



YAMAHA

SR250G

OWNER'S MANUAL



LIT-11626-01-93

3Y6-28199-10

SR250G OWNER'S MANUAL

© 1979 by Yamaha Motor Corporation, U.S.A.

1st edition, December 1979

**All rights reserved. Any reprinting or
unauthorized used without the written
permission of Yamaha Motor Corporation,
U.S.A., is expressly prohibited.**

Printed in Japan

P/N LIT-11626-01-93

— **IMPORTANT:** —

PLEASE READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE OPERATING THIS MOTORCYCLE. DO NOT ATTEMPT TO OPERATE THIS MOTORCYCLE UNTIL YOU HAVE ATTAINED A SATISFACTORY KNOWLEDGE OF ITS CONTROLS AND OPERATING FEATURES AND HAVE BEEN TRAINED IN SAFE AND PROPER RIDING TECHNIQUES. REGULAR INSPECTIONS AND CAREFUL MAINTENANCE ARE REQUIRED IN ADDITION TO RIDING SKILL IN ORDER TO SAFELY ENJOY THE CAPABILITIES AND RELIABILITY OF THIS MOTORCYCLE.

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

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

CAUTION: A CAUTION indicates special procedures that must be followed to avoid damage to the motorcycle.

WARNING: A WARNING indicates special procedures that must be followed to avoid injury to a motorcycle operator or person inspecting or repairing the motorcycle.

NOTE: —

This manual should be considered a permanent part of this motorcycle and should remain with it even if the motorcycle is subsequently sold.

INTRODUCTION

Congratulations on your purchase of the Yamaha SR250G. This model represents the product of many years of Yamaha experience in the production of fine sporting, touring, and pacesetting racing machines. You can now appreciate the high degree of craftsmanship and reliability that have made Yamaha a leader in these fields.

This manual will provide the owner with a good basic understanding of the operation, basic maintenance, and inspection of this motorcycle. PLEASE READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE OPERATING YOUR NEW MOTORCYCLE. If you have any questions regarding the operation or maintenance of your motorcycle, please consult your Yamaha dealer.

NOTICE:

Some data in this manual may become outdated due to improvements made to the motorcycle in the future. If there is any question concerning this manual, consult your nearby Yamaha dealer.

This Yamaha Motorcycle in its design and manufacture fully complies with the emissions standards for clean air applicable at the time of its manufacture. Yamaha has met these standards without reducing the motorcycle's performance or economy of operation. To maintain these high standards, it is important that you and your dealer pay close attention to the recommended maintenance schedules and operating instructions contained within this manual.

**SERVICE DEPT.
INTERNATIONAL DIVISION
YAMAHA MOTOR CO., LTD.**

SAFETY WARNINGS:

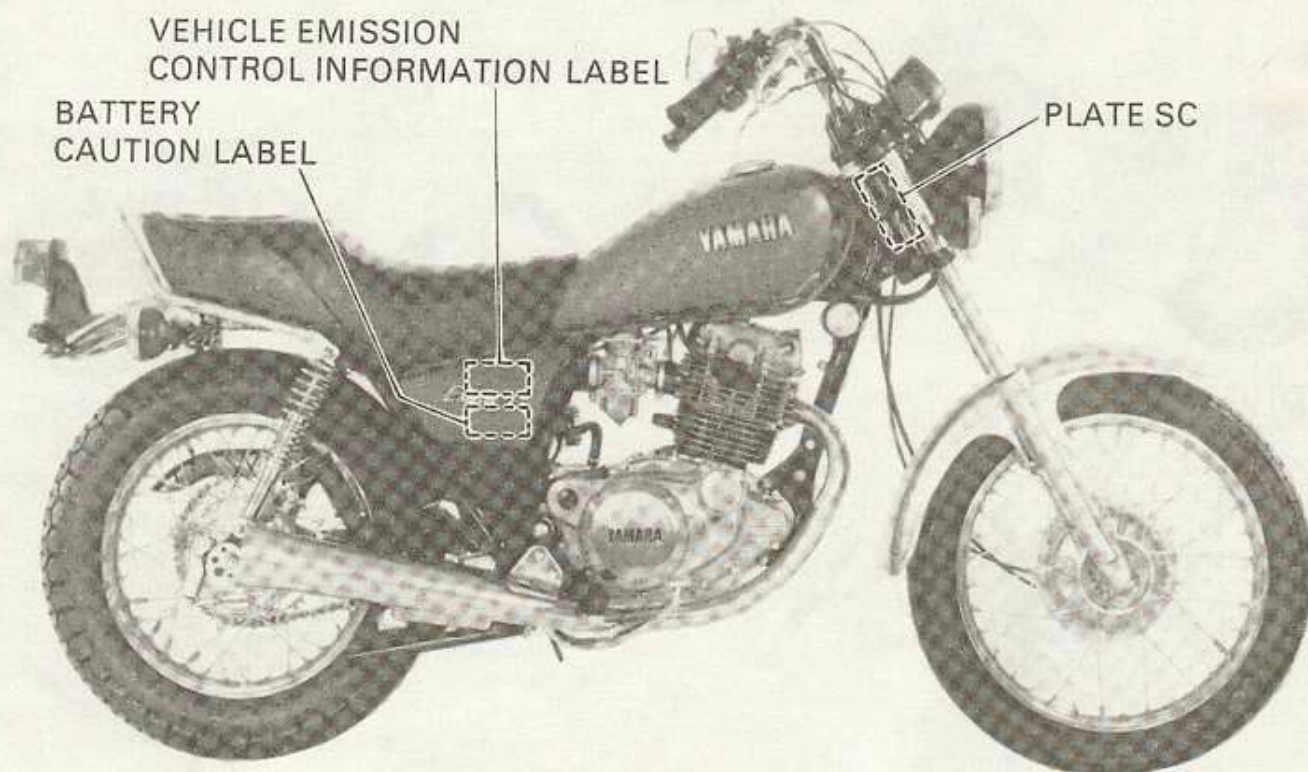
1. Traffic regulations vary from state to state. Study the regulations in your state before riding this motorcycle.
2. **GASOLINE IS HIGHLY FLAMMABLE:**
 - * Always turn off the engine when refuelling.
 - * Take care not to spill any gasoline on the engine or exhaust pipe(s)/muffler(s) when refueling.
 - * Never refuel while smoking or in the vicinity of an open flame.
3. If you should swallow some gasoline, or inhale a lot of gasoline vapor, or allow some gasoline to get in your eye(s), see your doctor immediately. If any gasoline spills on your skin or clothing, immediately wash it with soap and water and change your clothes.
4. Always turn off the engine before leaving the motorcycle unattended and do not forget to remove the ignition key. When parking the motorcycle, note the following:
 - * The engine and exhaust pipe(s)/muffler(s) may be hot. Park the motorcycle in a place where pedestrians or children are not likely to touch the motorcycle.
 - * Do not park the motorcycle on a slope or soft ground; the motorcycle may overturn.

5. When transporting the motorcycle in another vehicle, be sure it is kept upright and that the fuel petcock(s) is turned to the "ON" or "RES" position (for vacuum type)/"OFF" position (for manual type). If it should lean over, gasoline may leak out of the carburetor or fuel tank.
6. Never start your engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always operate your motorcycle in an area with adequate ventilation.
7. Always wear a helmet, gloves, trousers (tapered around the cuff and ankle so they do not flap), and a brightly colored jacket.

CONTENTS

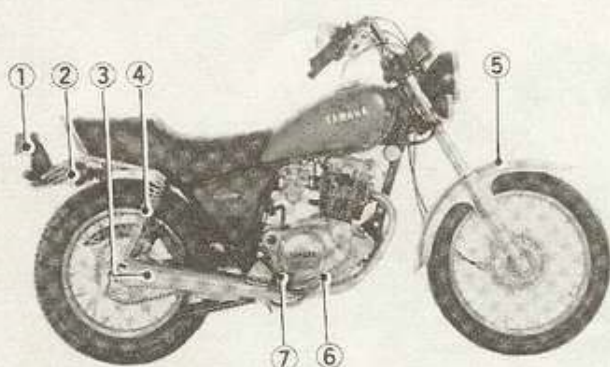
LOCATION OF THE "CAUTION AND SPECIFICATION LABELS"	1
DESCRIPTION	2
MACHINE IDENTIFICATION	3
CONTROL FUNCTIONS	4
PRE-OPERATION CHECKS	13
OPERATION AND IMPORTANT RIDING POINTS	18
PERIODIC MAINTENANCE AND MINOR REPAIR	24
CLEANING AND STORAGE	56
MISCELLANEOUS	59
SPECIFICATIONS	61
WARRANTY INFORMATION	64
WIRING DIAGRAM	67

LOCATION OF THE "CAUTION AND SPECIFICATION LABELS"

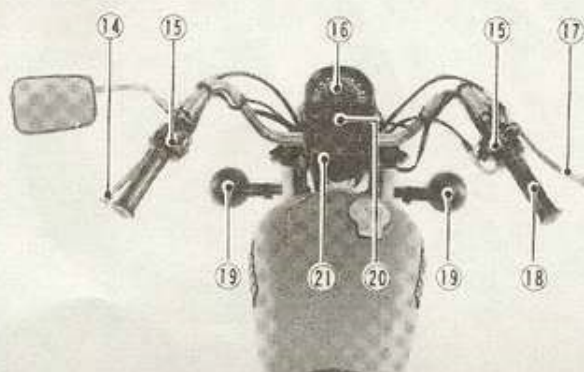


DESCRIPTION

RIGHT SIDE



INSTRUMENTS



LEFT SIDE

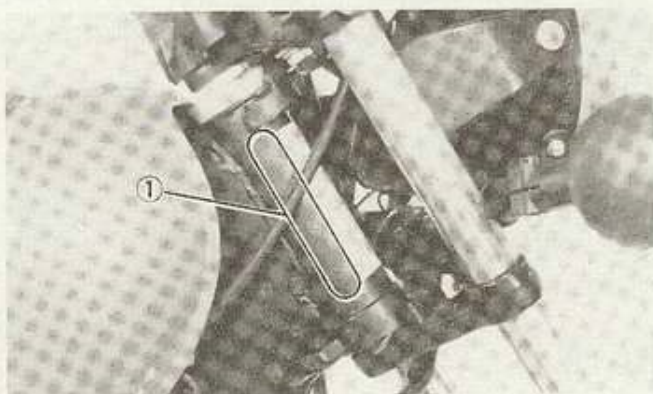


- | | |
|------------------------|----------------------|
| 1. Tail/brake light | 12. Helmet holder |
| 2. Rear flasher light | 13. Change pedal |
| 3. Muffler | 14. Clutch lever |
| 4. Rear shock absorber | 15. Handlebar switch |
| 5. Front fender | 16. Speedometer |
| 6. Brake pedal | 17. Brake lever |
| 7. Footrest | 18. Throttle grip |
| 8. Front fork | 19. Flasher light |
| 9. Headlight | 20. Main switch |
| 10. Fuel tank | 21. Coin box |
| 11. Seat | |

MACHINE IDENTIFICATION

Frame serial number

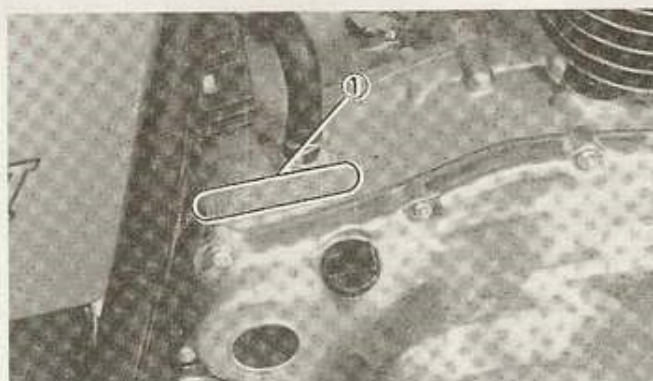
The frame serial number is stamped on the right side of the steering head pipe.



1. Frame serial number

Engine serial number

The engine serial number is stamped into the elevated part of the right rear section of the engine.



1. Engine serial number

NOTE:

The first three digits of these numbers are for model identification; the remaining digits are the unit production number. These identification numbers are used to register your motorcycle with the licensing authority in your state as well as with the manufacturer. Keep a record of these numbers for reference when ordering parts from your Yamaha dealer. In case of theft, the authorities will need these numbers and your model name for identification.

CONTROL FUNCTIONS

Main switch

Functions of the respective switch positions are as follows:



ON:

Electrical circuits are switched on. The engine can be started. The headlight, meter light and taillight come on. The key cannot be removed in this position.

OFF:

All electrical circuits are switched off. The key can be removed in this position.

LOCK:

The steering is locked in this position, and all electrical circuits are switched off. The key can be removed in this position. Refer to "Steering lock" (Page 10) for proper operation.

PARKING:

The steering is locked in this position, and the taillight comes on but all other circuits are off. The key can be removed in this position.

NOTE:

Always turn the main switch to "OFF" or "LOCK" position and remove the key when motorcycle is unattended.

Indicator lights

Turn indicator light "TURN" (orange):

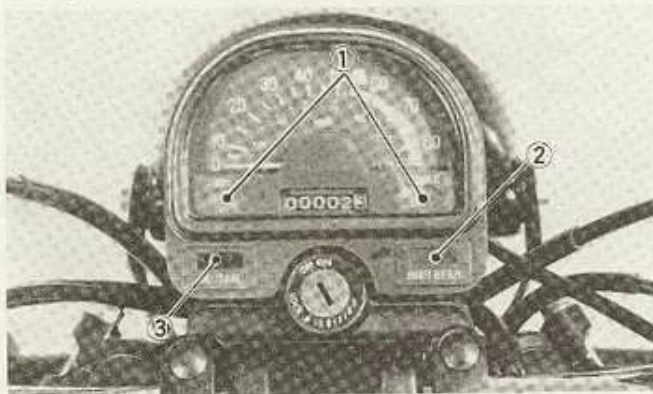
The indicator flashes when the flasher switch is "ON".

