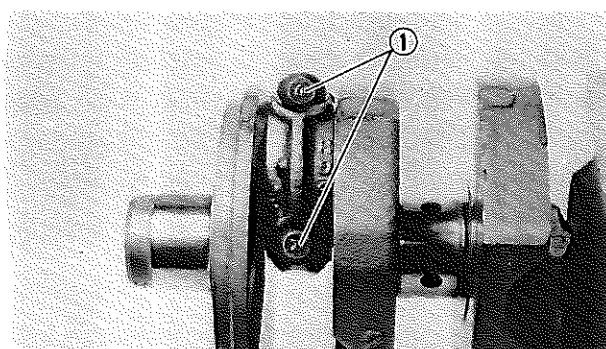


3. Align:

- Bolt head ①
(with connecting rod cap)

4. Tighten:

- Nuts (connecting rods)



CAUTION:

Tighten to full torque specification without pausing. Apply continuous torque between 2.0 and 3.6 m · kg. Once you reach 2.0 m · kg **DO NOT STOP TIGHTENING** until final torque is reached. If the tightening is interrupted between 2.0 and 3.6 m · kg, loosen the nut to less than 2.0 m · kg and start again.



Nut (connecting rod):
36 Nm (3.6 m · kg, 25 ft · lb)

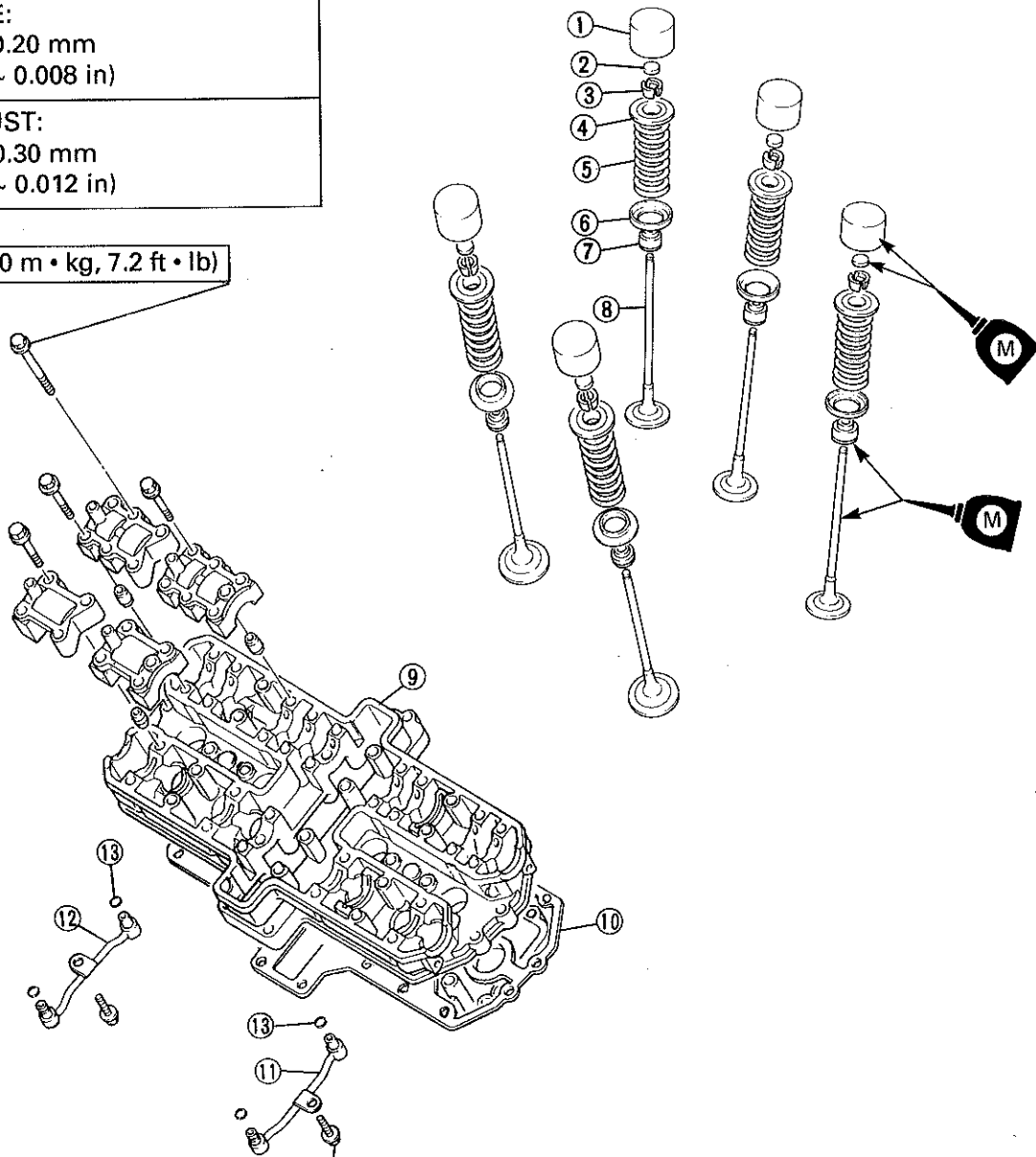


VALVE AND CAMSHAFT CASE

- ① Valve lifter
- ② Pad
- ③ Valve cotter
- ④ Valve spring retainer
- ⑤ Valve spring
- ⑥ Spring seat
- ⑦ Oil seal
- ⑧ Valve
- ⑨ Camshaft case
- ⑩ Gasket (camshaft case)
- ⑪ Oil delivery pipe #3
- ⑫ Oil delivery pipe #4
- ⑬ O-ring

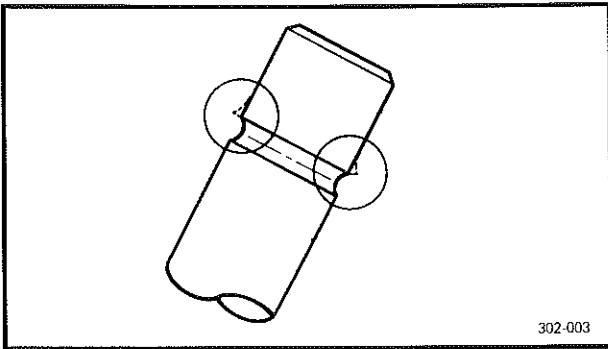
A	VALVE CLEARANCE (COLD):
B	INTAKE: 0.11 ~ 0.20 mm (0.004 ~ 0.008 in)
C	EXHAUST: 0.21 ~ 0.30 mm (0.008 ~ 0.012 in)

10 Nm (1.0 m • kg, 7.2 ft • lb)



10 Nm (1.0 m • kg, 7.2 ft • lb)

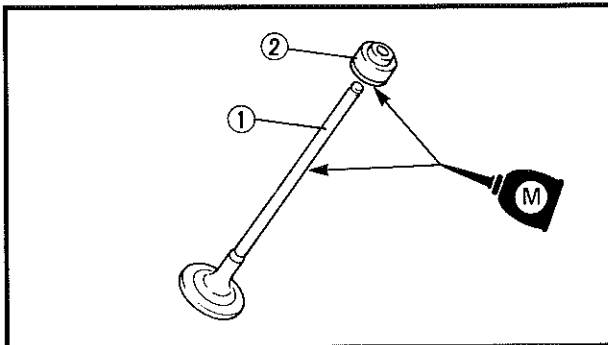




VALVE AND CAMSHAFT CASE

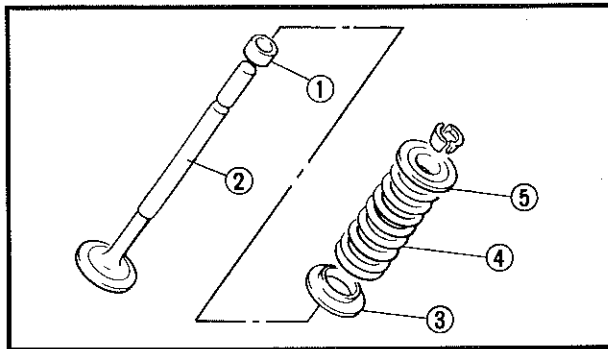
1. Deburr:

- Valve stem end
- Use an oil stone to smooth the stem end.



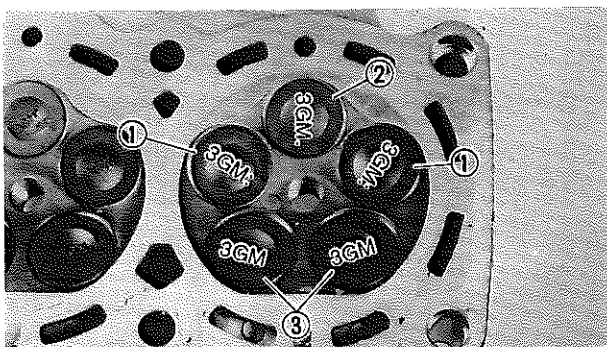
2. Apply:

- Molybdenum disulfide oil
(onto valve stem ① and oil seal ②)



3. Install:

- Oil seal ①
- Valve ②
- Spring seat ③
- Valve spring ④
- Valve retainer ⑤
(into cylinder head)



NOTE:

- Make sure that each valve is installed in its original place, also referring to the embossed mark as follows:

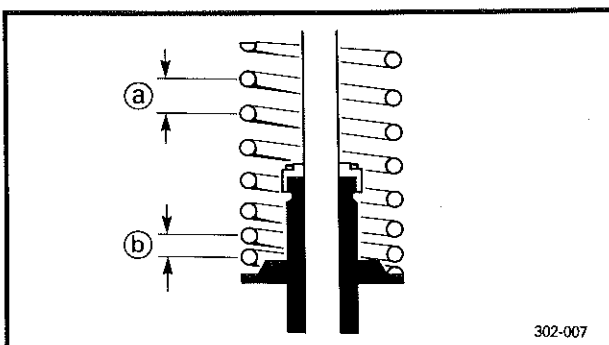
Intake (right/left): "3GM:" ①

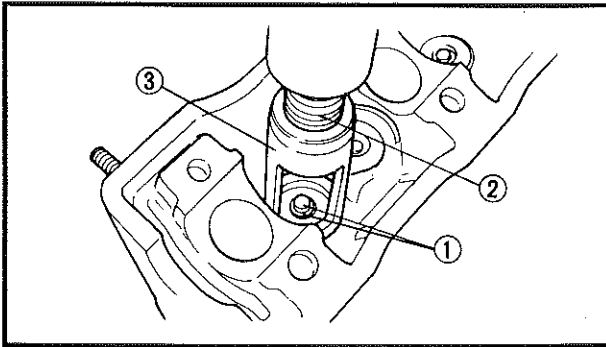
Intake (middle): "3GM." ②

Exhaust "3GM" ③

- Install the valve spring with the larger pitch ① facing upwards.

② Smaller pitch





4. Install:

- Valve cotters ①

NOTE:

Install the valve cotters while compressing the valve spring with the valve spring compressor.



Valve spring compressor ② :

YM-04019/90890-04019

Attachment ③ :

(For exhaust valve)

YM-04108/90890-04108

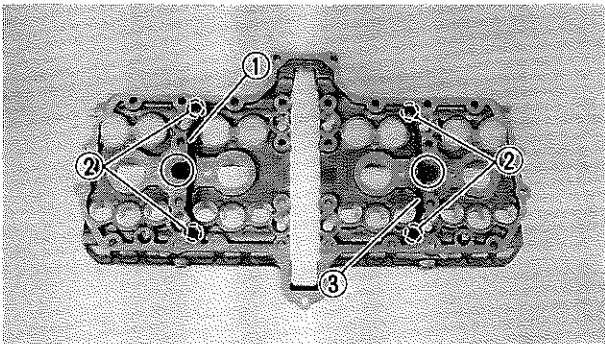
(For intake valve)

YM-04114/90890-04114

5. Secure the valve cotters ① onto the valve stem by tapping lightly with a piece of wood.

NOTE:

Do not hit so much as to damage the valve.



6. Install:

- Oil delivery pipe #4 ① (with O-rings ②)
- Oil delivery pipe #3 ③ (with O-rings ②) (onto camshaft case)



Bolt (oil delivery pipe #3/#4):

10 Nm (1.0 m · kg, 7.2 ft · lb)

7. Install:

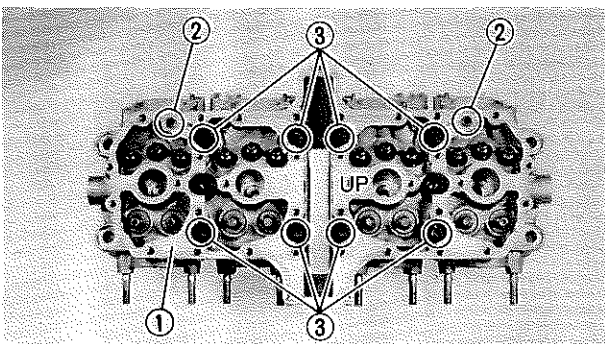
- Gasket ① (camshaft case)
- Dowel pins ②
- Nut ③

NOTE:

Be sure the "UP" mark is correctly readable.

⚠ WARNING

Always use a new gasket (camshaft case).



8. Install:

- Camshaft case

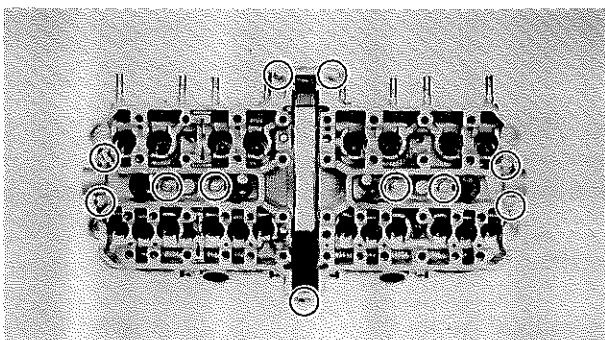


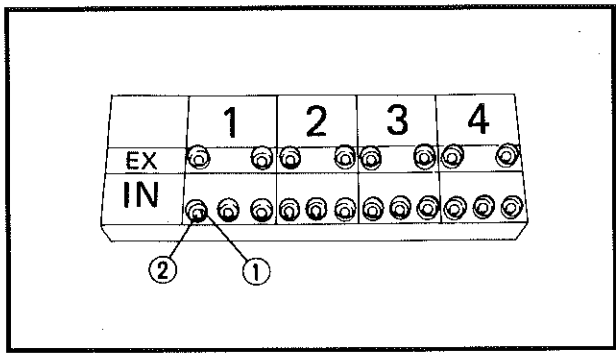
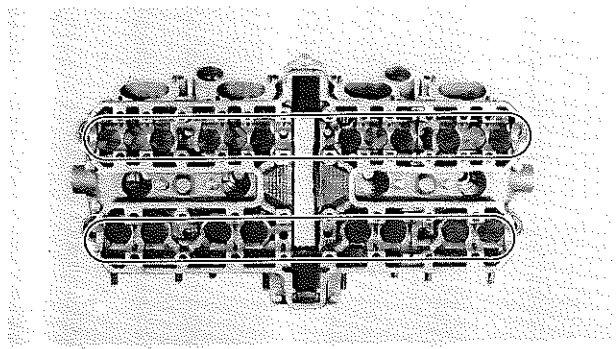
Bolt (camshaft case):

10 Nm (1.0 m · kg, 7.2 ft · lb)

NOTE:

- Apply molybdenum disulfide oil to the bolt threads.
- Tighten the bolts in a crisscross pattern starting from the center.



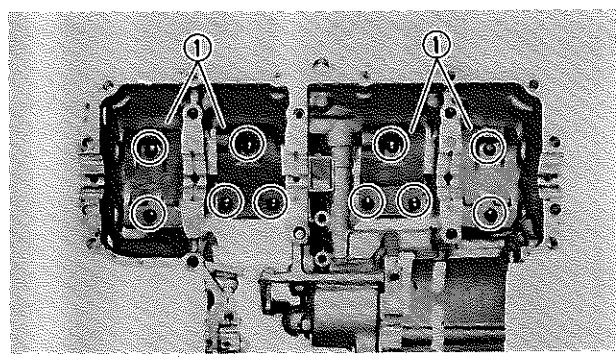


9. Install:

- Pads ①
- Valve lifters ②

NOTE:

- Apply molybdenums disulfide oil to the valve lifters and pads.
- The valve lifters must move smoothly when rotated with the finger.
- Each valve lifter and pad must be reinstalled in its original position.

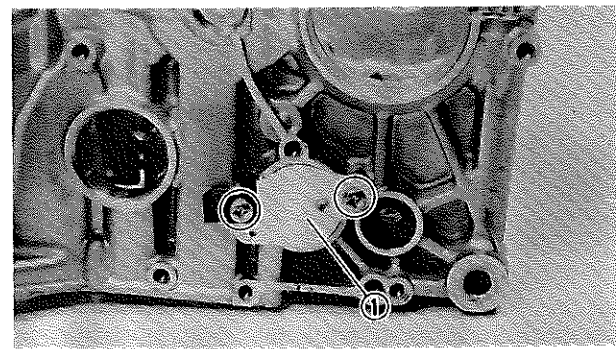


SHIFT FORK AND SHIFT CAM

1. Install:

- Baffle plates ①

	Bolts (baffle plate):
	10 Nm (1.0 m • kg, 7.2 ft • lb)
	LOCTITE®

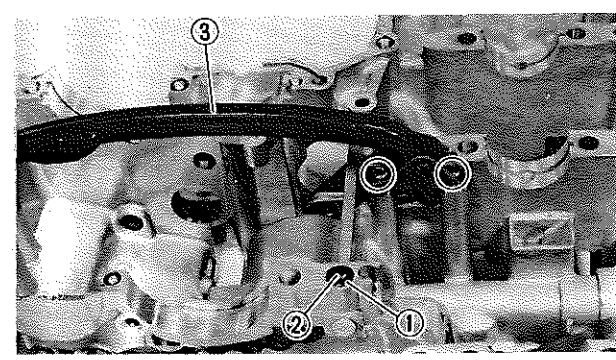


2. Install:

- Neutral switch ①


NOTE:

Apply engine oil to the O-ring on the neutral switch body.



3. Install:

- O-ring ①
- Dowel pin ②
- Timing chain guide ③ (intake side)

	Bolt (chain guide):
	10 Nm (1.0 m • kg, 7.2 ft • lb)

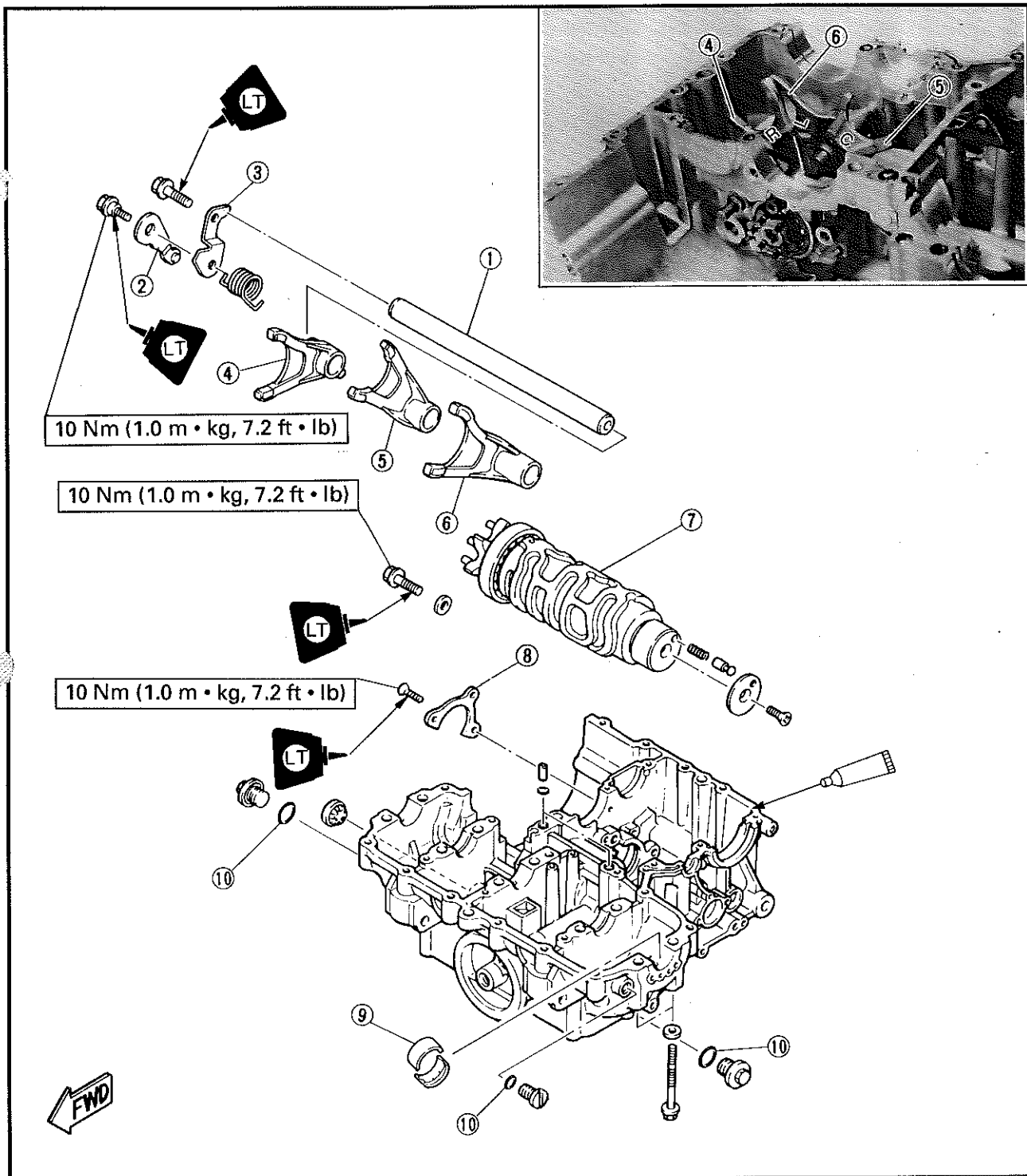
⚠ WARNING

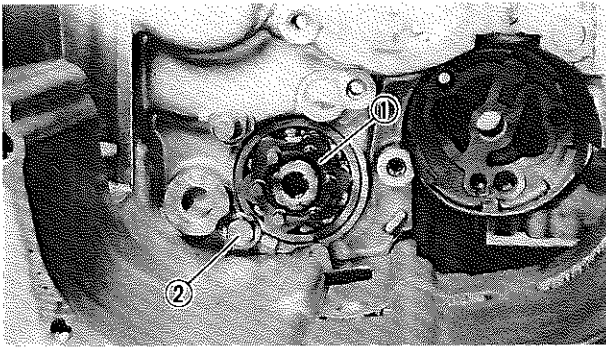
Always use a new O-ring.



LOWER CRANKCASE

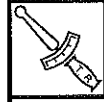
- ① Guide bar
- ② Stopper lever
- ③ Guide bar stopper
- ④ Shift fork (R)
- ⑤ Shift fork (C)
- ⑥ Shift fork (L)
- ⑦ Shift cam
- ⑧ Bearing retainer (main axle)
- ⑨ Bearing (main journal)
- ⑩ O-ring



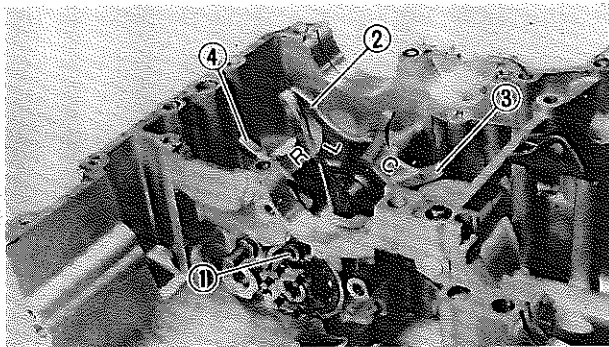


4. Install:

- Shift cam assembly ①
- Bolt ② (bearing stopper) (with washer)



Bolt (bearing stopper):
 10 Nm (1.0 m · kg, 7.2 ft · lb)
 LOCTITE®

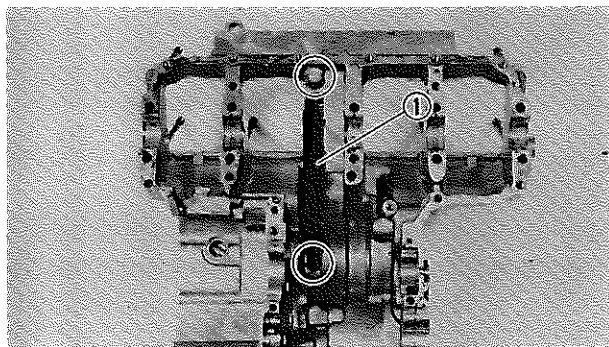


5. Install:

- Guide bar ① (shift fork)
- Shift fork "L" ②
- Shift fork "C" ③
- Shift fork "R" ④

NOTE:

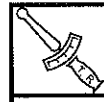
Install the shift forks with the embossed mark to the right and in sequence (R, C, L) beginning from the right.



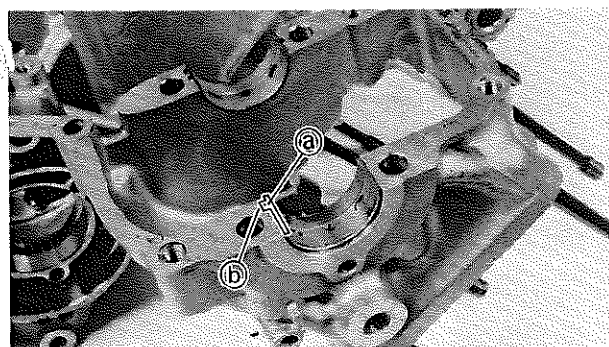
STARTER CLUTCH AND CRANKSHAFT

1. Install:

- HY-VO chain guide ①



Bolt (HY-VO chain guide):
 10 Nm (1.0 m · kg, 7.2 ft · lb)
 LOCTITE®



2. Install:

- Main journal bearings (onto upper crankcase crankshaft)

NOTE:

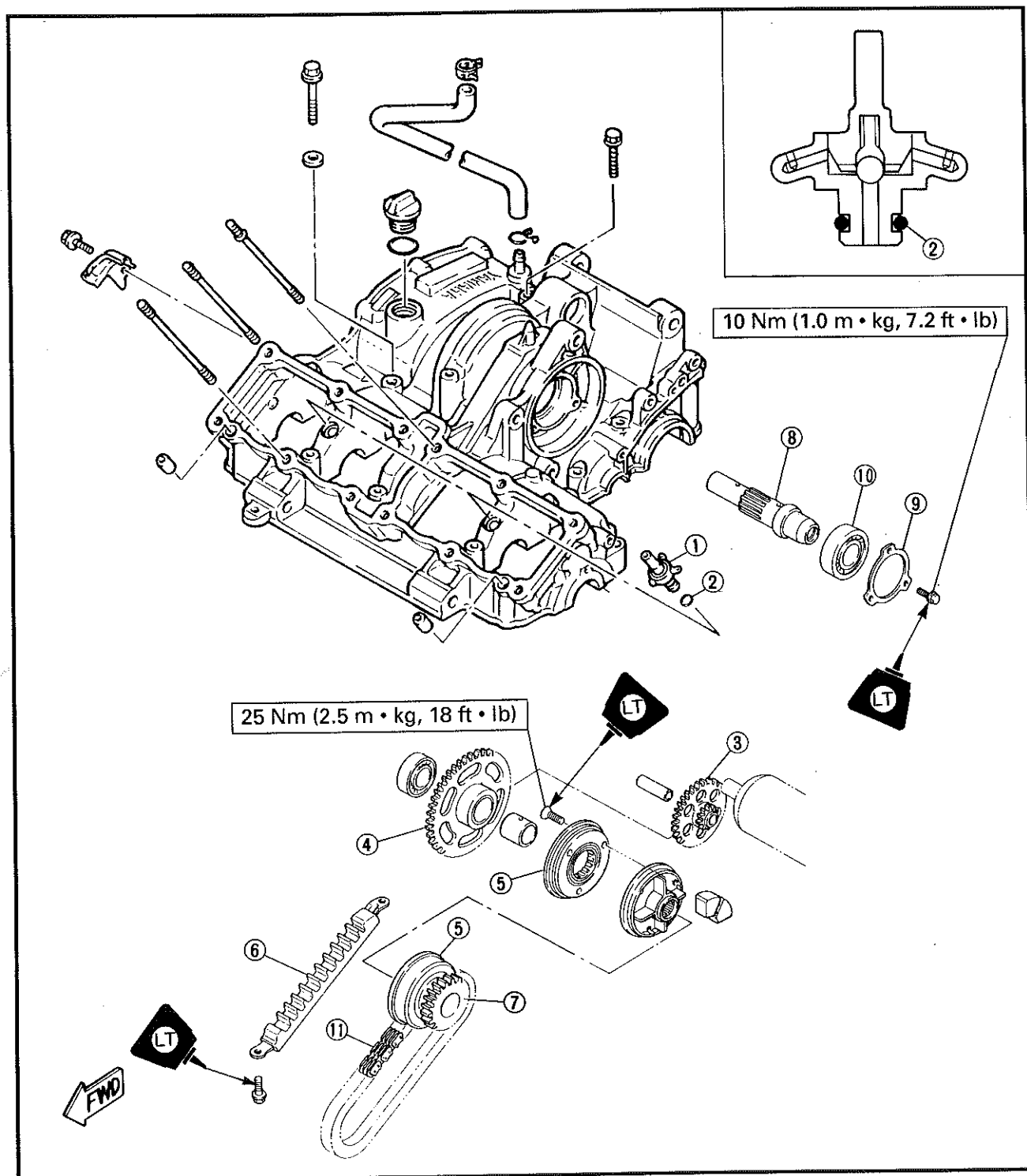
- Align the projection ① of the bearing with the notch ② in the case.
- Be sure to install each bearing (crankshaft) in its original place.

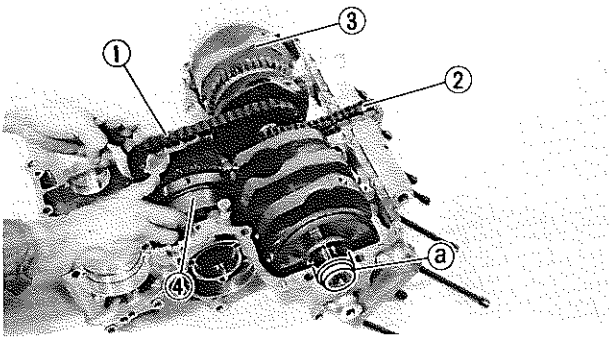
3. Apply engine oil to the bearing (main journal) surfaces.



UPPER CRANKCASE

- ① Oil-Jet nozzle
- ② O-ring
- ③ Starter idle gear
- ④ Starter clutch gear
- ⑤ Starter clutch
- ⑥ HY-VO chain guide
- ⑦ Drive gear (AC generator)
- ⑧ AC generator shaft
- ⑨ Bearing retainer
- ⑩ Bearing
- ⑪ HY-VO chain



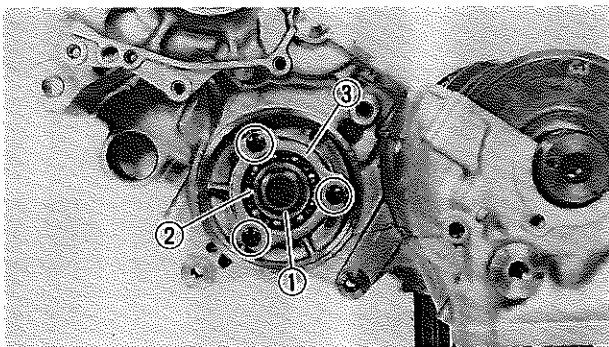


4. Install:

- HY-VO chain ①
- Timing chain ②
(onto crankshaft)
- Crankshaft assembly ③
- Starter clutch assembly ④

NOTE:

- The stepped crankshaft end ② should point to the left.
- Pass the timing chain through the timing chain cavity and attach a retaining wire to it.

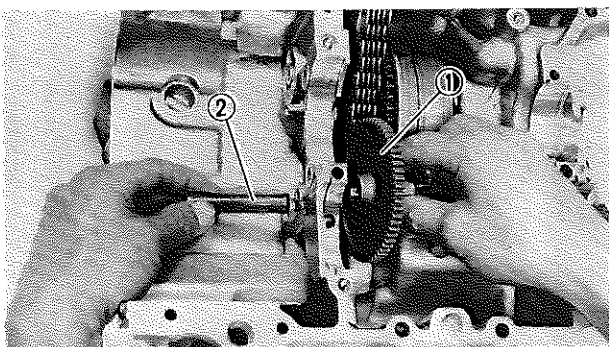


5. Install:

- AC generator shaft ①
- Bearing ②
- Bearing retainer ③
- Bolts

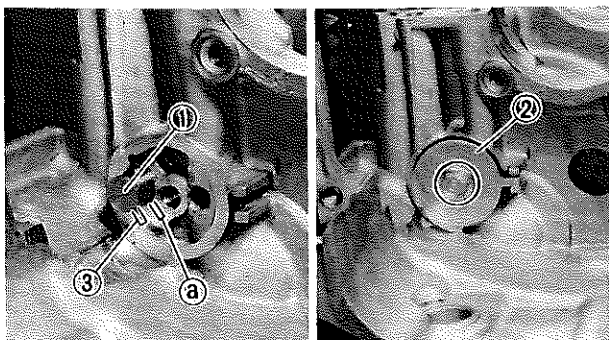


Bolt (bearing retainer):
10 Nm (1.0 m · kg, 7.2 ft · lb)
LOCTITE®



6. Install:

- Starter idle gear ①
- Shaft ②



7. Install:

- Oil spray nozzle ①
- Gasket
- Oil plug plate ②

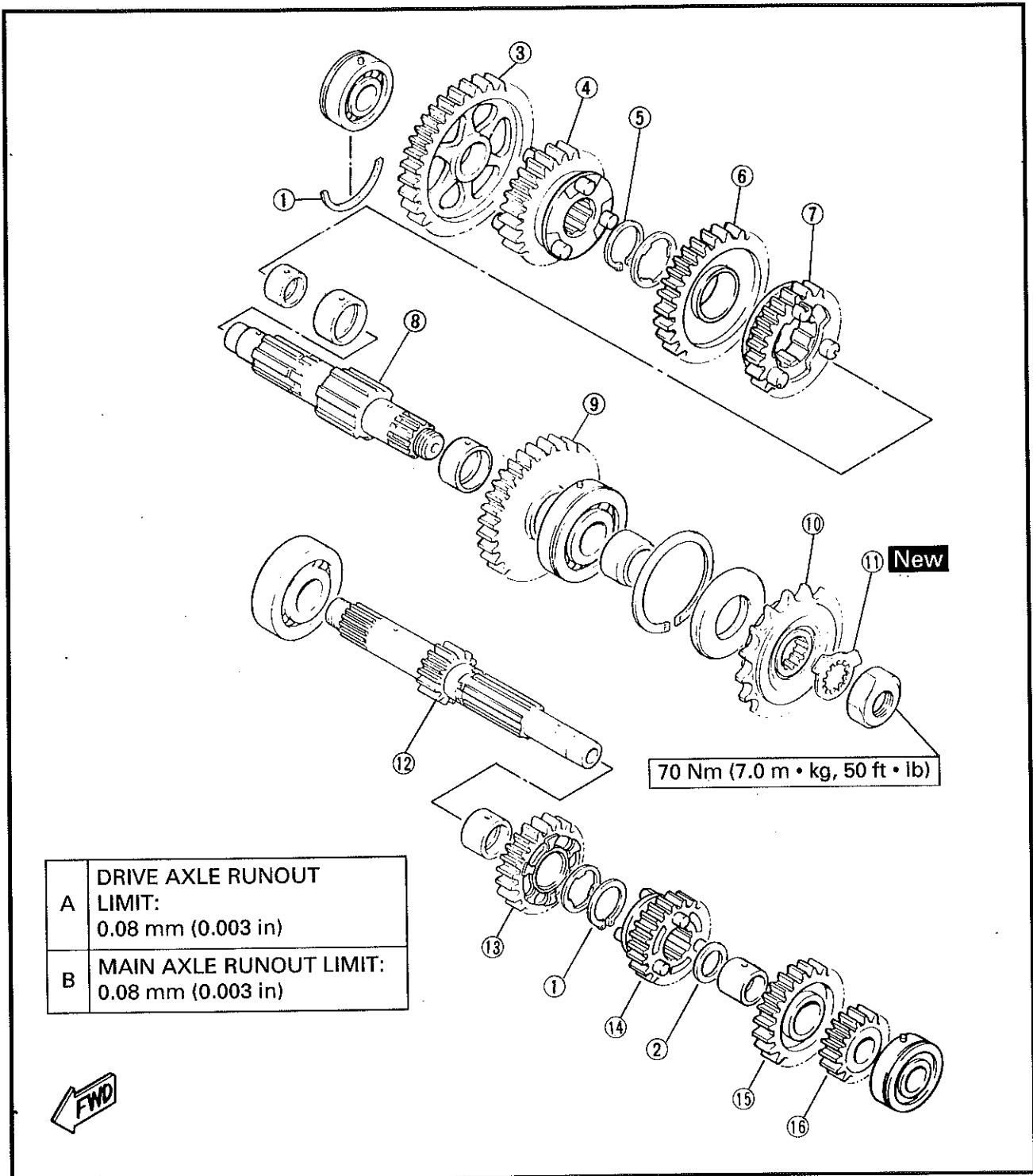
NOTE:

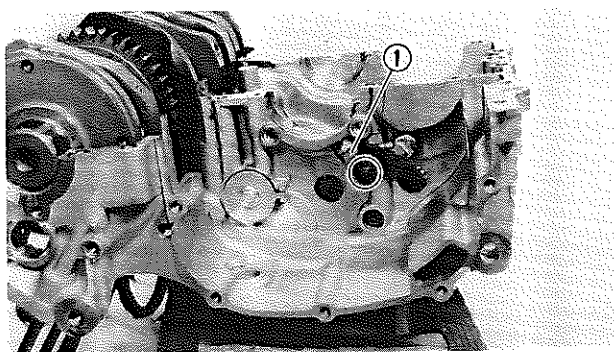
When installing the oil spray nozzles, align the pin ③ with the slot ② in the crankcase.



TRANSMISSION

- ① Circlip
- ② Plain washer
- ③ 1st wheel gear (36T)
- ④ 4th wheel gear (27T)
- ⑤ Circlip
- ⑥ 3rd wheel gear (29T)
- ⑦ 5th wheel gear (28T)
- ⑧ Drive axle
- ⑨ 2nd wheel gear (32T)
- ⑩ Drive sprocket
- ⑪ Lock washer
- ⑫ Main axle (14T)
- ⑬ 4th pinion gear (23T)
- ⑭ 3rd pinion gear (21T)
- ⑮ 5th pinion gear (27T)
- ⑯ 2nd pinion gear (18T)





8. Install:

- Oil delivery pipe #5 (1)
(with O-rings)



Bolt (oil plug plate):
10 Nm (1.0 m • kg, 7.2 ft • lb)

NOTE:

Lubricate the O-rings with lithium soap base grease.

TRANSMISSION

1. Install:

- Main axle assembly (1)
- Drive axle assembly (2)
- Oil seals (3)
- Circlips (4)

NOTE:

- Be sure that the drive axle bearing circlips (4) are inserted into the upper crankcase positioning grooves.
- The main axle bearing pin (5) must point to the front of the crankcase, the drive axle bearing pin (6) and (7) to the rear side.

2. Check:

- Transmission
Unsmooth rotation → Repair.

NOTE:

Oil each gear and bearing thoroughly.

CRANKCASE ASSEMBLY

1. Apply:

- Engine oil
(onto main journal bearings)
- Sealant
(onto crankcase mating surfaces)



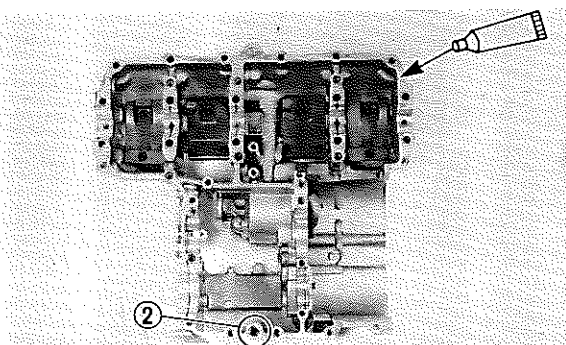
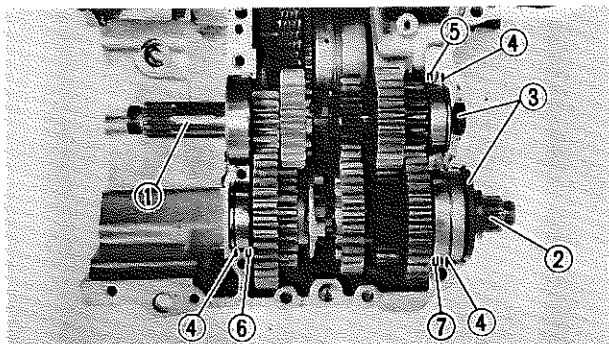
Yamaha bond No. 1215:
90890-85505
Quick gasket®:
ACC-11001-01-01

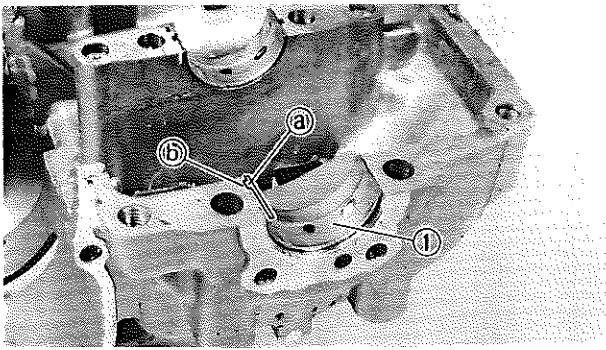
NOTE:

DO NOT ALLOW any sealant to come in contact with the oil gallery or crankshaft bearings. Do not apply sealant to within 2 ~ 3 mm (0.08 ~ 0.12 in) of the bearings.

2. Install:

- Dowel pin (2)



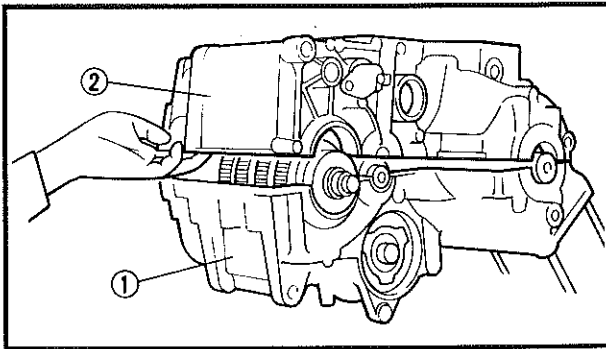


3. Install:

- Main journal bearings ① (onto lower crankcase)

NOTE:

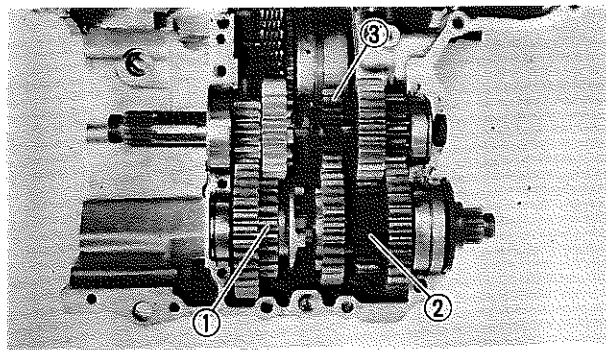
- Align the projection ③ of the bearing with the notch ④ in the crankcase.
- Install each bearing in its original place.



4. Set shift cam and transmission gears in "NEUTRAL" position.

5. Install:

- Lower crankcase ① (onto upper crankcase ②)
Place the lower crankcase assembly onto the upper crankcase assembly.



NOTE:

- Carefully guide the shift forks so that they mesh smoothly with the transmission gears.
- Mesh the shift fork "L" with the 4th wheel gear ① and "R" with the 5th wheel gear ② on the drive axle.
- Mesh the shift fork "C" with the 3rd pinion gear ③ on the main axle.

CAUTION

Before tightening the crankcase bolts, check the following points:

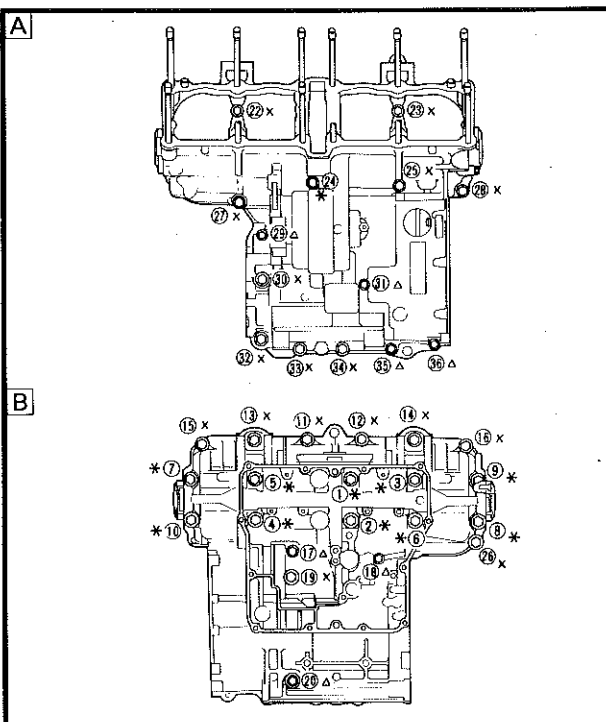
- Be sure the gears shift correctly when the shift cam is turned by hand.

6. Tighten:

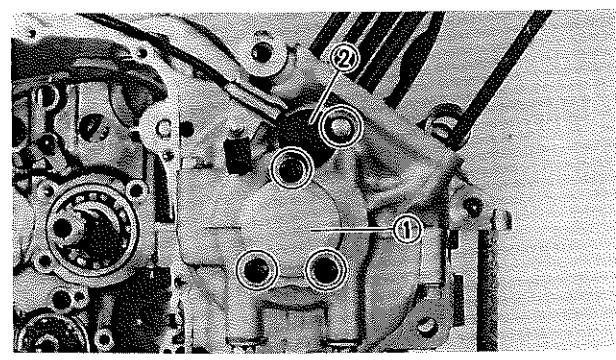
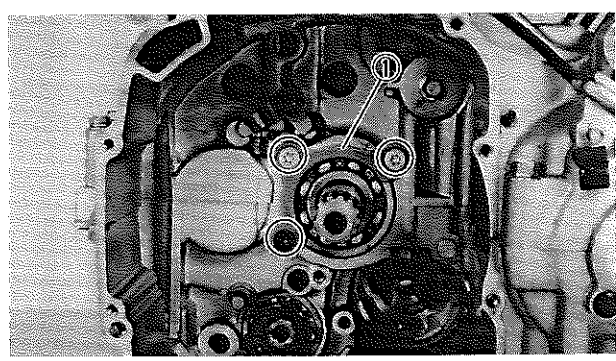
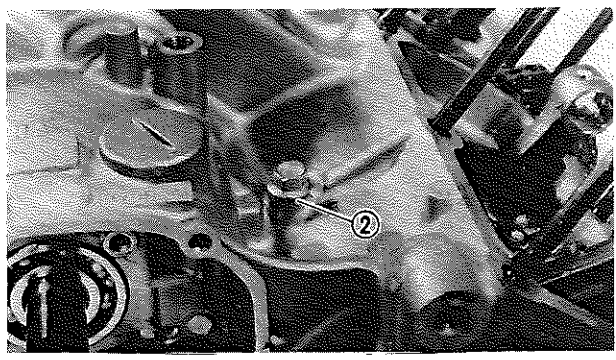
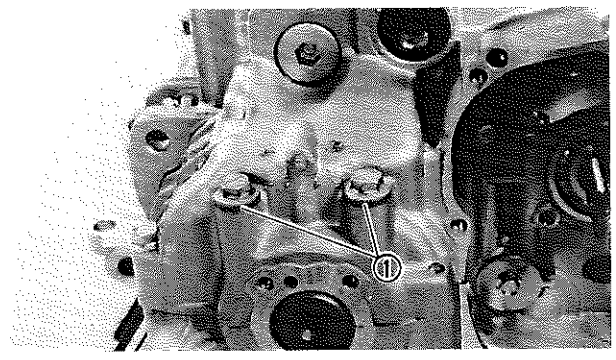
- Upper crankcase bolt
- Lower crankcase bolt (follow the proper tightening sequence)



△ M6 bolt:
12 Nm (1.2 m · kg, 8.7 ft · lb)
× M8 bolt:
24 Nm (2.4 m · kg, 17 ft · lb)
* M9 bolt:
32 Nm (3.2 m · kg, 23 ft · lb)



- △ Upper crankcase
- × Lower crankcase




- NOTE:**
- Lubricate the threads of bolts with engine oil.
 - Tighten the bolts in the tightening sequence cast on the crankcase.
 - Install a washer ① on bolt No. 7, 8, 9 and 10.
 - Install a copper washer ② on bolt No. 24 .

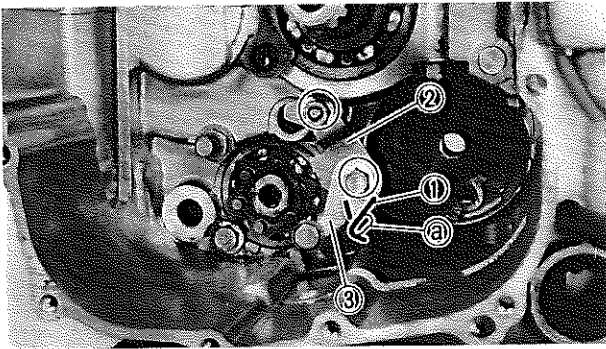
- 7.Install:
- Bearing retainer ① (main axle)
Use torx wrench (T30).

	<p>Screw (bearing retainer): 10 Nm (1.0 m • kg, 7.2 ft • lb) LOCTITE®</p>
-------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------

- 8.Install:
- Crankshaft end cover ① (right)
(with O-ring)
 - Crankshaft sensor ②
(with O-ring)

	<p>Screw (crankshaft end cover): 7 Nm (0.7 m • kg, 5.1 ft • lb) Bolt (crankshaft sensor): 10 Nm (1.0 m • kg, 7.2 ft • lb)</p>
-------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------

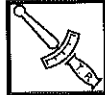
NOTE:
 Apply engine oil to the O-ring of the crankshaft sensor.



SHIFT SHAFT AND OIL PUMP

1.Install:

- Return spring ①
- Stopper plate ② (guide bar and bearing)
- Stopper lever ③

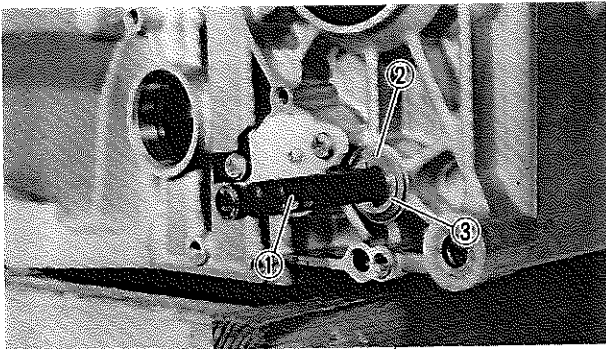


Bolt

(stopper plate/stopper lever):
10 Nm (1.0 m • kg, 7.2 ft • lb)
LOCTITE®

NOTE:

- Hook the spring ends on the stopper lever ③ and crankcase boss ①.
- Mesh the stopper lever ③ with the shift cam stopper.



2.Install:

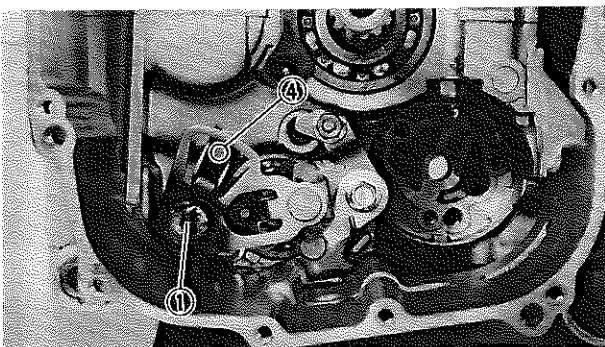
- Shift shaft ①
- Washer ②
- Circlip ③

NOTE:

- Apply grease to the oil seal lips.
- Hook the spring ends onto the stopper ④.

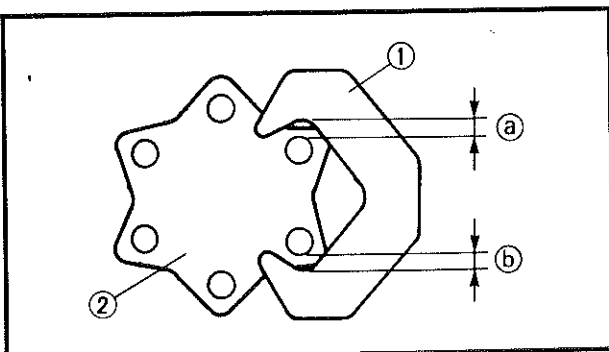
⚠ WARNING

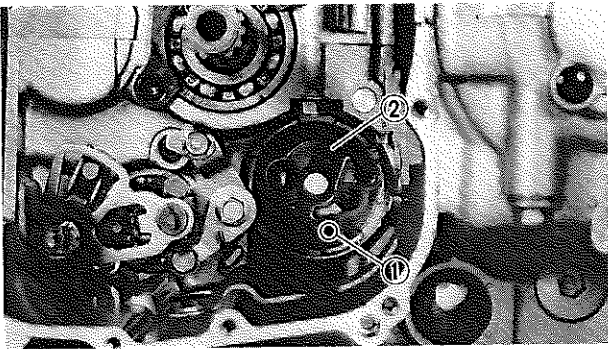
Always use a new circlip.



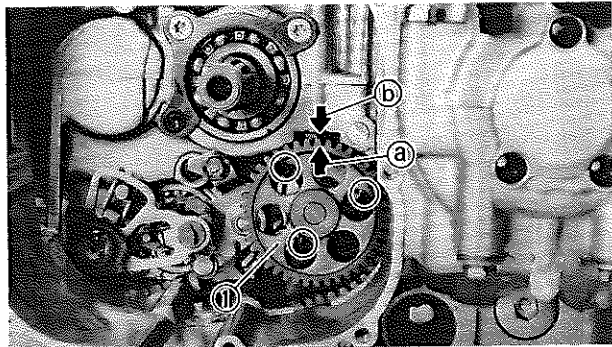
3.Check:

- Shift pawl ① position
 Gaps ① and ② are not equal → Replace defective parts.
- ② Shift cam





- 4.Install:
- Dowel pin ①
 - Gasket ②



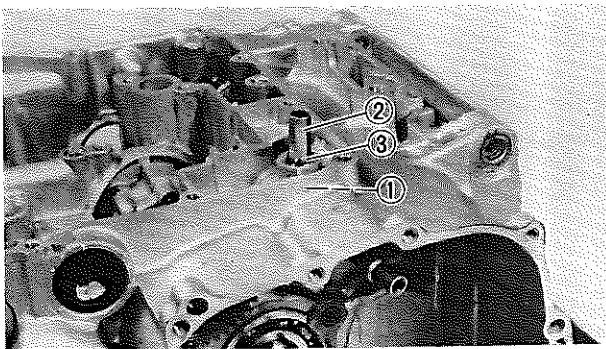
- 5.Install:
- Oil pump assembly ①



Bolt (oil pump assembly):
 10 Nm (1.0 m • kg, 7.2 ft • lb)

NOTE: _____
 Align the arrow mark ① on the oil pump with the arrow mark ② on the crankcase.

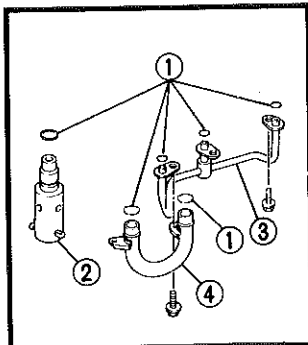
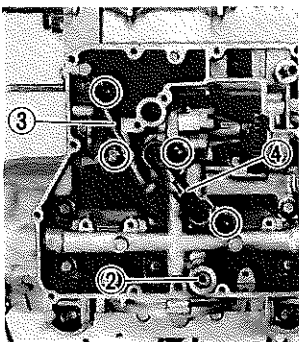
CAUTION: _____
 Be sure that the oil pump turns smoothly after tightening the bolts.



OIL PAN AND OIL STRAINER

- 1.Install:
- Mounting rubber ①
 - Oil pipe ②
 - Circlip ③

NOTE: _____
 Fit the mounting rubber correctly onto the crankcase.



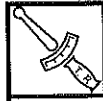
- 2.Install:
- O-rings ①
 - Relief valve ②
 - Oil delivery pipe #1 ③
 - Oil pipe #2 ④

NOTE: _____
 Apply engine oil to the O-rings.

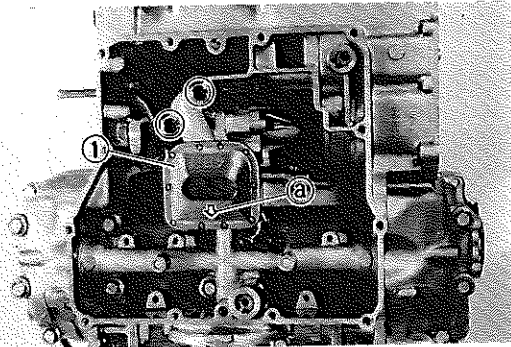


⚠ WARNING

Always use new O-rings.

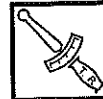


Bolt (oil delivery pipe #1 / oil pipe #2):
10 Nm (1.0 m · kg, 7.2 ft · lb)



3.Install:

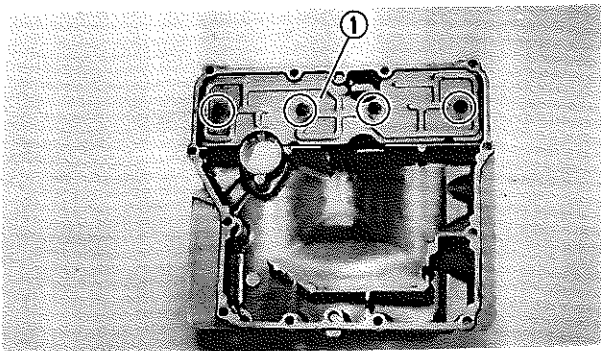
- Oil strainer assembly ①.



Bolt (oil strainer):
10 Nm (1.0 m · kg, 7.2 ft · lb)

NOTE:

The arrow mark ② on the strainer cover must point to the front of the engine.

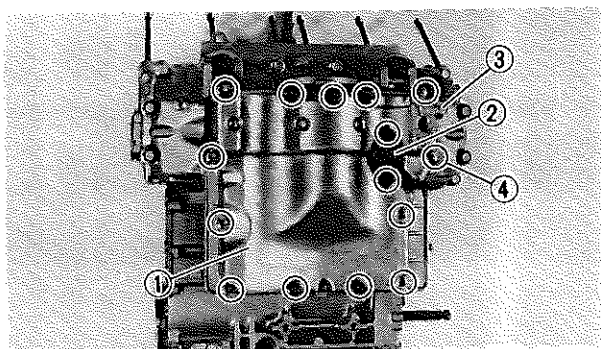


4.Install:

- Baffle plate ① (oil pan)



Bolt (baffle plate):
10 Nm (1.0 m · kg, 7.2 ft · lb)
LOCTITE®



5.Install:

- Dowel pins
- Gasket (oil pan)
- Oil pan ①
- Oil level switch ② (with O-ring)
- Drain bolt ③ (with copper washer)

- ④Clamp (oil level switch lead)

⚠ WARNING

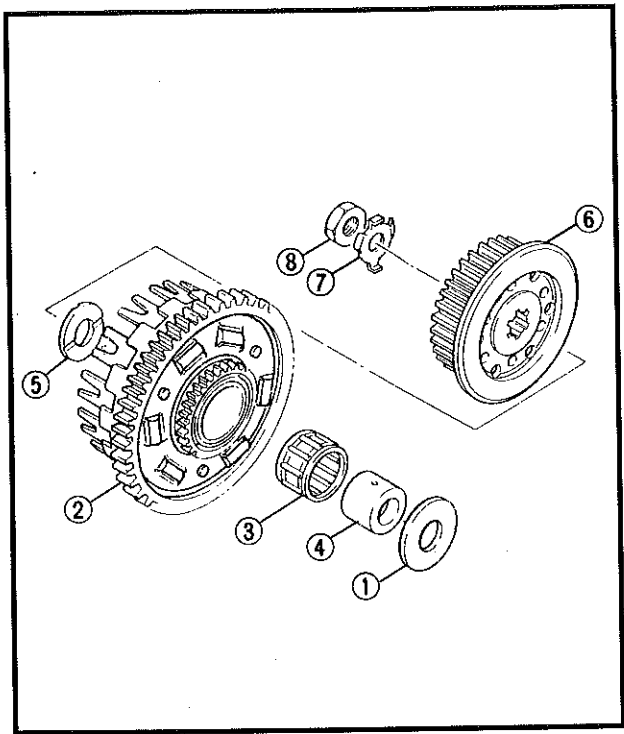
Always use new copper washer and gasket.

NOTE:

- Tighten the bolts (oil pan) in a crisscross pattern.
- Apply engine oil to the O-ring of the oil level switch.



Bolt (oil pan):
 10 Nm (1.0 m • kg, 7.2 ft • lb)
Bolt (oil level switch):
 10 Nm (1.0 m • kg, 7.2 ft • lb)
Drain bolt:
 43 Nm (4.3 m • kg, 31 ft • lb)



CLUTCH

1.Install:

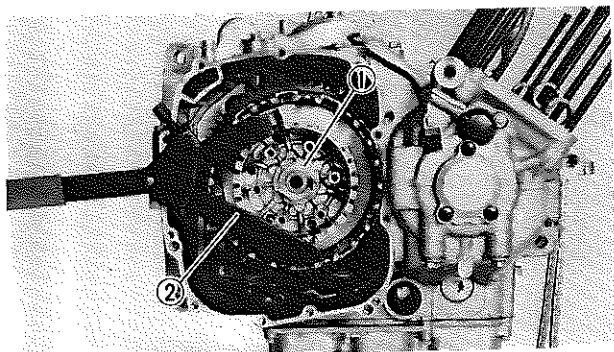
- Thrust washer ①
- Clutch housing ②
- Bearing ③
- Spacer ④
- Thrust washer ⑤
- Clutch boss ⑥
- Lock washer ⑦
- Nut ⑧ (clutch boss)

NOTE:

Install the spacer ④ with the two screw holes towards the clutch boss.

⚠ WARNING

Always use a new lock washer.



2.Tighten:

- Nut ① (clutch boss)



Nut (clutch boss):
 70 Nm (7.0 m • kg, 50 ft • lb)

NOTE:

Tighten the nut ① (clutch boss) while holding the clutch boss with the universal clutch holder ②.



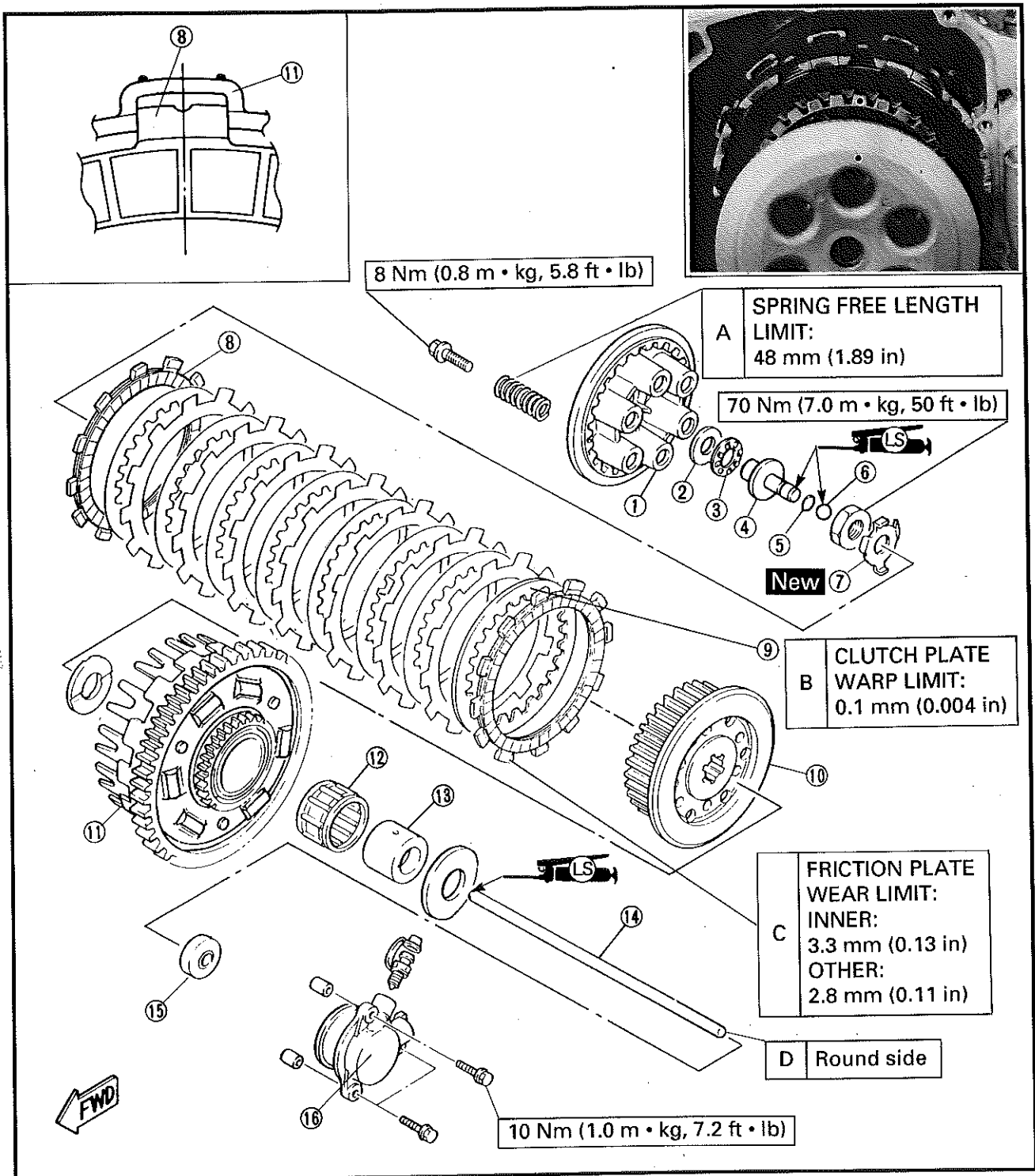
Universal clutch holder:
 YM-91042/90890-04086

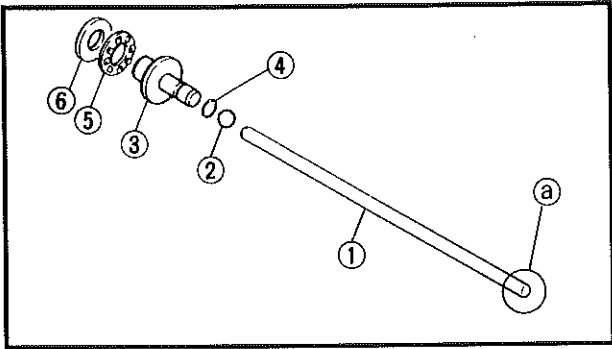
3.Bend the lock washer tab along a flat side of the nut.



CLUTCH

- ① Pressure plate
- ② Washer
- ③ Bearing
- ④ Push rod #1
- ⑤ O-ring
- ⑥ Ball
- ⑦ Lock washer
- ⑧ Friction plate
- ⑨ Clutch plate
- ⑩ Clutch boss
- ⑪ Clutch housing
- ⑫ Bearing
- ⑬ Spacer
- ⑭ Push rod #2
- ⑮ Oil seal
- ⑯ Clutch release cylinder

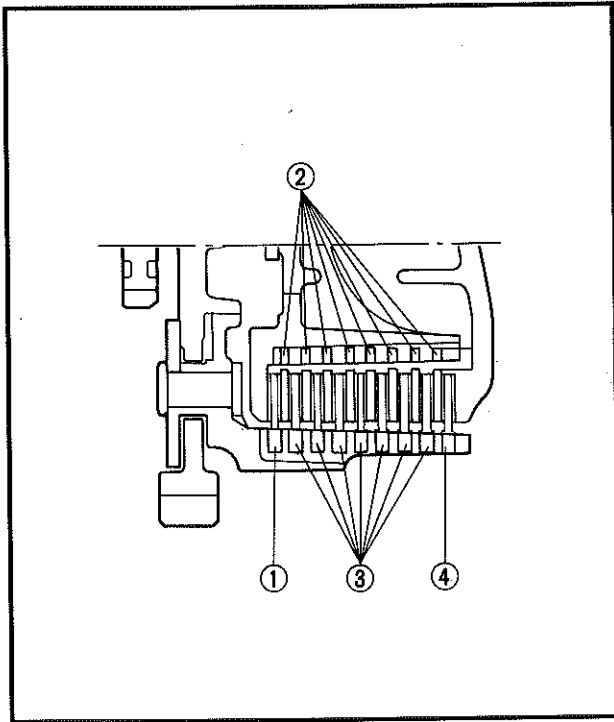




4. Install:
- Push rod #2 ①
 - Ball ②
 - Push rod #1 ③ (with O-ring ④)
 - Bearing ⑤
 - Washer ⑥

NOTE:

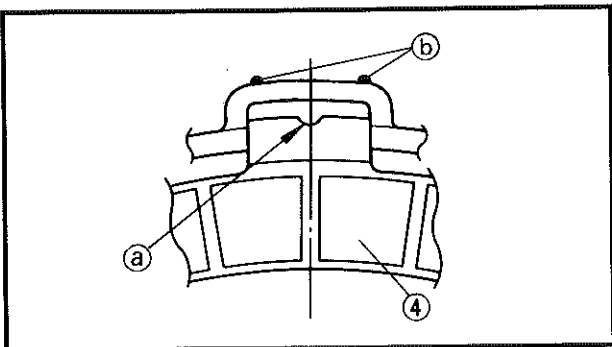
- Insert the push rod #2 with the rounded end ① first into the clutch boss.
- Apply lithium soap base grease to the ball and the push rods #1 and #2.



5. Install:
- Friction plates
 - Clutch plates

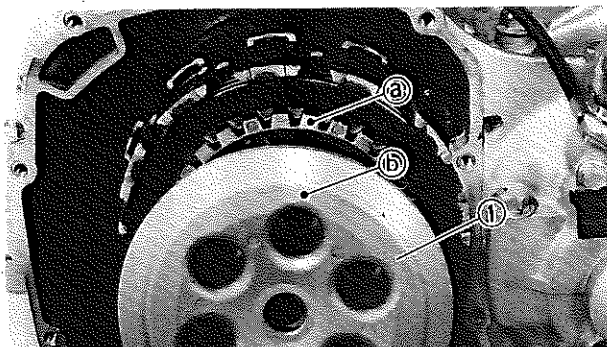
Installation steps:

- Install the thickest friction plate ① (3.4 ~ 3.6 mm (0.134 ~ 0.142 in) thickness as opposed to 3.0 mm for the other friction plates) first and install the clutch plate ②.
- Install friction plates (3.0 mm thickness) ③ and clutch plates ② alternately.
- Install the outer friction plate ④ (with the single semicircular slot ①) last.



NOTE:

Be sure that the semicircular slot ① on the friction plate is aligned with the mark ② embossed in the clutch housing.

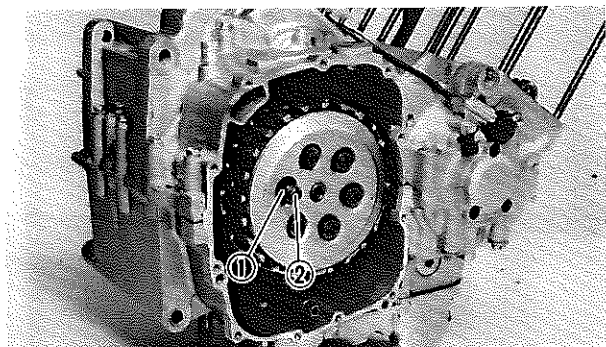


6.Install:

- Pressure plate ①

NOTE:

Align the punched mark ① on the clutch boss with the punched mark ② on the pressure plate.



7.Install:

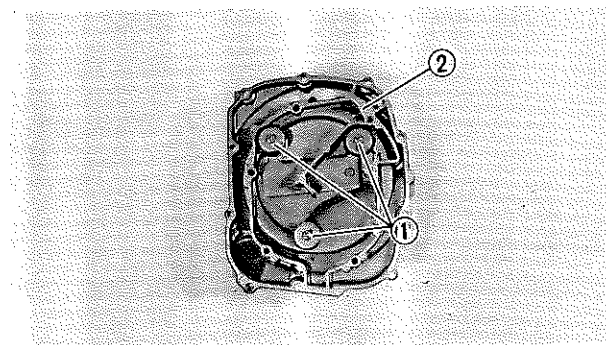
- Clutch springs ①
- Bolts ② (clutch spring)



Bolt (clutch spring):
8 Nm (0.8 m • kg, 5.8 ft • lb)

NOTE:

Tighten the bolts (clutch spring) in stage, using a crisscross pattern.



8.Install:

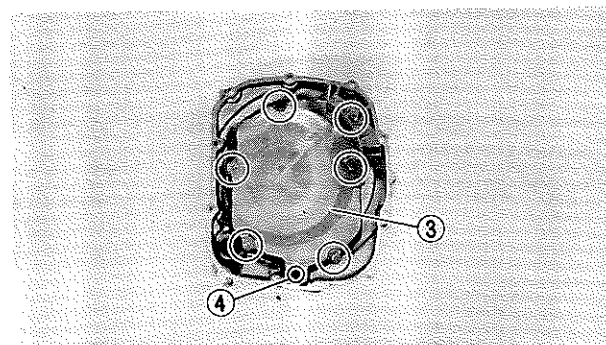
- Cover (outer)
- Rubber ring
- Washer ①
- Gasket ②
- Cover ③ (breather)

NOTE:

Apply grease to the O-ring ④.

⚠ WARNING

Always use a new gasket.

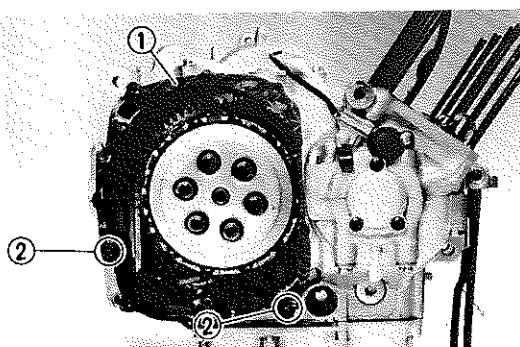


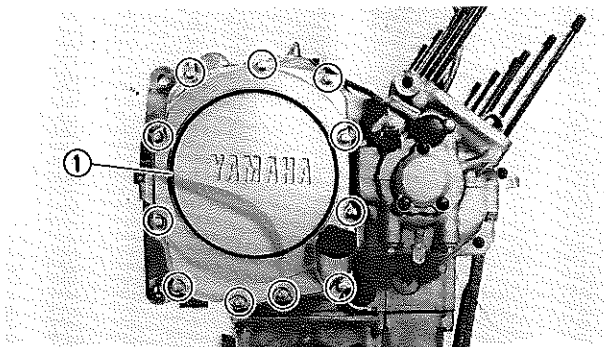
9.Install:

- Gasket ①
- Dowel pins ②

⚠ WARNING

Always use a new gasket.





10. Install:

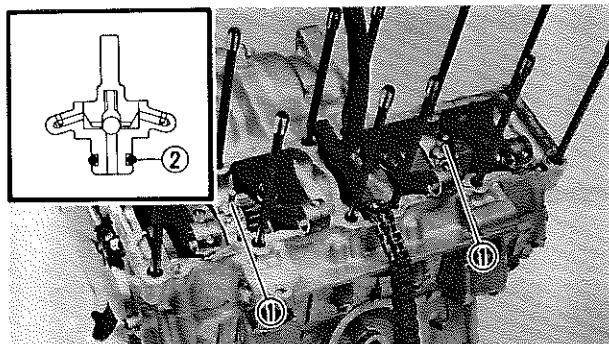
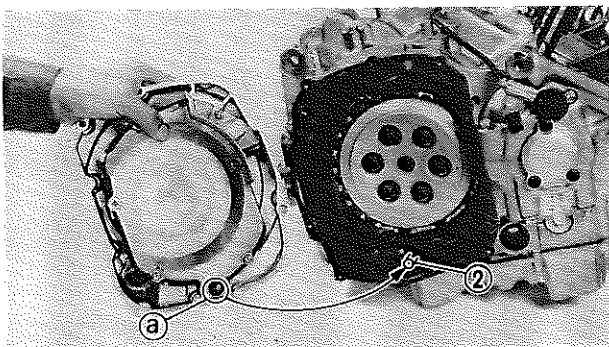
- Crankcase cover ① (right)



Bolt (crankcase cover):
10 Nm (1.0 m · kg, 7.2 ft · lb)

NOTE:

- When installing the crankcase cover, make sure that the oil pipe ② under the clutch fits correctly into the hole ③ on the cover
- Tighten the bolts (crankcase cover) in stage, using a crisscross pattern.



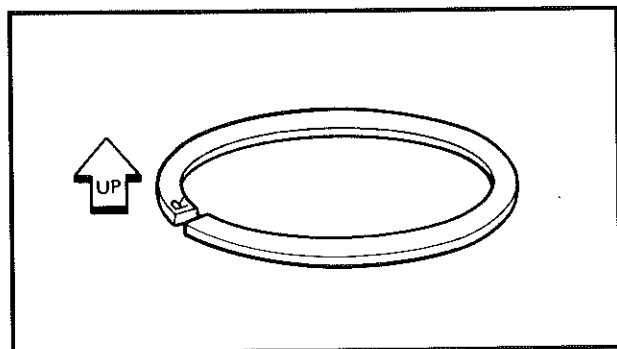
PISTON AND CYLINDER

1. Install:

- Oil-jet nozzles ①
(with O-ring ②)

NOTE:

Apply engine oil to the O-rings.

