INTRODUCTION

Welcome to the Yamaha world of motorcycling!
As the owner of the XVS1300AX, you are benefiting from Yamaha’s vast experience and newest technology regarding the design and manufacture of high-quality products, which have earned Yamaha a reputation for dependability.
Please take the time to read this manual thoroughly, so as to enjoy all advantages of your XVS1300AX. The owner’s manual does not only instruct you in how to operate, inspect and maintain your motorcycle, but also in how to safeguard yourself and others from trouble and injury.
In addition, the many tips given in this manual will help keep your motorcycle in the best possible condition. If you have any further questions, do not hesitate to contact your Yamaha dealer.
The Yamaha team wishes you many safe and pleasant rides. So, remember to put safety first!
### IMPORTANT MANUAL INFORMATION

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

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>⚠️</td>
<td>The Safety Alert Symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!</td>
</tr>
<tr>
<td>⚠️ WARNING</td>
<td>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.</td>
</tr>
<tr>
<td>CAUTION:</td>
<td>A CAUTION indicates special precautions that must be taken to avoid damage to the motorcycle.</td>
</tr>
<tr>
<td>NOTE:</td>
<td>A NOTE provides key information to make procedures easier or clearer.</td>
</tr>
</tbody>
</table>

**NOTE:**
- This manual should be considered a permanent part of this motorcycle and should remain with it even if the motorcycle is subsequently sold.
- Yamaha continually seeks advancements in product design and quality. Therefore, while this manual contains the most current product information available at the time of printing, there may be minor discrepancies between your motorcycle and this manual. If you have any questions concerning this manual, please consult your Yamaha dealer.

⚠️ **WARNING**

PLEASE READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE OPERATING THIS MOTORCYCLE.

*Product and specifications are subject to change without notice.*
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SAFETY INFORMATION

MOTORCYCLES ARE SINGLE TRACK VEHICLES. THEIR SAFE USE AND OPERATION ARE DEPENDENT UPON THE USE OF PROPER RIDING TECHNIQUES AS WELL AS THE EXPERTISE OF THE OPERATOR. EVERY OPERATOR SHOULD KNOW THE FOLLOWING REQUIREMENTS BEFORE RIDING THIS MOTORCYCLE.

He or she should:
- Obtain thorough instructions from a competent source on all aspects of motorcycle operation.
- Observe the warnings and maintenance requirements in the owner's manual.
- Obtain qualified training in safe and proper riding techniques.
- Obtain professional technical service as indicated by the owner's manual and/or when made necessary by mechanical conditions.

Safe riding
- Always make pre-operation checks. Careful checks may help prevent an accident.
- This motorcycle is designed to carry the operator and a passenger.
- The failure of motorists to detect and recognize motorcycles in traffic is the predominating cause of automobile/motorcycle accidents. Many accidents have been caused by an automobile driver who did not see the motorcycle. Making yourself conspicuous appears to be very effective in reducing the chance of this type of accident.

Therefore:
- Wear a brightly colored jacket.
- Use extra caution when you are approaching and passing through intersections, since intersections are the most likely places for motorcycle accidents to occur.
- Ride where other motorists can see you. Avoid riding in another motorist's blind spot.
- Many accidents involve inexperienced operators. In fact, many operators who have been involved in accidents do not even have a current motorcycle license.
- Make sure that you are qualified and that you only lend your motorcycle to other qualified operators.
- Know your skills and limits. Staying within your limits may help you to avoid an accident.
- We recommend that you practice riding your motorcycle where there is no traffic until you have become thoroughly familiar with the motorcycle and all of its controls.
- Many accidents have been caused by error of the motorcycle operator. A typical error made by the operator is veering wide on a turn.
due to EXCESSIVE SPEED or undercornering (insufficient lean angle for the speed).

- Always obey the speed limit and never travel faster than warranted by road and traffic conditions.
- Always signal before turning or changing lanes. Make sure that other motorists can see you.
- The posture of the operator and passenger is important for proper control.
  - The operator should keep both hands on the handlebar and both feet on the operator footrests during operation to maintain control of the motorcycle.
  - The passenger should always hold onto the operator, the seat strap or grab bar, if equipped, with both hands and keep both feet on the passenger footrests.
  - Never carry a passenger unless he or she can firmly place both feet on the passenger footrests.
  - Never ride under the influence of alcohol or other drugs.

- This motorcycle is designed for on-road use only. It is not suitable for off-road use.

**Protective apparel**
The majority of fatalities from motorcycle accidents are the result of head injuries. The use of a safety helmet is the single most critical factor in the prevention or reduction of head injuries.

- Always wear an approved helmet.
- Wear a face shield or goggles. Wind in your unprotected eyes could contribute to an impairment of vision that could delay seeing a hazard.
- The use of a jacket, heavy boots, trousers, gloves, etc., is effective in preventing or reducing abrasions or lacerations.
- Never wear loose-fitting clothes, otherwise they could catch on the control levers, footrests, or wheels and cause injury or an accident.
- Never touch the engine or exhaust system during or after operation. They become very hot and can cause burns. Always wear protective clothing that covers your legs, ankles, and feet.
- A passenger should also observe the above precautions.

**Modifications**
Modifications made to this motorcycle not approved by Yamaha, or the removal of original equipment, may render the motorcycle unsafe for use and may cause severe personal injury. Modifications may also make your motorcycle illegal to use.

**Loading and accessories**
Adding accessories or cargo to your motorcycle can adversely affect stability and handling if the weight distribution of the motorcycle is changed. To avoid the possibility of an accident, use extreme caution when adding cargo or accessories to your motorcycle. Use extra care when riding a motorcycle that has added cargo or accessories. Here are some general guidelines to follow if loading cargo or adding accessories to your motorcycle:
SAFETY INFORMATION

Loading
The total weight of the operator, passenger, accessories and cargo must not exceed the maximum load limit.

Maximum load:
210 kg (463 lb)

When loading within this weight limit, keep the following in mind:

- Cargo and accessory weight should be kept as low and close to the motorcycle as possible. Make sure to distribute the weight as evenly as possible on both sides of the motorcycle to minimize imbalance or instability.
- Shifting weights can create a sudden imbalance. Make sure that accessories and cargo are securely attached to the motorcycle before riding. Check accessory mounts and cargo restraints frequently.
- Never attach any large or heavy items to the handlebar, front fork, or front fender. These items, including such cargo as sleeping bags, duffel bags, or tents, can create unstable handling or a slow steering response.

Accessories
Genuine Yamaha accessories have been specifically designed for use on this motorcycle. Since Yamaha cannot test all other accessories that may be available, you must personally be responsible for the proper selection, installation and use of non-Yamaha accessories. Use extreme caution when selecting and installing any accessories.

Keep the following guidelines in mind, as well as those provided under "Loading" when mounting accessories.

- Never install accessories or carry cargo that would impair the performance of your motorcycle. Carefully inspect the accessory before using it to make sure that it does not in any way reduce ground clearance or cornering clearance, limit suspension travel, steering travel or control operation, or obscure lights or reflectors.
- Accessories fitted to the handlebar or the front fork area can create instability due to improper weight distribution or aerodynamic changes. If accessories are added to the handlebar or front fork area, they must be as lightweight as possible and should be kept to a minimum.
- Bulky or large accessories may seriously affect the stability of the motorcycle due to aerodynamic effects. Wind may attempt to lift the motorcycle, or the motorcycle may become unstable in cross winds. These accessories may also cause instability when passing or being passed by large vehicles.
- Certain accessories can displace the operator from his or her normal riding position. This improper position limits the freedom of movement of the opera-
SAFETY INFORMATION

- Use caution when adding electrical accessories. If electrical accessories exceed the capacity of the motorcycle’s electrical system, an electric failure could result, which could cause a dangerous loss of lights or engine power.

Gasoline and exhaust gas
- GASOLINE IS HIGHLY FLAMMABLE:
  - Always turn the engine off when refueling.
  - Take care not to spill any gasoline on the engine or exhaust system when refueling.
  - Never refuel while smoking or in the vicinity of an open flame.
  - Never start the 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 that has adequate ventilation.

- Always turn the engine off before leaving the motorcycle unattended and remove the key from the main switch. When parking the motorcycle, note the following:
  - The engine and exhaust system may be hot, therefore, park the motorcycle in a place where pedestrians or children are not likely to touch these hot areas.
  - Do not park the motorcycle on a slope or soft ground, otherwise it may fall over.
  - Do not park the motorcycle near a flammable source, (e.g., a kerosene heater, or near an open flame), otherwise it could catch fire.

- When transporting the motorcycle in another vehicle, make sure that it is kept upright. If the motorcycle should lean over, gasoline may leak out of the fuel tank.

- If you should swallow any gasoline, inhale a lot of gasoline vapor, or allow gasoline to get into your eyes, see your doctor immediately. If any gasoline spills on your skin or clothing, immediately wash the affected area with soap and water and change your clothes.
SAFETY INFORMATION

Location of important labels
Please read the following important labels carefully before operating this vehicle.
SAFETY INFORMATION

1. Before you operate this vehicle, read the owner’s manual.
   • Prima di usare il veicolo, leggete il manuale di istruzioni.
   • Lire le manuel du propriétaire avant d’utiliser ce véhicule.
   • Lesen Sie die Bedienungsanleitung bevor Sie dieses Fahrzeug fahren.
   • Antes de conducir este vehículo, lea el Manual del Propietario.

2. TIRE INFORMATION
   Cold tire normal pressure should be set as follows:
   • Up to 90 kg (198 lbs) load
     FRONT : 250 kPa (2.50 kgf/cm²), 36 psi
     REAR : 280 kPa (2.80 kgf/cm²), 41 psi
   • 90 kg (198 lbs) - maximum load
     FRONT : 250 kPa (2.50 kgf/cm²), 36 psi
     REAR : 280 kPa (2.80 kgf/cm²), 41 psi
1. Front turn signal light (page 6-30)
2. Headlight (page 6-28)
3. Seat lock (page 3-14)
4. Fuel injection system fuse (page 6-27)
5. Fuse box (page 6-27)
6. Main fuse (page 6-27)
7. Helmet holder (page 3-15)
8. License plate light (page 6-31)
9. Rear turn signal light (page 6-30)
10. Engine oil level check window (page 6-8)
11. Shift pedal (page 3-11)
12. Engine oil filler cap (page 6-8)
1. Tail/brake light (page 6-30)
2. Rear brake fluid reservoir (page 6-19)
3. Owner's tool kit (page 6-1)
4. Battery (page 6-25)
5. Air filter element (page 6-12)
6. Fuel tank cap (page 3-12)
7. Front brake fluid reservoir (page 6-19)
8. Brake pedal (page 3-12)
9. Rear brake light switch (page 6-18)
10. Engine oil filter cartridge (page 6-8)
11. Engine oil drain bolt (page 6-8)
12. Coolant reservoir (page 6-11)
13. Shock absorber assembly spring preload adjusting ring (page 3-15)
DESCRIPTION

Controls and instruments

1. Clutch lever (page 3-11)
2. Left handlebar switches (page 3-9)
3. Multi-function meter unit (page 3-6)
4. Main switch/steering lock (page 3-2)
5. Right handlebar switches (page 3-9)
6. Throttle grip (page 6-13)
7. Brake lever (page 3-11)
Immobilizer system

This vehicle is equipped with an immobilizer system to help prevent theft by re-registering codes in the standard keys. This system consists of the following.