Neutral indicator light "NEUTRAL" (green):

This indicator lights when the transmission is in neutral.

High beam indicator light "HIGH BEAM" (blue):

This indicator lights when the headlight high beam is used.



- 1. Turn indicator light
- 2. High beam indicator light
- 3. Neutral indicator light

Speedometer

The odometer is built into the speedometer.

Use the odometer to estimate how far you can ride on a tank of fuel before going to "RESERVE". This information will enable you to plan fuel stops in the future.



- 1. Odometer

Handlebar switches:

"ENGINE STOP" switch

Make sure that the engine stop switch is on "RUN". The engine stop switch has been equipped to ensure safety in an emergency such as when the motorcycle is upset or

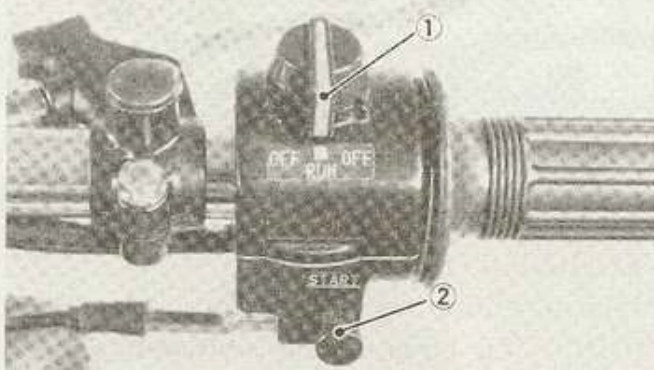
trouble takes place in the throttle system. The engine will not start when the engine switch is turned to "OFF". In case of an emergency, turn the switch to "OFF".

"START" switch

To start the engine, push the starter button.

CAUTION:

See starting instructions prior to starting engine.



1. "ENGINE STOP" switch

2. "START" switch

"LIGHTS" (Dimmer) switch

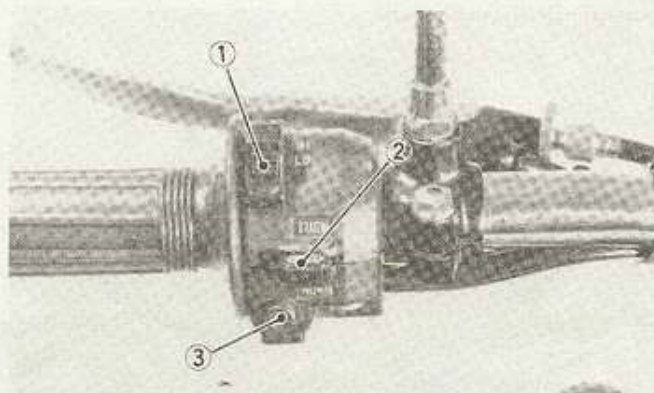
Turn to the "HI" position for the high beam and to the "LO" position for the low beam.

"HORN" switch

Press the button to sound the horn.

"TURN" switch

This is a three-way switch: the center position is off; turn to the "L" position for the left flasher and to the "R" position for the right flasher.



1. "LIGHTS" (Dimmer) switch

2. "TURN" switch

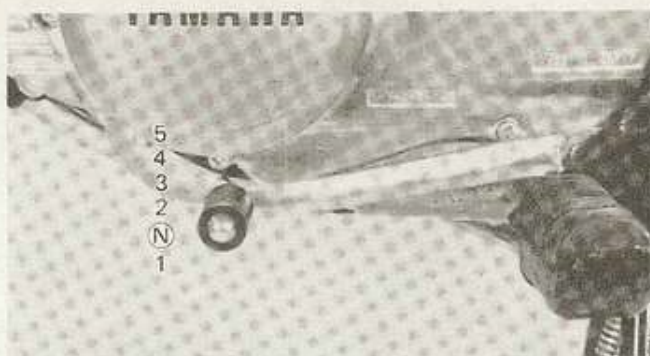
3. "HORN" switch

Clutch lever

The clutch lever is located on the left handlebar and the starting circuit cut off switch is incorporated in the clutch lever holder. Pull the clutch lever to the handlebar to disengage the clutch, and release the lever to engage the clutch. The lever should be pulled rapidly and released slowly for smooth starts. (Refer to the engine starting procedures for the starting circuit cut off switch functions.)

Change pedal

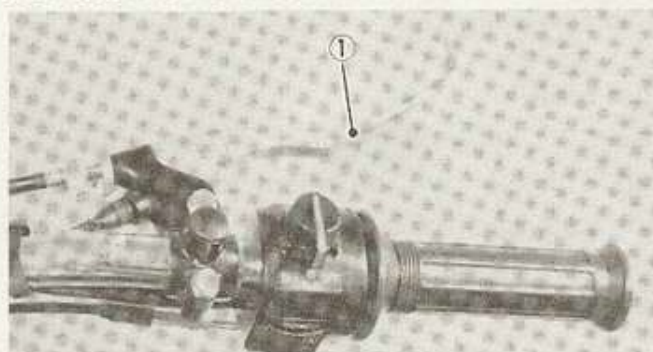
The gear ratios of the constant mesh 5 speed transmission are ideally spaced. The gears can be shifted by using the change pedal on the left side of the engine. Refer to the illustration for the gear shifting pattern.



N. Neutral

Front brake lever

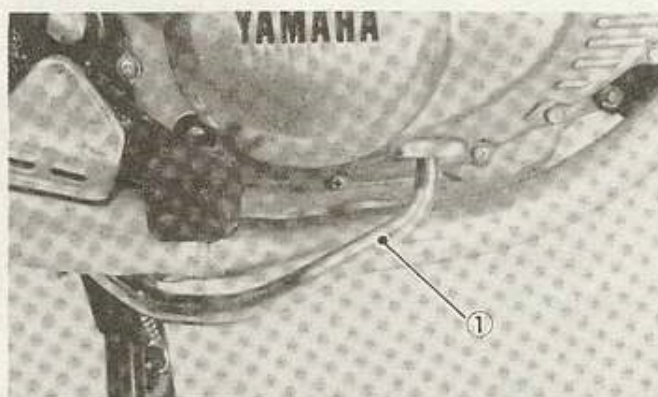
The front brake lever is located on the right handlebar. Pull it toward the handlebar to activate the front brake.



1. Front brake lever

Rear brake pedal

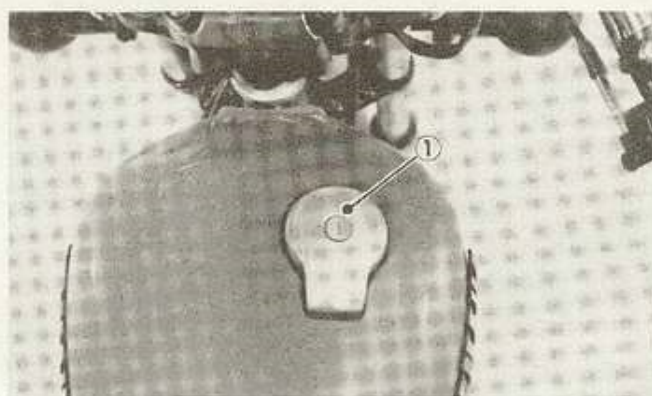
The rear brake pedal is on the right side of the motorcycle and activates the rear brake through a link rod.



1. Rear brake pedal

Fuel tank

Insert the key and turn clockwise about 1/4 turn. The lock will be released and the fuel tank cap can be opened. The cap can be locked by pushing it into position.



1. Fuel tank cap

WARNING:

Do not overfill the fuel tank.
Avoid spilling fuel on the hot engine.
Do not fill the fuel tank all the way to the top or it may overflow when the fuel heats up later and expands.

Fuel petcock

The negative pressure fuel petcock supplies fuel from the tank to the carburetor and also filters the fuel. The fuel petcock has the following three positions:

ON: With the lever in this position fuel flows if the engine is running but stops if the engine is not running.

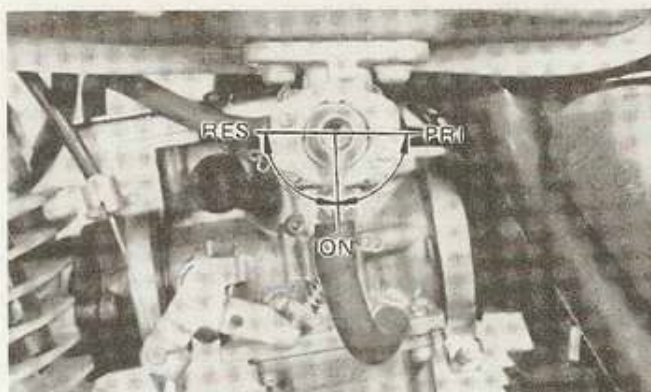
RES: This indicates "RESERVE". If you run out of fuel while riding, move the lever to "PRI" and then switch to "RES" position after starting the engine. Then, fill the tank at the first opportunity.

NOTE:

In the "ON" and "RES" positions the petcock works on pressure from the engine turning over. If the line connecting the petcock to the carburetor intake manifold is not connected or has a leak the petcock will not function properly.

PRI: This indicates "PRIME". With the fuel petcock in this position fuel flows whether the engine is running or not. If the fuel tank is completely empty, refill the tank and prime the carburetor in

this position and the switch to the "ON" position after starting the engine.



Starter knob (CHOKE)

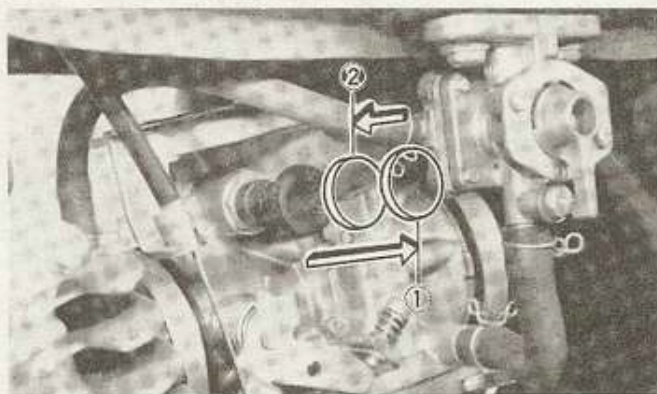
When cold, the engine requires a richer fuel mixture for starting. A separate starter circuit, which is controlled by the starter knob, supplies this mixture.

The starter knob (CHOKE) on this model is a 2-position type as follows:

1. Pull out the knob fully toward you.
— When starting a cold engine.
2. Push back the knob half-way.
— When warming up the engine.

NOTE:

Refer to "Starting and warming up a cold engine" for proper operation.



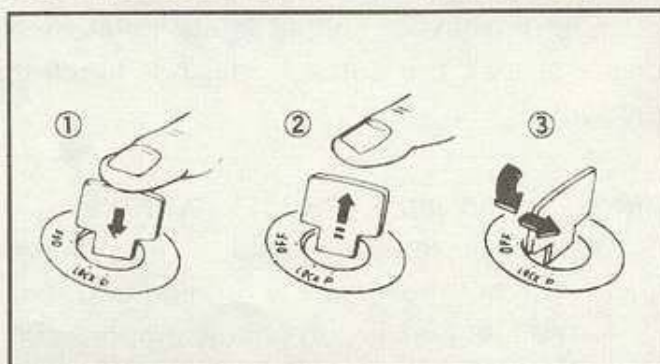
1. Cold engine starting 2. Warming up

Steering lock

The steering is locked when the main switch is in the "LOCK" position. To lock the steering, turn the handlebars fully to the right or left. Give one push to the key at the "OFF" position; then turn it counterclockwise to the "LOCK" position and remove the key. To release the lock, turn the key clockwise.

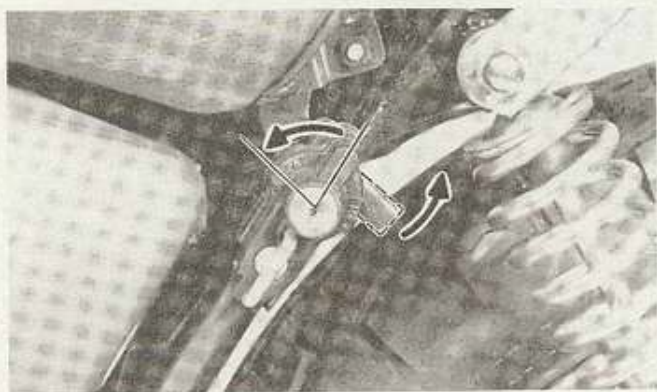
WARNING:

Never turn the key to "LOCK" when the motorcycle is moving.

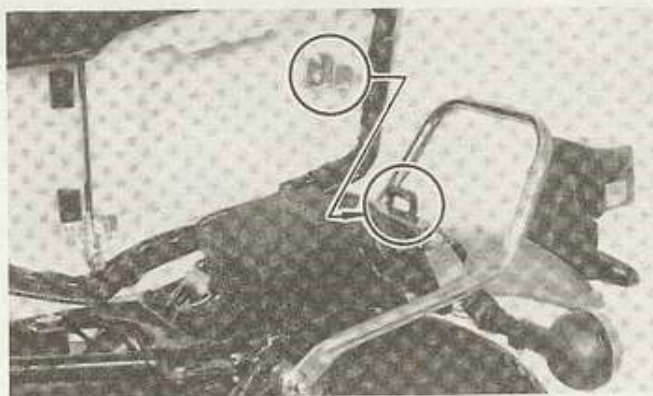


Seat lock

To open the seat lock, insert the key in the lock and turn it counterclockwise and pull the lever backwards.