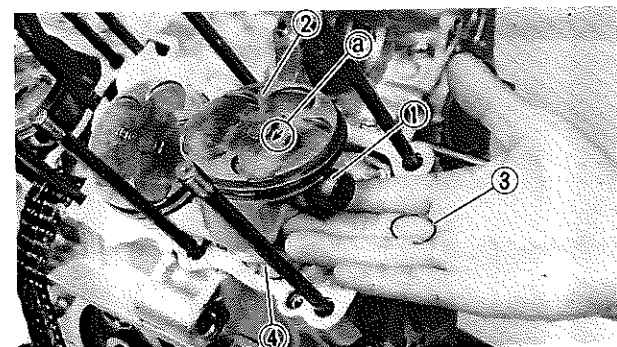


2. Install:

- Piston rings

NOTE:

Be sure to install rings so that the manufacturer's marks or numbers are located on the upper side of the rings. Oil the pistons and rings liberally.



3. Install:

- Piston pins ①
- Pistons ②
- Circlips ③ (piston pin)

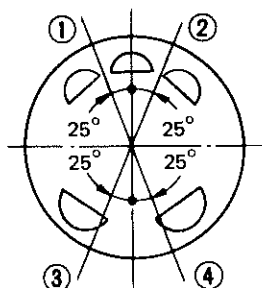
NOTE:

- Apply engine oil to the piston pins.
- Be sure that the arrow mark ④ on the piston points to the exhaust side of the engine.

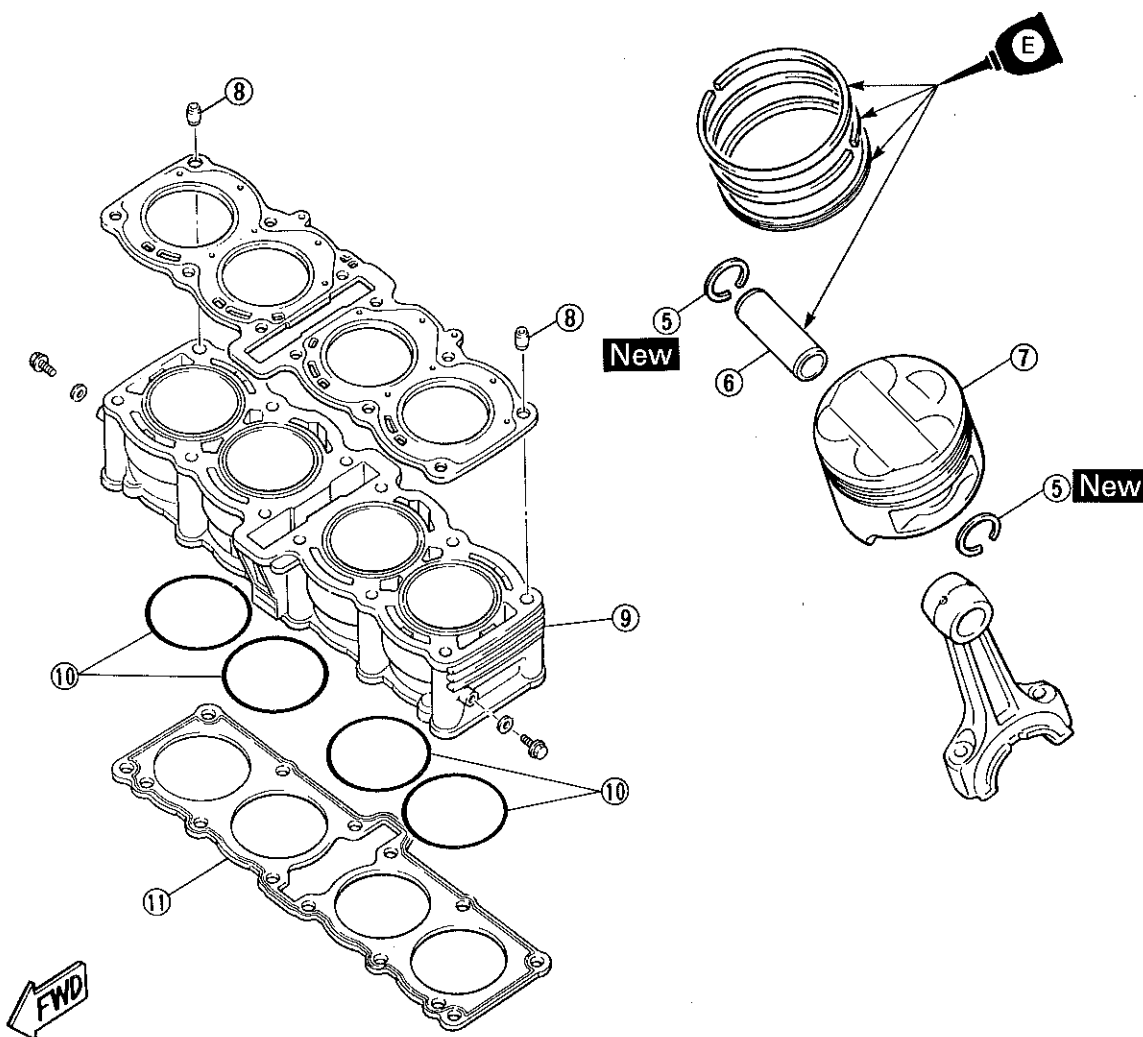


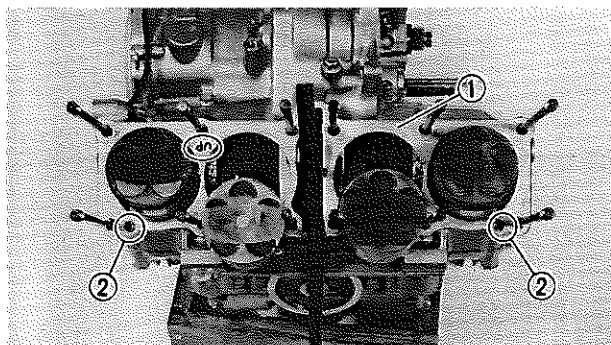
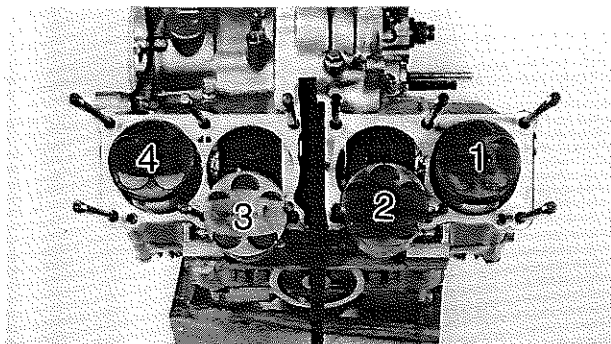
PISTON AND CYLINDER

- ① Top ring
- ② Oil ring (lower)
- ③ Oil ring (upper)
- ④ Second ring
- ⑤ Circlip
- ⑥ Piston pin
- ⑦ Piston
- ⑧ Dowel pin
- ⑨ Cylinder
- ⑩ O-ring
- ⑪ Gasket



A	SIDE CLEARANCE LIMIT: Top: 0.15 mm (0.0059 in) 2nd: 0.15 mm (0.0059 in)
B	END GAP LIMIT: Top: 0.7 mm (0.0276 in) 2nd: 0.7 mm (0.0276 in)
C	PISTON TO CYLINDER CLEARANCE LIMIT: 0.15 mm (0.0059 in)





- Before installing the piston pin circlip, cover the crankcase with a clean rag (4) to prevent the circlip from falling into the crankcase.
- Reinstall each piston into the cylinder it came from (numbering order 1 to 4 from the left).

⚠ WARNING

Always use new circlips (piston pin).

4. Install:

- Gasket (1) (cylinder)
- Dowel pins (2)

NOTE:

The gasket mark "UP" must be correctly readable from above.

⚠ WARNING

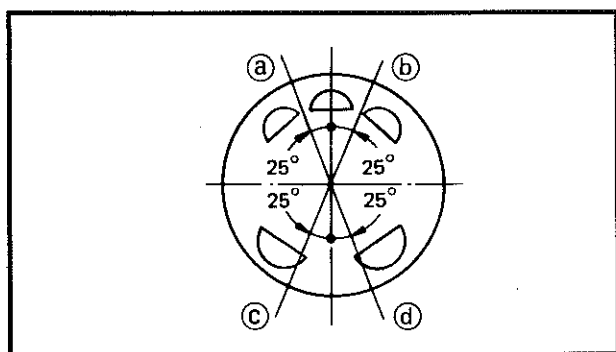
Always use a new gasket (cylinder).

5. Lubricate:

- Pistons
- Piston rings
- Cylinder

NOTE:

Apply a liberal coating of engine oil.



6. Position:

- Top ring
 - 2nd ring
 - Oil ring
- Offset the piston ring end gaps as shown.

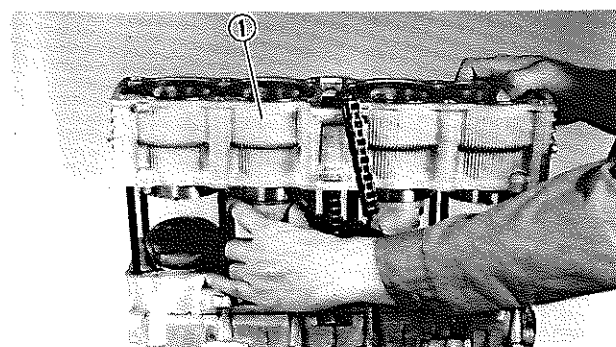
- (a) Top ring end
- (b) Oil ring end (lower)
- (c) Oil ring end (upper)
- (d) 2nd ring end

7. Install:

- Cylinder (1)

NOTE:

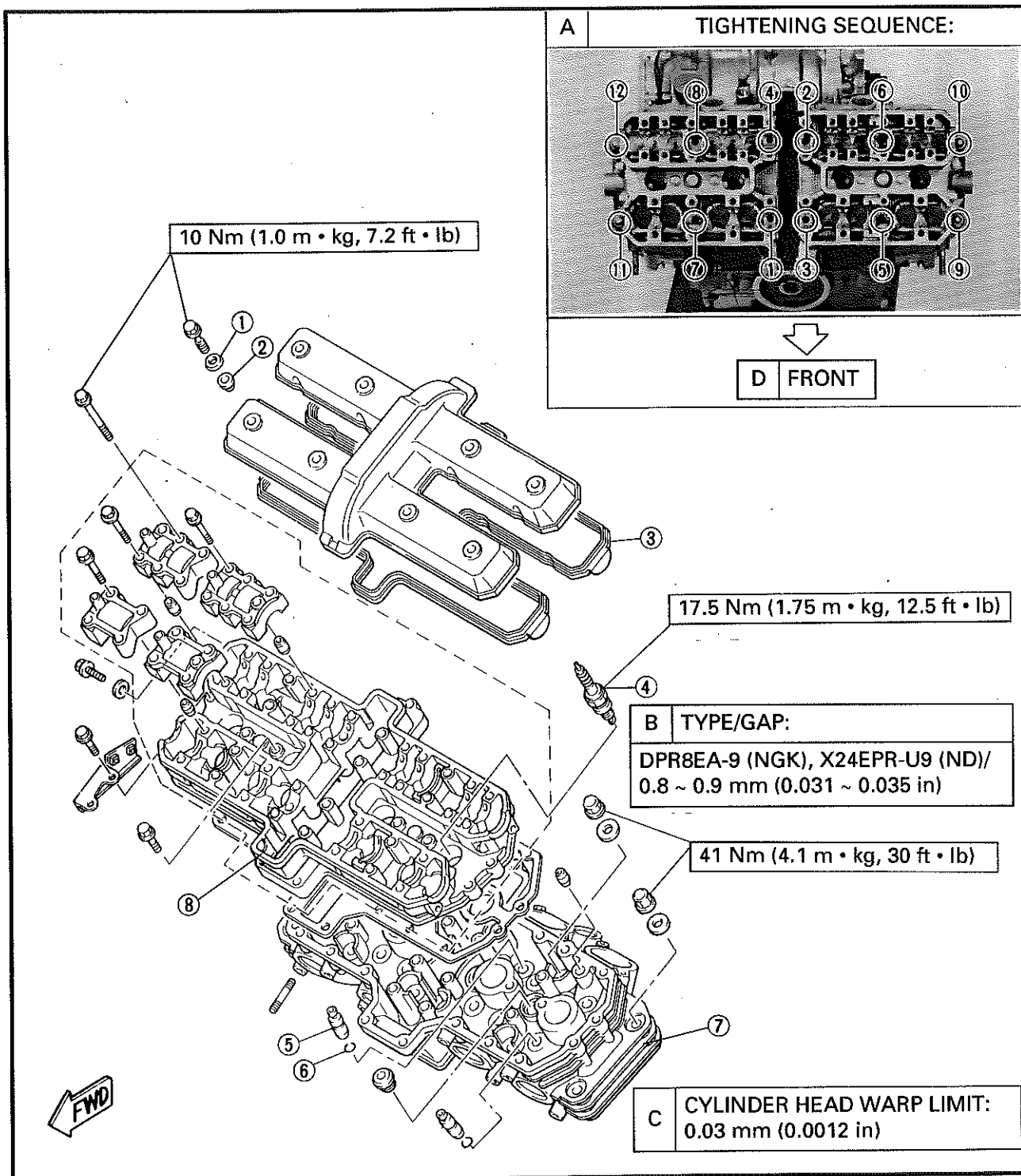
- Install the #2 and #3 pistons first.
- Pass the timing chain and timing chain guide (exhaust side) through the timing chain cavity.





CYLINDER HEAD

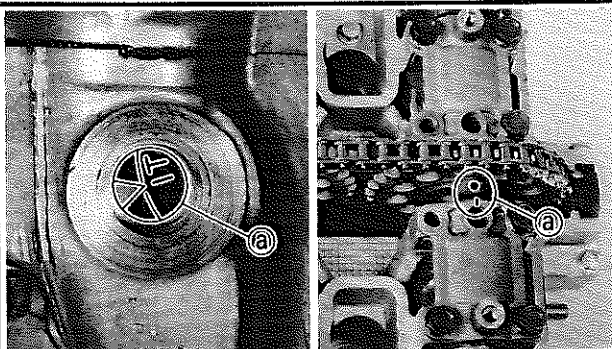
- ① Washer
- ② Rubber washer
- ③ Gasket
- ④ Spark plug
- ⑤ Valve guide
- ⑥ Circlip
- ⑦ Cylinder head
- ⑧ Camshaft case



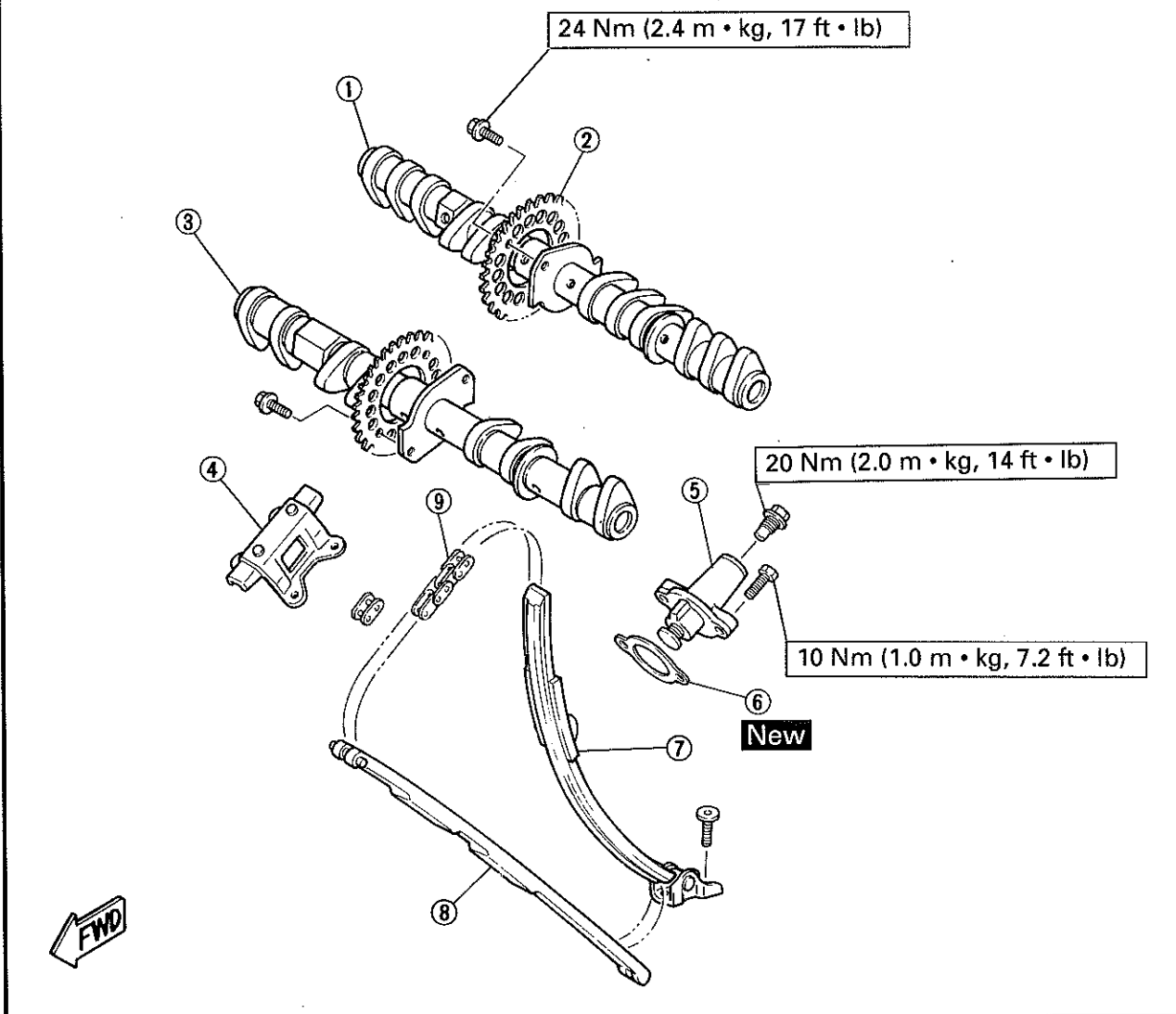


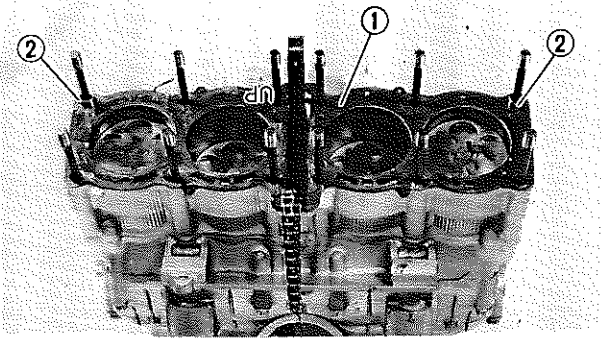
CAMSHAFT

- ① Camshaft (intake)
- ② Timing chain sprocket
- ③ Camshaft (exhaust)
- ④ Chain guide (upper)
- ⑤ Timing chain tensioner
- ⑥ Gasket
- ⑦ Timing chain guide (intake side)
- ⑧ Timing chain guide (exhaust side)
- ⑨ Timing chain
- ⓐ Match mark



A	VALVE CLEARANCE (COLD):
B	INTAKE: 0.11 ~ 0.20 mm (0.004 ~ 0.008 in)
C	EXHAUST: 0.21 ~ 0.30 mm (0.008 ~ 0.012 in)





CYLINDER HEAD AND CAMSHAFT

1. Install:

- Gasket ① (cylinder head)
- Dowel pins ②

NOTE:

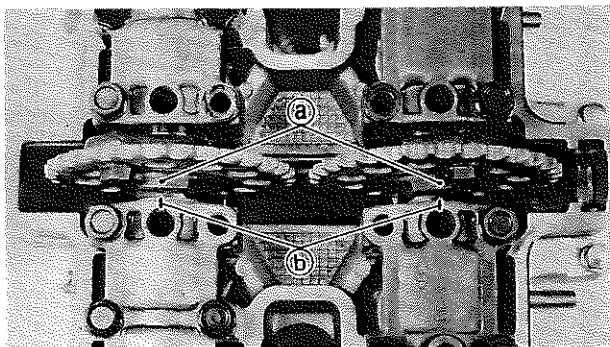
The mark "UP" on the gasket must be readable correctly from above.

⚠ WARNING

Always use a new gasket (cylinder head).

NOTE:

- Select either of the two procedures explained in this manual, as follows:
 - Procedure 1:
The timing chain is disconnected → Connect.
 - Procedure 2:
The camshafts are removed → Install.



Procedure 1

1. Install:

- Cylinder head assembly
(with camshafts and camshaft case)

NOTE:

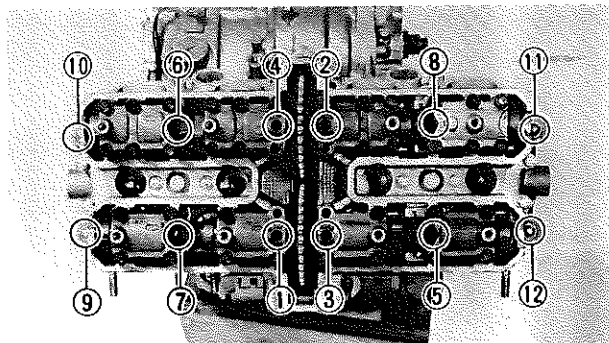
- Be sure that the camshaft timing marks ① align with the camshaft cap marks ②.
- Be sure that the "T" mark on the crankshaft web is aligned with the stationary pointer when #1 piston is at TDC.

2. Tighten:

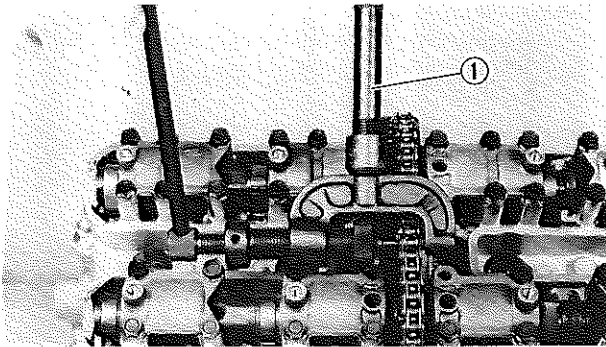
- Nuts (cylinder head)

NOTE:

- Apply engine oil onto the nut threads.
- Tighten the nuts in the proper tightening sequence and torque them in two stages.



Nut (cylinder head):
41 Nm (4.1 m · kg, 30 ft · lb)



3.Connect:

- Timing chain (with the chain joint)
Use the timing chain cutter ①.

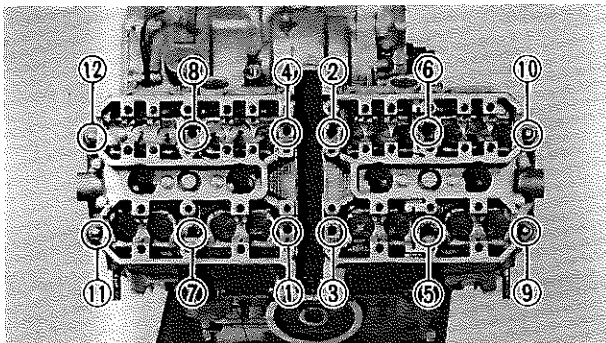
	Timing chain cutter: YM-01112/90890-01112
-----------------------------------------------------------------------------------	-----------------------------------------------------

NOTE: _____
Keep the timing chain as tense as possible on the exhaust side.

⚠ WARNING _____

Always use a new chain joint.

4.Next installation step, see "TIMING CHAIN TENSIONER".



Procedure 2.


1.Install:

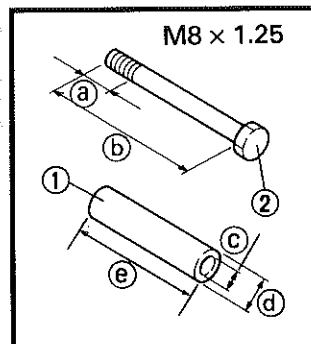
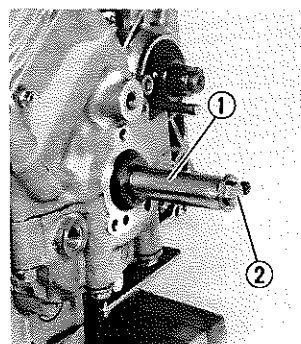
- Cylinder head assembly (with camshaft and camshaft case)

2.Tighten:

- Nuts (cylinder head)

NOTE: _____
• Apply engine oil onto the nut threads.
• Tighten the nuts in their proper tightening sequence and torque them in two stages.

	Nuts (cylinder head): 41 Nm (4.1 m • kg, 30 ft • lb)
-------------------------------------------------------------------------------------	----------------------------------------------------------------



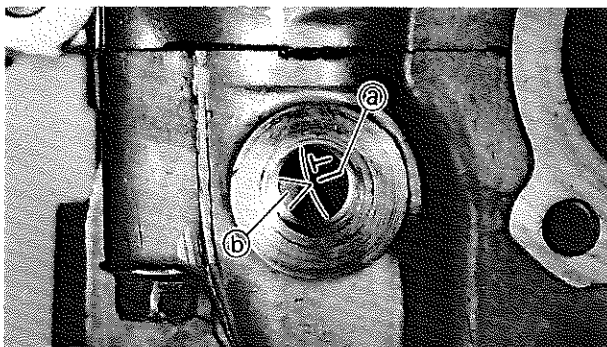
3.Install:

- Camshafts (intake and exhaust)

Installation steps;

- Install a suitable collar ① and a bolt ② as shown and tighten the bolt.

- | | |
|------------------|------------------|
| Ⓐ 15 mm (0.6 in) | Ⓓ 12 mm (0.5 in) |
| Ⓑ 75 mm (3.0 in) | Ⓔ 60 mm (2.4 in) |
| Ⓒ 8 mm (0.3 in) | |



- Turning counterclockwise, align the "T" mark (a) on the crankshaft web with the stationary pointer (b) when #1 piston is at TDC.

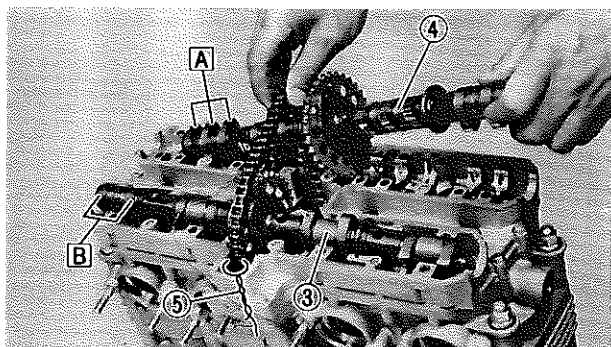
CAUTION:

Do not turn the crankshaft during the camshafts installation. Damage or improper valve timing will result.

- Lubricate the camshaft bearing surfaces, cam lobes and cam journals.



Recommended lubricant:
Molybdenum disulfide oil



- Install the exhaust camshaft (3) first, then install the intake camshaft (4).

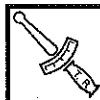
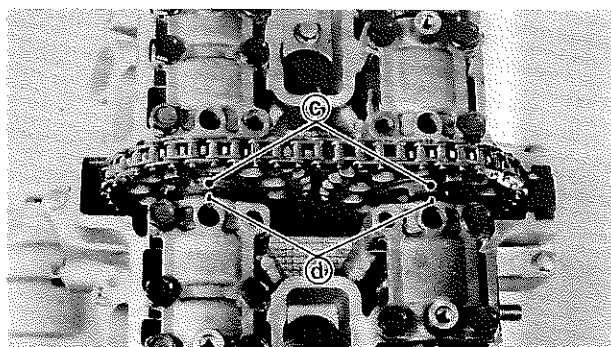
NOTE:

- Be sure to install the camshafts in the right place:
 - 3 lobes (A) = intake camshaft
 - 2 lobes (B) = exhaust camshaft
- Be sure the timing marks (C) on the camshaft face upward.
- Keep the timing chain as tense as possible on the exhaust side.
- Remove the retaining wire (5).

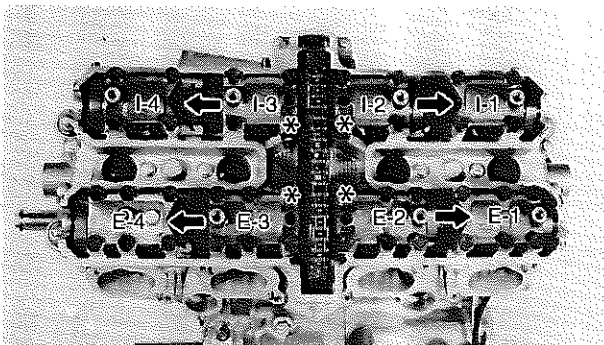
CAUTION:

Do not rotate the camshaft because damage could occur to the piston and valves.

- Install the dowel pins.
- Install the camshaft caps.
- Align the camshaft timing marks (C) with the camshaft cap marks (d).
- Tighten the bolts (camshaft caps).

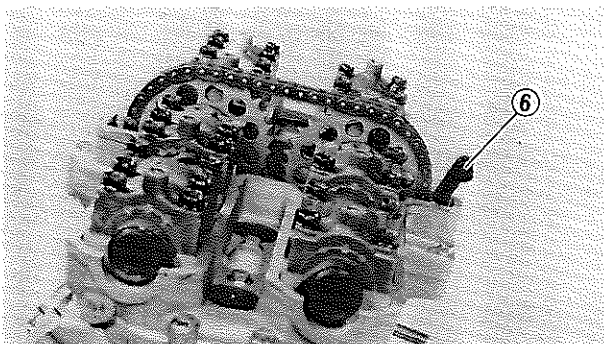


Bolts (camshaft cap):
10 Nm (1.0 m · kg, 7.2 ft · lb)



NOTE:

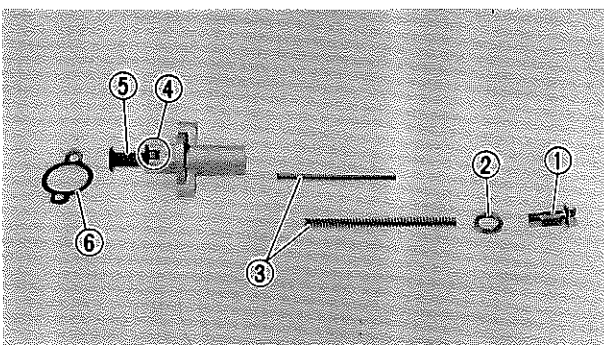
- The camshaft caps are numbered from left to right.
- Apply engine oil onto the bolt (camshaft cap) threads.
- Do not install the bolts at places marked " * " in this stage.
- Tighten the camshaft caps in a crisscross pattern starting from the center.



CAUTION:

The camshaft caps must be tightened evenly or damage to the cylinder head, camshaft caps and cam will result.

- Install the timing chain guide of the exhaust side ⑥.



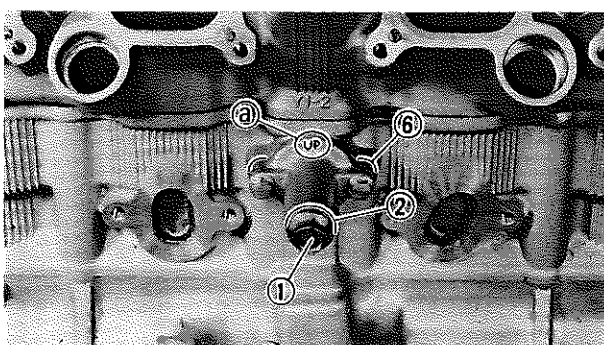
TIMING CHAIN TENSIONER

1. Install:

- Timing chain tensioner


Installation steps:

- Remove the tensioner cap bolt ①, washer ② and springs ③.
- Release the timing chain tensioner one-way cam ④ and push the tensioner rod ⑤ all the way in.
- Install the tensioner with a new gasket ⑥ onto the cylinder.




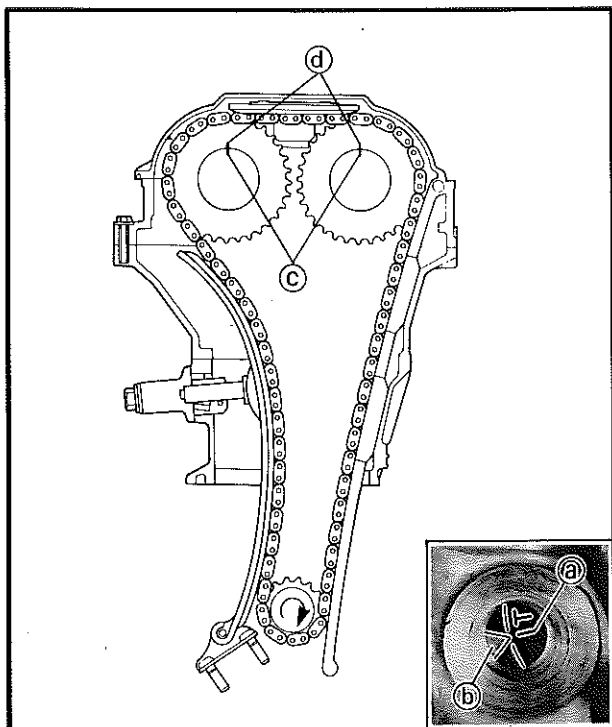
NOTE:

The "UP" mark ① on the tensioner should face upward.

	Bolt (timing chain tensioner): 10 Nm (1.0 m • kg, 7.2 ft • lb)
-------------------------------------------------------------------------------------	--------------------------------------------------------------------------

- Install the springs ③, washer ② and cap bolt ①.

	Cap bolt (timing chain tensioner): 20 Nm (2.0 m • kg, 14 ft • lb)
-------------------------------------------------------------------------------------	-----------------------------------------------------------------------------

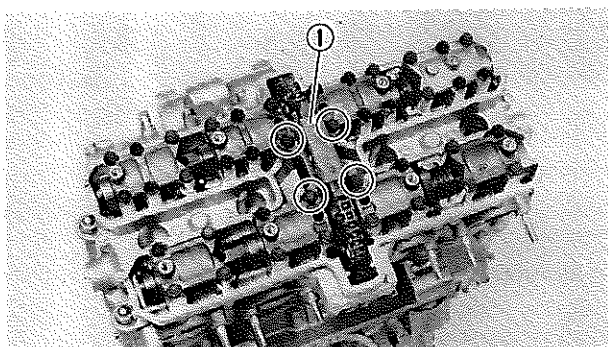


2. Turn:

- Crankshaft
Counterclockwise several turns

3. Check:

- Crankshaft "T" mark **a**
Align with the stationary pointer **b**.
- Camshaft timing marks **c**
Align with the camshaft cap marks **d**.
Out of alignment → Adjust.
Refer to "Camshaft installation steps".

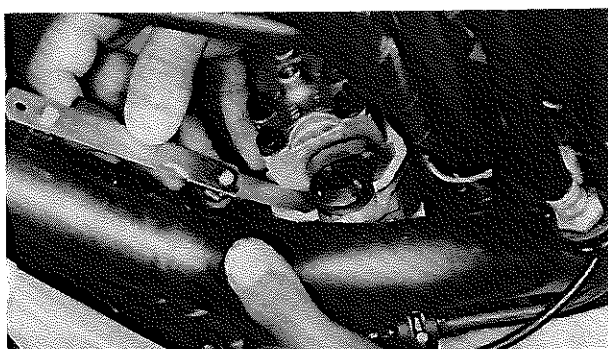


4. Install:

- Timing chain guide **1** (upper)



Bolt (chain guide – upper):
10 Nm (1.0 m · kg, 7.2 ft · lb)

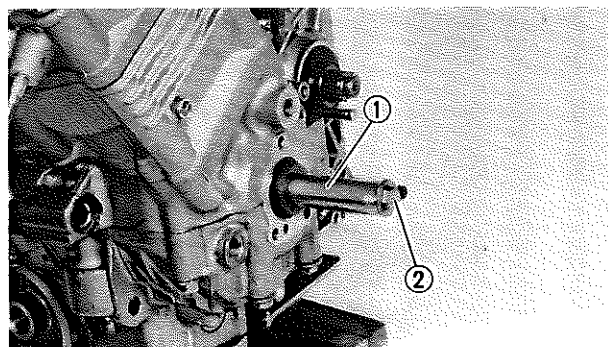


5. Measure:

- Valve clearance
Out of specification → Adjust.
Refer to "VALVE CLEARANCE ADJUSTMENT" in CHAPTER 3.

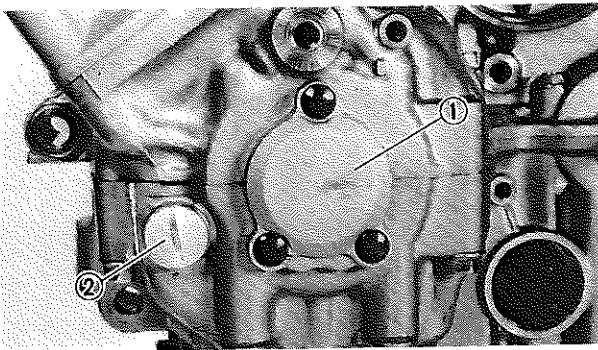


Intake valve (cold):
0.11 ~ 0.20 mm
(0.004 ~ 0.008 in)
Exhaust valve (cold):
0.21 ~ 0.30 mm
(0.008 ~ 0.012 in)



6. Remove:

- Collar **1**
- Bolt **2**

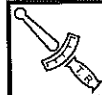


7.Install:

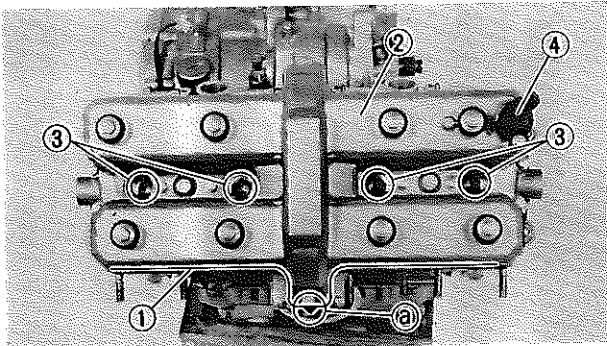
- Crankshaft end cover ① (left)
(with O-ring)
- Timing plug ②
(with O-ring)

NOTE:

Apply engine oil to the O-rings.



Screws (crankshaft end cover):
7 Nm (0.7 m • kg, 5.1 ft • lb)

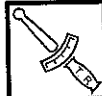


8.Install:

- Gasket ① (cylinder head cover)
- Cylinder head cover ②
- Spark plugs ③
- Camshaft sensor ④

NOTE:

- Be sure the cylinder head gasket mark @ points to the front.
- Tighten the cylinder head cover bolts in a crisscross pattern.



Spark plug:

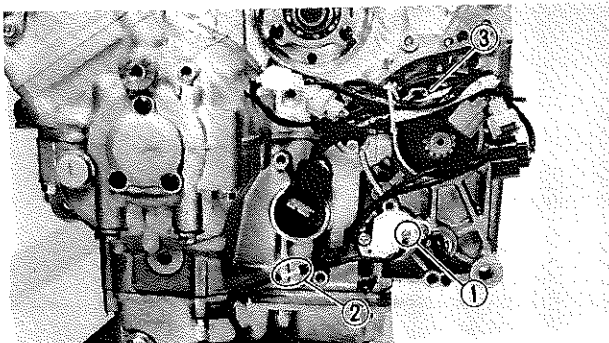
17.5 Nm (1.75 m • kg, 12.5 ft • lb)

Bolt (cylinder head cover):

10 Nm (1.0 m • kg, 7.2 ft • lb)

Bolt (camshaft sensor):

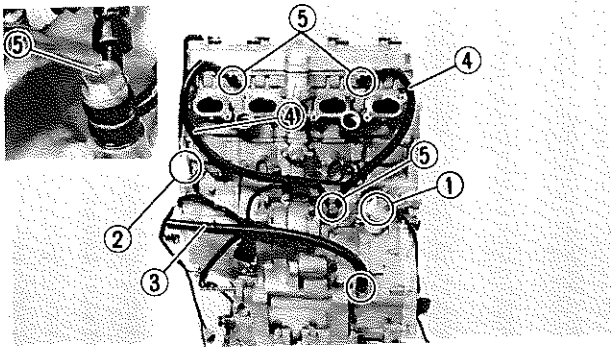
10 Nm (1.0 m • kg, 7.2 ft • lb)



INJECTOR ASSEMBLY

1.Connect:

- Neutral switch lead ①
- Oil level switch lead ②
(to engine wireharness ③)



2. Connect:

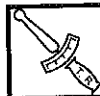
- Coupler ① (crankshaft sensor)
- Coupler ② (camshaft sensor)
- Crankcase ventilation hose ③

3. Install:

- Oil delivery hoses ④
- Union bolts ⑤ (with gaskets)

NOTE:

Install the oil delivery hoses as shown.



Union bolt (oil delivery hose):
20 Nm (2.0 m · kg, 14 ft · lb)

4. Install:

- Gaskets (intake duct)
- Dowel pins
- Intake ducts ①

⚠ WARNING

Always use new gaskets (intake duct).

NOTE:

Do not install the bolts at places marked “*” in this stage.



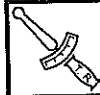
Bolt (intake duct):
10 Nm (1.0 m · kg, 7.2 ft · lb)

5. Connect:

- Pulsor hoses ② (to intake ducts)

6. Install:

- Coolant collector ① (inlet)
- Coolant collector ② (outlet) (with O-rings and thermostat housing ③)



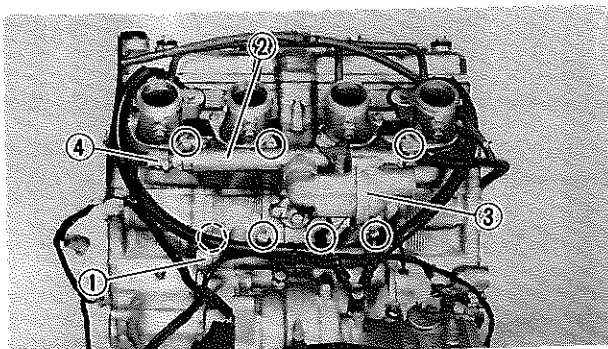
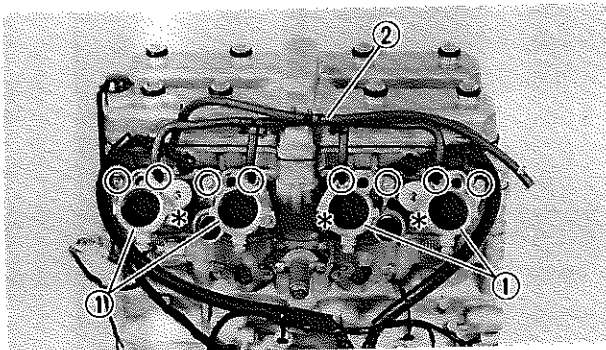
Bolt (coolant collector):
10 Nm (1.0 m · kg, 7.2 ft · lb)

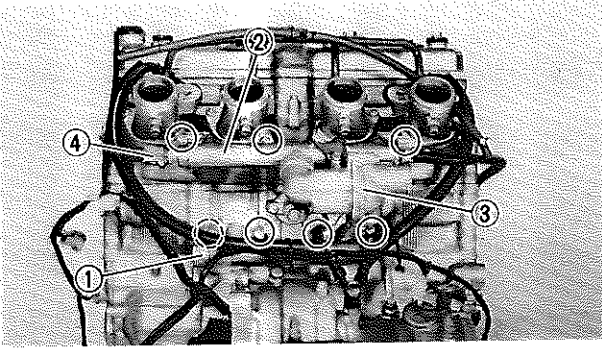
NOTE:

Apply engine oil to the O-rings of the coolant collector.

⚠ WARNING

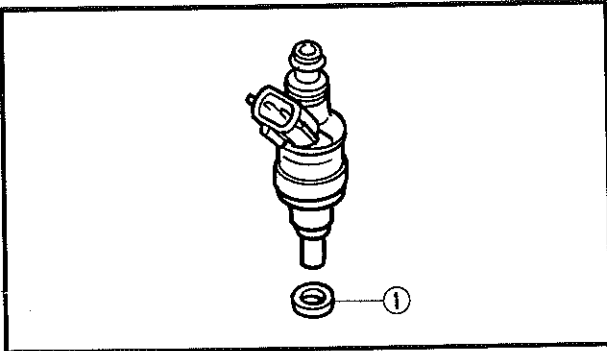
Always use a new O-ring.





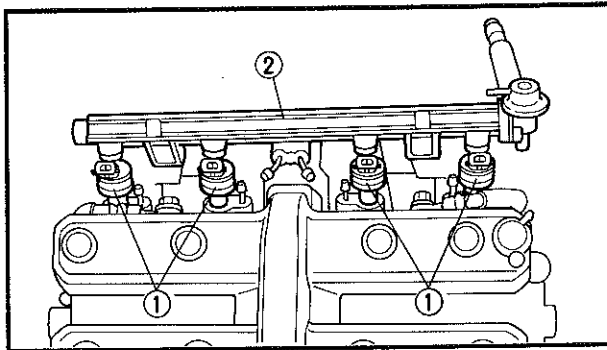
7.Connect:

- Coupler ④ (water temperature sensor)



8.Inspect:

- Fuel injector seals ①
Wear /Damage → Replace.
Refer to "ELECTRONI FUEL INJECTION (EFI) – CHAPTER II" in Service Manual – New Features.



9.Install:

- Fuel injectors ①
(with seals)
- Fuel distributor ②
(with dowel pins)

NOTE:

- Apply gasoline to the O-ring and injector seals.
- Be sure to reinstall each injector in the original place.
- Make sure that the injectors can be turned smoothly back and forth. If they are tight, check the seal and the injector position.

⚠ WARNING

Always use new O-ring and seal of the fuel injector.



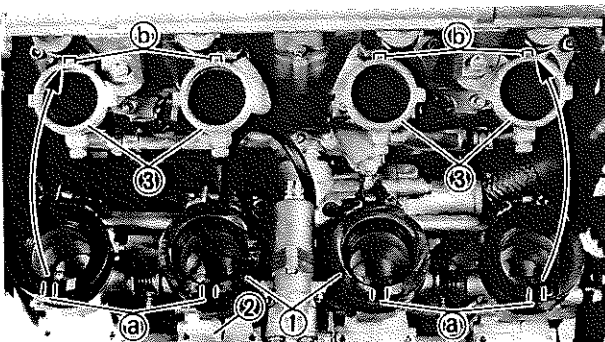
Bolt (fuel distributor):
10 Nm (1.0 m • kg, 7.2 ft • lb)

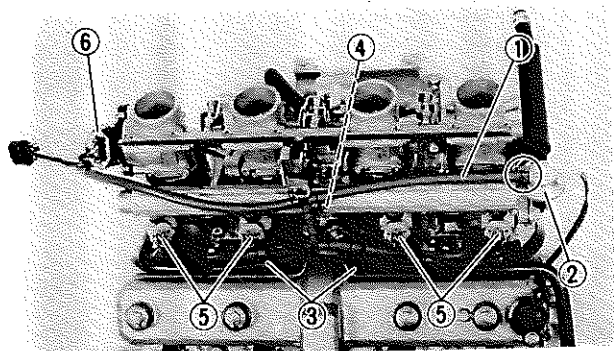
10.Install:

- Air intake joints ①
- Throttle body assembly ②

NOTE:

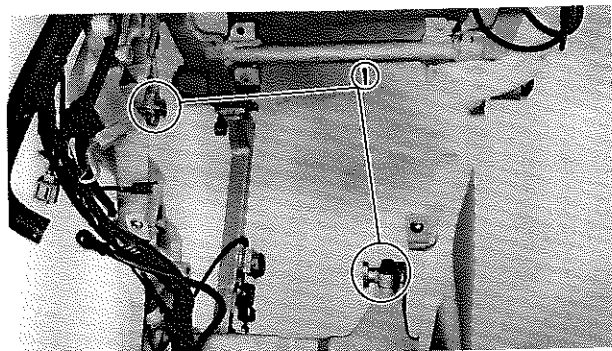
Make sure the slots ① on the intake joints fit correctly over the projections ② on the intake ducts ③ and on the throttle body ④.





11. Connect:

- Pulsor hose ①
(to pressure regulator ②)
- Hoses ③
(to fast idle unit ④)
- Couplers ⑤ (injector)
- Coupler ⑥ (throttle sensor)



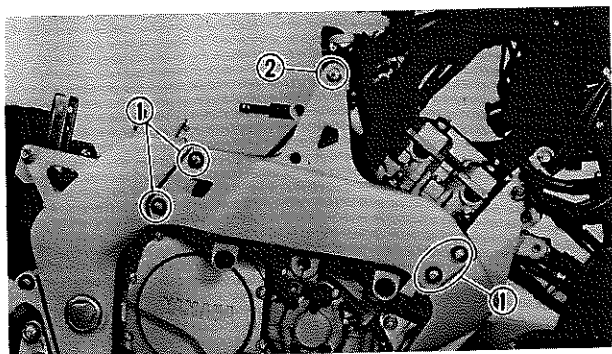
ENGINE REMOUNTING

When remounting the engine, reverse the removal procedure.

Note the following points.

1. Install:

- Mounting collars ①
(to mounting boss)
- Engine assembly
(from right side of motorcycle)

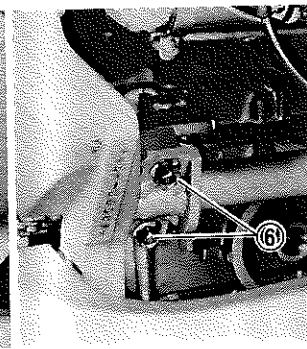
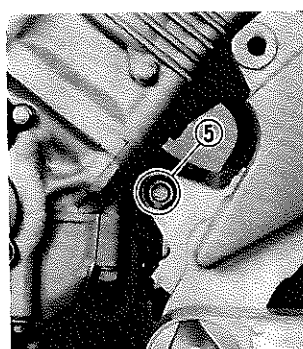
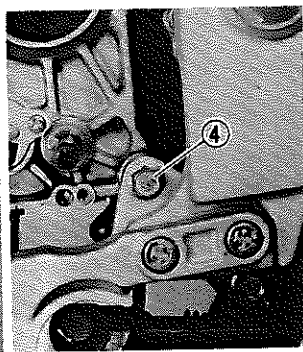
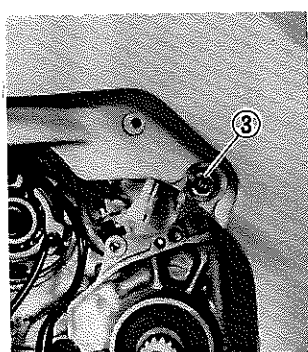


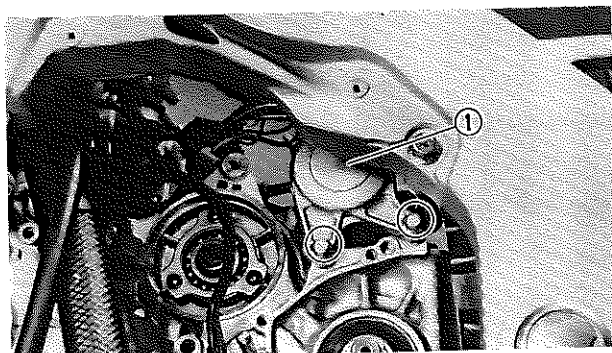
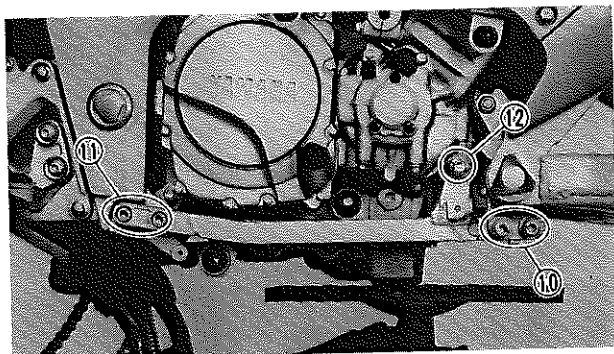
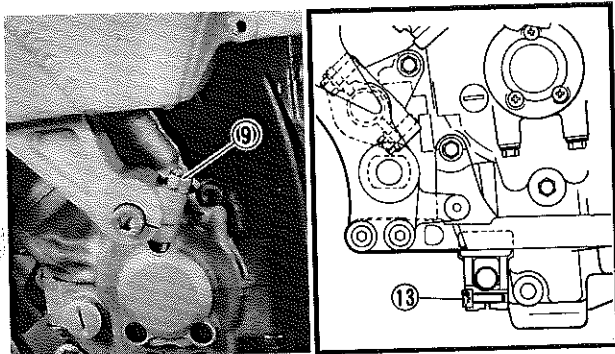
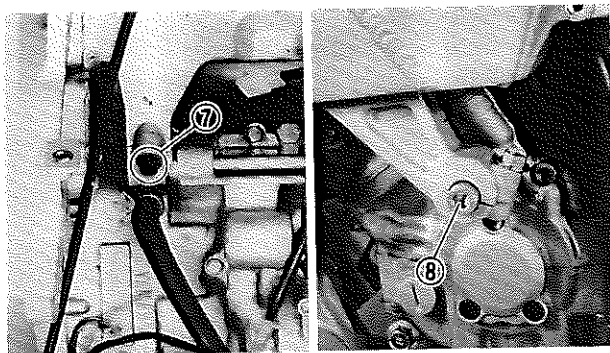
2. Install:

- Bolt ① (main frame center beam)
- Bolt ② (main frame center beam-steering frame)
- Mounting bolt ③ (rear upper)
- Mounting bolt ④ (rear lower)
- Mounting bolts ⑤ (front upper)
- Bolts ⑥ (mounting bracket)
- Pinch bolt ⑦ (rear upper)
- Mounting bolts ⑧ (center)
- Pinch bolt ⑨ (center)
- Bolts ⑩, ⑪ (reinforcement tube)
- Mounting bolt ⑫ (front lower)
- Pinch bolt ⑬ (cross tube)

NOTE:

First install all the bolts and nuts, and then tighten them to specification.





Bolt ① (main frame center beam):

40 Nm (4.0 m • kg, 29 ft • lb)

LOCTITE®

Bolt ② (main frame center beam - steering frame):

55 Nm (5.5 m • kg, 40 ft • lb)

Mounting bolt ③ (rear upper):

55 Nm (5.5 m • kg, 40 ft • lb)

Mounting bolt ④ (rear lower):

55 Nm (5.5 m • kg, 40 ft • lb)

Mounting bolt ⑤

(front upper):

55 Nm (5.5 m • kg, 40 ft • lb)

Bolt ⑥ (mounting bracket):

40 Nm (4.0 m • kg, 29 ft • lb)

Pinch bolt ⑦ (rear upper):

15 Nm (1.5 m • kg, 11 ft • lb)

Mounting bolt ⑧ (center):

40 Nm (4.0 m • kg, 29 ft • lb)

Pinch bolt ⑨ (center):

15 Nm (1.5 m • kg, 11 ft • lb)

Bolt ⑩ (reinforcement tube-rear):

55 Nm (5.5 m • kg, 40 ft • lb)

Bolt ⑪ (reinforcement tube-front):

49 Nm (4.9 m • kg, 35 ft • lb)

LOCTITE®

Mounting bolt ⑫ (front lower):

55 Nm (5.5 m • kg, 40 ft • lb)

Pinch bolt ⑬ (cross tube):

28 Nm (2.8 m • kg, 20 ft • lb)

3.Remove:

- Jack

4.Install:

- Starter motor①

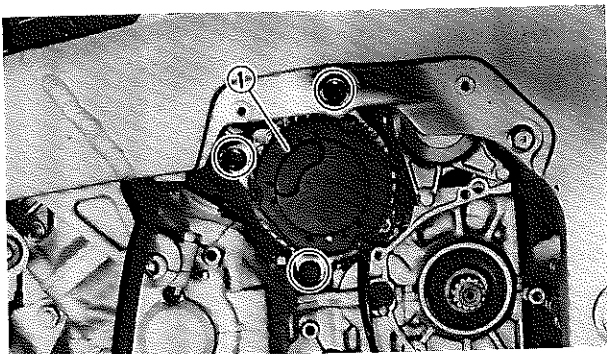


Bolt (starter motor):

10 Nm (1.0 m • kg, 7.2 ft • lb)

NOTE:

- Apply engine oil to the O-ring of the starter motor.
- Be sure to mesh correctly the splines.



5. Install:

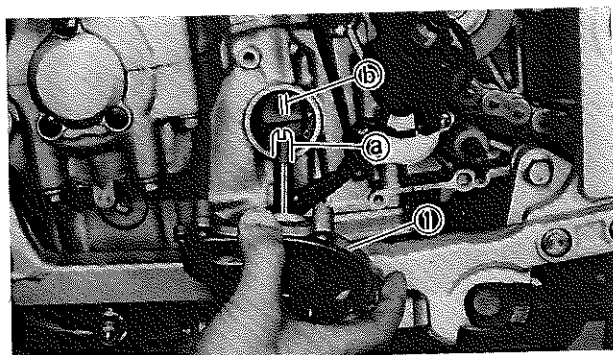
- AC generator ①



Bolt (AC generator):
25 Nm (2.5 m • kg, 18 ft • lb)

NOTE:

- Apply engine oil to the O-ring of the AC generator.
- Be sure to mesh correctly the splines

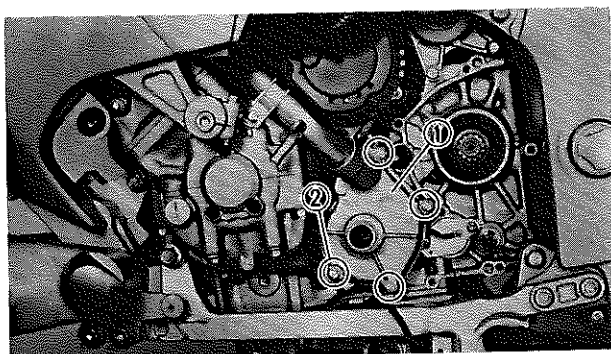


6. Install:

- Water pump housing ①

NOTE:

- Apply engine oil to the O-ring of the pump housing.
- Align the slot ① of the water pump shaft with the projection ② of the oil pump drive shaft.



7. Install:

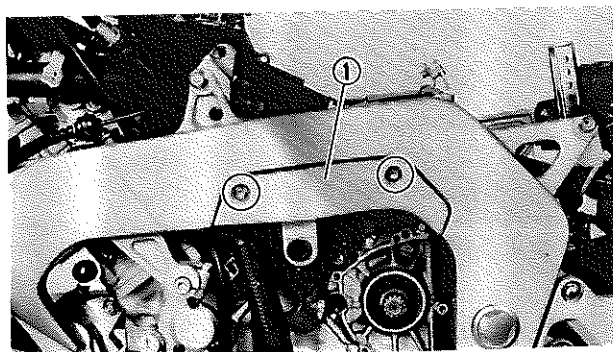
- Water pump cover ①
(with outlet pipe)



Bolt (outlet pipe):
10 Nm (1.0 m • kg, 7.2 ft • lb)
Bolt (water pump):
10 Nm (1.0 m • kg, 7.2 ft • lb)

NOTE:

Use a copper washer ② for the coolant drain bolt.

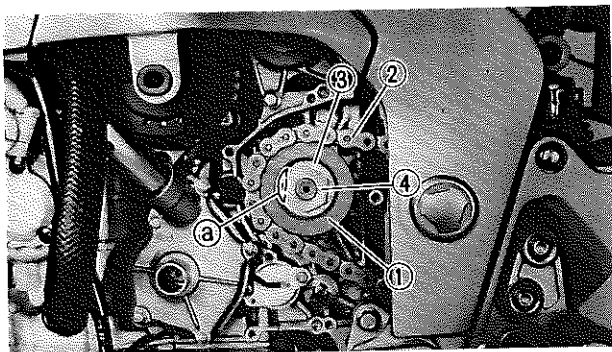


8. Install:

- Cover ① (main frame)



Bolt (cover-main frame):
10 Nm (1.0 m • kg, 7.2 ft • lb)



9. Install:

- Drive sprocket ①
(with drive chain ②)
- Lock washer ③
- Nut ④ (drive sprocket)



Nut (drive sprocket):
70 Nm (7.0 m · kg, 50 ft · lb)

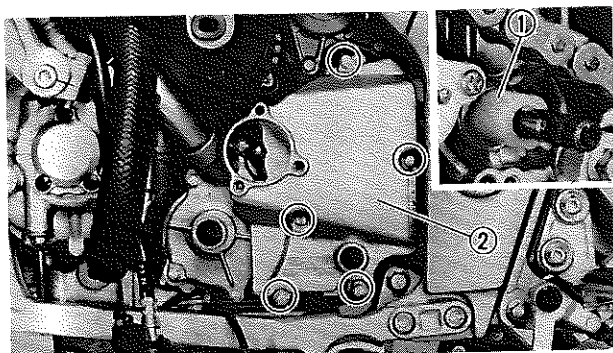
⚠ WARNING

Always use a new lock washer.

NOTE:

Tighten the nut (drive sprocket), while applying the rear brake.

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



11. Install:

- Spacer collar ① (shift shaft)
- Gasket
- Dowel pins
- Crankcase cover ② (left)



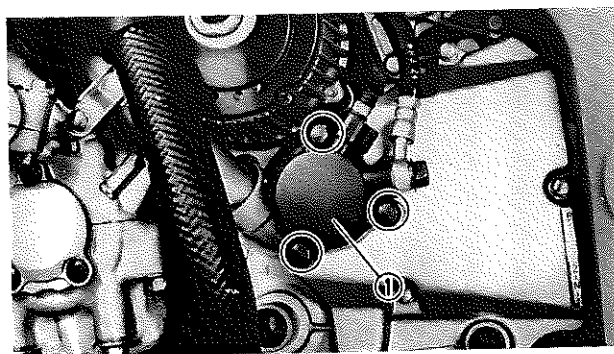
Bolt (crankcase cover – left):
10 Nm (1.0 m · kg, 7.2 ft · lb)

NOTE:

Tighten the bolts (crankcase cover – left) in stage, using a crisscross pattern.

⚠ WARNING

Always use a new gasket.

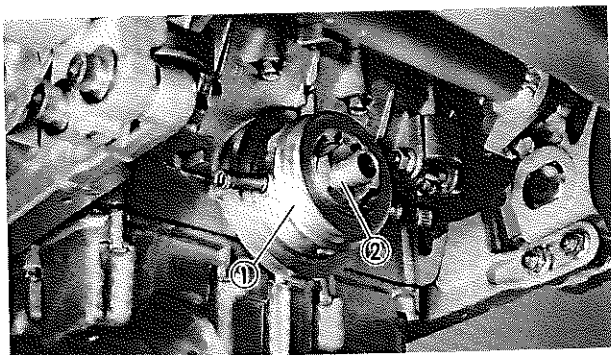


12. Install:

- Dowel pins
- Clutch release cylinder ①



Bolt (clutch release cylinder):
10 Nm (1.0 m · kg, 7.2 ft · lb)



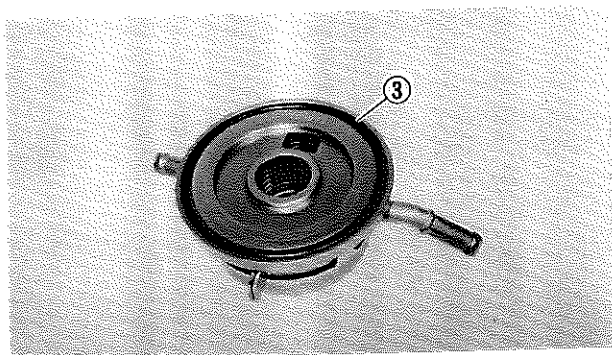
13. Install:

- Oil cooler ①
(with O-ring)
- Bolt ②
(including by-pass valve)



Bolt:

63 Nm (6.3 m • kg, 45 ft • lb)

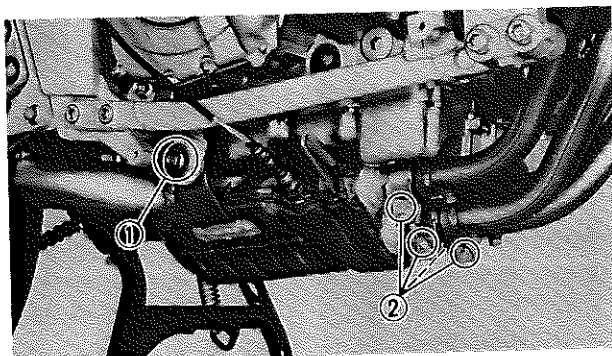


NOTE:

- Apply engine oil to the O-ring ③ of the oil cooler.
- Be sure that the O-ring is positioned properly.

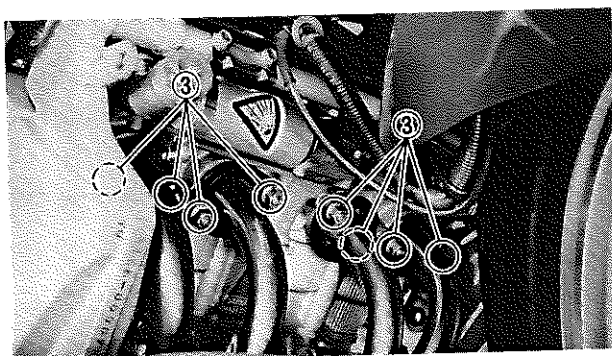
⚠ WARNING

Always use a new O-ring.



14. Tighten:

- Mounting bolts ①
(exhaust chamber-left and right)
- Clamp ② (exhaust pipe-exhaust chamber)
- Nut ③ (exhaust pipe clamp)
- Clamp ④ (muffler-exhaust chamber joint)
- Nut ⑤ (muffler-stay)



Mounting bolt ①

(exhaust chamber):

18 Nm (1.8 m • kg, 13 ft • lb)

Clamp ② (exhaust pipe - exhaust chamber):

20 Nm (2.0 m • kg, 14 ft • lb)

Nut ③ (exhaust pipe clamp):

20 Nm (2.0 m • kg, 14 ft • lb)

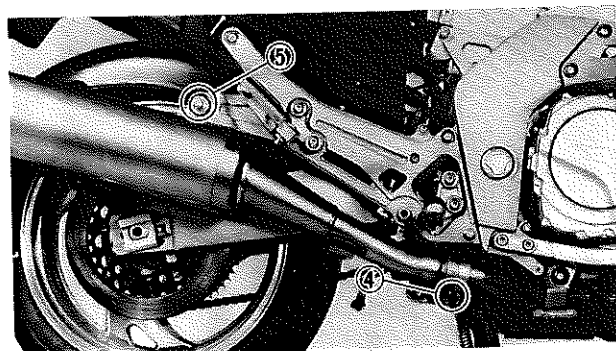
Clamp ④

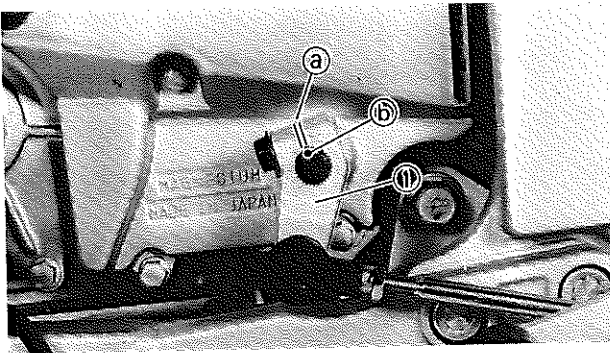
(muffler-exhaust chamber):

20 Nm (2.0 m • kg, 14 ft • lb)

Nut ⑤ (muffler - stay):

25 Nm (2.5 m • kg, 18 ft • lb)





15. Install:

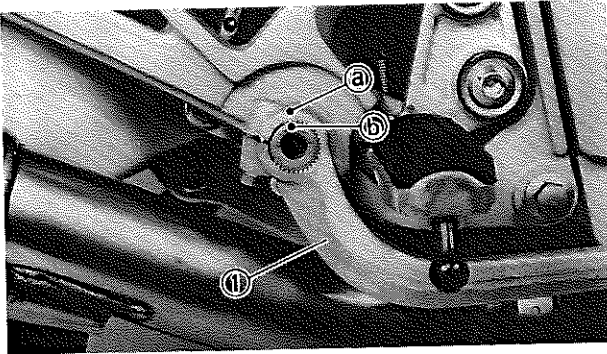
- Shift pedal link ①



Bolt (shift pedal link):
10 Nm (1.0 m • kg, 7.2 ft • lb)

NOTE:

Align the slot ① on the pedal link with the punched mark ② on the shaft.



16. Install:

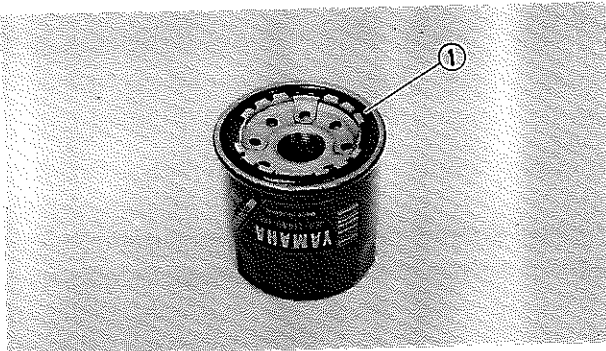
- Brake pedal ①



Bolt (brake pedal):
8 Nm (0.8 m • kg, 5.8 ft • lb)

NOTE:

Align the punched mark ① on the pedal with the punched mark ② on the shaft.

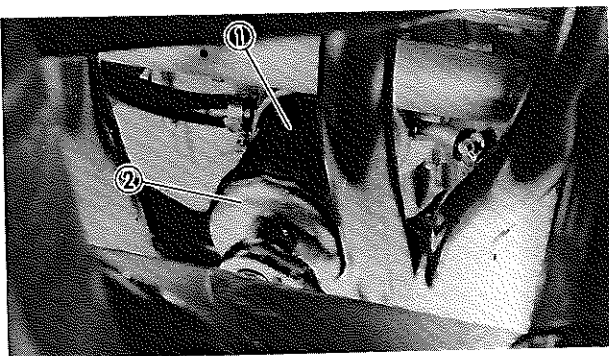


17. Apply:

- Engine oil (lightly)
(to O-ring ① of new oil filter)

NOTE:

Make sure the O-ring ① is positioned properly.



18. Install:

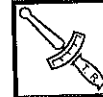
- Oil filter ① (new)

19. Tighten:

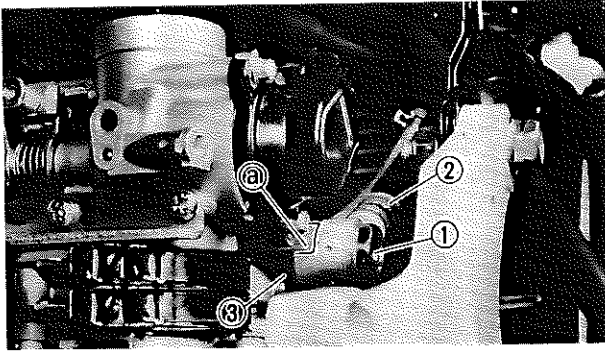
- Oil filter ①
Use the oil filter wrench ②.



Oil filter wrench:
J-37140A/90890-01426

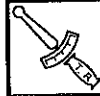


Oil filter:
17 Nm (1.7 m • kg, 12 ft • lb)



20. Tighten:

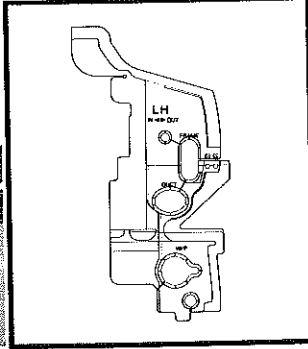
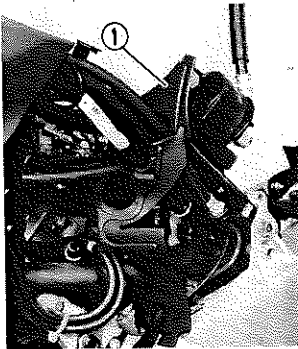
- Union bolt ①
(with aluminium washer)



Union bolt:
30 Nm (3.0 m • kg, 22 ft • lb)

⚠ WARNING

- Always use a new aluminium washer.
- When installing the fuel delivery hose ② on the fuel distributor ③, take care that the pipe touches the projection a as shown.

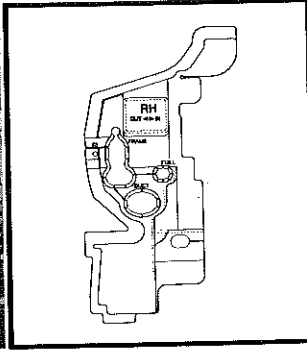
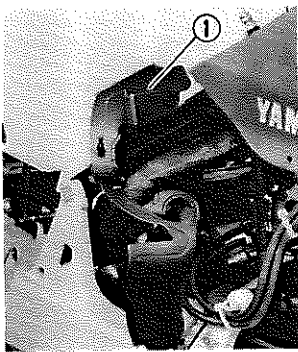


21. Install:

- Rubber baffles ① (left A and right B)

NOTE:

Holes are marked to help determine which hose, cable or pipe must be passed through them.

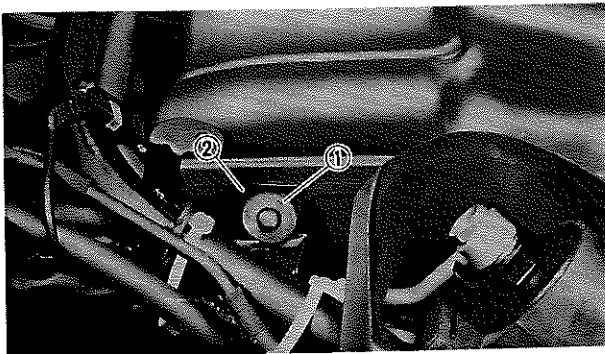


22. Install:

- Air filter case

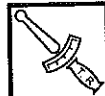
NOTE:

- Set the heat protect rubber of the air filter case in front of the injector.
- Join the air filter case knob ① on the left side into the slot ② on the frame.

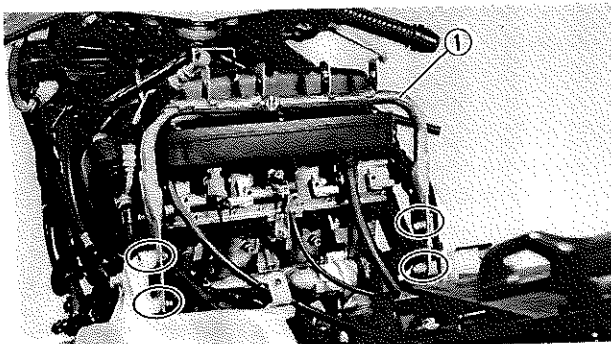


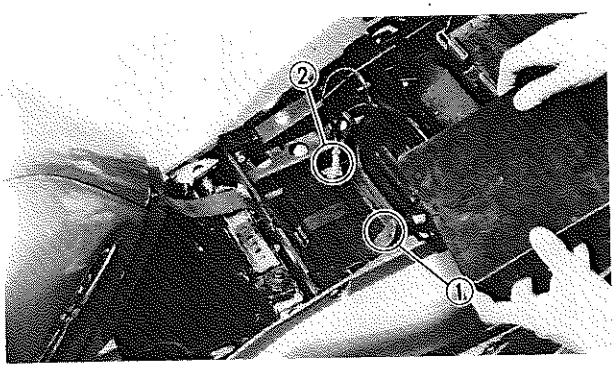
23. Install:

- Fuel tank stay ①



Bolt/Nut (fuel tank stay):
20 Nm (2.0 m • kg, 14 ft • lb)







24. Connect:
- Battery leads

CAUTION:
 Connect the positive lead ① first and then the negative lead ②.

25. Fill:
- Crankcase
 Refer to "ENGINE OIL REPLACEMENT" in CHAPTER 3.


	Total amount: 3.2 L (2.8 Imp qt, 3.4 US qt)
-----------------------------------------------------------------------------------	-------------------------------------------------------

26. Fill:
- Cooling system
 Refer to "COOLANT LEVEL INSPECTION" in CHAPTER 3.


	Total amount: 2.3 L (2.0 Imp qt, 2.4 US qt)
-----------------------------------------------------------------------------------	-------------------------------------------------------

27. Adjust:
- Intake air pressure synchronization
 Refer to "INTAKE AIR PRESSURE SYNCHRONIZATION" in CHAPTER 3.


28. Adjust:
- Idle speed
 Refer to "IDLE SPEED ADJUSTMENT" in CHAPTER 3.

	Idle speed: 950 ~ 1,050 r/min
-------------------------------------------------------------------------------------	-----------------------------------------

29. Adjust:
- Throttle cable free play
 Refer to "THROTTLE CABLE FREE PLAY ADJUSTMENT" in CHAPTER 3.

	Throttle cable free play: 3 ~ 5 mm (0.1 ~ 0.2 in)
-------------------------------------------------------------------------------------	-------------------------------------------------------------

30. Adjust:
- Drive chain slack
 Refer to the "DRIVE CHAIN SLACK ADJUSTMENT" section.

	Drive chain slack: 10 ~ 20 mm (0.4 ~ 0.8 in)
-------------------------------------------------------------------------------------	--------------------------------------------------------

CHAPTER 5. COOLING SYSTEM

RADIATOR..... I-5
 REMOVAL..... I-5
 INSPECTION I-6
 INSTALLATION I-7

OIL COOLER I-8
 REMOVAL I-8
 INSPECTION I-8
 INSTALLATION I-9

THERMOSTATIC VALVE I-10
 REMOVAL I-10
 INSPECTION I-11
 INSTALLATION I-11

WATER PUMP I-12
 REMOVAL..... I-12
 INSPECTION I-13
 INSTALLATION I-14



COOL





COOLING SYSTEM

RADIATOR/OIL COOLER

- ① Outlet hose (radiator)
- ② Hose (fast idle unit-coolant collector)
- ③ Hose (fast idle unit-radiator)
- ④ Inlet hose (radiator)
- ⑤ Inlet hose (oil cooler)
- ⑥ Outlet hose (oil cooler)
- ⑦ Radiator
- ⑧ Fan motor assembly
- ⑨ Radiator cap
- ⑩ Breather hose
- ⑪ Reservoir tank hose
- ⑫ Coolant reservoir tank
- ⑬ O-ring
- ⑭ Oil cooler
- ⑮ Bolt (by-pass valve)
- ⑯ Oil filter

A	<p>RADIATOR CAP OPENING PRES- SURE: 95 ~ 125 kPa (0.95 ~ 1.25 kg/cm², 13.5 ~ 17.8 psi)</p>
B	<p>COOLANT CAPACITY: 2.3 L (2.0 Imp qt, 2.4 US qt) Including all routes</p>

10 Nm (1.0 m • kg, 7.2 ft • lb)

10 Nm (1.0 m • kg, 7.2 ft • lb)

17 Nm (1.7 m • kg, 12 ft • lb)

63 Nm (6.3 m • kg, 45 ft • lb)



5



RADIATOR

⚠ WARNING

Do not remove the radiator cap when the engine and radiator are hot. Scalding hot fluid and steam may be blown out under pressure, which could cause serious injury. When the engine has cooled, open the radiator cap by the following procedure: Place a thick rag, like a towel, over the radiator cap, slowly rotate the cap counterclockwise to the detent. This procedure allows any residual pressure to escape. When the hissing sound has stopped, press down on the cap while turning counterclockwise and remove it.