- a code re-registering key (with a red bow)
- two standard keys (with a black bow) that can be re-registered with new codes
- a transponder (which is installed in the code re-registering key)
- an immobilizer unit
- an ECU (Electronic Control Unit)
- an immobilizer system indicator light (See page 3-4.)

The key with the red bow is used to register codes in each standard key. Since re-registering is a difficult process, take the vehicle along with all three keys to a Yamaha dealer to have them re-registered. Do not use the key with the red bow for driving. It should only be used for re-registering the standard keys. Always use a standard key for driving.

CAUTION:

- Do not lose the code re-registering key! Contact your dealer immediately if it is lost! If the code re-registering key is lost, registering new codes in the standard keys is impossible. The standard keys can still be used to start the vehicle, however if code re-registering is required (i.e., if a new standard key is made or all keys are lost) the entire immobilizer system must be replaced. Therefore, it is highly recommended to use either standard key and keep the code re-registering key in a safe place.
- Do not submerge any key in water.
- Do not expose any key to excessively high temperatures.
- Do not place any key close to magnets (this includes, but is not limited to, products such as speakers, etc.).
- Do not place items that transmit electrical signals close to any key.
- Do not place heavy items on any key.
- Do not grind any key or alter its shape.
- Do not disassemble the plastic part of any key.
- Do not put two keys of any immobilizer system on the same key ring.
- Keep the standard keys as well as keys of other immobilizer systems away from this vehicle’s code re-registering key.

1. Code re-registering key (red bow)
2. Standard keys (black bow)
INSTRUMENT AND CONTROL FUNCTIONS

- Keep other immobilizer system keys away from the main switch as they may cause signal interference.

Main switch/steering lock

ON
All electrical circuits are supplied with power; the meter lighting, taillight, license plate light and auxiliary light come on, and the engine can be started. The key cannot be removed.

NOTE:
The headlight comes on automatically when the engine is started and stays on until the key is turned to “OFF”, even if the engine stalls.

OFF
All electrical systems are off. The key can be removed.

LOCK
The steering is locked, and all electrical systems are off. The key can be removed.

The main switch/steering lock controls the ignition and lighting systems, and is used to lock the steering.

NOTE:
Be sure to use the standard key (black bow) for regular use of the vehicle. To minimize the risk of losing the code re-registering key (red bow), keep it in a safe place and only use it for code re-registering.
INSTRUMENT AND CONTROL FUNCTIONS

To lock the steering

1. Push.
2. Turn.
3. Turn the handlebars all the way to the left.
4. Push the key in from the “OFF” position, and then turn it to “LOCK” while still pushing it.
5. Remove the key.

To unlock the steering

1. Push.
2. Turn.

Push the key in, and then turn it to “OFF” while still pushing it.

WARNING
Never turn the key to “OFF” or “LOCK” while the vehicle is moving, otherwise the electrical systems will be switched off, which may result in loss of control or an accident. Make sure that the vehicle is stopped before turning the key to “OFF” or “LOCK”.

pЄ (Parking)
The steering is locked, and the taillight, license plate light and auxiliary light are on. The hazard lights and turn signal lights can be turned on, but all other electrical systems are off. The key can be removed.
The steering must be locked before the key can be turned to “pЄ”.

CAUTION: Do not use the parking position for an extended length of time, otherwise the battery may discharge.
INSTRUMENT AND CONTROL FUNCTIONS

Indicator and warning lights

1. Neutral indicator light “ N ”
2. Coolant temperature warning light “ ℃ ”
3. Engine trouble warning light “ ❗ ”
4. High beam indicator light “ ☿ ”
5. Turn signal indicator light “ ⬅️ ”
6. Oil level warning light “ 🎈 ”
7. Fuel level warning light “ ⛽ ”
8. Immobilizer system indicator light

High beam indicator light “ ☿ ”
This indicator light comes on when the high beam of the headlight is switched on.

Oil level warning light “ 🎈 ”
This warning light comes on when the engine oil level is low. The electrical circuit of the warning light can be checked by turning the key to “ON”. If the warning light does not come on for a few seconds, then go off, have a Yamaha dealer check the electrical circuit.

NOTE:
- Even if the oil level is sufficient, the warning light may flicker when riding on a slope or during sudden acceleration or deceleration, but this is not a malfunction.
- This model is also equipped with a self-diagnosis device for the oil level detection circuit. If the oil level detection circuit is defective, the following cycle will be repeated until the malfunction is corrected: The oil level warning light will flash ten times, then go off for 2.5 seconds. If this occurs, have a Yamaha dealer check the vehicle.

Fuel level warning light “ ⛽ ”
This warning light comes on when the fuel level drops below approximately 3.7 L (0.98 US gal) (0.81 Imp.gal). When this occurs, refuel as soon as possible. The electrical circuit of the warning light can be checked by turning the key to “ON”. If the warning light does not come on for a few seconds, and then go off, have a Yamaha dealer check the electrical circuit.

NOTE:
- The vehicle must be on a level surface and positioned upright, otherwise the fuel level warning light may not come on and go off at the appropriate times.
- This model is also equipped with a self-diagnosis device for the fuel level detection circuit. If the fuel
level detection circuit is defective, the following cycle will be repeated until the malfunction is corrected: The fuel level warning light will flash eight times, and then go off for 3.0 seconds. If this occurs, have a Yamaha dealer check the vehicle.

Coolant temperature warning light “≈”
This warning light comes on when the engine overheats. When this occurs, stop the engine immediately and allow the engine to cool.
The electrical circuit of the warning light can be checked by turning the key to “ON”.
If the warning light does not come on for a few seconds, then go off, have a Yamaha dealer check the electrical circuit.

CAUTION: Do not operate the engine if it is overheated.

Engine trouble warning light “ ”
This warning light comes on when an electrical circuit monitoring the engine is defective. When this occurs, have a Yamaha dealer check the self-diagnosis system. (See page 3-8 for an explanation of the self-diagnosis device.)
The electrical circuit of the warning light can be checked by turning the key to “ON”. If the warning light does not come on for a few seconds, then go off, have a Yamaha dealer check the electrical circuit.

Immobilizer system indicator light
The electrical circuit of the indicator light can be checked by turning the key to “ON”.
If the indicator light does not come on for a few seconds, then go off, have a Yamaha dealer check the electrical circuit.
When the key is turned to “OFF” and 30 seconds have passed, the indicator light will start flashing indicating the immobilizer system is enabled. After 24 hours have passed, the indicator light will stop flashing, however the immobilizer system is still enabled.
This model is also equipped with a self-diagnosis device for the immobilizer system. (See page 3-8 for an explanation of the self-diagnosis device.)
INSTRUMENT AND CONTROL FUNCTIONS

Multi-function meter unit

1. Speedometer
2. Odometer/tripmeter/fuel reserve tripmeter/clock

**WARNING**

Be sure to stop the vehicle before making any setting changes to the multi-function meter unit.

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

- a speedometer (which shows the riding speed)
- an odometer (which shows the total distance traveled)
- two tripometers (which show the distance traveled since they were last set to zero)
- a fuel reserve tripmeter (which shows the distance traveled on the fuel reserve)
- a clock
- a self-diagnosis device
- a brightness control mode

**NOTE:**

Be sure to turn the key to “ON” before using the “SELECT” switch “▲/▼” and “RESET” switch, except for setting the brightness control mode.

Speedometer

1. Speedometer

When the key is turned to “ON”, the speedometer needle will sweep once across the speed range and then return to zero in order to test the electrical circuit.
INSTRUMENT AND CONTROL FUNCTIONS

Odometer, trip meters, fuel reserve trip meter and clock

Push the "▲" side of the "SELECT" switch to switch the display between the odometer mode "ODO", the trip meter modes "TRIP 1" and "TRIP 2" and the clock mode in the following order: ODO → TRIP 1 → TRIP 2 → Clock → ODO

NOTE:
- Push the "▼" side of the "SELECT" switch to switch the display in the reverse order.

If the fuel level warning light comes on (see page 3-4), the odometer display will automatically change to the fuel reserve trip meter mode "F-TRIP" and start counting the distance traveled from that point. In that case, push the "▲" side of the "SELECT" switch to switch the display between the various trip meter, odometer, and clock modes in the following order:
F-TRIP → TRIP 1 → TRIP 2 → Clock → ODO → F-TRIP

NOTE:
Push the "▼" side of the "SELECT" switch to switch the display in the reverse order.

To reset a trip meter, select it by pushing the "▲" or "▼" side of the "SELECT" switch, and then push the "RESET" switch for at least one second. If you do not reset the fuel reserve trip meter manually, it will reset itself automatically, and the display will return to the prior mode after refueling and traveling 5 km (3 mi).

To set the clock:

1. Push the "▲" or "▼" side of the "SELECT" switch to change the display to the clock mode.
2. Push the "▲" side of the "SELECT" switch and the "RESET" switch together for at least two seconds.
3. When the hour digits start flashing, push the "▲" or "▼" side of the "SELECT" switch to set the hours.
4. Push the "RESET" switch, and the minute digits will start flashing.
5. Push the “▲” or “▼” side of the “SELECT” switch to set the minutes.
6. Push the “RESET” switch and then release it to start the clock.

Self-diagnosis device
This model is equipped with a self-diagnosis device for various electrical circuits. If any of those circuits are defective, the engine trouble warning light will come on, and then the odometer/tripmeter/clock display will indicate a two-digit error code. This model is also equipped with a self-diagnosis device for the immobilizer system. If any of the immobilizer system circuits are defective, the immobilizer system indicator light will flash, and then the display will indicate a two-digit error code.

NOTE: if the display indicates error code 52, this could be caused by transponder interference. If this error code appears, try the following.

INSTRUMENT AND CONTROL FUNCTIONS

1. Use the code re-registering key to start the engine.

NOTE: ____________________________
Make sure there are no other immobilizer keys close to the main switch, and do not keep more than one immobilizer key on the same key ring! Immobilizer system keys may cause signal interference, which may prevent the engine from starting.

2. If the engine starts, turn it off and try starting the engine with the standard keys.
3. If one or both of the standard keys do not start the engine, take the vehicle, the code re-registering key and both standard keys to a Yamaha dealer and have the standard keys re-registered.

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

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

Brightness control mode
This function allows you to adjust the brightness of the speedometer panel to suit the outside lighting conditions.

To set the brightness
1. Turn the key to "OFF".
2. Push and hold the “▲” side of the “SELECT” switch.
3. Turn the key to “ON”, and then release the “SELECT” switch after five seconds or more.
4. Push the “▲” or “▼” side of the “SELECT” switch to select the desired brightness level.
5. Push the “RESET” switch to confirm the selected brightness level. The display will return to the odometer, trip meter or clock mode.

Pass switch “ ”
Press this switch to flash the headlight.

Dimmer switch “ / ”
Set this switch to “ ” for the high beam and to “ ” for the low beam.