In reinstalling the seat, insert the lobes on the seat end into the receptacles on the frame, then push the seat down at the front. After making sure the seat is securely fitted, turn the key clockwise to the center position to lock.



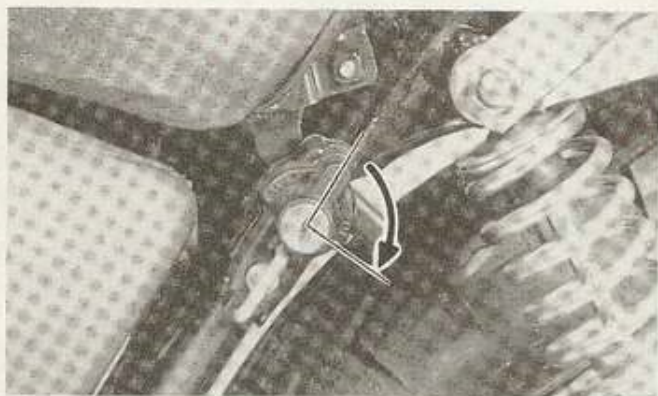
Helmet holder

To open the helmet holder, insert the key in the lock and turn it clockwise.

To lock the helmet holder, replace the holder in original position.

—WARNING:—

Never ride with a helmet in the helmet holder. It could interfere with rear wheel movement, causing loss of control and possibly an accident.



1. Helmet holder



Coin box

This model is equipped with a coin box, which is on the handle crown. This box can be easily opened and closed.

PRE-OPERATION CHECK (DAILY)

Before using this motorcycle check the following points.

No.	Item	Routine	Page
1.	Brake (Front and Rear)	Check operation, free play.	15, 37~40
2.	Clutch	Check operation, condition and free play. Adjust if necessary.	15, 41
3.	Engine oil	Check engine oil level, add oil if necessary.	15, 33~35
4.	Drive chain	Check chain tension and condition. Adjust if necessary.	15, 41~44
5.	Throttle	Check for smooth operation. Adjust if necessary.	45
6.	Battery	Check fluid level, top-up with distilled water if necessary.	48, 49
7.	Lights/Signals	Check operation.	15, 49
8.	Wheels/Tires	Check tire pressure, wear, damage. Check tightness of spokes.	16, 17, 49~53
9.	Fittings/Fasteners	Check all chassis fittings and fasteners. Adjust if necessary.	32

NOTE:

Pre-operation checks should be made each time the motorcycle is used. Such an inspection can be accomplished in a very short time, and the added safety it assures is more than worth the time involved.

WARNING:

1. The engine, exhaust pipe(s), and muffler(s) will be very hot after the engine has been run. Be careful not to touch them or to allow any clothing to contact them during inspection or repair.
2. If any item in the PRE-OPERATION CHECK is not working properly, have it inspected and repaired before operating the motorcycle.

**Brake lever and brake pedal
(See page 37)**

Check for correct play in the brake lever and pedal and make sure they are working properly. If the play is incorrect, make an adjustment. Check the brakes at low speed shortly after starting out.

Clutch lever (See page 41)

Check for correct play in the clutch lever and make sure the lever operates properly. If the play is incorrect, make an adjustment.

Engine oil (See page 33)

Make sure the engine oil is at the specified level. Add oil as necessary.

Oil quantity:

1.6 lit (1.7 US. qt): Total amount

1.3 lit (1.4 US. qt): Periodic oil change

Recommended oil:

Yamalube 4 cycle oil or SAE
20W/40 type "SE" motor oil

Drive chain (See page 41)

Check the tension and condition of the drive chain. Adjust and lubricate, if necessary.

Throttle grip (See page 45)

Turn the throttle grip to see if it operates properly and if the play is normal. Make certain the throttle springs closes when released.

Lights and signals

Check the headlight, flasher lights, taillight, brake light, meter lights and all the indicator lights to make sure they are in working condition.

Switches

Check the operation of the headlight switch, turn switch, brake light switch, horn button, main switch, etc.

Speedometer

Check for proper operation.

Tires

To insure maximum performance, long service, and safe operation, note the following precautions:

1. Always maintain proper air pressure as described in the Chart on page 17.
2. Check tire pressure, before riding; adjust as necessary.
3. Before operator, always check the tire surfaces for wear and/or damage; look for, cracks, glass, nails, metal fragments, stones, etc. Correct any such hazard before riding.

WARNING:

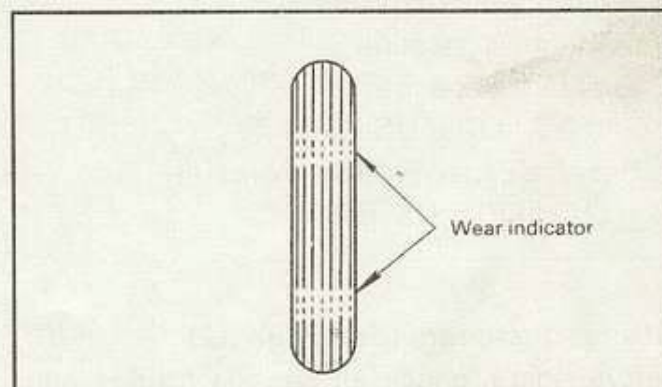
1. This motorcycle is not designed to pull a trailer or to be attached to a sidecar. The accessories you choose for your motorcycle should be designed specifically for it and should be securely mounted in such a fashion as to maintain the inherent stability of the original design as

much as possible. Yamaha has a full line of sport and touring accessories designed specially for this motorcycle. Please consider them before making a purchase. Use of non-approved accessories may cause loss of handling stability and riding safety. Consult your Yamaha dealer or other qualified mechanic regarding the consequences of using such items.

2. Proper loading of your motorcycle is important for the handling, braking, and other performance and safety characteristics of your motorcycle. **NEVER OVERLOAD YOUR MOTORCYCLE.** Make sure the total weight of the accessories, and etc., does not exceed the maximum load limits. Operation of an overloaded motorcycle could cause tire damage, an accident, and injury.
3. Patching a punctured tube is not

recommended. If it is absolutely necessary to do so, use great care and replace the tube as soon as possible with a good quality replacement.

If a tire tread shows cross-wise lines, it means that the tire is worn to its limit. Replace the tire.



WARNING:

It is dangerous to ride with a worn-out tire. When a tire tread begins to show lines, have your Yamaha dealer or other qualified mechanic replace the tire immediately.

	FRONT	REAR
SR250G BASIC WEIGHT with oil and full fuel tank	60 kg (132 lb)	70 kg (154 lb)
Standard tire	Yokohama 3.00—18—4PR	Yokohama 120/90—16 63P
Maximum load limit*	91 kg (201 lb)	207 kg (456 lb)
Cold tire pressure		
Up to 90 kg (198 lb) load**	1.8 kg/cm ² (26 psi)	2.0 kg/cm ² (28 psi)
90 kg (198 lb) load ~ 156 kg (344 lb) load** (Maximum load)	2.0 kg/cm ² (28 psi)	2.3 kg/cm ² (32 psi)
High speed riding	2.0 kg/cm ² (28 psi)	2.3 kg/cm ² (32 psi)
Minimum tire tread depth	0.8 mm (0.03 in)	0.8 mm (0.03 in)

*Total weight of motorcycle with accessories, etc.

**Total weight of accessories, etc. excepting motorcycle.

Fuel

Make sure there is sufficient fuel in the tank.

Recommended gasoline:

Regular gasoline

Fuel tank capacity:

10.7 lit (2.8 US. gal)

Reserve capacity: Approximately

1.3 lit (0.3 US. gal)

Fittings/fasteners (See page 32)

Before riding, check all chassis fittings and fasteners for proper torque.

OPERATION AND IMPORTANT RIDING POINTS

CAUTION:

1. Before riding this motorcycle, become thoroughly familiar with all operating controls and their function. Consult your Yamaha dealer or other qualified mechanic regarding any control or function you do not thoroughly understand.
2. Be careful where you store personal items on the motorcycle. Avoid blocking the air cleaner intake or performance will suffer.
3. Be careful not to put anything near the battery and its terminals or electrical failure and acid corrosion may result.

WARNING:

1. Never start your engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and can cause loss of consciousness and death within a short time. Always operate your motorcycle in an area with adequate ventilation.

Starting procedures

Starting and warming up a cold engine

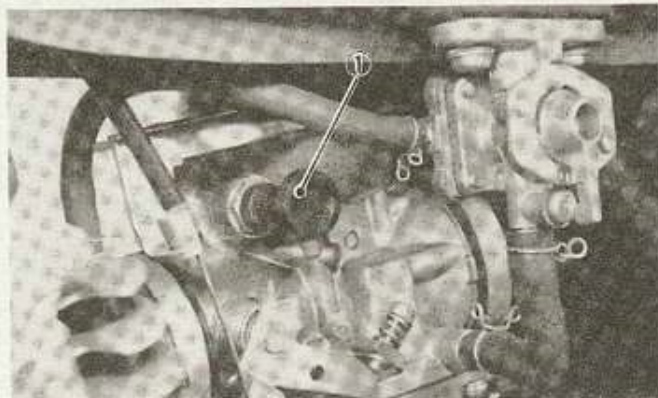
1. Turn the fuel petcock to "ON".
2. Turn the ignition key to the "ON" position and turn the engine stop switch to the "RUN" position.
3. Shift transmission into neutral.

NOTE:

The starting circuit cut off switch has been provided on this model.

The engine can be started by the following conditions:

1. When the transmission is in neutral position. At this time the neutral indicator light (green) should be on. If the light does not come on ask your Yamaha dealer or other qualified mechanic to inspect.
2. When applying the clutch lever with the transmission is in any gear position.
4. Pull the carburetor starter knob (CHOKE) fully toward you and completely close the throttle grip.



1. Starter knob (CHOKE)

5. Start the engine by pushing the starter button.

NOTE: _____

If the engine fails to start, release the starter button, then push the starter button again. Pause a few seconds before the next attempt. Each cranking should be as short as possible to preserve battery energy. Do not crank the engine more than 10 seconds on each attempt.

6. After starting the engine, push back the starter knob (CHOKE) half-way (warming up position).

NOTE: _____

To get maximum engine life, always "warm-up" the engine before starting off. Never accelerate hard with a cold engine!

7. After warming up the engine, turn off the starter knob (push back the knob completely).

NOTE: _____

To see whether or not the engine is warm, see if engine responds to throttle normally with the starter knob (CHOKE) turned off completely. To avoid the possibility of excessive circuit on longer than necessary. The length of time the starter knob is used to start a cold engine depends upon the ambient temperature:

- a. Warm ambient temperature [approximately 10°C (50°F) and above].
After about 25 seconds of engine operation, return the starter knob to the closed position.
- b. Cold ambient temperature [approximately 10°C (50°F) and below].
After about 35 seconds of engine operation with the starter knob in the fully opened position, close the starter knob

to the half opened position. (This position should be the position that yields maximum engine idle speed.)

After about 2.5 minutes total of engine operation with the starter knob half-opened, return the starter knob to the closed position.

Starting a warm engine

Do not use the starter knob (CHOKE) but start the engine with the throttle grip slightly opened.

CAUTION:

See "Break-in Section" prior to operating engine for the first time.

Engine break-in

There is never a more important period in the life of your motorcycle than the period between zero and 1,000 km (600 mi). For this reason we ask that you carefully read the following material. Because the engine is brand new, you must not put an excessive load on it for the first 1,000 km (600 mi). The various parts in the engine wear and polish themselves to the correct operating clearances. During this period prolonged full throttle operation, or any condition which might result in excessive heating of cylinder, must be avoided.

MAXIMUM SPEED LIMIT DURING ENGINE BREAK-IN

UNIT: km/h (mi/h)

Gear position Distance	1st	2nd	3rd	4th	5th
0 ~ 150 km (0 ~ 90 mi)	20 (12)	30 (19)	40 (25)	50 (31)	60 (37)
150 ~ 500 km (90 ~ 300 mi)	25 (16)	35 (22)	50 (31)	60 (37)	75 (47)
500 ~ 1,000 km (300 ~ 600 mi)	30 (19)	45 (28)	60 (37)	75 (47)	88 (55)
1,000 km (600 mi) and beyond	Avoid prolonged full throttle operation. Vary speed occasionally.				

CAUTION:

1. After 1,000 km (600 mi) of operation, be sure to replace the engine oil and oil filter element, and clean the oil strainers. (Ask your Yamaha dealer or other qualified mechanic.)
2. If any engine trouble should occur during the break-in period, consult your Yamaha dealer or other qualified mechanic immediately.

Shifting and acceleration

This model has a 5-speed transmission. The transmission allows you to control the amount of power you have available at a given speed or for starting, accelerating, climbing hills, etc. The use of the change pedal is shown in the illustration. (See page 7). To shift into NEUTRAL, repeatedly depress the change pedal to the end of its travel (you will feel a stop when you are in first gear), then raise it slightly.

To start out and accelerate

1. Pull the clutch lever to disengage the clutch.
2. Shift into FIRST gear. The green neutral indicator light should go out.
3. Open the throttle gradually, and at the same time, release the clutch lever slowly.
4. At the recommended shift point speed in the table below, close the throttle and

at the same time pull in the clutch lever quickly.

5. Shift into **SECOND** gear. (Be careful not to shift into **NEUTRAL**.)
6. Open the throttle part way and gradually release the clutch lever.
7. To accelerate, use the same procedure to shift into the next higher gear according to the Recommended Shift Point Chart below.