REMOVAL

1.Remove:

- Seat
- Top cover
- Inner panels
- Side cowlings

Refer to "COWLINGS" in CHAPTER 3.

2.Drain:

- Coolant

Refer to "COOLANT REPLACEMENT" in CHAPTER 3.

NOTE:

Thoroughly flush the cooling system with clean tap water.

CAUTION:

Take care that no coolant splashes onto painted surfaces. If it does, wash it away with water immediately.

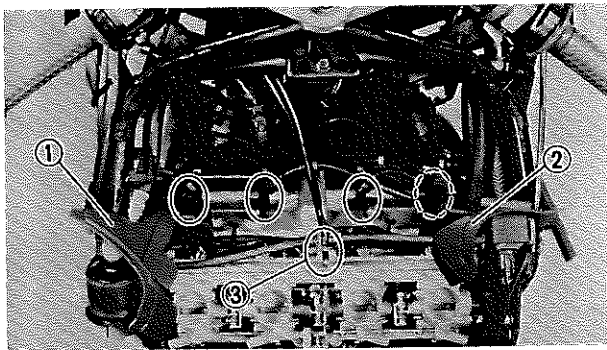
3.Remove:

- Fuel tank

Refer to "FUEL TANK" in CHAPTER 3.

- Air filter case

Refer to "VALVE CLEARANCE ADJUSTMENT" in CHAPTER 3.

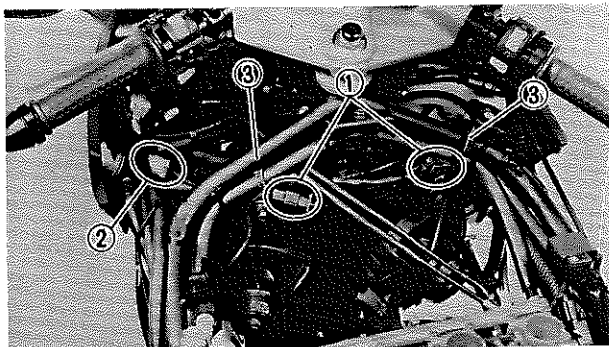


4.Remove:

- Rubber baffle (left ① and right ②)
- Spark plug caps

5.Disconnect:

- Throttle cables ③

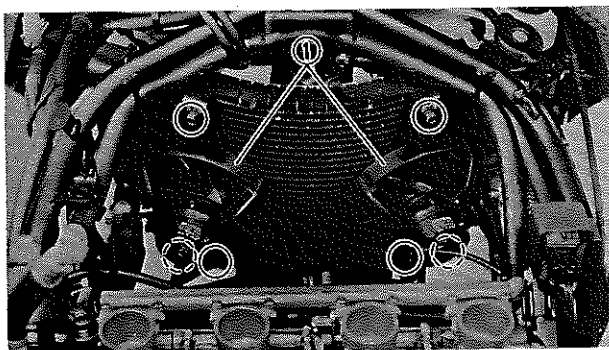


6.Disconnect:

- Couplers ① (fan motor)
- Coupler ② (fan motor harness)

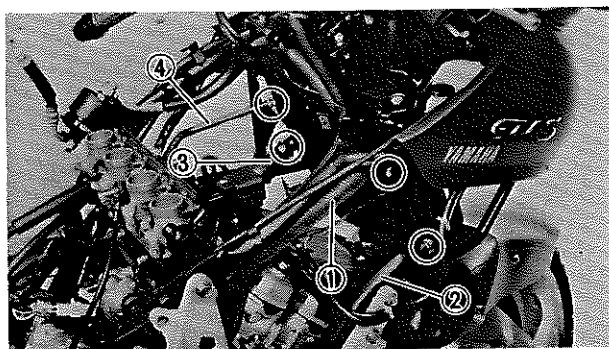
7.Remove:

- Bands ③ (fan motor harness)



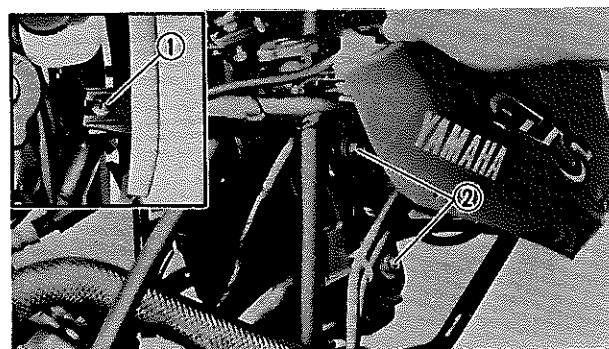
8.Remove:

- Fan motors ①



9.Disconnect:

- Inlet hose ① (radiator)
- Outlet hose ② (oil cooler)
- Outlet hose ③ (radiator)
- Hose ④ (from fast idle system)



10.Loosen:

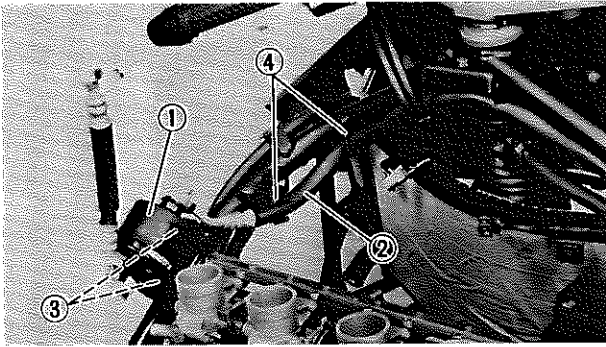
- Screw ① (front cowling - right)

11.Remove:

- Bolts ② (radiator)

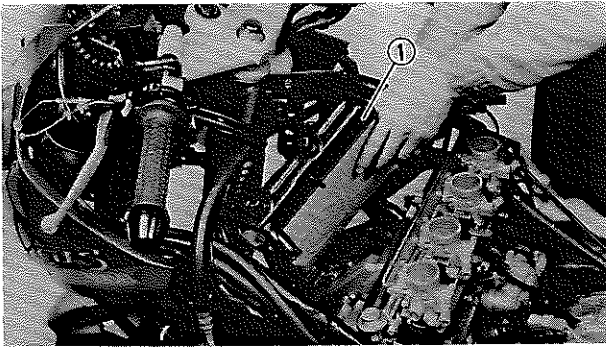
NOTE:

Carefully lift off the front cowling to loosen the right side upper radiator mounting bolt.



12. Disconnect:

- Fuel filter ①
- Fuel delivery hose ②
(from bracket ③ and hose guides ④)

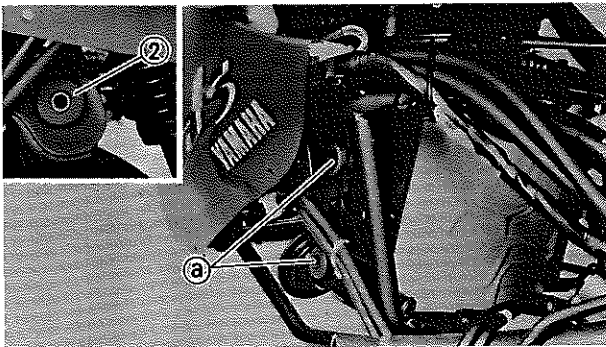


13. Remove:

- Radiator ①

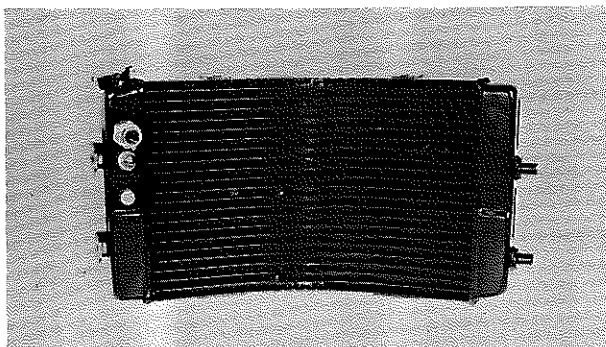
NOTE:

- Before removing the radiator cover the core with thick tape, cardboard or any other protection to prevent damage to the fins.
- First pull the radiator out of the grommets ① on the left side, then remove the radiator left side first towards the rear.
- Take care not to loose the collars ②.



14. Disconnect:

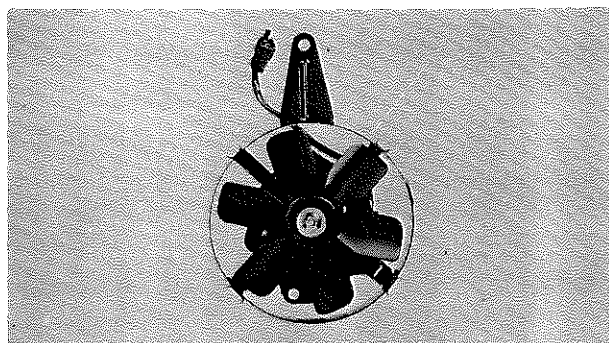
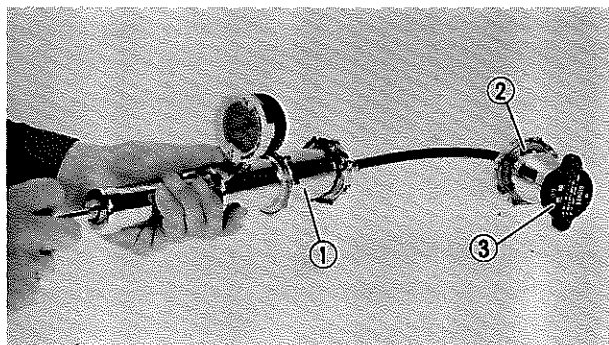
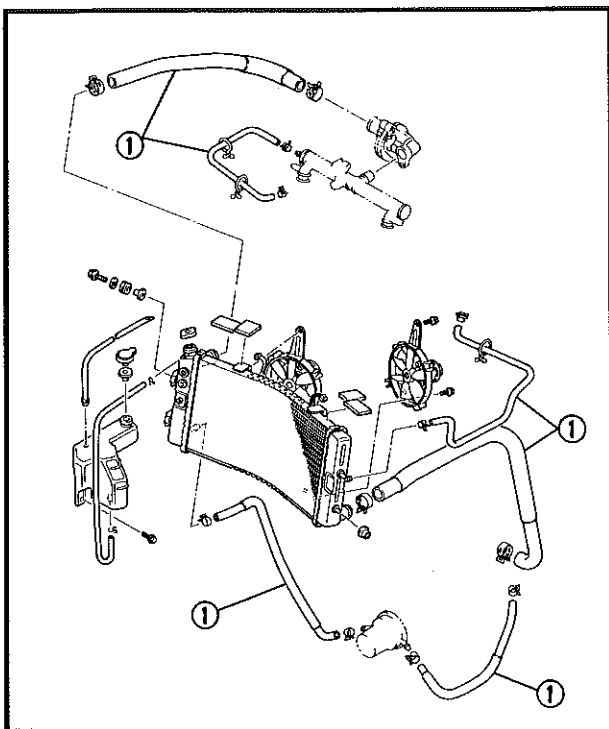
- Fan motor harness



INSPECTION

1. Inspect:

- Radiator core
 - Obstruction → Blow out with compressed air through rear of the radiator.
 - Flattened fin → Repair/Replace radiator.



2. Inspect:

- Coolant hoses ①
Cracks/Damage → Replace.


3. Measure:

- Radiator cap opening pressure
Radiator cap opens at pressure below the specified pressure → Replace.

Radiator cap opening pressure:
95 ~ 125 kPa
(0.95 ~ 1.25 kg/cm², 13.51 ~ 17.78 psi)

Measurement steps:

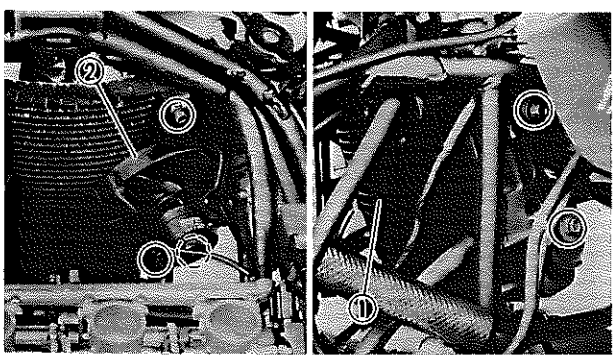
- Attach the cooling system tester ① and adapter ② to the radiator cap ③.

 **Cooling system tester:**
YU-24460-01/90890-01325
Adapter:
YU-33984/90890-01352

- Apply the specified pressure for 10 seconds, and check that there is no pressure drop.

4. Inspect:

- Fan motor assembly
Damage → Replace.
Does not operate → Check.
Refer to "ELECTRICAL — COOLING SYSTEM" in CHAPTER 7.




INSTALLATION

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


1.Install:

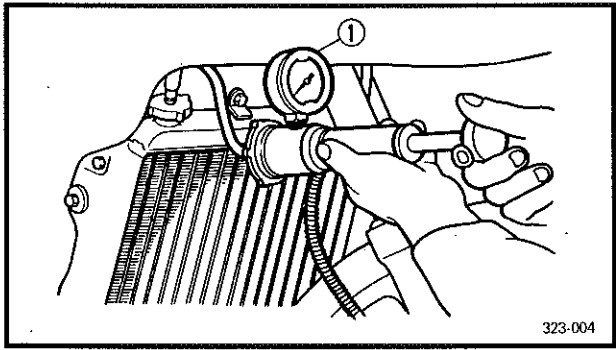
- Radiator ①
- Fan motors ②

	Bolts (radiator):
	10 Nm (1.0 m · kg, 7.2 ft · lb)
	Bolt (fan motor):
	10 Nm (1.0 m · kg, 7.2 ft · lb)

2.Fill:

- Cooling system
- Refer to "COOLANT REPLACEMENT" in CHAPTER 3.

	Total amount:
	2.3 L (2.0 Imp qt, 2.4 US qt)




3.Inspect:

- Cooling system
- Decrease of pressure (leaks) → Repair as required.

Inspection steps:

- Attach the cooling system tester ① to the radiator.

	Cooling system tester:
	YU-24460-01/90890-01325

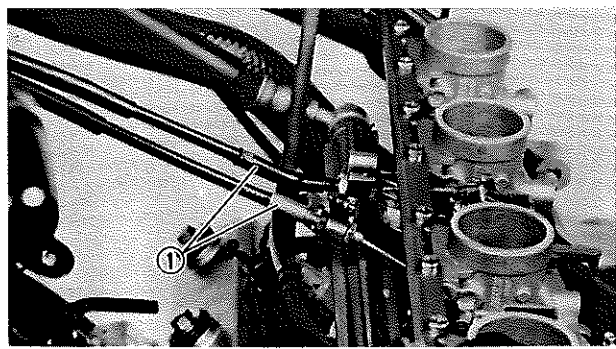
- Apply 100 kPa (1.0 kg/cm², 14 psi) pressure.
- Measure the indicated pressure with the gauge.


4.Connect:

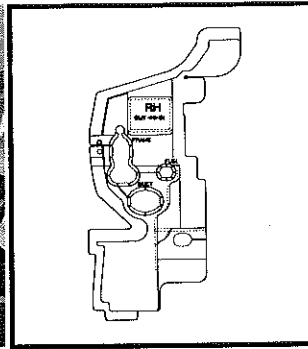
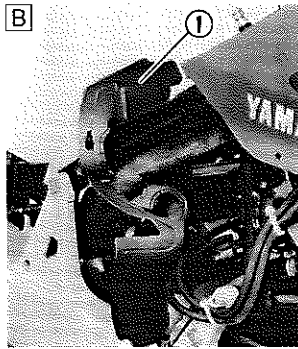
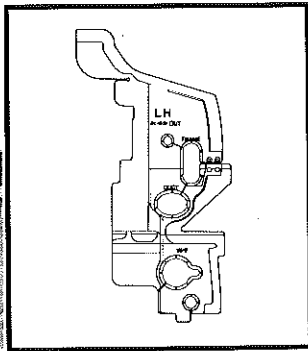
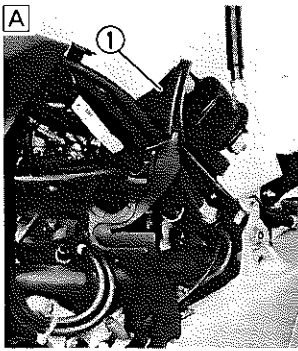
- Throttle cables ①

5.Adjust:

- Throttle cable free play
- Refer to "THROTTLE CABLE FREE PLAY ADJUSTMENT" in CHAPTER 3.



	Throttle cable free play:
	3 ~ 5 mm (0.1 ~ 0.2 in)

**6.Install:**

- Rubber baffles ① (left **A** and right **B**)

NOTE:

Holes are marked to help determine which hose, cable or pipe must be passed through them.

7.Install:

- Air filter case
Refer to "VALVE CLEARANCE ADJUSTMENT" in CHAPTER 3.
- Fuel tank
Refer to "FUEL TANK" in CHAPTER 3.



OIL COOLER

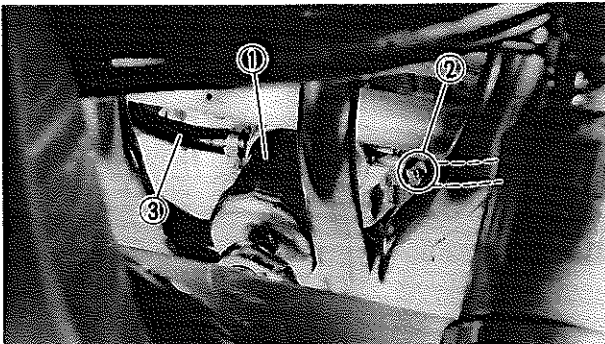
REMOVAL

1.Remove:

- Lower cowling
Refer to "COWLINGS" in CHAPTER 3.

2.Drain:

- Engine oil
Refer to "ENGINE OIL REPLACEMENT" in CHAPTER 3.
- Coolant
Refer to "COOLANT REPLACEMENT" in CHAPTER 3.

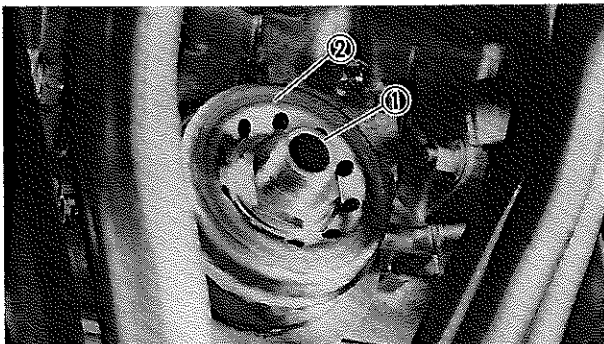


3.Remove:

- Oil filter ①
Refer to "ENGINE OIL REPLACEMENT" in CHAPTER 3.

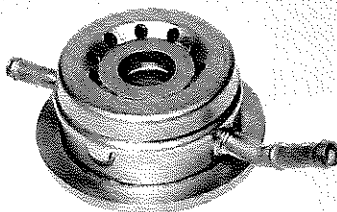
4.Disconnect:

- Inlet hose ② (oil cooler)
- Outlet hose ③ (oil cooler)



5.Remove:

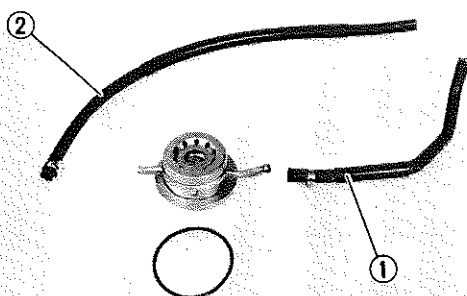
- Bolt ①
(by-pass valve included)
- Oil cooler ②
(with O-ring)



INSPECTION

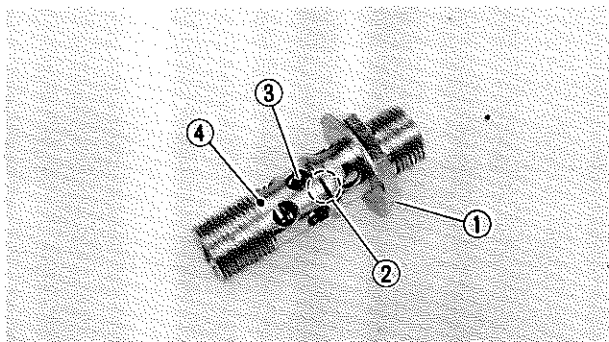
1.Inspect:

- Oil cooler
Cracks/Damage → Replace.



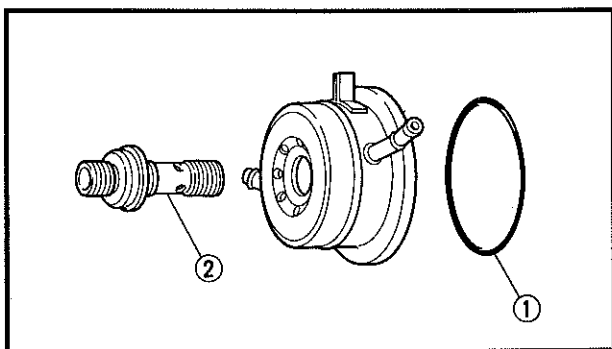
2. Inspect:

- Inlet hose ① (oil cooler)
 - Outlet hose ② (oil cooler)
- Cracks/Wear/Damage → Replace.



3. Check:

- By-pass valve body ① (oil cooler)
 - Check ball ②
 - Spring ③
 - Stopper pin ④
- Damage/Wear → Replace.



INSTALLATION

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

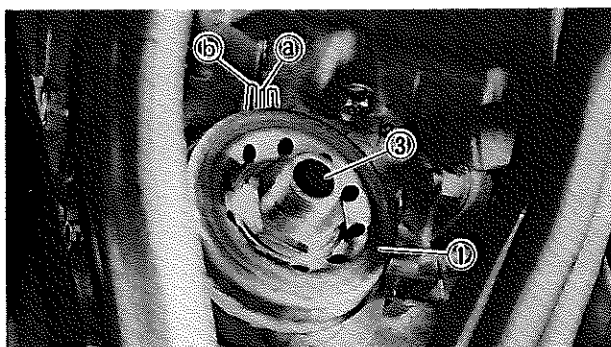
1. Clean the mating surfaces of the oil cooler and the crankcase with a cloth dampened with thinner.

2. Apply:

- Engine oil (to O-ring ① and bolt ②)

⚠ WARNING

Always use a new O-ring on the oil cooler.

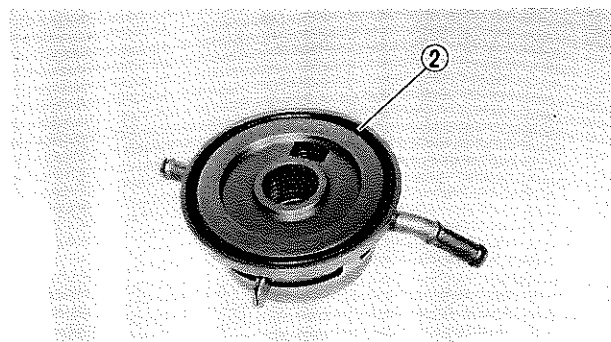


3. Install:

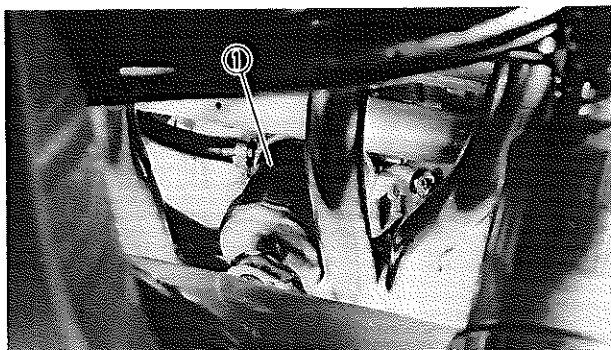
- Oil cooler ① (with O-ring ②)
- Bolt ③ (by-pass valve included)

NOTE:

- Mesh the oil cooler projection @ with the crankcase slot ⑥.
- Make sure the O-ring ② is positioned properly.



Bolt (oil cooler):
63 Nm (6.3 m • Kg, 45 ft • lb)



4. Install:

- Oil filter ① (new)
Refer to "ENGINE OIL REPLACEMENT" in CHAPTER 3.



Oil filter:

17 Nm (1.7 m • kg, 12 ft • lb)

5. Fill:

- Cooling system
Refer to "COOLANT REPLACEMENT" in CHAPTER 3.



Total amount:

2.3 L (2.0 Imp qt, 2.4 US qt)

6. Inspect:

- Cooling system (oil cooler)
Decrease of pressure (leaks) → Replace oil cooler as required.
Refer to "step 4" in "RADIATOR — INSTALLATION".

7. Fill:

- Crankcase
Refer to "ENGINE OIL REPLACEMENT" in CHAPTER 3.



With oil filter replacement:

2.7 L (2.4 Imp qt, 2.9 US qt)

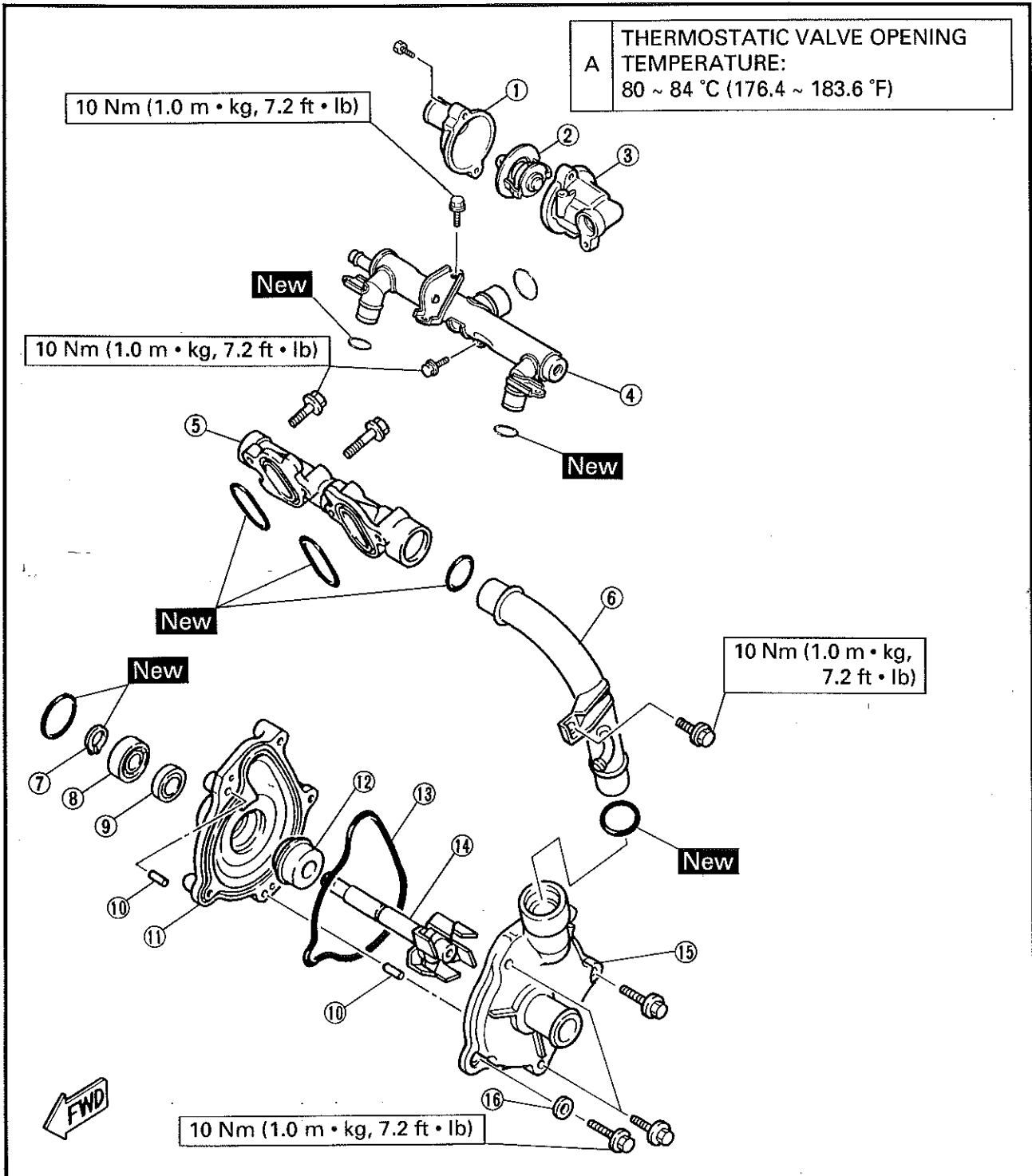
THERMOSTATIC VALVE/WATER PUMP

COOL



THERMOSTATIC VALVE/WATER PUMP

- | | | |
|------------------------------|----------------------|--------------------|
| ① Thermostatic valve cover | ⑧ Bearing | ⑮ Water pump cover |
| ② Thermostatic valve | ⑨ Oil seal | ⑯ Copper washer |
| ③ Thermostatic valve housing | ⑩ Dowel pin | |
| ④ Coolant collector (outlet) | ⑪ Water pump housing | |
| ⑤ Coolant collector (inlet) | ⑫ Damper rubber | |
| ⑥ Outlet pipe (water pump) | ⑬ Gasket | |
| ⑦ Circlip | ⑭ Impeller shaft | |



THERMOSTATIC VALVE

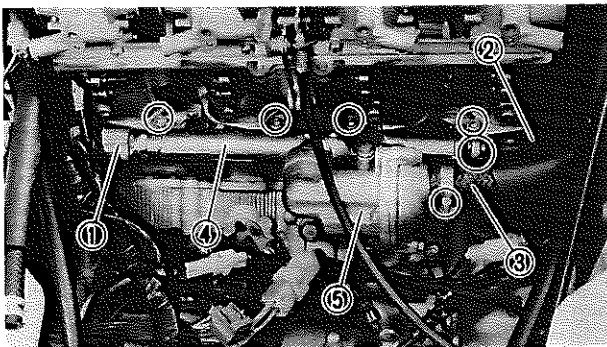
REMOVAL

1.Remove:

- Seat
- Top cover
- Inner panels
- Side cowlings
- Lower cowling
Refer to "COWLINGS" in CHAPTER 3.
- Fuel tank
Refer to "FUEL TANK" in CHAPTER 3.

2.Drain:

- Coolant
Refer to "COOLANT REPLACEMENT" in CHAPTER 3.

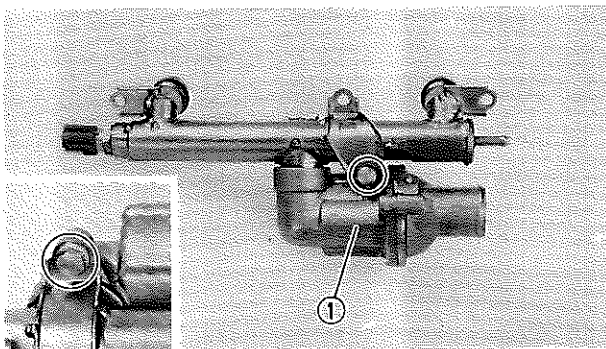


3.Disconnect:

- Coupler ① (water temperature sensor)
- Hose ② (from fast idle unit)
- Inlet hose ③ (radiator)

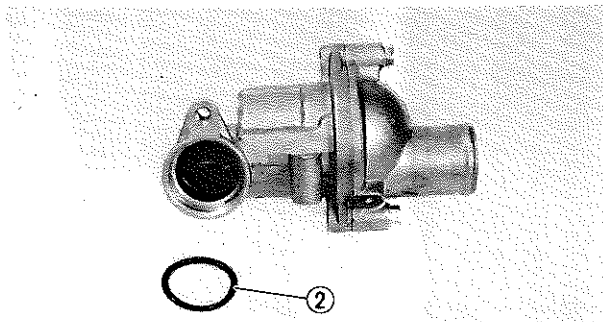
4.Remove:

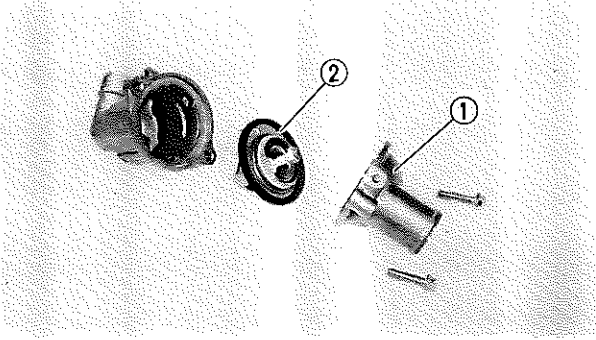
- Coolant collector ④ (outlet)
(with O-rings and thermostatic valve housing ⑤)



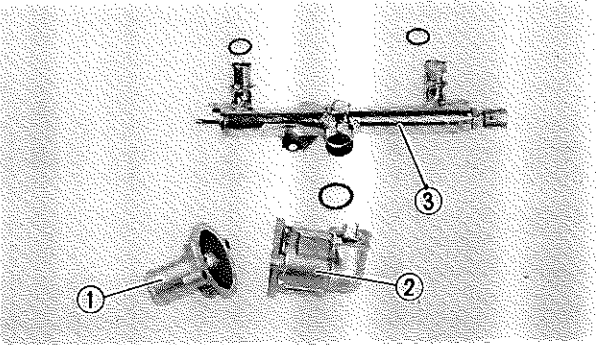
5.Remove:

- Thermostatic valve housing ①
- O-ring ②
(from coolant collector (outlet))





- 6.Remove:
- Thermostatic valve cover ①
 - Thermostatic valve ②



INSPECTION

1.Inspect:

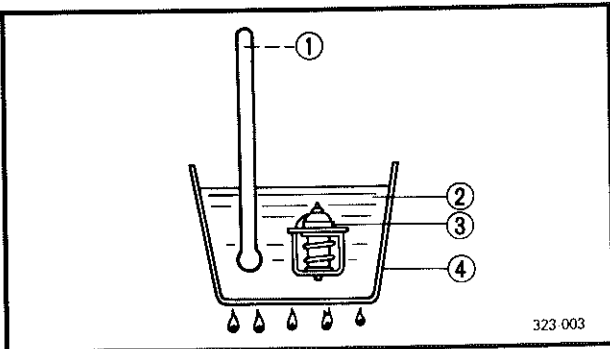
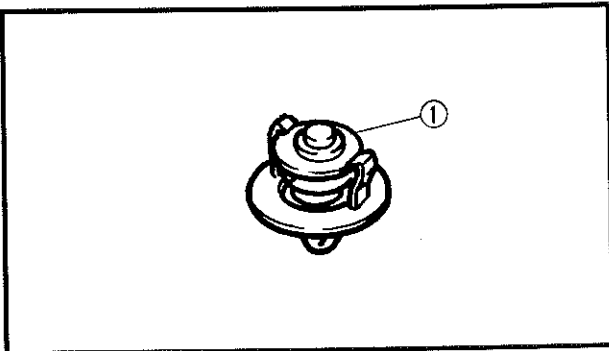
- Thermostatic valve cover ①
- Thermostatic valve housing ②
- Coolant collector ③ (outlet)
Cracks/Damage → Replace.
- Coolant hoses
Cracks/Wear/Damage → Replace.
Refer to "RADIATOR/OIL COOLER - INSPECTION".

2.Inspect:

- Thermostatic valve ①
Valve does not open at 80 ~ 84°C (176 ~ 183°F) → Replace.

Inspection Steps:

- Suspend thermostatic valve in a vessel with water.
- Place reliable thermometer in a water.
- Heat water slowly.
- Observe thermometer, while stirring water continually:

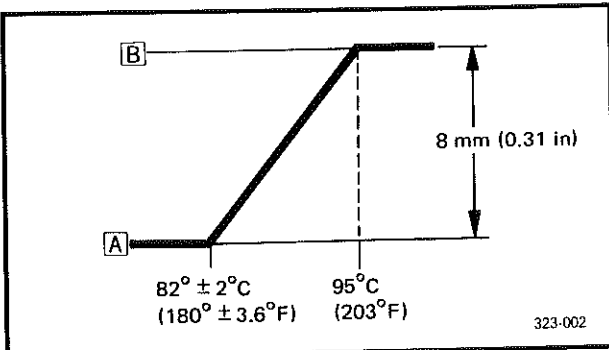


Thermostatic valve [A] :
Opening temperature:
 80 ~ 84° C (176.4 ~ 183.6° F)
Full open temperature/Lift [B] :
 95° C (203° F)/8 mm (0.31 in)

- ① Thermometer
- ② Water
- ③ Thermostatic valve
- ④ Vessel

NOTE:

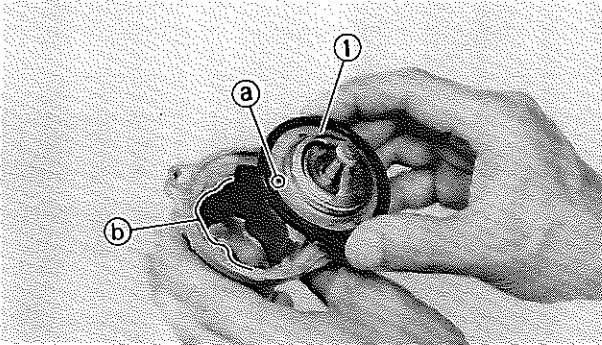
The thermostatic valve is sealed and its setting is specialized work. If its accuracy is in doubt, replace it. A faulty unit could cause serious overheating or over-cooling.





INSTALLATION

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

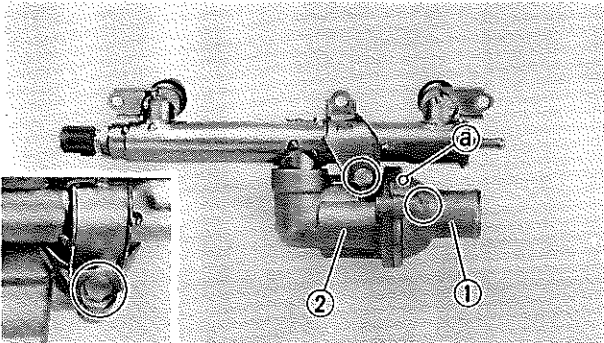


1.Install:

- Thermostatic valve ①
(to thermostatic valve housing)

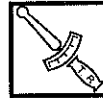
NOTE:

When installing the thermostatic valve, align the breather hole ① with the section ② of the housing.



2.Install:

- Thermostatic valve cover ①
- Thermostatic valve housing ②



Bolt (thermostatic valve cover):

10 Nm (1.0 m · kg, 7.2 ft · lb)

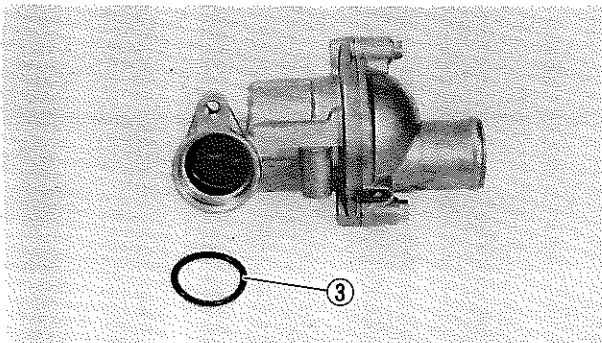
Bolt

(thermostatic valve housing):

10 Nm (1.0 m · kg, 7.2 ft · lb)

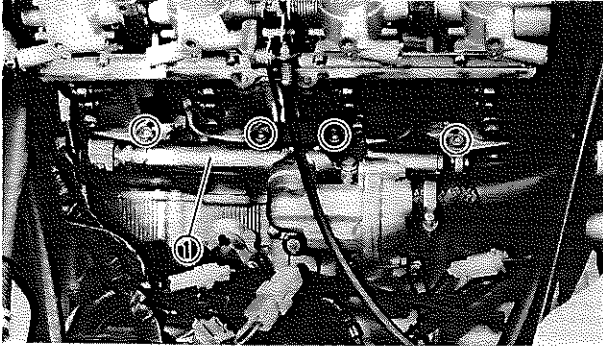
NOTE:

- The groove ① on the cover must face upwards.
- Before installing the thermostatic valve housing to the coolant collector (outlet), apply a thin coating of lithium-soap base grease to the O-ring ③.



⚠ WARNING

Always use a new O-ring.



3.Install:

- Coolant collector ① (outlet)



Bolt (coolant collector):
10 Nm (1.0 m • kg, 7.2 ft • lb)

NOTE:

Before installing the coolant collector (outlet) to the cylinder head, apply a thin coating of lithium-soap base grease to the O-rings.

⚠ WARNING

Always use new O-rings.

4.Fill:

- Cooling system
Refer to "COOLANT REPLACEMENT" in CHAPTER 3.



Total amount:
2.3 L (2.0 Imp qt, 2.4 US qt)

5.Inspect:

- Cooling system
Decrease of pressure (leaks) → Repair.
Refer to "step 4" in the section "RADIATOR — INSTALLATION".



WATER PUMP

REMOVAL

1.Remove:

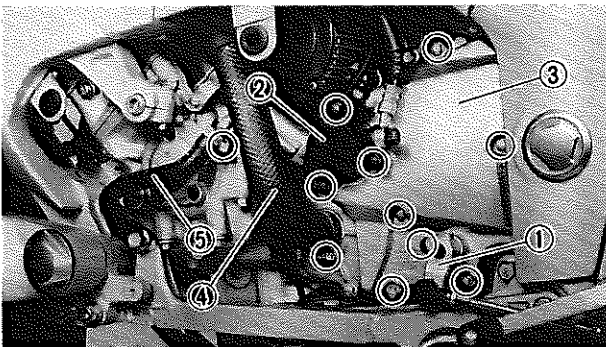
- Seat
- Top cover
- Inner panels
- Side cowlings
- Lower cowling (left)
Refer to "COWLINGS" in CHAPTER 3.

2.Remove:

- Fuel tank
Refer to "FUEL TANK" in CHAPTER 3.

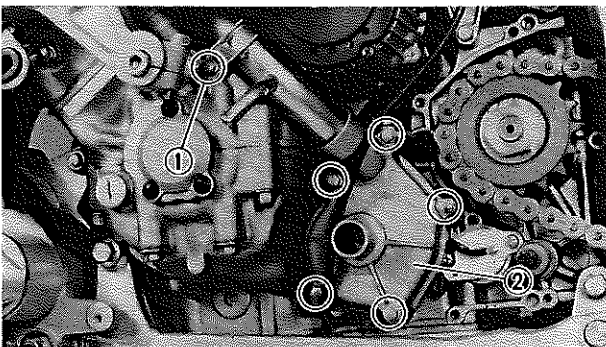
3.Drain:

- Coolant
Refer to "COOLANT REPLACEMENT" in CHAPTER 3.
- Engine oil
Refer to "ENGINE OIL REPLACEMENT" in CHAPTER 3.



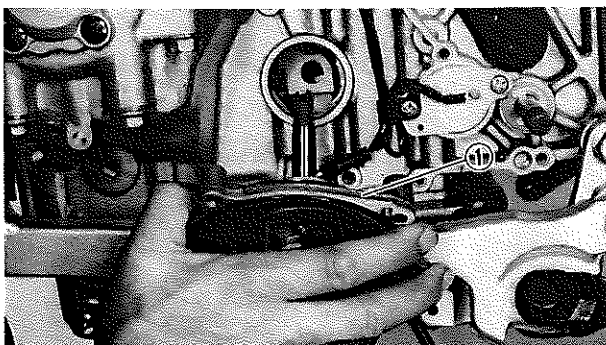
4.Remove:

- Shift pedal link ①
- Clutch release cylinder ②
- Dowel pins
- Crankcase cover ③ (left)
- Dowel pins
- Gasket
- Inlet hose ④ (water pump)
- Inlet hose ⑤ (oil cooler)



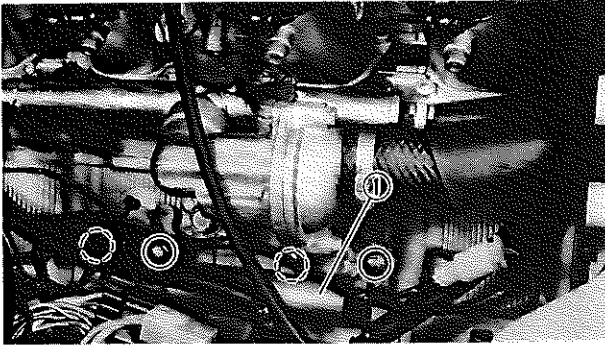
5.Remove:

- Bolt ① (outlet pipe - water pump)
- Water pump cover ②
(with outlet pipe)
- Gasket
- Dowel pins

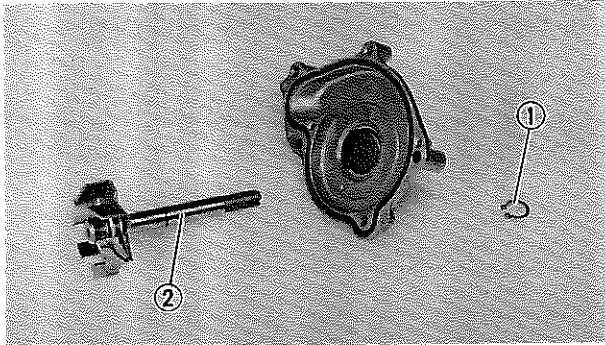


6.Remove:

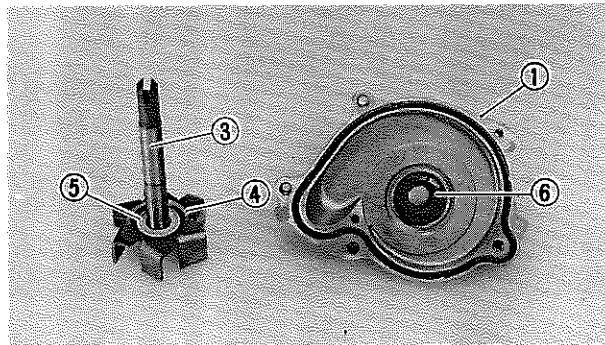
- Water pump housing ①



- 7.Remove:
- Coolant collector ① (inlet)
(with O-rings)

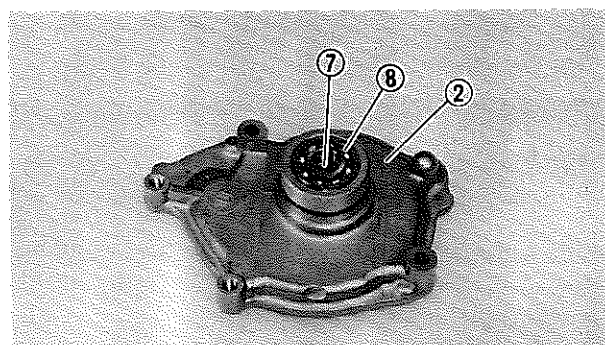


- 8.Remove:
- Circlip ①
 - Impeller shaft ②



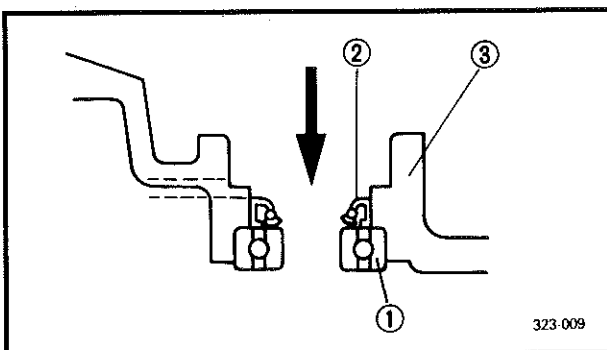
INSPECTION

- 1.Inspect:
- Water pump cover ①
 - Water pump housing ②
 - Impeller ③
 - Damper rubber ④
 - Rubber holder ⑤
 - Water pump seals ⑥
 - Oil seal ⑦
Cracks/Wear/Damage → Replace.
 - Bearing ⑧
Roughness → Replace.
 - Outlet pipe (water pump)
 - Coolant hoses
Cracks/Wear/Damage → Replace.
Refer to "RADIATOR / OIL COOLER - INSPECTION".



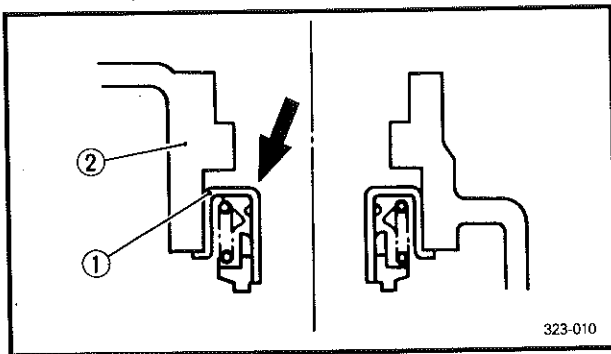
Bearing and Seal Replacement

- 1.Remove:
- Bearing ①
 - Oil seal ②
Tap off from the water pump seal side.



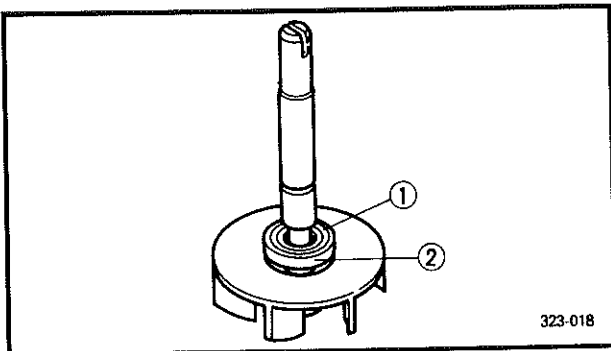
③Water pump housing

323-009



2.Remove:

- Water pump seal ①
- Tap off from the water pump housing ②.

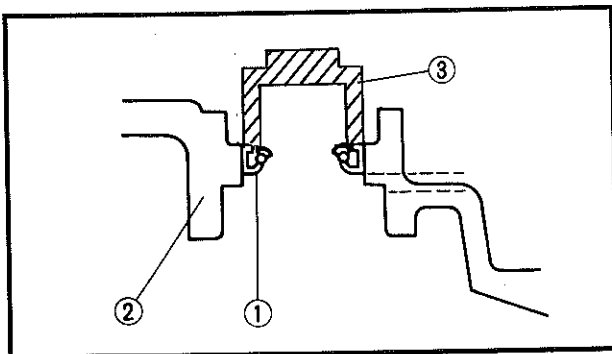


3.Remove:

- Rubber holder ①
- Damper rubber ②
(from impeller)
- Pry out with a thin flat head screwdriver.

NOTE:

Be careful not to scratch the impeller shaft.



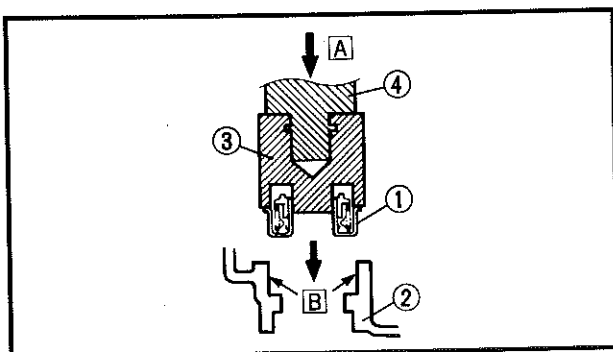
4.Install:

- Oil seal ① (new)
- (to water pump housing ②)

NOTE:

Use a socket ③ that matches the outside diameter of the oil seal.

Before installing the oil seal, apply tap water or coolant to the outer surface of the oil seal.



5.Install:

- Water pump seal ① (new)

NOTE:

- Use the water pump seal installer.
- Apply Yamaha bond No. 1215 or Quick Gasket[®] to the water pump housing ② before installing the seal.

Water pump seal installer (③ and ④):

YU-94051-1/90890-04058

YM-33221/90890-04078

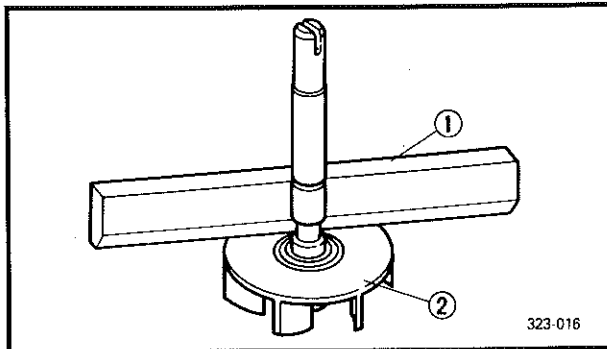
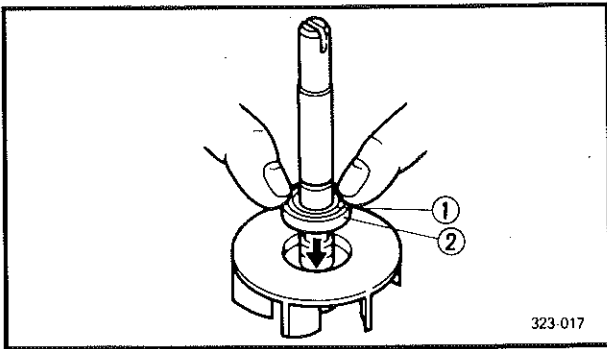
Quick Gasket[®]:

ACC-11001-05-01

Yamaha bond No. 1215

90890-85505

A PRESS



6. Apply:

- Tap water or coolant
(to outer surface of damper rubber ①)

CAUTION:

Never apply oil or grease to water pump seal surfaces.

7. Install:

- Dumper rubber ① (new)
- Rubber holder ② (new)

8. Measure:

- Tilt
Out of specification → Repeat the above steps 6 and 7.

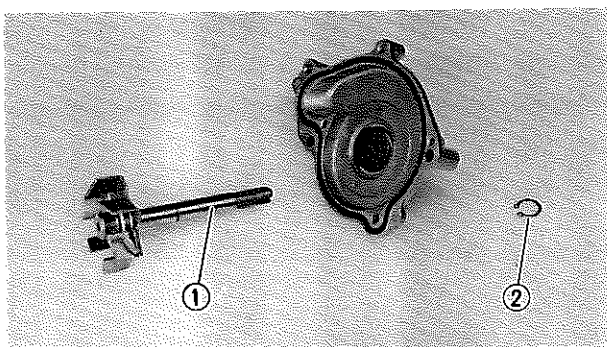
CAUTION:

Be sure the dumper rubber and rubber holder fit squarely.



Tilt limit:
0.15 mm (0.006 in)

- ① Straight edge
- ② Impeller



INSTALLATION

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

1. Install:

- Impeller shaft ①
- Circlip ②

NOTE:

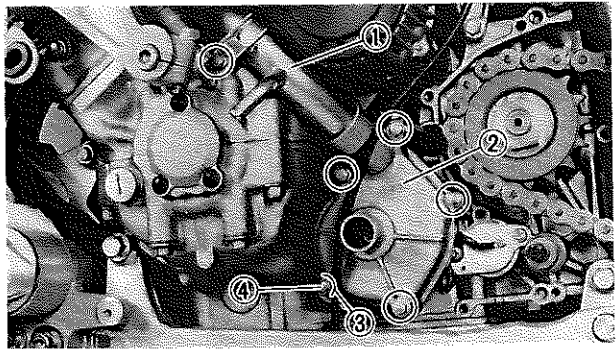
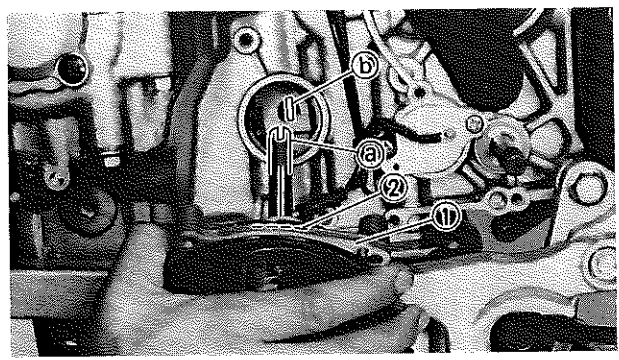
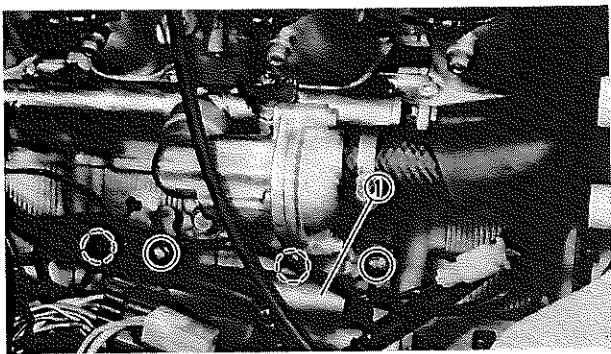
Before installing the impeller shaft, apply tap water or coolant to the water pump seal, then apply lithium soap base grease to the bearing and oil seal.

CAUTION:

Be sure not to scratch the water pump seal while installing.


⚠ WARNING

Always use a new circlip.



- 2.Install:
- Coolant collector ① (inlet) (with O-rings)

⚠ WARNING
Always use a new O-ring.

 Bolt (coolant collector):
10 Nm (1.0 m • kg, 7.2 ft • lb)

- 3.Install:
- Water pump housing ①

NOTE:


- Align the slot ③ on the impeller shaft with the projection ④ on the oil pump shaft.
- Apply a thin coating of grease to the O-ring ②.

⚠ WARNING
Always use a new O-ring on the water pump housing.

- 4.Install:
- Outlet pipe ① (water pump) (to water pump cover ②)
 - Water pump cover ② (with outlet pipe)

NOTE:

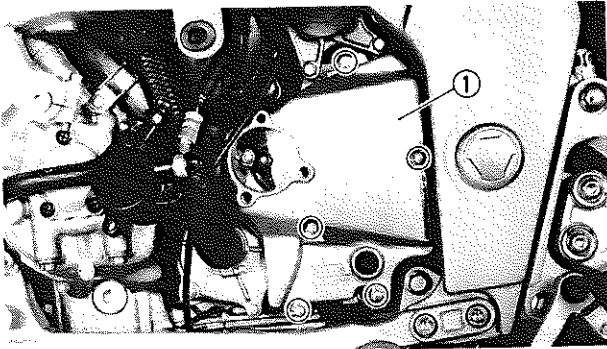
- Before installing the outlet pipe (water pump), apply a grease to the O-rings.
- Set the new copper washer ③ to the coolant drain bolt ④.

 Bolt (water pump cover):
10 Nm (1.0 m • kg, 7.2 ft • lb)
Bolt (outlet pipe)
10 Nm (1.0 m • kg, 7.2 ft • lb)

⚠ WARNING
Always use new O-rings, gasket and copper washer.

WATER PUMP

COOL



5. Install:

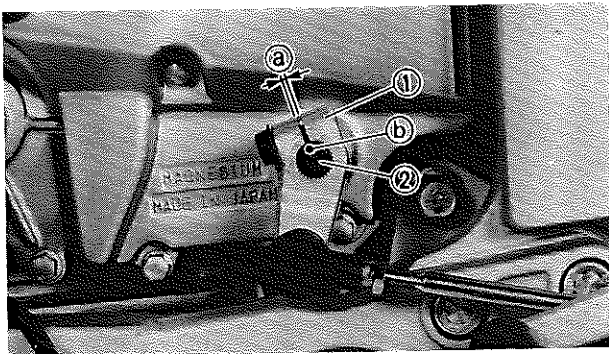
- Gasket
- Dowel pins
- Crank case cover ① (left)

⚠ WARNING

Always use a new gasket.



Bolt (crankcase cover - left):
10 Nm (1.0 m • kg, 7.2 ft • lb)



6. Install:

- Shift pedal link ①

NOTE:

Align the slot ① on the shift pedal link ① with the punched mark ② on the shift shaft ②.



Bolt (shift pedal link):
10 Nm (1.0 m • kg, 7.2 ft • lb)

7. Fill:

- Cooling system
Refer to "COOLANT REPLACEMENT" in CHAPTER 3.



Total amount:
2.3 L (2.0 Imp qt, 2.4 US qt)

8. Inspect:

- Cooling system
Decrease of pressure (leaks) → Repair.
Refer to "step 3" in the section "RADIATOR — INSTALLATION".

9. Fill:

- Crankcase
Refer to "ENGINE OIL REPLACEMENT" in CHAPTER 3.



Periodic oil change:
2.7 L (2.4 Imp qt, 2.9 US qt)

**CHAPTER 6.
CHASSIS**

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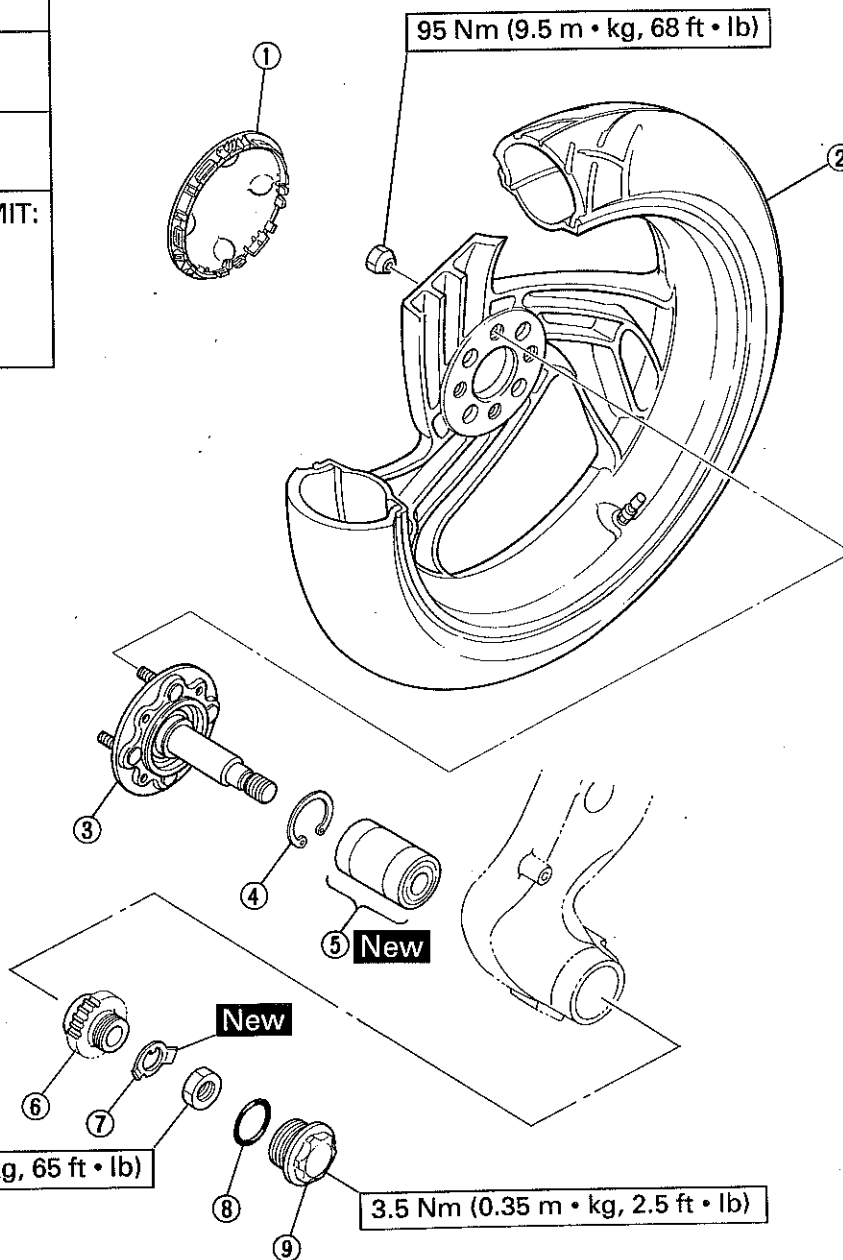
FRONT WHEEL

- ① Wheel cap
- ② Front wheel
- ③ Wheel axle
- ④ Circlip
- ⑤ Bearing kit
- ⑥ Sensor rotor
- ⑦ Lock washer
- ⑧ O-ring
- ⑨ Hub cap

TIRE AIR PRESSURE (COLD)		
Cold tire pressure:	Front	Rear
Up to 90 kg (198 lbs) load*	250 kPa (2.5 kgf/cm ² , 36 psi)	250 kPa (2.5 kgf/cm ² , 36 psi)
90 Kg (198 lbs) ~ Maximum load*	250 kPa (2.5 kgf/cm ² , 36 psi)	290 kPa (2.9 kgf/cm ² , 42 psi)
High speed riding	250 kPa (2.5 kgf/cm ² , 36 psi)	290 kPa (2.9 kgf/cm ² , 42 psi)

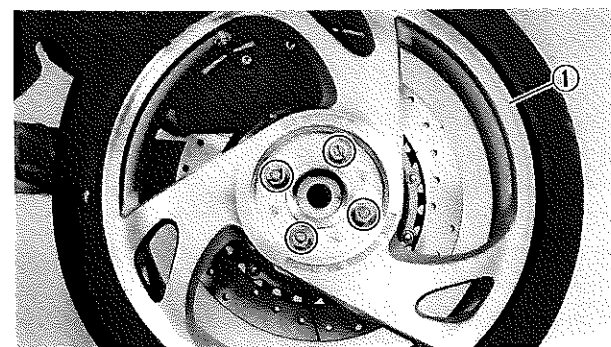
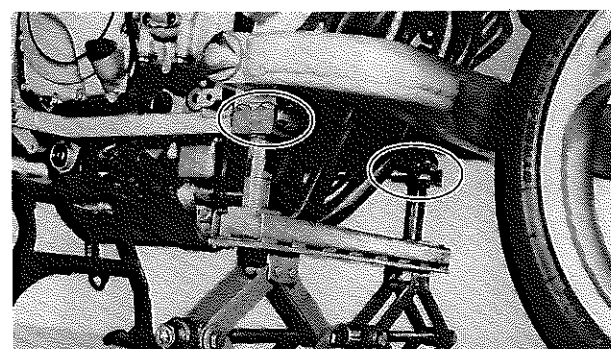
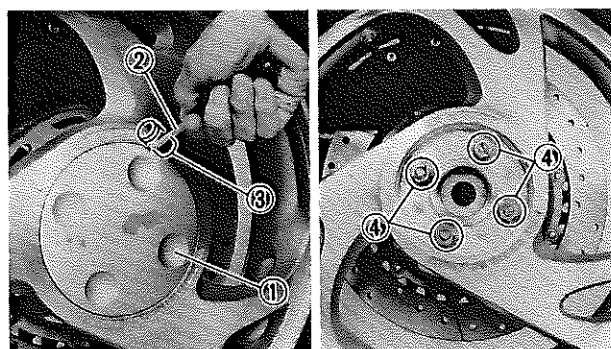
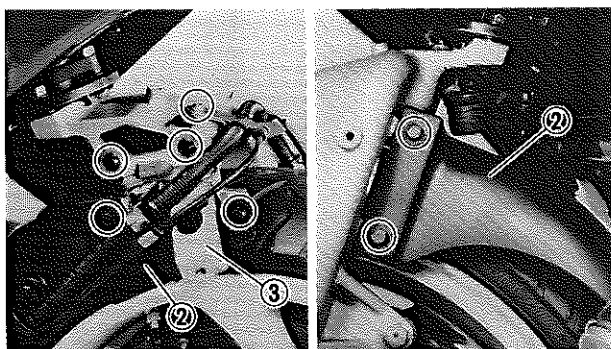
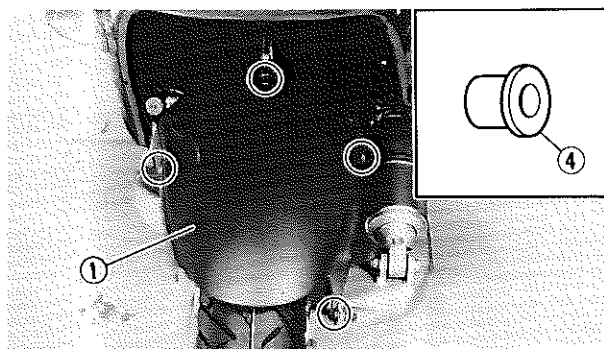
* Load is the total weight of cargo, rider, passenger, and accessories.

A	TIRE SIZE: 130/60 ZR17
B	WEAR LIMIT: 1.0 mm (0.04 in)
C	RIM SIZE: 17 × MT3.50
D	RIM RUNOUT LIMIT: RADIAL: 0.7 mm (0.03 in) LATERAL: 0.5 mm (0.02 in)



6





REMOVAL

⚠ WARNING

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

1. Place the motorcycle on the centerstand.
2. Remove:
 - Front fenders (upper ① and lower ②)
 - Fender bracket ③

NOTE:

Take care not to loose the collars ④.

3. Remove:

- Wheel cap ①
- Using a flat-head screw driver ②

CAUTION:

Place a rag ③ between the screwdriver and the rim to avoid damaging the rim.

4. Loosen:

- Nuts ④ (front wheel)

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

CAUTION:

Use the front end of the main frame as jack-up point, never the reinforcement tube or exhaust pipes.

6. Remove:

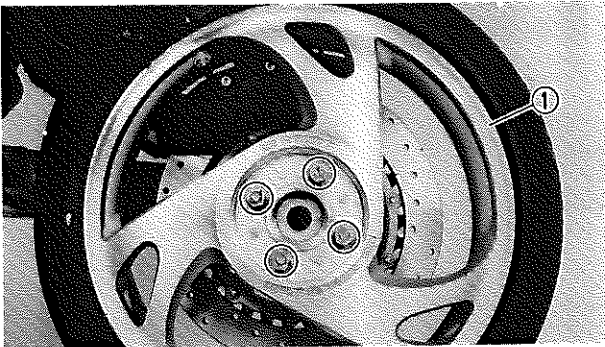
- Nuts (front wheel)
- Front wheel ①

CAUTION:

Take care not to scratch the rim against the brake caliper when removing the front wheel.

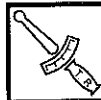
**INSPECTION**

Refer to "FRONT WHEEL AND WHEEL AXLE – CHAPTER IV " in Service Manual – New Features.

**INSTALLATION**

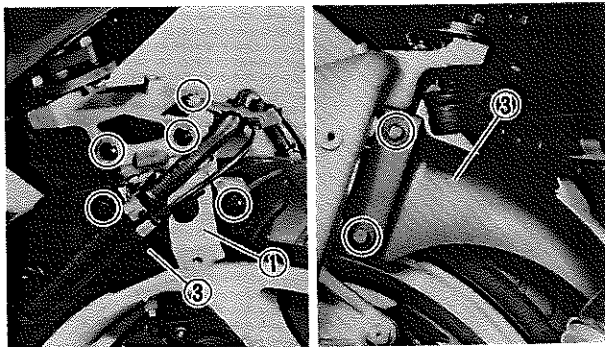
1.Install:

- Front wheel ①



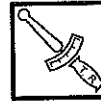
Nut (front wheel):

95 Nm (9.5 m • kg, 68 ft • lb)



2.Install:

- Fender bracket ①
- Front fenders (upper ② and lower ③)

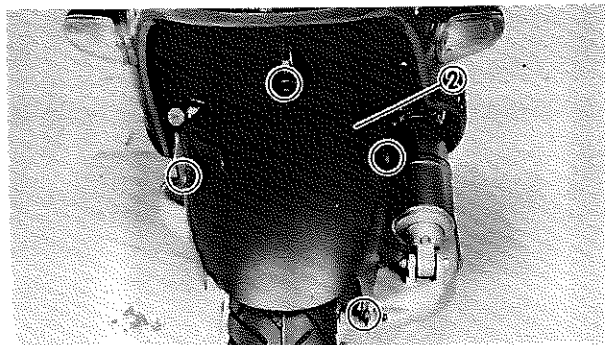


Bolt (fender bracket):

8 Nm (0.8 m • kg, 5.8 ft • lb)

Bolt (front fender):

6 Nm (0.6 m • kg, 4.3 ft • lb)

**⚠ WARNING**

Make sure that the brake hose is routed properly.

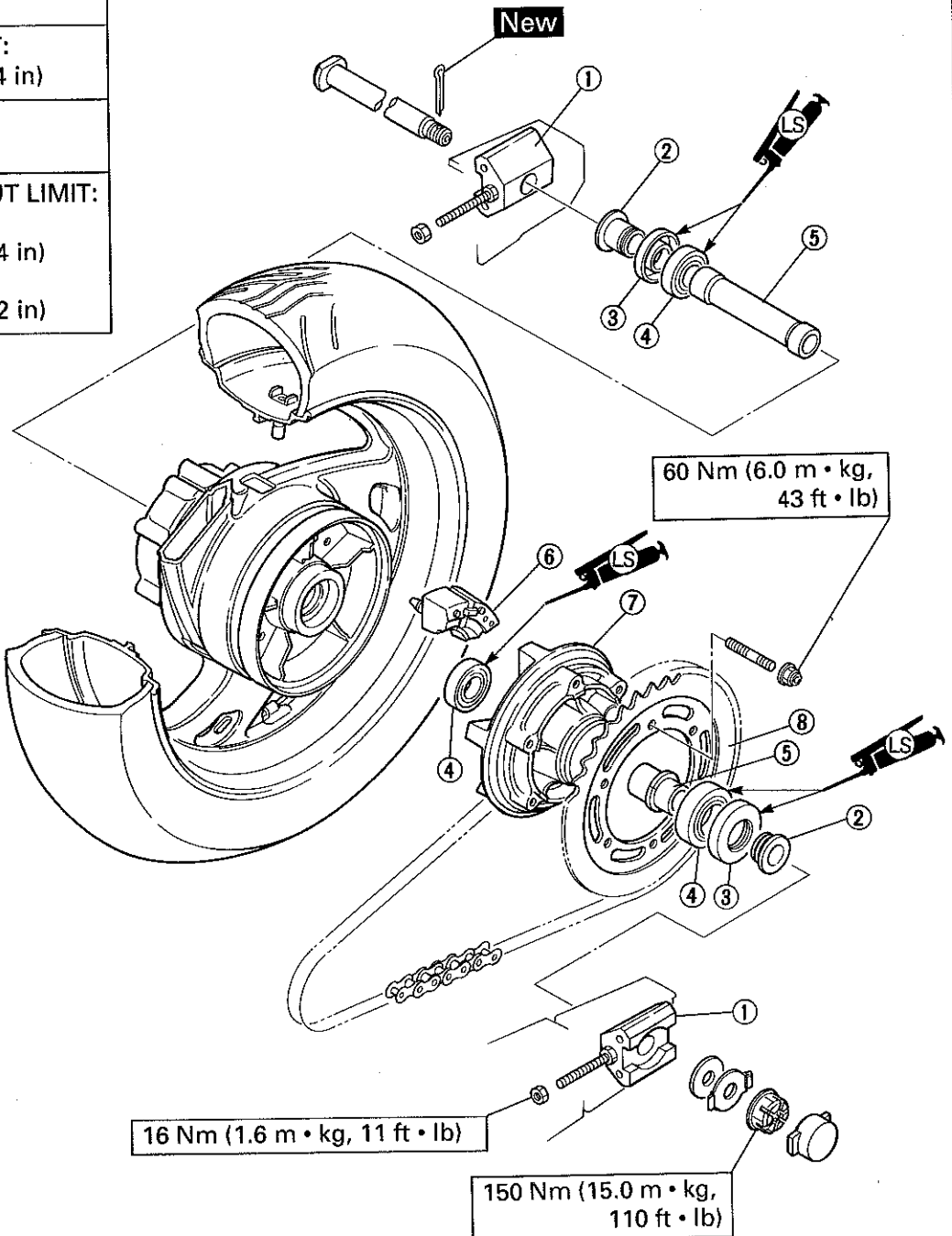
STATIC WHEEL BALANCE ADJUSTMENT

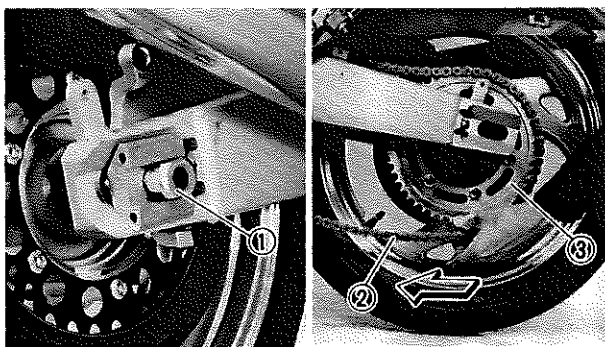
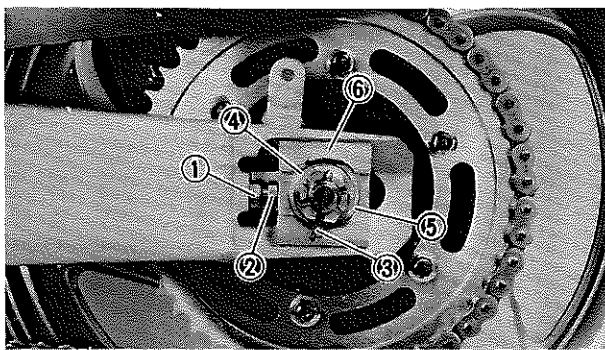
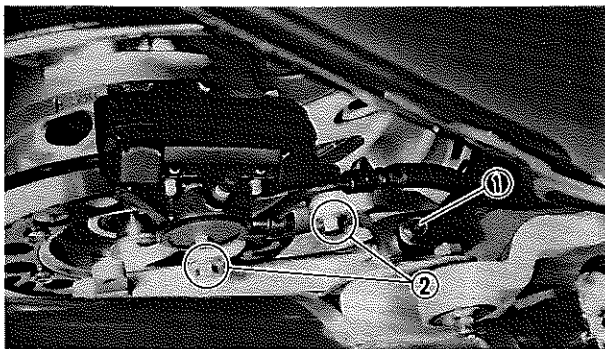
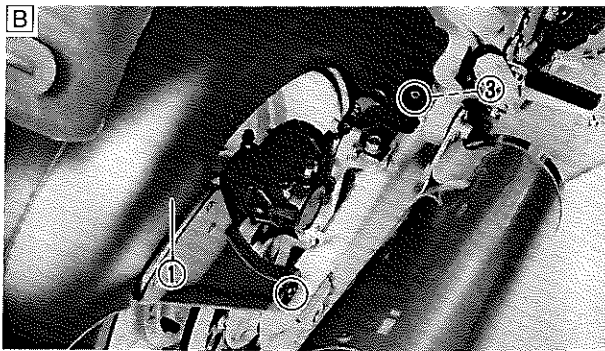
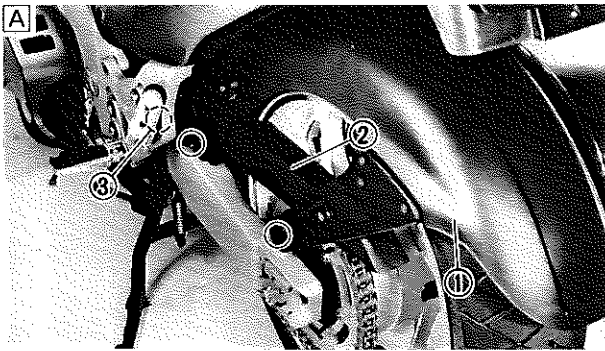
Refer to "FRONT WHEEL AND WHEELAXLE – CHAPTER IV" in Service Manual – New Features.