Turn signal switch “ / ”
To signal a right-hand turn, push this switch to “”. To signal a left-hand turn, push this switch to “”. When released, the switch returns to the center
INSTRUMENT AND CONTROL FUNCTIONS

position. To cancel the turn signal lights, push the switch in after it has returned to the center position.

Horn switch “ vids”
Press this switch to sound the horn.

Engine stop switch “ / ”
Set this switch to “ ” before starting the engine. Set this switch to “ ” to stop the engine in case of an emergency, such as when the vehicle over turns or when the throttle cable is stuck.

Start switch “ ”
Push this switch to crank the engine with the starter.

CAUTION:
See page 5-1 for starting instructions prior to starting the engine.

The engine trouble warning light will come on when the key is turned to “ON” and the start switch is pushed, but this does not indicate a malfunction.

Hazard switch “ ”
With the key in the “ON” or “ ” position, use this switch to turn on the hazard lights (simultaneous flashing of all turn signal lights). The hazard lights are used in case of an emergency or to warn other drivers when your vehicle is stopped where it might be a traffic hazard.

CAUTION:
Do not use the hazard lights for an extended length of time with the engine not running, otherwise the battery may discharge.

“SELECT” switch “ / ”
This switch is used to perform selections in the odometer, trip meter and clock mode of the multi-function meter unit. See “Multi-function meter unit” on page 3-6 for detailed information.

“RESET” switch
This switch is used to perform selections in the odometer, trip meter and clock mode of the multi-function meter unit.

CAUTION:
See page 5-1 for starting instructions prior to starting the engine.
INSTRUMENT AND CONTROL FUNCTIONS

Clutch lever

1. Clutch lever

The clutch lever is located at the left handlebar grip. To disengage the clutch, pull the lever toward the handlebar grip. To engage the clutch, release the lever. The lever should be pulled rapidly and released slowly for smooth clutch operation. The clutch lever is equipped with a clutch switch, which is part of the ignition circuit cut-off system. (See page 3-17.)

Shift pedal

1. Shift pedal

The shift pedal is located on the left side of the engine and is used in combination with the clutch lever when shifting the gears of the 5-speed constant-mesh transmission equipped on this motorcycle.

NOTE:

Use your toes or heel to shift up and your toes to shift down.

Brake lever

1. Brake lever

The brake lever is located at the right handlebar grip. To apply the front brake, pull the lever toward the handlebar grip.
Brake pedal

The brake pedal is on the right side of the motorcycle. To apply the rear brake, press down on the brake pedal.

Fuel tank cap

1. Fuel tank cap lock cover
2. Unlock.

To open the fuel tank cap
Open the fuel tank cap lock cover, insert the key into the lock, and then turn it 1/8 turn clockwise. The lock will be released and the fuel tank cap can be opened.

To close the fuel tank cap
1. Push the fuel tank cap into position with the key inserted in the lock.
2. Turn the key counterclockwise to the original position, remove it, and then close the lock cover.

NOTE:
The fuel tank cap cannot be closed unless the key is in the lock. In addition, the key cannot be removed if the cap is not properly closed and locked.

WARNING
Make sure that the fuel tank cap is properly closed before riding.
Fuel

1. Fuel tank filler tube
2. Fuel level

Make sure that there is sufficient fuel in the tank. When refueling, be sure to insert the pump nozzle into the fuel tank filler hole and to fill the tank to the bottom of the filler tube as shown.

**CAUTION:**

Immediately wipe off spilled fuel with a clean, dry, soft cloth, since fuel may deteriorate painted surfaces or plastic parts.

**WARNING**

- Do not overfill the fuel tank, otherwise it may overflow when the fuel warms up and expands.
- Avoid spilling fuel on the hot engine.

**Recommended fuel:**

- UNLEADED GASOLINE ONLY

**Fuel tank capacity:**

19.0 L (5.02 US gal) (4.18 Imp.gal)

**Fuel reserve amount (when the fuel level warning symbol comes on):**

3.7 L (0.98 US gal) (0.81 Imp.gal)

**CAUTION:**

Use only unleaded gasoline. The use of leaded gasoline will cause severe damage to internal engine parts, such as the valves and piston rings, as well as to the exhaust system.

Your Yamaha engine has been designed to use regular unleaded gasoline with a research octane number of 91 or higher. If knocking (or pinging) occurs, use a gasoline of a different brand or premium unleaded fuel. Use of unleaded fuel will extend spark plug life and reduce maintenance costs.
Catalytic converter
This model is equipped with a catalytic converter in the exhaust system.

**WARNING**
The exhaust system is hot after operation. Make sure that the exhaust system has cooled down before doing any maintenance work.

**CAUTION:**
The following precautions must be observed to prevent a fire hazard or other damages.
- Use only unleaded gasoline. The use of leaded gasoline will cause unrepairable damage to the catalytic converter.
- Never park the vehicle near possible fire hazards such as grass or other materials that easily burn.
- Do not allow the engine to idle too long.

---

**Rider seat**

To remove the rider seat
1. Insert the key into the seat lock, and then turn it counterclockwise.
2. Lift the front of the seat up, and then pull the seat off.

To install the rider seat
1. Insert the projection on the rear of the seat into the seat holder as shown.
2. Push the front of the seat down to lock it in place.
3. Remove the key.

**NOTE:**
Make sure that the seat is properly secured before riding.
Helmet holder

1. Helmet holder

The helmet holder is located under the rider seat.

To secure a helmet to the helmet holder
1. Remove the rider seat. (See page 3-14.)
2. Attach the helmet to the helmet holder, and then securely install the seat.

**WARNING**

Never ride with a helmet attached to the helmet holder, since the helmet may hit objects, causing loss of control and possibly an accident.

To release the helmet from the helmet holder
Remove the rider seat, remove the helmet from the helmet holder, and then install the seat.

Adjusting the shock absorber assembly

1. Shock absorber assembly
2. Position indicator
3. Spring preload adjusting ring

This shock absorber assembly is equipped with a spring preload adjusting ring, allowing the spring preload to be adjusted to suit the rider's preference.

It is recommended to have a Yamaha dealer adjust the spring preload.

**CAUTION:**

Never attempt to turn an adjusting mechanism beyond the maximum or minimum settings.
INSTRUMENT AND CONTROL FUNCTIONS

NOTE:

- Should you choose to make the adjustment, use the special wrench included in the additional tool kit, which was handed out separately at the purchase of the vehicle.
- Align the appropriate notch in the adjusting ring with the position indicator on the shock absorber.

Spring preload setting:
Minimum (soft):
1
Standard:
4
Maximum (hard):
9

WARNING
This shock absorber contains highly pressurized nitrogen gas. For proper handling, 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.
- Do not tamper with or attempt to open the gas cylinder.
- Do not subject the shock absorber to an open flame or other high heat sources, otherwise it may explode due to excessive gas pressure.
- Do not deform or damage the gas cylinder in any way, as this will result in poor damping performance.
- Always have a Yamaha dealer service the shock absorber.

Sidestand
The sidestand is located on the left side of the frame. Raise the sidestand or lower it with your foot while holding the vehicle upright.

NOTE:
The built-in sidestand switch is part of the ignition circuit cut-off system, which cuts the ignition in certain situations. (See further down for an explanation of the ignition circuit cut-off system.)

WARNING
The vehicle must not be ridden with the sidestand down, or if the sidestand cannot be properly moved up (or does not stay up), otherwise the sidestand could contact the ground and distract the operator, resulting in a possible loss of control. Yamaha’s ignition circuit cut-off system has been designed to assist the operator in fulfilling the responsibility of raising the sidestand before starting off. Therefore, check this system regularly as described...
below and have a Yamaha dealer re-
pair it if it does not function proper-
ly.

Ignition circuit cut-off system
The ignition circuit cut-off system (com-
prising the sidestand switch, clutch
switch and neutral switch) has the fol-
lowing functions.

- It prevents starting when the trans-
mission is in gear and the side-
stand is up, but the clutch lever is
not pulled.
- It prevents starting when the trans-
mission is in gear and the clutch le-
ver is pulled, but the sidestand is
still down.
- It cuts the running engine when the
transmission is in gear and the sid-
estand is moved down.

Periodically check the operation of the
ignition circuit cut-off system according
to the following procedure.

WARNING
If a malfunction is noted, have a
Yamaha dealer check the system be-
fore riding.
INSTRUMENT AND CONTROL FUNCTIONS

With the engine turned off:
1. Move the sidestand down.
2. Make sure that the engine stop switch is turned on.
3. Turn the key on.
4. Shift the transmission into the neutral position.
5. Push the start switch.

**Does the engine start?**

- **YES**
  - **The system is OK. The motorcycle can be ridden.**
- **NO**
  - The neutral switch may be defective. **The motorcycle should not be ridden** until checked by a Yamaha dealer.

With the engine still running:
6. Move the sidestand up.
7. Keep the clutch lever pulled.
8. Shift the transmission into gear.
9. Move the sidestand down.

**Does the engine stall?**

- **YES**
  - **The motorcycle should not be ridden** until checked by a Yamaha dealer.
- **NO**
  - The sidestand switch may be defective. **The motorcycle should not be ridden** until checked by a Yamaha dealer.

After the engine has stalled:
10. Move the sidestand up.
11. Keep the clutch lever pulled.
12. Push the start switch.

**Does the engine start?**

- **YES**
  - **The system is OK. The motorcycle can be ridden.**
- **NO**
  - The clutch switch may be defective. **The motorcycle should not be ridden** until checked by a Yamaha dealer.
PRE-OPERATION CHECKS

The condition of a vehicle is the owner’s responsibility. Vital components can start to deteriorate quickly and unexpectedly, even if the vehicle remains unused (for example, as a result of exposure to the elements). Any damage, fluid leakage or loss of tire air pressure could have serious consequences. Therefore, it is very important, in addition to a thorough visual inspection, to check the following points before each ride.