To decelerate

1. Apply front and/or rear brakes to slow the motorcycle.
2. When the motorcycle reaches 20 km/h (12.5 mi/h), shift to first gear. Anytime the engine appears about to stall or runs very roughly, pull in the clutch and use the brakes to stop.
3. When the motorcycle is almost completely stopped, shift to neutral. The green neutral indicator light should come on.

Recommended Shift Point:

	Acceleration shift point km/h (mi/h)	Deceleration shift point km/h (mi/h)
1st → 2nd	20 (12.5)	20 (12.5)
2nd → 3rd	30 (18.5)	20 (12.5)
3rd → 4th	40 (25.0)	20 (12.5)
4th → 5th	50 (31.0)	20 (12.5)

CAUTION:

1. Do not glide for long periods with the engine off, and do not tow the motorcycle a long distance. Even with gears in neutral, the transmission is only properly lubricated when the engine is running. Inadequate lubrication may damage the transmission.
2. Always use the clutch when changing gears. The engine, transmission, and driveline are not designed to withstand the shock of forced

shifting and can be damaged by shifting without the clutch.

Parking

When parking, stop the engine and remove the ignition key.

NOTE:

Select a parking place where the motorcycle is not apt to fall.

PERIODIC MAINTENANCE AND MINOR REPAIR

Periodic inspection, adjustment, and lubrication will keep your motorcycle in the safest and most efficient condition possible. Safety is an obligation of the motorcycle owner. The most important points of motorcycle inspection, adjustment, and lubrication are explained in the following pages.

"Maintenance, replacement, or repair of the emission control devices and systems may be performed by any repair establishment or individual using any part which is certified (if applicable)."

CAUTION:

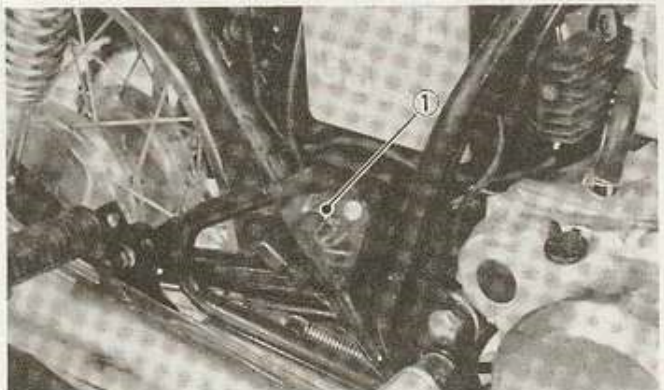
If the owner is not familiar with motorcycle service, this work should be done by a Yamaha dealer or other qualified mechanic.

PERIODIC MAINTENANCE

PROPER PERIODIC MAINTENANCE OF YOUR MOTORCYCLE IS IMPORTANT TO ITS GIVING YOU LONG, PLEASURABLE SERVICE. ESPECIALLY IMPORTANT ARE THE MAINTENANCE SERVICES RELATED TO EMISSIONS CONTROL. THESE CONTROLS NOT ONLY FUNCTION TO ENSURE CLEANER AIR BUT ARE ALSO VITAL TO PROPER ENGINE OPERATION AND MAXIMUM PERFORMANCE. IN THE FOLLOWING TABLES OF PERIODIC MAINTENANCE, THE SERVICES RELATED TO EMISSIONS CONTROL ARE GROUPED SEPARATELY. THESE SERVICES REQUIRE SPECIALIZED DATA, KNOWLEDGE, AND EQUIPMENT. YAMAHA DEALERS ARE TRAINED AND EQUIPPED TO PERFORM THESE PARTICULAR SERVICES.

Tool kit

The service information included in this manual is intended to provide you, the owner, with the necessary information for completing some of your own preventive maintenance and minor repairs. The tools provided in the owner's tool kit are sufficient for most of these purposes, except that a torque wrench is also necessary to properly tighten nuts and bolts.



1. Tool kit

NOTE: _____

If you do not have a torque wrench available during a service operation requiring one, take your motorcycle to Yamaha dealer or other qualified mechanic to check the torque settings and adjust them as necessary.

WARNING: _____

Modifications to this motorcycle not approved by Yamaha may cause loss of performance, excessive emissions, and render it unsafe for use. Consult your dealer before attempting any changes.

PERIODIC MAINTENANCE EMISSION CONTROL SYSTEM

No.	Item	Remarks	Initial break-in		Thereafter every	
			1,000 km (600 mi) or 1 month	4,000 km (2,500 mi) or 7 months	3,000 km (2,000 mi) or 6 months	6,000 km (4,000 mi) or 12 months
1*	Cam chain	Check and adjust chain tension.	○	○	○	
2*	Valve clearance	Check and adjust valve clearance when engine is cold.	○	○	○	
3	Spark plug	Check condition. Adjust gap/clean. Replace after initial 7,000 km (4,500 mi).		○	○	Replace
4*	Crankcase ventilation system	Check ventilation hose for cracks or damage. Replace if necessary.		○		○
5*	Fuel line	Check fuel hose for cracks or damage. Replace if necessary.		○		○
6*	Exhaust system	Check for leakage. Retighten as necessary. Replace gasket if necessary.		○	○	
7*	Idle speed	Check and adjust engine idle speed. Adjust cable free play, if necessary.		○	○	

* It is recommended that these items be serviced by your Yamaha dealer or other qualified mechanic.

Spark plug inspection

The spark plug is an important engine component and is easy to inspect. The condition of the spark plug can indicate something of the condition of the engine.

The ideal coloration at this point is a medium to light tan color for a motorcycle that is being ridden normally.

For example, a very white center electrode porcelain color could indicate an intake tract air leak or carburetion problem for that cylinder. Do not attempt to diagnose such problems yourself. Instead, take the motorcycle to your Yamaha dealer or other qualified mechanic.

You should periodically remove and inspect the spark plug because heat and deposits will cause any spark plug to slowly break down and erode. If electrode erosion becomes excessive, or if carbon and other deposits are excessive, you should replace the spark plug with one of the proper type.

Standard spark plug:

BP7ES (NGK)

W22EP (NIPPON DENSO)

Before installing any spark plug, measure the electrode gap with a wire thickness gauge and adjust to specifications.

Spark plug gap:

0.7 ~ 0.8 mm (0.028 ~ 0.031 in)

When installing the plug, always clean the gasket surface and use a new gasket. Wipe off any grime from the threads and torque the spark plug properly.

Spark plug torque:

2.0 m·kg (14.5 ft·lb)

NOTE: _____

If a torque wrench is not available when you are installing a spark plug, a good estimate of the correct torque is $1/4$ to $1/2$ turns past finger tight. Have the spark plug torqued to the correct value as soon as possible with a torque wrench.

GENERAL MAINTENANCE/LUBRICATION

No.	Item	Remarks	Type	Initial break-in		Thereafter every		
				1,000 km (600 mi) or 1 month	4,000 km (2,500 mi) or 7 months	3,000 km (2,000 mi) or 6 months	6,000 km (4,000 mi) or 12 months	15,000 km (9,500 mi) or 24 months
1	Engine oil	Warm-up engine before draining	Yamalube 4-cycle oil or SAE 20W/40 type "SE" motor oil	○	○		○	
2	Oil filter/ Oil strainer	Replace filter element and clean oil strainer	—	○	○		○	
3*	Air filter	Wet-type filter must be washed and damped with oil.	Yamalube 2-cycle oil or equivalent	○	○	○		
4*	Brake system	Adjust free play. Replace shoes if necessary.	—	○	○	○		
5*	Clutch	Adjust free play.	—	○	○	○		
6	Drive chain	Apply chain lube thoroughly.	Yamaha chain and cable lube or SAE 10W/30 motor oil	Check chain tension and lube every 500 km (300 mi)				
7	Control and meter cable	Apply chain lube thoroughly.	Yamaha chain and cable lube or SAE 10W/30 motor oil	○	○	○		
8*	Rear arm pivot shaft	Apply grease lightly.	Lithium soap base grease					○
9	Brake pedal shaft	Apply chain lube lightly.	Yamaha chain and cable lube or SAE 10W/30 motor oil		○	○		

No.	Item	Remarks	Type	Initial break-in		Thereafter every		
				1,000 km (600 mi) or 1 month	4,000 km (2,500 mi) or 7 months	3,000 km (2,000 mi) or 6 months	6,000 km (4,000 mi) or 12 months	15,000 km (9,500 mi) or 24 months
10	Brake/clutch lever pivot shafts	Apply chain lube lightly.	Yamaha chain and cable lube or SAE 10W/30 motor oil		○	○		
11	Center stand pivot	Apply chain lube lightly.	Yamaha chain and cable lube or SAE 10W/30 motor oil		○	○		
12*	Front fork oil	Drain completely. Refill to specification.	Yamaha fork 10Wt or equivalent					○
13*	Steering ball bearing and races	Check bearings assembly for looseness. Moderately repack every 15,000 km (9,500 mi).	Medium weight wheel bearing grease		○	○		Repack
14*	Wheel bearings	Check bearings for smooth rotation. Replace if necessary.	—		○	○		
15	Battery	Check specific gravity. Check breather pipe for proper operation.	—		○	○		

* It is recommended that these items be serviced by a Yamaha dealer or other qualified mechanic.

NOTE:

The air filter should be cleaned more often than specified intervals if the motorcycle is operated in extremely dusty areas.

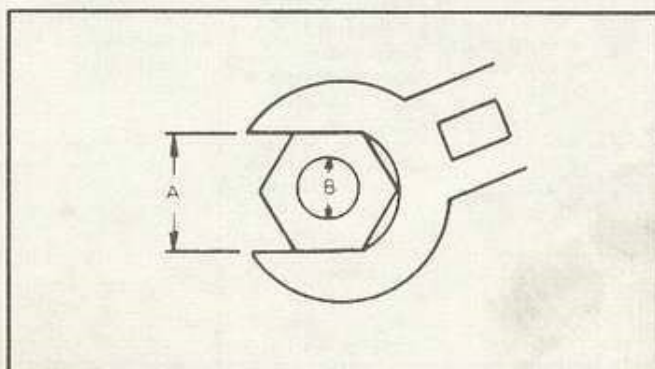
Torque specifications

(For a more complete list, refer to the Service Manual for this model.)

Use a torque wrench to tighten these items. It is recommended that these items be checked occasionally, especially before a long trip. Always check the tightness of these items whenever they are loosened for any reason.

Item	Torque
Spark plug	2.0 m·kg (14.5 ft·lb)
Cam chain tensioner cover	0.5 m·kg (3.5 ft·lb)
Engine drain plug	3.2 m·kg (23.0 ft·lb)
Change pedal	0.8 m·kg (6.0 ft·lb)
Engine mount bolts (Front) (M8)	3.3 m·kg (24.0 ft·lb)
Engine mount bolts (Rear) (M8)	3.3 m·kg (24.0 ft·lb)
Engine mount bolts (Rear) (M8)	2.0 m·kg (14.5 ft·lb)
Engine mount bolts (Upper) (M8)	3.3 m·kg (24.0 ft·lb)
Steering stem bolt (M14)	5.4 m·kg (39.0 ft·lb)
Steering pinch bolt (M8)	2.0 m·kg (14.5 ft·lb)
Shock absorber (Upper)	3.0 m·kg (21.5 ft·lb)
Shock absorber (Lower)	3.0 m·kg (21.5 ft·lb)
Front wheel axle	10.7 m·kg (77.5 ft·lb)
Rear wheel axle	10.7 m·kg (77.5 ft·lb)

A (Nut)	B (Bolt)	General torque specifications	
		m·kg	ft·lb
10 mm	6 mm	0.6	4.5
12 mm	8 mm	1.5	11.0
14 mm	10 mm	3.0	22.0
17 mm	12 mm	5.5	40.0
19 mm	14 mm	8.5	61.0
22 mm	16 mm	13.0	94.0



Engine oil

1. Oil level measurement

- a. Place the motorcycle on a level place.
Warm up the engine for several minutes.

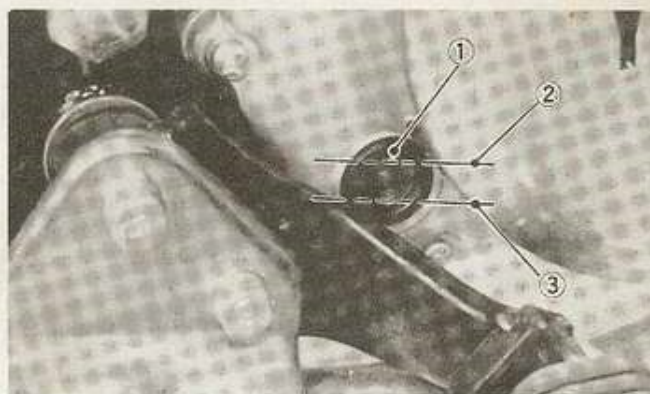
NOTE:

Be sure the motorcycle is positioned straight up when checking the oil level; a slight tilt toward the side can produce false readings.

- b. With the engine stopped, check the oil level through the level window located at the lower part of the right side crankcase cover.