REAR WHEEL

- ① Chain puller
- ② Collar
- ③ Oil seal
- ④ Bearing
- ⑤ Spacer
- ⑥ Damper rubber
- ⑦ Sprocket hub
- ⑧ Rear sprocket wheel

A	TIRE SIZE: 170/60 ZR17
B	WEAR LIMIT: 1.0 mm (0.04 in)
C	RIM SIZE: 17 × MT5.50
D	RIM RUNOUT LIMIT: RADIAL: 1.0 mm (0.04 in) LATERAL: 0.5 mm (0.02 in)





REMOVAL

⚠ WARNING

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

1. Place the motorcycle on the centerstand.

2. Remove:

- Rear fender ①
(with chain guard ②)

NOTE:

Take care not to loose the collars ③.

A Left side

B Right side

3. Loosen:

- Bolt ① (brake caliper bracket)

4. Remove:

- Bolts ② (brake caliper)

NOTE:

Do not depress the brake pedal while the caliper is removed.

5. Loosen:

- Locknut ①
- Adjuster ②

6. Remove:

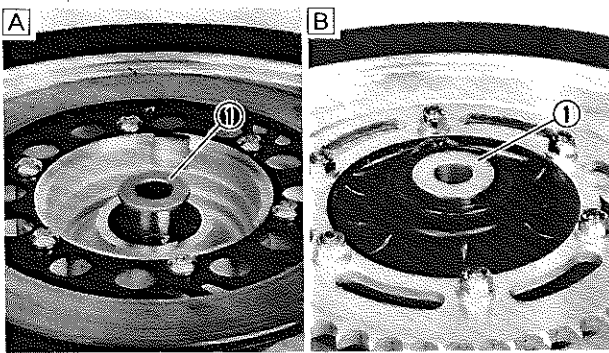
- Cotter pin ③
- Axle nut ④
- Washer ⑤
- Chain puller ⑥

7. Remove:

- Rear wheel axle ①
- Rear wheel

NOTE:

Push the rear wheel forward and disconnect the drive chain ② from the rear sprocket wheel ③.

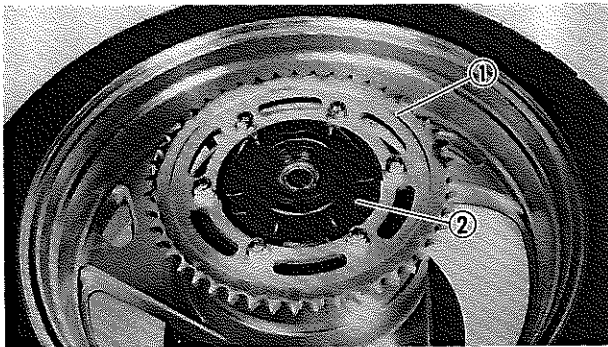


8.Remove:

- Collars ①

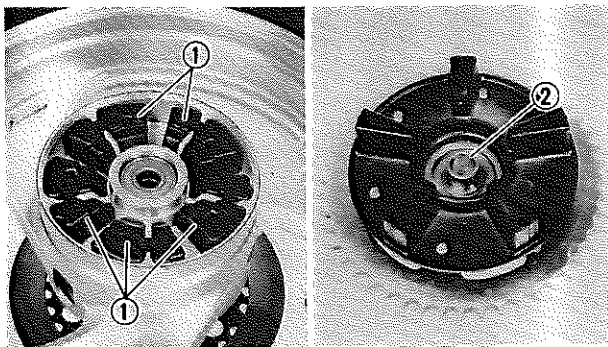
Ⓐ Left

Ⓑ Right



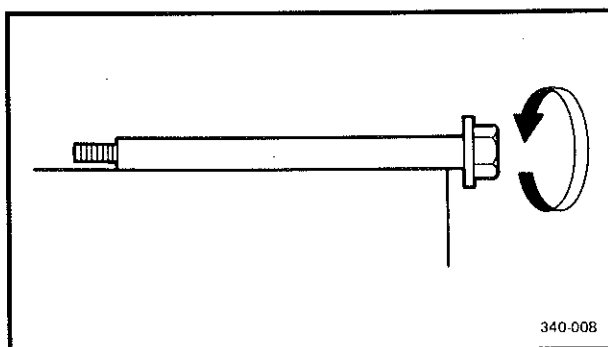
9.Remove:

- Rear sprocket wheel ①
(with sprocket hub ②)



10.Remove:

- Damper rubbers ①
- Collar ②
(from sprocket hub)



INSPECTION

1.Inspect:

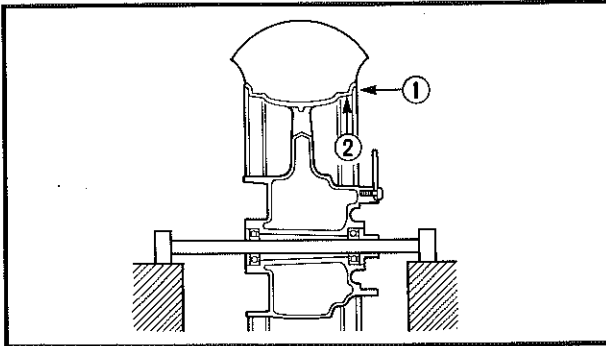
- Rear wheel axle
Roll the axle on a flat surface.
Bent → Replace.

⚠ WARNING

Never attempt to straighten a bent axle.

2.Inspect:

- Tire
Wear/Damage → Replace.
Refer to "TIRE INSPECTION" in CHAPTER 3.
- Wheel
Refer to "WHEEL INSPECTION" in CHAPTER 3.



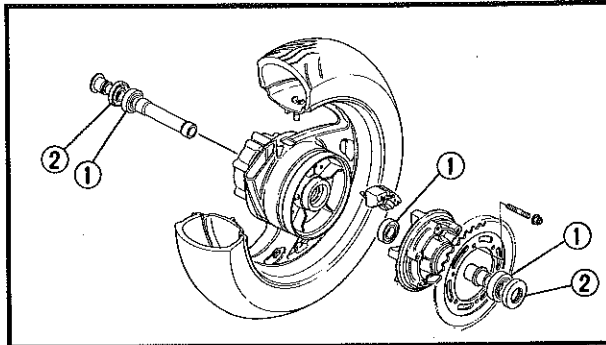
3.Measure:

- Wheel runout
Over specified limit → Replace.



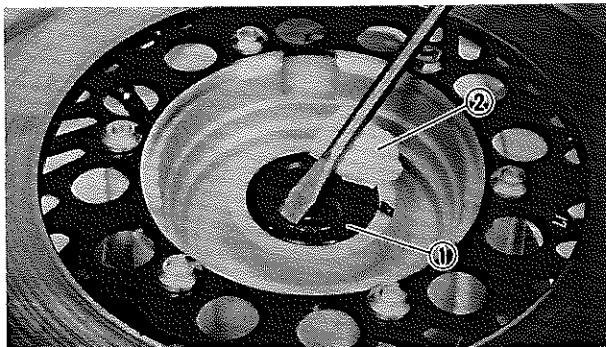
Rim runout limit:

Radial **a** : 1.0 mm (0.04 in)
Lateral **b** : 0.5 mm (0.02 in)



4.Inspect:

- Wheel bearings **1**
Bearings allow play in the wheel hub and sprocket hub, or wheel turns roughly → Replace.
- Oil seals **2**
Wear/Damage → Replace.

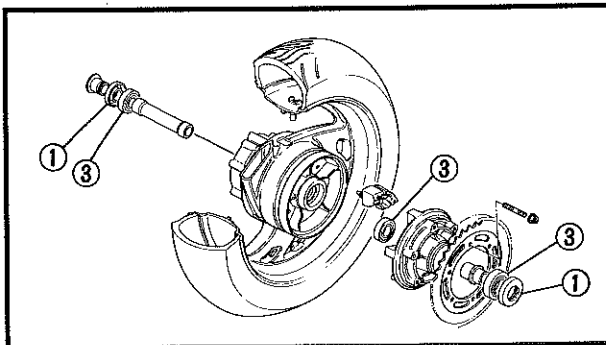


Wheel bearing and oil seal replacement steps:

- Clean the outside of the wheel and sprocket hub.
- Remove the oil seals **1** using a flat-head screw driver.

NOTE:

Place a rag **2** on the outer edge to prevent damage.



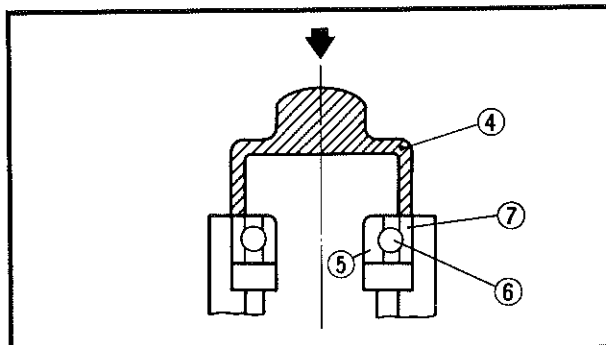
- Remove the bearings **3** using a general bearing puller.
- Install the new bearings and oil seals.

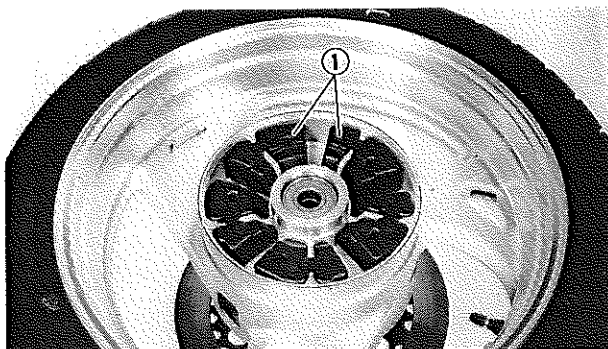
NOTE:

Use a socket **4** that matches the outside diameter of the race of the bearing and oil seal.

CAUTION:

Do not strike the center race **5** or balls **6** of the bearing. Contact should be made only with the outer race **7**.





5. Inspect:

- Damper rubber ①
Wear/Damage → Replace.

INSTALLATION

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

1. Lubricate:

- Rear wheel axle
- Bearings
- Oil seals



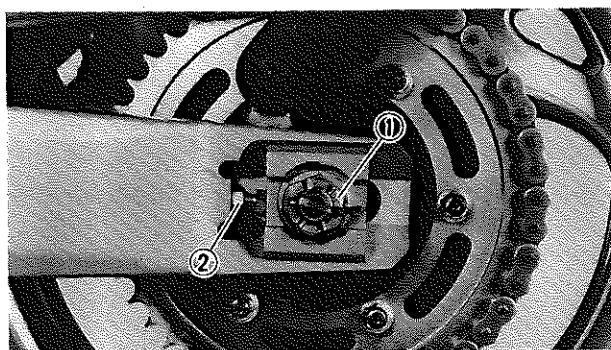
Recommended lubricant:
Lithium soap base grease

2. Adjust:

- Drive chain slack
Refer to "DRIVE CHAIN SLACK ADJUSTMENT" in CHAPTER 3.

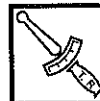


Drive chain slack:
10 ~ 20 mm (0.4 ~ 0.8 in)



3. Tighten:

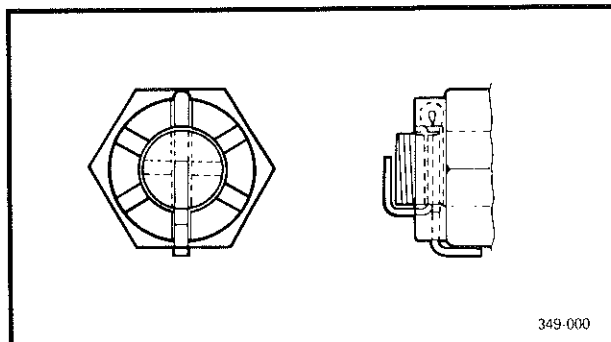
- Axle nut ① (rear wheel)
- Lock nut ② (chain adjuster)



Axle nut (rear wheel):
150 Nm (15.0 m · kg, 110 ft · lb)
Lock nut (chain adjuster):
16 Nm (1.6 m · kg, 11 ft · lb)

NOTE:

- Do not loosen the axle nut after torque tightening.
- If the axle nut groove is not aligned with the wheel axle cotter pin hole, align the groove to the hole by tightening up on the axle nut.

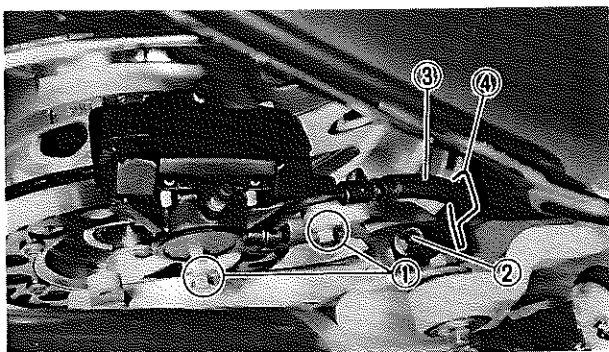


349-000

4. Install:
- Cotter pin

⚠ WARNING

Always use a new cotter pin on the axle nut.



5. Tighten:
- Bolts ① (brake caliper)
 - Bolt ② (caliper bracket)



Bolt (brake caliper):
 35 Nm (3.5 m · kg, 25 ft · lb)
Bolt (caliper bracket):
 49 Nm (4.9 m · kg, 35 ft · lb)

⚠ WARNING

Make sure that the brake hose is routed properly.

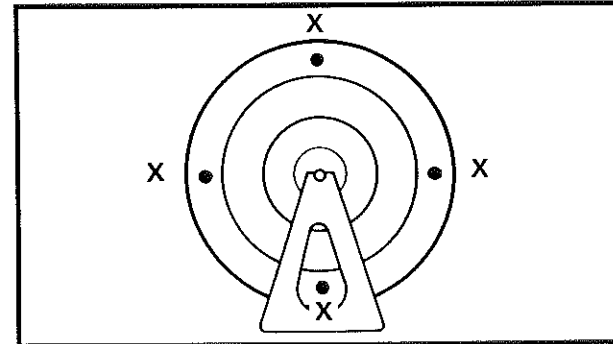
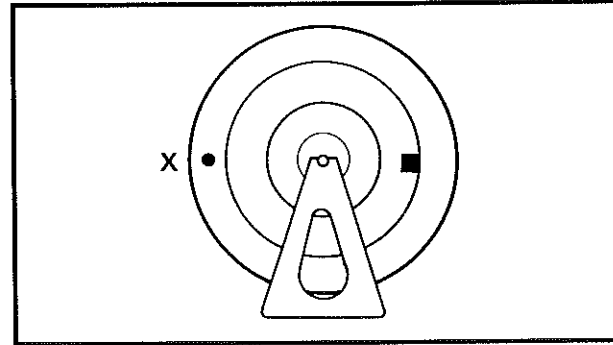
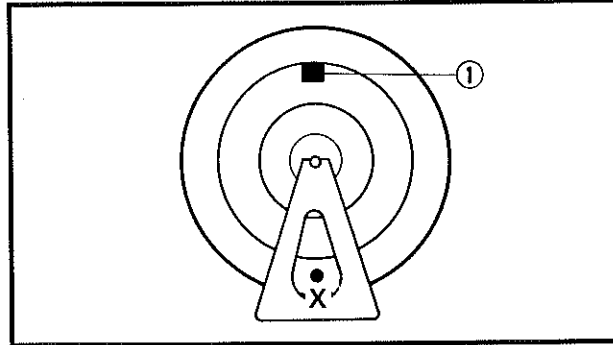
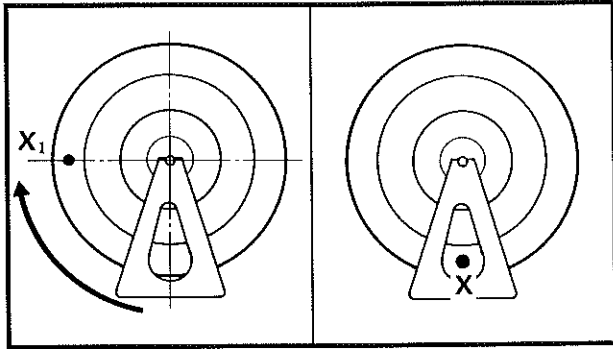
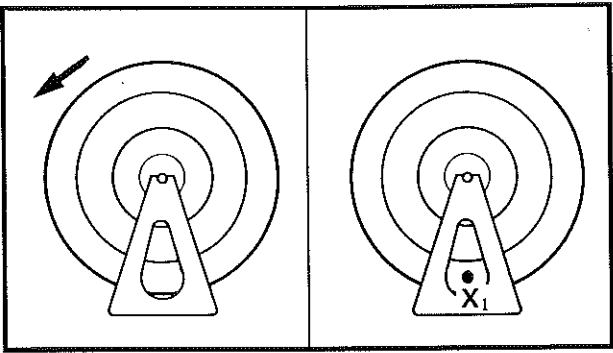
- ③ Brake hose
- ④ Brake hose guides

STATIC WHEEL BALANCE ADJUSTMENT

NOTE:

- After replacing the tire and/or wheel, wheel balance should be adjusted.
- Adjust the wheel balance with brake disc and sprocket hub installed.

1. Remove:
- Balancing weight
 - Set the wheel on a suitable stand



2.Find:

- Heavy spot

Procedure:

- Spin the wheel and wait for it to rest.
- Put an "X₁" mark on the wheel bottom spot.
- Turn the wheel so that the "X₁" mark is 90° up.
- Let the wheel fall and wait for it to rest. Put an "X₂" mark on the wheel bottom spot.
- Repeat the above b., c., and d. several times until these marks come to the same spot.
- This spot is the heavy spot "X".

3.Adjust:

- Wheel balance

Adjusting steps:

- Install a balancing weight ① on the rim exactly opposite to the heavy spot "X".

NOTE:

Start with the smallest weight.

- Turn the wheel so that the heavy spot is 90° up.
- Check that the heavy spot is at rest there. If not, try another weight until the wheel is balanced.

4.Check:

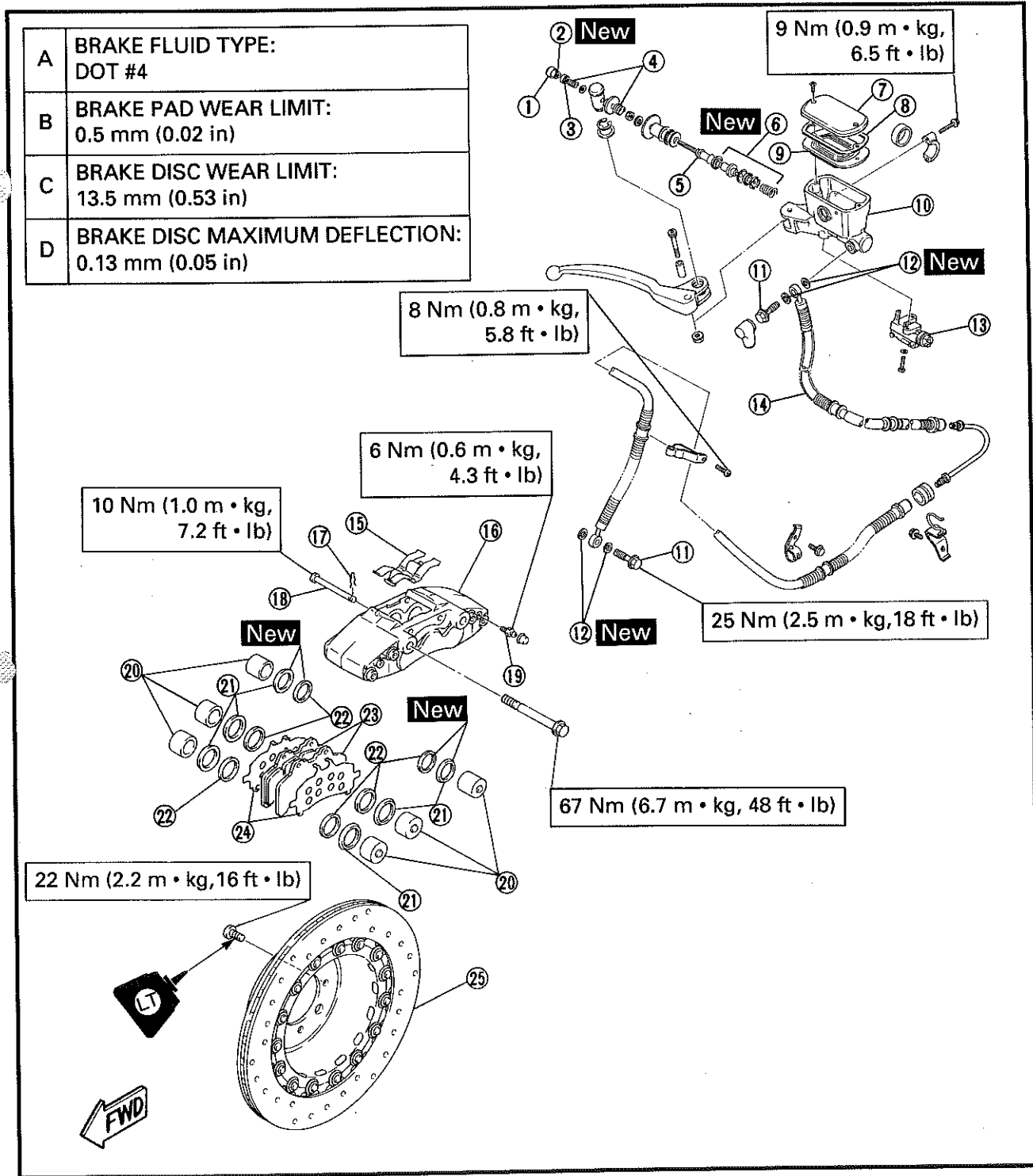
- Wheel balance

Checking steps:

- Turn the wheel so that it comes to each point as shown.
- Check that the wheel is at rest at each point. If not, readjust the wheel balance.

FRONT AND REAR BRAKE

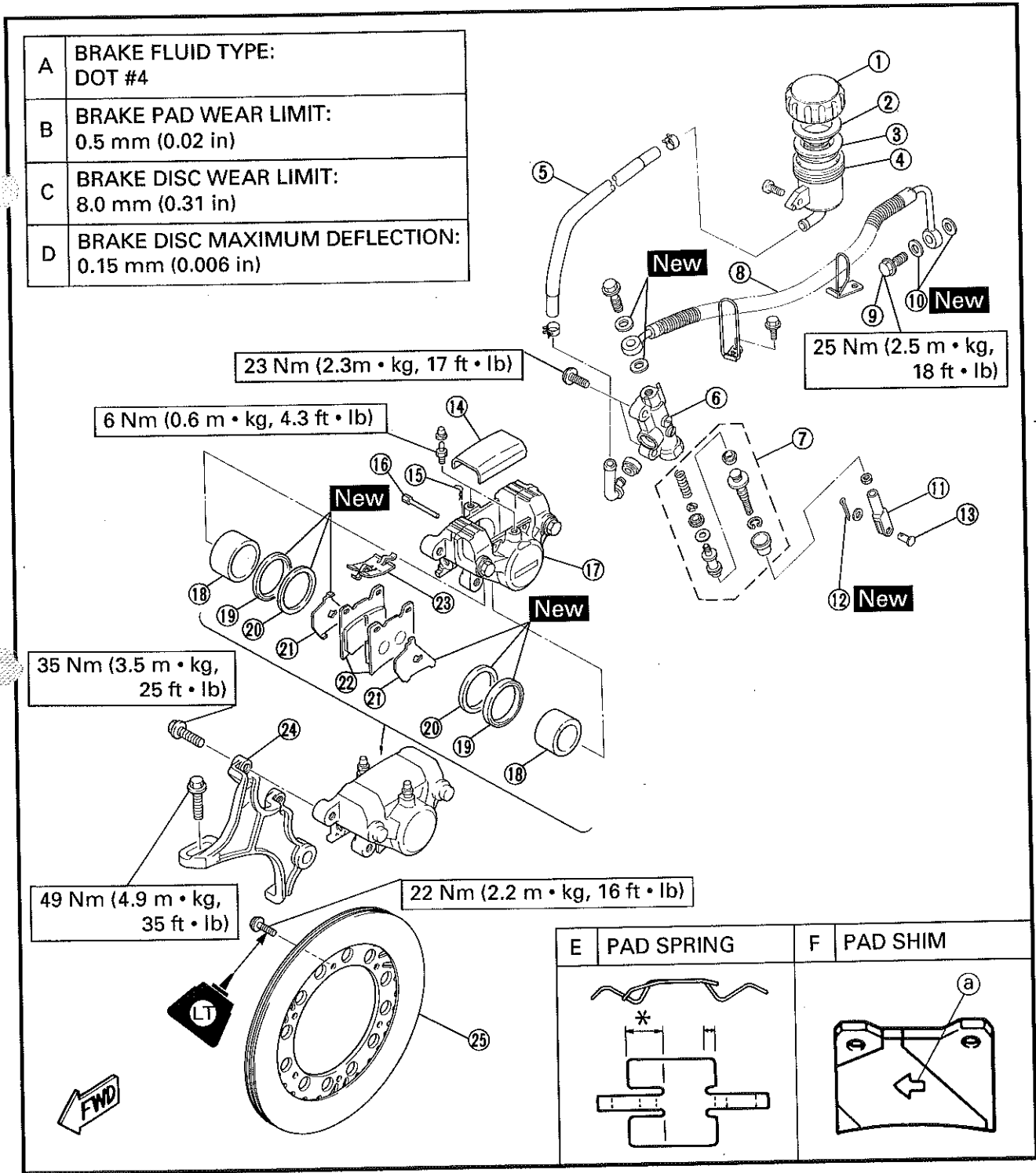
- ① Rubber cap
- ② Circlip
- ③ Spring retainer
- ④ Spring
- ⑤ Push rod
- ⑥ Master cylinder kit
- ⑦ Reservoir tank cap
- ⑧ Holder (diaphragm)
- ⑨ Diaphragm
- ⑩ Master cylinder
- ⑪ Union bolt
- ⑫ Copper washer
- ⑬ Brake switch
- ⑭ Brake hose
- ⑮ Pad spring
- ⑯ Brake caliper
- ⑰ Retaining clips
- ⑱ Retaining bolt
- ⑲ Bleed screw
- ⑳ Piston
- ㉑ Piston seal
- ㉒ Dust seal
- ㉓ Brake pad
- ㉔ Pad shim
- ㉕ Brake disc



FRONT AND REAR BRAKE



- ① Reservoir tank cap
 - ② Holder (diaphragm)
 - ③ Diaphragm
 - ④ Reservoir tank
 - ⑤ Reservoir hose
 - ⑥ Master cylinder
 - ⑦ Master cylinder kit
 - ⑧ Brake hose
 - ⑨ Union bolt
 - ⑩ Copper washer
 - ⑪ Adjuster
 - ⑫ Cotter pin
 - ⑬ Clevis pin
 - ⑭ pad cover
 - ⑮ Retaining clips
 - ⑯ Retaining pin
 - ⑰ Brake caliper
 - ⑱ Piston
 - ⑲ Piston seal
 - ⑳ Dust seal
 - ㉑ Pad shim
 - ㉒ Brake pad
 - ㉓ Pad spring
 - ㉔ Caliper bracket
 - ㉕ Brake disc
- E** The longer tangs (*) of the pad spring must point in the direction of the disc rotation.
F The arrow mark (a) on the pad shim must point in the direction of the disc rotation.



**CAUTION:**

Disc brake components rarely require disassembly. DO NOT:

- Disassemble components unless absolutely necessary.
- Use solvents on internal brake components.
- Use contaminated brake fluid for cleaning.
Use only clean brake fluid.
- Allow brake fluid to come in contact with the eyes, otherwise eye injury may occur.
- Allow brake fluid to contact painted surfaces or plastic parts otherwise damage may occur.
- Disconnect any hydraulic connection otherwise the entire system must be disassembled, drained, cleaned, and then properly filled and bled after reassembly.

BRAKE PAD REPLACEMENT**NOTE:**

It is not necessary to disassemble the brake caliper and brake hose to replace the brake pads.

Front brake**1.Remove:**

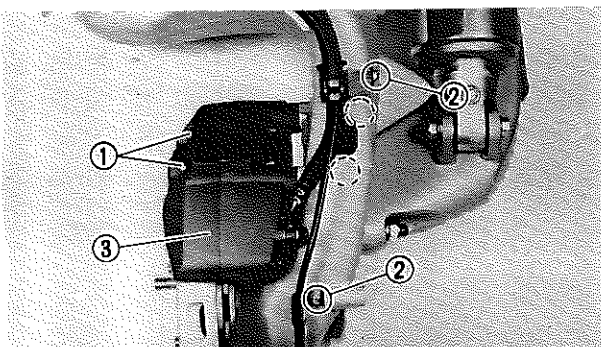
- Front wheel
Refer to "FRONT WHEEL".

2.Loosen:

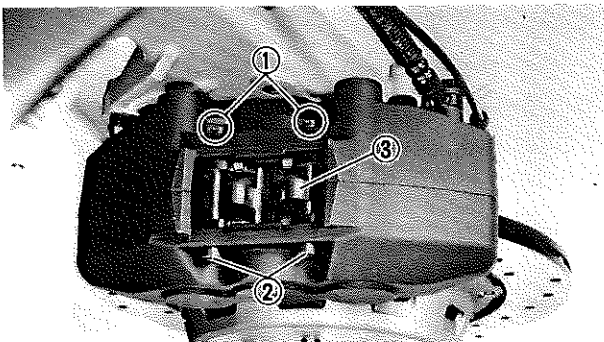
- Retaining bolt ①

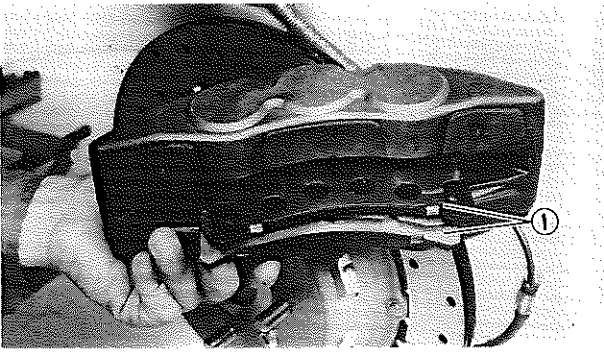
3.Remove:

- Screws ② (hose and lead holders)
- Brake caliper ③

**4.Remove:**

- Retaining clips ①
- Retaining bolts ②
- Pad spring ③




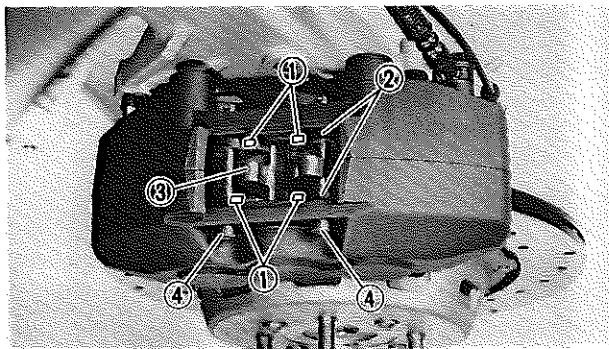
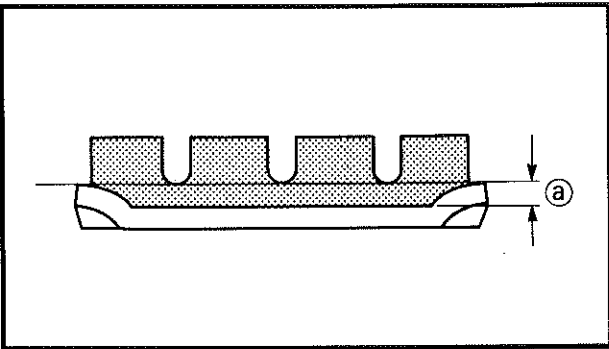


- 5.Remove:
- Brake pads ①
(with pad shims)

NOTE:

- When pad replacement is required, also replace the pad spring and shims.
- Replace the pads as a set if either is found to be worn to the wear limit ②.

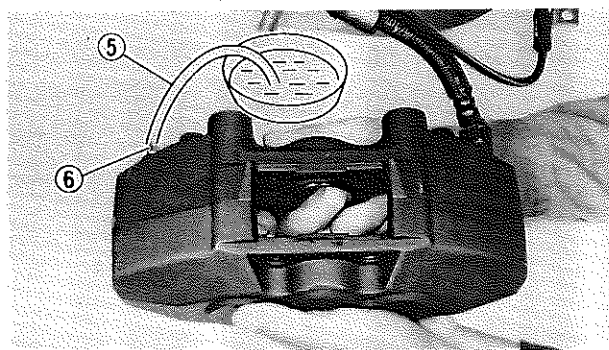
	Wear limit ②: 0.5 mm (0.02 in)
-----------------------------------------------------------------------------------	------------------------------------------




- 6.Install:
- Pad shims ①
(onto brake pads ②)
 - Brake pads ②
 - Pad spring ③
 - Retaining bolts ④

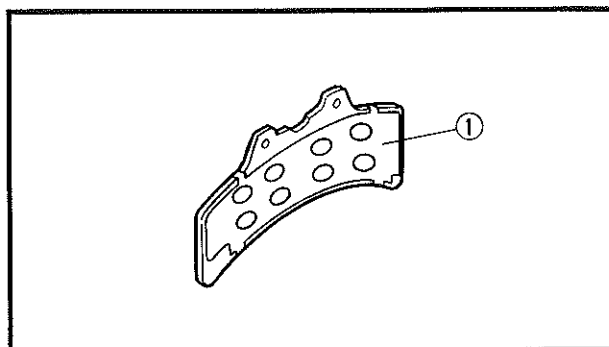
Installation steps:

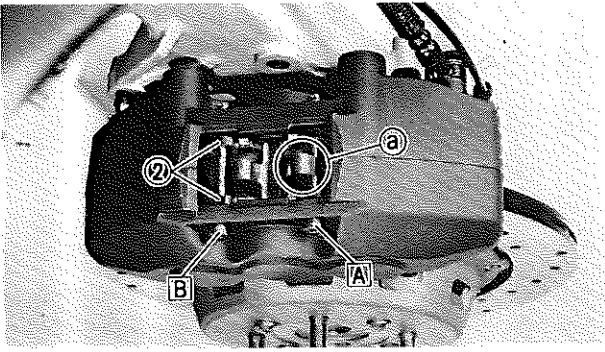
- Connect a suitable hose ⑤ tightly to the caliper bleed screw ⑥ . Then, place the other end of this hose into an open container.
- Loosen the caliper bleed screw and push the pistons into the caliper with the finger.
- Tighten the caliper bleed screw ⑥.



	Caliper bleed screw: 6 Nm (0.6 m • kg, 4.3 ft • lb)
-------------------------------------------------------------------------------------	---------------------------------------------------------------

- Install the pad shims ① (new) onto the new brake pads.






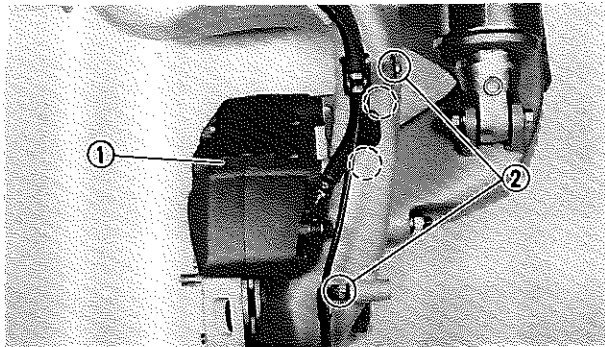
- Install the brake pads ② (new) and the retaining bolt (front).
- Hook the pad spring (new) ③ on the retaining bolt (front [A]), then install the retaining bolt (rear [B]), while pressing down the pad spring.

 **Retaining bolt :**
10 Nm (1.0 m · kg, 7.2 ft · lb)

7. Install:

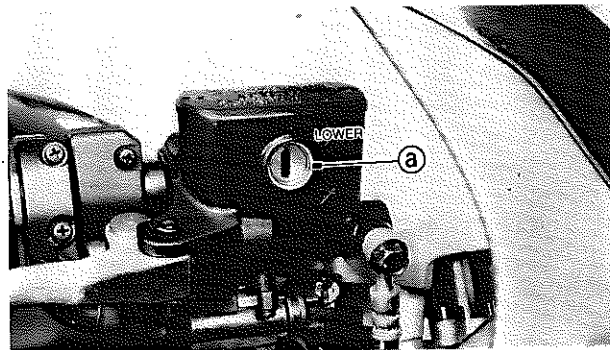
- Retaining clips
- Brake caliper ①
- Screws ② (hose and lead holder)

 **Bolt (brake caliper):**
67 Nm (6.7 m · kg, 48 ft · lb)
Screw (hose and lead holder):
8 Nm (0.8 m · kg, 5.8 ft · lb)



8. Inspect:

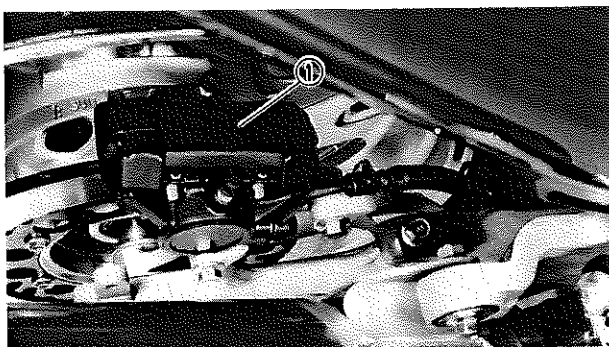
- Brake fluid level
Refer to "BRAKE FLUID INSPECTION" in CHAPTER 3.



③ "LOWER" level line

9. Check:

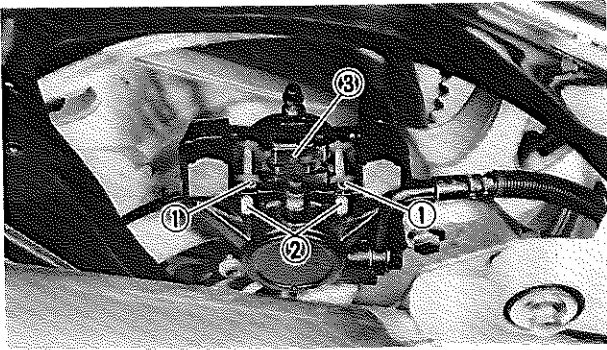
- Brake lever operation
A soft or spongy feeling → Bleed brake system.
Refer to "AIR BLEEDING" in CHAPTER 3.



Rear brake

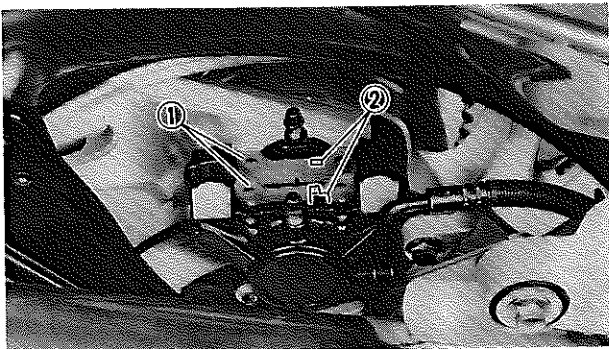
1. Remove:

- Pad cover ①



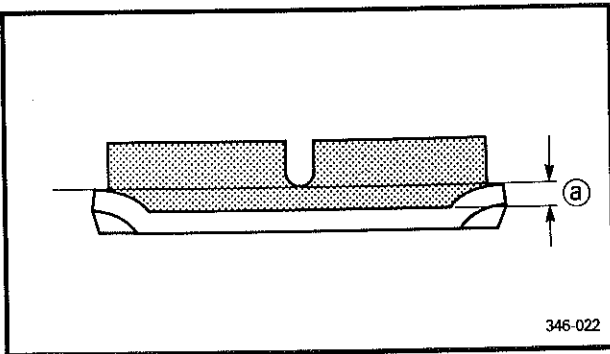
2.Remove:

- Retaining clips ①
- Retaining pins ②
- Pad spring ③



3.Remove:

- Brake pads ①
(with pad shims ②)

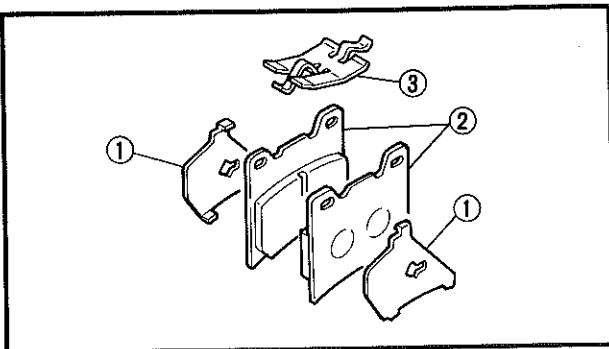


NOTE:

- When pad replacement is required, also replace the pad spring and shims.
- Replace the pads as a set if either is found to be worn to the wear limit ①.



Wear limit ① :
0.5 mm (0.02 in)

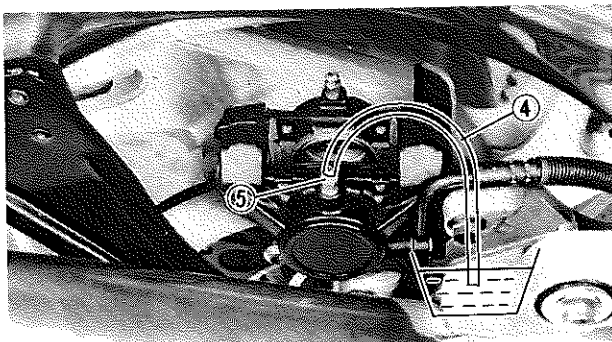


4.Install:

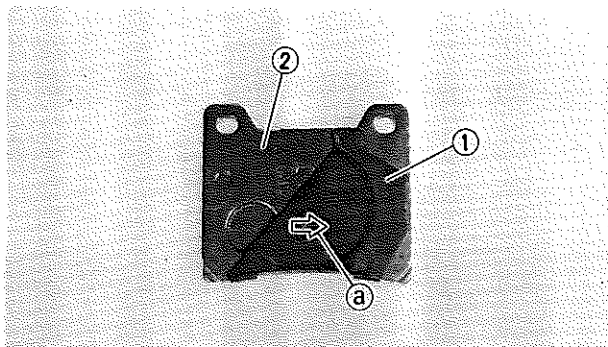
- Pad shims ①
(onto brake pads ②)
- Brake pads ②
- Pad spring ③

Installation steps:

- Connect a suitable hose ④ tightly to the caliper bleed screw ⑤. Then, place the other end of this hose into an open container.
- Loosen the caliper bleed screw and push the pistons into the caliper with the finger.
- Tighten the caliper bleed screw ⑤.

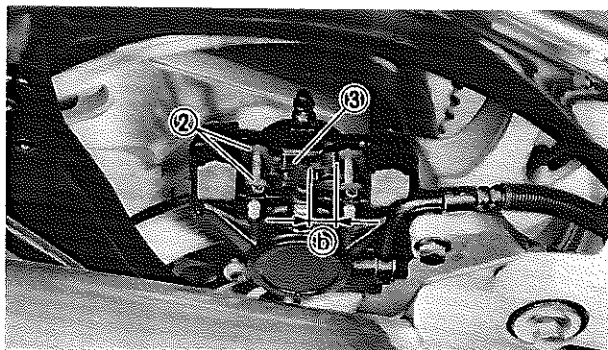


Caliper bleed screw:
6 Nm (0.6 m · kg, 4.3 ft · lb)



- Install the pad shim ① (new) on the brake pad ② (new).

NOTE: _____
 The arrow mark ③ on the pad shim must point in the direction of the disc rotation.



- Install the brake pads ② (new) and pad spring ③ (new).

NOTE: _____
 The longer tangs ④ of the pad spring must point in the direction of the disc rotation.

5. Install:

- Retaining pins
- Retaining clips
- Pad cover ①



6. Inspect:

- Brake fluid level
 Refer to "BRAKE FLUID INSPECTION" in CHAPTER 3.



③ "LOWER" level line

7. Check:

- Brake pedal operation
 A soft or spongy feeling → Bleed brake system.
 Refer to "AIR BLEEDING" in CHAPTER 3.

8. Install:

- Side cover (right)
- Seat
 Refer to "COWLINGS" in CHAPTER 3.

CALIPER DISASSEMBLY

NOTE:

Before disassembling the front brake caliper or rear brake caliper, drain the brake hose, master cylinder, brake caliper and reservoir tank of their brake fluid.

Front Brake

1.Remove:

- Front wheel
Refer to "FRONT WHEEL".

2.Remove:

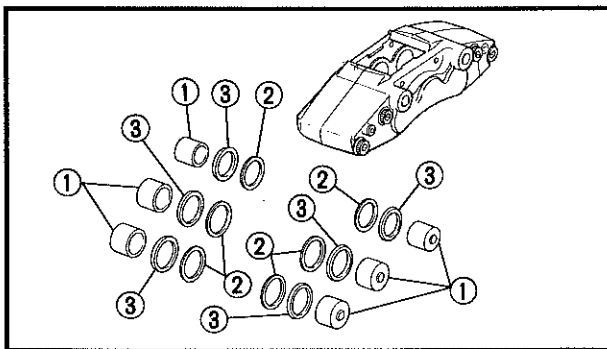
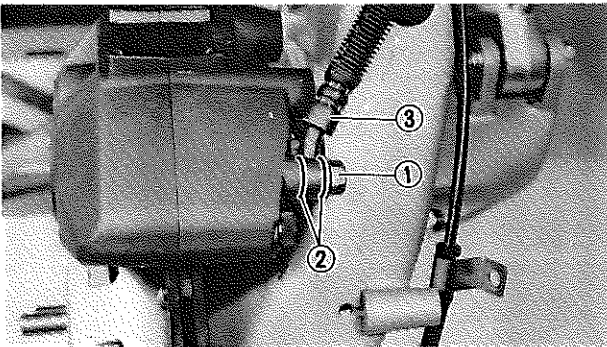
- Brake caliper
- Pad cover
- Retaining clips
- Retaining bolts
- Pad spring
- Brake pads
(with pad shims)
Refer to "BRAKE PAD REPLACEMENT".

3.Remove:

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

NOTE:

Place the open end of the hose into a container and pump the oil fluid out carefully.

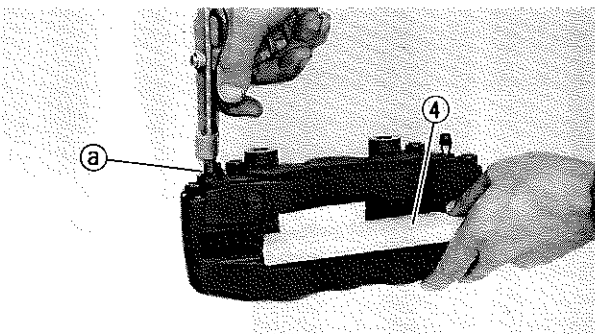


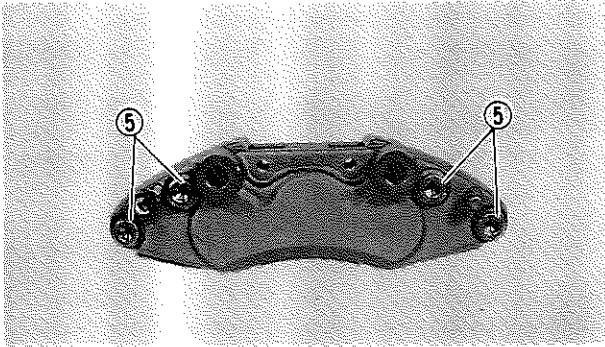
4.Remove:

- Pistons ①
- Dust seals ②
- Piston seals ③

Removal steps:

- Using a wood piece ④, lock the right side piston.
- Blow compressed air into the hose joint opening ⑥ to force out the left side piston from the caliper body.
- Remove the piston seals and reinstall the piston.





- Repeat previous step to force out the right side piston from the caliper body.

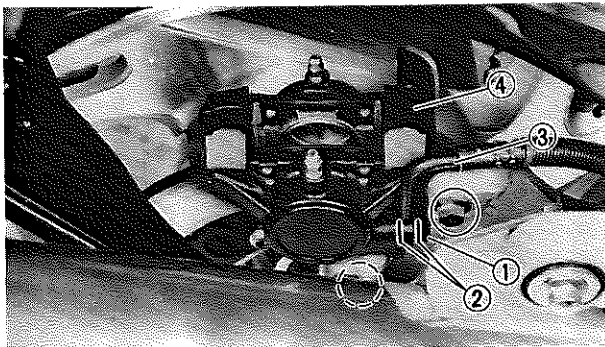
⚠ WARNING

- Never try to pry out the piston.
- Do not loosen the bolts ⑤.

Rear brake

1.Remove:

- Pad cover
 - Retaining clips
 - Retaining pins
 - Pad spring
 - Brake pads (with pad shims)
- Refer to "BRAKE PAD REPLACEMENT".

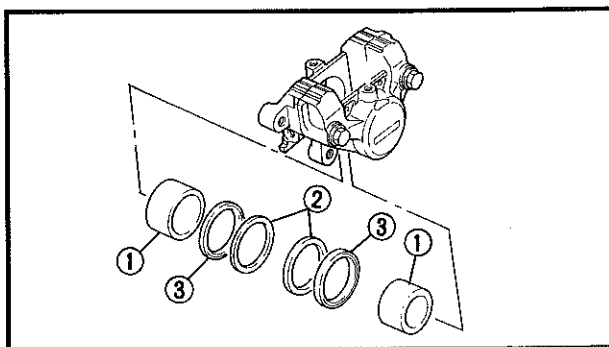


2.Remove:

- Union bolts ①
- Copper washers ②
- Brake hose ③
- Brake caliper ④

NOTE:

Place the open end of the hose into a container and pump the oil fluid out carefully.

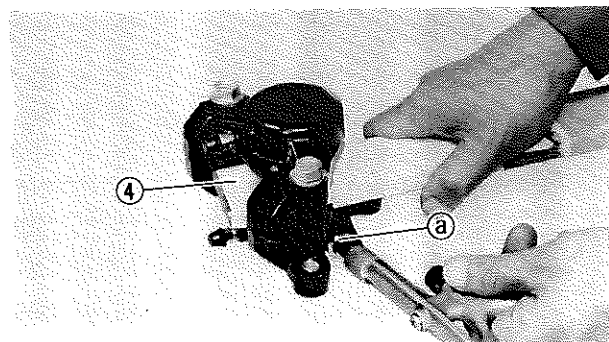


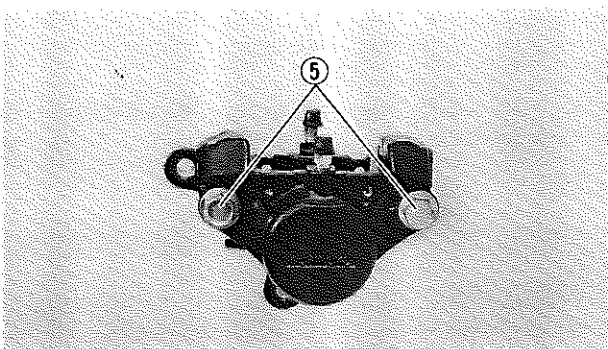
3.Remove:

- Pistons ①
- Dust seals ②
- Piston seals ③

Removal steps:

- Using a wood piece ④, lock the right side piston.
- Blow compressed air into the hose joint opening @ to force out the left side piston from the caliper body.
- Remove the piston seals and reinstall the piston.

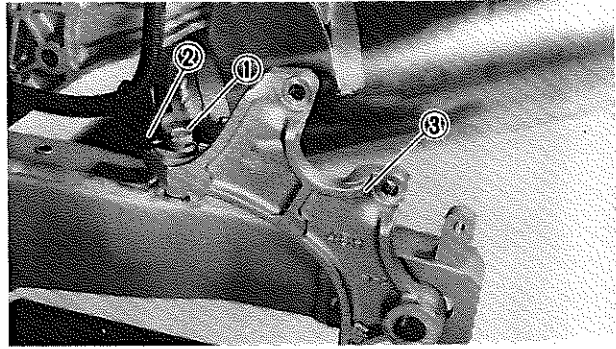




- Repeat previous step to force out the right side piston from the caliper body.

⚠ WARNING

- Never try to pry out the piston.
- Do not loosen the bolts ⑤.

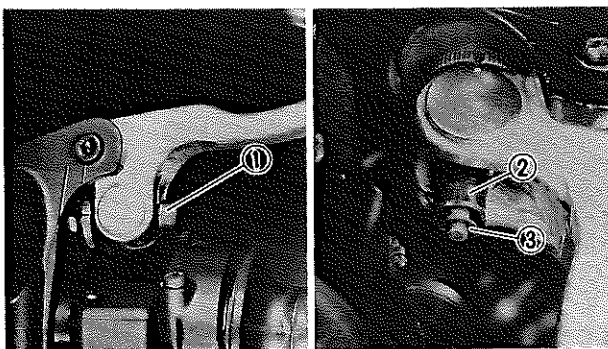


- 4.Remove:
- Rear wheel
Refer to "REAR WHEEL".
 - Bolt ① (caliper bracket)
 - Brake hose guide ②
 - Caliper bracket ③

MASTER CYLINDER DISASSEMBLY

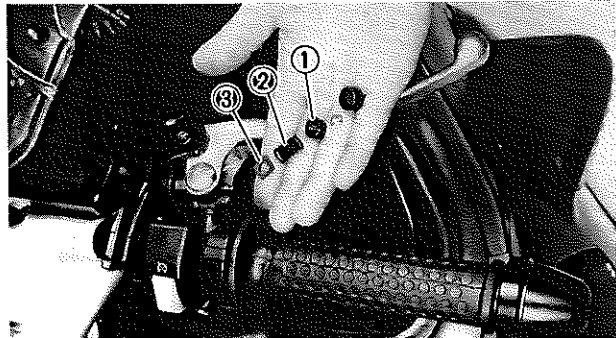
NOTE:

Before disassembling the front or rear brake master cylinders, drain the brake hose, master cylinder, brake caliper and reservoir tank of their brake fluid.

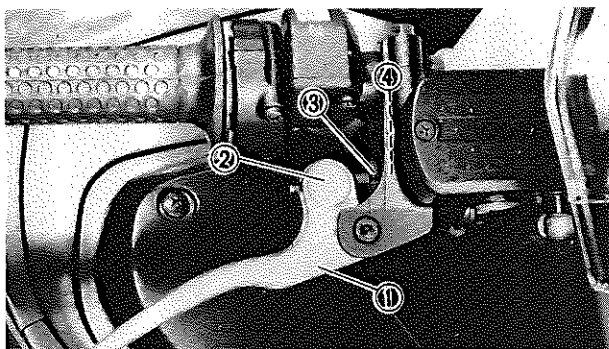


Front brake

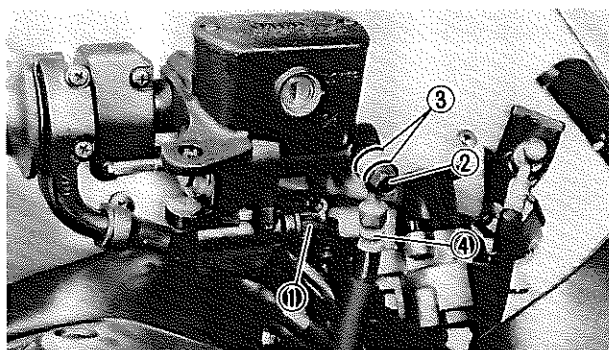
- 1.Remove:
- Rubber cap ①
- 2.Turn in the spring retainer ② as far as possible and remove the circlip ③ with a thin screw driver.



- 3.Remove:
- Spring retainer ①
 - Spring ②
 - Square washer ③

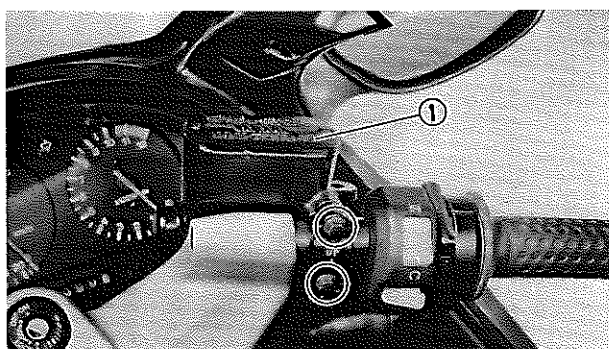


- 4.Remove:
- Brake lever ①
 - Collar ②
 - Adjuster ③
 - Spring ④

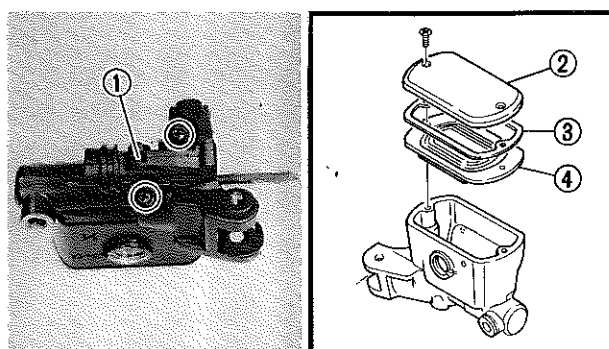


- 5.Disconnect:
- Coupler ① (brake switch)
- 6.Remove:
- Union bolt ②
 - Copper washers ③
 - Brake hose ④

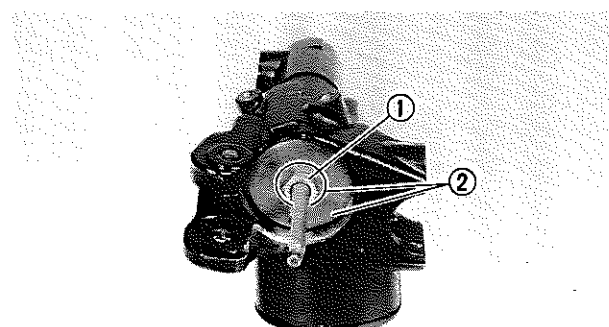
NOTE: _____
 Hold a container under the master cylinder and under the hose end to collect remaining brake fluid.



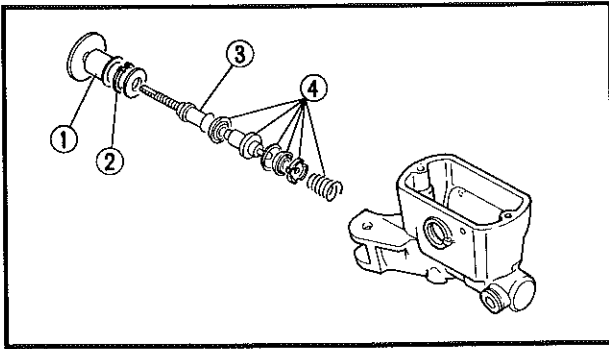
- 7.Remove:
- Master cylinder ①



- 8.Remove:
- Brake switch ①
- 9.Remove:
- Cap ② (master cylinder)
 - Holder ③ (diaphragm)
 - Diaphragm ④

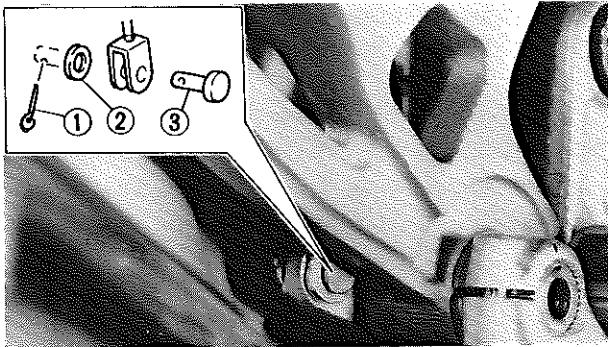


- 10.Remove:
- Locknut ①
 - Washers ②



11.Remove:

- Dust boot ①
- Circlip ②
- Push rod ③
- Master cylinder kit ④

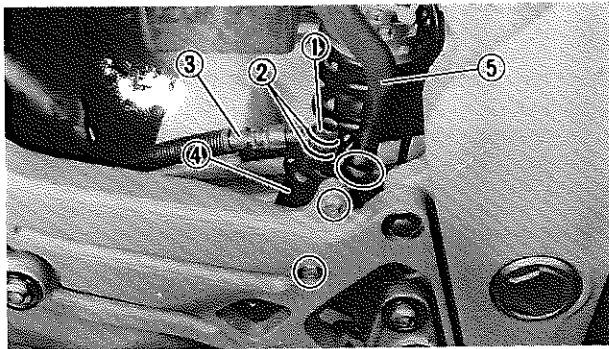
**Rear brake**

1.Remove:

- Side cover (right)
Refer to "COWLINGS" in CHAPTER 3.

2.Remove:

- Cotter pin ①
- Washer ②
- Clevis pin ③

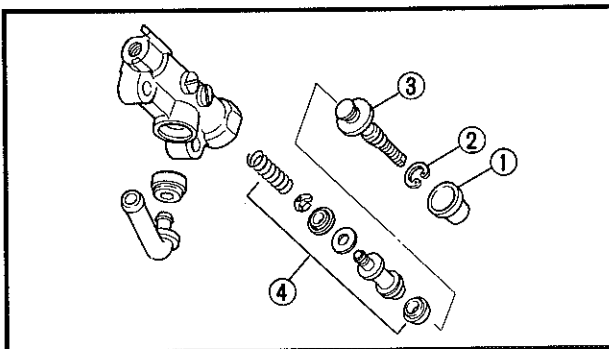


3.Remove:

- Union bolt ①
- Copper washers ②
- Brake hose ③
- Master cylinder ④
- Brake hose ⑤ (reservoir tank - master cylinder)

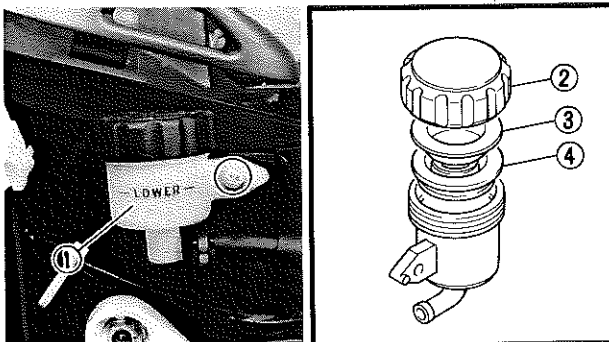
NOTE:

Hold a container under the master cylinder and under the hose ends to collect remaining brake fluid.



4.Remove:

- Dust boot ①
- Circlip ②
- Push rod ③
- Master cylinder kit ④



5.Remove:

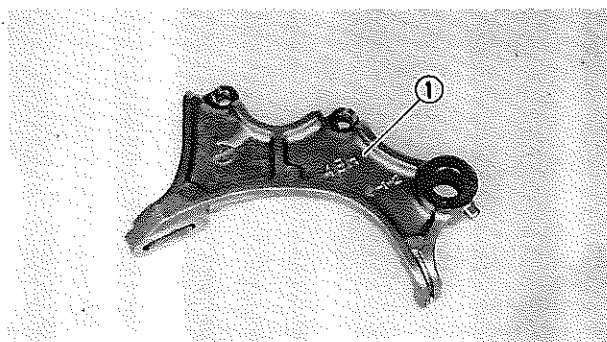
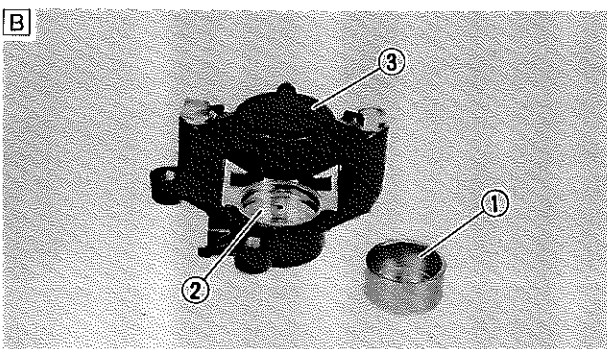
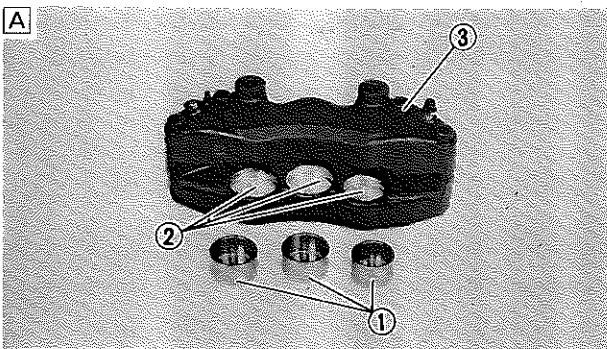
- Reservoir tank ①
(from frame)
- Cap ② (reservoir tank)
- Holder ③ (diaphragm)
- Diaphragm ④

INSPECTION AND REPAIR

Recommended brake component replacement schedule:	
Brake pads	As required
Piston seal, dust seal	Every two years
Brake hoses	Every two years
Brake fluid	Replace only when brakes are disassembled.

⚠ WARNING

All internal parts should be cleaned in new brake fluid only. Do not use solvents as they will cause seals to swell and distort.



1. Inspect:

- Caliper piston ①
Scratches/Rust/Wear → Replace caliper assembly.
- Caliper cylinder ②
Wear/Scratches → Replace caliper assembly.
- Caliper body ③
Cracks/Damage → Replace.
- Oil delivery passage (caliper body)
Blow out with compressed air.

⚠ WARNING

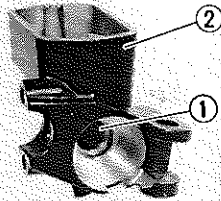
Replace the piston seal and dust seal whenever the caliper is disassembled.

- Ⓐ Front
- Ⓑ Rear

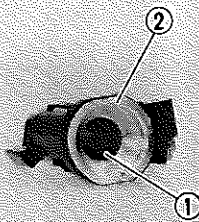
2. Inspect:

- Caliper bracket ①
Cracks/Damage → Replace.

A



B



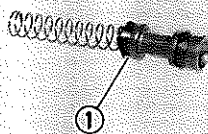
3. Inspect:

- Master cylinder ①
Wear/Scratches → Replace the master cylinder assembly.
- Master cylinder body ②
Cracks/Damage → Replace.
- Oil delivery passage (master cylinder body)
Blow out with compressed air.

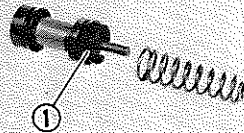
A Front

B Rear

A



B

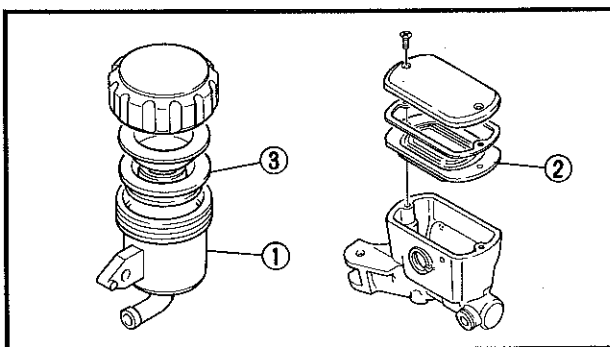


4. Inspect:

- Master cylinder kit ①
Scratches/Wear/Damage → Replace as a set.

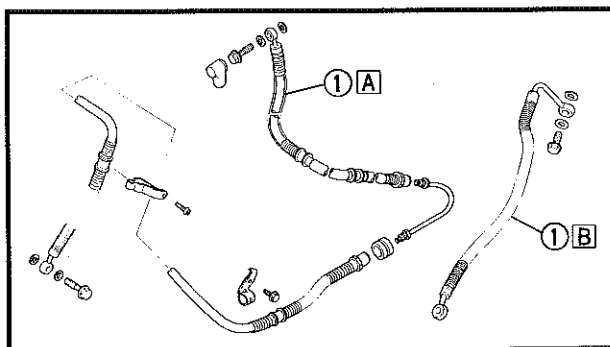
A Front

B Rear



5. Inspect:

- Reservoir tank ①
Cracks/Damage → Replace.
- Diaphragm ② (front)
- Diaphragm ③ (rear)
Wear/Damage → Replace.

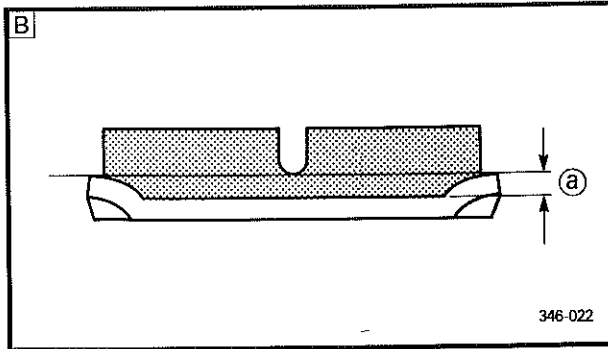
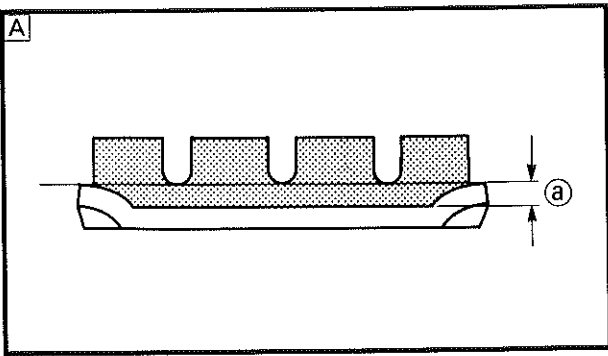


6. Inspect:

- Brake hoses ①
Cracks/Wear/Damage → Replace.

A Front

B Rear




7. Measure:

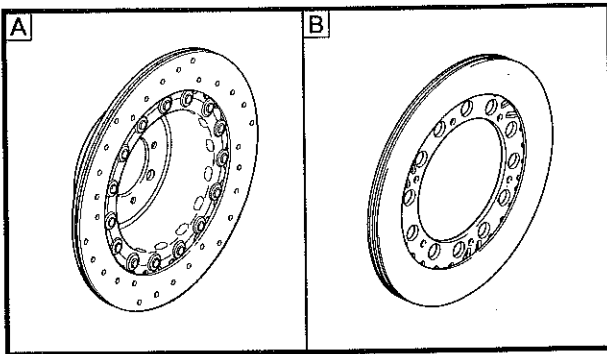
- Brake pads (thickness) ①
- Out of specification → Replace.

NOTE:

- When pad replacement is required, also replace the pad spring and shims.
- Replace the pads as a set if either is found to be worn to the wear limit ①.

	Wear limit ① (front and rear): 0.5 mm (0.02 in)
-----------------------------------------------------------------------------------	------------------------------------------------------------------

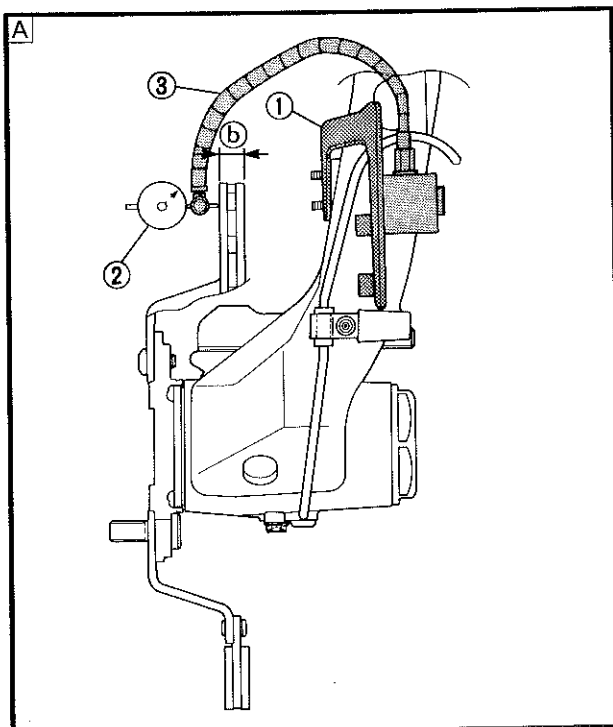
- Ⓐ Front
- Ⓑ Rear



8. Inspect:

- Brake discs (front and rear)
- Galling/Damage → Replace.

- Ⓐ Front
- Ⓑ Rear




9. Measure:

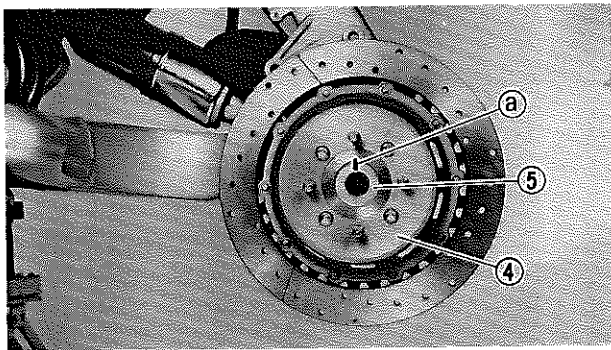
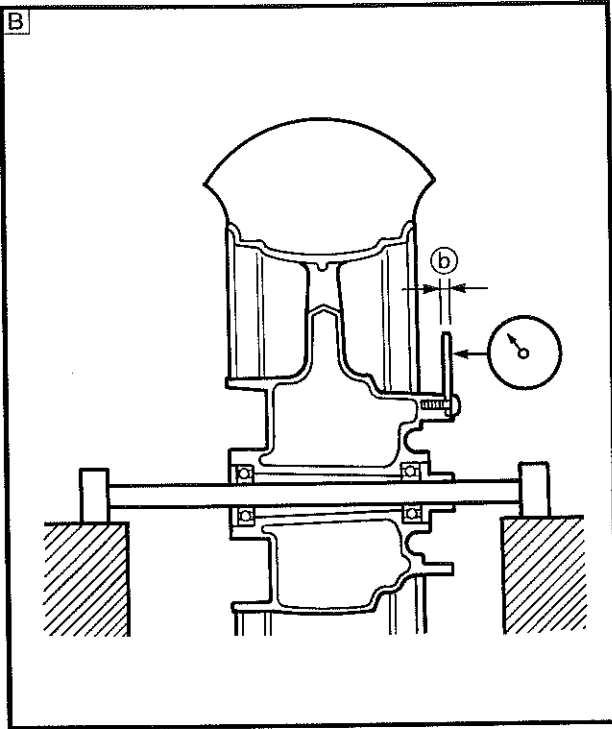
- Brake disc deflection

Measurement steps:


- Install the caliper support bracket ① to the brake caliper boss (front brake only).

	Caliper support bracket: 90890-01453
-------------------------------------------------------------------------------------	-------------------------------------------------------

- Set the dial gauge ② and magneto stand ③ on the caliper support bracket (front brake only).



- Measure the brake disc deflection.
Out of specification → Adjust or replace the brake disc.

	Maximum deflection:
	Front disc: 0.13 mm (0.005 in)
	Rear disc: 0.15 mm (0.006 in)

A Front **B** Rear

10.Adjust:


- Brake disc deflection

Adjustment steps:

- Make an alignment mark (a) on the brake disc (4) and wheel axle (front) (5) or wheel hub (rear).
- Remove the brake disc.
- Check the condition of the brake disc and wheel axle (front) or wheel hub (rear). Clean if necessary.If the brake disc or wheel axle (front) or wheel hub (rear) are damaged (wear, cracks, etc.) replace it.
- Rotate the brake disc 90° (front) or 60° (rear) and reinstall it.
- Tighten the bolts (brake disc) to specifications.

NOTE:

Tighten the bolts (brake disk) in two stage using a crisscross pattern.

	Bolt (brake disc):
	22 Nm (2.2 m • kg, 16 ft • lb)

- Measure the brake disc deflection again.
- If brake disc deflection is out of specification, repeat (a.) to (f.).
- If the maximum deflection is exceeded in every position, replace the brake disc.



11. Measure:

- Brake disc thickness ①
- Out of specification → Replace.



Minimum thickness:
 Front: 13.5 mm (0.53 in)
 Rear: 8.0 mm (0.31 in)

NOTE:

Tighten the bolts (brake disk) in two stage using a crisscross pattern.



Bolt (brake disk):
 Front:
 22 Nm (2.2 m · kg, 16 ft · lb)
 Rear:
 22 Nm (2.2 m · kg, 16 ft · lb)
 LOCTITE®

CALIPER ASSEMBLY

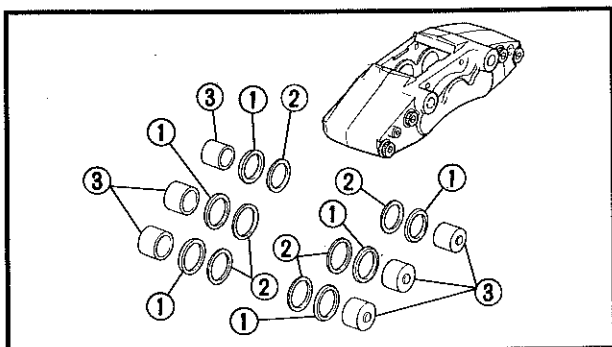
⚠ WARNING

- All internal parts should be cleaned in new brake fluid only.
- Internal parts should be lubricated with brake fluid when installed.



Recommended brake fluid:
 DOT #4

- Replace the piston seals and dust seals whenever a caliper is disassembled.



Front brake

1. Install:

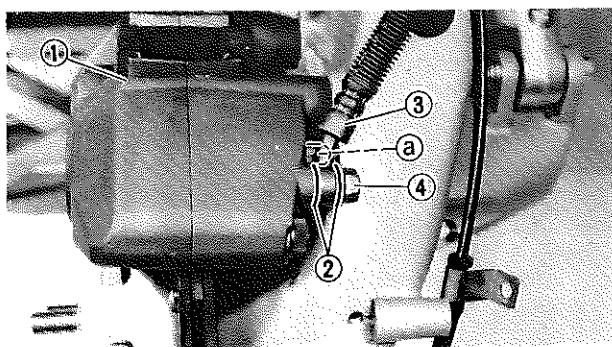
- Piston seals ①
- Dust seals ②
- Pistons ③

⚠ WARNING

Always use new piston seals and dust seals.