NOTE: Pre-operation checks should be made each time the vehicle 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
If any item in the Pre-operation check list is not working properly, have it inspected and repaired before operating the vehicle.
## Pre-operation check list

<table>
<thead>
<tr>
<th>ITEM</th>
<th>CHECKS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td>• Check fuel level in fuel tank. • Refuel if necessary. • Check fuel line for leakage.</td>
<td>3-13</td>
</tr>
<tr>
<td>Engine oil</td>
<td>• Check oil level in engine. • If necessary, add recommended oil to specified level. • Check vehicle for oil leakage.</td>
<td>6-8</td>
</tr>
<tr>
<td>Coolant</td>
<td>• Check coolant level in reservoir. • If necessary, add recommended coolant to specified level. • Check cooling system for leakage.</td>
<td>6-11</td>
</tr>
<tr>
<td>Front brake</td>
<td>• Check operation. • If soft or spongy, have Yamaha dealer bleed hydraulic system. • Check lever free play. • Adjust if necessary. • Check brake pads for wear. • Replace if necessary. • Check fluid level in reservoir. • If necessary, add recommended brake fluid to specified level. • Check hydraulic system for leakage.</td>
<td>6-17, 6-18, 6-19</td>
</tr>
<tr>
<td>Rear brake</td>
<td>• Check operation. • If soft or spongy, have Yamaha dealer bleed hydraulic system. • Check brake pads for wear. • Replace if necessary. • Check fluid level in reservoir. • If necessary, add recommended brake fluid to specified level. • Check hydraulic system for leakage.</td>
<td>6-18, 6-19</td>
</tr>
<tr>
<td>Clutch</td>
<td>• Check operation. • Lubricate cable if necessary. • Check lever free play. • Adjust if necessary.</td>
<td>6-16</td>
</tr>
</tbody>
</table>
## Pre-Operation Checks

<table>
<thead>
<tr>
<th>Item</th>
<th>Checks</th>
<th>Page</th>
</tr>
</thead>
</table>
| Throttle grip               | • Make sure that operation is smooth.  
                             | • Check cable free play.  
                             | • If necessary, have Yamaha dealer adjust cable free play and lubricate cable and grip housing. | 6-13, 6-21 |
| Control cables              | • Make sure that operation is smooth.  
                             | • Lubricate if necessary. | 6-21 |
| Wheels and tires            | • Check for damage.  
                             | • Check tire condition and tread depth.  
                             | • Check air pressure.  
                             | • Correct if necessary. | 6-14, 6-16 |
| Brake and shift pedals      | • Make sure that operation is smooth.  
                             | • Lubricate pedal pivoting points if necessary. | 6-21 |
| Brake and clutch levers     | • Make sure that operation is smooth.  
                             | • Lubricate lever pivoting points if necessary. | 6-22 |
| Sidestand                   | • Make sure that operation is smooth.  
                             | • Lubricate pivot if necessary. | 6-23 |
| Chassis fasteners           | • Make sure that all nuts, bolts and screws are properly tightened.  
                             | • Tighten if necessary. | — |
| Instruments, lights, signals and switches | • Check operation.  
                             | • Correct if necessary. | — |
| Sidestand switch            | • Check operation of ignition circuit cut-off system.  
                             | • If system is defective, have Yamaha dealer check vehicle. | 3-16 |


OPERATION AND IMPORTANT RIDING POINTS

WARNING

- Become thoroughly familiar with all operating controls and their functions before riding. Consult a Yamaha dealer regarding any control or function that you do not thoroughly understand.
- Never start the engine or operate it in a closed area for any length of time. Exhaust fumes are poisonous, and inhaling them can cause loss of consciousness and death within a short time. Always make sure that there is adequate ventilation.
- Before starting out, make sure that the sidestand is up. If the sidestand is not raised completely, it could contact the ground and distract the operator, resulting in a possible loss of control.

NOTE:

This model is equipped with a lean angle sensor to stop the engine in case of a turnover. To start the engine after a turnover, be sure to turn the main switch to ‘OFF’ and then to ‘ON’. Failing to do so will prevent the engine from starting even though the engine will crank when pushing the start switch.

Starting the engine

In order for the ignition circuit cut-off system to enable starting, one of the following conditions must be met:
- The transmission is in the neutral position.
- The transmission is in gear with the clutch lever pulled and the sidestand up.

WARNING

- Before starting the engine, check the function of the ignition circuit cut-off system according to the procedure described on page 3-17.
- Never ride with the sidestand down.

1. Turn the key to ‘ON’ and make sure that the engine stop switch is set to ‘( )’.

CAUTION:

The following warning lights and indicator light should come on for a few seconds, then go off.
- Oil level warning light
- Fuel level warning light
OPERATION AND IMPORTANT RIDING POINTS

- Coolant temperature warning light
- Engine trouble warning light
- Immobilizer system indicator light

If a warning or indicator light does not go off, see page 3-4 for the corresponding warning and indicator light circuit check.

2. Shift the transmission into the neutral position.

NOTE:
When the transmission is in the neutral position, the neutral indicator light should be on, otherwise have a Yamaha dealer check the electrical circuit.

3. Start the engine by pushing the start switch.

NOTE:
If the engine fails to start, release the start switch, wait a few seconds, and then try again. Each starting attempt should be as short as possible to preserve the battery. Do not crank the engine more than 10 seconds on any one attempt.

CAUTION:
For maximum engine life, always warm the engine up before starting off. Never accelerate hard when the engine is cold!

Shifting

1. Shift pedal
2. Neutral position

Shifting gears lets you control the amount of engine power available for starting off, accelerating, climbing hills, etc. The gear positions are shown in the illustration.

NOTE:
To shift the transmission into the neutral position, press the shift pedal down repeatedly until it reaches the end of its travel, and then slightly raise it.
**OPERATION AND IMPORTANT RIDING POINTS**

**CAUTION:**

- Even with the transmission in the neutral position, do not coast for long periods of time with the engine off, and do not tow the motorcycle for long distances. The transmission is properly lubricated only when the engine is running. Inadequate lubrication may damage the transmission.
- Always use the clutch while changing gears to avoid damaging the engine, transmission, and drive train, which are not designed to withstand the shock of forced shifting.

**Tips for reducing fuel consumption**

Fuel consumption depends largely on your riding style. Consider the following tips to reduce fuel consumption:

- Shift up swiftly, and avoid high engine speeds during acceleration.
- Do not rev the engine while shifting down, and avoid high engine speeds with no load on the engine.
- Turn the engine off instead of letting it idle for an extended length of time (e.g., in traffic jams, at traffic lights or at railroad crossings).

**Engine break-in**

There is never a more important period in the life of your engine than the period between 0 and 1600 km (1000 mi). For this reason, you should read the following material carefully.

Since the engine is brand new, do not put an excessive load on it for the first 1600 km (1000 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 that might result in engine overheating must be avoided.

- **0–1000 km** *(0–600 mi)*
  - Avoid prolonged operation above 1/3 throttle.
- **1000–1600 km** *(600–1000 mi)*
  - Avoid prolonged operation above 1/2 throttle.
OPERATION AND IMPORTANT RIDING POINTS

**CAUTION:**

After 1000 km (600 mi) of operation, the engine oil must be changed, and the oil filter cartridge or element replaced.

1600 km (1000 mi) and beyond
The vehicle can now be operated normally.

**CAUTION:**

If any engine trouble should occur during the engine break-in period, immediately have a Yamaha dealer check the vehicle.

---

**Parking**

When parking, stop the engine, and then remove the key from the main switch.

**WARNING**

- Since the engine and exhaust system can become very hot, park in a place where pedestrians or children are not likely to touch them.
- Do not park on a slope or on soft ground, otherwise the vehicle may overturn.

**CAUTION:**

Never park in an area where there are fire hazards such as grass or other flammable materials.
PERIODIC MAINTENANCE AND MINOR REPAIR

Safety is an obligation of the owner. Periodic inspection, adjustment and lubrication will keep your vehicle in the safest and most efficient condition possible. The most important points of inspection, adjustment, and lubrication are explained on the following pages. The intervals given in the periodic maintenance and lubrication chart should be simply considered as a general guide under normal riding conditions. However, DEPENDING ON THE WEATHER, TERRAIN, GEOGRAPHICAL LOCATION, AND INDIVIDUAL USE, THE MAINTENANCE INTERVALS MAY NEED TO BE SHORTENED.

**WARNING**

If you are not familiar with maintenance work, have a Yamaha dealer do it for you.

---

**Owner’s tool kit**

![Image of Owner's tool kit]

1. Owner’s tool kit

The owner’s tool kit is located under the rider seat. (See page 3-14.) The service information included in this manual and the tools provided in the owner’s tool kit are intended to assist you in the performance of preventive maintenance and minor repairs. However, additional tools such as a torque wrench may be necessary to perform certain maintenance work correctly.

**NOTE:**

If you do not have the tools or experience required for a particular job, have a Yamaha dealer perform it for you.

---

**WARNING**

Modifications not approved by Yamaha may cause loss of performance and render the vehicle unsafe for use. Consult a Yamaha dealer before attempting any changes.
PERIODIC MAINTENANCE AND MINOR REPAIR

Periodic maintenance and lubrication chart

NOTE:

- The annual checks must be performed every year, except if a kilometer-based maintenance, or for the UK, a mileage-based maintenance, is performed instead.
- From 50000 km (30000 mi), repeat the maintenance intervals starting from 10000 km (6000 mi).
- Items marked with an asterisk should be performed by a Yamaha dealer as they require special tools, data and technical skills.

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
<th>CHECK OR MAINTENANCE JOB</th>
<th>ODOMETER READING</th>
<th>ANNUAL CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>1000 km (600 mi)</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>10000 km (6000 mi)</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>20000 km (12000 mi)</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>30000 km (18000 mi)</td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>40000 km (24000 mi)</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>* Fuel line</td>
<td>• Check fuel hoses for cracks or damage.</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>2</td>
<td>Spark plugs</td>
<td>• Check condition.</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Clean and regap.</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Replace.</td>
<td></td>
<td>√</td>
</tr>
<tr>
<td>3</td>
<td>* Valves</td>
<td>• Check valve clearance.</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Adjust.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Air filter element</td>
<td>• Replace.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Clutch</td>
<td>• Check operation.</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Adjust.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>* Front brake</td>
<td>• Check operation, fluid level and vehicle for fluid leakage.</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Adjust brake lever free play.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Replace brake pads.</td>
<td>Whenever worn to the limit</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>* Rear brake</td>
<td>• Check operation, fluid level and vehicle for fluid leakage.</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Replace brake pads.</td>
<td>Whenever worn to the limit</td>
<td></td>
</tr>
</tbody>
</table>
# PERIODIC MAINTENANCE AND MINOR REPAIR

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
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<th>ANNUAL CHECK</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>* Brake hoses</td>
<td>• Check for cracks or damage.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Replace.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>* Wheels</td>
<td>• Check runout and for damage.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>10</td>
<td>* Tires</td>
<td>• Check tread depth and for damage.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Replace if necessary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Check air pressure.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Correct if necessary.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>* Wheel bearings</td>
<td>• Check bearing for looseness or damage.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>12</td>
<td>* Swingarm</td>
<td>• Check operation and for excessive play.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Lubricate with lithium-soap-based grease.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>* Drive belt</td>
<td>• Check belt tension.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Make sure that the rear wheel is properly aligned.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>* Steering bearings</td>
<td>• Check bearing play and steering for roughness.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Lubricate with lithium-soap-based grease.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>* Chassis fasteners</td>
<td>• Make sure that all nuts, bolts and screws are properly tightened.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>16</td>
<td>Brake lever pivot shaft</td>
<td>• Lubricate with silicone grease.</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>17</td>
<td>Brake pedal pivot shaft</td>
<td>• Lubricate with lithium-soap-based grease.</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>
# PERIODIC MAINTENANCE AND MINOR REPAIR

<table>
<thead>
<tr>
<th>NO.</th>
<th>ITEM</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>1000 km (600 mi)</td>
<td>10000 km (6000 mi)</td>
</tr>
<tr>
<td>18</td>
<td>Clutch lever pivot shaft</td>
<td>• Lubricate with lithium-soap-based grease.</td>
<td>✓</td>
<td>✗</td>
</tr>
<tr>
<td>19</td>
<td>Shift pedal pivot shaft</td>
<td>• Lubricate with lithium-soap-based grease.</td>
<td>✓</td>
<td>✗</td>
</tr>
<tr>
<td>20</td>
<td>Sidestand</td>
<td>• Check operation.</td>
<td>✓</td>
<td>✗</td>
</tr>
<tr>
<td>21</td>
<td>Sidestand switch</td>
<td>• Check operation.</td>
<td>✓</td>
<td>✗</td>
</tr>
<tr>
<td>22</td>
<td>Front fork</td>
<td>• Check operation and for oil leakage.</td>
<td>✓</td>
<td>✗</td>
</tr>
<tr>
<td>23</td>
<td>Shock absorber assembly</td>
<td>• Check operation and shock absorber for oil leakage.</td>
<td>✓</td>
<td>✗</td>
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NOTE:

- Air filter
  - This model's air filter is equipped with a disposable oil-coated paper element, which must not be cleaned with compressed air to avoid damaging it.
  - The air filter element needs to be replaced more frequently when riding in unusually wet or dusty areas.
- Hydraulic brake service
  - Regularly check and, if necessary, correct the brake fluid level.
  - Every two years replace the internal components of the brake master cylinders and calipers, and change the brake fluid.
  - Replace the brake hoses every four years and if cracked or damaged.
PERIODIC MAINTENANCE AND MINOR REPAIR

Removing and installing the panel
The panel shown needs to be removed to perform some of the maintenance jobs described in this chapter. Refer to this section each time the panel needs to be removed and installed.