NOTE:

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

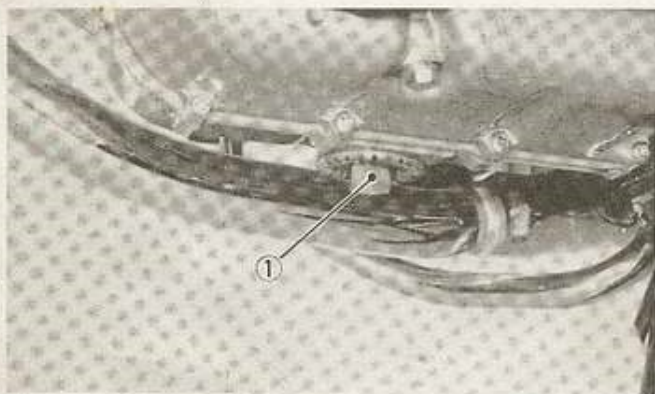


1. Level window 2. Maximum mark 3. Minimum mark

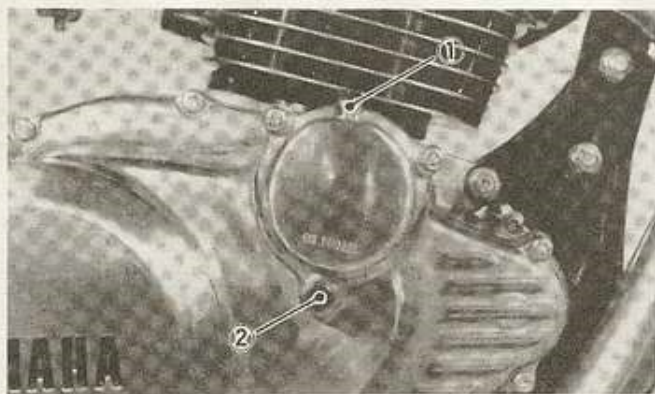
- c. The oil level should be between maximum and minimum marks. If the level is lower, add sufficient oil to raise it to the proper level.

2. Engine oil replacement

- a. Start the engine and stop it after a few minutes of warm-up.
- b. Place an oil pan under the engine.
- c. Remove the oil filler cap, drain plug, and air bleeder screw attached to the oil filter cover.



1. Drain plug



1. Air bleeder screw
2. Filter cover screw

NOTE:

The oil filter cover is secured by three screws. The lower one should be removed so that the filter cavity will drain.

CAUTION:

When removing the drain plug, the compression spring, oil strainer, O-ring, and oil pipe will fall off. Take care not to lose these parts.

- d. Check each gasket. If damaged, replace.
- e. Install the drain plug, the air bleeder screw, and the filter cover screw.

CAUTION:

Before reinstalling the drain plug, do not forget to fit the O-ring, compression spring, oil strainer, and oil pipe.

Drain plug torque:
3.2 m·kg (23.0 ft·lb)

- f. Add 1.3 liters (1.4 US. qt) of engine oil. Install the oil filler cap and tighten.



- g. Start the engine and allow a few minutes of warm-up. While warming up, check for oil leakage. If oil leaks, stop the engine immediately, and check for the cause.
- h. Stop the engine and check the oil level.

CAUTION:

After replacement of engine oil, be sure to check the oil pressure by the following procedure.

1. Loosen the air bleeder screw from oil filter cover.
2. Start the engine and keep it running at idle until oil seeps out of the bleeder hole. If no oil comes out even after a lapse of over one minute, stop the engine immediately for fear of seizure. In such a case go to the nearest Yamaha dealer or qualified mechanic for repairs.
3. After checking, tighten the air bleeder screw securely.

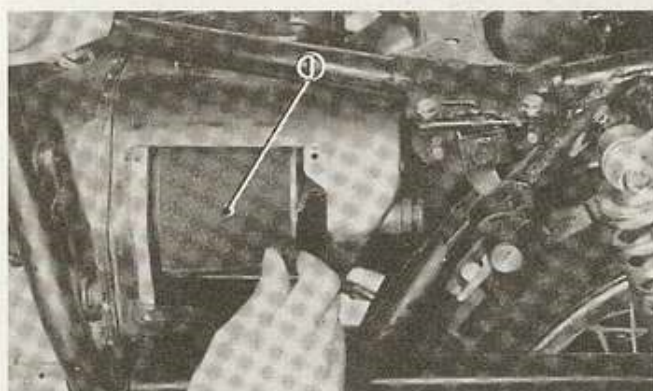
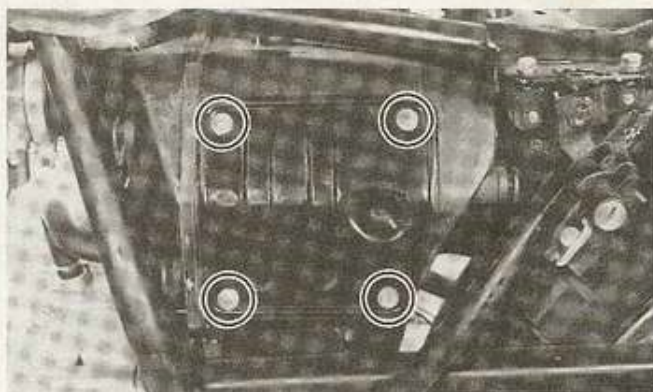
3. Oil filter replacement

Ask your Yamaha dealer or other qualified mechanic to replace the engine oil filter element.

Air filter

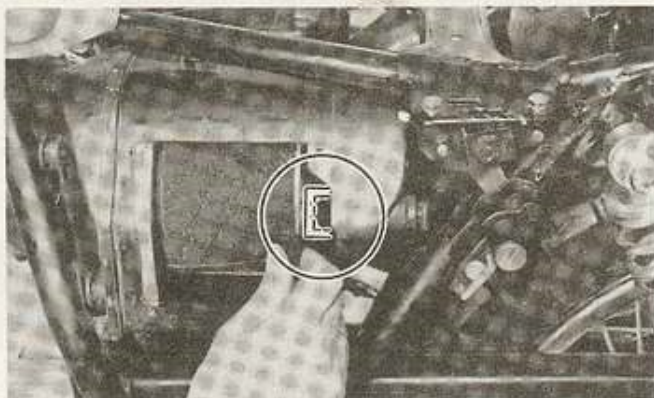
The air filter protects the engine from dirt which can enter with the intake air and cause rapid engine wear. This dirt is filtered from the air by the air filter element. This model uses a cartridge type air filter element which consists of foam rubber moistened with oil. When this filter element becomes dirty it should be cleaned.

1. Remove the seat and the side cover (left).
2. Remove the air filter element from its case, remove element from guide and clean with solvent. After cleaning, remove the remaining solvent by squeezing the element.



1. Air filter element

3. Then apply Yamaha 2-cycle engine oil or equivalent to the entire surface and squeeze out the excess oil. Element should be wet but not dripping.
4. When installing the air filter element in its case, be sure its sealing surface matches perfectly the sealing surface of the case so there is not air leakage.



5. The air filter element should be cleaned at the specified intervals. It should be cleaned more often if the motorcycle is operated in dusty or wet areas.

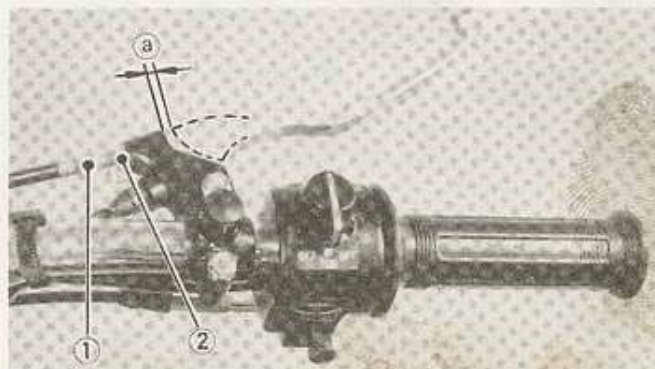
CAUTION:

The engine should never be run without the air cleaner element installed; excessive piston and/or cylinder wear may result.

Front brake adjustment

The front brake should be adjusted to suit rider preference with a minimum cable slack of 5 ~ 8 mm (0.2 ~ 0.3 in) play at the brake lever pivot point.

Adjustment is accomplished at one of two places; either the handlebar lever holder or the front brake hub.



—37— 1. Adjuster 2. Lock nut a. 5 ~ 8 mm (0.2 ~ 0.3 in)

1. Loosen the lock nut.
2. Turn the cable length adjuster in or out until adjustment is suitable.
3. Tighten the lock nut.

If proper adjustment cannot be obtained at the handlebar lever holder, have a qualified mechanic such as your Yamaha dealer make a brake hub adjustment.



1. Adjuster
2. Lock nut

Rear brake adjustment

CAUTION:

For the brake pedal position adjustment, be sure to proceed as follows; (It is advisable to have your Yamaha dealer or other qualified mechanic make this adjustment.)

1. Pedal height
 - a. Loosen the adjuster lock nut (for pedal height).
 - b. By turning the adjuster bolt clockwise or counterclockwise, adjust the brake pedal position so that its top end is approx. 15 mm (0.6 in) below the footrest top end.
 - c. Secure the adjuster lock nut.

WARNING:

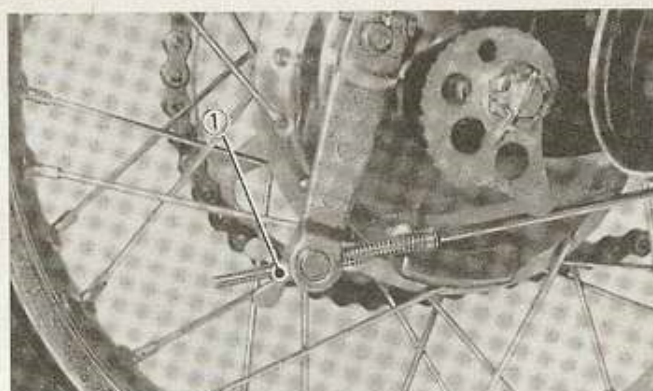
After adjusting the pedal height, the brake pedal free play should be adjusted.

2. Free play

Turn the adjuster on the brake rod clockwise or counterclockwise to provide the brake pedal end with a free play of 20 ~ 30 mm (0.8 ~ 1.2 in).



- 1. Adjuster bolt (For pedal height)
- 2. Lock nut
- a. 15 mm (0.6 in)
- b. 20 ~ 30 mm (0.8 ~ 1.2 in)

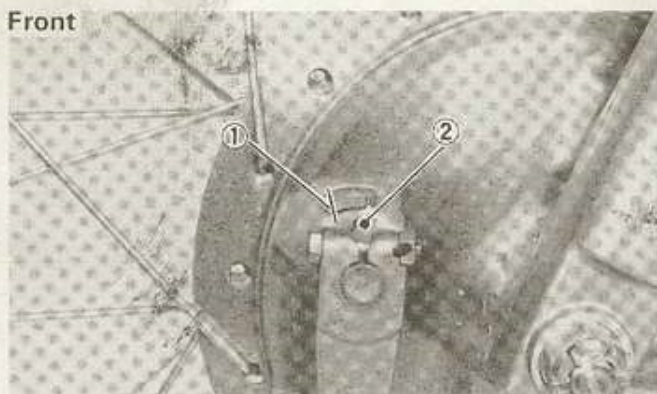


1. Adjuster

Brake lining inspection

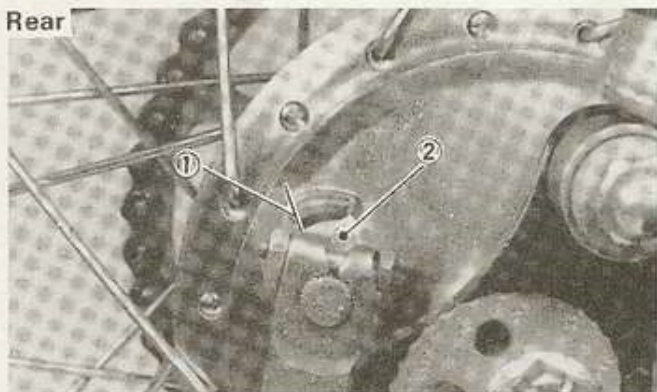
To check, see the wear indicator position while depressing the brake pedal or pulling the brake lever. If the indicator reaches to the wear limit line, ask your Yamaha dealer or other qualified mechanic to replace the shoes.

Front



- 1. Wear limit
- 2. Wear indicator

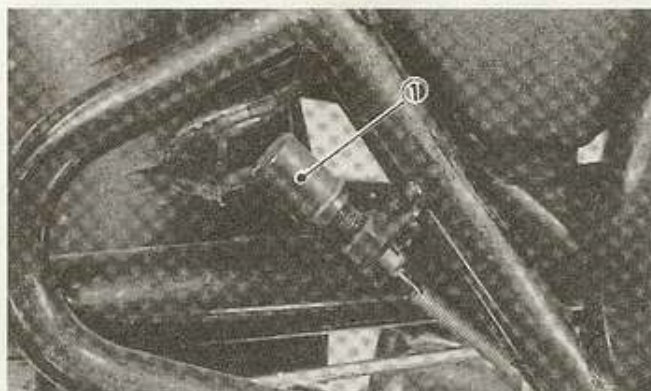
Rear



- 1. Wear limit
- 2. Wear indicator

Brake light switch adjustment

The brake light switch is operated by movement of the brake pedal. To adjust, hold the main body of the switch with the hand so it does not rotate and turn the adjusting nut. Proper adjustment is achieved when the brake light comes on slightly before the brake begins to take effect.



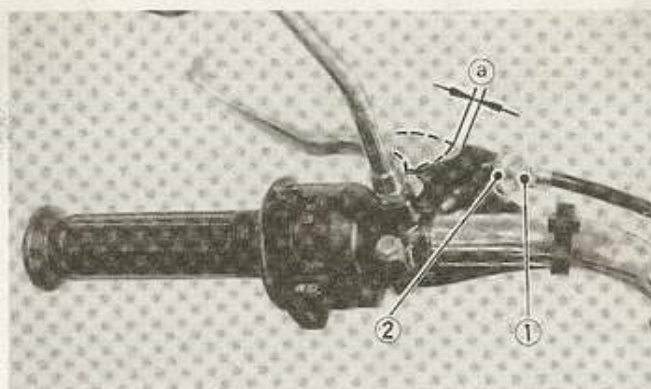
- 1. Brake light switch

Clutch adjustment

This model has a clutch cable length adjuster and a clutch mechanism adjuster. Cable length adjuster is used to take up slack from cable stretch and to provide sufficient free play for proper clutch operation under various operating conditions. The clutch mechanism adjuster is used to provide the correct amount of clutch "throw" for proper disengagement. Normally, once the mechanism is properly adjusted, the only adjustment required is maintenance of free play at the clutch handlebar lever.