2. Install:

- Brake caliper ① (temporarily)
- Copper washers ②
- Brake hose ③
- Union bolt ④



Union bolt:
 25 Nm (2.5 m · kg, 18 ft · lb)

**CAUTION**

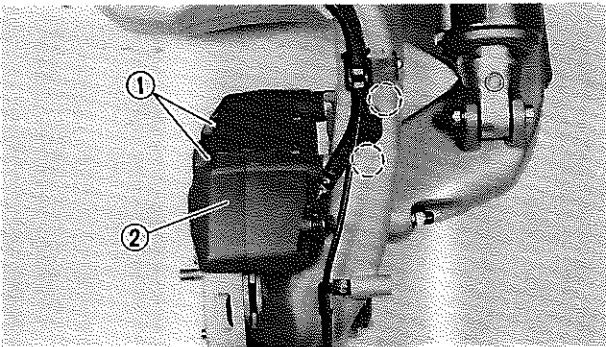
When installing the brake hose on the caliper ①, take care that the pipe touches the projection ② on the brake caliper.

WARNING

- Proper hose routing is essential to insure safe motorcycle operation. Refer to "CABLE ROUTING".
- Always use new copper washers.

3.Remove:

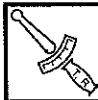
- Brake caliper



4.Install:

- Brake pads (with pad shims)
- Pad spring
- Retaining bolts ①
- Retaining clips
- Brake caliper ②

Refer to "BRAKE PAD REPLACEMENT".



Retaining bolt:

10 Nm (1.0 m • kg, 7.2 ft • lb)

Bolt (brake caliper):

67 Nm (6.7 m • kg, 48 ft • lb)

5.Fill:

- Reservoir tank



Recommended brake fluid:

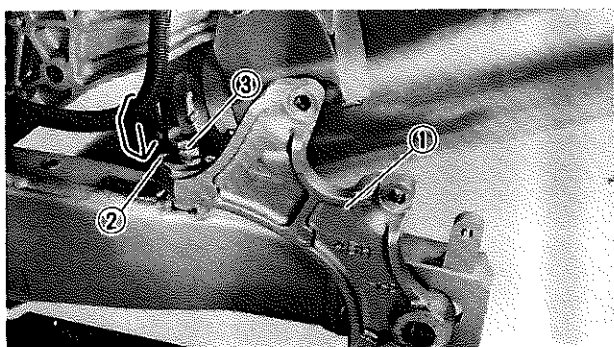
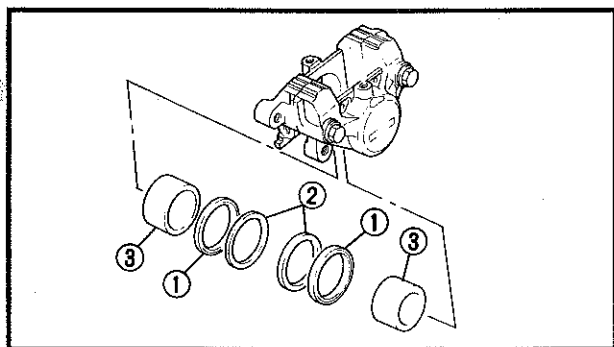
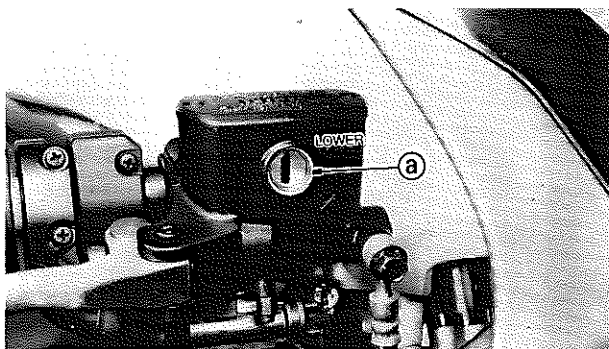
DOT #4

**CAUTION**

Brake fluid may erode painted surfaces or plastic parts. Always clean up spilled fluid immediately.

WARNING

- Use only the designated quality brake fluid: otherwise, the rubber seals may deteriorate, causing leakage and poor brake performance.
- Refill with the same type of brake fluid: mixing fluids may result in a harmful chemical reaction and lead to poor performance.
- Be careful that water does not enter the master cylinder when refilling. Water will significantly lower the boiling point of the fluid and may result in vapor lock.



6. Air bleed

- Brake system
Refer to "AIR BLEEDING" in CHAPTER 3.

7. Inspect:

- Brake fluid level
Fluid level is under "LOWER" level line → Replenish.
Refer to "BRAKE FLUID INSPECTION" in CHAPTER 3.

① "LOWER" level line

Rear brake

1. Install:

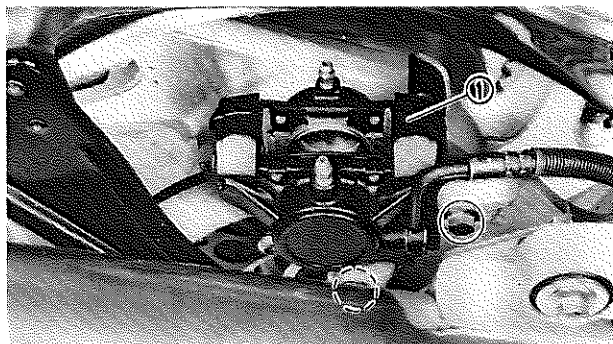
- Piston seals ①
- Dust seals ②
- Pistons ③

WARNING

Always use new piston seals and dust seals.

2. Install:

- Caliper bracket ①
- Brake hose guide ②
- Bolt ③ (caliper bracket) (temporarily)
- Rear wheel
Refer to "REAR WHEEL".

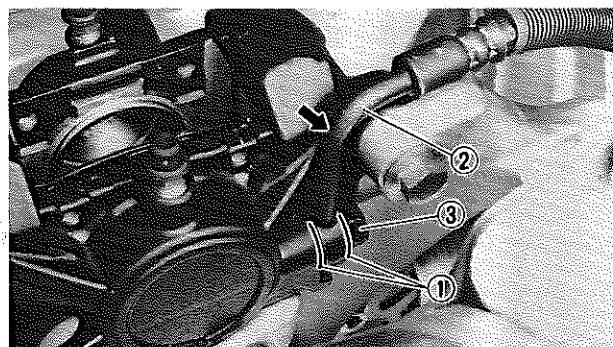


3.Install:

- Brake caliper ①



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



4.Install:

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



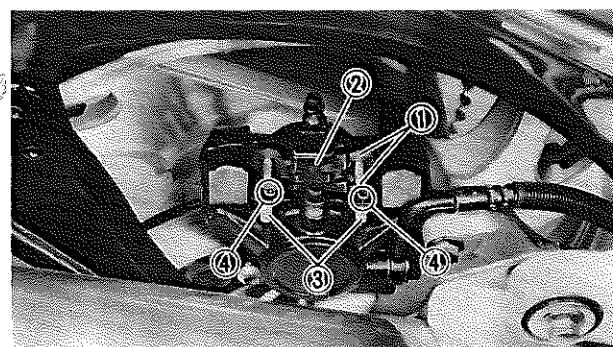
Union bolt:
25 Nm (2.5 m • kg, 18 ft • lb)

CAUTION:

When installing the brake hose on the caliper, take care that the pipe touches the caliper body as shown.

⚠ WARNING

- Proper hose routing is essential to insure safe motorcycle operation. Refer to "CABLE ROUTING".
- Always use new copper washers.



5.Install:

- Brake pads ① (with pad shims)
 - Pad spring ②
 - Retaining pins ③
 - Retaining clips ④
 - Pad cover
- Refer to "BRAKE PAD REPLACEMENT".

6.Fill:

- Reservoir tank



Recommended brake fluid:
DOT #4

**CAUTION**

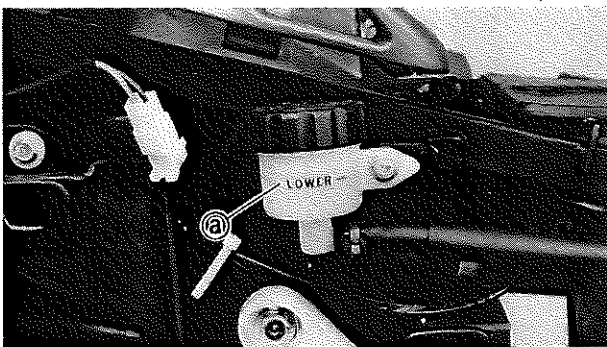
Brake fluid may erode painted surfaces or plastic parts. Always clean up spilled fluid immediately.

WARNING

- Use only the designated quality brake fluid: otherwise, the rubber seals may deteriorate, causing leakage and poor brake performance.
- Refill with the same type of brake fluid: mixing fluids may result in a harmful chemical reaction and lead to poor performance.
- Be careful that water does not enter the master cylinder when refilling. Water will significantly lower the boiling point of the fluid and may result in vapor lock.

7. Air bleed

- Brake system
Refer to "AIR BLEEDING" in CHAPTER 3.



8. Inspect:

- Brake fluid level
Fluid level is under "LOWER" level line → Replenish.
Refer to "BRAKE FLUID INSPECTION" in CHAPTER 3.

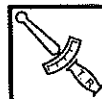
@ "LOWER" level line

9. Adjust:

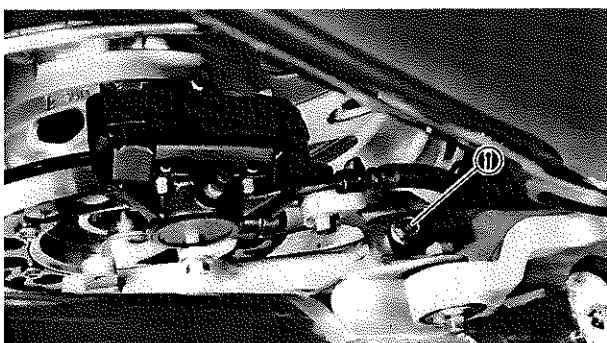
- Drive chain slack
Refer to "DRIVE CHAIN SLACK ADJUSTMENT" in CHAPTER 3.



Drive chain slack:
10 ~ 20 mm (0.4 ~ 0.8 in)



Bolt ① (caliper bracket):
49 Nm (4.9 m · kg, 35 ft · lb)





MASTER CYLINDER ASSEMBLY

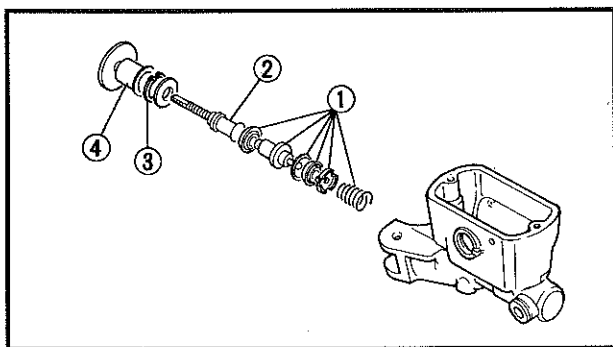
⚠ WARNING

- All internal parts should be cleaned in new brake fluid only.
- Internal parts should be lubricated with brake fluid when installed.



Recommended brake fluid:
DOT #4

- Replace the piston seals and dust seals whenever a caliper is disassembled.



Front brake

1. Install:

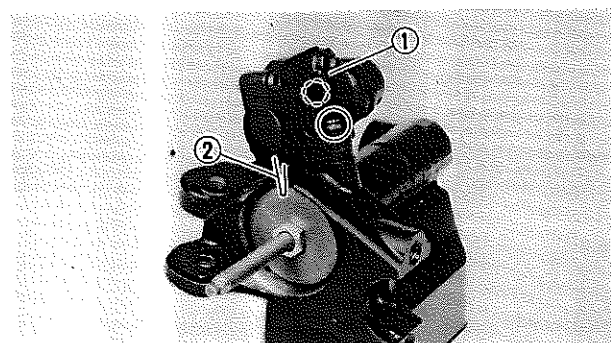
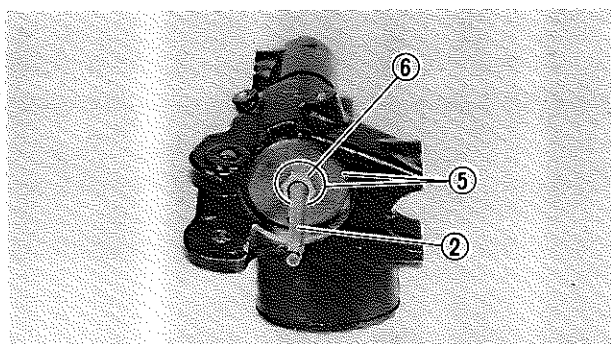
- Master cylinder kit ①
- Push rod ②
- Cir clip ③
- Dust boot ④
- Washers ⑤
- Locknut ⑥

CAUTION:

To prevent damage to the dust boot ④, hold the push rod ② with a wrench while tightening the locknut ⑥.



Locknut:
4 Nm (0.4 m · kg, 2.9 ft · lb)

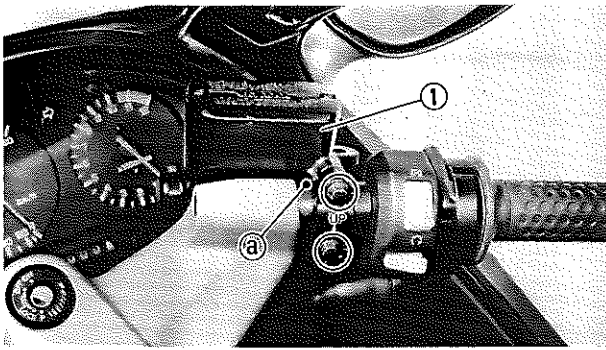


2. Install:

- Brake switch ①

NOTE:

The brake switch lever ② must be in front of the washer



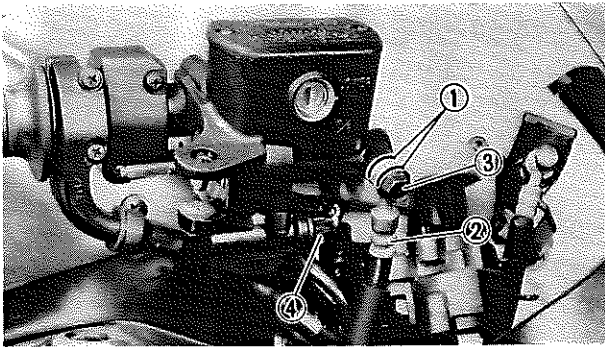
- 3.Install:
- Master cylinder ①

CAUTION.

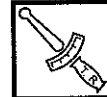
- Install the master cylinder holder with the "UP" mark facing upward.
- Align the end of the holder with the punch mark ② on the handlebar.
- Tighten first the upper bolt, then the lower bolt.



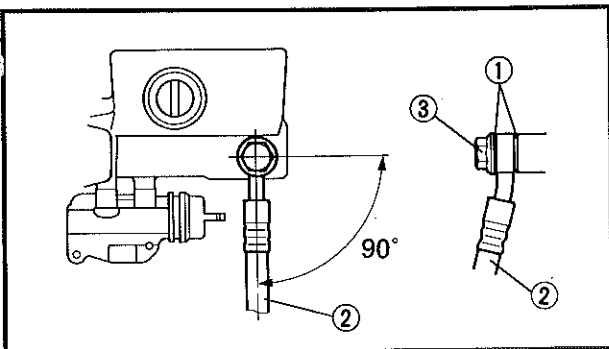
Bolt (master cylinder holder):
9 Nm (0.9 m • kg, 6.5 ft • lb)



- 4.Install:
- Copper washers ①
 - Brake hose ②
 - Union bolt ③



Union bolt:
25 Nm (2.5 m • kg, 18 ft • lb)



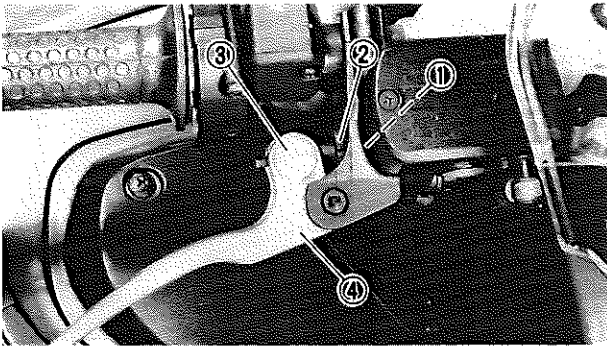
NOTE:

- Tighten the union bolt while holding the brake hose ② as shown.
- Check that the brake hose does not touch other parts (throttle cable, wire harness, leads, etc.) by turning the handlebar left and right, and correct if necessary.

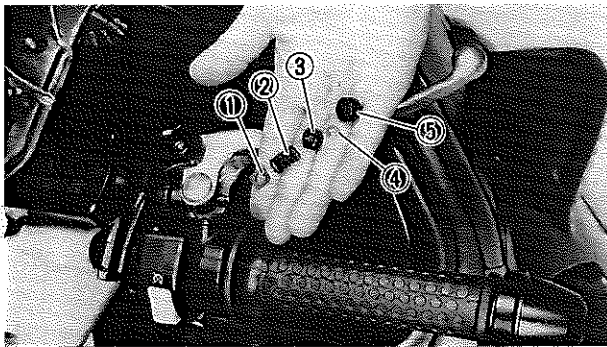
⚠ WARNING

- Proper hose routing is essential to insure safe motorcycle operation. Refer to "CABLE ROUTING".
- Always use new copper washers.

- 5.Connect:
- Coupler ④ (brake switch)



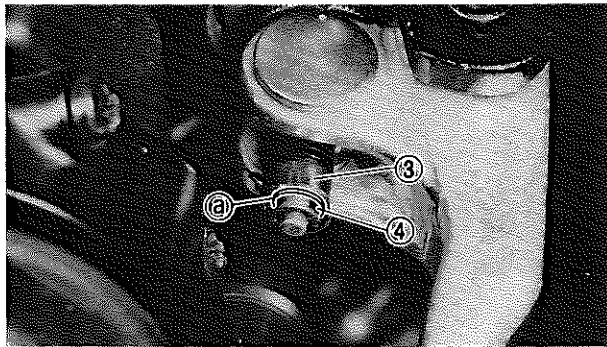
- 6.Install:
- Spring ①
 - Adjuster ②
 - Collar ③
 - Brake lever ④



- 7.Install:
- Square washer ①
 - Spring ②
 - Spring retainer ③
 - Circlip ④
 - Rubber cap ⑤

NOTE:

- The grooved side ⑥ of the spring retainer must face outward.
- After installing the circlip, turn the spring retainer counter-clockwise against the circlip.



- 8.Fill:
- Reservoir tank



Recommended brake fluid:
DOT #4

CAUTION:

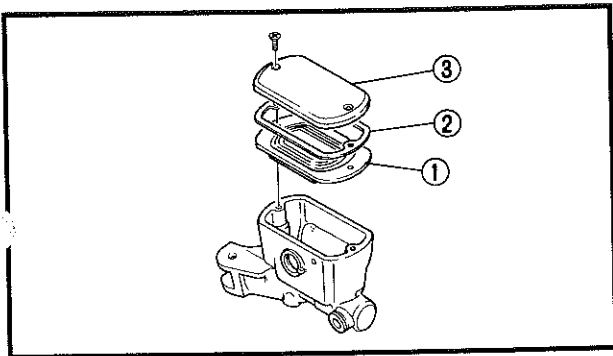
Brake fluid may erode painted surfaces or plastic parts. Always clean up spilled fluid immediately.

WARNING

- Use only the designated quality brake fluid: otherwise, the rubber seals may deteriorate, causing leakage and poor brake performance.

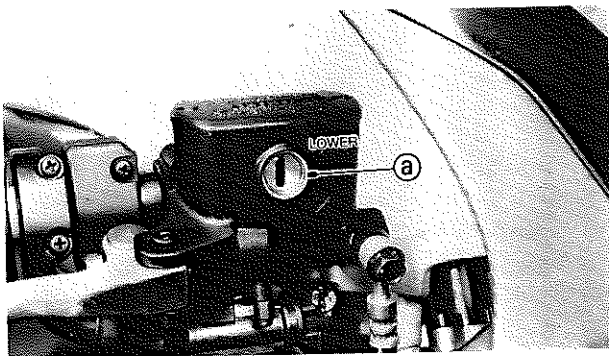


- Refill with the same type of brake fluid: mixing fluids may result in a harmful chemical reaction and lead to poor performance.
- Be careful that water does not enter the master cylinder when refilling. Water will significantly lower the boiling point of the fluid and may result in vapor lock.



9. Install:

- Diaphragm ①
- Holder ② (diaphragm)
- Cap ③ (master cylinder)



10. Air bleed

- Brake system
Refer to "AIR BLEEDING" in CHAPTER 3.

11. Inspect:

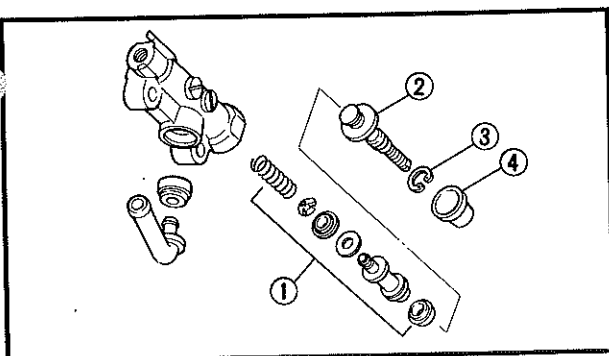
- Brake fluid level
Fluid level is under "LOWER" level line → Replenish.
Refer to "BRAKE FLUID INSPECTION" in CHAPTER 3.

① "LOWER" level line

Rear brake

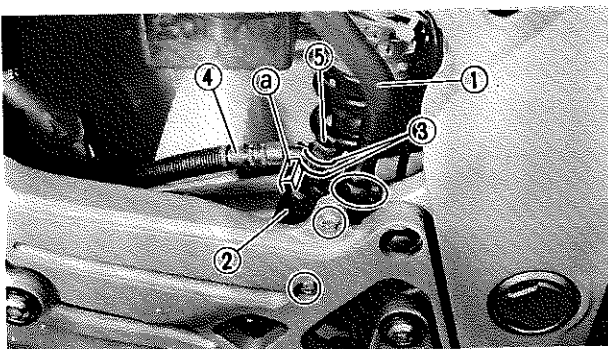
1. Install:

- Reservoir tank (onto frame)
- Master cylinder kit ①
- Push rod ②
- Circlip ③
- Dust boot ④



2. Install:

- Brake hose ① (reservoir tank - master cylinder)
- Master cylinder ②
- Copper washers ③
- Brake hose ④
- Union bolt ⑤





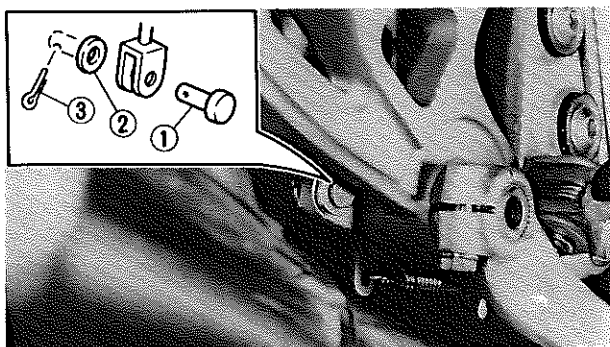
Bolt (master cylinder):
23 Nm (2.3 m • kg, 17 ft • lb)
Union bolt:
25 Nm (2.5 m • kg, 18 ft • lb)

CAUTION:

When installing the brake hose on the master cylinder ②, take care that the pipe touches the projection ③ as shown.

⚠ WARNING

- Proper hose routing is essential to insure safe motorcycle operation. Refer to "CABLE ROUTING".
- Always use new copper washers.



3. Install:

- Clevis pin ①
- Washer ②
- Cotter pin ③

⚠ WARNING

Always use a new cotter pin.

4. Fill:

- Reservoir tank



Recommended brake fluid:
DOT #4

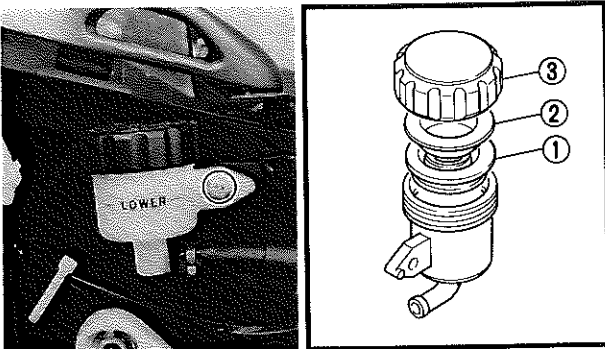
CAUTION:

Brake fluid may erode painted surfaces or plastic parts. Always clean up spilled fluid immediately.

⚠ WARNING

- Use only the designated quality brake fluid: otherwise, the rubber seals may deteriorate, causing leakage and poor brake performance.

- Refill with the same type of brake fluid: mixing fluids may result in a harmful chemical reaction and lead to poor performance.
- Be careful that water does not enter the master cylinder when refilling. Water will significantly lower the boiling point of the fluid and may result in vapor lock.



5. Install:

- Diaphragm ①
- Holder ② (diaphragm)
- Cap ③ (reservoir tank)

6. Air bleed

- Brake system
Refer to "AIR BLEEDING" in CHAPTER 3.


7. Inspect:

- Brake fluid level
Fluid level is under "LOWER" level line → Replenish.
Refer to "BRAKE FLUID INSPECTION" in CHAPTER 3.

Ⓐ "LOWER" level line

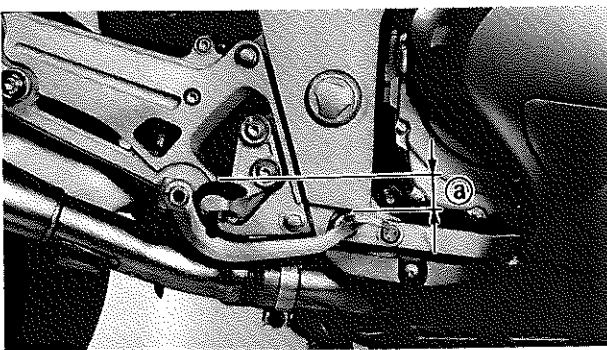
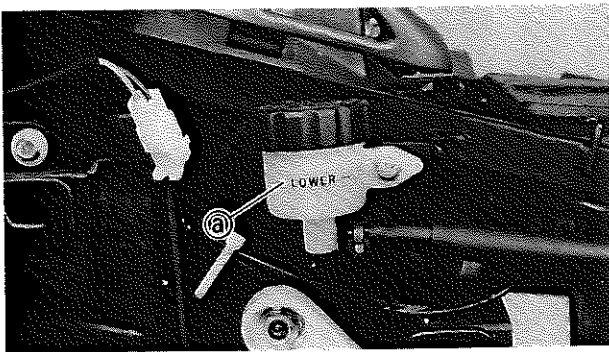
8. Adjust:

- Brake pedal height Ⓐ
Refer to "REAR BRAKE ADJUSTMENT" in CHAPTER 3.

	<p>Brake pedal height: 37 mm (1.5 in) Below top of footrest.</p>
-------------------------------------------------------------------------------------	---------------------------------------------------------------------------------

9. Adjust:

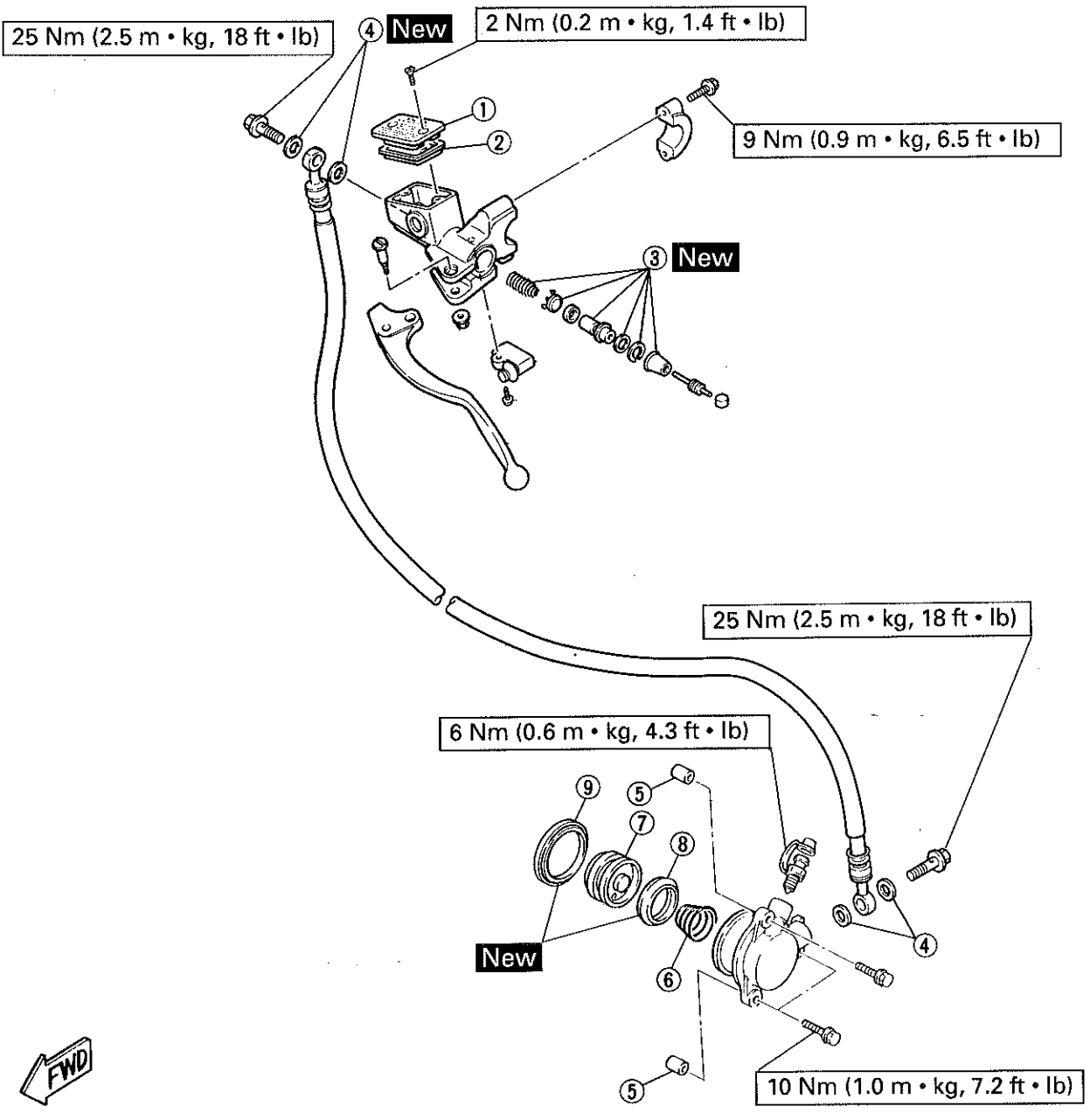
- Brake light switch
Refer to "BRAKE LIGHT SWITCH ADJUSTMENT" in CHAPTER 3.



HYDRAULIC CLUTCH

- ① Master cylinder cap
- ② Diaphragm
- ③ Master cylinder kit
- ④ Copper washer
- ⑤ Dowel pin
- ⑥ Spring
- ⑦ Piston
- ⑧ Piston seal
- ⑨ Dust seal

A CLUTCH FLUID TYPE:
DOT #4



**CAUTION:**

Hydraulic clutch components rarely require disassembly. **DO NOT:**

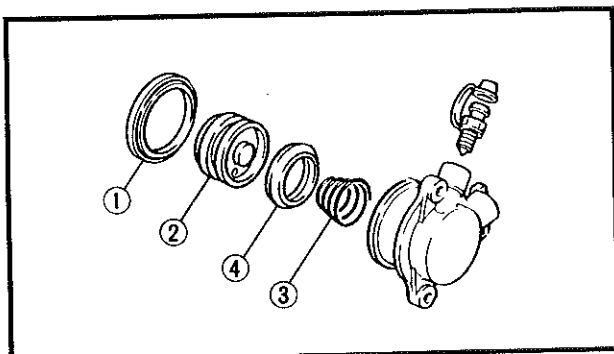
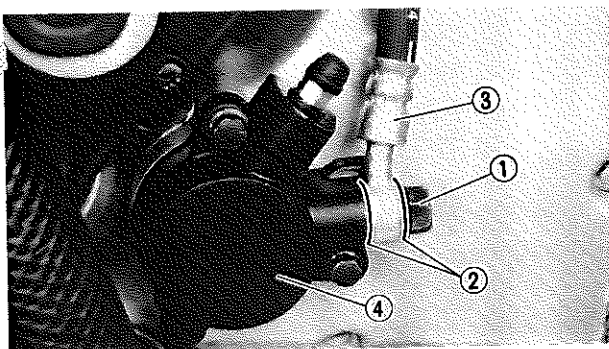
- Disassemble components unless absolutely necessary.
- Use solvents on internal clutch components.
- Use contaminated brake fluid for cleaning.

Use only clean brake fluid.

- Allow brake fluid to come in contact with the eyes, otherwise eye injury may occur.
- Allow brake fluid to contact painted surfaces or plastic parts otherwise damage may occur.
- Disconnect any hydraulic connection otherwise the entire system must be disassembled, drained, cleaned, and then properly filled and bled after reassembly.

DISASSEMBLY**NOTE:**

Before disassembling the clutch release cylinder or master cylinder drain the master cylinder and clutch hose of their fluid.

**Clutch release cylinder**

1.Remove:

- Lower cowl (left)
Refer to "COWLINGS".

2.Remove:

- Union bolt ①
- Copper washers ②
- Clutch hose ③
- Clutch release cylinder ④
- Dowel pins

3.Remove:

- Dust seal ①
- Piston ② (release cylinder)
- Spring ③
- Piston seal ④

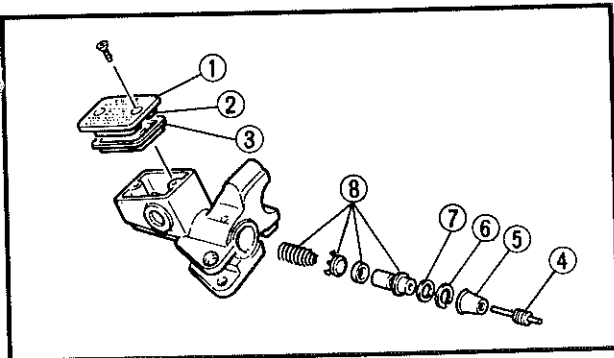
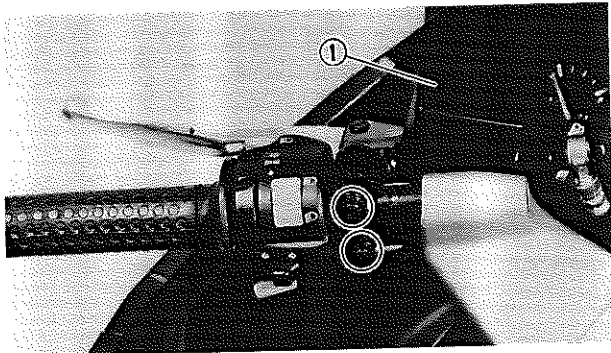
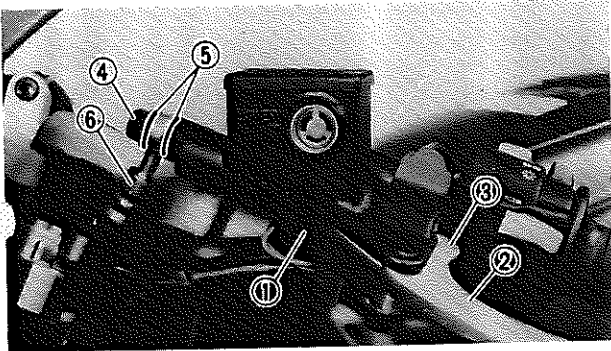
NOTE:

Blow compressed air into the hose joint opening to force out the piston from the release cylinder body.



⚠ WARNING

- Cover the piston with rags and use extreme caution when expelling the piston from the cylinder.
- Never attempt to pry out the piston.



Master cylinder

1. Disconnect:

- Coupler ① (clutch switch)

2. Remove:

- Clutch lever ②
- Holder ③ (push rod)
- Union bolt ④
- Copper washers ⑤
- Clutch hose ⑥

3. Remove:

- Master cylinder ①

4. Remove:

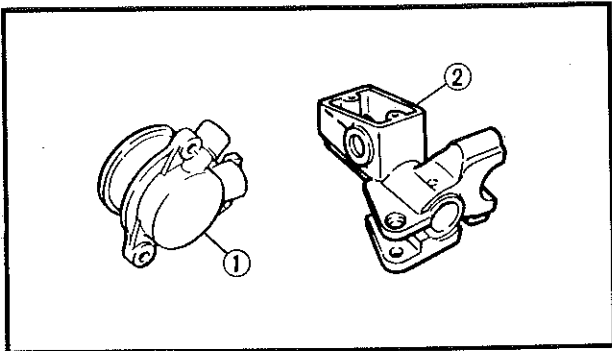
- Master cylinder cap ①
- Holder ② (diaphragm)
- Diaphragm ③
- Push rod ④
- Dust boot ⑤
- Circlip ⑥
- Washer ⑦
- Master cylinder kit ⑧

INSPECTION AND REPAIR

Recommended clutch component replacement schedule:	
Piston seal, dust seal	Every two years
Clutch hose	Every four years
Clutch fluid (brake fluid)	Replace only when clutch is disassembled.

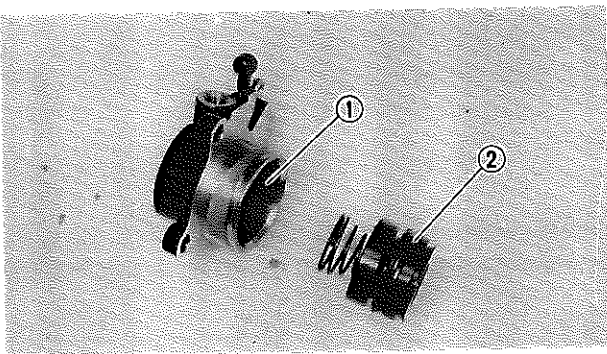
⚠ WARNING

All internal parts should be cleaned in new brake fluid only. Do not use solvents as they will cause seals to swell and distort.



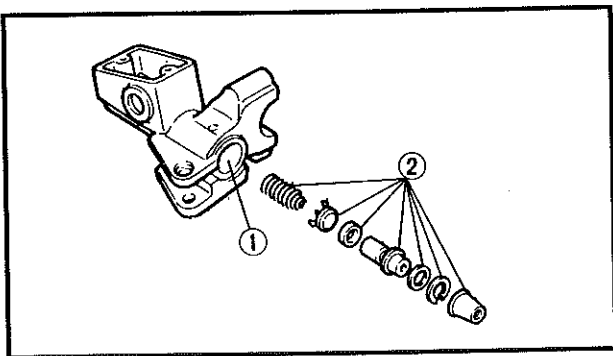
1. Inspect:

- Release cylinder body ①
- Master cylinder body ②
- Cracks/Damage → Replace.
- Oil delivery passage
- Blow out with compressed air.



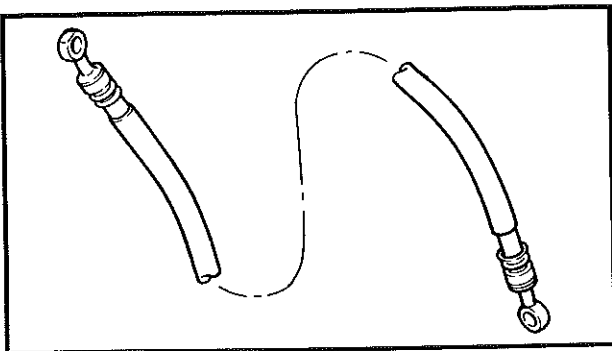
2. Inspect:

- Release cylinder ①
- Piston ② (release cylinder)
- Scratches/Wear/Rust → Replace as a set.



3. Inspect:

- Master cylinder ①
- Master cylinder kit ②
- Scratches/Wear/Rust → Replace as a set.



4. Inspect:

- Clutch hose
- Cracks/Wear/Damage → Replace.



ASSEMBLY

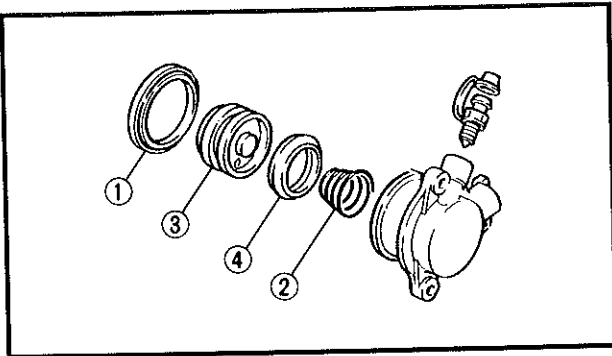
⚠ WARNING

- All internal parts should be cleaned in new brake fluid only.
- Internal parts should be lubricated with brake fluid when installed.



Recommended brake fluid:
DOT #4

- Replace the piston seal and dust seal whenever the clutch release and master cylinder are disassembled.



Clutch release cylinder

1. Install:

- Piston seal ①
- Spring ②
- Piston ③ (release cylinder)
- Dust seal ④

⚠ WARNING

Always use new piston and dust seals.

2. Install:

- Dowel pins
- Clutch release cylinder ①



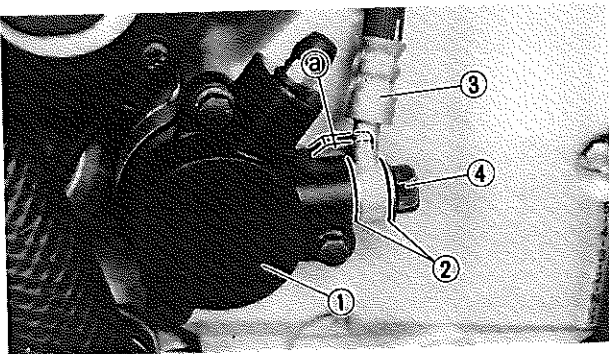
Bolt (clutch release cylinder):
10 Nm (1.0 m · kg, 7.2 ft · lb)

3. Install:

- Copper washers ②
- Clutch hose ③
- Union bolt ④



Union bolt:
25 Nm (2.5 m · kg, 18 ft · lb)



CAUTION

When installing the clutch hose on the release cylinder ①, take care that the pipe touches the projection ② as shown.

**⚠ WARNING**

- Proper hose routing is essential to insure safe motorcycle operation. Refer to "CABLE ROUTING".
- Always use new copper washers.

4.Fill:

- Master cylinder tank



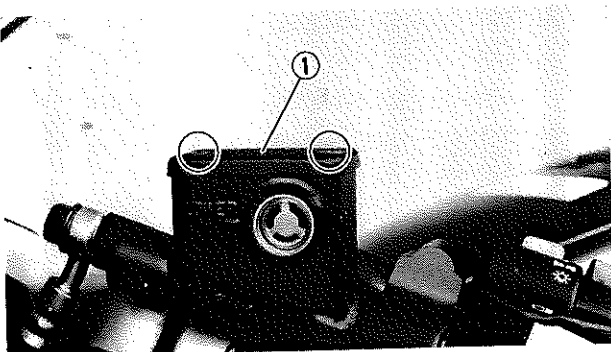
Recommended fluid:
DOT #4

CAUTION

Clutch fluid may erode painted surfaces or plastic parts. Always clean up spilled fluid immediately.

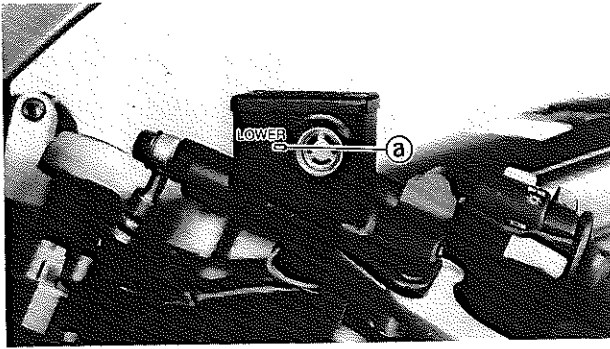
⚠ WARNING

- Use only the designated quality fluid; otherwise, the rubber seals may deteriorate, causing leakage and poor clutch performance.
- Refill with the same type of fluid: mixing fluids may result in a harmful chemical reaction and lead to poor clutch performance.
- Be careful that water does not enter the master cylinder when refilling. Water will significantly lower the boiling point of the fluid and may result in vapor lock.



5.Install:

- Diaphragm
- Holder (diaphragm)
- Cap ① (master cylinder)



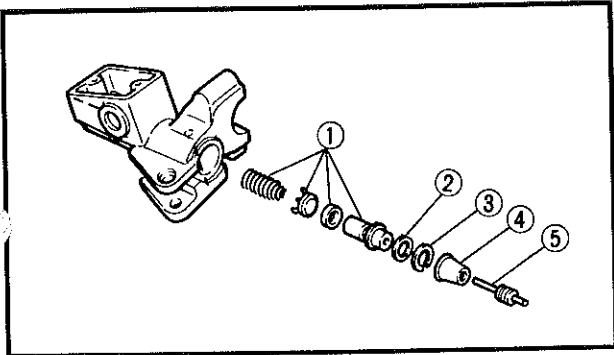
6. Air bleed

- Clutch system
Refer to "AIR BLEEDING" in CHAPTER 3.

7. Inspect:

- Clutch fluid level
Fluid level is under "LOWER" level line → Replenish.
Refer to "CLUTCH FLUID LEVEL INSPECTION" in CHAPTER 3.

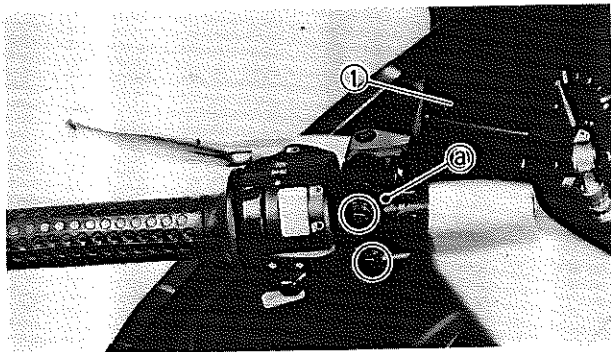
Ⓐ "LOWER" level line



Master cylinder

1. Install:

- Master cylinder kit ①
- Washer ②
- Circlip ③
- Dust boot ④
- Push rod ⑤



2. Install:

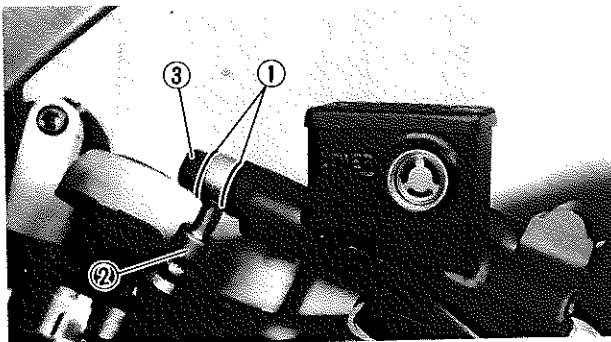
- Master cylinder ①

CAUTION:

- Install the master cylinder holder with the "UP" mark facing upward.
- Align the end of the holder with the punch mark Ⓐ on the handlebar.
- Tighten first the upper bolt, then the lower bolt.



Bolt (master cylinder holder):
9 Nm (0.9 m · kg, 6.5 ft · lb)

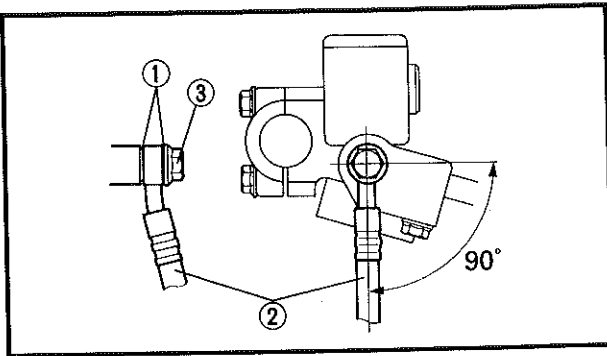


3. Install:

- Copper washers ①
- Clutch hose ②
- Union bolt ③



Union bolt:
25 Nm (2.5 m · kg, 18 ft · lb)

**NOTE:**

Tighten the union bolt while holding the clutch hose ② as shown.

⚠ WARNING

- Proper hose routing is essential to insure safe motorcycle operation. Refer to "CABLE ROUTING".
- Always use new copper washers.

4. Install:

- Holder ① (push rod)
- Clutch lever ②

NOTE:

Apply lithium soap base grease to the clutch lever pivot.

5. Connect:

- Coupler ③ (clutch switch)

6. Fill:

- Master cylinder tank.



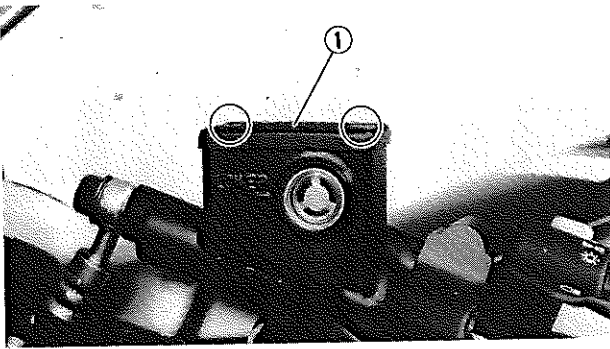
Recommended fluid:
DOT #4

CAUTION:

Clutch fluid may erode painted surfaces or plastic parts. Always clean up spilled fluid immediately.

⚠ WARNING

- Use only the designated quality fluid; otherwise, the rubber seals may deteriorate, causing leakage and poor clutch performance.
- Refill with the same type of fluid: mixing fluids may result in a harmful chemical reaction and lead to poor clutch performance.
- Be careful that water does not enter the master cylinder when refilling. Water will significantly lower the boiling point of the fluid and may result in vapor lock.



7. Install:

- Diaphragm
- Holder (diaphragm)
- Cap ① (master cylinder)



8. Air bleed

- Clutch system

Refer to "AIR BLEEDING" in CHAPTER 3.

9. Inspect:

- Clutch fluid level

Fluid level is under "LOWER" level line → Replenish.

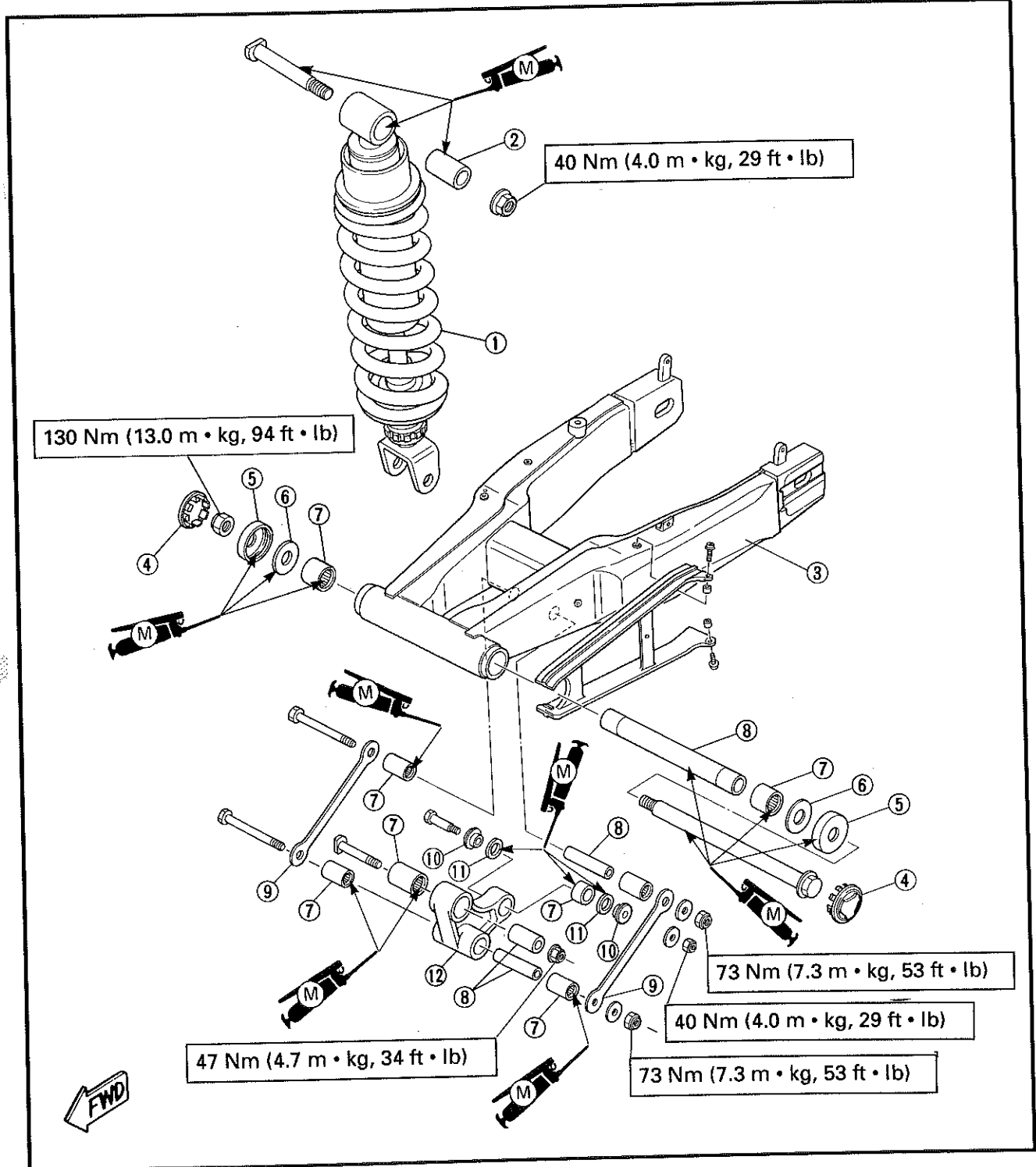
Refer to "CLUTCH FLUID LEVEL INSPECTION" in CHAPTER 3.

- ① "LOWER" level line

REAR SHOCK ABSORBER AND SWINGARM

- ① Shock absorber
- ② Collar
- ③ Swingarm
- ④ Pivot shaft cover
- ⑤ Thrust cover
- ⑥ Washer
- ⑦ Bearing
- ⑧ Collar
- ⑨ Connecting arm
- ⑩ Collar
- ⑪ Oil seal
- ⑫ Relay arm

NOTE:
 Coat the bearings, bushings, thrust covers, oil seals, and collars with a liberal amount of molybdenum disulfide grease before installing. After installing, thoroughly wipe off excess grease.



HANDLING NOTES

⚠ WARNING

This shock absorber contains highly compressed nitrogen gas. Read and understand the following information before handling the shock absorber. The manufacturer cannot be held responsible for property damage or personal injury that may result from improper handling.

1. Do not tamper or attempt to open the cylinder assembly.
2. Do not subject shock absorber to an open flame or other high heat. This may cause the unit to explode due to excessive gas pressure.
3. Do not deform or damage the cylinder in any way. Cylinder damage will result in poor damping performance.

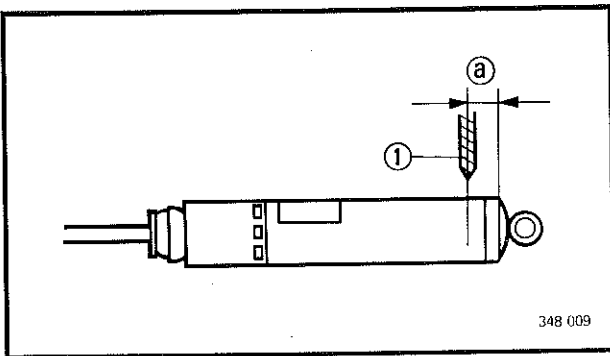
NOTES ON DISPOSAL

Shock absorber disposal steps:

Gas pressure must be released before disposing of the shock absorber. To do so, drill ① a 2 ~ 3 mm (0.08 ~ 0.12 in) hole through the cylinder wall at a point ② 30 ~ 35 mm (1.2 ~ 1.4 in) from the end of the gas chamber.

⚠ WARNING

Wear eye protection to prevent eye damage from escaping gas and/or metal chips.



REMOVAL

Rear shock absorber

⚠ WARNING

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

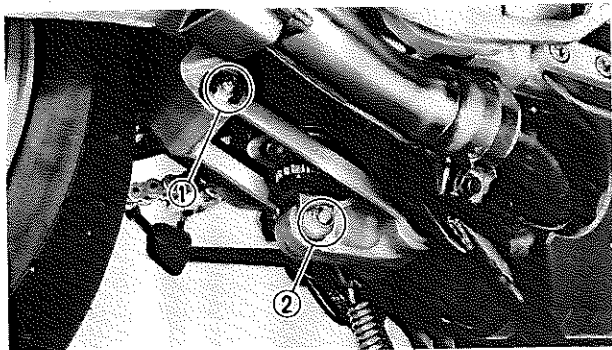
1. Place the motorcycle on the centerstand.
2. Remove:
 - Seat
 - Side covers
 Refer to "COWLINGS" in CHAPTER 3.

REAR SHOCK ABSORBER AND SWINGARM

CHAS



K-

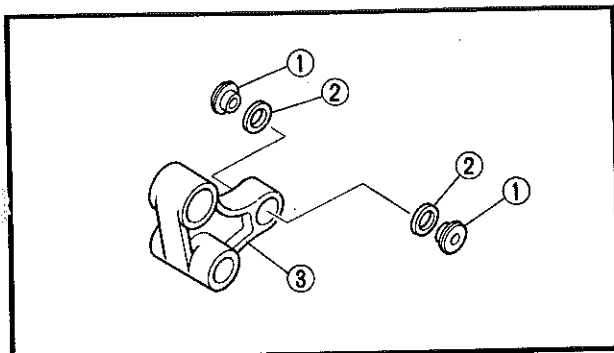


3.Remove:

- Bolt ① (connecting arm-swingarm)
- Bolt ② (relay arm-shock absorber (lower))

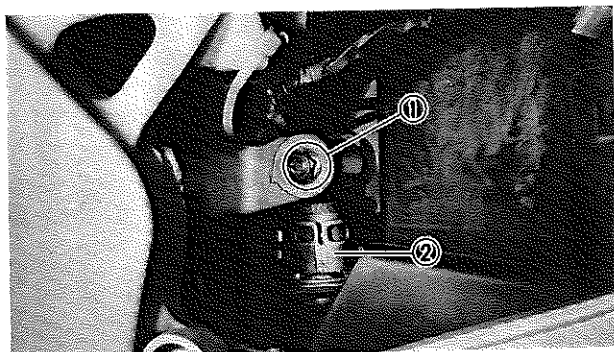
NOTE:

When removing the bolt ① (connecting arm-swingarm), hold the swingarm so that it does not drop downwards.



4.Remove:

- Collars ①
- Oil seals ② (from relay arm ③)



5.Remove:

- Bolt ① (shock absorber (top) -frame)
- Rear shock absorber ②
- Collars (rear shock absorber)

Swingarm

⚠ WARNING

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

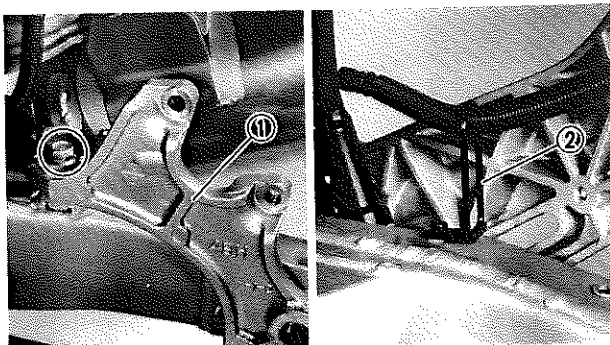
1.Place the motorcycle on the centerstand.

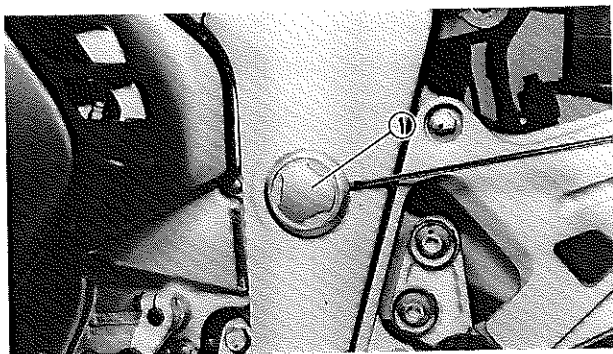
2.Remove:

- Rear wheel
Refer to "REAR WHEEL".
- Caliper bracket ①
Refer to "FRONT AND REAR BRAKE".
- Rear shock absorber
Refer to "Rear Shock Absorber".

3.Remove:

- Brake hose guide ②






4. Check:

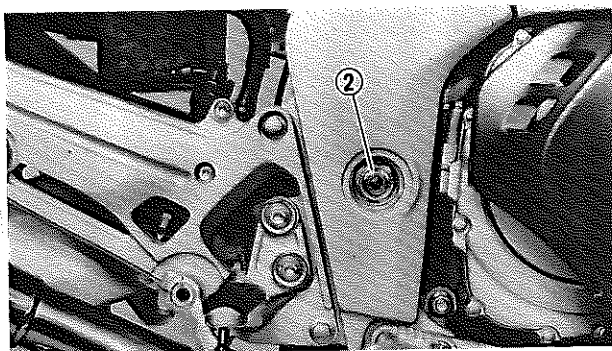
- Swingarm free play

Inspection steps:


- Remove the pivot shaft covers ① (left and right), using a thin screw driver.

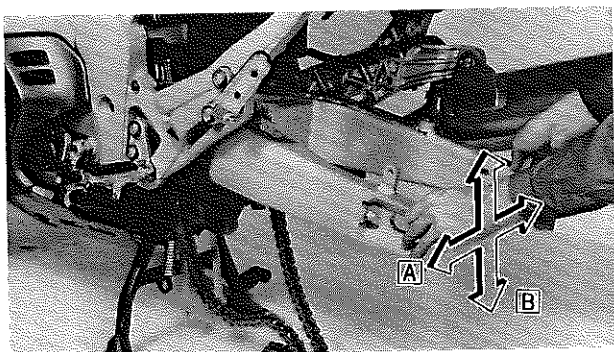
- Check the tightening torque of the pivot shaft (swingarm) securing nut ②.

	Nut (swingarm-pivot shaft): 130 Nm (13.0 m · kg, 94 ft · lb)
-----------------------------------------------------------------------------------	------------------------------------------------------------------------



- Check the swingarm side play **A** by moving it from side to side.
If side play is noticeable, check the collar, bearing, washer and thrust cover.

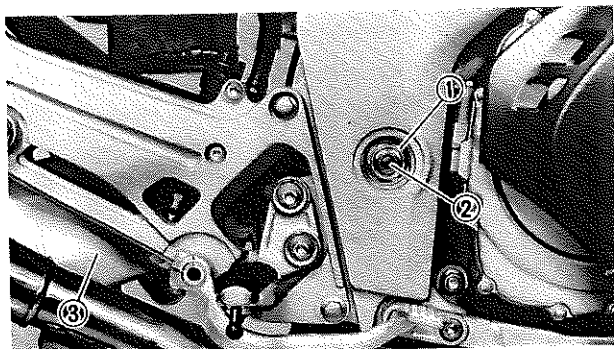
	Side play (at end of swingarm): 1.0 mm (0.04 in)
-------------------------------------------------------------------------------------	------------------------------------------------------------

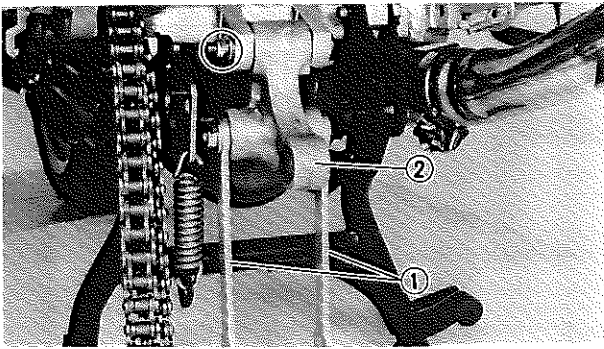


- Check the swingarm vertical movement **B** by moving it up and down.
If vertical movement is tight, binding or rough, check the collar, bearing, washer and thrust cover.

5. Remove:

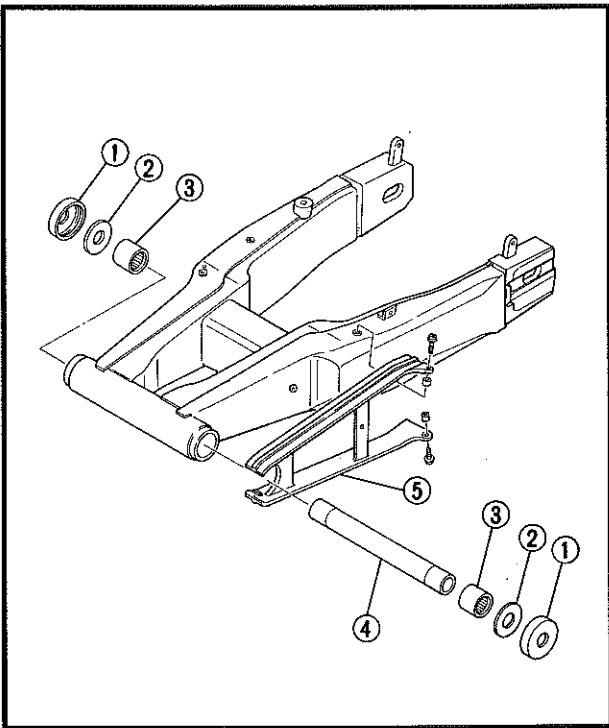
- Nut ① (pivot shaft)
- Pivot shaft ②
- Swingarm ③





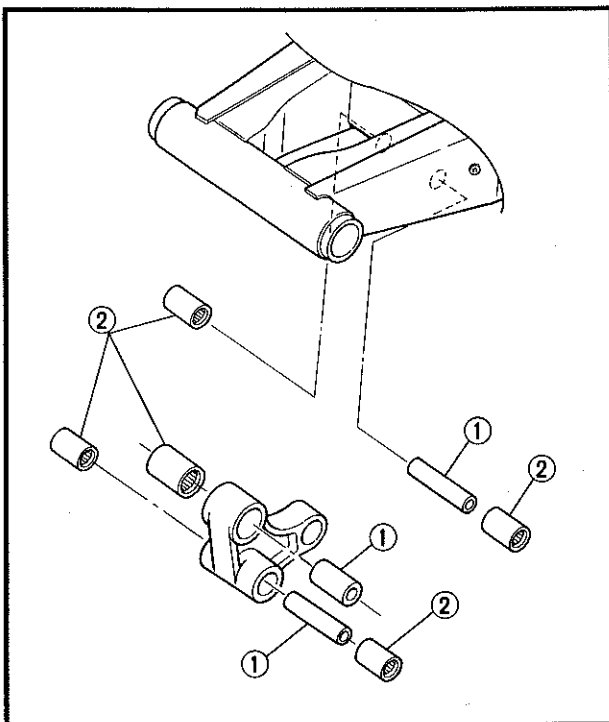
6.Remove:

- Connecting arms ① (left and right)
- Relay arm ②



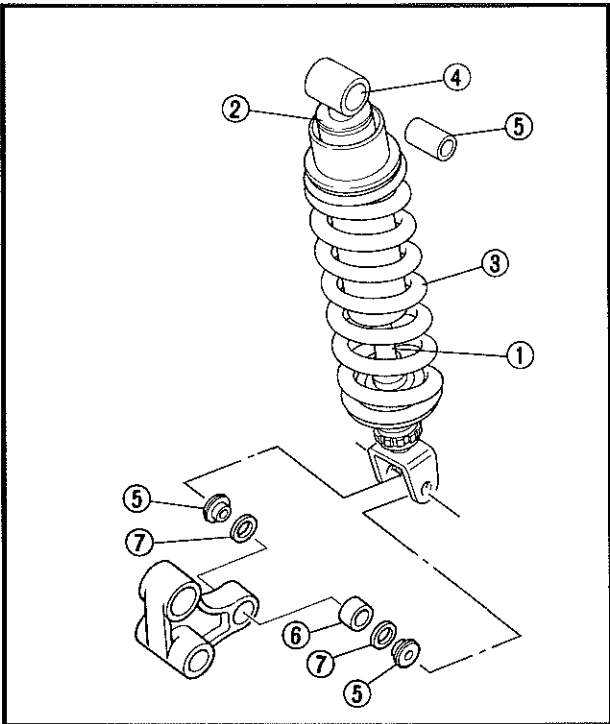
7.Remove:

- Thrust covers ①
- Washers ②
- Bearings ③
- Collar ④ (swingarm)
- Chain guide ⑤



8.Remove:

- Collars ①
- Bearings ②

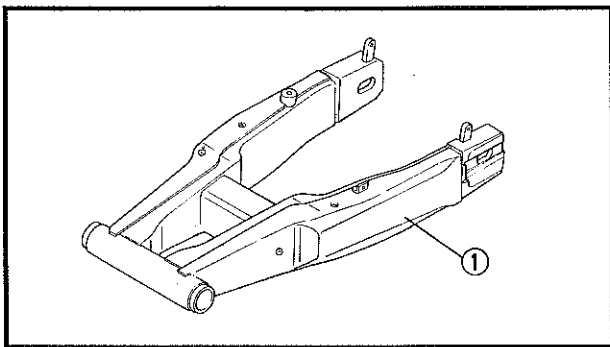


INSPECTION

Rear Shock Absorber

1. Inspect:

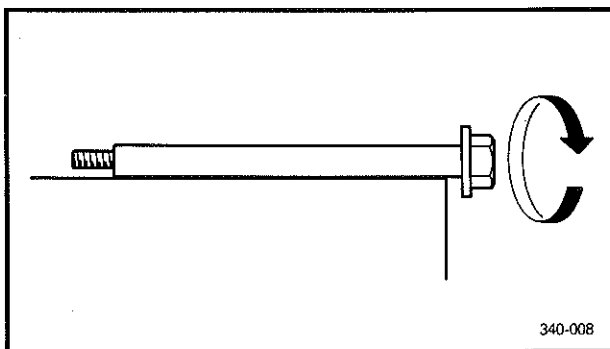
- Rear shock absorber rod (1)
Bents/Damage → Replace the rear shock absorber assembly.
- Rear shock absorber (2)
Oil leaks/Gas leaks/Damage → Replace the rear shock absorber assembly.
- Spring (3)
Wear/Damage → Replace the rear shock absorber assembly.
- Bushing (4)
- Collars (5)
- Bearing (6)
- Oil seals (7)
Wear/Damage → Replace.



Swingarm

1. Inspect:

- Swingarm (1)
Cracks/Bents/Damage → Replace.

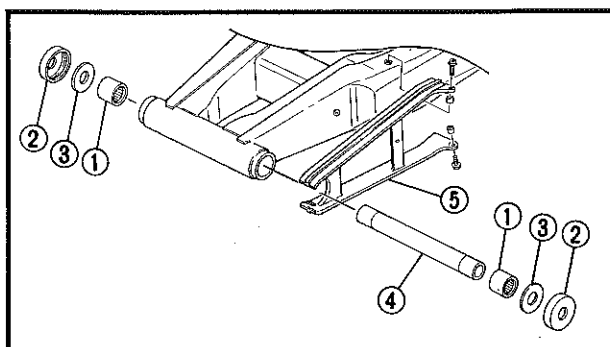


2. Inspect:

- Pivot shaft (1)
Roll the shaft on a flat surface.
Bents → Replace.

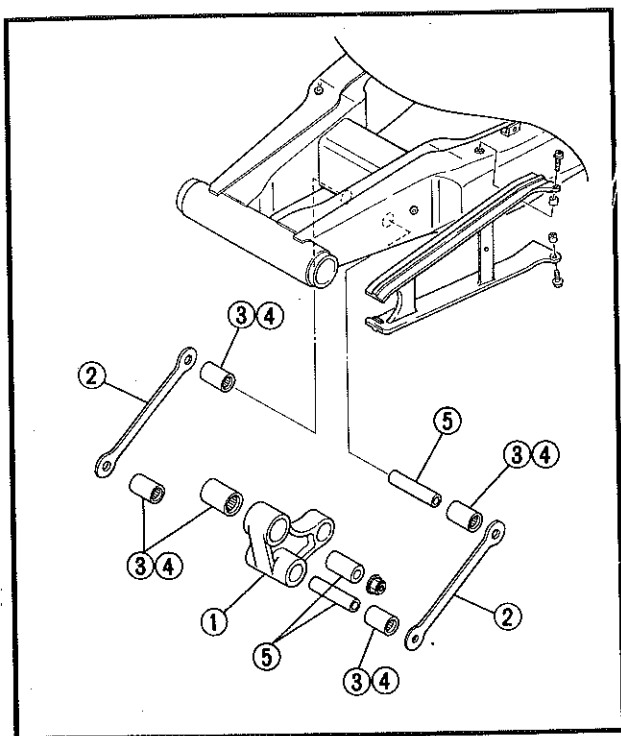
⚠ WARNING
Do not attempt to straighten a bent shaft.

3. Wash the swingarm pivoting parts in solvent .



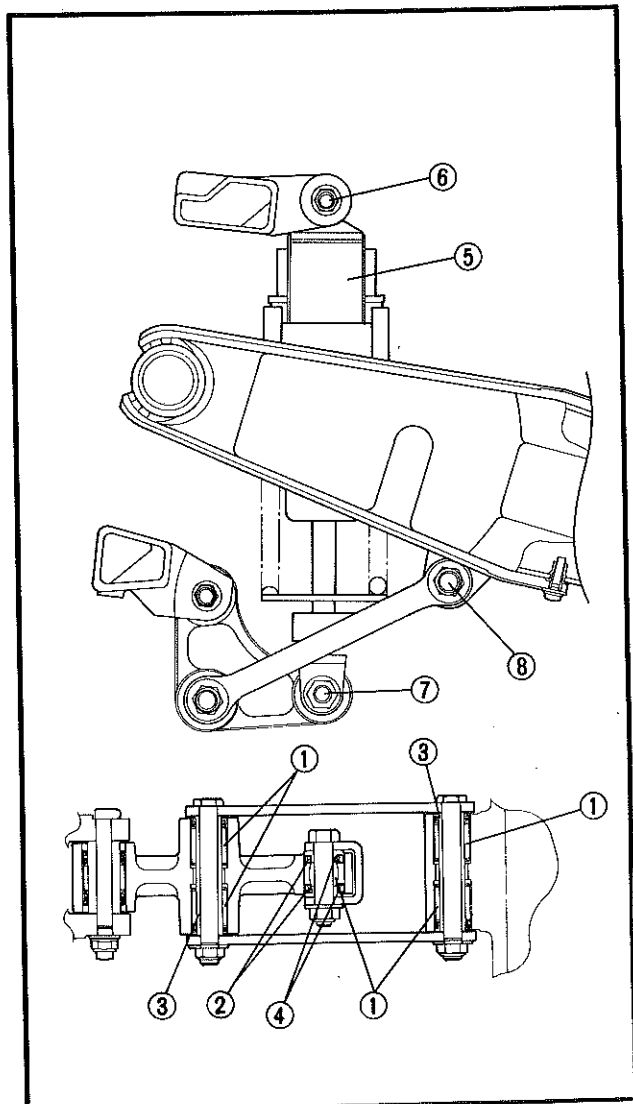
4. Inspect:

- Bearings (1)
Pitting/Damage → Replace.
- Thrust covers (2)
- Washer (3)
- Collar (4)
- Chain guide (5)
Wear/Damage → Replace.



5. Inspect:

- Relay arm ①
- Connecting arms ②
Bents/Cracks/Damage → Replace.
- Bearings ③
- Oil seals ④
Wear/Damage → Replace.
- Collars ⑤ (relay arm and connecting arm)
Wear/Scratches/Damage → Replace.



INSTALLATION

Rear Shock Absorber

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

1. Lubricate:

- Bearings ①
- Oil seals ②
- Collars ③
- Bushings (rear shock absorber)

Recommended lubricant:
Molybdenum disulfide grease

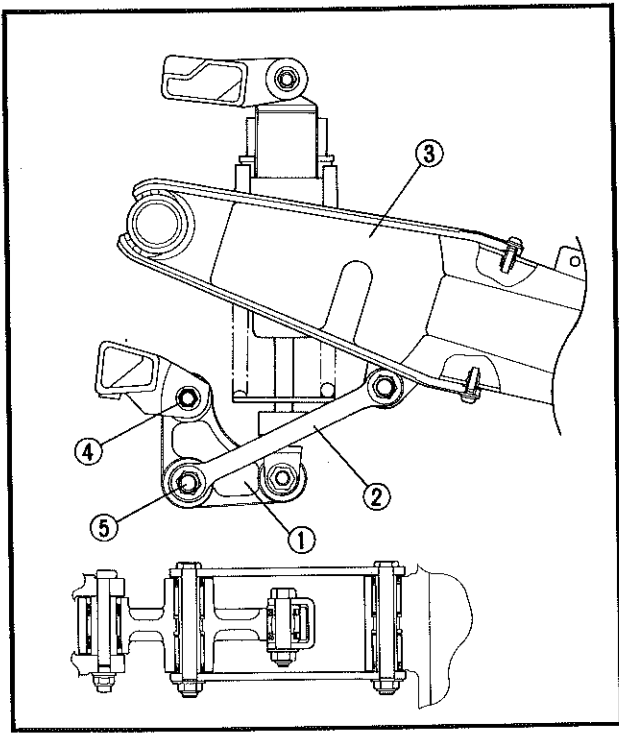
2. Install:

- Collars ④ (rear shock absorber)
- Rear shock absorber ⑤
- Nut ⑥ (shock absorber (top) -frame)
- Nut ⑦
(relay arm-shock absorber (lower))
- Nut ⑧ (connecting arm-swingarm)



Nut ⑥
 (shock absorber (top)-frame):
 40 Nm (4.0 m • kg, 29 ft • lb)
Nut ⑦ (relay arm-shock absorber
 (lower)):
 40 Nm (4.0 m • kg, 29 ft • lb)
Nut ⑧
 (connecting arm-swingarm):
 73 Nm (7.3 m • kg, 53 ft • lb)

NOTE: _____
 Lift up the swingarm to install the upper mounting bolt of the rear shock absorber.



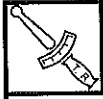
Swingarm
 Reverse the "REMOVAL" procedure.
 Note the following points.