Panel A
To remove the panel
Remove the bolts, and then take the panel off.

To install the panel
Place the panel in the original position, and then install the bolts.

Checking the spark plugs
The spark plugs are important engine components, which are easy to check. Since heat and deposits will cause any spark plug to slowly erode, the spark plugs should be removed and checked in accordance with the periodic maintenance and lubrication chart. In addition, the condition of the spark plugs can reveal the condition of the engine.

To remove a spark plug
1. Remove the appropriate spark plug cover (rear right or front left) by removing the bolts.

2. Remove the spark plug cap.
PERIODIC MAINTENANCE AND MINOR REPAIR

3. Remove the spark plug as shown, with the spark plug wrench included in the additional tool kit, which was handed out separately at the purchase of the vehicle.

To check the spark plugs
1. Check that the porcelain insulator around the center electrode on each spark plug is a medium-to-light tan (the ideal color when the vehicle is ridden normally).
2. Check that all spark plugs installed in the engine have the same color.

NOTE:
If any spark plug shows a distinctly different color, the engine could be operating improperly. Do not attempt to diagnose such problems yourself. Instead, have a Yamaha dealer check the vehicle.

3. Check each spark plug for electrode erosion and excessive carbon or other deposits, and replace it if necessary.

Specified spark plug:
NGK/LMAR7A-9

To install a spark plug
1. Measure the spark plug gap with a wire thickness gauge and, if necessary, adjust the gap to specification.

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

2. Clean the surface of the spark plug gasket and its mating surface, and then wipe off any grime from the spark plug threads.
3. Install the spark plug with the spark plug wrench, and then tighten it to the specified torque.

   Tightening torque:
   Spark plug:
   12.5 Nm (1.25 m·kgf, 9.0 ft·lbf)

NOTE:
If a torque wrench is not available when installing a spark plug, a good estimate of the correct torque is 1/4–1/2 turn past finger tight. However, the spark plug should be tightened to the specified torque as soon as possible.

4. Install the spark plug cap.
5. Install the spark plug cover by installing the bolts.
Engine oil and oil filter cartridge
The engine oil level should be checked before each ride. In addition, the oil must be changed and the oil filter cartridge replaced at the intervals specified in the periodic maintenance and lubrication chart.

To check the engine oil level
1. Place the vehicle on a level surface and hold it in an upright position.

NOTE: Make sure that the vehicle is positioned straight up when checking the oil level. A slight tilt to the side can result in a false reading.

2. Start the engine, warm it up for several minutes, and then turn it off.
3. Wait a few minutes until the oil settles, and then check the oil level through the engine oil level check window located at the bottom-left side of the crankcase.

4. If the engine oil is below the minimum level mark, add sufficient oil of the recommended type to raise it to the correct level.

To change the engine oil (with or without oil filter cartridge replacement)
1. Place the vehicle on a level surface.
2. Start the engine, warm it up for several minutes, and then turn it off.
3. Place an oil pan under the engine to collect the used oil.
4. Remove the engine oil filler cap and drain bolt to drain the oil from the crankcase.

NOTE: Skip steps 5–7 if the oil filter cartridge is not being replaced.
5. Remove the oil filter cartridge with an oil filter wrench.
PERIODIC MAINTENANCE AND MINOR REPAIR

1. Oil filter cartridge
2. Oil filter wrench

NOTE: An oil filter wrench is available at a Yamaha dealer.

6. Apply a thin coat of engine oil to the O-ring of the new oil filter cartridge.

7. Install the new oil filter cartridge with an oil filter wrench, and then tighten it to the specified torque with a torque wrench.

8. Install the engine oil drain bolt, and then tighten it to the specified torque.

9. Refill with the specified amount of the recommended engine oil, and then install and tighten the oil filler cap.

Tightening torque:
- Oil filter cartridge: 17 Nm (1.7 m·kgf, 12 ft·lbf)
- Engine oil drain bolt: 43 Nm (4.3 m·kgf, 31 ft·lbf)
PERIODIC MAINTENANCE AND MINOR REPAIR

**Recommended engine oil:**
See page 8-1.

**Oil quantity:**
- Without oil filter cartridge replacement:
  - 3.20 L (3.38 US qt) (2.82 Imp.qt)
- With oil filter cartridge replacement:
  - 3.40 L (3.59 US qt) (2.99 Imp.qt)

**NOTE:**
Be sure to wipe off spilled oil on any parts after the engine and exhaust system have cooled down.

**CAUTION:**
- In order to prevent clutch slippage (since the engine oil also lubricates the clutch), do not mix any chemical additives. Do not use oils with a diesel specification of “CD” or oils of a higher quality than specified. In addition, do not use oils labeled “ENERGY CONSERVING II” or higher.
- Make sure that no foreign material enters the crankcase.

**CAUTION:**
- If the oil level warning light flickers or remains on, immediately turn the engine off and have a Yamaha dealer check the vehicle.

1. Start the engine, and then let it idle for several minutes while checking it for oil leakage. If oil is leaking, immediately turn the engine off and check for the cause.

**NOTE:**
After the engine is started, the engine oil level warning light should go off if the oil level is sufficient.

11. Turn the engine off, and then check the oil level and correct it if necessary.
PERIODIC MAINTENANCE AND MINOR REPAIR

Coolant
The coolant level should be checked before each ride. In addition, the coolant must be changed at the intervals specified in the periodic maintenance and lubrication chart.

To check the coolant level
1. Place the vehicle on a level surface and hold it in an upright position.

**NOTE:**
- The coolant level must be checked on a cold engine since the level varies with engine temperature.
- Make sure that the vehicle is positioned straight up when checking the coolant level. A slight tilt to the side can result in a false reading.

2. Check the coolant level in the coolant reservoir.

**NOTE:**
The coolant should be between the minimum and maximum level marks.

3. If the coolant is at or below the minimum level mark, remove panel A. (See page 6-6.)
4. Remove the coolant reservoir cap, add coolant to the maximum level mark, and then install the reservoir cap.

**CAUTION:**
- If coolant is not available, use distilled water or soft tap water instead. Do not use hard water or salt water since it is harmful to the engine.
- If water has been used instead of coolant, replace it with coolant as soon as possible, otherwise the cooling system will not be protected against frost and corrosion.
PERIODIC MAINTENANCE AND MINOR REPAIR

- If water has been added to the coolant, have a Yamaha dealer check the antifreeze content of the coolant as soon as possible, otherwise the effectiveness of the coolant will be reduced.

**WARNING**

Never attempt to remove the radiator cap when the engine is hot.

5. Install the panel.

NOTE:

- The radiator fan is automatically switched on or off according to the coolant temperature in the radiator.
- If the engine overheats, see page 6-34 for further instructions.
- Make sure that the coolant reservoir breather hose is properly routed through the guide.

Changing the coolant

**WARNING**

Never attempt to remove the radiator cap when the engine is hot.

The coolant must be changed at the intervals specified in the periodic maintenance and lubrication chart. Have a Yamaha dealer change the coolant.

Replacing the air filter element

The air filter element should be replaced at the intervals specified in the periodic maintenance and lubrication chart. Replace the air filter element more frequently if you are riding in unusually wet or dusty areas.

1. Remove the air filter case cover by removing the bolts.
2. Pull the air filter element out.

1. Air filter case cover
2. Bolt
PERIODIC MAINTENANCE AND MINOR REPAIR

3. Insert a new air filter element into the air filter case.

CAUTION:
- Make sure that the air filter element is properly seated in the air filter case.
- The engine should never be operated without the air filter element installed, otherwise the piston(s) and/or cylinder(s) may become excessively worn.

4. Install the air filter case cover by installing the bolts.

Checking the throttle cable free play

1. Throttle cable free play

The throttle cable free play should measure 4.0–6.0 mm (0.16–0.24 in) at the throttle grip. Periodically check the throttle cable free play and, if necessary, have a Yamaha dealer adjust it.

Valve clearance

The valve clearance changes with use, resulting in improper air-fuel mixture and/or engine noise. To prevent this from occurring, the valve clearance must be adjusted by a Yamaha dealer at the intervals specified in the periodic maintenance and lubrication chart.

Valve clearance changes with use, resulting in improper air-fuel mixture and/or engine noise. To prevent this from occurring, the valve clearance must be adjusted by a Yamaha dealer at the intervals specified in the periodic maintenance and lubrication chart.
PERIODIC MAINTENANCE AND MINOR REPAIR

Tires
To maximize the performance, durability, and safe operation of your motorcycle, note the following points regarding the specified tires.

Tire air pressure
The tire air pressure should be checked and, if necessary, adjusted before each ride.

WARNING
- The tire air pressure must be checked and adjusted on cold tires (i.e., when the temperature of the tires equals the ambient temperature).
- The tire air pressure must be adjusted in accordance with the riding speed and with the total weight of rider, passenger, cargo, and accessories approved for this model.

Tire air pressure (measured on cold tires):
- 0–90 kg (0–198 lb):
  - Front: 250 kPa (36 psi) (2.50 kgf/cm²)
  - Rear: 280 kPa (41 psi) (2.80 kgf/cm²)
- 90–210 kg (198–463 lb):
  - Front: 250 kPa (36 psi) (2.50 kgf/cm²)
  - Rear: 280 kPa (41 psi) (2.80 kgf/cm²)

Maximum load*:
- 210 kg (463 lb)
  - Total weight of rider, passenger, cargo, and accessories

WARNING
Because loading has an enormous impact on the handling, braking, performance and safety characteristics of your motorcycle, you should keep the following precautions in mind.
- NEVER OVERLOAD THE MOTORCYCLE! Operation of an overloaded motorcycle may result in tire damage, loss of control, or severe injury. Make sure that the total weight of rider, passenger, cargo, and accessories does not exceed the specified maximum load for the vehicle.
- Do not carry along loosely packed items, which can shift during a ride.
- Securely pack the heaviest items close to the center of the motorcycle and distribute the weight evenly on both sides.
- Adjust the suspension and tire air pressure with regard to the load.
- Check the tire condition and air pressure before each ride.