Free play adjustment

Loosen the handlebar lever adjuster lock nut. Next, turn the length adjuster either in or out until proper lever free play is achieved (see illustration).



1. Adjuster

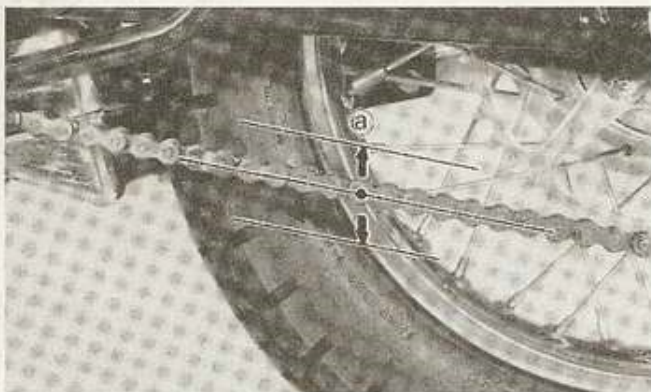
2. Lock nut

Drive chain tension check

NOTE:

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

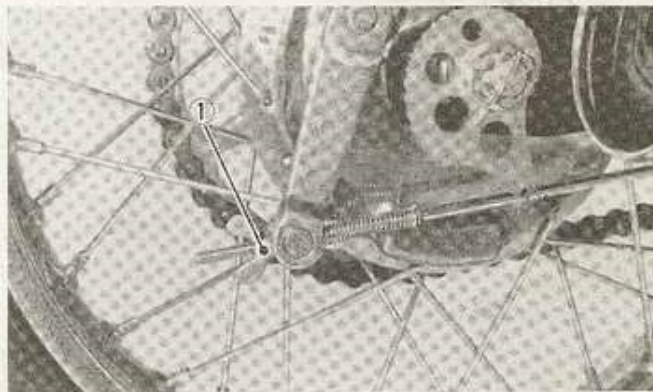
Inspect the drive chain with the center stand put up. Check the tension at the position shown in the illustration. The normal vertical deflection is approximately 25 ~ 35 mm (1.0 ~ 1.4 in). If the deflection exceeds 25 ~ 35 mm (1.0 ~ 1.4 in) adjust the chain tension.



a. 25 ~ 35 mm (1.0 ~ 1.4 in)

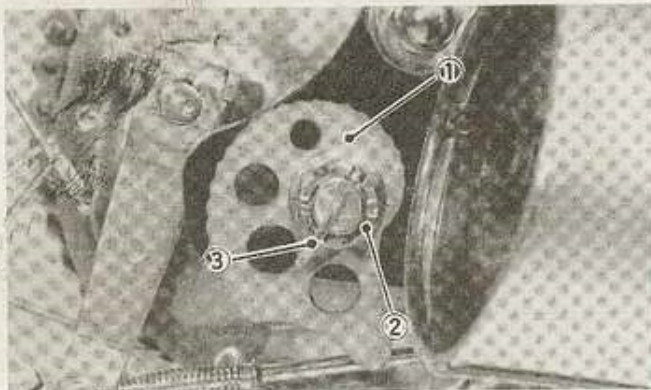
Drive chain tension adjustment

1. Loosen the rear brake adjuster.



1. Rear brake adjuster

2. Remove the cotter pin of the rear wheel axle nut with pliers.
3. Loosen the rear wheel axle nut.
4. Turn the chain puller both left and right until axle is situated in same puller slot position on each side.



1. Chain puller 2. Axle nut 3. Cotter pin

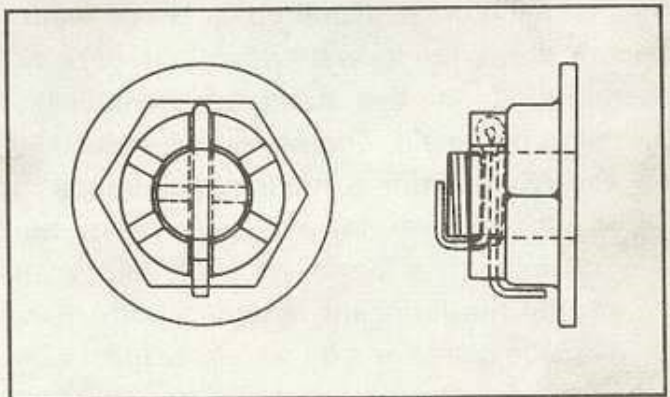
5. Tighten the rear axle nut.

Axle nut torque:

10.7 m·kg (77.5 ft·lb)

6. Insert the cotter pin into the rear wheel axle nut and bend the end of the cotter pin as shown in the illustration (if the nut notch and the cotter pin hole do not match, tighten the nut slightly to match).

7. In the final step, adjust the play in the brake pedal.



CAUTION:

Excessive chain tension will overload the engine and other vital parts; keep the tension within the specified limits. Also, replace the rear axle cotter pin with a new one.

Drive chain lubrication

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

1. First, remove dirt and mud from the chain with a brush or cloth and then spray the lubricant between both rows of side plates and on all center rollers.
2. To clean the entire chain, first remove the chain from the motorcycle, dip it in solvent and clean out as much dirt as possible. Then take the chain out of the solvent and dry it. Immediately, lubricate the chain to prevent the formation of rust.

Cable inspection and lubrication

If the inner cables do not operate smoothly, lubricate them or ask your Yamaha dealer or other qualified mechanic to replace the cable assembly, if necessary.

WARNING:

Damage to the outer housing of the various cables may cause corrosion; often, free movement will be obstructed. An unsafe condition may result so replace such cables as soon as possible.

Recommended lubricant:

Yamaha chain and cable lube
or SAE 10W/30 motor oil

Throttle cables and grip lubrication

The throttle twist grip assembly should be greased at the time that the cables are lubricated, since the grip must be removed to get at the ends of the throttle cables. Two screws clamp the throttle housing to the handlebar. Once these are removed, the ends of the cables can be held high to pour in several drops of lubricant. With the throttle grip disassembled, coat the metal surfaces of the grip assembly with a suitable all-purpose grease to cut down friction.

Rear swing arm pivot shaft

Lubricate the rear swing arm pivot shaft with lithium soap grease.

This service should be done by your Yamaha dealer or other qualified mechanic.

Lubrication of levers, pedals, etc.

- * Lubricate the pivoting parts of the brake and clutch levers.
- * Lubricate the shaft of the brake pedal.

Recommended lubricant:

Yamaha chain and cable lube
or SAE 10W/30 motor oil

Front Fork Oil Change

WARNING:

1. Fork oil leakage can cause loss of stability and safe handling. Have any problem corrected before operating the motorcycle.
 2. Securely support the motorcycle so there is no danger of it falling over.
-
1. Raise the motorcycle or remove the front wheel so that there is no weight on the front end of the motorcycle.
 2. Remove the rubber cap from the top of each front.
 3. The spring seat and fork spring are retained by a stopper ring (spring wire

circlip). It is necessary to depress the spring seat and fork spring to remove the stopper ring. Remove the stopper ring by carefully prying out one end with a small screwdriver.

4. Place an open container under each drain hole. Remove the drain screw from each outer tube.
5. When most of the oil has drained, slowly raise and lower the outer tubes to pump out the remaining oil.
6. Inspect the drain screw gasket. Replace if damaged. Reinstall the drain screw.
7. Pour the specified amount of oil into the fork inner tube.

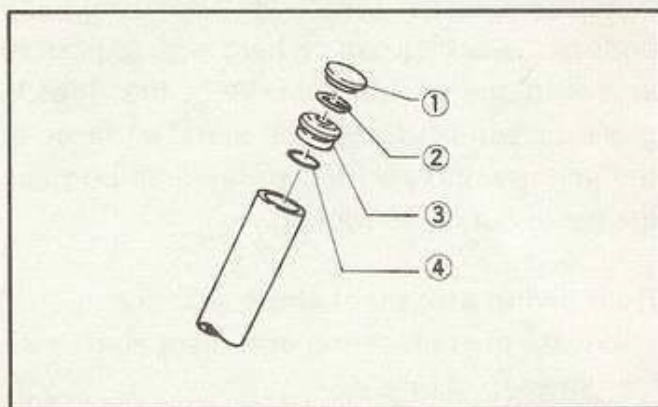
Front fork oil capacity (each fork):

168 cc (5.7 oz)

Recommended oil:

Yamaha Fork Oil 10Wt or equivalent

8. After filling, slowly pump the outer tubes up and down to distribute the oil.
9. Inspect the "O-ring" on the spring seat. Replace the "O-ring", if damaged.
10. Reinstall the "O-ring", spring seat, stopper ring and rubber cap.



- | | |
|-----------------|----------------|
| 1. Cap | 3. Spring seat |
| 2. Stopper ring | 4. O-ring |

CAUTION:

Always use a new stopper ring (wire circlip).

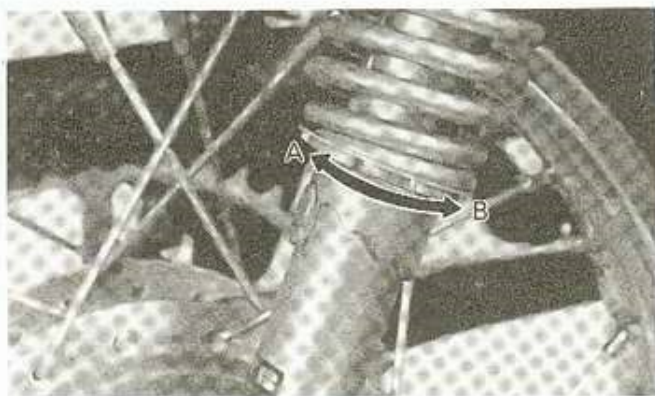
Rear shock absorber

The spring preload of the rear shock absorber can be adjusted to suit rider preference and riding conditions. If the spring seat is raised, the spring becomes stiffer and if lowered the spring becomes softer.

WARNING:

Always adjust the shock absorbers on each side to the same position.

Uneven adjustment can cause poor handling and loss of stability.



A. Stiffer

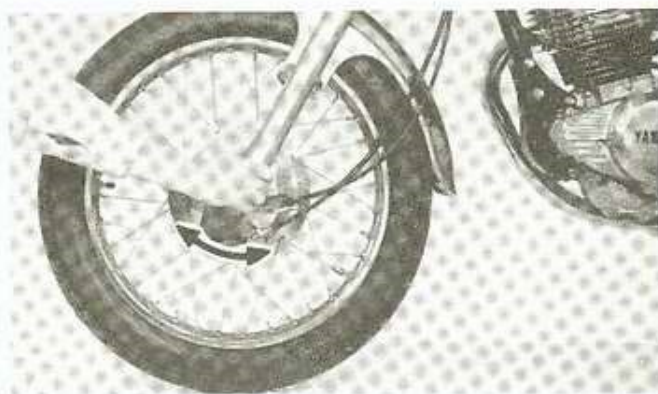
B. Softer

Steering inspection

Periodically inspect the condition of the steering. Worn out or loose steering bearings may be dangerous.

Place a block under the engine to raise the front wheel of the motorcycle off the ground; then hold the lower end of the front fork and try to move forward and backward. If any free play can be felt, ask a Yamaha dealer or other qualified mechanic to inspect and adjust the steering assembly.

Inspection is easier if the front wheel is removed.



WARNING:

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

Wheel Bearings

If the wheel bearings in the front or rear wheel allow play in the wheel hub, or if the wheel does not turn smoothly, have your Yamaha dealer or a qualified mechanic inspect the wheel bearings. The wheel bearings should be inspected according to the General Maintenance Schedule.

Battery

Check the level of the battery fluid and see if the terminals are tight. Add distilled water if the fluid level is low.

CAUTION:

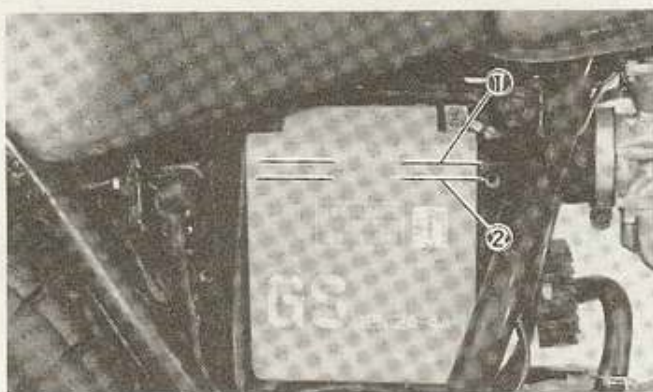
When inspecting the battery, be sure the vent tube is routed correctly. If the vent tube touches the frame or exits in such a way as to cause battery electrolyte or gas to exit onto the frame, structural and cosmetic damage to the motorcycle can occur.

NOTE:

Normal tap water contains minerals which are harmful to a battery; therefore, refill only with distilled water.

WARNING:

Battery fluid on the chain can cause premature failure and a possible accident.



1. Upper level 2. Lower level

—WARNING:—

Battery fluid is poisonous and dangerous, causing severe burns, etc. It contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote:

EXTERNAL—Flush with water.

INTERNAL—Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately.