1. Lubricate:
- Bearings
 - Collars
 - Thrust covers
 - Washers
 - Pivot shaft (swingarm)

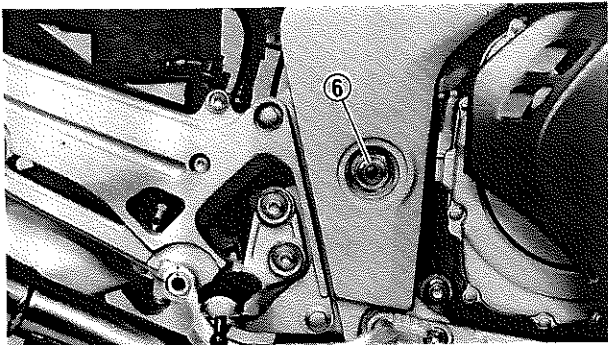


Recommended lubricant:
 Molybdenum disulfide grease

2. Install:
- Relay arm ①
 - Connecting arms ②
 - Swingarm ③



Nut ④ (relay arm-frame):
 47 Nm (4.7 m • kg, 34 ft • lb)
Nut ⑤
 (connecting arm-relay arm):
 73 Nm (7.3 m • kg, 53 ft • lb)
Nut ⑥ (pivot shaft):
 130 Nm (13.0 m • kg, 94 ft • lb)





3.Adjust:

- Drive chain slack

Refer to "DRIVE CHAIN SLACK ADJUSTMENT" in CHAPTER 3.



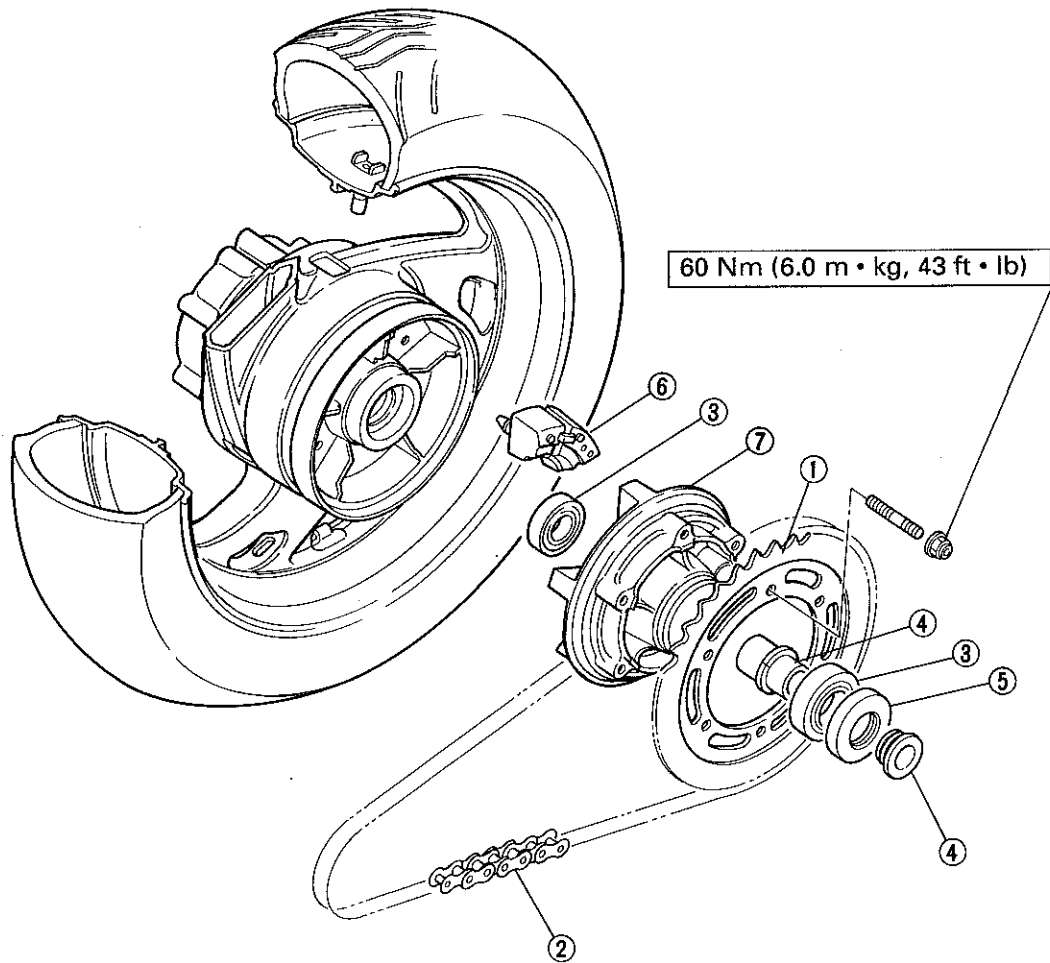
Drive chain slack:

10 ~ 20 mm (0.4 ~ 0.8 in)

DRIVE CHAIN AND SPROCKETS

- ①Rear sprocket wheel
- ②Drive chain
- ③Bearing
- ④Collar
- ⑤Oil seal
- ⑥Dumper rubber
- ⑦Sprocket hub wheel

A	DRIVE CHAIN:
B	TYPE/MANUFACTURER: RK532GSV2/RK EXCEL DID532ZLVKA1/DAIDO
C	NO. OF LINKS: 118
D	DRIVE CHAIN SLACK: 10 ~ 20 mm (0.4 ~ 0.8 in)





NOTE:

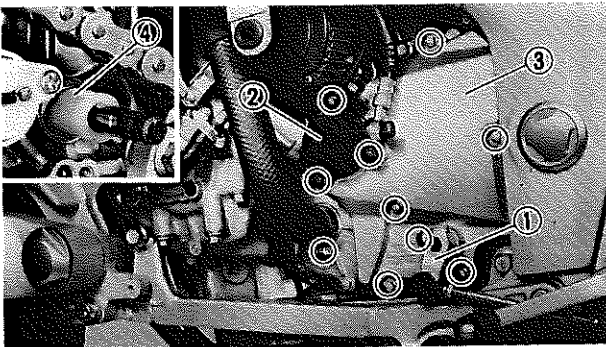
Before removing the drive chain and sprockets, drive chain slack and 10-link length of drive chain should be measured.

REMOVAL

⚠ WARNING

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

1. Place the motorcycle on the centerstand.



2. Remove:

- Shift pedal link ①
- Clutch release cylinder ②
- Dowel pins
- Crankcase cover ③ (left)
- Dowel pins
- Gasket
- Spacer collar ④ (shift shaft)

3. Loosen:

- Drive chain
Refer to "DRIVE CHAIN SLACK ADJUSTMENT" in CHAPTER 3.

4. Straighten:

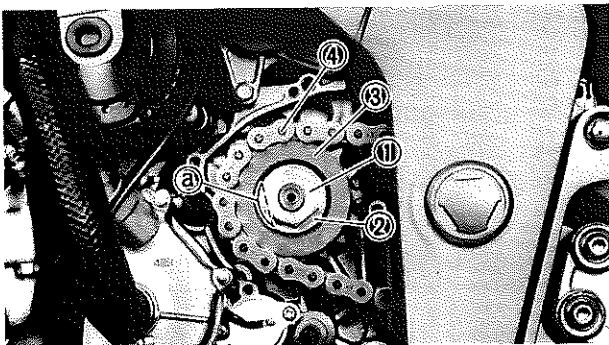
- Lock washer tab ①

5. Remove:

- Nut ① (drive sprocket)
- Lock washer ②
- Drive sprocket ③
(with drive chain ④)

NOTE:

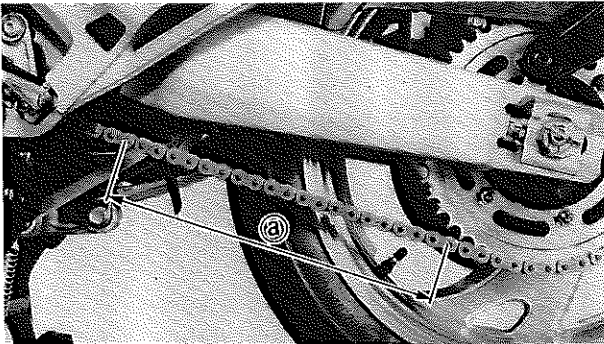
Loosen the nut (drive sprocket) while applying the rear brake.





6.Remove:

- Rear wheel
Refer to "REAR WHEEL".
- Swingarm
Refer to "REAR SHOCK ABSORBER AND SWINGARM".
- Drive chain



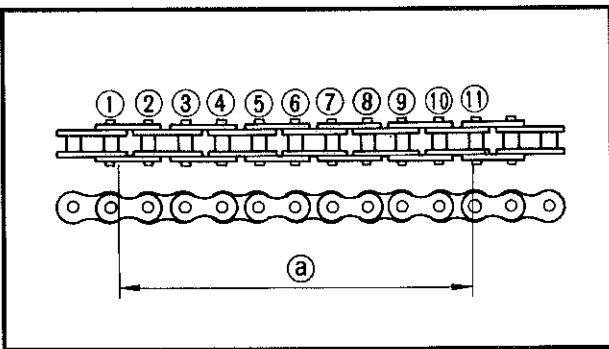
INSPECTION

1.Measure:

- 10-link length $\text{\textcircled{a}}$ (drive chain)
Out of specification \rightarrow Replace drive chain.

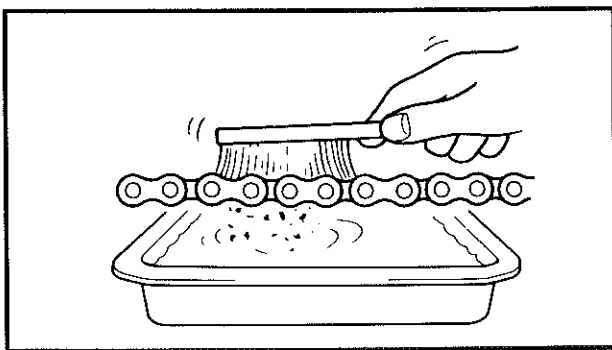


10-link length limit:
150.1 mm (5.91 in)



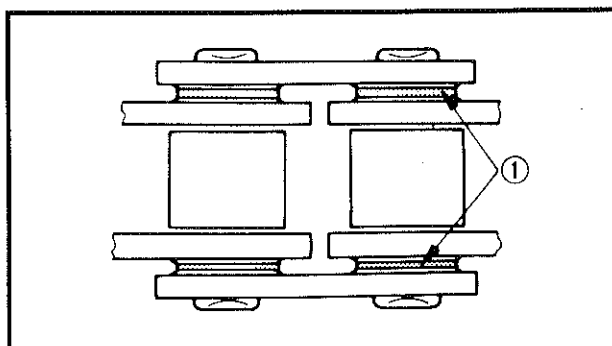
NOTE:

- For measurement make the chain tense by finger.
- 10-link length is a measurement between the insides of the $\text{\textcircled{1}}$ and $\text{\textcircled{11}}$ rollers as shown.
- Two or three different 10-link lengths should be measured.



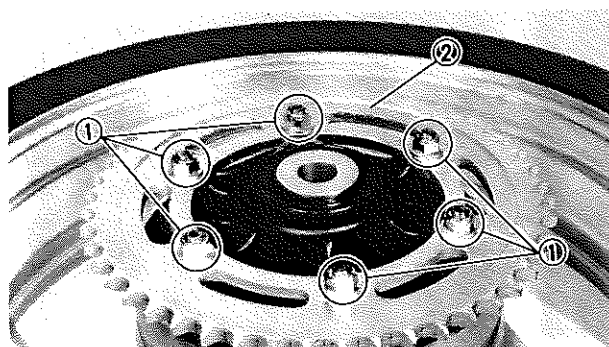
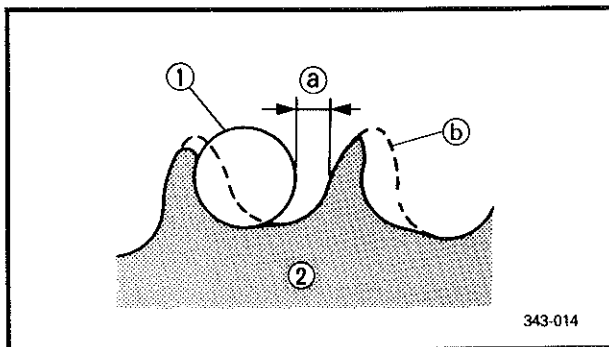
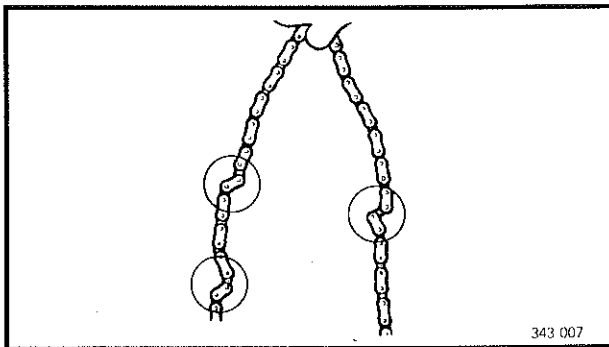
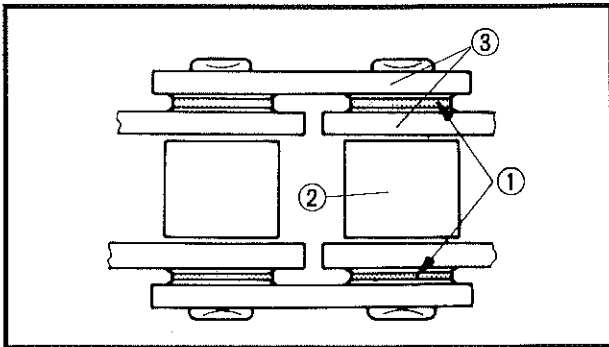
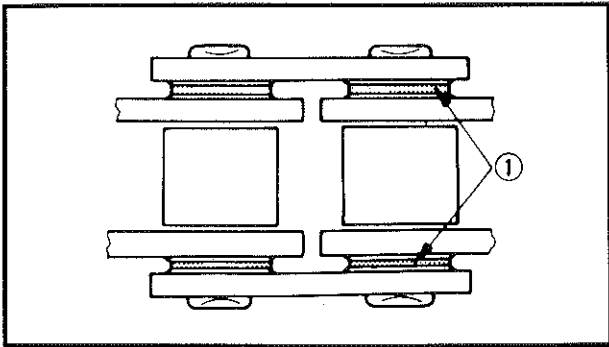
2.Clean:

- Drive chain
Place it in kerosene, and brush off as much dirt as possible. Then remove the chain from the kerosene and dry it.



CAUTION:

This motorcycle has a drive chain with small rubber O-rings $\text{\textcircled{1}}$ between the chain plates. Steam cleaning, high-pressure washes, and certain solvents can damage these O-rings. Use only kerosene to clean the drive chain.




3. Inspect:

- O-rings ① (Drive chain)
Damage → Replace drive chain.
- Rollers ②
- Side plates ③
Damage/Wear → Replace drive chain.

4. Lubricate:

- Drive chain



Recommended lubricant:
SAE 30 ~ 50W motor oil or
chain lubricants suitable for
"O-ring" chains.

5. Inspect:

- Drive chain stiffness
Stiff → Clean and lubricate or replace.

6. Inspect:


- Drive sprocket
- Rear sprocket wheel
More than 1/4 teeth ① wear → Replace sprocket.
Bent teeth → Replace sprocket.

- ② Correct
- ① Roller
- ② Sprocket

Replacement steps:

- Remove the self-lock nuts ① and the rear sprocket wheel ②.
- Clean the hub, especially on the surfaces in contact with the sprocket, using a clean cloth.
- Install the new rear sprocket wheel.

NOTE: _____
Tighten the self-lock nuts in stage, using a crisscross pattern.

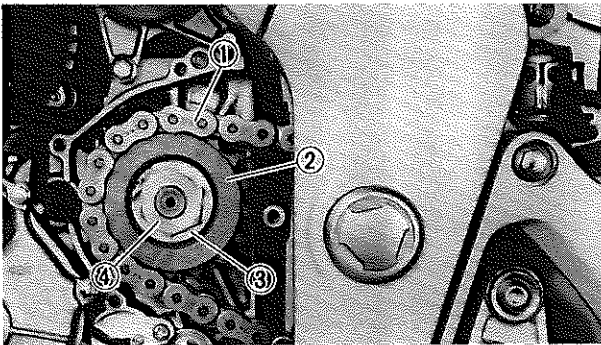
	Self-lock nut (rear sprocket wheel): 60 Nm (6.0 m • kg, 43 ft • lb)
-----------------------------------------------------------------------------------	----------------------------------------------------------------------------------


INSTALLATION

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

- 1.Install:
- Drive chain
(over the swingarm)
 - Swingarm
Refer to "REAR SHOCK ABSORBER AND SWINGARM".
 - Rear wheel
Refer to "REAR WHEEL" section.

- 2.Install:
- Drive chain ①
(onto drive sprocket)
 - Drive sprocket ②
 - Lock washer ③
 - Nut ④ (drive sprocket)



	Nut (drive sprocket): 70 Nm (7.0 m • kg, 50 ft • lb)
-------------------------------------------------------------------------------------	----------------------------------------------------------------

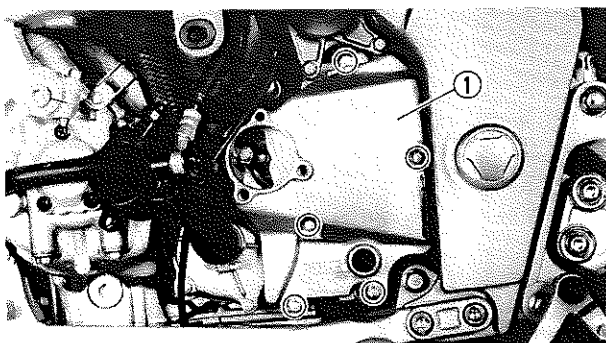
NOTE: _____
Tighten the nut (drive sprocket) while applying the rear brake.


⚠ WARNING _____

Always use a new lock washer.

3.Bend the lockwasher tabs along the flat side of the nut.

- 4.Install:
- Gasket
 - Dowel pins
 - Crankcase cover ① (left)



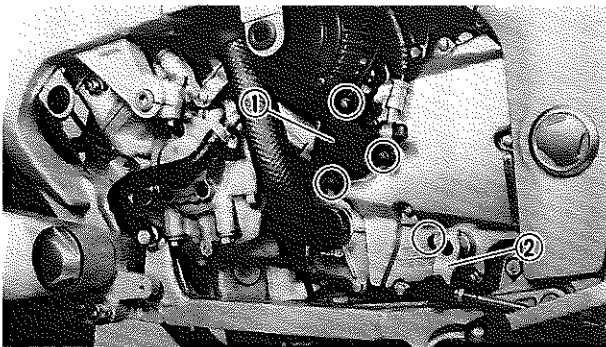
	Bolt (crankcase cover – left) 10 Nm (1.0 m • kg, 7.2 ft • lb)
-------------------------------------------------------------------------------------	-------------------------------------------------------------------------



NOTE: _____
Tighten the bolts (crankcase cover – left) in stage, using a crisscross pattern.

⚠ WARNING _____

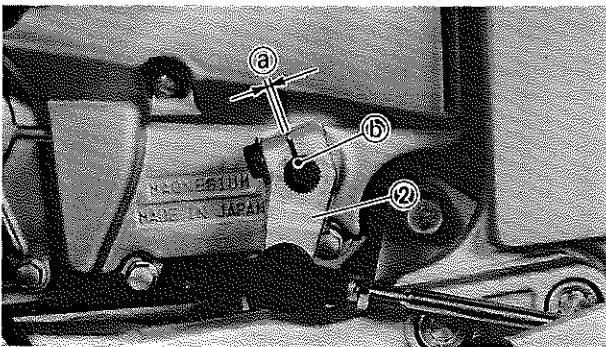
Always use a new gasket.



5.Install:

- Dowel pins
- Clutch release cylinder ①
- Shift pedal link ②

	Bolt (clutch release cylinder):
	10 Nm (1.0 m • kg, 7.2 ft • lb)
	Bolt (shift pedal link):
	10 Nm (1.0 m • kg, 7.2 ft • lb)



NOTE: _____
Align the slot ① on the shift pedal link with the punched mark ② on the shaft.

6.Adjust:

- Drive chain slack
Refer to "DRIVE CHAIN SLACK ADJUSTMENT" in CHAPTER 3.

	Drive chain slack:
	10 ~ 20 mm (0.4 ~ 0.8 in)

CHAPTER 7. ELECTRICAL

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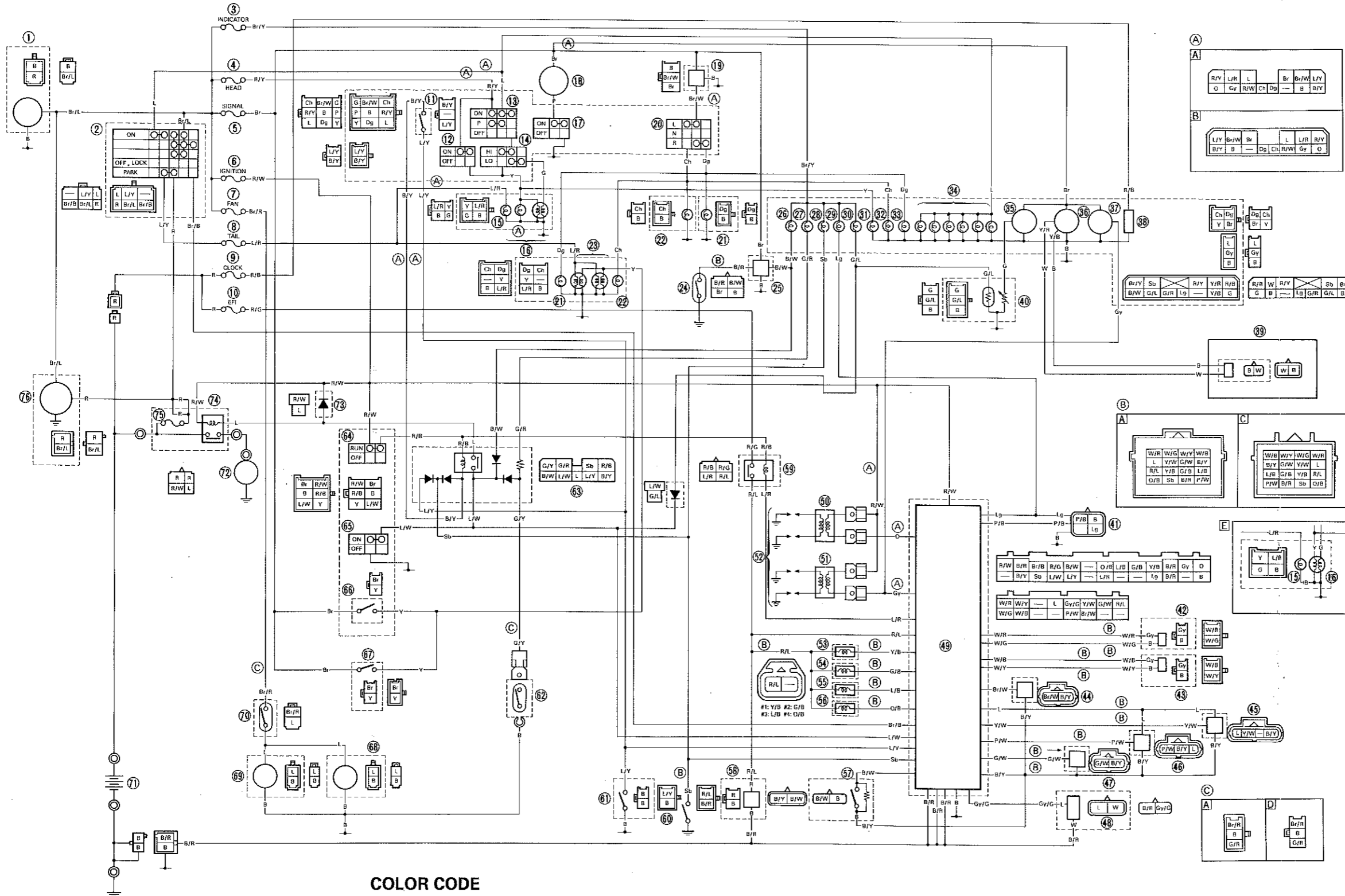


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ELECTRICAL

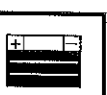
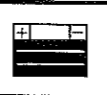
GTS1000 CIRCUIT DIAGRAM



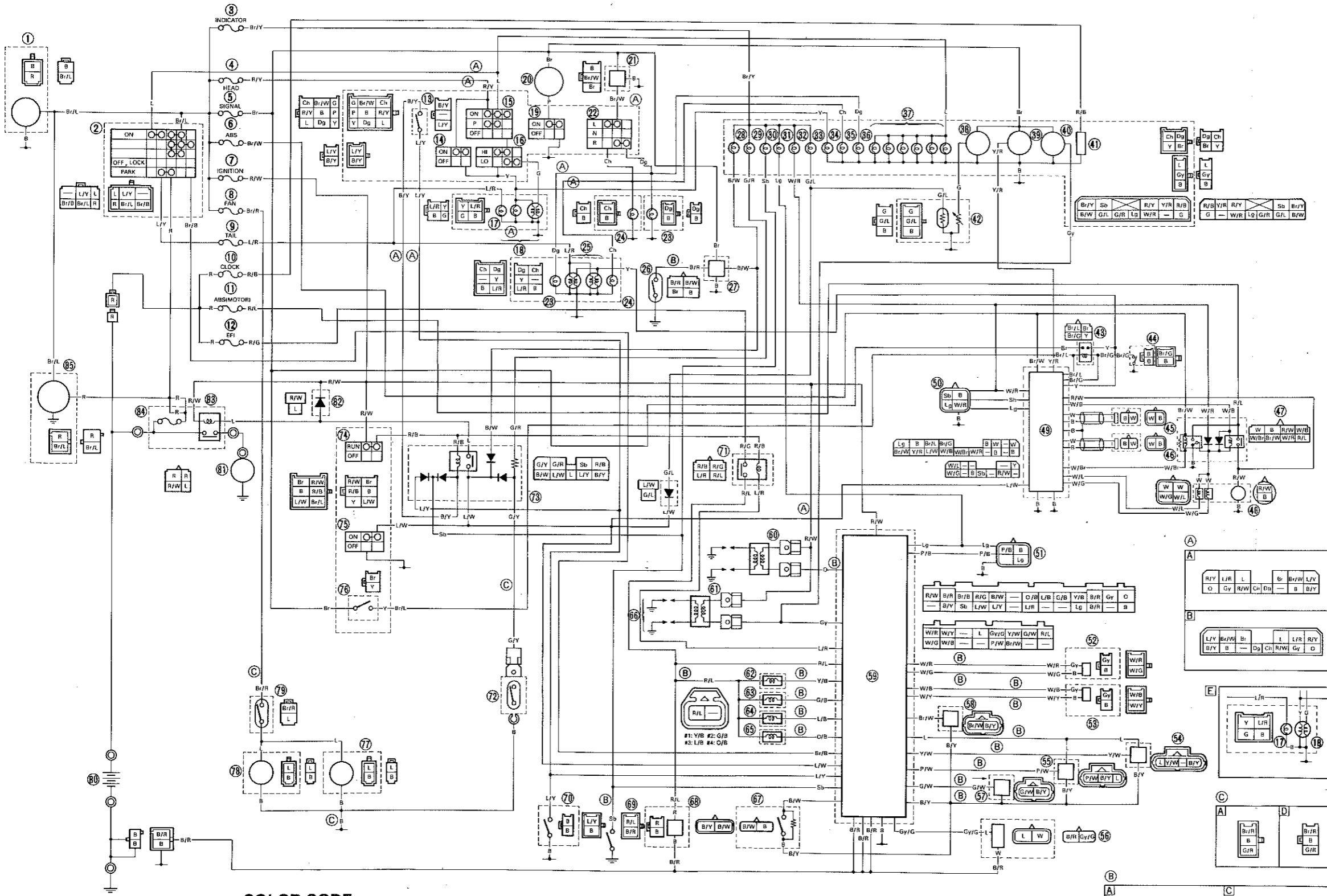
COLOR CODE

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

- ① Condensor
 - ② Main switch
 - ③ Fuse (INDICATOR)
 - ④ Fuse (HEAD)
 - ⑤ Fuse (SIGNAL)
 - ⑥ Fuse (IGNITION)
 - ⑦ Fuse (FAN)
 - ⑧ Fuse (TAIL)
 - ⑨ Fuse (CLOCK)
 - ⑩ Fuse (EFI)
 - ⑪ Clutch switch
 - ⑫ "PASS" switch
 - ⑬ "LIGHTS" switch
 - ⑭ "LIGHTS" (dimmer) switch
 - ⑮ Auxiliary light
 - ⑯ Headlight
 - ⑰ "HORN" switch
 - ⑱ Horn
 - ⑲ Flasher relay
 - ⑳ "TURN" switch
 - ㉑ Flasher light (right)
 - ㉒ Flasher light (left)
 - ㉓ Tail/brake light
 - ㉔ Oil level switch
 - ㉕ Oil light relay
 - ㉖ "OIL" level indicator light
 - ㉗ Water temperature indicator light
 - ㉘ "NEUTRAL" indicator light
 - ㉙ "EFI" indicator light
 - ㉚ "FUEL" level indicator light
 - ㉛ "HIGH BEAM" indicator light
 - ㉜ "TURN" indicator light (left)
 - ㉝ "TURN" indicator light (right)
 - ㉞ Meter light
 - ㉟ Fuel gauge
 - ㊱ Speedometer
 - ㊲ Tachometer
 - ㊳ Clock
 - ㊴ Front wheel sensor
 - ㊵ Fuel sender
 - ㊶ EFI test coupler
 - ㊷ Crankshaft sensor
 - ㊸ Camshaft sensor
 - ㊹ Intake air temperature sensor
 - ㊺ Throttle sensor
 - ㊻ Pressure sensor
 - ㊼ Water temperature sensor
 - ㊽ O₂ sensor
 - ㊾ ECU
 - ㊿ Ignition coil #1
 - 1 Ignition coil #2
 - 2 Spark plug
 - 3 Injector #1
 - 4 Injector #2
 - 5 Injector #3
 - 6 Injector #4
 - 7 Fall detection switch
 - 8 Fuel pump
 - 9 EFI main relay
 - 10 Neutral switch
 - 11 Sidestand switch
 - 12 Thermo unit
 - 13 Starting circuit cut-off relay
 - 14 "ENGINE STOP" switch
 - 15 "START" switch
 - 16 Font brake switch
 - 17 Rear brake switch
 - 18 Fan motor #2
 - 19 Fan motor #1
 - 20 Thermo switch
 - 21 Battery
 - 22 Starter motor
 - 23 Diode
 - 24 Starter relay
 - 25 Fuse (MAIN)
 - 26 AC generator
- A Main harness
 B Head light lead
 C Engine harness
 D Sub lead
 E For CH and A



GTS1000A CIRCUIT DIAGRAM



COLOR CODE

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

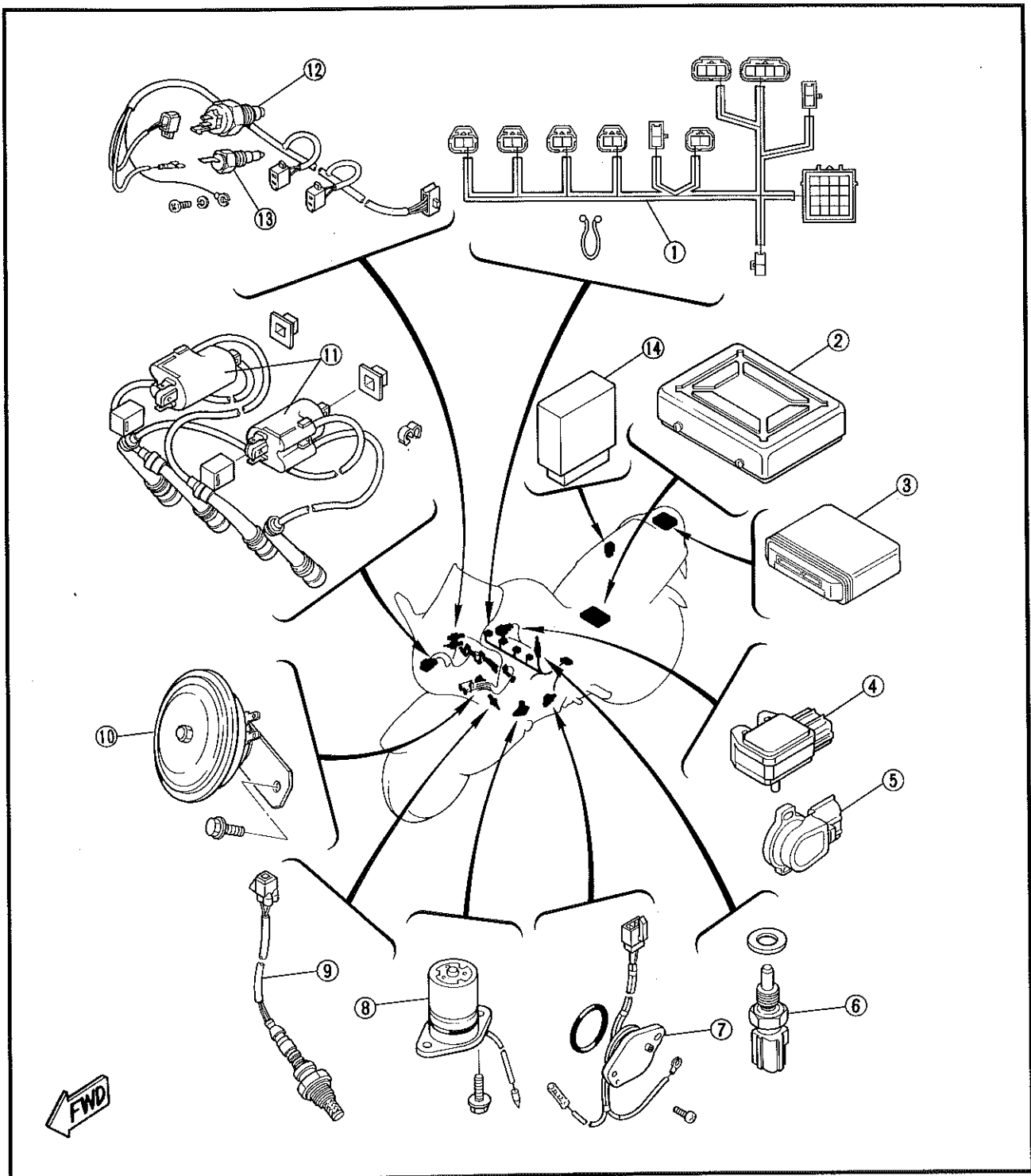
- ① Condensor
 - ② Main switch
 - ③ Fuse (INDICATOR)
 - ④ Fuse (HEAD)
 - ⑤ Fuse (SIGNAL)
 - ⑥ Fuse (ABS)
 - ⑦ Fuse (IGNITION)
 - ⑧ Fuse (FAN)
 - ⑨ Fuse (TAIL)
 - ⑩ Fuse (CLOCK)
 - ⑪ Fuse (ABS PUMP)
 - ⑫ Fuse (EFI)
 - ⑬ Clutch switch
 - ⑭ "PASS" switch
 - ⑮ "LIGHTS" switch
 - ⑯ "LIGHTS" (dimmer) switch
 - ⑰ Auxiliary light
 - ⑱ Headlight
 - ⑲ "HORN" switch
 - ⑳ Horn
 - ㉑ Flasher relay
 - ㉒ "TURN" switch
 - ㉓ Flasher light (right)
 - ㉔ Flasher light (left)
 - ㉕ Tail/brake light
 - ㉖ Oil level switch
 - ㉗ Oil light relay
 - ㉘ "OIL" level indicator light
 - ㉙ Water temperature indicator light
 - ㉚ "NEUTRAL" indicator light
 - ㉛ "EFI" indicator light
 - ㉜ "ABS" indicator light
 - ㉝ "FUEL" level indicator light
 - ㉞ "HIGH BEAM" indicator light
 - ㉟ "TURN" indicator light (left)
 - ㊱ "TURN" indicator light (right)
 - ㊲ Meter light
 - ㊳ Fuel gauge
 - ㊴ Speedometer
 - ㊵ Tachometer
 - ㊶ Clock
 - ㊷ Fuel sender
 - ㊸ Brake light relay
 - ㊹ Rear brake switch
 - ㊺ Front wheel sensor
 - ㊻ Rear wheel sensor
 - ㊼ Fail safe relay
 - ㊽ Hydraulic unit
 - ㊾ ECU (for ABS)
 - ㊿ ABS test coupler
 - 1 EFI test coupler
 - 2 Crankshaft sensor
 - 3 Camshaft sensor
 - 4 Throttle sensor
 - 5 Pressure sensor
 - 6 O₂ sensor
 - 7 Water temperature sensor
 - 8 Intake air temperature sensor
 - 9 ECU (for EFI)
 - 10 Ignition coil #1
 - 11 Ignition coil #2
 - 12 Injector #1
 - 13 Injector #2
 - 14 Injector #3
 - 15 Injector #4
 - 16 Spark plug
 - 17 Fall detection switch
 - 18 Fuel pump
 - 19 Neutral switch
 - 20 Sidestand switch
 - 21 EFI main relay
 - 22 Thermo unit
 - 23 Starting circuit cut-off relay
 - 24 "ENGINE STOP" switch
 - 25 "START" switch
 - 26 Font brake switch
 - 27 Fan motor #2
 - 28 Fan motor #1
 - 29 Thermo switch
 - 30 Battery
 - 31 Starter motor
 - 32 Diode
 - 33 Starter relay
 - 34 Fuse (MAIN)
 - 35 AC generator
- A Main harness
 B Head light lead
 C Engine harness
 D Sub lead
 E For CH and A



ELECTRICAL COMPONENTS

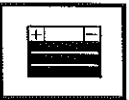
- ① Engine wireharness
- ② ECU (For EFI)
- ③ ECU (For ABS-GTS1000A)
- ④ Pressure sensor
- ⑤ Throttle sensor
- ⑥ Intake air temperature sensor
- ⑦ Neutral switch
- ⑧ Oil level switch
- ⑨ O₂ sensor
- ⑩ Horn
- ⑪ Ignition coil
- ⑫ Thermo switch
- ⑬ Thermo unit
- ⑭ ABS relay (GTS1000A)

IGNITION COIL:
 PRIMARY WINDING RESISTANCE:
 1.87 ~ 2.53 Ω at 20°C (68° F)
 SECONDARY WINDING RESISTANCE:
 12 ~ 18 kΩ at 20° C (68° F)



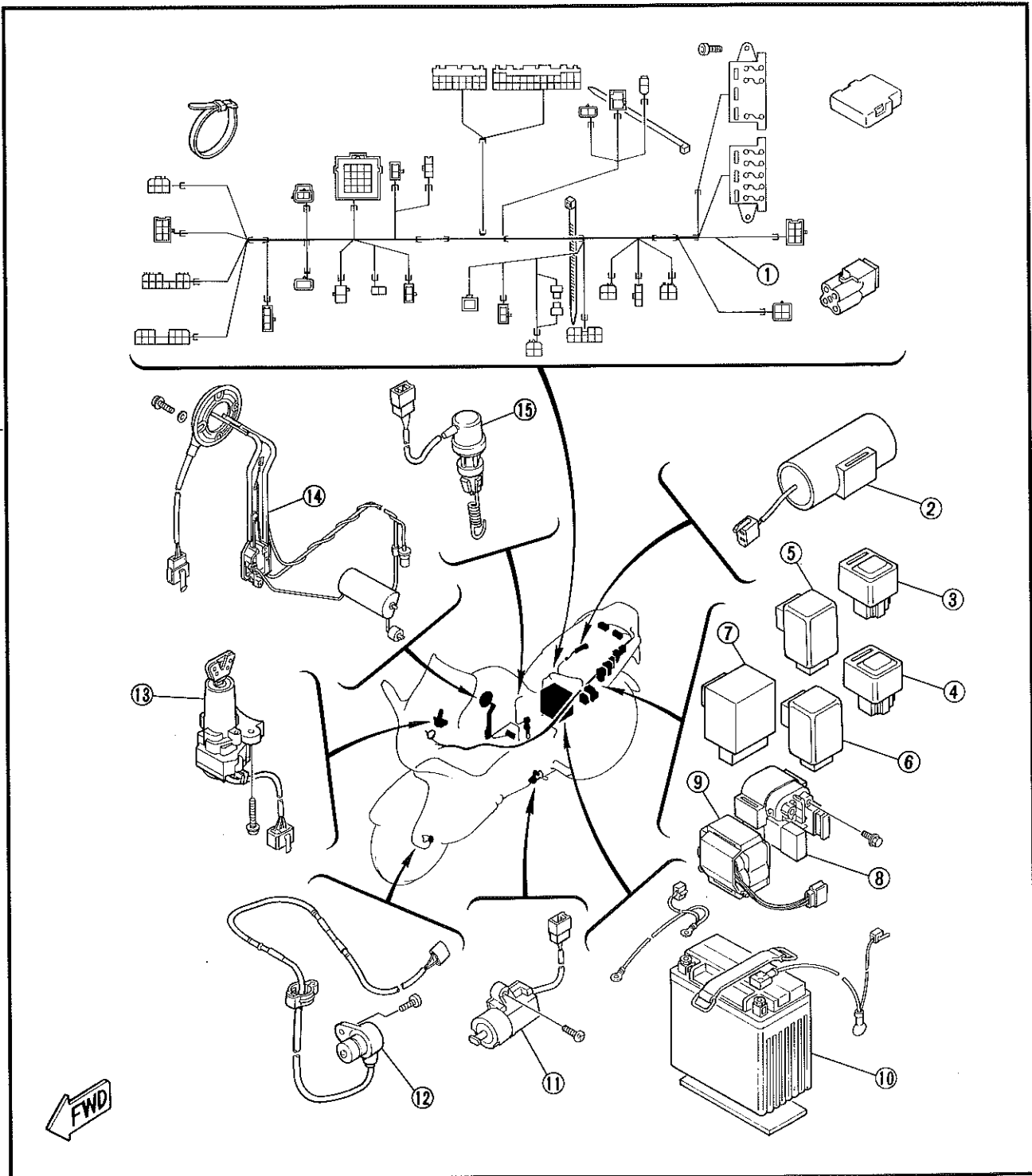
7





- ① Wire harness
- ② Cordensor
- ③ Stop switch relay (GTS1000A)
- ④ EFI main relay
- ⑤ Flasher relay
- ⑥ Oil light relay
- ⑦ Starting circuit cut-off relay
- ⑧ Starter relay
- ⑨ Fall detection switch
- ⑩ Battery
- ⑪ Sidestand switch
- ⑫ Front wheel sensor
- ⑬ Main switch
- ⑭ Fuel sender
- ⑮ Brake switch

BATTERY:
 CAPACITY:
 12V 12AH
 SPECIFIC GRAVITY:
 1.320





CHCKING OF SWITCHES

Check the switches for the continuity between the terminal to determine correct connection.

Read the following for switch inspection.

SWITCH CONNECTION AS SHOWN IN MANUAL

The manual contains a connection chart as shown left showing the terminal connections of the switches (e.g., main switch, handlebar switch, bracket switch, lighting switch etc.)

The extreme left column indicates the switch positions and the top line indicates the colors of leads connected with the terminals in the switch component.

"○—○" indicates the terminals between which there is a continuity of electricity; i.e., a closed circuit at the respective switch positions.

In this chart:

"R and Br" and "L/W and L/R" are continuous with the "ON" switch position.

"B and B/W" is continuous with the "OFF" switch position.

"B and B/W" is continuous with the "LOCK" switch position.

"B and B/W" and "R and L/R" are continuous with the "P" switch position.

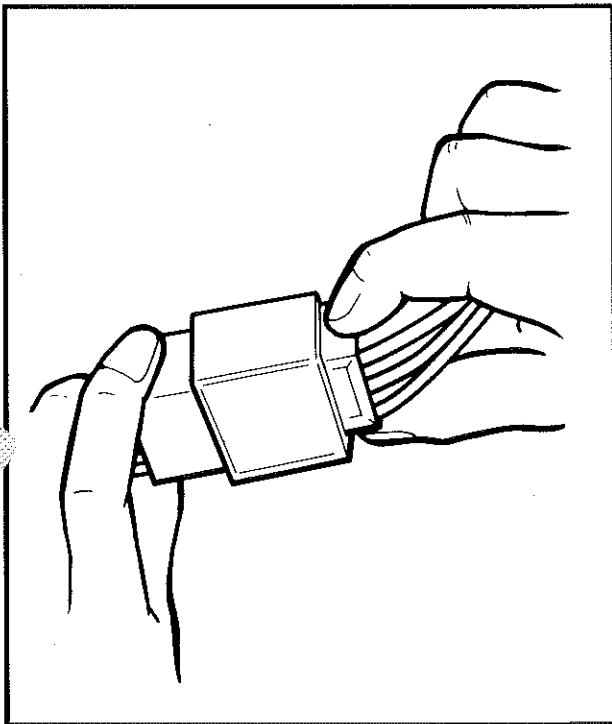
	B	B/W	R	Br	L/W	L/R
ON			○—○		○—○	
OFF	○—○					
LOCK	○—○					
P	○—○	○—○	○—○			○—○



CHECKING SWITCH FOR TERMINAL CONNECTION

Before checking the switch, refer to the connection chart as shown above and check for the correct terminal connection (closed circuit) by the color combination.

To explain how to check the switch, the main switch taken for example in the following.



1. Disconnect the main switch coupler from the wireharness.

CAUTION:

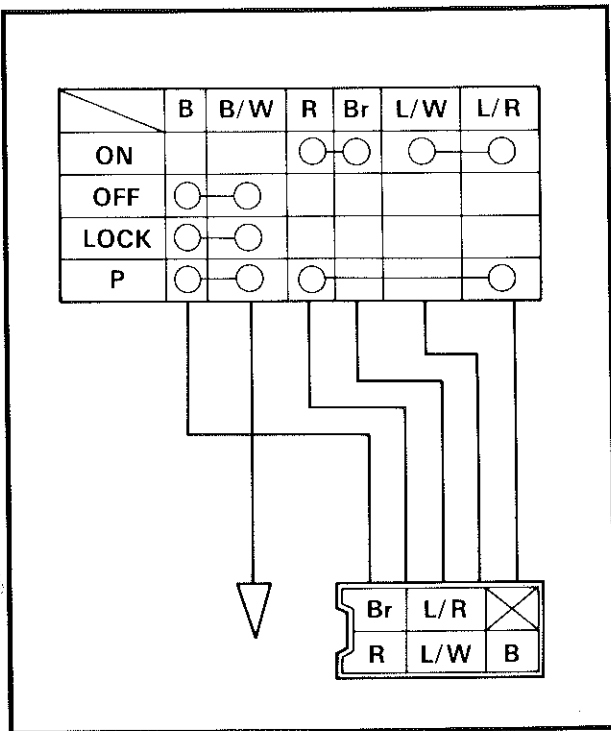
Never disconnect the main switch coupler by pulling the leads. Otherwise, leads may be pulled off the terminals inside the coupler.

2. Inspect whether any lead is off the terminal inside the coupler. If it is, repair it.

NOTE:

If the coupler is clogged with mud or dust, blow it off by compressed air.

CHKING OF SWITCHES



3. Use the connection chart to check the color combination for continuity (a closed circuit). In this example, the continuity is as follows.

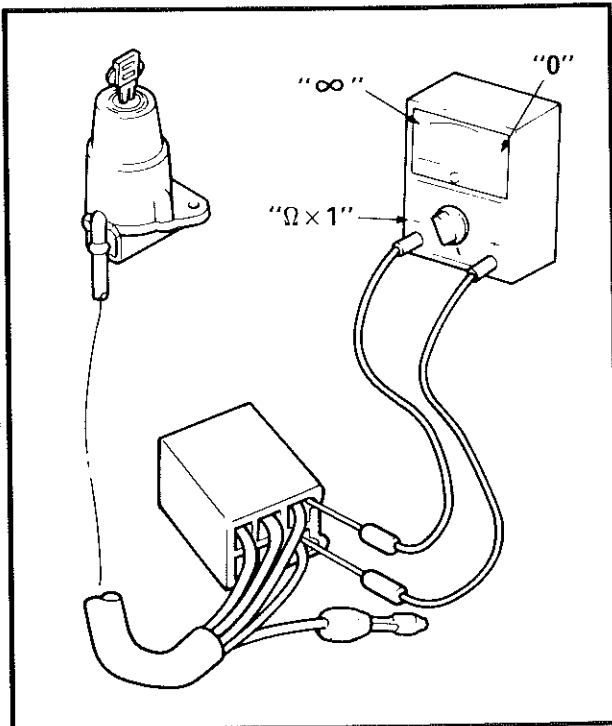
“R and Br” and “L/W and L/R” are continuous with the “ON” switch position.

“B and B/W” is continuous with the “OFF” switch position.

“B and B/W” is continuous with the “LOCK” switch position.

“B and B/W” and “R and L/R” are continuous with the “P” switch position.

Please note that there is no continuity (an open circuit) at all for the color combinations other than the above.



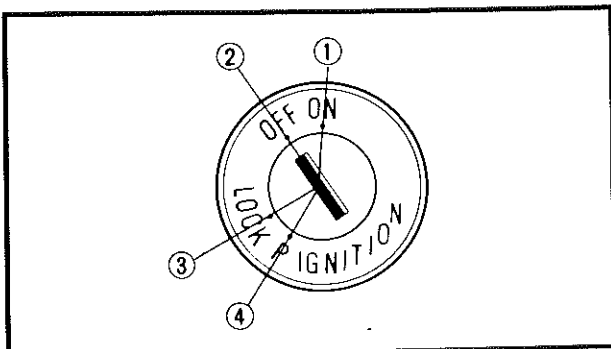
4. Check the switch component for the continuity between “R and Br”.

Checking step:

- Turn the switch key to the “ON”, “OFF”, “LOCK” and “P” several times.
- Set the pocket tester selector to the “Ω x 1”.
- Connect the tester (+) lead to the “R” lead terminal in the coupler and the (-) lead to the “Br” lead terminal.

NOTE:

Use thin probes for checking the continuity. Otherwise, the probes may contact other terminals inside the coupler.



- Check the continuity between “R” and “Br” at the respective switch position of “ON” ①, “OFF” ②, “LOCK” ③, and “P” ④. There must be continuity (the tester indicating “0”) at the “ON” switch position, and there must be no continuity (the tester indicating “∞”) at “OFF”, “LOCK”, or “P”. There is something wrong between “R” and “Br” if there is no continuity at the “ON” position or if there is some continuity either at the “OFF” or “LOCK” or “P”.

NOTE: _____
Check the switch for continuity several times.

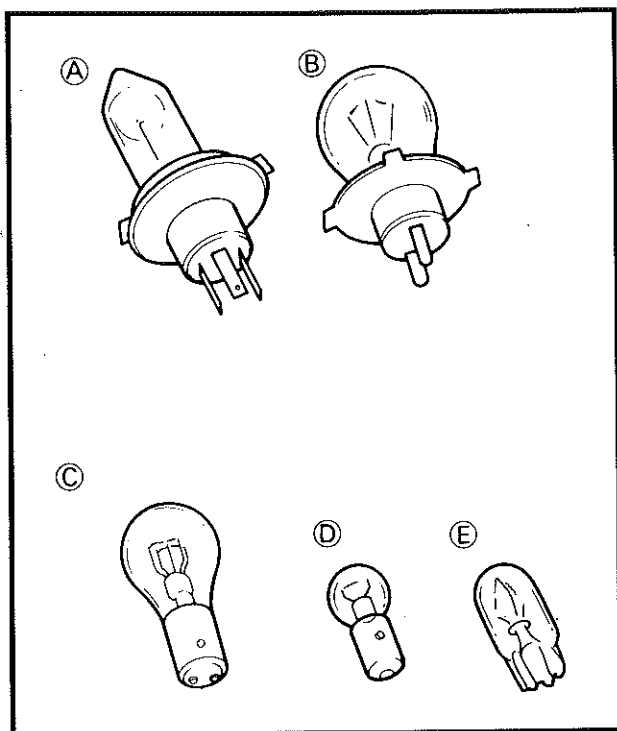
5. Next go on to checking of the continuity between "B" and "B/W", "L/W and L/R", and "R and L/R" at the respective switch positions, as in the same manner mentioned above.

6. If there is something wrong with any one of the combinations, replace the switch component.



CHECKING OF BULBS (FOR HEADLIGHT, TAIL/BRAKE LIGHT, FLASHER LIGHT, METER LIGHT, ETC.)

Check the bulb terminal continuity for the condition of the bulb.



KINDS OF BULBS

The bulbs used in the motorcycle are classified as shown left by the shape of the bulb socket.

Ⓐ and Ⓑ are many used for the headlight.

Ⓒ is mainly used for the flasher light and tail/brake light.

Ⓓ and Ⓔ are mainly used for the meter light and other indicator lights.

CHECKING BULB CONDITION

1. Remove the bulb

NOTE:

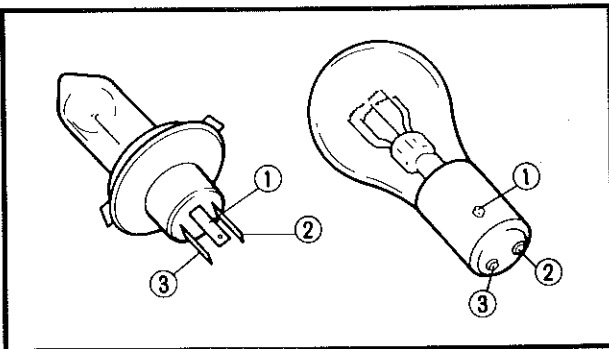
- Bulbs of the Ⓐ and Ⓑ type uses a bulb holder. Remove the bulb holder before removing the bulb itself. Most of the bulb holder for this type can be removed by turning them counterclockwise.
- Most of the bulbs of Ⓒ and Ⓓ type can be removed from the bulb sockets by pushing and turning them counterclockwise.
- Bulbs of the Ⓔ type can be removed from the bulb sockets by simply pulling them out.

**CAUTION**

Be sure to hold the socket firmly when removing the bulb. Never pull the lead. Otherwise, the lead may be pulled off the terminal in the coupler.

⚠ WARNING

Keep flammable products or your hands away from the headlight bulb while it is on. It will be hot. Do not touch the bulb until it cools down.



2. Check the bulb terminals for continuity.

Checking steps:

- Set the pocket tester selector to the " $\Omega \times 1$ ".
- Connect the tester lead to the respective bulb terminals. Take for example a 3-terminal bulb as shown left. First check the continuity between the ① and ② terminal by connecting the tester (+) lead to the ① terminal and the tester (-) lead to the ② terminal. Then check the continuity between the ① and ③ terminals by connecting the tester (+) lead still to the ① terminal and the tester (-) lead to the ③ terminal. If the tester shown " ∞ " in either case, replace the bulb.

3. Check the bulb socket by installing a proven bulb to it. As in the checking of bulbs, connect the pocket tester leads to the respective leads of the socket and check for continuity in the same manner as mentioned above.

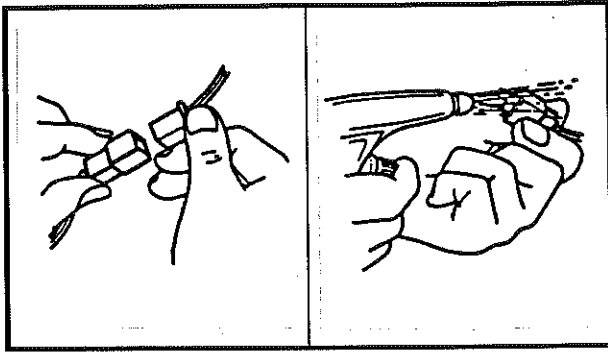


CHECKING OF CONNECTIONS

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

1. Disconnect:

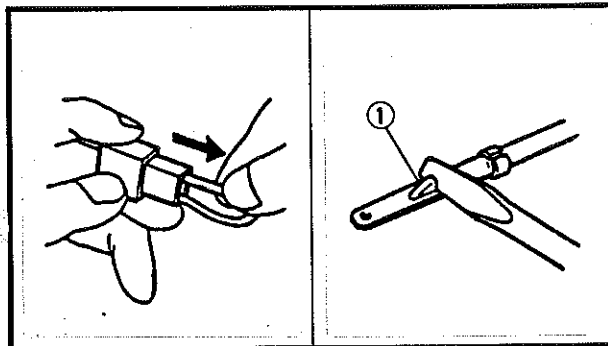
- Connector
2. Dry each terminal by an air blower.



3. Connect and disconnect the connector two or three times.

4. Pull the lead to check that it will not come off.

5. If the terminal comes off, bend up the pin ① and reinsert the terminal into connector.



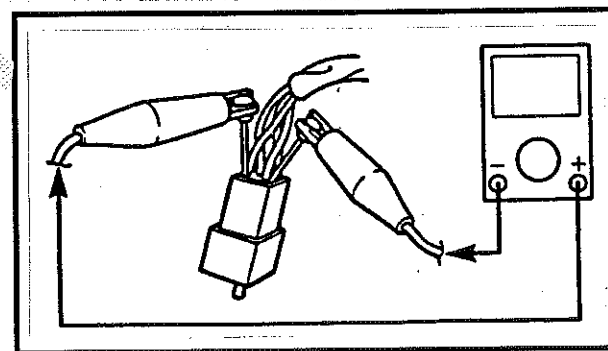
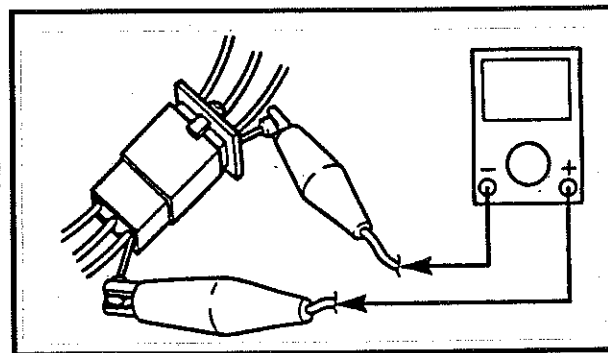
6. Connect:

- Connector

NOTE: _____
The two connectors "click" together.

7. Check for continuity by a tester.

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



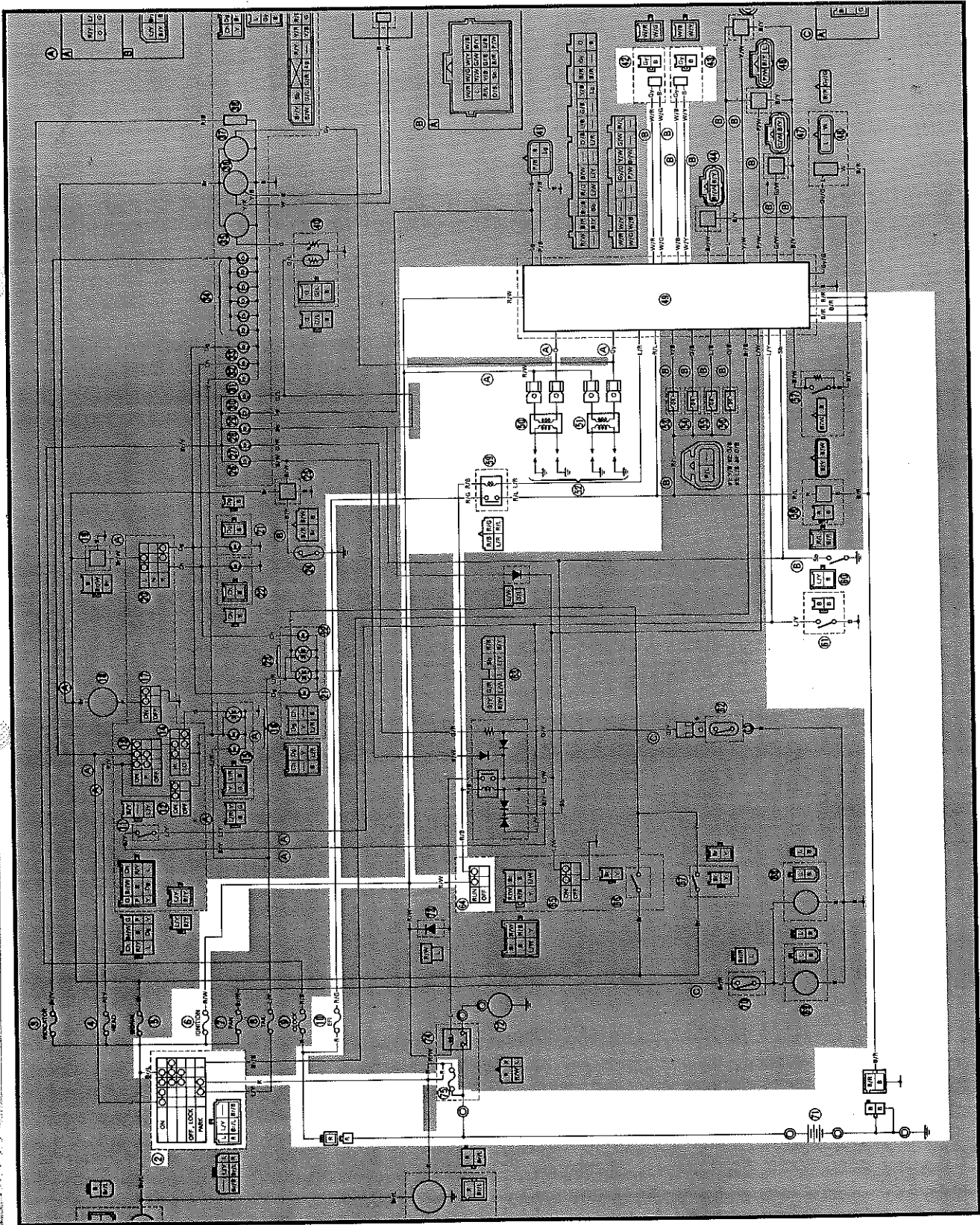


IGNITION SYSTEM CIRCUIT DIAGRAM

- ② Main switch
- ⑥ Fuse (IGNITION)
- ⑩ Fuse (EFI)

- ④ Crankshaft sensor
- ④ Camshaft sensor
- ④ ECU
- ⑤ Ignition coil #1
- ⑤ Ignition coil #2
- ⑧ EFI main relay

- ⑥ Neutral switch
- ⑥ Sidestand switch
- ④ Engine stop switch
- ⑦ Battery
- ⑦ Fuse (MAIN)





TROUBLESHOOTING

IF IGNITION SYSTEM SHOULD BECOME INOPERATIVE (NO SPARK OR INTERMITTENT SPARK)

Procedure

Check;

- 1.Fuse (main, ignition and EFI)
- 2.Battery
- 3.Spark plug
- 4.Ignition spark gap
- 5.Spark plug cap resistance
- 6.Ignition coil resistance
- 7.Main switch
- 8."ENGINE STOP" switch
- 9.EFI main relay
- 10.Neutral switch
- 11.Sidestand switch
- 12.Crankshaft sensor resistance
- 13.Camshaft sensor resistance
- 14.Wiring connection
(entire ignition system)

NOTE:

- Remove the following parts before troubleshooting.
 - 1)Seat
 - 2)Top cover
 - 3)Inner panels
 - 4)Side cowlings
 - 5)Side covers
- Use the following special tool(s) in this troubleshooting.



Ignition checker:
90890-06754
Pocket tester:
YU-03112/ 90890-03112

1.Fuse (main, ignition and EFI)

- Remove the fuses.
- Connect the pocket tester ($\Omega \times 1$) to the fuses.
- Check the fuses for continuity.

CONTINUITY

2.Battery

- Check the battery condition. Refer to "BATTERY INSPECTION" in CHAPTER 3.

Open circuit voltage:
12.8 V or more at 20° C (68° F)

CORRECT

*

NO CONTINUITY

Replace fuse(s).

INCORRECT

- Clean battery terminals.
- Recharge or replace the battery.



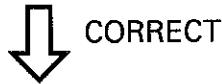
3. Spark plug

- Check the spark plug condition.
- Check the spark plug type.
- Check the spark plug gap.
Refer to "SPARK PLUG INSPECTION" in CHAPTER 3.

Standard spark plug:
DPR 8EA-9/X24EPR-U9
NGK/NIPPONDENSO



Spark plug gap:
0.8 ~ 0.9 mm (0.031 ~ 0.035 in)



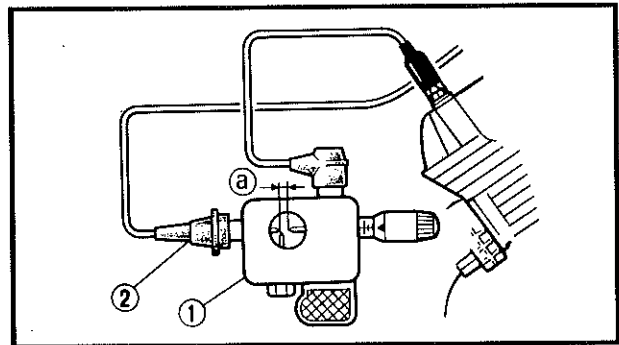
INCORRECT



Repair or replace spark plug.

4. Ignition spark gap

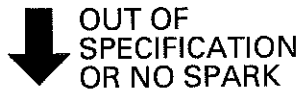
- Disconnect the spark plug cap from spark plug.
- Connect the ignition checker ① as shown.
- ② Spark plug cap
- Turn the main switch to "ON".



- Check the ignition spark gap ②.
- Start engine, and increase spark gap until misfire occurs.



Minimum spark gap:
6.0 mm (0.24 in)



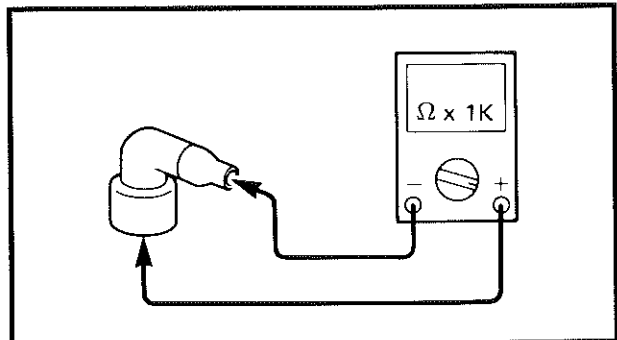
MEETS SPECIFICATION



Ignition system is good.

5. Spark plug cap resistance

- Remove the spark plug cap.
- Connect the pocket tester ($\Omega \times 1k$) to the spark plug cap.





- Check the spark plug cap for specified resistance.



Spark plug cap resistance:
10 kΩ at 20° C (68° F)

MEETS SPECIFICATION

6. Ignition coil resistance

- Disconnect the ignition coil leads from the ignition coil.
- Connect the pocket tester ($\Omega \times 1$) to the ignition coil.

- Check the primary coil for specified resistance.



Primary coil resistance:
1.87 ~ 2.53 Ω at 20° C (68° F)

- Connect the pocket tester ($\Omega \times 1k$) to the ignition coil.

- Check the secondary coil for specified resistance.



Secondary coil resistance:
12 ~ 18 kΩ at 20° C (68° F)

BOTH MEET SPECIFICATION

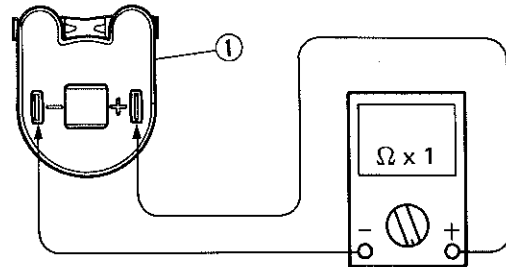
7. Main switch

- Disconnect the main switch coupler from the wireharness.
- Check the switch component for the continuity between "Red ① and Brown/Blue ②". Refer to "CHECKING OF SWITCHES".

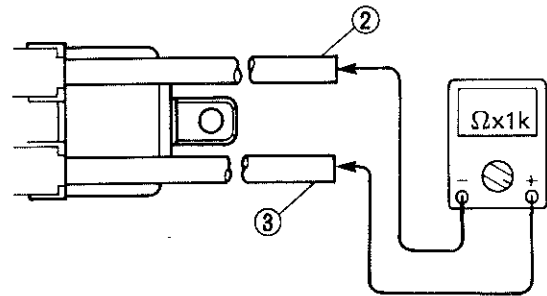
OUT OF SPECIFICATION

Replace spark plug cap.

Tester (+) lead → Terminal
Tester (-) lead → Terminal



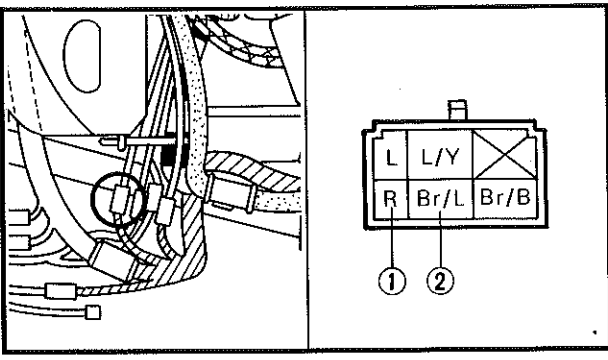
Tester (+) lead → Spark plug lead ②
Tester (-) lead → Spark plug lead ③



① #1 and #2 ignition coils

OUT OF SPECIFICATION

Replace ignition coil.



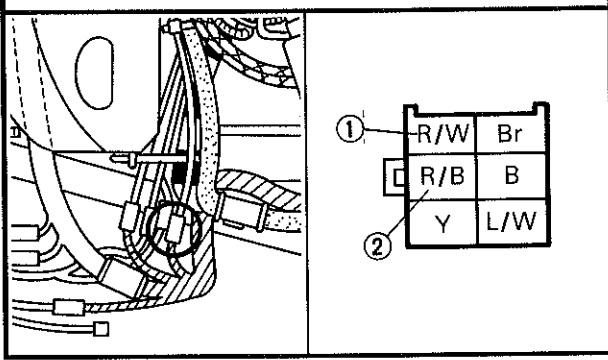
INCORRECT

Replace main switch.

CORRECT

8. "ENGINE STOP" switch

- Disconnect the handlebar switch (right) coupler from the wireharness.
- Check the switch component for the continuity between "Red/White ① and Red/Black ②". Refer to "CHECKING OF SWITCHES".



INCORRECT

Replace handlebar switch (right).

CORRECT

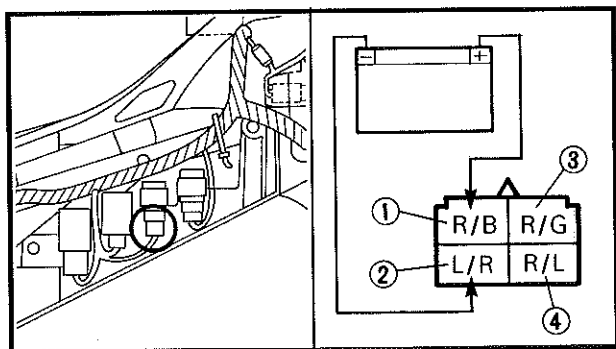
9. EFI main relay

- Disconnect the EFI main relay coupler from the EFI main relay.
- Connect the pocket tester ($\Omega \times 1$) and battery (12 V) to the EFI main relay coupler terminals.

Battery (+) terminal → Red/Black terminal ①
 Battery (-) terminal → Blue/Red terminal ②

Tester (+) terminal → Red/Green terminal ③
 Tester (-) terminal → Red/Blue terminal ④

- Check the EFI main relay for continuity.



NO CONTINUITY

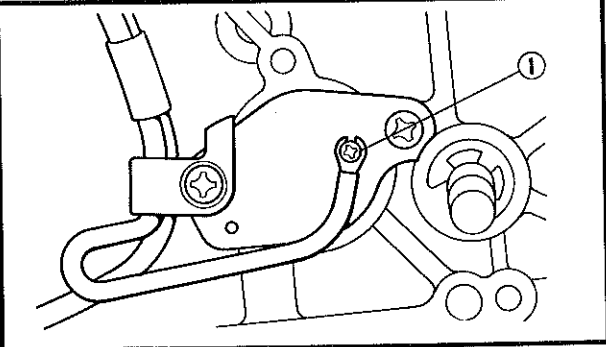
Replace EFI main relay.

CORRECT
*



10. Neutral switch

- Check the switch component for the continuity between terminal ① and Ground.
- Refer to "CHECKING OF SWITCHES".



INCORRECT

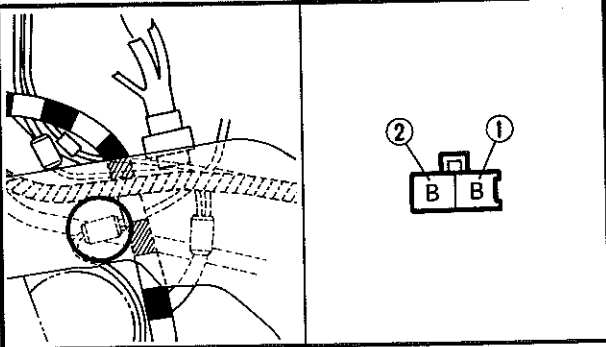
Replace neutral switch.



CORRECT

11. Sidestand switch

- Disconnect the sidestand switch coupler from the wireharness.
 - Check the switch component for the continuity between "Black ① and Black ②".
- Refer to "CHECKING OF SWITCHES".



INCORRECT

Replace sidestand switch.



CORRECT

*



12. Crankshaft sensor resistance

- Disconnect the crankshaft sensor coupler from the wireharness.
- Connect the pocket tester ($\Omega \times 100$) to the crankshaft sensor terminal.

Tester (+) lead → Black terminal ①
 Tester (-) lead → Black terminal ②

- Check the crankshaft sensor for specified resistance.



Crankshaft sensor resistance:
 120 ~ 180 Ω at 20° C (68° F)
 (Black - Black)

MEETS SPECIFICATION

13. Camshaft sensor

- Disconnect the camshaft sensor coupler from the wireharness.
- Connect the pocket tester ($\Omega \times 100$) to the camshaft sensor terminal.

Tester (+) lead → Black terminal ①
 Tester (-) lead → Black terminal ②

- Check the camshaft sensor for specified resistance.



Camshaft sensor resistance:
 120 ~ 180 Ω at 20° C (68° F)
 (Black - Black)

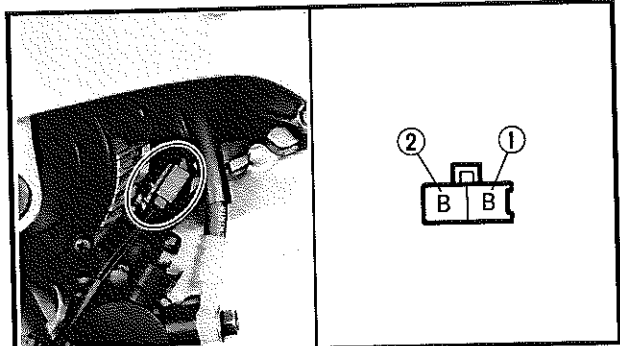
MEETS SPECIFICATION

14. Wiring connection

- Check the entire ignition system for connections. Refer to "CIRCUIT DIAGRAM".

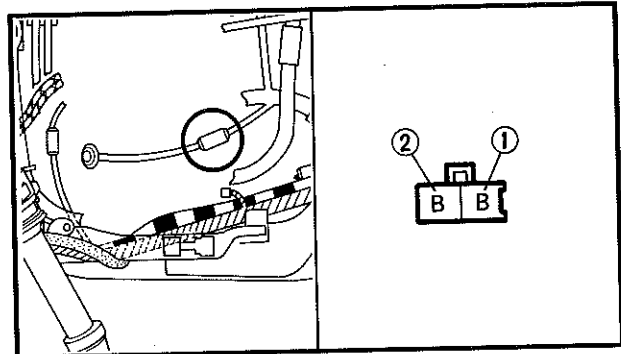
CORRECT

Replace ECU.



OUT OF SPECIFICATION

Replace crankshaft sensor.



OUT OF SPECIFICATION

Replace camshaft sensor.

POOR CONNECTION

Correct.