* Total weight of rider, passenger, cargo, and accessories
PERIODIC MAINTENANCE AND MINOR REPAIR

Tire inspection

Always check the tires before operating the motorcycle. If a tire tread shows crosswise lines (minimum tread depth), if the tire has a nail or glass fragments in it, or if the sidewall is cracked, contact a Yamaha dealer immediately and have the tire replaced.

NOTE:
These limits may be different by regulation from country to country. If so, conform to the limits specified by the regulations of your own country.

WARNING
- Have a Yamaha dealer replace excessively worn tires. Besides being illegal, operating the vehicle with excessively worn tires decreases riding stability and can lead to loss of control.
- The replacement of all wheel and brake related parts, including the tires, should be left to a Yamaha dealer, who has the necessary professional knowledge and experience.

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

Tire information
This motorcycle is equipped with cast wheels and tubeless tires.

WARNING
- The front and rear tires should be of the same make and design, otherwise the handling characteristics of the vehicle cannot be guaranteed.
- After extensive tests, only the tires listed below have been approved for this model by Yamaha Motor Co., Ltd.

Front tire:
Size: 130/90 16M/C 67H
Manufacturer/model: DUNLOP/D404F X
BRIDGESTONE/EXEDRA G721

Rear tire:
Size: 170/70B 16M/C 75H
Manufacturer/model: DUNLOP/K555
BRIDGESTONE/EXEDRA G722 G
PERIODIC MAINTENANCE AND MINOR REPAIR

Cast wheels
To maximize the performance, durability, and safe operation of your vehicle, note the following points regarding the specified wheels.

- The wheel rims should be checked for cracks, bends or warpage before each ride. If any damage is found, have a Yamaha dealer replace the wheel. Do not attempt even the smallest repair to the wheel. A deformed or cracked wheel must be replaced.
- The wheel should be balanced whenever either the tire or wheel has been changed or replaced. An unbalanced wheel can result in poor performance, adverse handling characteristics, and a shortened tire life.
- Ride at moderate speeds after changing a tire since the tire surface must first be “broken in” for it to develop its optimal characteristics.

Adjusting the clutch lever free play

1. Locknut (clutch lever)
2. Clutch lever free play adjusting bolt
3. Clutch lever free play

The clutch lever free play should measure 5.0–10.0 mm (0.20–0.39 in) as shown. Periodically check the clutch lever free play and, if necessary, adjust it as follows.

1. Loosen the locknut at the clutch lever.
2. To increase the clutch lever free play, turn the clutch lever free play adjusting bolt in direction (a). To decrease the clutch lever free play, turn the adjusting bolt in direction (b).

3. If the specified clutch lever free play could be obtained as described above, tighten the locknut and skip the rest of the procedure, otherwise, proceed as follows.
4. Fully turn the adjusting bolt in direction (a) to loosen the clutch cable.
5. Loosen the locknut further down the clutch cable.

6. To increase the clutch lever free play, turn the clutch lever free play adjusting nut in direction (a). To decrease the clutch lever free play, turn the adjusting nut in direction (b).
PERIODIC MAINTENANCE AND MINOR REPAIR

7. Tighten both locknuts.

Adjusting the brake lever free play

1. Locknut
2. Brake lever free play adjusting screw
3. Brake lever free play

The brake lever free play should measure 2.0–5.0 mm (0.08–0.20 in) as shown. Periodically check the brake lever free play and, if necessary, adjust it as follows.

1. Loosen the locknut at the brake lever.
2. To increase the brake lever free play, turn the brake lever free play adjusting screw in direction (a). To decrease the brake lever free play, turn the adjusting screw in direction (b).
3. Tighten the locknut.

WARNING

After adjusting the brake lever free play, check the free play and make sure that the brake is working properly.

A soft or spongy feeling in the brake lever can indicate the presence of air in the hydraulic system. If there is air in the hydraulic system, have a Yamaha dealer bleed the system before operating the motorcycle. Air in the hydraulic system will diminish the braking performance, which may result in loss of control and an accident.
**PERIODIC MAINTENANCE AND MINOR REPAIR**

Adjusting the rear brake light switch

The rear brake light switch, which is activated by the brake pedal, is properly adjusted when the brake light comes on just before braking takes effect. If necessary, adjust the brake light switch as follows.

1. Turn the rear brake light switch adjusting nut while holding the rear brake light switch in place. To make the brake light come on earlier, turn the adjusting nut in direction (a). To make the brake light come on later, turn the adjusting nut in direction (b).

Checking the front and rear brake pads

The front and rear brake pads must be checked for wear at the intervals specified in the periodic maintenance and lubrication chart.

**Front brake pads**

Each front brake pad is provided with wear indicator grooves, which allow you to check the brake pad wear without having to disassemble the brake. To check the brake pad wear, check the wear indicator grooves. If a brake pad has worn to the point that the wear indicator grooves have almost disappeared, have a Yamaha dealer replace the brake pads as a set.

**Rear brake pads**

Check each rear brake pad for damage and measure the lining thickness. If a brake pad is damaged or if the lining thickness is less than 0.8 mm (0.03 in), have a Yamaha dealer replace the brake pads as a set.
PERIODIC MAINTENANCE AND MINOR REPAIR

Checking the brake fluid level

Front brake

Before riding, check that the brake fluid is above the minimum level mark and replenish if necessary. A low brake fluid level may indicate worn brake pads and/or brake system leakage. If the brake fluid level is low, be sure to check the brake pads for wear and the brake system for leakage.

Observe these precautions:

- When checking the fluid level, make sure that the top of the brake fluid reservoir is level.
- Use only the recommended quality brake fluid, otherwise the rubber seals may deteriorate, causing leakage and poor braking performance.
- Be careful that water does not enter the brake fluid reservoir when refilling. Water will significantly lower the boiling point of the fluid and may result in vapor lock.
- Brake fluid may deteriorate painted surfaces or plastic parts. Always clean up spilled fluid immediately.
- As the brake pads wear, it is normal for the brake fluid level to gradually go down. However, if the brake fluid level goes down suddenly, have a Yamaha dealer check the cause.

Recommended brake fluid:

DOT 4

- Refill with the same type of brake fluid. Mixing fluids may result in a harmful chemical reaction and lead to poor braking performance.

Rear brake

Insufficient brake fluid may allow air to enter the brake system, possibly causing it to become ineffective.
PERIODIC MAINTENANCE AND MINOR REPAIR

Changing the brake fluid
Have a Yamaha dealer change the brake fluid at the intervals specified in the NOTE after the periodic maintenance and lubrication chart. In addition, have the oil seals of the master cylinders and calipers as well as the brake hoses replaced at the intervals listed below or whenever they are damaged or leaking.

- Oil seals: Replace every two years.
- Brake hoses: Replace every four years.

Drive belt slack
The drive belt slack should be checked and adjusted at the intervals specified in the periodic maintenance and lubrication chart.

To check the drive belt slack
1. Place the vehicle on the sidestand.
2. Note the current position of the drive belt using the marks near the drive belt check hole.

NOTE:
The marks near the drive belt check hole are 5.0 mm (0.2 in) apart.

3. Note the position of the drive belt with a force of 45 N (4.5 kgf, 10 lbf) applied to the belt with a belt tension gauge as shown.

NOTE: A belt tension gauge is available at a Yamaha dealer.

4. Calculate the drive belt slack by subtracting the measurement noted in step 2 from the measurement noted in step 3.

Drive belt slack: 5.0–7.0 mm (0.20–0.28 in)

5. If the drive belt slack is incorrect, have a Yamaha dealer adjust it.
PERIODIC MAINTENANCE AND MINOR REPAIR

Checking and lubricating the cables
The operation of all control cables and the condition of the cables should be checked before each ride, and the cables and cable ends should be lubricated if necessary. If a cable is damaged or does not move smoothly, have a Yamaha dealer check or replace it.

Recommended lubricant:
Engine oil

WARNING
Damage to the outer sheath may interfere with proper cable operation and will cause the inner cable to rust. Replace a damaged cable as soon as possible to prevent unsafe conditions.

Checking and lubricating the throttle grip and cable
The operation of the throttle grip should be checked before each ride. In addition, the cable should be lubricated at the intervals specified in the periodic maintenance chart.

Recommended lubricant:
Engine oil

Checking and lubricating the brake and shift pedals
The operation of the brake and shift pedals should be checked before each ride, and the pedal pivots should be lubricated if necessary.
PERIODIC MAINTENANCE AND MINOR REPAIR

Checking and lubricating the brake and clutch levers

Brake lever

The operation of the brake and clutch levers should be checked before each ride, and the lever pivots should be lubricated if necessary.

Recommended lubricant:
Lithium-soap-based grease

Recommended lubricants:
- Brake lever: Silicone grease
- Clutch lever: Lithium-soap-based grease
PERIODIC MAINTENANCE AND MINOR REPAIR

Checking and lubricating the sidestand

The operation of the sidestand should be checked before each ride, and the sidestand pivot and metal-to-metal contact surfaces should be lubricated if necessary.

**WARNING**

If the sidestand does not move up and down smoothly, have a Yamaha dealer check or repair it.

Recommended lubricant:
Lithium-soap-based grease

Lubricating the swingarm pivots

The swingarm pivots must be lubricated at the intervals specified in the periodic maintenance and lubrication chart.

Recommended lubricant:
Lithium-soap-based grease

Lubricating the rear suspension

The pivoting points of the rear suspension must be lubricated at the intervals specified in the periodic maintenance and lubrication chart.

Recommended lubricant:
Lithium-soap-based grease
PERIODIC MAINTENANCE AND MINOR REPAIR

Checking the front fork

The condition and operation of the front fork must be checked as follows at the intervals specified in the periodic maintenance and lubrication chart.

To check the condition

**WARNING**

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

Check the inner tubes for scratches, damage and excessive oil leakage.

To check the operation

1. Place the vehicle on a level surface and hold it in an upright position.
2. While applying the front brake, push down hard on the handlebars several times to check if the front fork compresses and rebounds smoothly.

Checking the steering

Worn or loose steering bearings may cause danger. Therefore, the operation of the steering must be checked as follows at the intervals specified in the periodic maintenance and lubrication chart.

1. Place a stand under the engine to raise the front wheel off the ground.

**WARNING**

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

2. Hold the lower ends of the front fork legs and try to move them forward and backward. If any free play can be felt, have a Yamaha dealer check or repair the steering.
PERIODIC MAINTENANCE AND MINOR REPAIR

Checking the wheel bearings
The front and rear wheel bearings must be checked at the intervals specified in the periodic maintenance and lubrication chart. If there is play in the wheel hub or if the wheel does not turn smoothly, have a Yamaha dealer check the wheel bearings.

Battery
This model is equipped with a sealed-type (MF) battery, which does not require any maintenance. There is no need to check the electrolyte or to add distilled water.