Eyes: Flush with water for 15 minutes

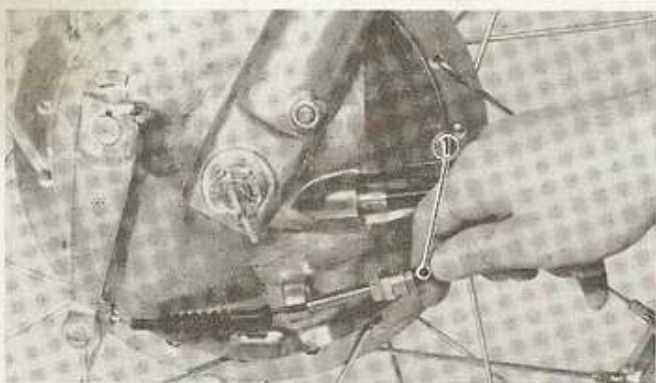
and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flame, cigarettes, etc. away. Ventilate when charging or using in enclosed space. Always shield your eyes when working near batteries. **KEEP OUT OF REACH OF CHILDREN.**

Replacing the headlight bulb

This motorcycle is equipped with a sealed beam headlight. If the headlight burns out, ask your Yamaha dealer or other qualified mechanic for a lens unit replacement and adjustment.

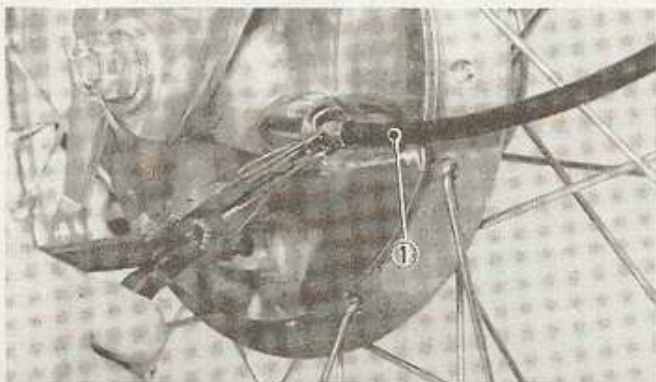
Front wheel removal

1. Remove brake cable; loosen the cable holder screw on the left front fork leg. Loosen all cable adjusters and remove cable from handlebar lever holder. Then remove cable from cam lever at front brake shoe plate.



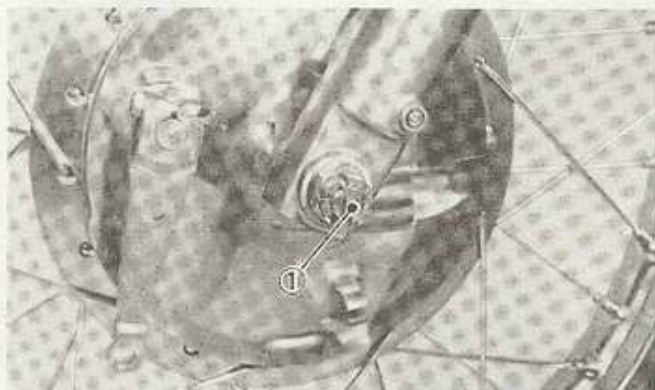
1. Brake cable

2. Remove speedometer cable from front brake shoe plate: First remove clip and then pull cable out.

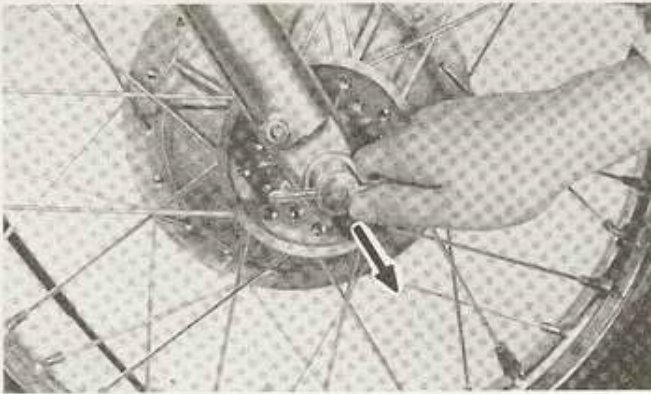


1. Speedometer cable

3. Remove the cotter pin from the front wheel axle and remove the axle nut.
4. Elevate the front wheel by placing a suitable stand under the engine.
5. Turn and pull out the front wheel axle; the wheel assembly can now be removed.



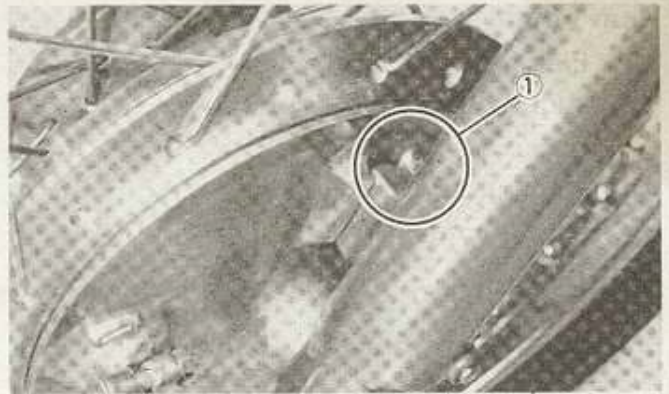
1. Cotter pin



Front wheel installation

When installing the front wheel, reverse the removal procedure taking care of the following points:

1. Check for proper engagement of the boss on the outer fork tube with the locating slot on the brake shoe plate.



1. Torque stopper

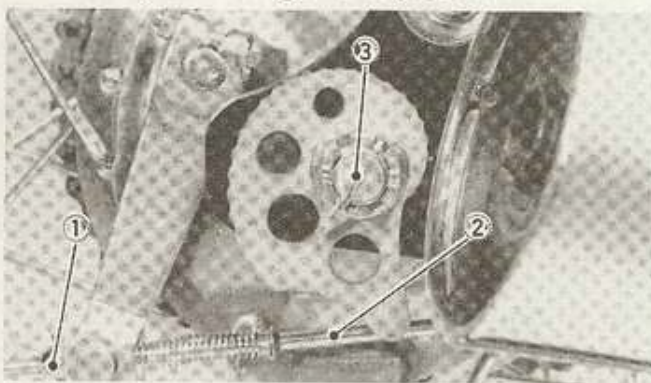
2. Always secure the front wheel axle as follows:
 - a. Torque the axle nut.

Axle nut torque: 10.7 m·kg (77.5 ft·lb)

- b. Install a new cotter pin; discard old pin.
 - c. Adjust the play in the brake lever.

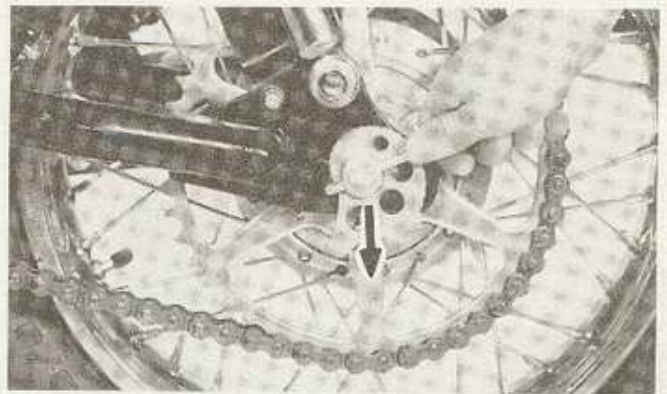
Rear wheel removal

1. Elevate the rear wheel by placing a suitable stand under the engine.
2. Remove the brake rod from the brake shoe plate. The brake rod can be removed by removing the adjuster.



1. Adjuster 2. Brake rod 3. Cotter pin

3. Remove the cotter pin from the wheel axle and remove the rear wheel axle nut.
4. The rear wheel assembly, the collar, the chain puller(s), etc., can be removed from the motorcycle by pulling the wheel axle.



NOTE:

A special tool is usually required for separating the chain; however, it is usually not necessary to unlink the chain to remove or reinstall the rear wheel.

Rear wheel installation

The rear wheel can be reassembled by reversing the disassembly procedure. Note the following points.

1. When installing the chain, make certain the closed end of the master link clip is facing direction of rotation.

2. Check for proper engagement of the boss on the swing arm with the locating slot on the brake shoe plate.



3. Make sure the rear wheel axle is inserted on the left-hand side and that the chain pullers are installed with the punched side outward.
4. Make sure the rear wheel axle nut is properly torqued.

Tightening torque:
10.7 m·kg (77.5 ft·lb)

5. Adjust the drive chain tension.
6. Adjust the brake pedal and brake light switch.
7. Always use a new cotter pin. Old pin should be discarded.

Fuse replacement

1. The fuse is located under the seat.
2. If fuse is blown, turn off the ignition switch and the switch in the circuit in question and install a new fuse of proper amperage. Then turn on the switches, and see if the electrical device operates. If the fuse immediately blows again, consult your Yamaha dealer or other qualified mechanic.

WARNING:

Do not use fuses of a higher amperage rating than those recommended. Substitution of a fuse of improper rating can cause extensive electrical system damage and possible fire.

Carburetor adjustment:

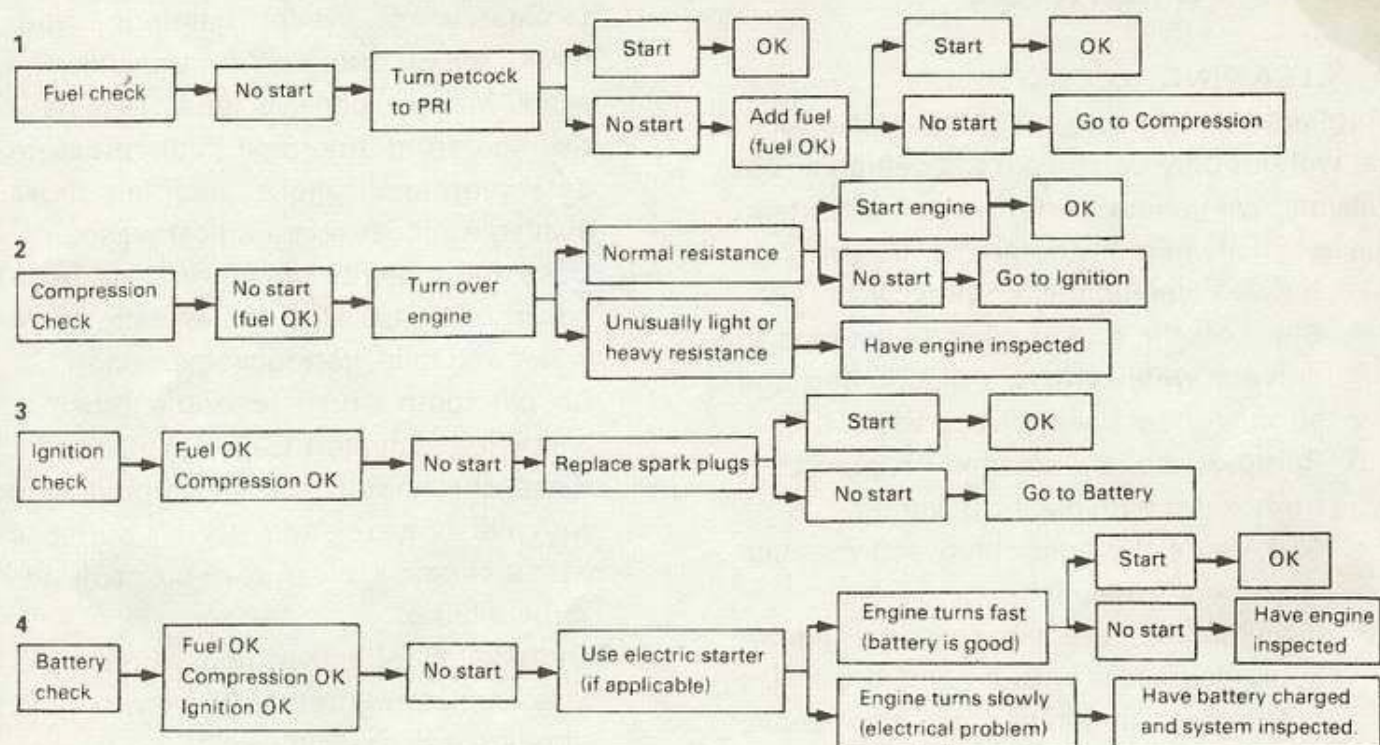
The carburetor is a vital part of the engine and its emission control system. Adjusting should be left to a Yamaha dealer or other qualified mechanic with the professional knowledge, specialized data and equipment to do so properly.

Trouble shooting

Although Yamaha motorcycles are given a rigid inspection before shipment from the factory, trouble may occur during operation. If this happens check the motorcycle in accordance with the procedures given in the chart below. If repair is necessary, ask a qualified mechanic such as your Yamaha dealer for assistance. The skilled technicians at your Yamaha dealer are trained and equipped to perform the necessary maintenance and repair work. For replacement parts, Yamaha recommends you use Genuine Yamaha Parts, or parts you know are equivalent in quality.

Any problem in the fuel, compression or ignition system can cause poor starting, excessive emissions, engine damage, or loss of power while riding. The troubleshooting chart describes a quick and easy series of system checks to locate the problem.

Troubleshooting chart



CLEANING AND STORAGE

A. CLEANING

Frequent thorough cleaning of your motorcycle will not only enhance its appearance but will improve general performance and extend the useful life of many components.

1. Before cleaning the motorcycle:
 - a. Block off the end of the exhaust pipe to prevent water entry; a plastic bag and strong rubber band may be used.
 - b. Remove the air cleaner or protect it from water with plastic covering.
 - c. Make sure the spark plug and gas cap are properly installed.
2. If the engine case is excessively greasy, apply degreaser with a paint brush. Do not apply degreaser to the chain, sprockets, or wheel axles.
3. Rinse dirt and degreaser off with garden hose, using only enough hose pressure

to do the job. Excessive hose pressure may cause water seepage and contamination of wheel bearings, front forks, brake drums, and transmission seals. Many expensive repair bills have resulted from improper high pressure detergent applications such as those available in coin-operated car washes.