ELECTRIC STARTING SYSTEM



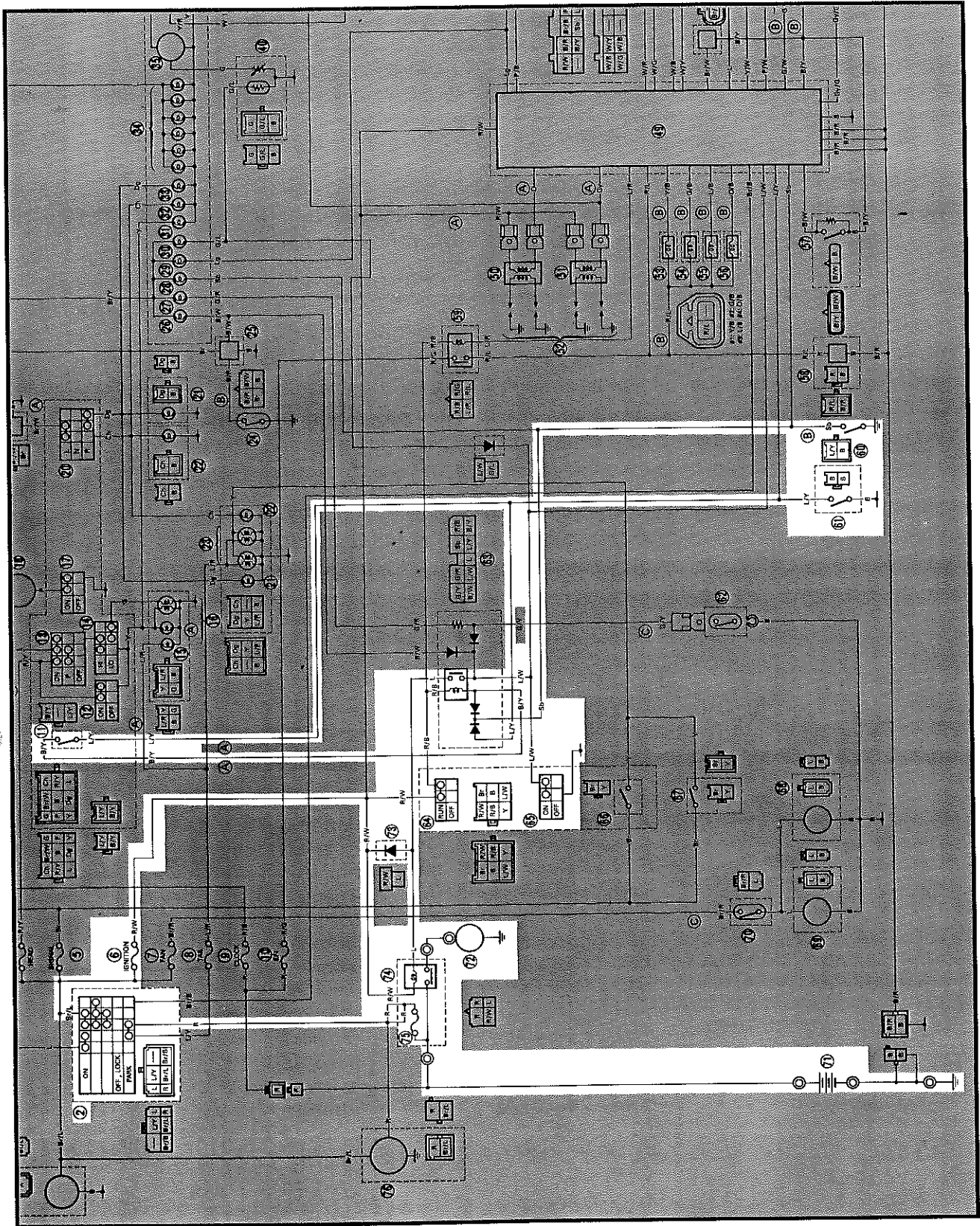
ELECTRIC STARTING SYSTEM

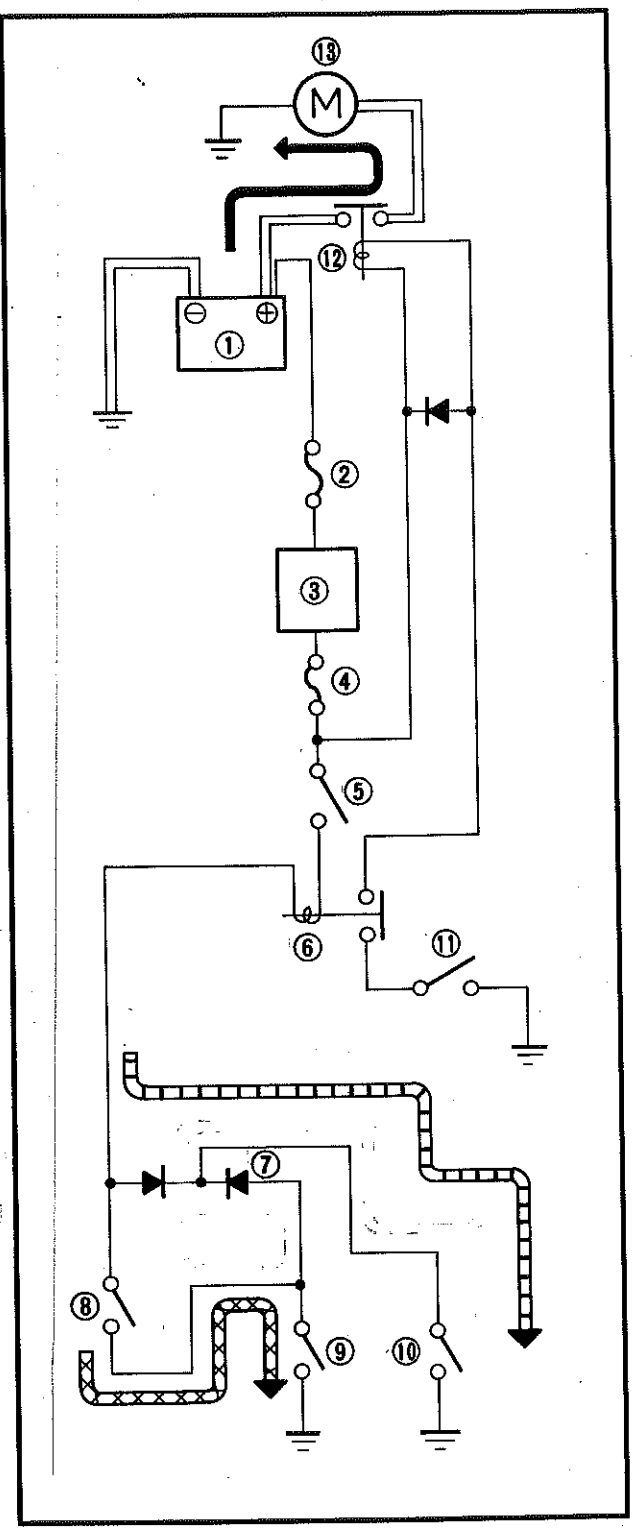
CIRCUIT DIAGRAM

- ② Main switch
- ⑥ Fuse (IGNITION)
- ⑪ Clutch switch

- ⑥① Neutral switch
- ⑥② Sidestand switch
- ⑥③ Starting circuit cut-off relay
- ⑥④ "ENGINE STOP" switch
- ⑥⑤ "START" switch
- ⑦① Battery

- ⑦② Starter motor
- ⑦③ Diode
- ⑦④ Starter relay
- ⑦⑤ Fuse (MAIN)





STARTING CIRCUIT OPERATION

The starting circuit on this model consist of the starter motor, starter relay, and the starting circuit cut-off relay. If the "ENGINE STOP" switch and the main switch are both closed, the starter motor can operate only if:

- The transmission is in neutral (the neutral switch is closed).
- or if
- The clutch lever is pulled to the handlebar (the clutch switch is closed) and the side-stand is up (the sidestand switch is closed).

The starting circuit cut-off relay prevents the starter from operating when neither of these conditions has bees 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 have been met however, the starting circuit cut-off relay is closed, and the engine can be started by pressing the starter switch.

← WHEN THE TRANSMISSION IS IN NEUTRAL

← WHEN THE SIDESTAND IS UP AND THE CLUTCH LEVER IS PULLED IN

- ① Battery
- ② Fuse (main)
- ③ Main switch
- ④ Fuse (ignition)
- ⑤ "ENGINE STOP" switch
- ⑥ Starting circuit cut-off relay
- ⑦ Diode
- ⑧ Clutch switch
- ⑨ Sidestand switch
- ⑩ Neutral switch
- ⑪ "START" switch
- ⑫ Starter relay
- ⑬ Starter motor

TROUBLESHOOTING

STARTER MOTOR DOES NOT OPERATE.


Procedure

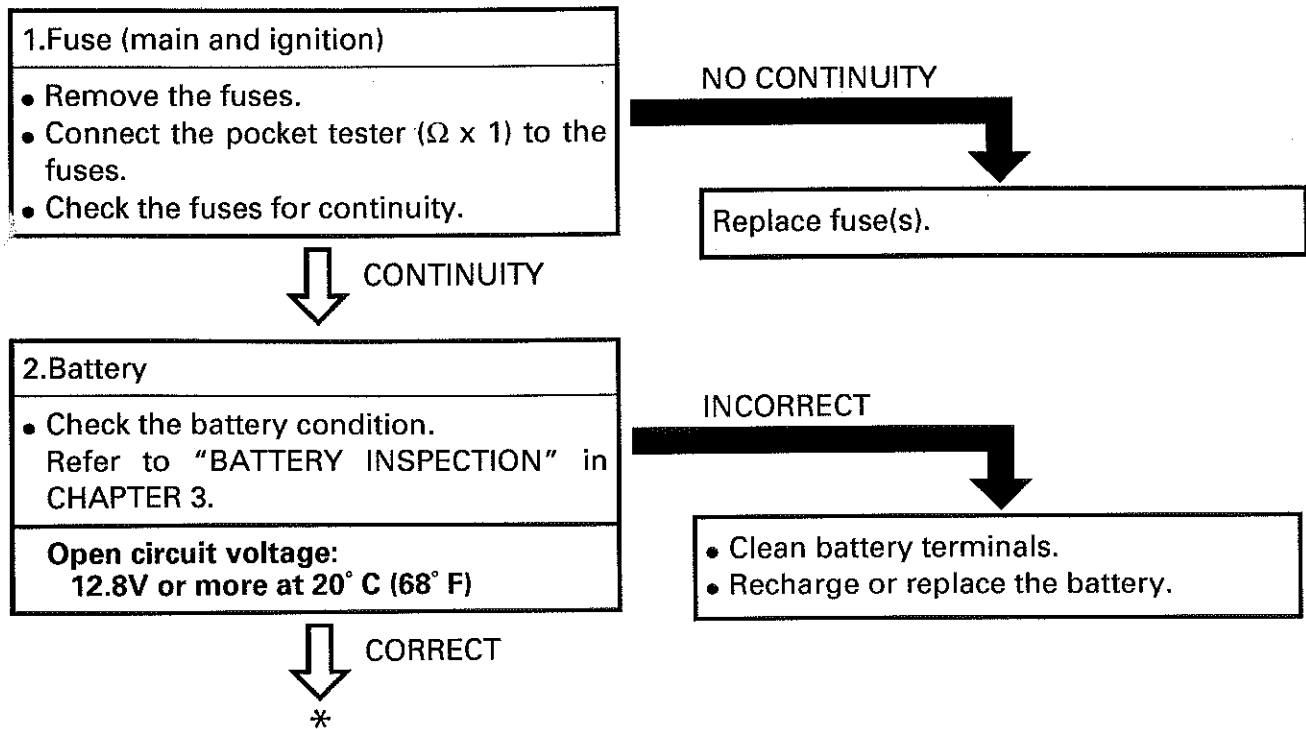
Check;

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ol style="list-style-type: none"> 1.Fuse (main and ignition) 2.Battery 3.Starter motor 4.Starting circuit cut off relay 5.Starter relay 6.Main switch 7.“ENGINE STOP” switch | <ol style="list-style-type: none"> 8.Neutral switch 9.Sidestand switch 10.Clutch switch 11.Diode 12.“START” switch 13.Wiring connection
(entire starting system) |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

NOTE:

- Remove the following parts before troubleshooting.
 - 1)Seat
 - 2)Top cover
 - 3)Inner panels
 - 4)Side cowlings
 - 5)Side covers
- Use the following special tool(s) in this troubleshooting.

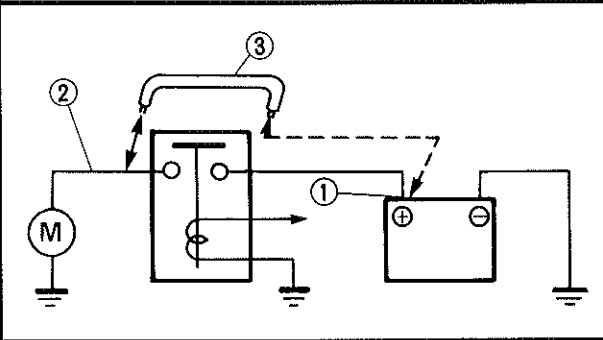
	Pocket tester: YU-03112/90890-03112
-----------------------------------------------------------------------------------	-----------------------------------------------





3. Starter motor

- Connect the battery positive terminal ① and starter motor cable ② using a jumper lead ③ * .
- Check the starter motor for operation.



4. Starting circuit cut-off relay

- Disconnect the starting circuit cut-off relay coupler from the wireharness.
- Connect the pocket tester ($\Omega \times 1$) and battery (12V) to the starting circuit cut-off relay coupler terminals.

Battery (+) terminal → Red/Black terminal ①

Battery (-) terminal → Black/Yellow terminal ②

Tester (+) terminal → Blue terminal ③

Tester (-) terminal → Blue/White ④

*

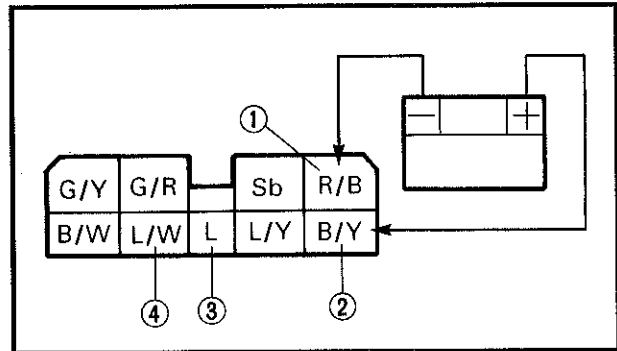
⚠ WARNING

- A wire for jumper lead must have the equivalent capacity as that of the battery lead or more, otherwise it may cause the jumper lead to be burned.
- This check is likely to produce sparks, so be sure that no flammable gas or fluid is in the vicinity.

DOES NOT MOVE



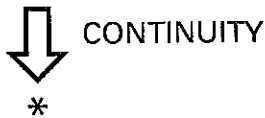
Repair or replace starter motor.



NO CONTINUITY



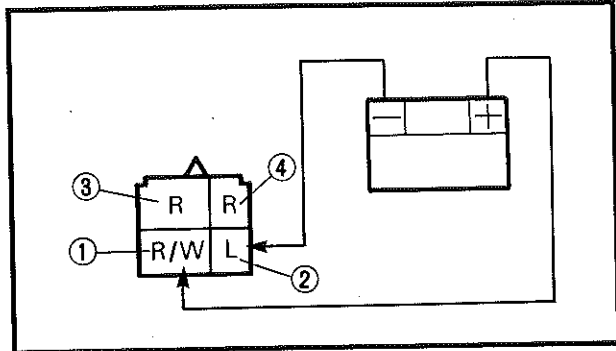
Replace starting circuit cut-off relay.





5. Starter relay

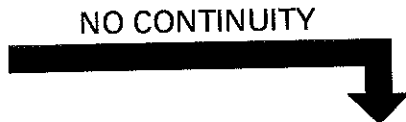
- Disconnect the relay unit coupler from the wireharness.
- Connect the pocket tester ($\Omega \times 1$) and battery (12V) to the relay unit coupler terminals.



Battery (+) terminal → **Red/White terminal ①**
Battery (-) terminal → **Blue terminal ②**

Tester (+) lead → **Red terminal ③**
Tester (-) lead → **Red terminal ④**

- Check the starter relay for continuity.

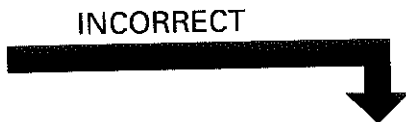
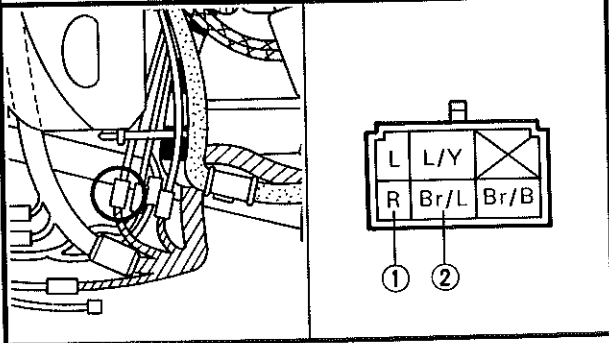


Replace starter relay.

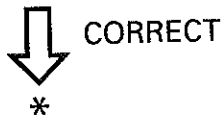


6. Main switch

- Disconnect the main switch coupler from the wireharness.
- Check the switch component for the continuity between "Red ① and Brown/Blue ②". Refer to "CHECKING OF SWITCHES".



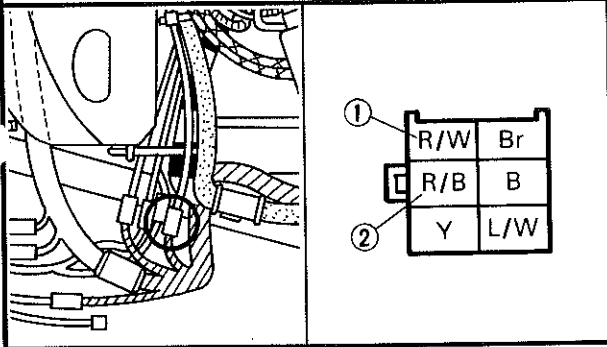
Replace main switch.





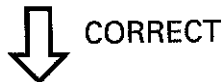
7. "ENGINE STOP" switch

- Disconnect the handlebar switch (right) coupler from the wireharness.
- Check the switch component for the continuity between "Red/White ① and Red/Black ②". Refer to "CHECKING OF SWITCHES".



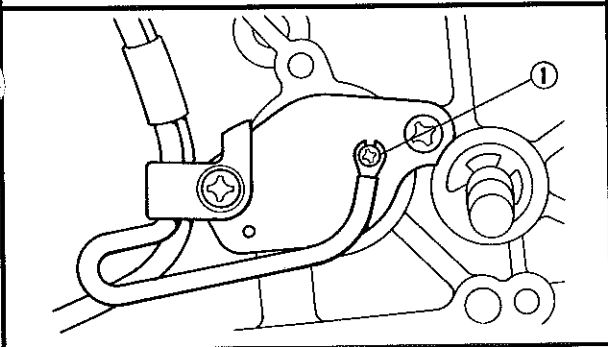
INCORRECT

Replace handlebar switch (right).



8. Neutral switch

- Check the switch component for the continuity between terminal ① and Ground. Refer to "CHECKING OF SWITCHES".



INCORRECT

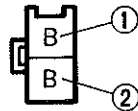
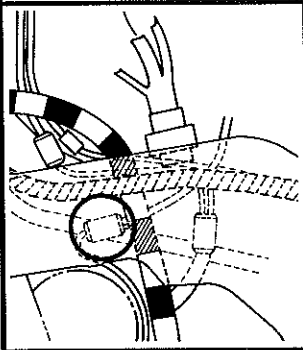
Replace neutral switch.





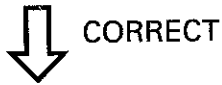
9. Sidestand switch

- Disconnect the sidestand switch coupler from the wireharness.
- Check the switch component for the continuity between "Black ① and Black ②".
Refer to "CHECKING OF SWITCHES".



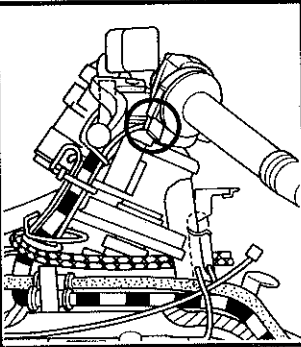
INCORRECT

Replace sidestand switch.



10. Clutch switch

- Disconnect the clutch switch coupler from wireharness.
- Check the clutch switch component for the continuity between "Blue/Yellow ① and Black/Yellow ②".
Refer to "CHECKING OF SWITCHES".



INCORRECT

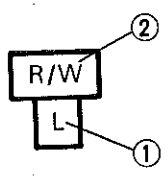
Replace clutch switch.





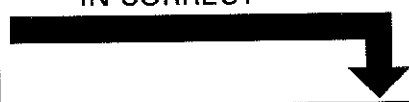
11. Diode

- Disconnect the diode coupler from the wireharness.
- Connect the pocket tester ($\Omega \times 1$) to the diode terminal.
- Check the relay unit for continuity.



NO CONTINUITY
Tester (+) lead → Blue terminal ①
Tester (-) lead → Red/White terminal ②
CONTINUITY
Tester (+) lead → Red/White terminal ②
Tester (-) lead → Blue terminal ①

IN CORRECT

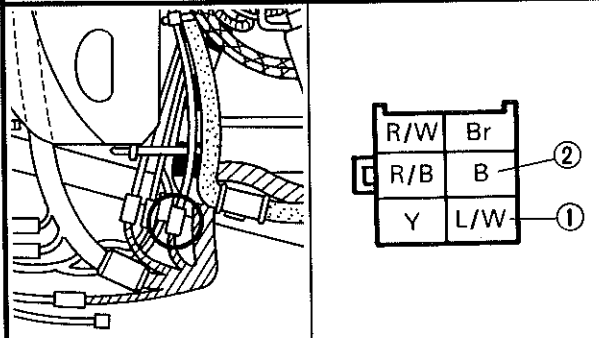


Replace diode unit.

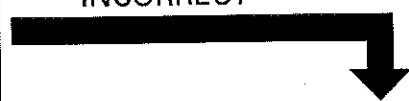


12. "START" switch

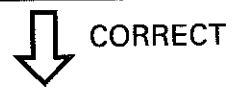
- Disconnect handlebar switch (right) coupler from wireharness.
- Check the "START" switch component for the continuity between "Blue/White ① and Black ②". Refer to "CHECKING OF SWITCHES".



INCORRECT



Replace handlebar switch (right).



13. Wiring connection

- Check the entire starting system for connections. Refer to "CIRCUIT DIAGRAM".

POOR CONNECTION



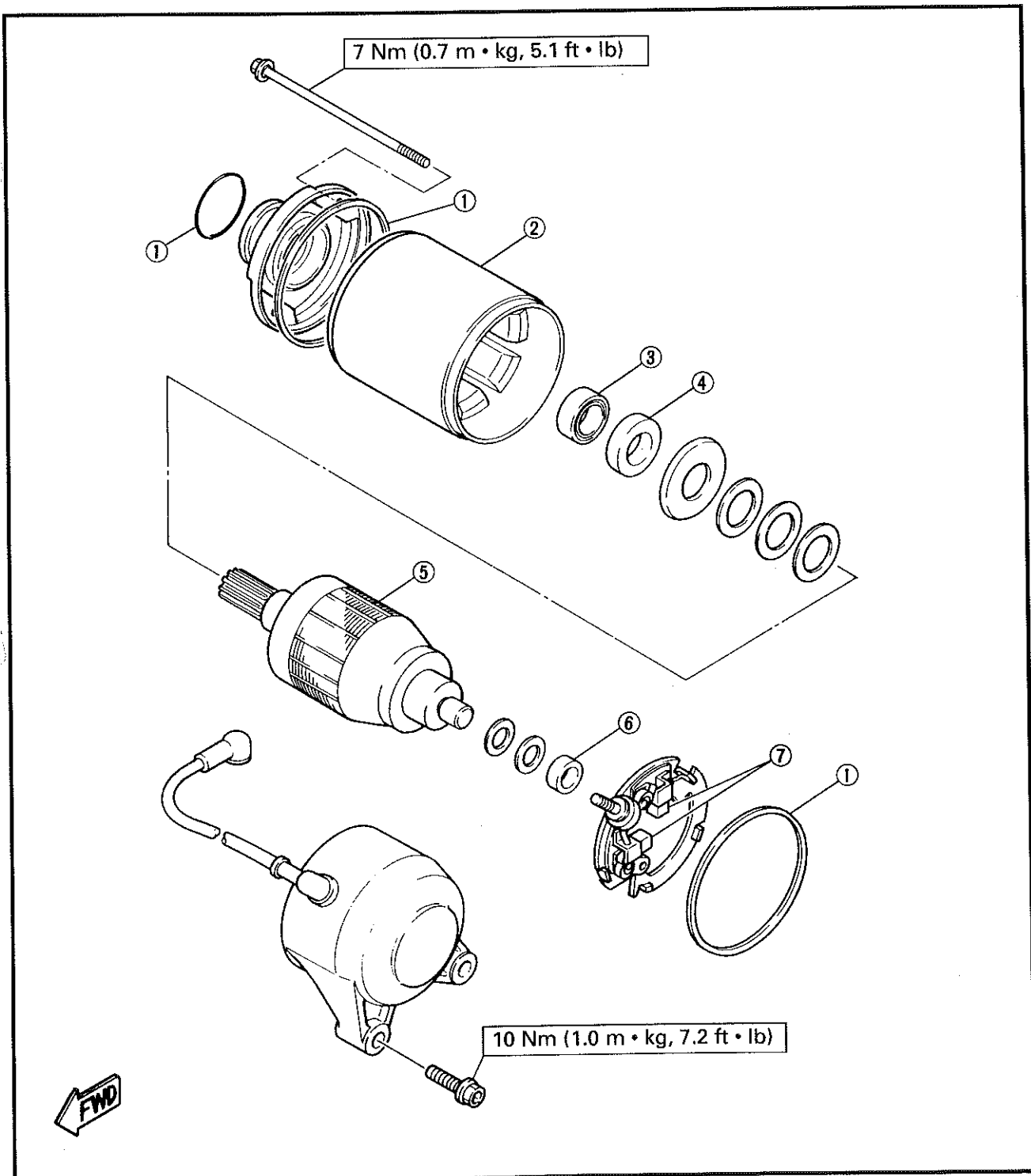
Correct.



STARTER MOTOR

- ① O-ring
- ② Yoke
- ③ Bearing
- ④ Oil seal
- ⑤ Armature
- ⑥ Bushing
- ⑦ Brush

A	ARMATURE COIL RESISTANCE: 0.0018 ~ 0.0022 Ω at 20° C (68° F)
B	BRUSH WEAR LIMIT: 4 mm (0.16 in)
C	COMMUTATOR WEAR LIMIT: 27 mm (1.06 in)
D	MICA UNDERCUT: 0.7 mm (0.03 in)



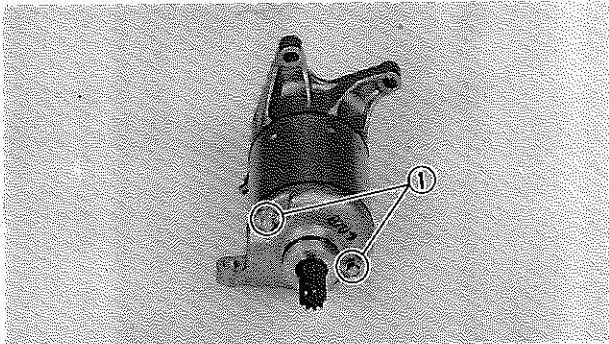


Removal

1.Remove:

- Starter motor

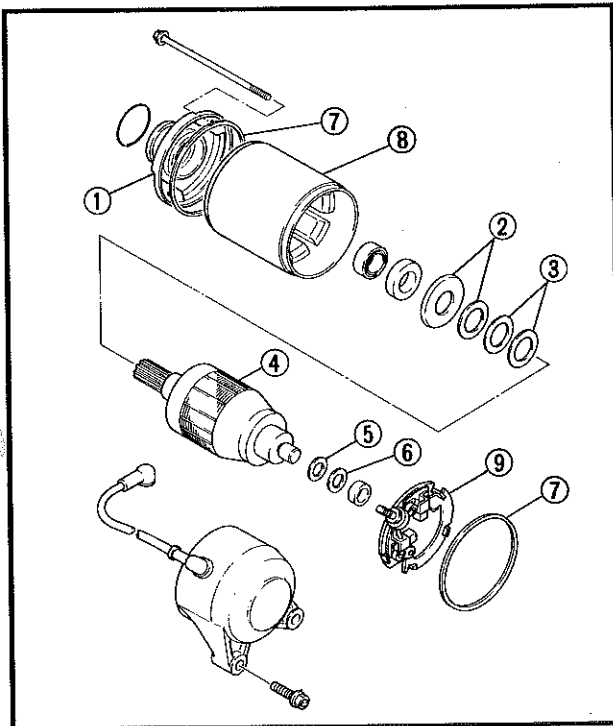
Refer to "ENGINE OVERHAUL-ENGINE REMOVAL" in CHAPTER 4.



Disassembly

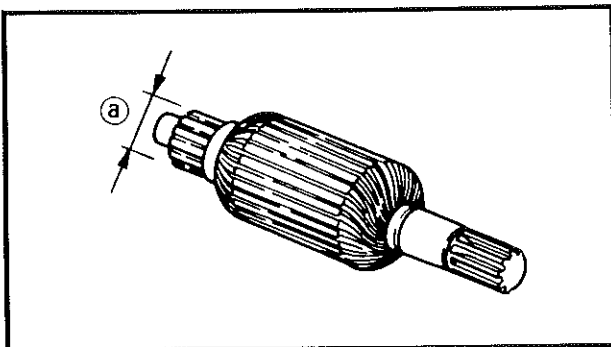
1.Remove:

- Bolts ① (with washer and O-ring)



2.Remove:

- Bracket ①
- Washers ②
- Shims ③
- Armature ④
- Washer ⑤
- Shims ⑥
- O-rings ⑦
- Yoke ⑧
- Brushes ⑨



Inspection and repair

1.Inspect:

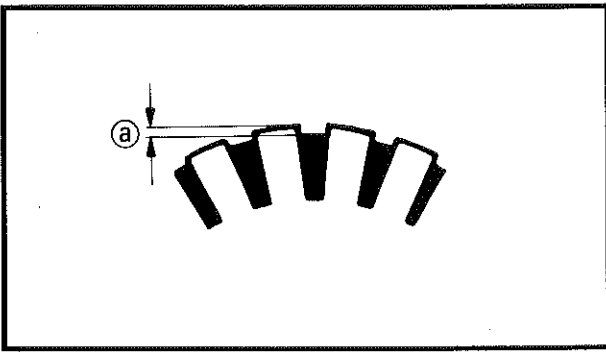
- Commutator


Dirty → Clean it with #600 grit sandpaper.

2.Measure:

- Commutator diameter @


Out of specification → Replace starter motor.



 **Commutator wear limit:**
27 mm (1.06 in)

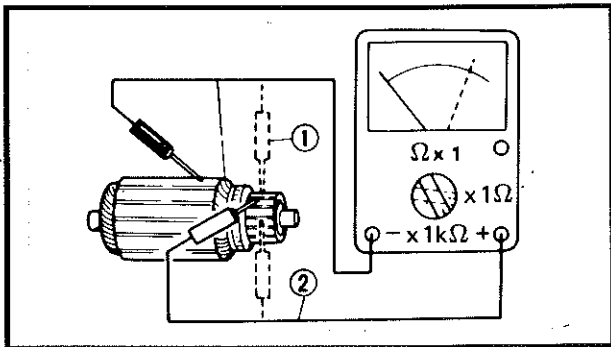
3.Measure:

- Mica undercut ①
Out of specification → Scrape the mica to proper value use a hacksaw blade can be ground to fit.

 **Mica undercut:**
0.7 mm (0.03 in)

NOTE:

The mica insulation of the commutator must be undercut to ensure proper operation of commutator.




4.Inspect:

- Armature coil (insulation/continuity)
Defects → Replace starter motor.

Inspecting steps:


- Connect the pocket tester for continuity check ① and insulation check ②.
- Measure the armature resistances.

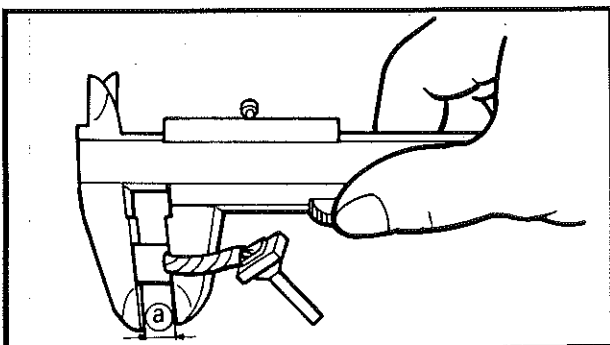
 **Armature coil resistance:**
Continuity check ①:
0.0018 ~ 0.002Ω at 20° C (68° F)
Insulation check ②:
More than 1MΩ at 20° C (68° F)

- If the resistance is incorrect, replace the starter motor.

5.Measure:

- Brush length ①
Out of specification → Replace.

 **Brush length limit:**
4 mm (0.16 in)





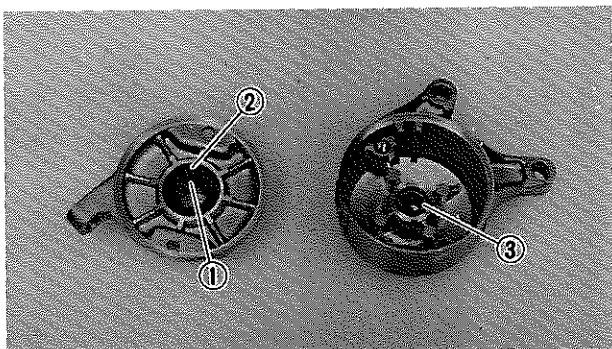
6.Measure:

- Brush spring force
Fatigue/Out of specification → Replace as a set.



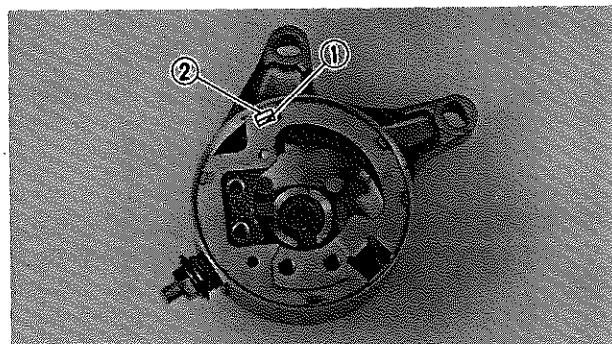
Brush spring force:

570 ~ 920 g (20.1 ~ 32.5 oz)



7.Inspect:

- Bearing ①
Roughness → Replace.
- Oil seal ②
- O-rings
- Bushing ③
Wear/Damage → Replace.

**Assembly**

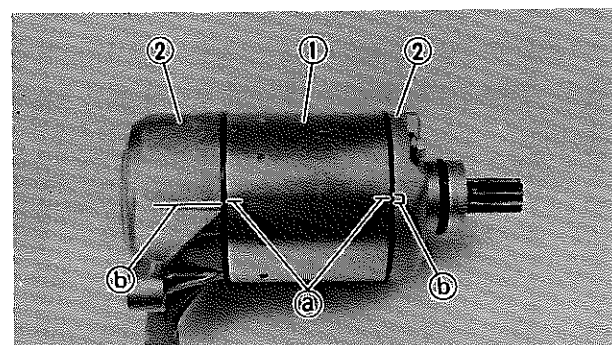
Reserve the "Removal" procedure.
Note the following points.

1.Install:

- Brush seat ①

NOTE:

Align the projection ① on the brush seat with the slot ② on the housing.

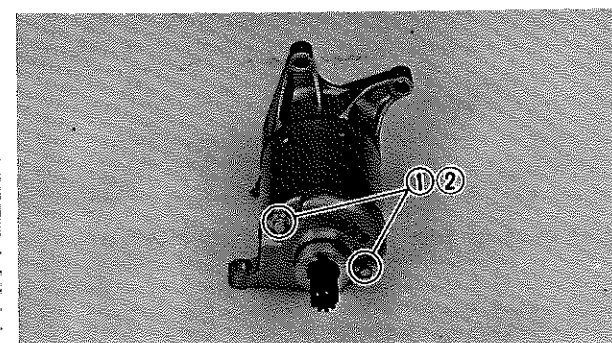


2.Install:

- Yoke ①
- Brackets ②

NOTE:

Align the match marks (a) on the yoke with the match marks (b) on the brackets.



3.Install:

- O-rings ①
- Washer
- Bolts ②

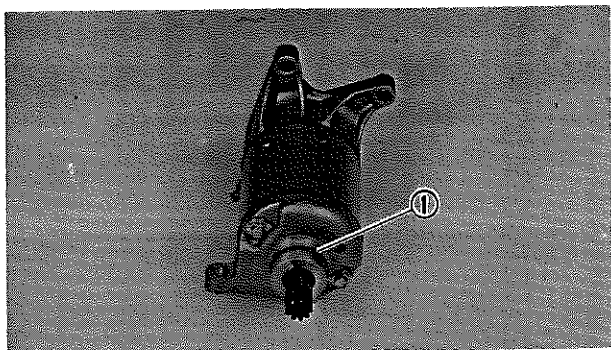
⚠ WARNING

Always use new O-rings.



Bolt (yoke assembly):

7 Nm (0.7 m • kg, 5.1 ft • lb)



Installation

1. Install:

- Starter motor

NOTE:

Apply a grease lightly to the O-ring ①.



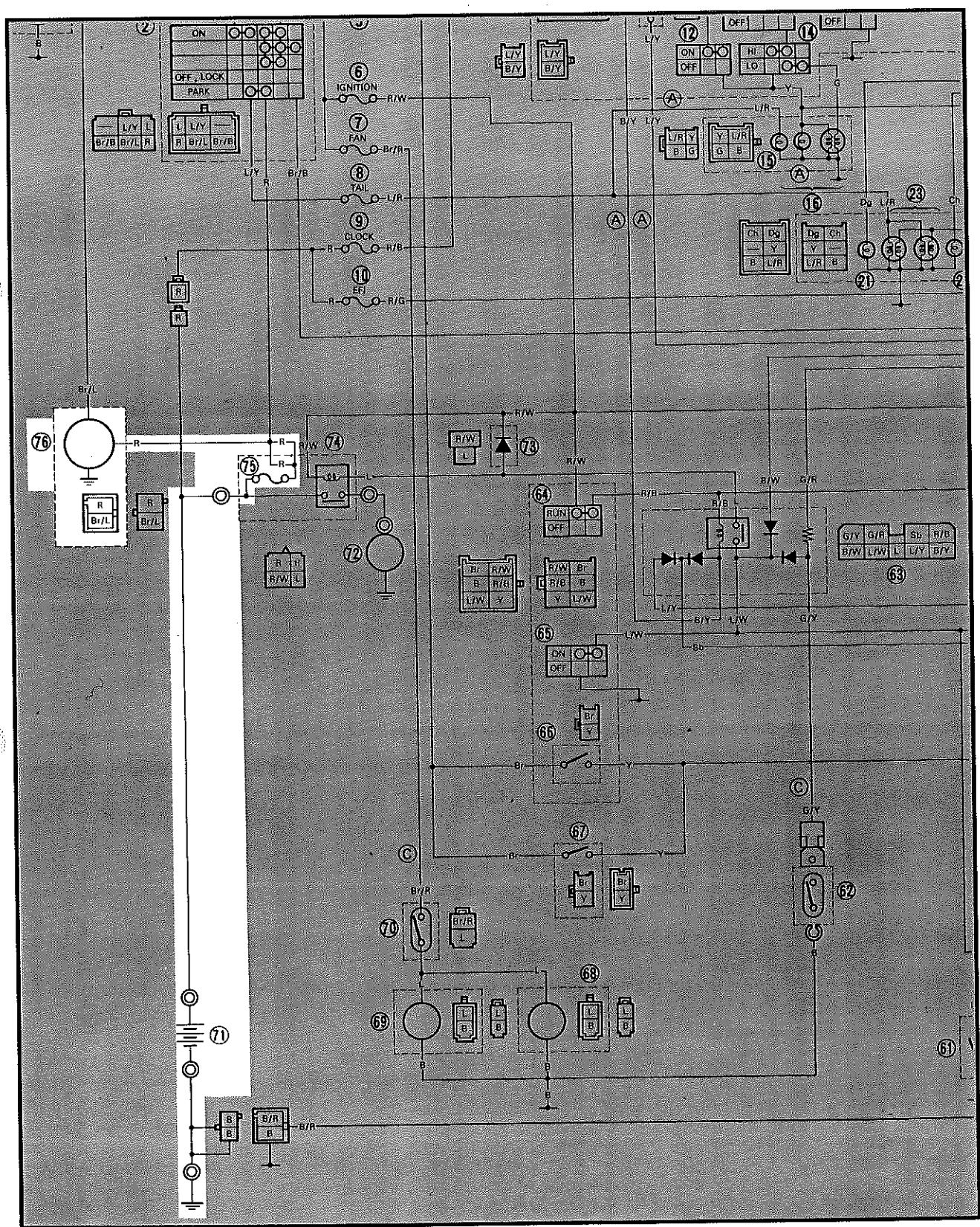
Bolt (starter motor):

10 Nm (1.0 m • kg, 7.2 ft • lb)

Refer to "ENGINE OVERHAUL-ENGINE REMOUNTING" in CHAPTER 4.

**CHARGING SYSTEM
CIRCUIT DIAGRAM**

- ⑦ Battery
- ⑦② Fuse (MAIN)
- ⑦⑥ AC genelator





TROUBLESHOOTING

THE BATTERY IS NOT CHARGED.

Procedure

Check;

- 1.Fuse (main)
- 2.Battery
- 3.Charging voltage
- 4.Stator coil resistance
- 5.Brush inspection
- 6.Field coil (rotor) resistance
- 7.Wiring connection (entire charging system)

NOTE:

- Remove the following parts before troubleshooting.
 - 1)Seat
 - 2)Top cover
 - 3)Inner panels
 - 4)Side cowlings
 - 5)Side covers
- Use the following special tool(s) in this troubleshooting.



Inductive tachometer:
YU-08036/ 90890-03113
Pocket tester:
YU-63112/90890-03112

1.Fuse (main)

- Remove the fuses.
- Connect the pocket tester ($\Omega \times 1$) to the fuses.
- Check the fuses for continuity.

NO CONTINUITY

Replace fuse(s).

CONTINUITY

2.Battery

- Check the battery condition. Refer to "BATTERY INSPECTION" in CHAPTER 3.

INCORRECT

- Clean battery terminals.
- Recharge or replace the battery.

Open circuit voltage:
12.8 V or more at 20° C(68° F)

CORRECT

*



3. Charging voltage

- Connect the inductive tachometer to spark plug lead.
- Connect the pocket tester (DC 20V) to the battery.

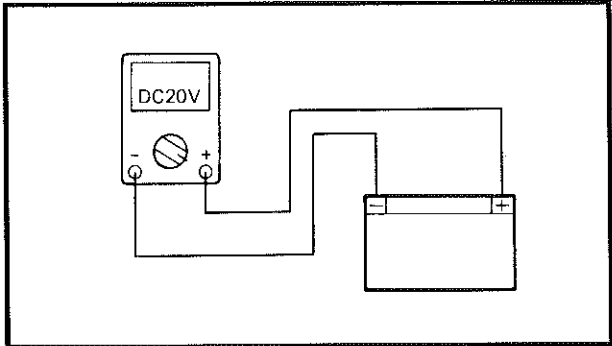
Tester (+) lead → Battery (+) terminal
 Tester (-) lead → Battery (-) terminal

- Start the engine and accelerate to about, 5,000 r/min.
- Check charging voltage.

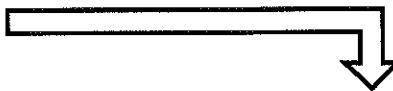


Charging voltage:
 14 V at 3,000 r/min

NOTE:
 Use a full charged battery.



MEETS SPECIFICATION



Charging circuit is good.

OUT OF SPECIFICATION

4. Stator coil resistance

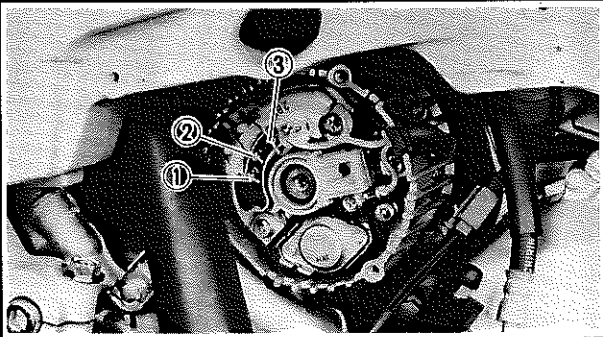
- Remove the generator cover.
- Connect the pocket tester " $\Omega \times 1$ " to the starter coils.
- Measure the starter coil resistance.



Stator coil resistance:
 0.13 ~ 0.15 Ω at 20° C (68° F)

Tester (+) lead → White lead ①
 Tester (-) lead → White lead ②

Tester (+) lead → White lead ①
 Tester (-) lead → White lead ③



OUT OF SPECIFICATION



Replace stator assembly.

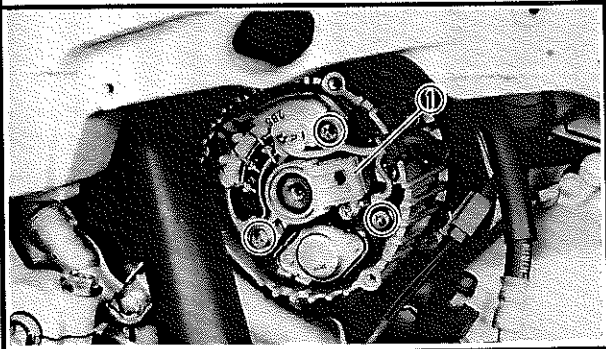
BOTH MEET SPECIFICATION

*



5. Brush inspection

- Remove the brush holder ①.
- Inspect the brush spring.
- Measure the brush length.



Brush length limit:
4.7 mm (0.19 in)
Brush spring force:
550 g (19.4 oz)

OUT OF SPECIFICATION

Replace the brush and/or spring.

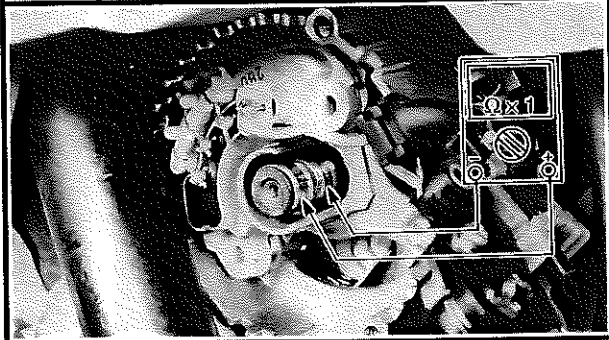
BOTH MEET SPECIFICATION

6. Field coil (rotor) resistance

- Connect the pocket tester " $\Omega \times 1$ " to the rotor.
- Measure the resistance.



Field coil (rotor) resistance:
2.7 ~ 3.1 Ω at 20° C (68° F)



OUT OF SPECIFICATION

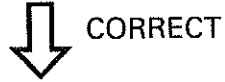
Replace field coil (rotor).

MEETS SPECIFICATION

*



7.Wiring connection
• Check the entire charging system for connections.
Refer to "CIRCUIT DIAGRAM".



Replace rectifier/regulator.

POOR CONNECTION

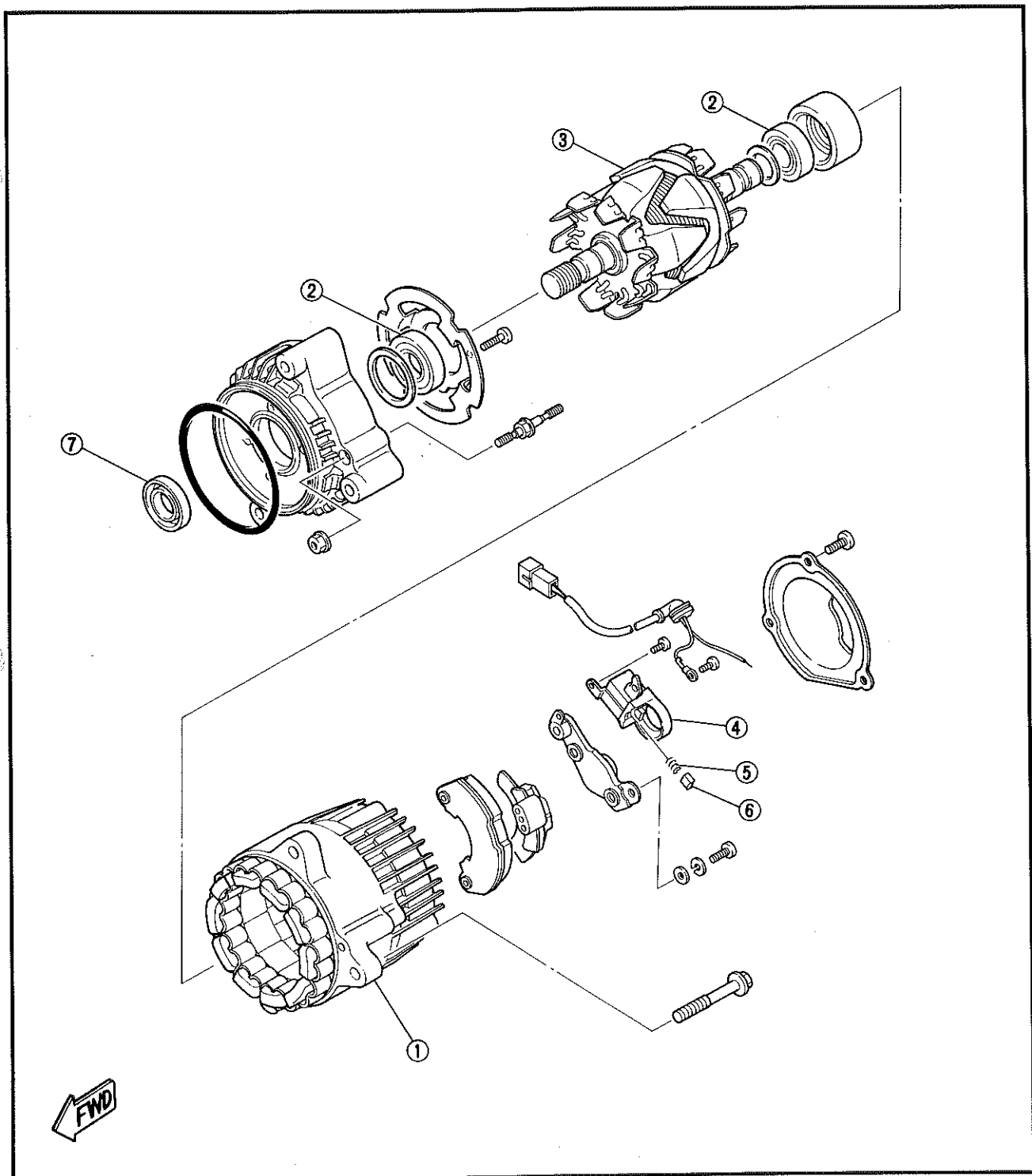


Correct.



AC GENERATOR

- ① Stator coil
- ② Bearing
- ③ Field coil
- ④ Brush holder
- ⑤ Brush spring
- ⑥ Brush
- ⑦ Oil seal



Removal

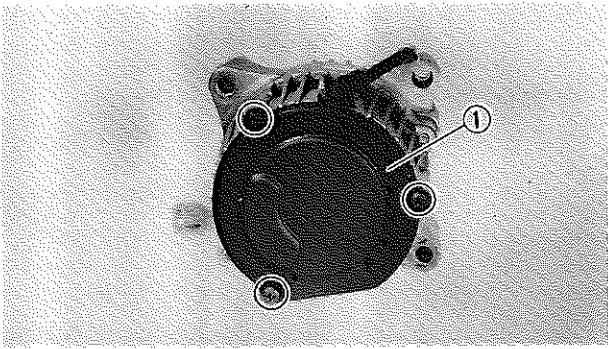
1.Remove:

- AC generator
Refer to "ENGINE OVERHAUL – ENGINE REMOVAL" in CHAPTER 4.

Disassembly

1.Remove:

- Cover ①



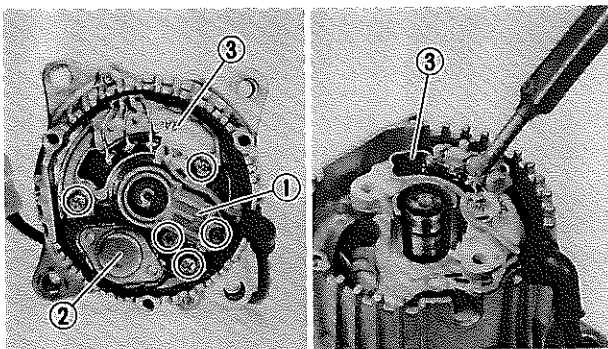
2.Remove:

- Brush holder ①
- Regulator ②

3.Remove:

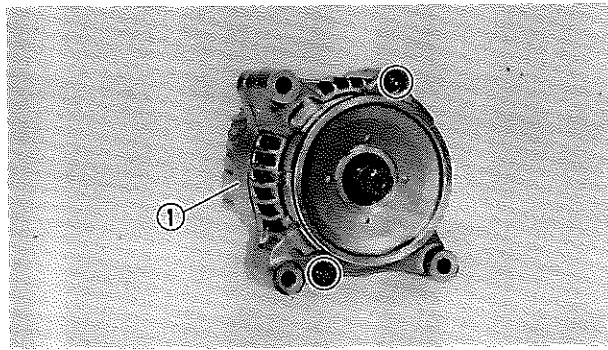
- Rectifier ③

NOTE: _____
 Use a soldering iron to disconnect the stator coil leads.



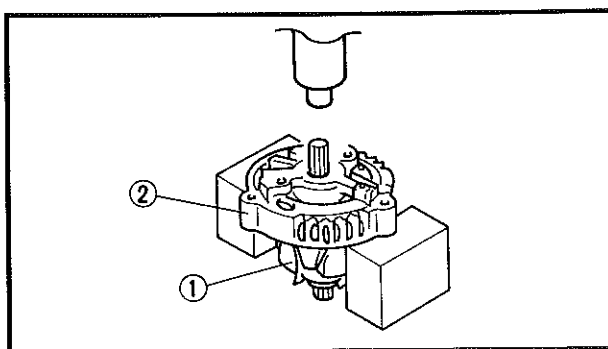
4.Remove:

- Stator coil housing ①



5.Remove:

- Field coil ①
Press out field coil ① from end frame ② using a press machine and V-brock.





Inspection and repair

1. Inspect:

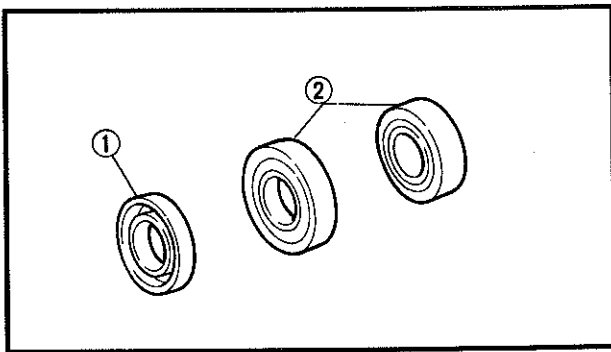
- Stator coil resistance
Refer to "TROUBLESHOOTING – 4. Stator coil resistance".

2. Inspect:

- Brush
Refer to "TROUBLE SHOOTING – 5. Brush inspection".

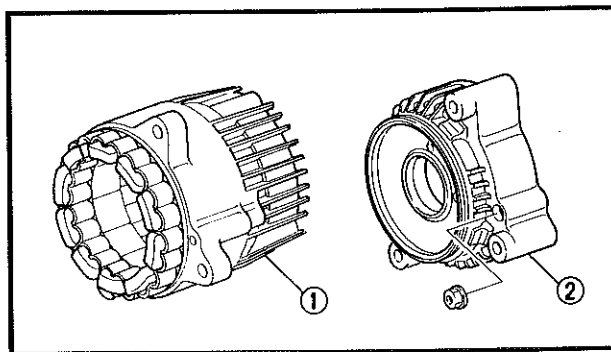
3. Inspect:

- Field coil (rotor) resistance
Refer to "TROUBLE SHOOTING – 6. Field coil (rotor) resistance".



4. Inspect:

- Stator coil housing ①
- End frame ②
Cracks/Damage → Replace.

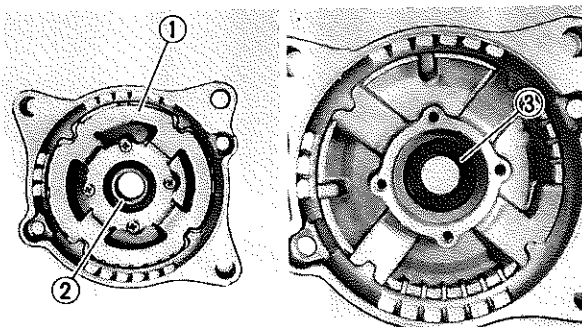


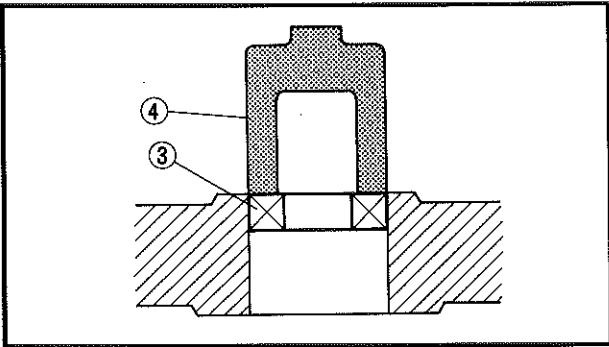
5. Inspect:

- Oil seal ①
Wear/Damage → Replace.
- Bearings ②
Roughness/Damage → Replace.

Replacement steps (on end frame):

- Clean the end frame assembly using clean solvent.
- Remove the bearing retainer ① and bearing ②.
- Remove the oil seal ③.
- Install the oil seal (new).

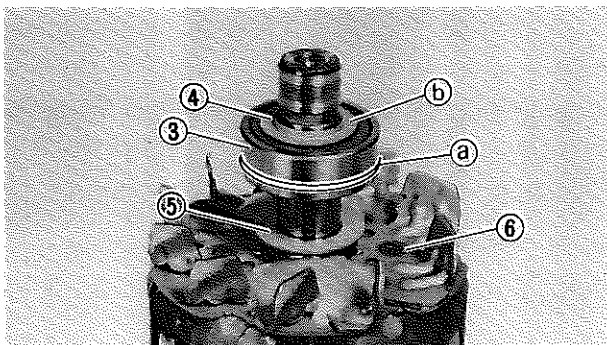
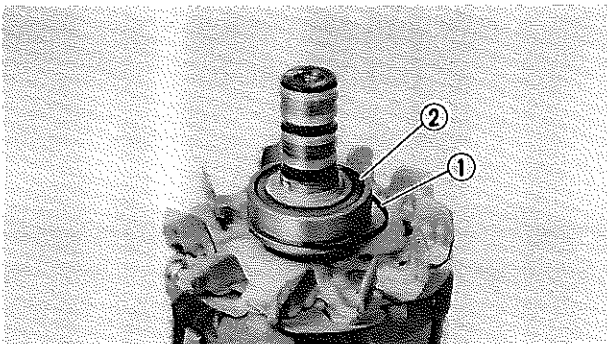




NOTE: _____
 When removing and installing the oil seal (3), using a socket (4) that matches the outside diameter of the oil seal.

- Install the bearing (new) (2) and bearing retainer (1).

 **Screw (bearing retainer):**
 6 Nm (0.6 m • kg, 4.3 ft • lb)



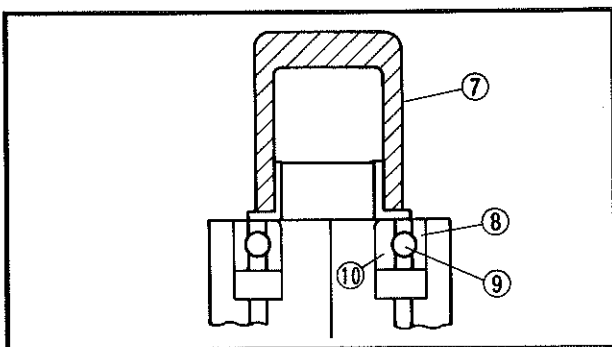
Replacement steps (on rotor shaft):

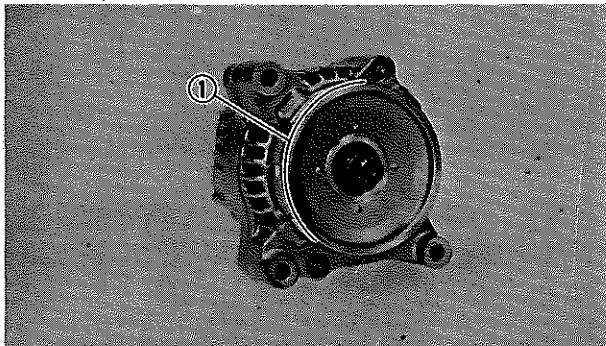
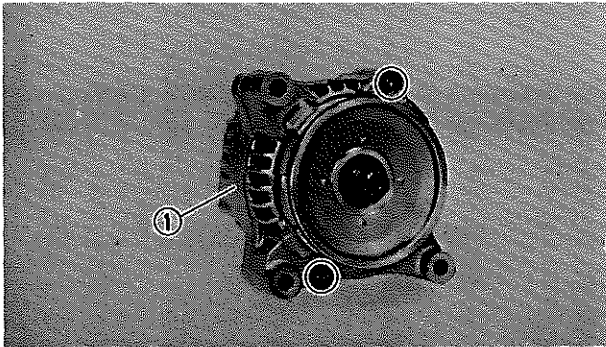
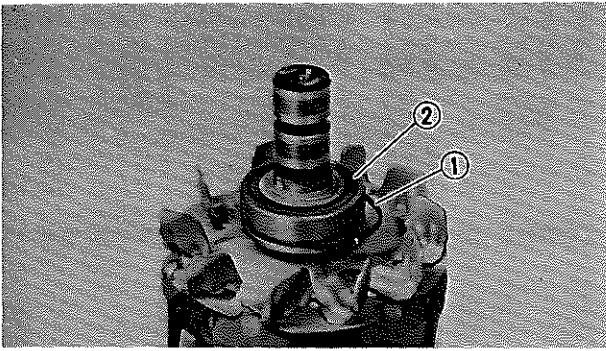
- Remove the stopper ring (1) from bearing (2).
- Remove the bearing (3) together with the flange washer (4) using a general bearing puller.
- Remove the washer (5).
- Clean the rotor shaft and install the washer.
- Install the bearing (3) (new) and flange washer (4).

NOTE: _____
 ● Install the bearing with the groove (a) side facing the field coil (6) and the flange (b) of the washer facing away from the bearing.
 ● Use a socket (7) that matches the inside diameter of the race of the bearing.

CAUTION: _____

Do not strike the outer race (8) or balls (9) of the bearing. Contact should be made only with the center race (10).



**Assembly**

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

1.Install:

- Stopper ring ①
(onto bearing ②)

⚠ WARNING

Always use a new stopper ring.

2.Install:

- Stator coil housing ①



Nut (stator coil housing)
7 Nm (0.7 m · kg, 5.1 ft · lb)

Installation**1.Install:**

- AC generator

NOTE:

Apply grease lightly to the O-ring ①.



Bolt (AC generator):
25 Nm (2.5 m · kg, 18 ft · lb)

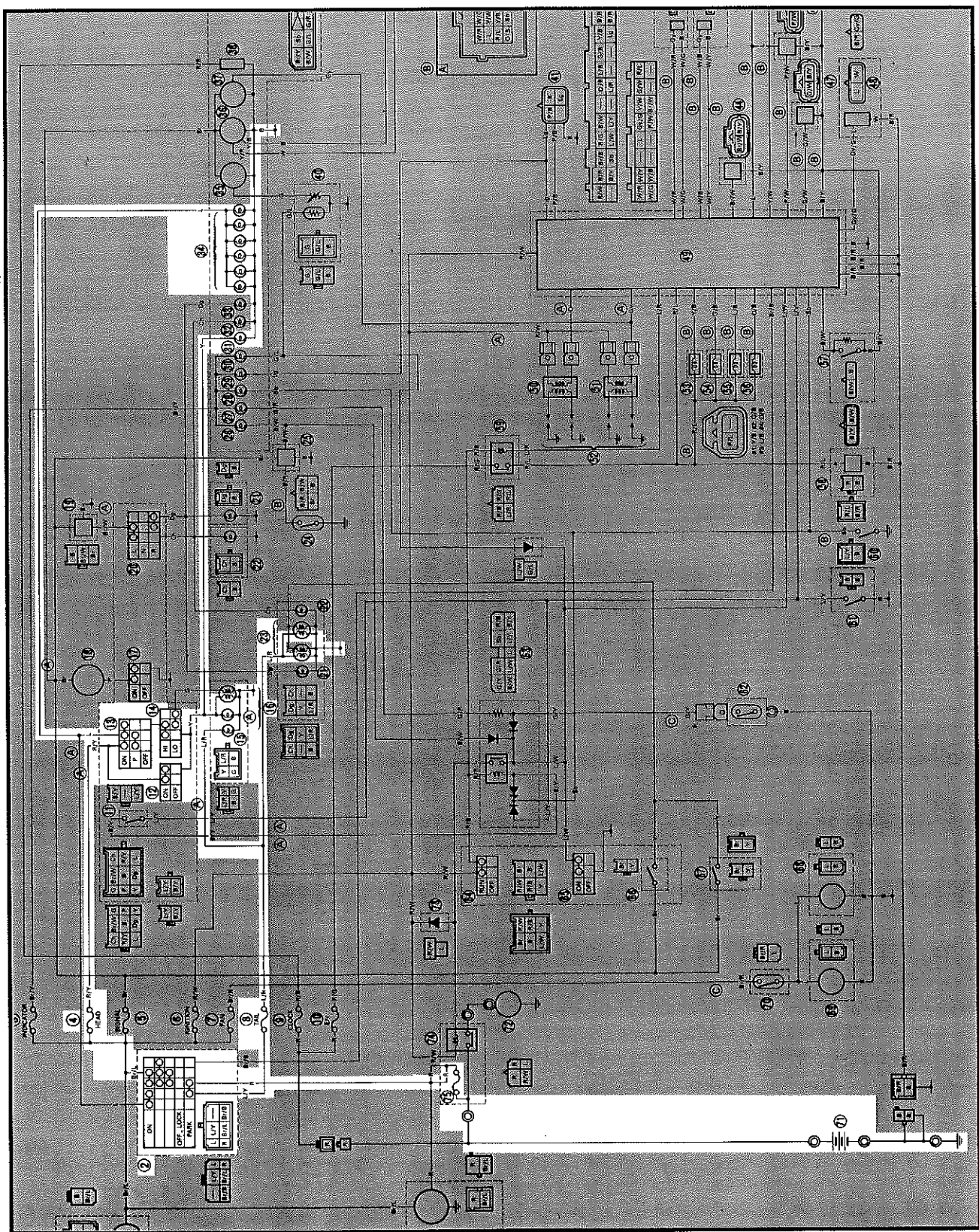
Refer to "ENGINE OVERHAUL – ENGINE INSTALLATION" in CHAPTER 4.

**LIGHTING SYSTEM
CIRCUIT DIAGRAM**

- ② Main switch
- ④ Fuse (HEAD)
- ⑧ Fuse (TAIL)

- ⑫ "PASS" switch
- ⑬ "LIGHTS" switch
- ⑭ "LIGHTS" (dimmer) switch
- ⑮ Auxiliary light
- ⑯ Headlight
- ⑳ Tail/brake light

- ㉑ "HIGH BEAM" indicator light
- ㉒ Meter light
- ㉓ Battery
- ㉔ Fuse (MAIN)





TROUBLESHOOTING

HEADLIGHT "HIGH BEAM" INDICATOR LIGHT, TAILLIGHTS, AND/OR METER LIGHT DO NOT COME ON.

Procedure

Check;

1. Fuse (main, head and tail)
2. Battery
3. Main switch
4. "LIGHTS" switch/"LIGHTS" (dimmer) switch
5. "PASS" switch
6. Wiring connection (entire lighting system)

NOTE:

- Remove the following parts before troubleshooting.
 - 1) Seat
 - 2) Top cover
 - 3) Inner panels
 - 4) Side cowlings
 - 5) Side covers
- Use the following special tool(s) in this troubleshooting.



**Pocket tester:
YU-03112/90890-03112**

1. Fuse (main, head and tail)

- Remove the fuses.
- Connect the pocket tester ($\Omega \times 1$) to the fuses.
- Check the fuses for continuity.

↓ CONTINUITY

2. Battery

- Check the battery condition. Refer to "BATTERY INSPECTION" in CHAPTER 3.

**Open circuit voltage:
12.8 V or more at 20° C (68° F)**

↓ CORRECT
*

NO CONTINUITY

Replace fuse(s).

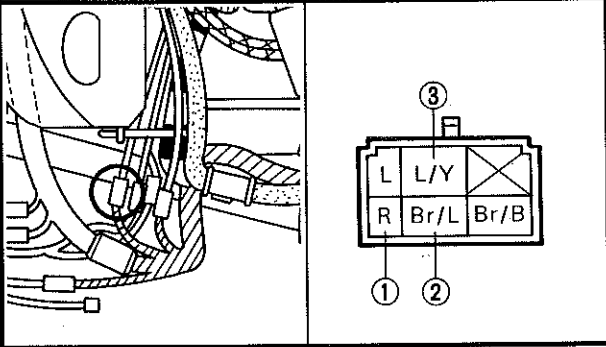
INCORRECT

- Clean battery terminals.
- Recharge or replace the battery.



3. Main switch

- Disconnect the main switch coupler from the wireharness.
- Check the switch component for the continuity between "Red ① and Brown/Blue ②", "Red ① and Blue/Yellow ③". Refer to "CHECKING OF SWITCHES".



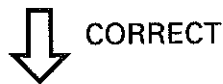
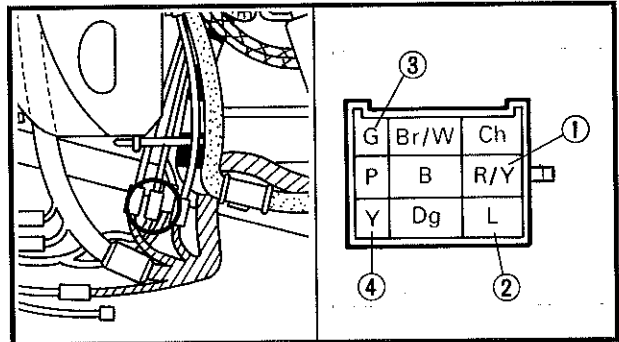
INCORRECT



Replace main switch.

4. "LIGHTS" switch/"LIGHTS" (dimmer) switch

- Disconnect the handlebar switch (left) coupler from the wireharness.
- Turn the "LIGHTS" switch to the "ON" or "P".
- Check the switch component for the continuity between "Red/Yellow ① and Blue ②".
- Turn the "LIGHTS" (dimmer) switch to the "LO".
- Check the switch component for the continuity between "Red/Yellow ① and Green ③".
- Set the position of the "LIGHTS" (dimmer) switch to the "HI".
- Check the switch component for the continuity between "Red/Yellow ① and Yellow ④". Refer to "CHECKING OF SWITCHES".



INCORRECT



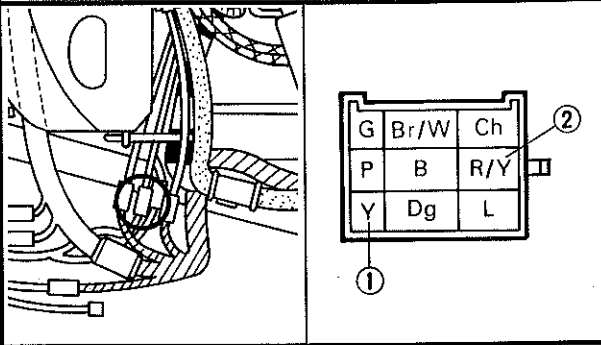
"LIGHTS" switch/"LIGHTS" (dimmer) switch are faulty, replace handlebar switch (left).

*



5. "PASS" switch

- Disconnect the handlebar switch (left) coupler from the wireharness.
- Check the switch component for the continuity between "Yellow ① and Red/Yellow ②".
Refer to "CHECKING OF SWITCHES".



INCORRECT

"PASS" switch is faulty, replace handlebar switch (left).

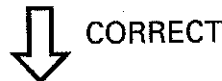


6. Wiring connection

- Check the entire lighting system for connections.
Refer to "WIRING DIAGRAM".

POOR CONNECTION

Correct.



Check condition of each circuit for lighting system.
Refer to "LIGHTING SYSTEM CHECKING" section.

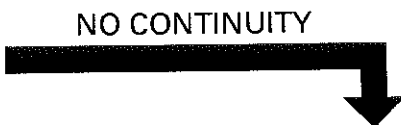


LIGHTING SYSTEM CHECK

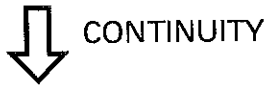
1. Headlight and "HIGH BEAM" indicator light does not come on.

1. Bulb and bulb socket

- Check the bulb and bulb socket for continuity. Refer to "CHECKING OF BULBS".



Replace bulb and/or bulb socket.



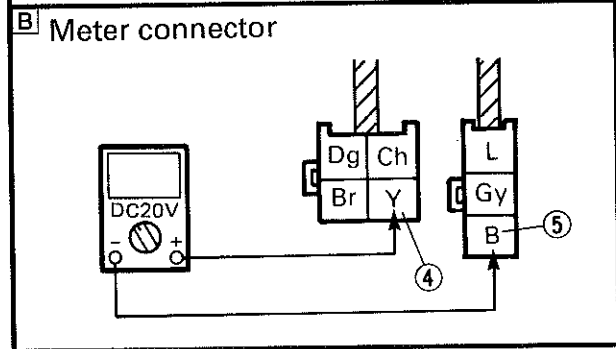
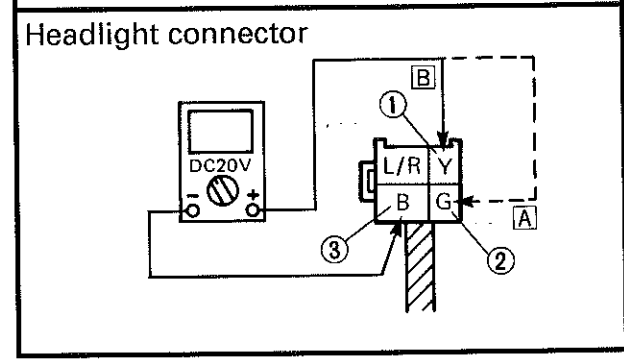
2. Voltage

- Connect the pocket tester (DC 20V) to the headlight and "HIGH BEAM" indicator light couplers.

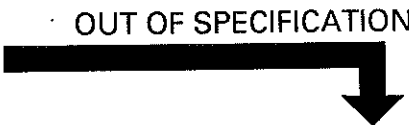
[A] When "LIGHTS" (dimmer) switch is "LO" position.
 [B] When "LIGHTS" (dimmer) switch is "HI" position.

Head light:
 Tester (+) lead → Yellow ① or Green ② lead.
 Tester (-) lead → Black ③ lead.

"HIGH BEAM" indicator light:
 Tester (+) lead → Yellow ④ lead.
 Tester (-) lead → Black ⑤ lead.



- Turn the main switch to "ON".
- Turn the "LIGHTS" switch to "ON" position.
- Turn the "LIGHTS" (dimmer) switch to "LO" or "HI" position.
- Check for voltage (12 V) on the "Green" and "Yellow" lead at bulb socket connectors.



Wiring circuit from main switch to bulb socket connector is faulty, repair.



This circuit is good.



2. Meter light does not come on.

1. Bulb and bulb socket

- Check the bulb and bulb socket for continuity. Refer to "CHECKING OF BULBS".

CONTINUITY

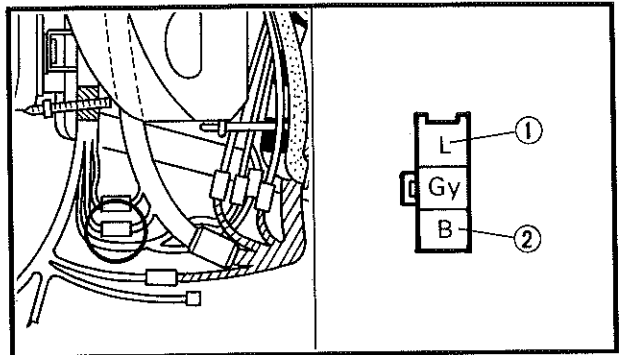
NO CONTINUITY

Replace bulb and/or bulb socket.

2. Voltage

- Connect the pocket tester (20 V) to the bulb socket coupler.

Tester (+) lead → Blue terminal ①
 Tester (-) lead → Black terminal ②



OUT OF SPECIFICATION

Wiring circuit from main switch to bulb socket connector is faulty, repair.

- Turn the main switch to "ON".
- Turn the "LIGHTS" switch to "ON" or "P" position.
- Check for voltage (12 V) on the "Blue" lead at the bulb socket connector.

MEETS SPECIFICATION

This circuit is good.

3. Taillight does not come on.

1. Bulb and bulb socket

- Check the bulb and bulb socket for continuity. Refer to "CHECKING OF BULBS".

CONTINUITY

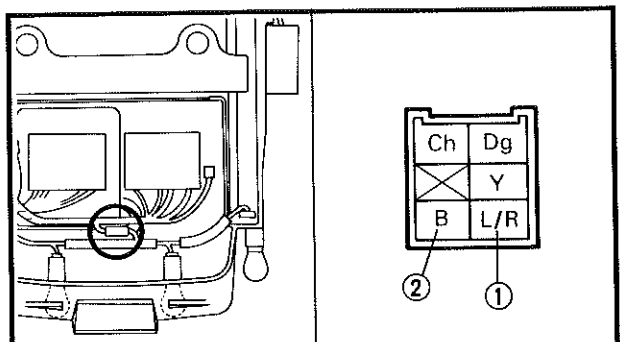
NO CONTINUITY

Replace bulb and/or bulb socket.

2. Voltage

- Connect the pocket tester (DC 20V) to the bulb socket connector.

Tester (+) lead → Blue/Red terminal ①
 Tester (-) lead → Black terminal ②



- Turn the main switch to "ON".
- Turn the "LIGHTS" switch to "ON" or "P" position.
- Check for voltage (12 V) on the "Blue/Red" lead at the bulb socket connector.

MEETS SPECIFICATION

This circuit is good.

OUT OF SPECIFICATION

Wiring circuit from main switch to bulb socket connector is faulty, repair.

4. Auxiliary light does not come on.

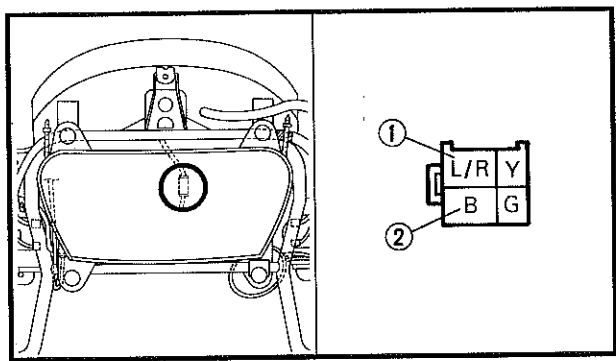
1. Bulb and bulb socket
- Check the bulb and bulb socket for continuity. Refer to "CHECKING OF BULBS".

CONTINUITY

2. Voltage
- Connect the pocket tester (DC 20V) to the bulb socket connector.
- Tester (+) lead → Blue/Red terminal ①
 Tester (-) lead → Black terminal ②

NO CONTINUITY

Bulb and/or socket are faulty, replace.



- Turn the main switch to "ON".
- Turn the "LIGHTS" switch to "ON" or "PO" position.
- Check for voltage (12 V) on the "Blue/Red" lead at the bulb socket connector.

MEETS SPECIFICATION

This circuit is good.

OUT OF SPECIFICATION

Wiring circuit from main switch to bulb socket connector is faulty, repair.