**CAUTION:**
Never attempt to remove the battery cell seals, as this would permanently damage the battery.
PERIODIC MAINTENANCE AND MINOR REPAIR

**WARNING**
- Electrolyte is poisonous and dangerous since it contains sulfuric acid, which causes severe burns. Avoid any contact with skin, eyes or clothing and always shield your eyes when working near batteries. In case of contact, administer the following FIRST AID.
  - **EXTERNAL**: Flush with plenty of water.
  - **INTERNAL**: Drink large quantities of water or milk and immediately call a physician.
  - **EYES**: Flush with water for 15 minutes and seek prompt medical attention.
- Batteries produce explosive hydrogen gas. Therefore, keep sparks, flames, cigarettes, etc., away from the battery and provide sufficient ventilation when charging it in an enclosed space.

**CAUTION:**
- Always keep the battery charged. Storing a discharged battery can cause permanent battery damage.
- To charge a sealed-type (MF) battery, a special (constant-voltage) battery charger is required. Using a conventional battery charger will damage the battery. If you do not have access to a sealed-type (MF) battery charger, have a Yamaha dealer charge your battery.

To charge the battery
Have a Yamaha dealer charge the battery as soon as possible if it seems to have discharged. Keep in mind that the battery tends to discharge more quickly if the vehicle is equipped with optional electrical accessories.

To store the battery
1. If the vehicle will not be used for more than one month, remove the battery, fully charge it, and then place it in a cool, dry place.
2. If the battery will be stored for more than two months, check it at least once a month and fully charge it if necessary.
3. Fully charge the battery before installation.
4. After installation, make sure that the battery leads are properly connected to the battery terminals.
PERIODIC MAINTENANCE AND MINOR REPAIR

Replacing the fuses
The main fuse, the fuel injection system fuse, and the fuse box, which contains the fuses for the individual circuits, are located under the rider seat. (See page 3-14.)

If a fuse is blown, replace it as follows.
1. Unhook the battery band, and then remove the battery cover.
2. Turn the key to "OFF" and turn off the electrical circuit in question.
3. Remove the blown fuse, and then install a new fuse of the specified amperage.

1. Battery band
2. Battery cover
3. Main fuse
4. Fuse box
5. Fuel injection system fuse
6. Fuel injection system spare fuse
7. Signaling system fuse
8. Ignition fuse
9. Parking lighting fuse
10. Radiator fan fuse
11. Backup fuse (for odometer, clock and immobilizer system)
12. Headlight fuse
13. Spare fuse
CAUTION:
Do not use a fuse of a higher amperage rating than recommended to avoid causing extensive damage to the electrical system and possibly a fire.

4. Turn the key to “ON” and turn on the electrical circuit in question to check if the device operates.
5. If the fuse immediately blows again, have a Yamaha dealer check the electrical system.

6. Install the battery cover, and then hook the battery band onto the holder.

**Replacing the headlight bulb**

This model is equipped with a quartz bulb headlight. If the headlight bulb burns out, replace it as follows.

1. Remove the turn signal light bracket cover by removing the bolts.
2. Remove the headlight unit by removing the bolts on each side.
PERIODIC MAINTENANCE AND MINOR REPAIR

3. Disconnect the headlight coupler, and then remove the bulb cover.

4. Unhook the headlight bulb holder, and then remove the defective bulb.

**WARNING**

Headlight bulbs get very hot. Therefore, keep flammable products away from a lit headlight bulb, and do not touch the bulb until it has cooled down.

5. Place a new headlight bulb into position, and then secure it with the bulb holder.

**CAUTION:**

Do not touch the glass part of the headlight bulb to keep it free from oil, otherwise the transparency of the glass, the luminosity of the bulb, and the bulb life will be adversely affected. Thoroughly clean off any dirt and fingerprints on the headlight bulb using a cloth moistened with alcohol or thinner.

6. Install the headlight bulb cover, and then connect the coupler.

7. Install the headlight unit by installing the bolts.

8. Place the turn signal light bracket cover in the original position, and then install the bolts.
PERIODIC MAINTENANCE AND MINOR REPAIR

Replacing the tail/brake light bulb

1. Remove the tail/brake light lens by removing the screws.
2. Remove the defective bulb by pushing it in and turning it counter-clockwise.
3. Insert a new bulb into the socket, push it in, and then turn it clockwise until it stops.
4. Install the lens by installing the screws.

CAUTION:
Do not overtighten the screws, otherwise the lens may break.

Replacing a turn signal light bulb

1. Remove the turn signal lens by removing the screws.
2. Remove the defective bulb by pushing it in and turning it counter-clockwise.
3. Insert a new bulb into the socket, push it in, and then turn it clockwise until it stops.
4. Install the lens by installing the screws.

CAUTION:
Do not overtighten the screws, otherwise the lens may break.

9. Have a Yamaha dealer adjust the headlight beam if necessary.
Replacing the license plate light bulb

1. Remove the license plate light cover by removing the bolts.
2. Pull the license plate light unit up as shown.
3. Remove the license plate light socket (together with the bulb) by turning it counterclockwise, and then pulling it out.
4. Remove the defective bulb by pulling it out from the socket.
5. Insert a new bulb into the socket.
6. Install the socket (together with the bulb) by pushing it in and turning it clockwise until it stops.
7. Place the license plate light unit in the original position, and then install the license plate light cover by installing the bolts.
PERIODIC MAINTENANCE AND MINOR REPAIR

Replacing the auxiliary light bulb
If the auxiliary light bulb burns out, replace it as follows.
1. Remove the headlight unit. (See page 6-28.)
2. Remove the auxiliary light socket (together with the coupler) by turning the socket counterclockwise.
3. Remove the defective bulb by pulling it out.
4. Insert a new bulb into the socket.
5. Install the auxiliary light socket (together with the coupler) by pushing it in and turning it clockwise.
6. Install the headlight unit.

Supporting the motorcycle
Since this model is not equipped with a centerstand, follow these precautions when removing the front and rear wheel or performing other maintenance requiring the motorcycle to stand upright. Check that the motorcycle is in a stable and level position before starting any maintenance. A strong wooden box can be placed under the engine for added stability.

To service the front wheel
1. Stabilize the rear of the motorcycle by using a motorcycle stand or, if an additional motorcycle stand is not available, by placing a jack under the frame in front of the rear wheel.
2. Raise the front wheel off the ground by using a motorcycle stand.

To service the rear wheel
Raise the rear wheel off the ground by using a motorcycle stand or, if a motorcycle stand is not available, by placing
PERIODIC MAINTENANCE AND MINOR REPAIR

a jack either under each side of the frame in front of the rear wheel or under each side of the swingarm.

Troubleshooting

Although Yamaha motorcycles receive a thorough inspection before shipment from the factory, trouble may occur during operation. Any problem in the fuel, compression, or ignition systems, for example, can cause poor starting and loss of power. The following troubleshooting charts represent quick and easy procedures for checking these vital systems yourself. However, should your motorcycle require any repair, take it to a Yamaha dealer, whose skilled technicians have the necessary tools, experience, and know-how to service the motorcycle properly.

Use only genuine Yamaha replacement parts. Imitation parts may look like Yamaha parts, but they are often inferior, have a shorter service life and can lead to expensive repair bills.
Troubleshooting charts

Starting problems or poor engine performance

**WARNING**
Keep away open flames and do not smoke while checking or working on the fuel system.

### 1. Fuel
- Check the fuel level in the fuel tank.
  - There is enough fuel.
    - Check the compression.
  - There is no fuel.
    - Supply fuel.
    - The engine does not start.
      - Check the compression.

### 2. Compression
- Operate the electric starter.
  - There is compression.
    - Check the ignition.
  - There is no compression.
    - Have a Yamaha dealer check the vehicle.

### 3. Ignition
- Remove the spark plugs and check the electrodes.
  - Wet
    - Wipe off with a dry cloth and correct the spark plug gaps, or replace the spark plugs.
  - Dry
    - Have a Yamaha dealer check the vehicle.
    - The engine does not start.
      - Check the battery.

### 4. Battery
- Operate the electric starter.
  - The engine turns over quickly.
  - The battery is good.
  - The engine turns over slowly.
    - Check the battery lead connections, and charge the battery if necessary.
    - The engine does not start.
      - Have a Yamaha dealer check the vehicle.
PERIODIC MAINTENANCE AND MINOR REPAIR

Engine overheating

**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. Be sure to wait until the engine has cooled.
- Place a thick rag, like a towel, over the radiator cap, and then slowly rotate the cap counterclockwise to the detent to allow any residual pressure to escape. When the hissing sound has stopped, press down on the cap while turning it counterclockwise, and then remove the cap.

**NOTE:**

If coolant is not available, tap water can be temporarily used instead, provided that it is changed to the recommended coolant as soon as possible.
Matte color caution

CAUTION:

Some models are equipped with matte colored finished parts. Be sure to consult a Yamaha dealer for advice on what products to use before cleaning the vehicle. Using a brush, harsh chemical products or cleaning compounds when cleaning these parts will scratch or damage their surface. Wax also should not be applied to any matte colored finished parts.

Care

While the open design of a motorcycle reveals the attractiveness of the technology, it also makes it more vulnerable. Rust and corrosion can develop even if high-quality components are used. A rusty exhaust pipe may go unnoticed on a car, however, it detracts from the overall appearance of a motorcycle. Frequent and proper care does not only comply with the terms of the warranty, but it will also keep your motorcycle looking good, extend its life and optimize its performance.

Before cleaning
1. Cover the muffler outlet with a plastic bag after the engine has cooled down.
2. Make sure that all caps and covers as well as all electrical couplers and connectors, including the spark plug caps, are tightly installed.
3. Remove extremely stubborn dirt, like oil burnt onto the crankcase, with a degreasing agent and a brush, but never apply such products onto seals, gaskets, the drive belt and wheel axles. Always rinse the dirt and degreaser off with water.

Cleaning

CAUTION:

- Avoid using strong acidic wheel cleaners, especially on spoked wheels. If such products are used on hard-to-remove dirt, do not leave the cleaner on the affected area any longer than instructed. Also, thoroughly rinse the area off with water, immediately dry it, and then apply a corrosion protection spray.
- Improper cleaning can damage plastic parts such as cowlings, panels, windshields, headlight lenses, meter lenses, etc. Use only a soft, clean cloth or sponge with mild detergent and water to clean plastic.
- Do not use any harsh chemical products on plastic parts. Be sure to avoid using cloths or sponges which have been in
MOTORCYCLE CARE AND STORAGE

- Do not use high-pressure washers or steam-jet cleaners since they cause water seepage and deterioration in the following areas: seals (of wheel and swing-arm bearings, fork and brakes), electric components (couplers, connectors, instruments, switches and lights), breather hoses and vents.
- For motorcycles equipped with a windshield: Do not use strong cleaners or hard sponges as they will cause dulling or scratching. Some cleaning compounds for plastic may leave scratches on the windshield. Test the product on a small hidden part of the windshield to make sure that it does not leave any marks. If the windshield is scratched, use a quality plastic polishing compound after washing.

After normal use
Remove dirt with warm water, a mild detergent, and a soft, clean sponge, and then rinse thoroughly with clean water. Use a toothbrush or bottlebrush for hard-to-reach areas. Stubborn dirt and insects will come off more easily if the area is covered with a wet cloth for a few minutes before cleaning.

After riding in the rain, near the sea or on salt-sprayed roads
Since sea salt or salt sprayed on roads during winter are extremely corrosive in combination with water, carry out the following steps after each ride in the rain, near the sea or on salt-sprayed roads.