4. Once the majority of the dirt has been hosed off, wash all surfaces with warm water and mild, detergent-type soap. An old tooth brush or bottle brush is handy to reach hard-to-get-to places.
5. Rinse the motorcycle off immediately with clean water and dry all surfaces with a chamois, clean towel, or soft absorbent cloth.
6. Immediately after washing, remove excess moisture from the chain and lubricate it to prevent rust.
7. Clean the seat with a vinyl upholstery cleaner to keep the cover pliable and glossy.

8. Automotive-type wax may be applied to all painted and chrome-plated surfaces. Avoid combination cleaner-waxes. Many contain abrasives which may mar the paint or protective finish on the fuel tank.
9. After finishing, start the engine immediately and allow it to idle for several minutes to dry out inaccessible parts.

B. STORAGE

Long term storage (60 days or more) of your motorcycle will require some preventive procedures to insure against deterioration. After cleaning the motorcycle thoroughly, prepare for storage as follows:

1. Drain fuel tank, fuel lines, and carburetor float bowl.
2. Remove empty fuel tank, pour a cup of SAE 10W/30 motor oil in tank, shake the tank to coat the inner surfaces thoroughly and drain off excess the oil. Re-install the tank.
3. Remove the spark plug, pour about one tablespoon of SAE 10W/30 motor oil in the spark plug hole and re-install the spark plug. Crank the engine over several times (with the ignition off) to coat the cylinder walls with oil.
4. Remove the drive chain. Clean it thoroughly with solvent and lubricate it. Re-install the chain or store in a plastic bag (tie it to the frame for safe-keeping.)
5. Lubricate all control cables.
6. Block up the frame to raise both wheels off ground.
7. Tie a plastic bag over the exhaust pipe outlet to prevent moisture from entering.
8. If storing in humid or salt-air atmosphere, coat all exposed metal surfaces with a light film of oil. Do not apply oil to any rubber parts or the seat cover.

9. Remove the battery and charge it. Store it in a dry place and re-charge it once a month. Do not store the battery in an excessively warm or cold place [less than 0°C (32°F) or more than 30°C (90°F)].

NOTE: _____

Make any necessary repairs before storing the motorcycle.

MISCELLANEOUS

Consumer information

STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under different conditions of loading and with partial failures of the braking system. The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions and the information may not be correct under other conditions.

Description of vehicles to which this table applies: Yamaha motorcycle SR250G

A. Fully Operational Service Brake

Load

Light

Maximum

170

186

NOTE: The statement above is required by U.S. Federal law. "Partial failures" of the braking system do not apply to this chart.

0 100 200 300
(Feet)

Stopping distance in feet from 60 mi/h

ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which they apply, in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 mi/h and a limiting speed of 35 mi/h. The high-speed pass assumes an initial speed of 50 mi/h and a limiting speed of 80 mi/h.

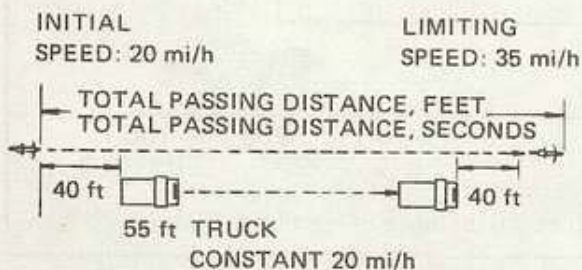
NOTICE: The information presented presents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies: Yamaha motorcycle SR250G

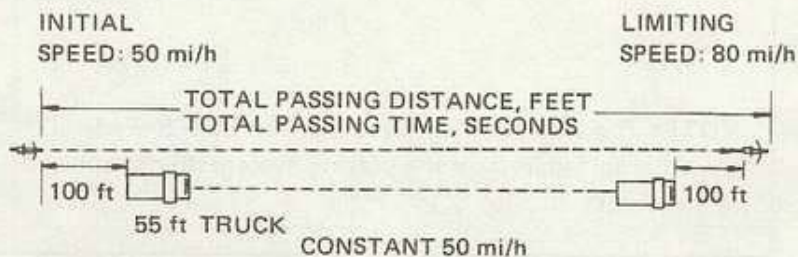
Summary table

Low-speed pass	367.3 feet: 7.6 seconds
High-speed pass	1,412.2 feet: 15.3 seconds

LOW-SPEED



HIGH-SPEED



SPECIFICATIONS

Model	SR250G
Dimensions: Overall length Overall width Overall height Wheelbase Minimum road clearance Minimum turning radius	2,005 mm (78.9 in) 815 mm (32.1 in) 1,125 mm (44.3 in) 1,335 mm (52.6 in) 145 mm (5.7 in) 2,300 mm (90.6 in)
Net weight:	121 kg (267 lb)
Engine: Type Engine model Cylinder Displacement Bore and Stroke Compression ratio Starting system Ignition system Fuel tank capacity Reserve capacity Engine oil quantity	4-stroke S.O.H.C. gasoline 3Y6 Single cylinder 249 cc (15.2 cu.in) 75 x 56.5 mm (2.953 x 2.224 in) 9.2 : 1 Electric starter Battery ignition (Full transistor ignition) 10.7 ℓ (2.8 US gal) Approximately 1.3 ℓ (0.3 US gal) 1.6 ℓ (1.7 US qt) Total amount 1.3 ℓ (1.4 US qt) Periodic oil change

Model		SR250G
Lubricating system		Wet sump
Spark plug		BP7ES (NGK), W22EP (NIPPON DENSO)
Carburetor		BS34 MIKUNI
Air cleaner		Oiled, foam rubber
Transmission:		
Primary reduction system		Gear
Primary reduction ratio		72/23 (3.130)
Secondary reduction system		Chain
Secondary reduction ratio		46/16 (2.875)
Clutch		Wet, multi-disc type
Gear box type		Constant mesh, 5-speed forward
Operation system		Left foot operation
Gear ratio:	First	37/14 (2.642)
	Second	32/19 (1.684)
	Third	29/23 (1.260)
	Fourth	26/26 (1.000)
	Fifth	23/28 (0.821)
Steering:	Caster	29°45'
	Trail	121 mm (4.76 in)
Tire size:	Front	3.00—18—4PR
	Rear	120/90—16 63P
Suspension:	Front	Telescopic fork
	Rear	Swing arm

Model		SR250G
Shock absorber:	Front	Coil spring, oil damper
	Rear	Coil spring, oil damper
Frame		Steel tubing, diamond structure
Battery:		12N12A-4A
Lights:		
Headlight		12V, 50W/35W
Taillight		12V, 3 CP (8W)
Brake light		12V, 32 CP (27W)
Flasher lights		12V, 32 CP (27W) x 4
Turn indicator light		12V, 3.4W x 2
Neutral indicator light		12V, 3.4W
High beam indicator light		12V, 3.4W
Meter lights		12V, 3.4W

WARRANTY INFORMATION

Please refer to your copy of the Yamaha Owner's Warranty Guide* for details of the warranty offered on your new Yamaha.

The Warranty Guide contains the warranty policy, an explanation of the warranty, and other important information. Becoming familiar with these policies will be to your advantage in making the best use of Yamaha's warranty programs.

There are certain requirements which you must meet in order to qualify for warranty coverage.

FIRST, your new Yamaha must be operated and maintained properly, as explained in this manual. If you have any questions about any procedure in this manual, please consult your dealer. ABUSE AND NEGLECTED MAINTENANCE MAY LEAD TO MECHANICAL FAILURES WHICH CANNOT BE COVERED UNDER WARRANTY.

SECOND, IF ANY PROBLEMS OCCUR WHICH YOU FEEL SHOULD BE COVERED UNDER WARRANTY, NOTIFY YOUR DEALER IMMEDIATELY. Don't delay, as small problems left unrepaired can become large problems which may not be covered under warranty.

We recommended that the Warranty Guide be used as a folder in which you may keep your registration and other important documents related to your new Yamaha.

* The Yamaha Owner's Warranty Guide is to be supplied by your Yamaha dealer at the time of purchase. If you did not receive one, or have lost yours, you may obtain extra copies upon request from your Yamaha dealer or by writing to:

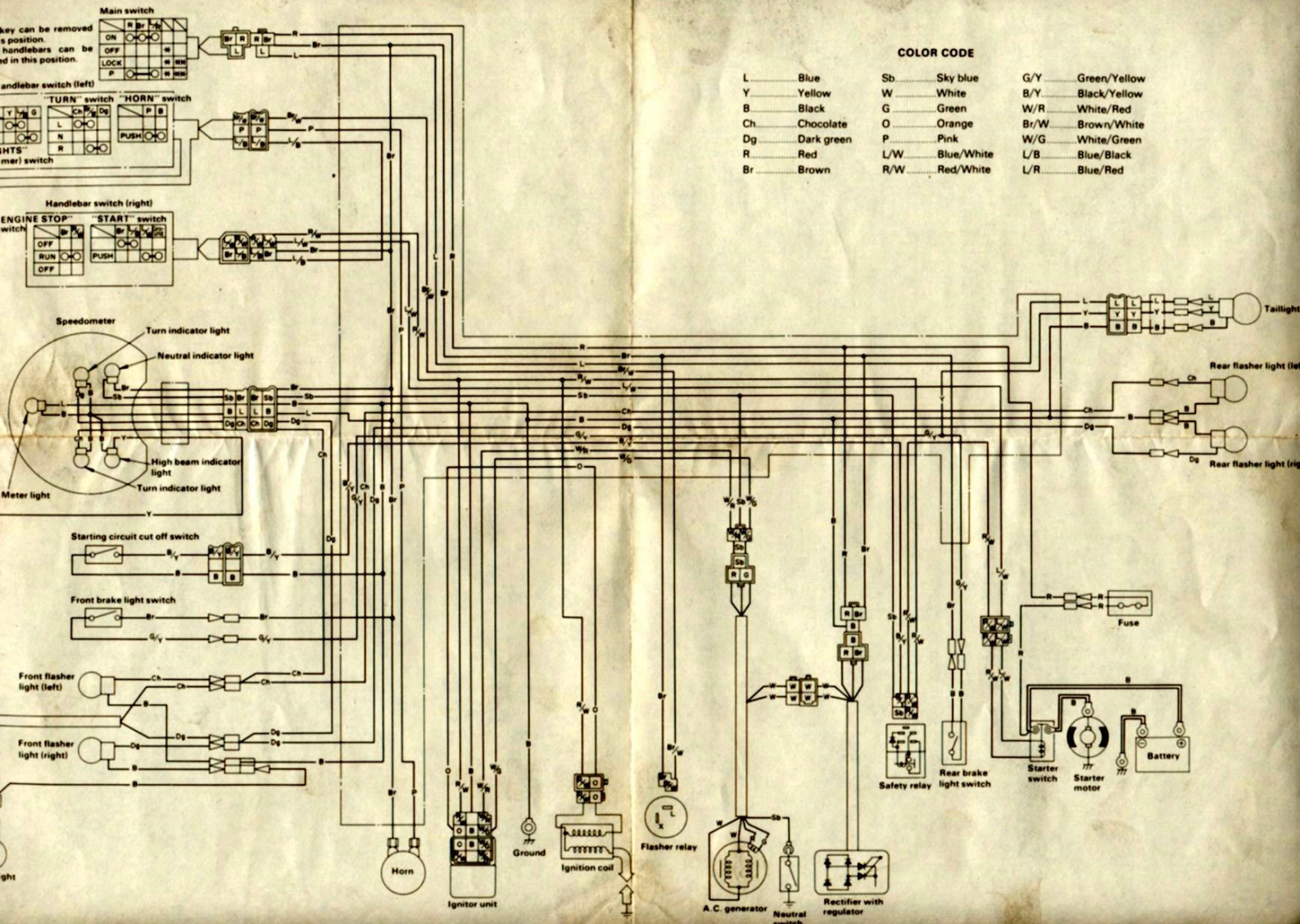
YAMAHA MOTOR CORPORATION, U.S.A.
6555 KATELLA AVE.
P.O. Box 6555
CYPRESS, CALIFORNIA 90630
ATTN: WARRANTY DEPARTMENT

Copies of work orders and/or receipts for parts you purchase and install will be required to document maintenance done in accordance with the emission warranty. The chart below is printed only as a reminder to you that the maintenance work is required. It is not acceptable proof of maintenance work.

MAINTENANCE INTERVAL	DATE OF SERVICE	MILEAGE	SERVICING DEALER NAME AND ADDRESS	SERVICING DEALER SIGNATURE
1,000 km or 600 mi or 1 mo.				
4,000 km or 2,500 mi or 7 mo.				
7,000 km or 4,500 mi or 13 mo.				
10,000 km or 6,200 mi or 19 mo.				
13,000 km or 8,000 mi or 25 mo.				

MAINTENANCE INTERVAL	DATE OF SERVICE	MILEAGE	SERVICING DEALER NAME AND ADDRESS	SERVICING DEALER SIGNATURE
16,000 km or 10,000 mi or 31 mo.				
19,000 km or 12,000 mi or 37 mi.				
22,000 km or 13,700 mi or 43 mo.				
25,000 km or 15,500 mi or 49 mo.				
28,000 km or 17,400 mi or 55 mo.				
31,000 km or 19,200 mi or 61 mo.				

WIRING DIAGRAM





YAMAHA MOTOR CO., LTD.

UWATA, JAPAN

PRINTED IN JAPAN

79 • 12 • 3.0 x 1 C5

(英)