SIGNAL SYSTEM

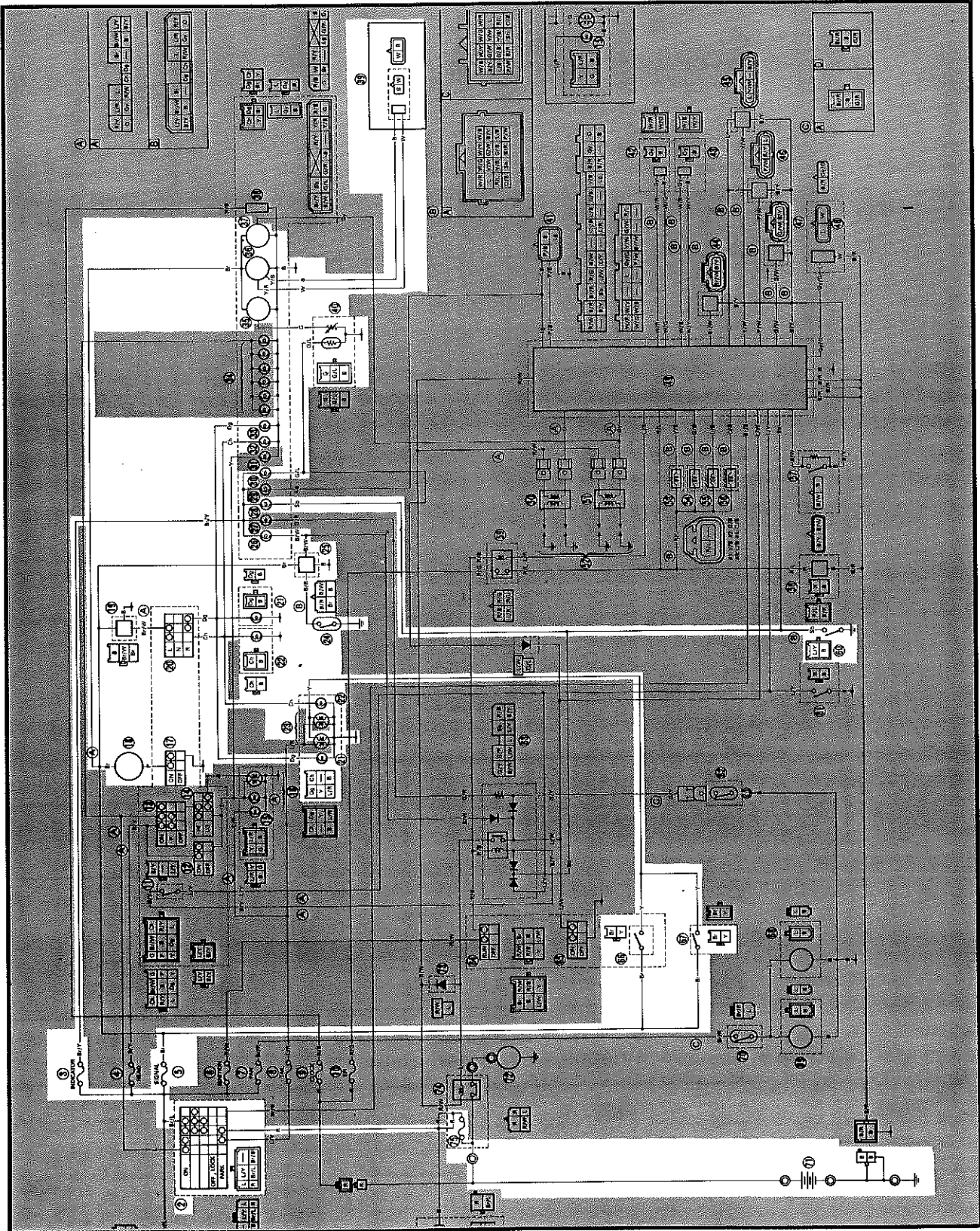
CIRCUIT DIAGRAM

- ② Main switch
- ③ Fuse (INDICATOR)
- ⑤ Fuse (SIGNAL)
- ⑦ "HORN" switch

- ⑧ Horn
- ⑨ Flasher relay
- ⑩ "TURN" switch
- ⑪ Flasher light (right)
- ⑫ Flasher light (left)
- ⑬ Tail/brake light
- ⑭ Oil level switch
- ⑮ Oil light relay

- ⑯ "OIL" level indicator light
- ⑰ "NEUTRAL" indicator light
- ⑱ "FUEL" level indicator light
- ⑲ "TURN" indicator light (left)
- ⑳ "TURN" indicator light (right)
- ㉑ Fuel gauge
- ㉒ Speedometer
- ㉓ Tachometer

- ㉔ Front wheel sensor
- ㉕ Fuel sender
- ㉖ Neutral-switch
- ㉗ Front brake switch
- ㉘ Rear brake switch
- ㉙ Battery
- ㉚ Fuse (MAIN)





TROUBLESHOOTING

- **FLASHER LIGHT, BRAKE LIGHT AND/OR INDICATOR LIGHT DO NOT COME ON.**
- **HORN DOES NOT SOUND.**

Procedure

Check;

- 1.Fuse (main, signal and indicator)
- 2.Battery
- 3.Main switch
- 4.Wiring connection
(entire signal system)

NOTE:

- Remove the following parts before troubleshooting.
 - 1)Seat
 - 2)Top cover
 - 3)Inner panels
 - 4)Side cowlings
 - 5)Front cowling
 - 6)Side cover (left)
- Use the following special tool in this troubleshooting.



Pocket tester:
YU-03112/ 90890-03112

1.Fuse (main, signal and indicator)

- Remove the fuses.
- Connect the pocket tester ($\Omega \times 1$) to the fuses.
- Check the fuses for continuity.

NO CONTINUITY

Replace fuse(s).

CONTINUITY

2.Battery

- Check the battery condition. Refer to "BATTERY INSPECTION" in CHAPTER 3.

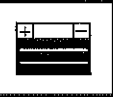
INCORRECT

- Clean battery terminals.
- Recharge or replace the battery.

Open circuit voltage:
12.8 V or more at 20° C (68° F)

CORRECT

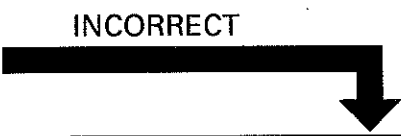
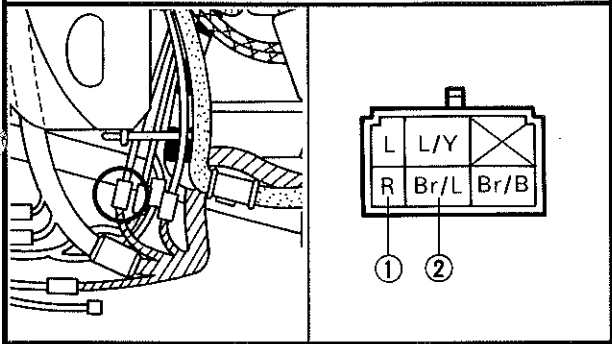
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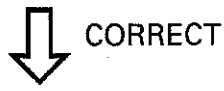
3. Main switch

- Disconnect the main switch coupler from the wireharness.
- Check the switch component for the continuity between "Red ① and Brown/Blue ②".

Refer to "CHECKING OF SWITCHES".



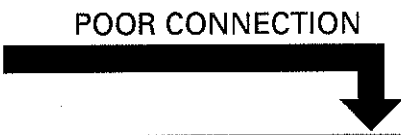
Replace main switch.



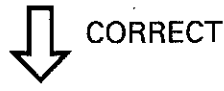
4. Wiring connection

- Check the entire signal system for connections.

Refer to "WIRING DIAGRAM".



Correct.

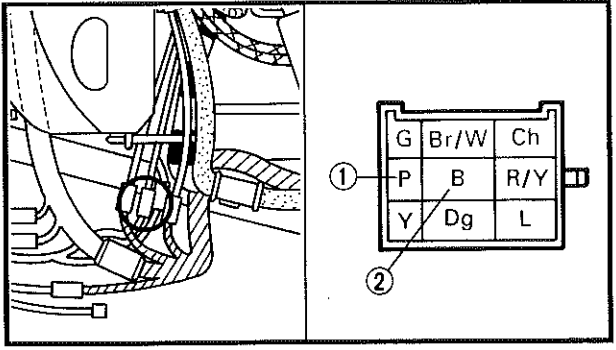


Check condition of each circuit for signal system. Refer to "SIGNAL SYSTEM CHECK".

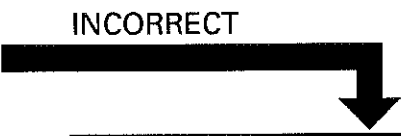
SIGNAL SYSTEM CHECK

1.Horn does not sound.

1."HORN" switch.



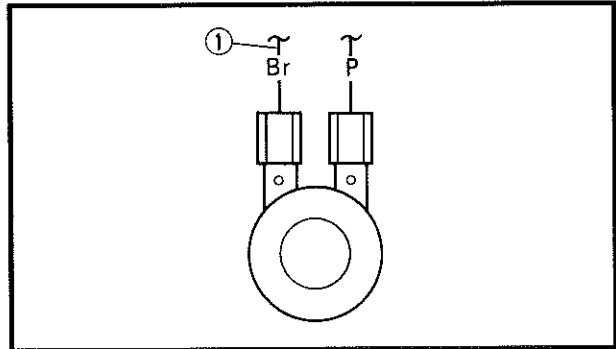
- Disconnect the handlebar switch (left) coupler from wireharness.
 - Check the switch component for the continuity between "Pink ① and Black ②".
- Refer to "CHECKING OF SWITCHES".



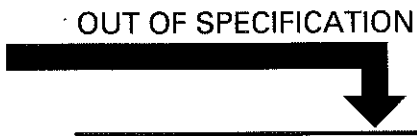
Replace handlebar switch (left).



- 2.Voltage
- Connect the pocket tester (DC 20V) to the horn lead.
- Tester (+) lead → Brown lead ①**
Tester (-) lead → Frame ground



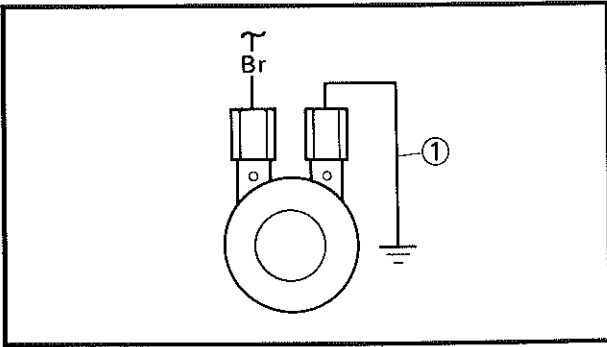
- Turn the main switch to "ON".
- Check for voltage (12 V) on the "Brown" lead at the horn terminal.



Wiring circuit from main switch to horn terminal is faulty, repair.



- 3.Horn
- Disconnect the "Pink" lead at the horn terminal.
 - Connect a jumper lead ① to the horn terminal and ground the jumper lead.
 - Turn the main switch to "ON".



HORN IS SOUNDED

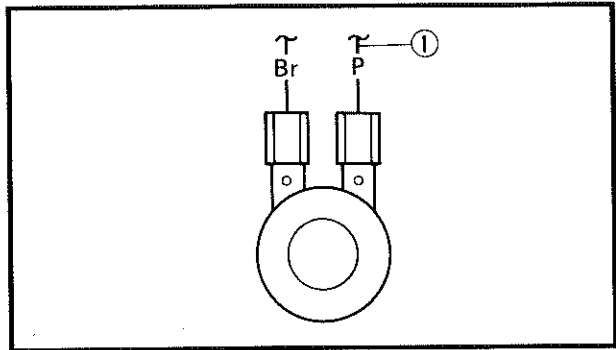
Horn is good.

HORN IS NOT SOUNDED

4.Voltage

- Connect the pocket tester (DC 20V) to the horn at the "Pink" terminal.

Tester (+) lead → Pink lead ①
 Tester (-) lead → Frame ground



- Turn the main switch to "ON".
- Check for voltage (12 V) on the "Pink" lead at the horn terminal.

OUT OF SPECIFICATION

Replace horn.

MEETS SPECIFICATION

Adjust or replace horn.

2.Brake light does not come on.

1.Bulb and bulb socket

- Check the bulb and bulb socket for continuity. Refer to "CHECKING OF BULBS".

NO CONTINUITY

Replace bulb and/or bulb socket.

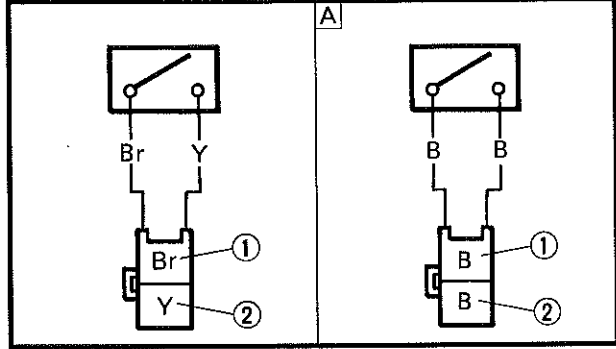
CONTINUITY

*

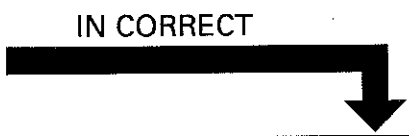


2.Brake switch

- Disconnect the brake switch coupler from the wireharness.
- Check the switch components for the continuity between "Brown ① and Yellow ②". Refer to "CHECKING OF SWITCHES".



A] GTS1000A Rear brake switch only



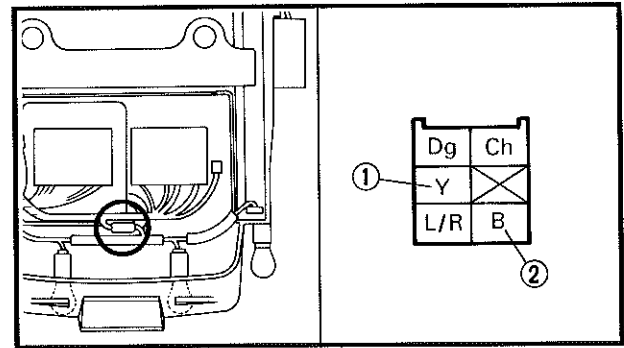
Replace brake switch.



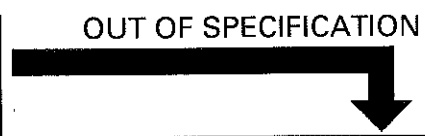
3.Voltage

- Connect the pocket tester (DC 20V) to the bulb socket connector.

Tester (+) lead → Yellow lead ①
Tester (-) lead → Black lead ②



- Turn the switch to "ON".
- The brake lever is pulled in or brake pedal is stepped down.
- Check for voltage (12 V) on the "Yellow" lead at the bulb socket connector.



Wiring circuit from main switch to bulb socket connector is faulty, repair.



This circuit is good.



3. Flasher light and/or "TURN" indicator light does not blink.

1. Bulb and bulb socket

- Check the bulb and bulb socket for continuity. Refer to "CHECKING OF BULBS".

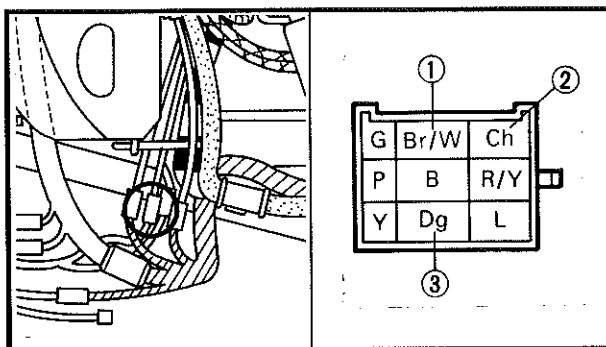


2. "TURN" switch.

NO CONTINUITY



Replace bulb and/or bulb socket.



- Disconnect the handlebar switch (left) coupler from the wireharness.
- Check the switch component for the continuity between "Brown/White ① and Chocolate ②" and "Brown/White ① and Dark green ③". Refer to "CHECKING OF SWITCHES".



IN CORRECT

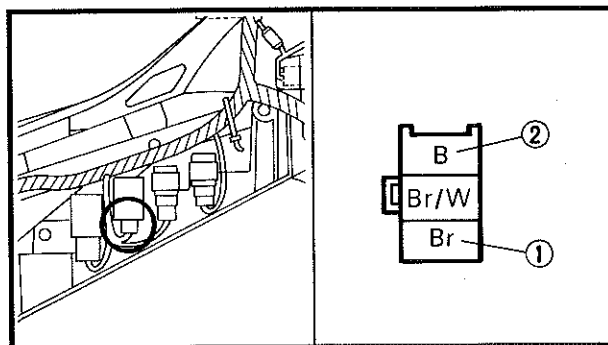


Replace handlebar switch (left).

3. Voltage

- Connect the pocket tester (DC 20V) to the flasher relay coupler.

Tester (+) lead → Brown terminal ①
 Tester (-) lead → Black terminal ②



- Turn the main switch to "ON".
- Check for voltage (12 V) on the "Brown" lead at the flasher relay terminal.



OUT OF SPECIFICATION



Wiring circuit from main switch to flasher relay connector is faulty, repair.

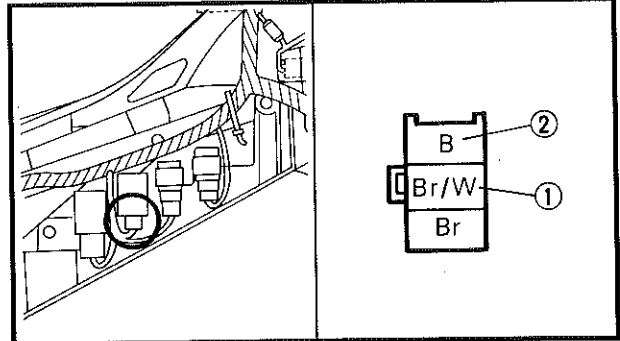
*



4.Voltage

- Connect the pocket tester (DC 20V) to the flasher relay lead.

Tester (+) lead → Brown/White terminal ①
 Tester (-) lead → Black terminal ②



- Turn the main switch to "ON".
- Check for voltage (12 V) on the "Brown/White" lead at the flasher relay terminal.

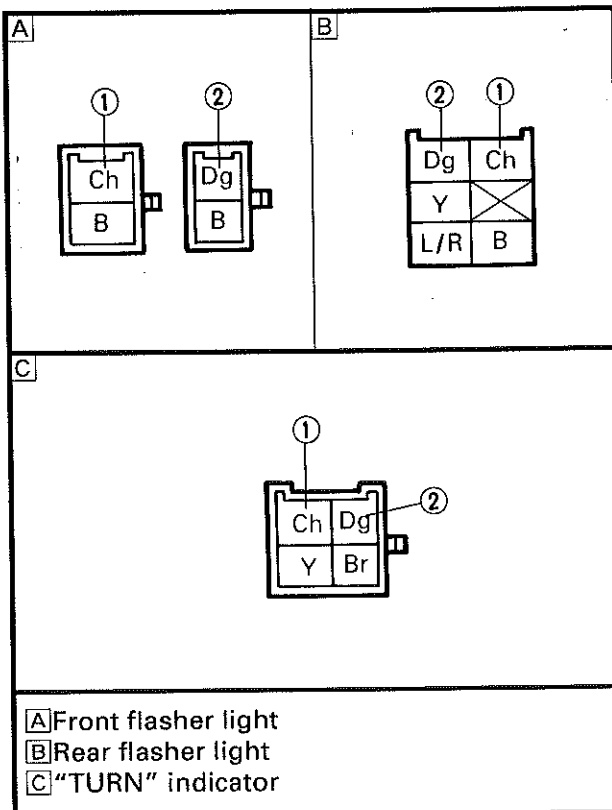
MEETS SPECIFICATION

OUT OF SPECIFICATION

Replace flasher relay.

5.Voltage

- Connect the pocket tester (DC 20V) to the bulb socket connector.



At flasher light (left):
 Tester (+) lead → Chocolate lead ①
 Tester (-) lead → Frame ground

At flasher light (right):
 Tester (+) lead → Dark green lead ②
 Tester (-) lead → Frame ground



- Turn the switch to "ON".
- Turn the "TURN" switch to "L" or "R".
- Check for voltage (12 V) on the "Chocolate" lead or "Dark green" lead at the bulb socket connector.

MEETS SPECIFICATION

This circuit is good.

OUT OF SPECIFICATION

Wiring circuit from "TURN" switch to bulb socket connector is faulty, repair.

4. "NEUTRAL" indicator light does not come on.

1. Bulb and bulb socket

- Check the bulb and bulb socket for continuity. Refer to the "CHECKING OF BULBS" section.

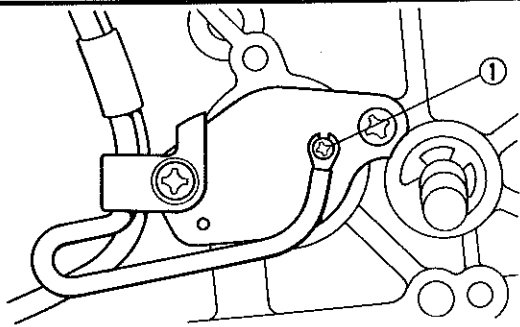
CONTINUITY

NO CONTINUITY

Replace bulb and/or bulb socket.

2. Neutral switch

- Disconnect the neutral switch coupler from the wireharness.
- Check the switch component for the continuity between "Sky blue ① and Ground". Refer to "CHECKING OF SWITCHES".



CONTINUITY *

NO CONTINUITY

Replace neutral switch.

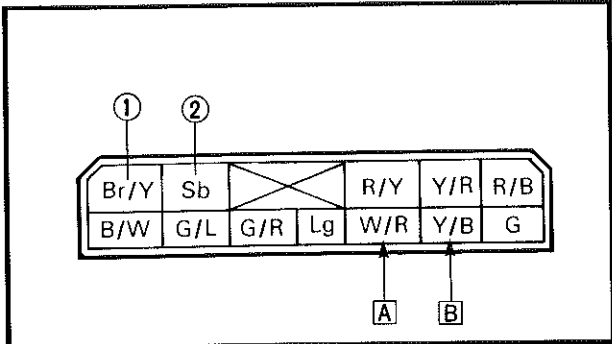


3. Voltage

- Connect the pocket tester (DC 20 V) to the bulb socket coupler.

Tester (+) lead → Brown/Yellow terminal ①

Tester (-) lead → Sky blue terminal ②



Ⓐ for GTS1000A

Ⓑ for GTS1000

- Turn the main switch to "ON".
- Check for voltage (12 V).

MEETS SPECIFICATION

This circuit is good.

OUT OF SPECIFICATION

Wiring circuit from main switch to bulb socket connector is faulty, repair.

5. "OIL LEVEL" indicator light does not come on, when engine oil level is low.

1. Bulb and bulb socket

- Check the bulb and bulb socket for continuity. Refer to "CHECKING OF BULBS".

CONTINUITY

NO CONTINUITY

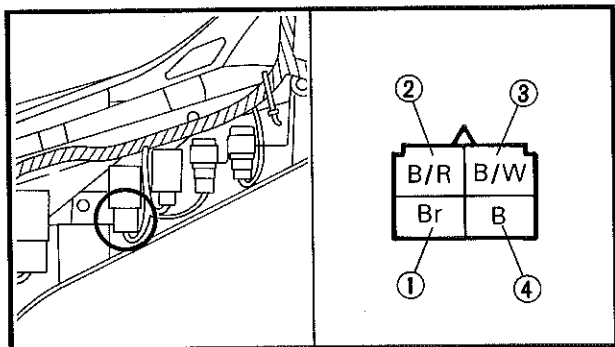
Replace bulb and/or bulb socket.

2. Oil light relay

- Remove the oil light relay coupler from the wireharness.
- Connect the pocket tester ($\Omega \times 1$) and battery (12V) to the oil light relay terminal.

Battery (+) terminal → Brown ① terminal

Battery (-) terminal → Black/Red ② terminal



Tester (+) lead → Black/White terminal ③
 Tester (-) lead → Black terminal ④

- Check resistor for continuity.

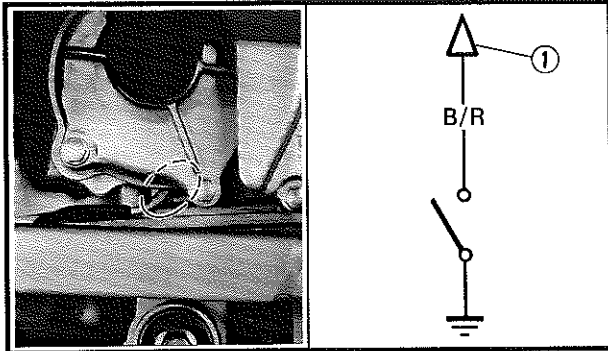


Replace oil light relay.

3.Oil level switch

- Drain the engine oil and remove the oil level switch from the oil pan.
- Connect the pocket tester ($\Omega \times 1$) to the oil level gauge.

Tester (+) lead → Black/Red terminal ①
 Tester (-) lead → Frame ground



- Check the oil level switch for continuity.

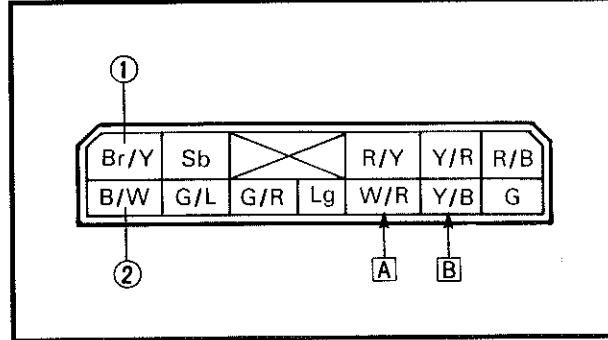


Replace oil level switch.

4.Voltage

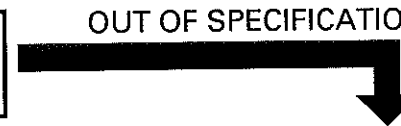
- Connect the pocket tester (DC 20 V) to the bulb socket connector.

Tester (+) lead → Brown/Yellow lead ①
 Tester (-) lead → Black/White lead ②



Ⓐ For GTS1000A Ⓑ for GTS1000

- Turn the main switch to "ON".
- Check for voltage (12 V).



Wiring circuit from main switch to bulb socket connector is faulty, repair.



This circuit is good.



6. "FUEL" level indicator light does not come on, when fuel level is low.

1. Bulb and bulb socket

- Check the bulb and bulb socket for continuity. Refer to "CHECKING OF BULBS".

CONTINUITY

2. Fuel sender

- Drain the fuel and remove the fuel sender from the fuel tank.
- Connect the pocket tester ($\Omega \times 1$) to the fuel sender.

Tester (+) lead → Green/Blue terminal ①
 Tester (-) lead → Frame ground

- Check the fuel sender for continuity.

GOOD CONDITION

3. Voltage

- Connect the pocket tester (DC 20V) to the bulb socket connector.

Tester (+) lead → Brown/Yellow lead ①
 Tester (-) lead → Green/Blue lead ②

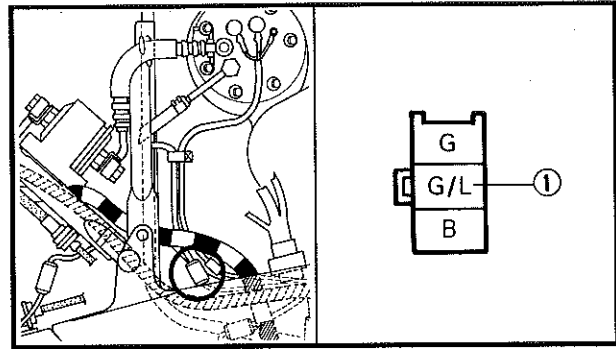
- Turn the main switch to "ON".
- Check for voltage (12 V).

MEETS SPECIFICATION

This circuit is good.

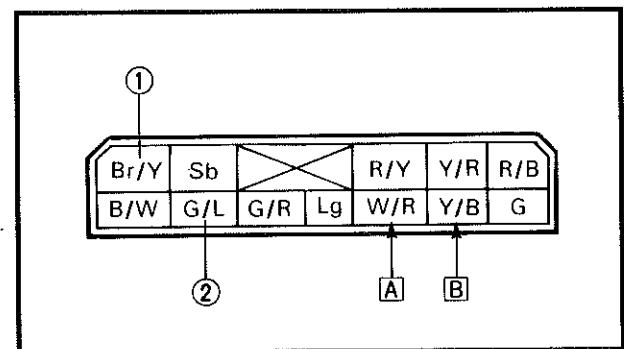
NO CONTINUITY

Replace bulb and/or bulb socket.



BAD CONDITION

Replace fuel sender.



A for GTS1000A B for GTS1000

OUT OF SPECIFICATION

Wiring circuit from main switch to bulb socket connector is faulty, repair.

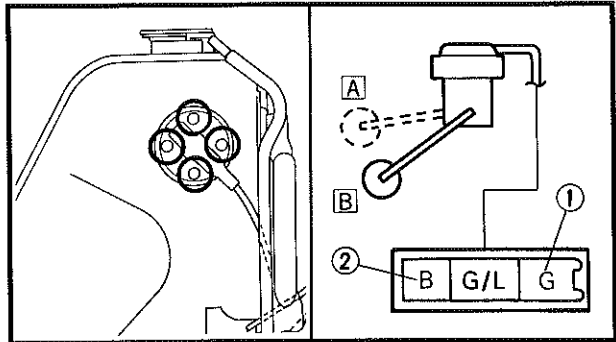


7. Fuel gauge does not operate.

1. Fuel sender

- Remove the fuel sender from the fuel tank.
- Connect the pocket tester to the fuel sender coupler.

Tester (+) lead → Green ① terminal
 Tester (-) lead → Black ② terminal



- Check the fuel sender for specified resistance.



Fuel sender resistance (up **A**):
 ($\Omega \times 1$)
 10 Ω at 20° C (68° F)
 Fuel sender resistance (down **B**):
 ($\Omega \times 10$)
 90 Ω at 20° C (68° F)

OUT OF SPECIFICATION

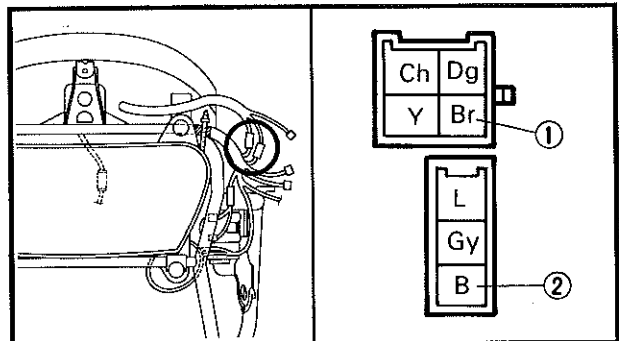
Replace bulb and/or bulb socket.

↓ BOTH MEET SPECIFICATION

2. Voltage

- Connect the pocket tester (DC 20 V) to the fuel gauge coupler.

Tester (+) lead → Brown ① terminal
 Tester (-) lead → Black ② terminal



OUT OF SPECIFICATION

Check the entire signal system for connections.

- Turn the main switch to "ON".
- Check for voltage (12V) on the "Brown" lead at the fuel meter coupler.

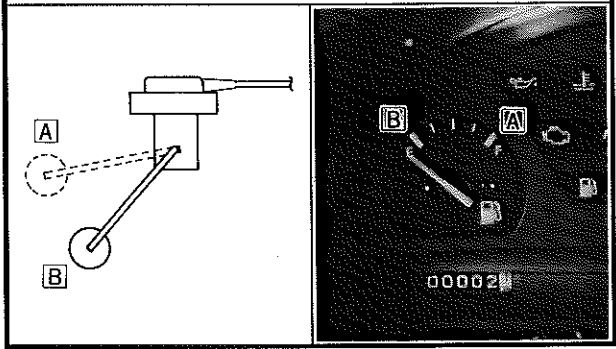
↓ MEETS SPECIFICATION

*



3. Fuel gauge

- Turn the main switch to "ON".
- Move the float to "UP [A]" or "DOWN [B]".
- Check the fuel gauge needle moves "FUEL" or "EMPTY".



NOTE: Before reading the meter, stay put the float for more than three minutes respectively at "UP" or "DOWN".

DOES NOT MOVE



Replace fuel gauge.

MOVES

4. Wiring connection

- Check the entire signal system for connections. Refer to the "CIRCUIT DIAGRAM" section.

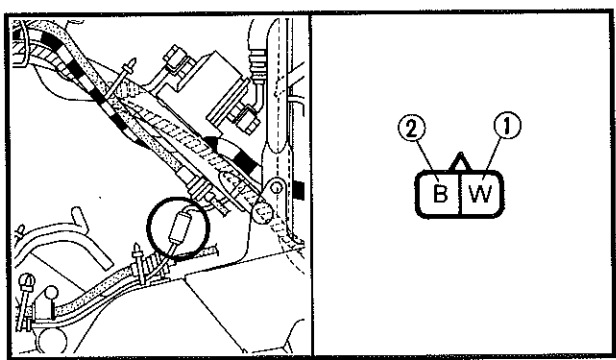
8. Speedometer does not operate.

1. Front wheel sensor

- Remove the front sensor coupler from the wireharness.
- Connect the pocket tester ($k\Omega \times 1$) to the front sensor coupler.

Tester (+) lead → White ① terminal
 Tester (-) lead → Black ② terminal

- Check the front wheel sensor for specified resistance.



OUT OF SPECIFICATION



Replace front wheel sensor.



Front wheel sensor resistance:
 1.19 ~ 2.21 $k\Omega$ at 20° C (68° F)

MEETS SPECIFICATION

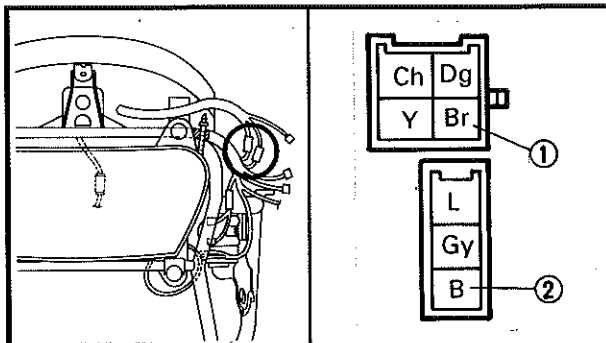
*



2.Voltage

- Connect the pocket tester (DC 20V) to the speedometer coupler.

Tester (+) lead → Brown ① terminal
 Tester (-) lead → Black ② terminal



- Turn the main switch to "ON".
- Check for voltage (12V) on the "Brown" lead at the speedometer coupler.

MEETS SPECIFICATION

3.Wiring connection

- Check the entire signal system for connections. Refer to the "CIRCUIT DIAGRAM" section.

CORRECT

Replace speedometer assembly.

OUT OF SPECIFICATION

Check the entire signal system for connections.

POOR CONNECTION

Correct.

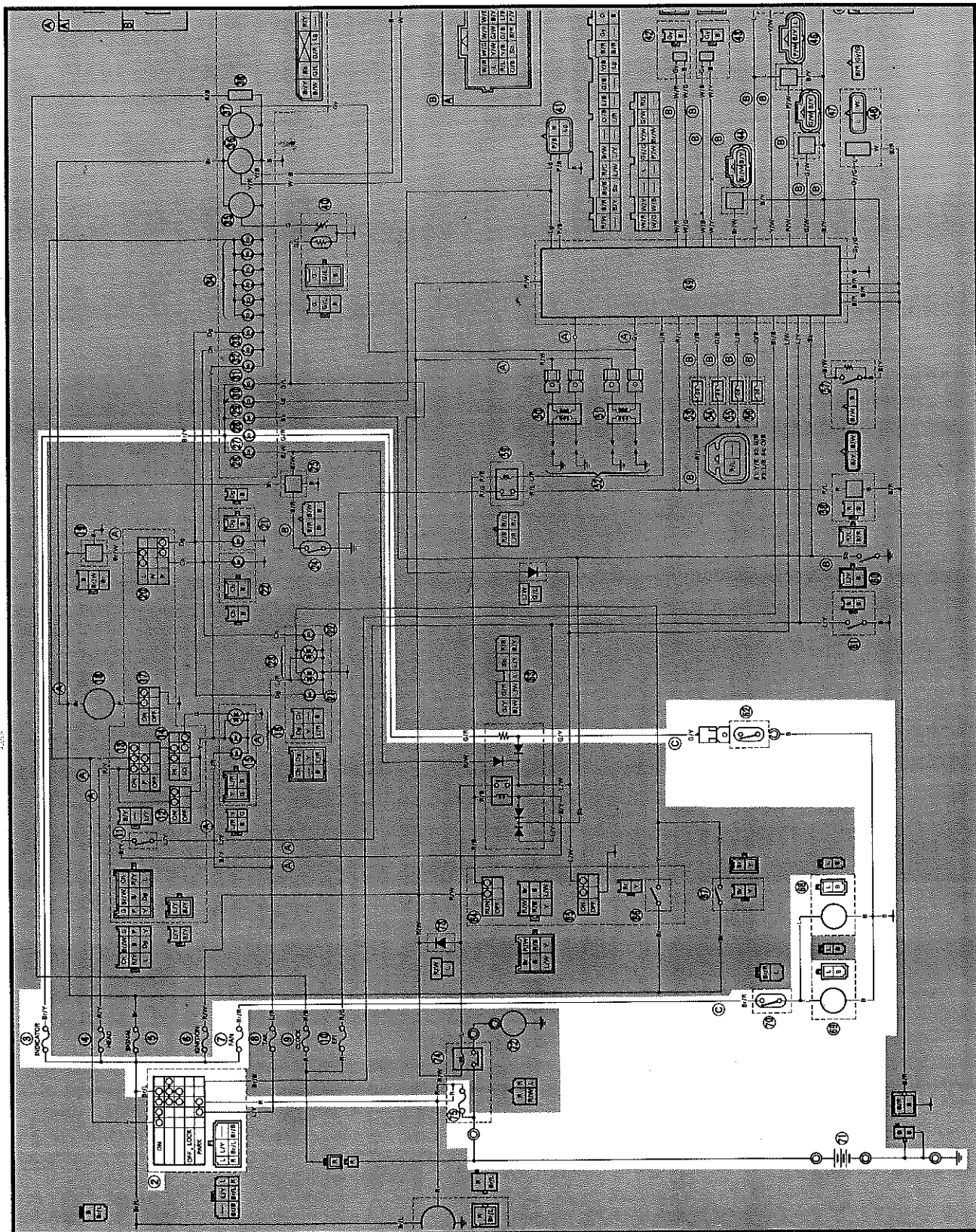


**COOLING SYSTEM
CIRCUIT DIAGRAM**

- ② Main switch
- ③ Fuse (INDICATOR)

- ⑦ Fuse (FAN)
- ⑭ Water temperature indicator light
- ⑮ Thermo unit
- ⑯ Starting circuit cut-off relay
- ⑰ Fan motor #2

- ⑱ Fan motor #1
- ⑳ Thermo switch
- ㉑ Battery
- ㉒ Starter relay
- ㉓ Fuse (MAIN)





TROUBLESHOOTING

- FAN MOTOR DOES NOT MOVE.
- WATER TEMPERATURE INDICATER LIGHT COME ON, WHEN ENGINE IS COOL.

Procedure

Check;

- 1.Fuse (main and fan)
- 2.Battery
- 3.Main switch
- 4.Fan motor (Test 1)
- 5.Fan motor (Test 2)
- 6.Thermo switch
- 7.Wiring connection (entire cooling system)

NOTE:

- Remove the following parts before troubleshooting.
 - 1)Seat
 - 2)Top cover
 - 3)Inner panels
 - 4)Side cowlings
 - 5)Side cover (left)
 - 6)Fuel tank
 - 7)Air filter case
- Use the following special tool in this troubleshooting.

Pocket tester:
YU-03112/90890-03112

1.Fuse (main, indicator and fan)

- Remove the fuses.
- Connect the pocket tester ($\Omega \times 1$) to the fuses.
- Check the fuses for continuity. Refer to "FUSE INSPECTION" in CHAPTER 3.

NO CONTINUITY

Fuse is faulty, replace it.

CONTINUITY

2.Battery

- Check the battery condition. Refer to "BATTERY INSPECTION" in CHAPTER 3.

Open circuit voltage:
12.8 V or more at 20° C(68° F)

INCORRECT

- Clean battery terminals.
- Recharge or replace the battery.

CORRECT

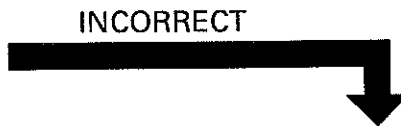
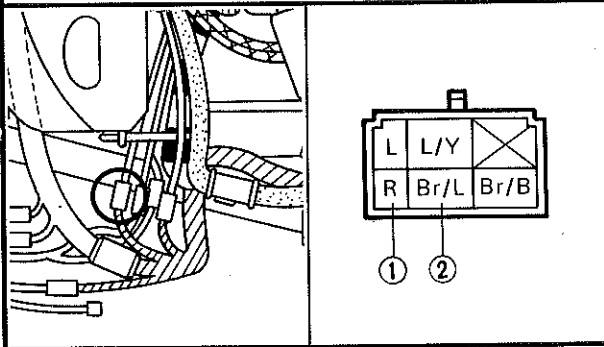
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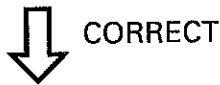
3. Main switch

- Disconnect the main switch coupler from the wireharness.
- Check the switch component for the continuity between "Red ① and Brown/Blue ②".

Refer to "CHECKING OF SWITCHES".



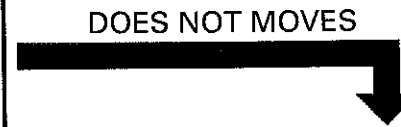
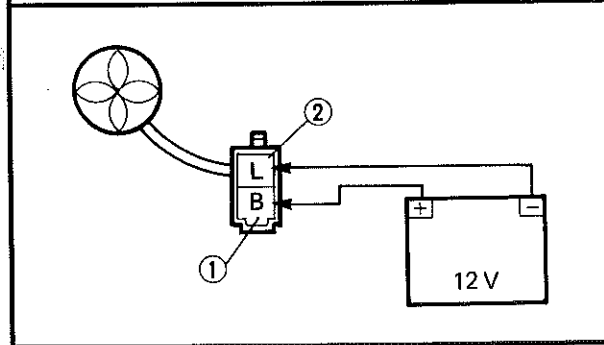
Main switch is faulty, replace it.



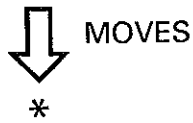
4. Fan motors (test 1)

- Disconnect the fan motor couplers.
- Connect the battery (12V) as shown.

Battery (+) lead → Blue lead ①
Battery (-) lead → Black lead ②



Fan motor(s) in faulty, replace it(s).



• Check the fan motors for operation.



5. Fan motor (test 2)

- Disconnect the thermo switch coupler.
- Turn the main switch to "ON".
- Connect the Brown/Red ① and Blue ② leads using a jumper lead ③.

DOES NOT MOVE



Wiring circuit from main switch to fan motor leads is faulty, repair.



6. Thermo switch, Thermo unit

- Remove the thermo switch/thermo unit from the radiator.
- Connect the pocket tester ($\Omega \times 1$) to the thermo switch ①.
- Immerse the thermo switch in the water.
- Check the thermo switch for continuity. Note temperatures while heating the water with the temperature gauge ③.

Test step	Water temperature		Good condition
	Thermo switch	Thermo unit	
1	0 ~ 98°C (32 ~ 208.4°F)	0 ~ 113°C (32 ~ 235.4°F)	×
2	More than 105 ± 3°C (221.0 ± 5.4°F)	More than 120 ± 3°C (248 ± 5.4°F)	○
3*	105 to 98°C (221.0 to 208.4°F)	120 to 113°C (248 to 235.4°F)	○
4*	Less than 98°C 208.4°F)	Less than 113°C 235.4°F)	×

Test 1 & 2; Heat-up tests
Test 3* & 4*; Cool-down tests
 ○ : Continuity × : No continuity

⚠ WARNING

Handle the thermo switch with special care.

Never subject it to strong shock or allow it to be dropped. Should it be dropped, it must be replaced.



Thermo switch:

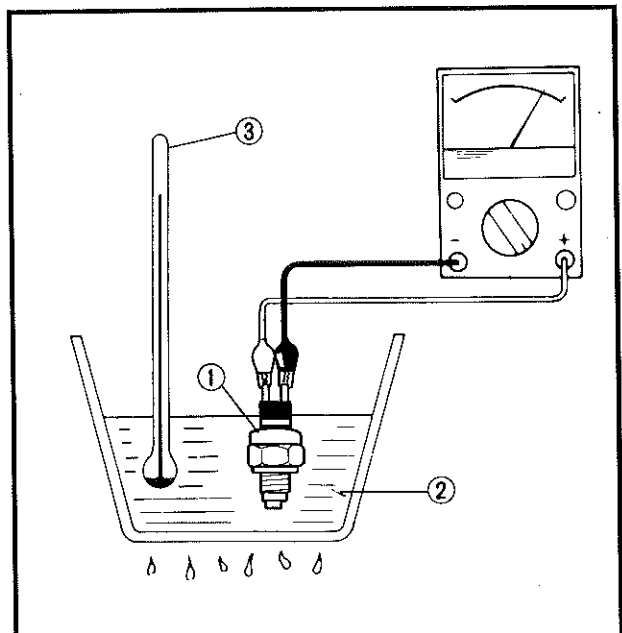
28 Nm (2.8 m · kg, 20 ft · lb)

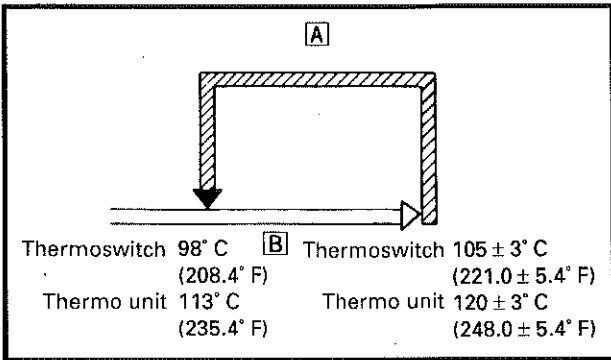
Three bond sealock® #10

Thermo unit:

8 Nm (0.8 m · kg, 5.8 ft · lb)

Three bond sealock® #10





A THERMO SWITCH "ON", FAN "ON"
THERMO UNIT "ON", WATER
TEMPERATURE LIGHT "ON"

B COOLANT TEMPERATURE

BAD CONDITION



Replace thermo switch/thermo unit.

GOOD
CONDITION

7. Wiring connection
Check the entire cooling system for connections. Refer to "CIRCUIT DIAGRAM".

POOR CONNECTION



Correct.

CORRECT

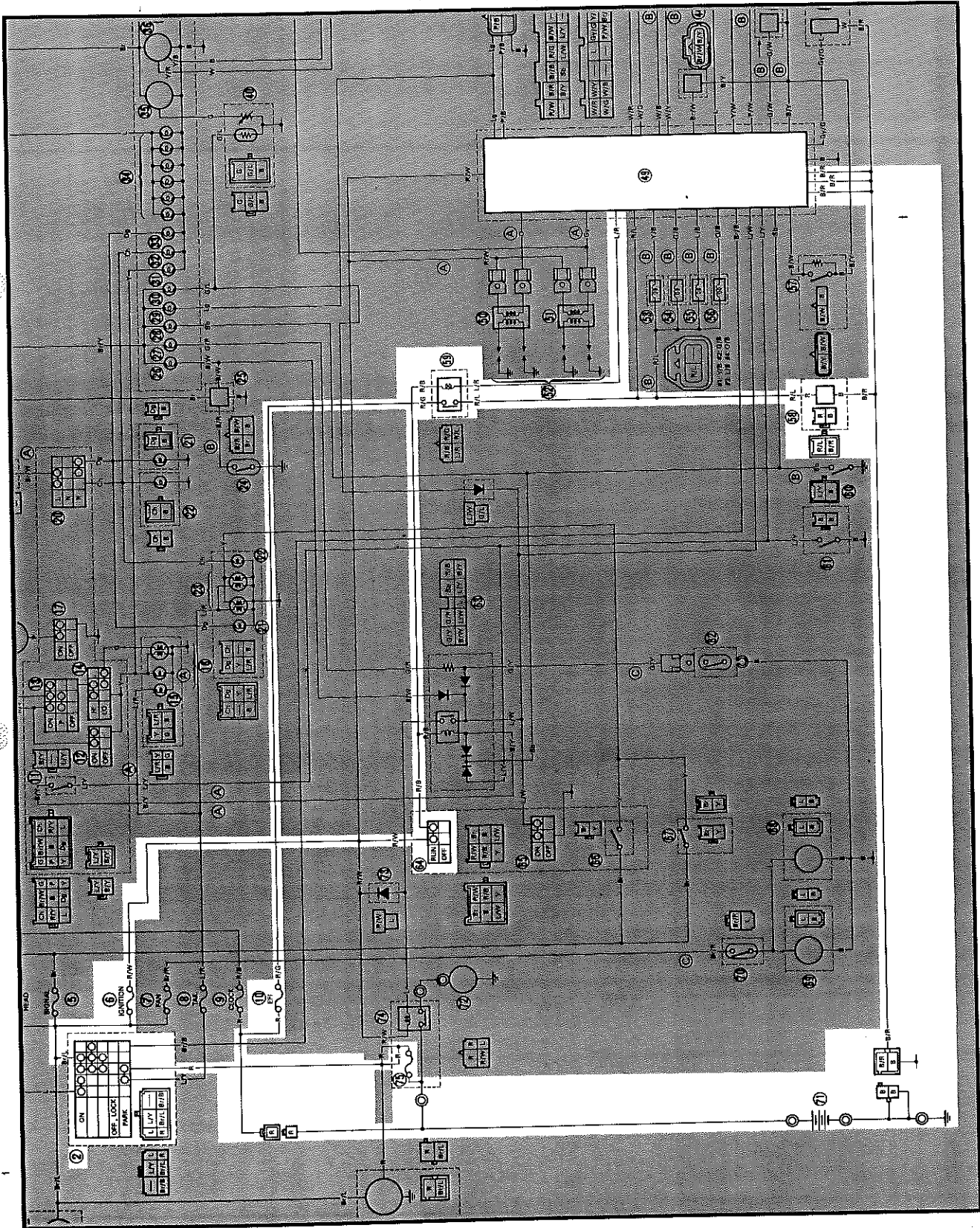
This circuit is good.



FUEL PUMP SYSTEM CIRCUIT DIAGRAM

- ② Main switch
- ⑥ Fuse (IGNITION)
- ⑩ Fuse (EFI)

- ④ ECU
- ⑧ Fuel pump
- ⑨ EFI main relay
- ⑫ "ENGINE STOP" switch
- ⑦ Battery
- ⑬ Fuse (MAIN)



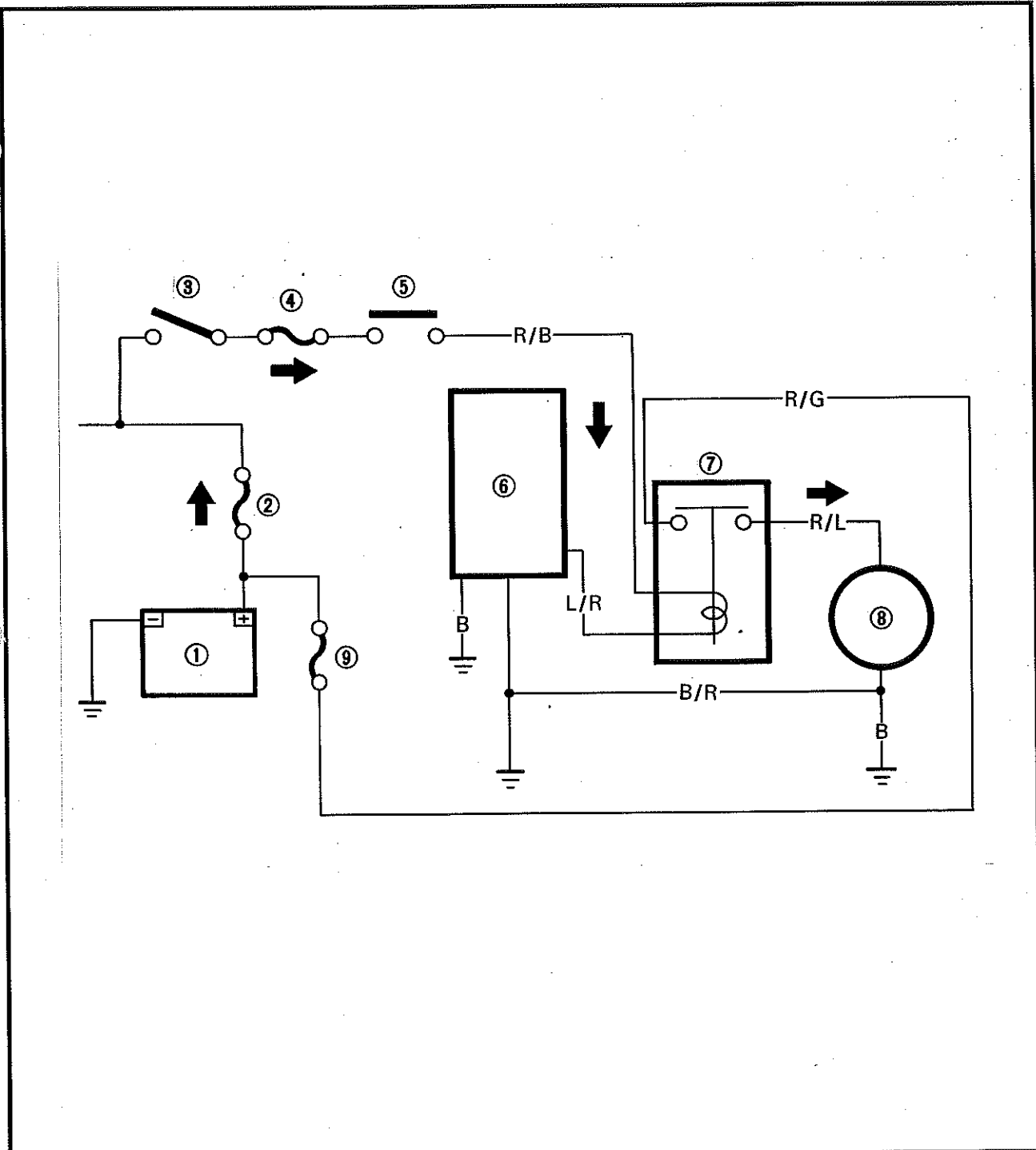


FUEL PUMP CIRCUIT OPERATION

The fuel pump circuit consists of the EFI main relay, fuel pump, "ENGINE STOP" switch and ECU.

The ECU includes the control unit for the fuel pump.

- ① Battery
- ② Fuse (MAIN)
- ③ Main switch
- ④ Fuse (IGNITION)
- ⑤ "ENGINE STOP" switch
- ⑥ ECU
- ⑦ EFI main relay
- ⑧ Fuel pump
- ⑨ Fuse (EFI)





TROUBLESHOOTING

FUEL PUMP FAILS TO OPERATE.

Procedure

Check;

1. Fuse (main, ignition and EFI)
2. Battery
3. Main switch
4. "ENGINE STOP" switch

5. EFI main relay
6. Fuel pump
7. Wiring connection
(entire fuel system)

NOTE:

- Remove the following parts before troubleshooting.

- 1) Seat
- 2) Top cover
- 3) Inner panel (left)
- 4) Side cowling (left)
- 5) Side cover (left)

- Use the following special tool(s) in this troubleshooting.



Pocket tester:
YU-03112/90890-03112

1. Fuse (main, ignition and EFI)

- Remove the fuses.
- Connect the pocket tester ($\Omega \times 1$) to the fuses.
- Check the fuses for continuity.

CONTINUITY

NO CONTINUITY

Replace fuse(s).

2. Battery

- Check the battery condition. Refer to "BATTERY INSPECTION" in CHAPTER 3.

Open circuit voltage:
12.8 V or more at 20° C (68° F)

CORRECT

*

INCORRECT

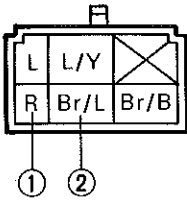
- Clean battery terminals.
- Recharge or replace the battery.



3. Main switch

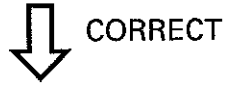
- Disconnect the main switch coupler from the wireharness.
- Check the switch component for the continuity between "Red ① and Brown/Blue ②".

Refer to "CHECKING OF SWITCHES".



INCORRECT

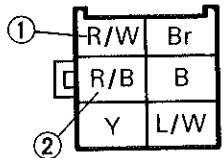
Replace main switch.



4. "ENGINE STOP" switch

- Disconnect the handlebar switch (right) coupler from the wireharness.
- Check the switch component for the continuity between "Red/White ① and Red/Black ②".

Refer to "CHECKING OF SWITCHES".



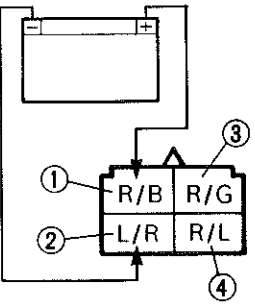
INCORRECT

Replace handlebar switch (right).



5. EFI main relay

- Disconnect the relay unit coupler from the wireharness.
- Connect the pocket tester ($\Omega \times 1$) and battery (12V) to the relay unit coupler terminals.





Battery (+) terminal → Red/Black terminal ①
 Battery (-) terminal → Blue/Red terminal ②

Tester (+) lead → Red/Green terminal ③
 Tester (-) lead → Red/Blue terminal ④

- Check the EFI main relay for continuity.

CONTINUITY

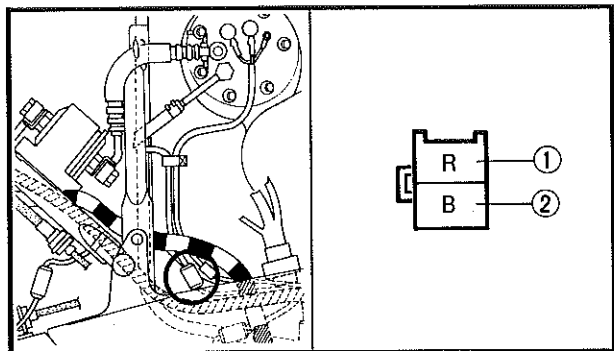
NO CONTINUITY

Replace EFI main relay.


6. Fuel pump resistance

- Disconnect the fuel pump coupler from the wireharness.
- Connect the pocket tester ($\Omega \times 1$) to the fuel pump coupler terminals.

Tester (+) lead → Red terminal ①
 Tester (-) lead → Black terminal ②



- Check the fuel pump for specified resistance.

 Fuel pump resistance:
 2 ~ 4 Ω at 20° C (68° F)

BOTH MEET SPECIFICATION

OUT OF SPECIFICATION

Replace fuel pump.

7. Wiring connection

- Check the entire starting system for connections. Refer to "CIRCUIT DIAGRAM".

CORRECT

POOR CONNECTION

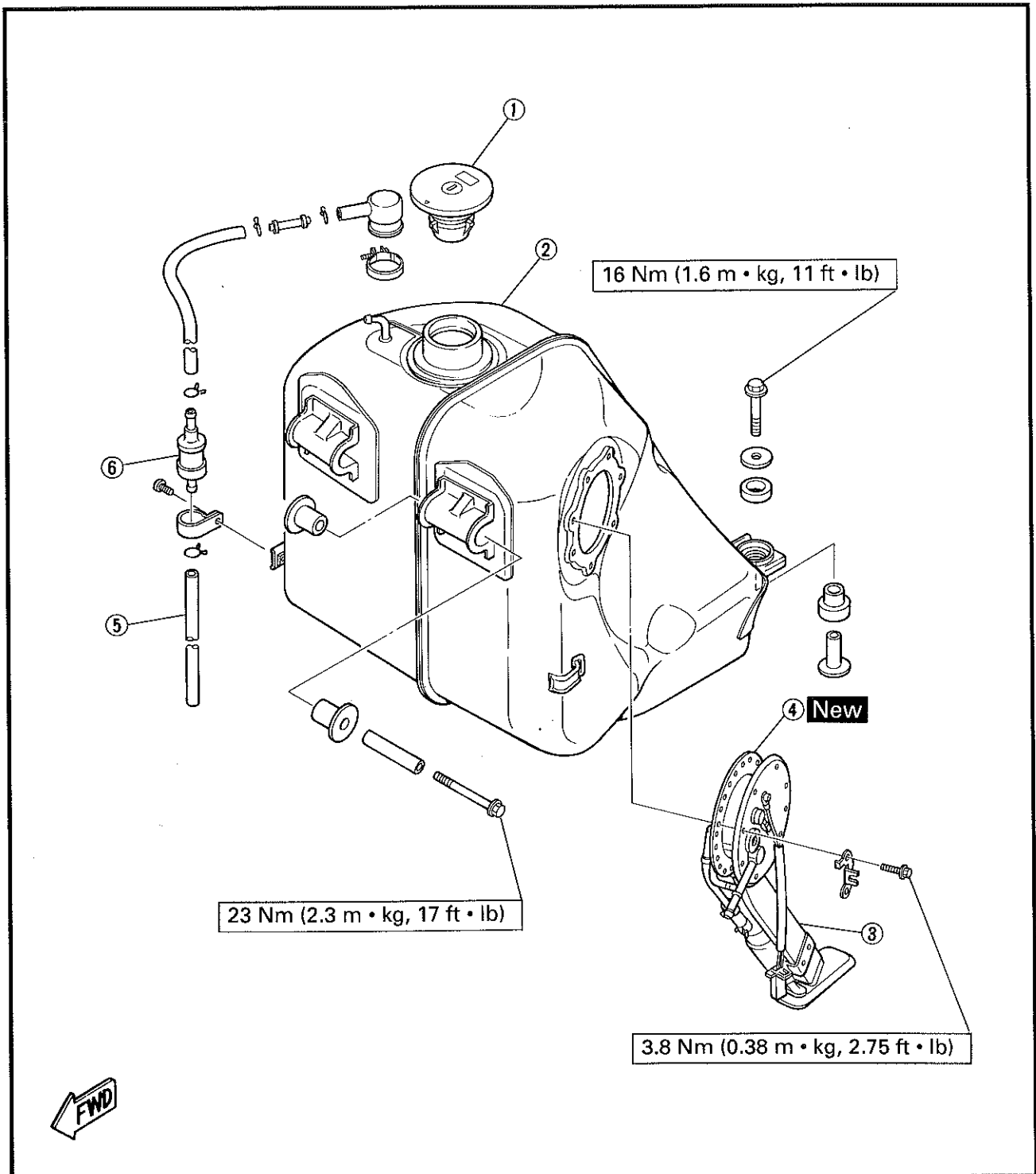
Correct.

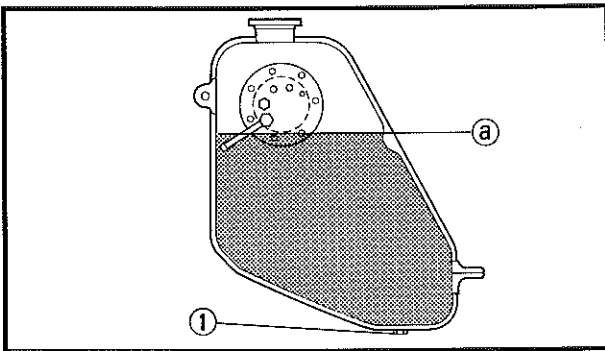
Replace ECU.



FUEL PUMP AND FILTER

- ① Fuel tank cap
- ② Fuel tank
- ③ Fuel pump assembly
- ④ Gasket
- ⑤ Breather
- ⑥ Roll-over valve





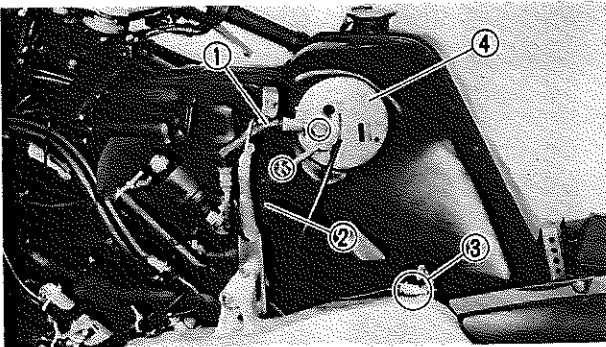
REMOVAL

1. Check:

- Fuel level
Above level (a) → Remove fuel tank and drain fuel at drain bolt (1).
Refer to "FUEL TANK" in CHAPTER 3.

2. Remove:

- Top cover
- Side cowlings (left and right)
Refer to "COWLINGS" in CHAPTER 3.



3. Disconnect:

- Fuel delivery hose (1)
- Fuel return hose (2)
- Fuel pump coupler (3)

⚠ WARNING

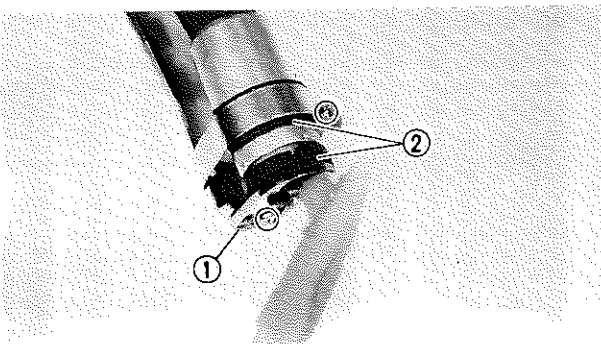
**Gasoline is highly flammable.
Avoid spilling fuel on the hot engine.**

NOTE:

Place a rag under the return hose (2) and the union bolt of the fuel delivery hose (1) to avoid spilling fuel.

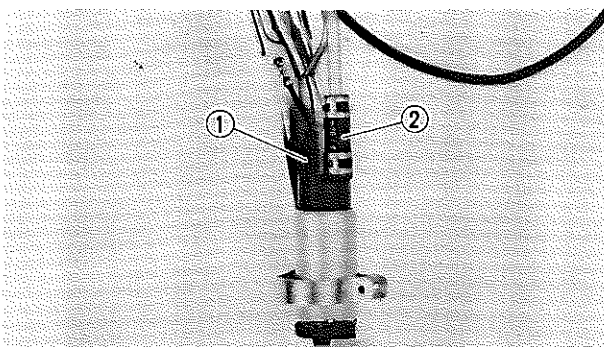
4. Remove:

- Fuel pump assembly (4)

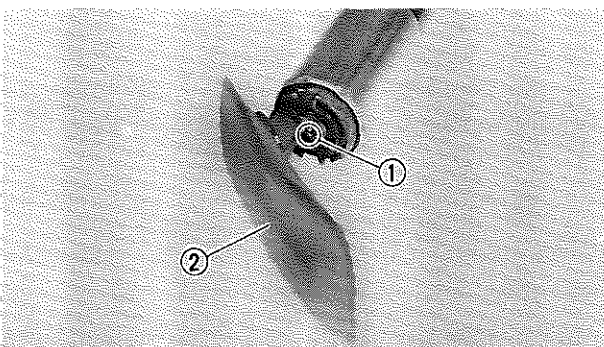


5. Remove:

- Bracket (1)
- Damper (2)

**6. Disconnect:**

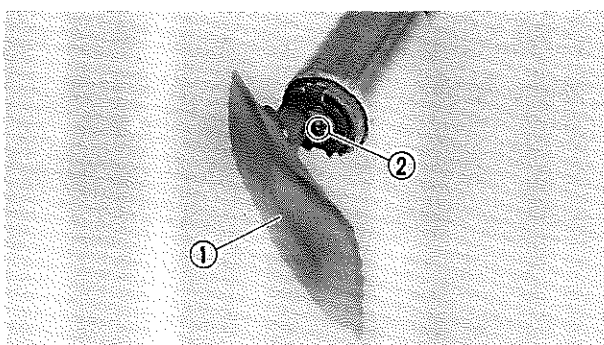
- Coupler ①
- Hose ②

**7. Remove:**

- Clip ①
- Filter ②

INSPECTION**1. Inspect:**

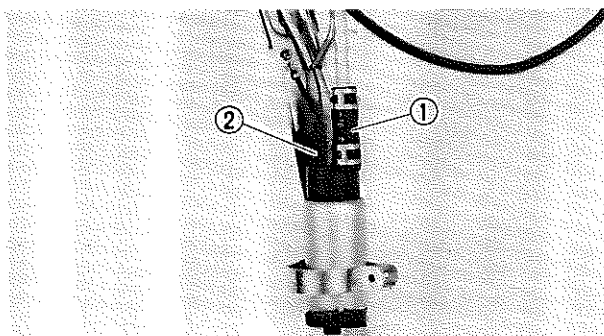
- Filter
- Damage/Clogged → Replace.

**INSTALLATION****1. Install:**

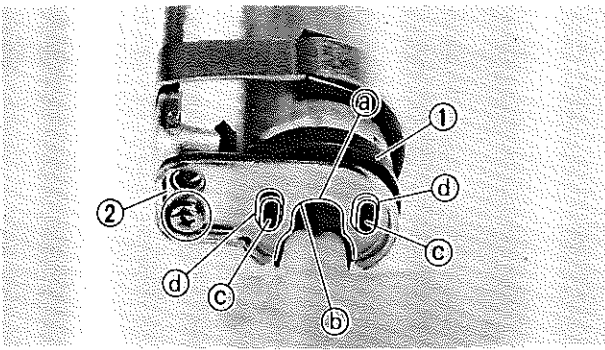
- Filter ①
- Clip ②

CAUTION:

- Always use a new clip ② .
- Be sure the clip sits tightly against the filter.

**2. Connect:**

- Hose ①
- Coupler ②

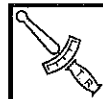


3.Install:

- Damper ①
- Bracket ②

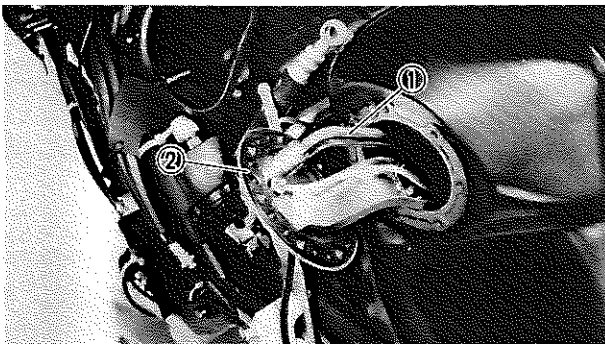
NOTE:

- Be sure the flange ③ on the damper ② fits correctly in the groove ④ on the bracket ①.
- Be sure the projection ⑤ of the damper ① fits correctly in the hole ⑥ on the bracket.



Screw (bracket):

3.5 Nm (0.35 m • kg, 2.5 ft • lb)

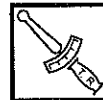


4.Install:

- Fuel pump assembly ①

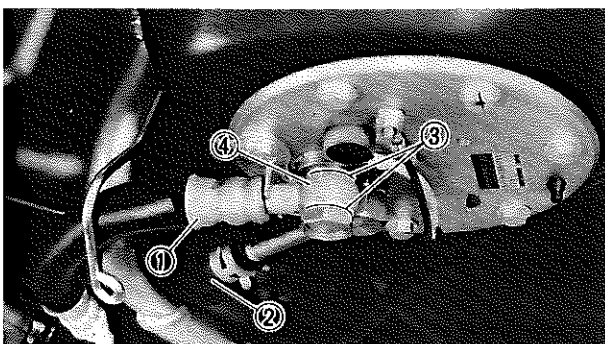
CAUTION:

Always use a new gasket ② .



Bolt (fuel pump assembly):

3.8 Nm (0.38 m • kg, 2.75 ft • lb)



5.Connect:

- Fuel delivery hose ①
- Fuel return hose ②

NOTE:

Be sure to place one copper washer ③ on each side of the hose fitting ④.



Union bolt:

30 Nm (3.0 m • kg, 22 ft • lb)

⚠ WARNING

Always use new copper washers.

6.Install:

- Side cowlings (left and right)
 - Top cover
- Refer to "COWLINGS" in CHAPTER 3.

**CHAPTER 8.
TROUBLESHOOTING**

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 ELECTRICAL SYSTEMA-16
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TROUBLESHOOTING**ANMERKUNG:**

The following troubleshooting does not cover all the possible causes of trouble. It should be helpful, however, as a guide to troubleshooting. Refer to the relative procedure in this manual for inspection, adjustment and replacement of parts.

STARTING FAILURE/HARD STARTING**FUEL SYSTEM****Fuel tank**

- Empty
- Clogged fuel filter
- Clogged fuel breather hose
- Deteriorated fuel or fuel containing water or foreign material

Air cleaner

- Clogged air filter

Fuel pump

- Faulty fuel pump
- Faulty EFI main relay
- Pinched fuel delivery hoses
- Pinched fuel return hose
- Clogged fuel distributor pipe

Throttle body

- Improperly adjusted air screws
- Sucked-in air
- Fast idle system malfunction

Injector

- Clogged injector
- Faulty injector
- Sucked-in air
- Faulty ECU
- Faulty pressure regulator
- Cracked or clogged pulsor hoses

ELECTRICAL SYSTEM**Spark plug**

- Improper plug gap
- Worn electrodes
- Wire between terminals broken
- Improper heat range
- Faulty spark plug cap

Ignition coil

- Broken or shorted primary/secondary
- Faulty spark plug lead
- Broken body

Full-transistor system

- Faulty ECU
- Faulty crankshaft sensor
- Faulty camshaft sensor

Switches and wiring

- Faulty main switch
- Faulty "ENGINE STOP" switch
- Broken or shorted wiring
- Faulty neutral switch
- Faulty "START" switch
- Faulty sidestand switch
- Faulty clutch switch

Starter motor

- Faulty starter motor
- Faulty starter relay
- Faulty circuit cut-off relay
- Faulty starter clutch

COMPRESSION SYSTEM**Cylinder and cylinder head**

- Loose spark plug
- Loose cylinder head or cylinder
- Broken cylinder head gasket
- Worn, damaged or seized cylinder
- Improperly sealed valve
- Improperly contacted valve and valve seat
- Improper valve timing
- Broken valve spring

Piston and piston rings

- Improperly installed piston ring
- Worn, fatigued or broken piston ring
- Seized piston ring
- Seized or damaged piston

Crankcase and crankshaft

- Improperly seated crankcase
- Seized crankshaft

POOR IDLE SPEED PERFORMANCE**POOR IDLE SPEED PERFORMANCE****Throttle body**

- Improperly synchronized intake air pressure.
- Improperly adjusted idle speed (idle speed adjusting screw)
- Improper throttle cable play
- Improperly fast idle system

Injector

- Clogged injector
- Faulty injector

Electrical system

- Faulty battery
- Faulty spark plug
- Faulty ECU
- Faulty crankshaft sensor
- Faulty camshaft sensor
- Faulty ignition coil

Valve train

- Improperly adjusted valve clearance

Air cleaner

- Clogged air filter

POOR MEDIUM AND HIGH SPEED PERFORMANCE**POOR MEDIUM AND HIGH SPEED PERFORMANCE**

Refer to "Starting failure/Hard starting." (Fuel system, electrical system, compression system and valve train.)

Throttle body

- Sucked-in air

Injector

- Clogged injector
- Faulty injector
- Faulty pressure regulator

Air cleaner

- Clogged air filter

FAULTY GEAR SHIFTING

HARD SHIFTING

Refer to "Clutch dragging."

SHIFT PEDAL DOES NOT MOVE

Shift shaft

- Improperly adjusted shift rod
- Bent shift shaft

Shift cam, shift fork

- Groove jammed with impurities
- Seized shift fork
- Bent shift fork guide bar

Transmission

- Seized transmission gear
- Jammed impurities
- Incorrectly assembled transmission

JUMP-OUT GEAR

Shift shaft

- Improperly adjusted
- Improperly returned stopper lever

Shift fork

- Worn shift fork

Shift cam

- Improper thrust play
- Worn shift cam groove

Transmission

- Worn gear dog

CLUTCH SLIPPING/Dragging

CLUTCH SLIPPING

Clutch

- Air in clutch fluid
- Loose clutch spring
- Fatigued clutch spring
- Worn, friction plate/clutch plate
- Incorrectly assembled clutch

Engine oil

- Low oil level
- Improper quality/(low viscosity)
- Deterioration

CLUTCH DRAGGING

Clutch

- Warped pressure plate
- Unevenly tensioned clutch springs
- Match marks not aligned
- Bent push rod
- Broken clutch boss
- Burnt primary driven gear bushing
- Bent clutch plate
- Swollen friction plate

Engine oil

- Improper oil level
- Improper quality/(high viscosity)
- Deterioration

OVERHEATING**OVERHEATING****Ignition system**

- Improper spark plug gap
- Improper spark plug heat range
- Faulty ECU

Fuel system

- Clogged injector
- Faulty injector
- Faulty pressure regulator
- Clogged air filter

Compression system

- Heavy carbon build-up

Engine oil

- Incorrect oil level
- Improper oil viscosity
- Inferior oil quality

Brake

- Dragging brake

FAULTY BRAKE**POOR BRAKING EFFECT****Disc brake**

- Worn brake pads
- Worn disc
- Air in brake fluid
- Leaking brake fluid
- Faulty cylinder kit cup
- Faulty caliper kit seal
- Loose union bolt
- Broken brake hose
- Oily or greasy disc/brake pads
- Improper brake fluid level

INSTABLE HANDLING**INSTABLE HANDLING****Handlebar**

- Improperly installed or bent

Steering

- Improperly installed handlebar crown
- Bent steering stem
- Improperly installed steering shaft
(Improperly tightened ring nut)
- Damaged ball bearing or bearing race
- Improperly installed steering tube
- Damaged steering tube
- Damaged ball on the joint ring
- Bent or damaged knuckle arm
- Damaged ball joint of knuckles arm
- Improperly adjusted front wheel camber

Front swingarm

- Worn bearing or inner race
- Bent or damage

Front shock absorber

- Fatigued spring
- Oil and gas leakage

Rear swingarm

- Worn bearing or bush
- Bent or damaged

Rear shock absorber

- Fatigued spring
- Oil and gas leakage

Tires

- Uneven tire pressures on both sides
- Incorrect tire pressure
- Unevenly worn tires

Wheels

- Incorrect wheel balance
- Deformed case wheel
- Damaged bearing
- Bent or loose wheel axle
- Excessive wheel run-out

Frame

- Twisted
- Damaged head pipe
- Improperly installed bearing race

FAULTY LIGHTING AND SIGNAL SYSTEM**HEADLIGHT DARK**

- Improper bulb
- Too many electric accessories
- Hard charging (broken stator coil wire, faulty rectifier/regulator)
- Incorrect connection
- Improperly grounded
- Poor contacts (main or light switch)
- Bulb life expires

FLASHER DOES NOT LIGHT

- Improperly grounded
- Discharged battery
- Faulty turn switch
- Faulty flasher relay
- Broken wireharness
- Loosely connected coupler
- Bulb burnt out
- Faulty fuse

FLASHER KEEPS ON

- Faulty flasher relay
- Bulb burnt out

FLASHER WINKS QUICKER

- Improper bulb
- Faulty flasher relay
- Bulb burnt out

BULB BURNT OUT

- Improper bulb
- Faulty battery
- Faulty rectifier/regulator
- Improperly grounded
- Faulty main and/or light switch
- Bulb life expires

FLASHER WINKS SLOWER

- Faulty flasher relay
- Faulty main and/or turn switch

HORN IS INOPERATIVE

- Faulty battery
- Faulty fuse
- Faulty main and/or horn switch
- Improperly adjusted horn
- Faulty horn
- Broken wireharness

2

TRBL
SHTG ?