NOTE: Salt sprayed on roads in the winter may remain well into spring.

1. Clean the motorcycle with cold water and a mild detergent, after the engine has cooled down.

CAUTION: Do not use warm water since it increases the corrosive action of the salt.

2. After drying the motorcycle, apply a corrosion protection spray on all metal, including chrome- and nickel-plated, surfaces to prevent corrosion.

After cleaning
1. Dry the motorcycle with a chamois or an absorbing cloth.
2. Use a chrome polish to shine chrome, aluminum and stainless-steel parts, including the exhaust system. (Even the thermally induced discoloring of stainless-steel exhaust systems can be removed through polishing.)
3. To prevent corrosion, it is recommended to apply a corrosion protection spray on all metal, including chrome- and nickel-plated, surfaces.

4. Use spray oil as a universal cleaner to remove any remaining dirt.

5. Touch up minor paint damage caused by stones, etc.

6. Wax all painted and chrome-plated surfaces. Avoid combination cleaner waxes, many of which contain abrasives that may mar the paint or protective finish.

7. Let the motorcycle dry completely before storing or covering it.

**WARNING**

- Make sure that there is no oil or wax on the brakes or tires.
- If necessary, clean the brake discs and brake linings with a regular brake disc cleaner or acetone, and wash the tires with warm water and a mild detergent. Before riding at higher speeds, test the motorcycle’s braking performance and cornering behavior.

**CAUTION:**

- Apply spray oil and wax sparingly and make sure to wipe off any excess.
- Never apply oil or wax to the drive belt.
- Never apply oil or wax to any rubber and plastic parts, but treat them with a suitable care product.
- Avoid using abrasive polishing compounds as they will wear away the paint.

**NOTE:** Consult a Yamaha dealer for advice on what products to use.

**Storage**

**Short-term**

Always store your motorcycle in a cool, dry place and, if necessary, protect it against dust with a porous cover.

**CAUTION:**

- Storing the motorcycle in a poorly ventilated room or covering it with a tarp, while it is still wet, will allow water and humidity to seep in and cause rust.
- To prevent corrosion, avoid damp cellars, stables (because of the presence of ammonia) and areas where strong chemicals are stored.

**Long-term**

Before storing your motorcycle for several months:

1. Follow all the instructions in the “Care” section of this chapter.
2. Fill up the fuel tank and add fuel stabilizer (if available) to prevent the fuel tank from rusting and the fuel from deteriorating.
MOTORCYCLE CARE AND STORAGE

3. Perform the following steps to protect the cylinders, piston rings, etc. from corrosion.
   a. Remove the spark plug caps and spark plugs.
   b. Pour a teaspoonful of engine oil into each spark plug bore.
   c. Install the spark plug caps onto the spark plugs, and then place the spark plugs on the cylinder head so that the electrodes are grounded. (This will limit sparking during the next step.)
   d. Turn the engine over several times with the starter. (This will coat the cylinder walls with oil.)
   e. Remove the spark plug caps from the spark plugs, and then install the spark plugs and the spark plug caps.

   **WARNING**
   To prevent damage or injury from sparking, make sure to ground the spark plug electrodes while turning the engine over.

   **NOTE:**
   Make any necessary repairs before storing the motorcycle.
**SPECIFICATIONS**

**Dimensions:**
- Overall length: 2490 mm (98.0 in)
- Overall width: 980 mm (38.6 in)
- Overall height: 1115 mm (43.9 in)
- Seat height: 715 mm (28.1 in)
- Wheelbase: 1690 mm (66.5 in)
- Ground clearance: 145 mm (5.71 in)
- Minimum turning radius: 3500 mm (137.8 in)

**Weight:**
- With oil and fuel: 303.0 kg (668 lb)

**Engine:**
- Engine type: Liquid cooled 4-stroke, SOHC
- Cylinder arrangement: V-type 2-cylinder
- Displacement: 1304.0 cm³
- Bore × stroke: 100.0 × 83.0 mm (3.94 × 3.27 in)
- Compression ratio: 9.50 :1
- Starting system: Electric starter
- Lubrication system: Wet sump

**Engine oil:**
- Type: SAE 20W-40
- Recommended engine oil grade: API service SG type or higher, JASO standard MA
- Engine oil quantity:
  - Without oil filter cartridge replacement: 3.20 L (3.38 US qt) (2.82 Imp.qt)
  - With oil filter cartridge replacement: 3.40 L (3.59 US qt) (2.99 Imp.qt)

**Cooling system:**
- Coolant reservoir capacity (up to the maximum level mark): 0.45 L (0.48 US qt) (0.40 Imp.qt)
- Radiator capacity (including all routes): 2.10 L (2.22 US qt) (1.85 Imp.qt)

**Air filter:**
- Air filter element: Oil-coated paper element

**Fuel:**
- Recommended fuel: Unleaded gasoline only
- Fuel tank capacity: 19.0 L (5.02 US gal) (4.18 Imp.gal)
- Fuel reserve amount: 3.7 L (0.98 US gal) (0.81 Imp.gal)

**Fuel injection:**
- Throttle body:
  - Manufacturer: MIKUNI
  - Type/quantity: ACW40/2

**Spark plug (s):**
- Manufacturer/model: NGK/LMAR7A-9
- Spark plug gap: 0.8–0.9 mm (0.031–0.035 in)

**Clutch:**
- Clutch type:
  - Wet, multiple-disc

**Transmission:**
- Primary reduction system:
  - Primary reduction ratio: 70/45 (1.556)
- Secondary reduction system:
  - Secondary reduction ratio: 70/30 (2.333)
  - Constant mesh 5-speed
  - Gear ratio:
    - 1st: 36/13 (2.769)
    - 2nd: 32/18 (1.778)
    - 3rd: 29/21 (1.381)
    - 4th: 29/26 (1.115)
    - 5th: 24/25 (0.960)
SPECIFICATIONS

Chassis:
- Frame type: Double cradle
- Caster angle: 32.70°
- Trail: 145.0 mm (5.71 in)

Front tire:
- Type: Tubeless
- Size: 130/90 16M/C 67H
- Manufacturer/model: DUNLOP/D404F X
- Manufacturer/model: BRIDGESTONE/EXEDRA G721

Rear tire:
- Type: Tubeless
- Size: 170/70B 16M/C 75H
- Manufacturer/model: DUNLOP/K555
- Manufacturer/model: BRIDGESTONE/EXEDRA G722 G

Loading:
- Maximum load: 210 kg (463 lb)
- (Total weight of rider, passenger, cargo and accessories)

Tire air pressure (measured on cold tires):
- Front: 250 kPa (36 psi) (2.50 kgf/cm²)
- Rear: 280 kPa (41 psi) (2.80 kgf/cm²)
- Loading condition: 90–210 kg (198–463 lb)
- Front: 250 kPa (36 psi) (2.50 kgf/cm²)
- Rear: 280 kPa (41 psi) (2.80 kgf/cm²)

Front wheel:
- Wheel type: Cast wheel
- Rim size: 16M/C x MT3.00

Rear wheel:
- Wheel type: Cast wheel
- Rim size: 16M/C x MT4.50

Front brake:
- Type: Dual disc brake
- Operation: Right hand operation
- Recommended fluid: DOT 4

Rear brake:
- Type: Single disc brake
- Operation: Right foot operation
- Recommended fluid: DOT 4

Front suspension:
- Type: Telescopic fork
- Spring/shock absorber type: Coil spring/oil damper
- Wheel travel: 135.0 mm (5.31 in)

Rear suspension:
- Type: Swingarm (link suspension)
- Spring/shock absorber type: Coil spring/gas-oil damper
- Wheel travel: 110.0 mm (4.33 in)

Electrical system:
- Ignition system: Transistorized coil ignition (digital)
- Charging system: AC magneto

Battery:
- Model: YTX20L-BS
- Voltage, capacity: 12 V, 18.0 Ah

Headlight:
- Bulb type: Halogen bulb

Bulb voltage, wattage × quantity:
- Headlight: 12 V, 60 W/55.0 W × 1
- Tail/brake light: 12 V, 5.0 W/21.0 W × 1
- Front turn signal light: 12 V, 21.0 W × 2
# SPECIFICATIONS

<table>
<thead>
<tr>
<th>Component</th>
<th>Voltage</th>
<th>Power</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear turn signal light</td>
<td>12 V</td>
<td>21.0 W</td>
</tr>
<tr>
<td>Auxiliary light</td>
<td>12 V</td>
<td>5.0 W</td>
</tr>
<tr>
<td>License plate light</td>
<td>12 V</td>
<td>5.0 W</td>
</tr>
<tr>
<td>Meter lighting</td>
<td>LED</td>
<td></td>
</tr>
<tr>
<td>Neutral indicator light</td>
<td>LED</td>
<td></td>
</tr>
<tr>
<td>High beam indicator light</td>
<td>LED</td>
<td></td>
</tr>
<tr>
<td>Oil level warning light</td>
<td>LED</td>
<td></td>
</tr>
<tr>
<td>Turn signal indicator light</td>
<td>LED</td>
<td></td>
</tr>
<tr>
<td>Fuel level warning light</td>
<td>LED</td>
<td></td>
</tr>
<tr>
<td>Coolant temperature warning light</td>
<td>LED</td>
<td></td>
</tr>
<tr>
<td>Engine trouble warning light</td>
<td>LED</td>
<td></td>
</tr>
<tr>
<td>Immobilizer system indicator light</td>
<td>LED</td>
<td></td>
</tr>
<tr>
<td>Parking lighting fuse</td>
<td></td>
<td>10.0 A</td>
</tr>
<tr>
<td>Radiator fan fuse</td>
<td></td>
<td>20.0 A</td>
</tr>
<tr>
<td>Fuel injection system fuse</td>
<td></td>
<td>10.0 A</td>
</tr>
<tr>
<td>Backup fuse</td>
<td></td>
<td>10.0 A</td>
</tr>
</tbody>
</table>

| Fuses                            |         |         |
| Main fuse                        |         | 50.0 A  |
| Headlight fuse                   |         | 20.0 A  |
| Signaling system fuse            |         | 10.0 A  |
| Ignition fuse                    |         | 15.0 A  |
CONSUMER INFORMATION

Identification numbers

Record the key identification number, vehicle identification number and model label information in the spaces provided below for assistance when ordering spare parts from a Yamaha dealer or for reference in case the vehicle is stolen.

KEY IDENTIFICATION NUMBER:

VEHICLE IDENTIFICATION NUMBER:

MODEL LABEL INFORMATION:

Key identification number

1. Key identification number
2. Code re-registering key (red bow)
3. Standard keys (black bow)

The key identification number is stamped into the key tag. Record this number in the space provided and use it for reference when ordering a new key.

Vehicle identification number

1. Vehicle identification number

The vehicle identification number is stamped into the steering head pipe. Record this number in the space provided.

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 area.
Model label

The model label is affixed to the frame under the rider seat. (See page 3-14.) Record the information on this label in the space provided. This information will be needed when ordering spare parts from a Yamaha dealer.

Motorcycle noise regulation (for Australia)

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED:
Owners are warned that the law may prohibit:

a. The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; and

b. The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.
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