

**YAMAHA**

***XJR1200***

**OWNER'S MANUAL**

**4UW-28199-20**

**XJR1200H  
OWNER'S MANUAL**

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1st Edition, October 1995**

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## **INTRODUCTION**

Congratulations on your purchase of the Yamaha XJR1200. This model is the result of Yamaha's vast experience in the production of fine sporting, touring, and pace-setting racing machines. It represents the high degree of craftsmanship and reliability that have made Yamaha a leader in these fields.

This manual will give you an understanding of the operation, inspection, and basic maintenance of this motorcycle. If you have any questions about the operation or maintenance of your motorcycle, please consult a Yamaha dealer.

## IMPORTANT MANUAL INFORMATION

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



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

### **WARNING**

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

### **CAUTION**

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

### **NOTE:**

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

### **WARNING**

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

### **NOTE:**

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

**NOTE:**

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 there is any question concerning this manual, please consult your Yamaha dealer.

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## **⚠ SAFETY INFORMATION**

**TWO-WHEELED 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.**

**HE OR SHE SHOULD:**

- 1. OBTAIN THOROUGH INSTRUCTIONS FROM A COMPETENT SOURCE ON ALL ASPECTS OF MOTORCYCLE OPERATION.**
- 2. OBSERVE THE WARNINGS AND MAINTENANCE REQUIREMENTS IN THE OWNER'S MANUAL.**
- 3. OBTAIN QUALIFIED TRAINING IN SAFE AND PROPER RIDING TECHNIQUES.**
- 4. OBTAIN PROFESSIONAL TECHNICAL SERVICE AS INDICATED BY THE OWNER'S MANUAL AND/OR WHEN MADE NECESSARY BY MECHANICAL CONDITIONS.**

### **SAFE RIDING**

- 1. Always make pre-operation checks. Careful checks may help prevent an accident.**
- 2. This motorcycle is designed to carry the operator and a passenger.**
- 3. The failure of motorists to detect and recognize motorcycles in traffic is the predominant 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:**

- a. **Wear a brightly colored jacket.**
  - b. **Use extra caution when you approach and pass through intersections, since intersections are the most likely places for motorcycle accidents.**
  - c. **Ride where other motorists can see you. Avoid riding in another motorist's "blind spot".**
- 4. Many accidents involve inexperienced operators. In fact, many operators who have been involved in accidents do not even have a current motorcycle license.**
- a. **Make sure you are qualified. Also, only lend your motorcycle to experienced operators.**
  - b. **Know your skills and limits. Staying within your limits may help you to avoid an accident.**
  - c. **We recommend that you practice riding your motorcycle where there is no traffic until you have become thoroughly familiar with your motorcycle and all of its controls.**
- 5. Many motorcycle accidents have been caused by motorcycle operator errors. 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).**
- a. **Always obey the speed limits and never travel faster than warranted by road and traffic conditions.**
  - b. **Always signal before turning or changing lanes. Make sure other motorists see you.**

6. The operator's and passenger's posture are important for proper control.
  - a. The operator should keep both hands on the handlebars and both feet on the operator footrests during operation to maintain control of the motorcycle.
  - b. The passenger should always hold on to the operator, or the seat strap or grab bar if the motorcycle is so equipped, with both hands and keep both feet on the passenger footrests.
  - c. Never carry a passenger unless he or she can firmly place both feet on the passenger footrests.
7. Never ride under the influence of alcohol or drugs.
8. 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.

1. Always wear an approved helmet.
2. Wear a face shield or goggles. Wind on your unprotected eyes could contribute to an impairment of vision which could delay seeing a hazard.
3. The use of heavy boots, jacket, trousers, gloves, etc. is effective in preventing or reducing abrasions or lacerations.
4. Never wear loose fitting clothing. It could catch on the control levers, footrests, or wheels and cause injury or accident.



5. 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.
6. A passenger should also observe the above precautions.

## **MODIFICATION**

Modifications made to the motorcycle not approved by Yamaha, or the removal of original equipment, may render your 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 machine is changed. To avoid the possibility of an accident, extreme caution should be used if adding cargo or accessories to your motorcycle. Use extra care if riding a motorcycle which has added cargo or accessories. Here are some general guidelines to follow if loading cargo or adding accessories to your motorcycle:

## **LOADING**

The total weight of the operator, passenger, accessories and cargo must not exceed the maximum load limit of 205 kg.

When loading within these weight limits, keep the following in mind:

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

## **ACCESSORIES**

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

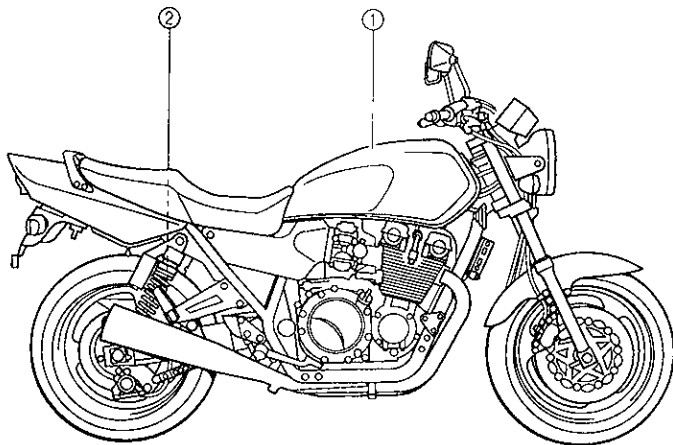
Keep in mind these guidelines for mounting accessories in addition to those provided under "LOADING".

1. Never install accessories or carry cargo that would impair the performance of your motorcycle. Carefully inspect the accessory before using it to make sure 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.
  - a. 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.
  - b. 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 being passed by or passing large vehicle.
  - c. Certain accessories can displace the operator from his or her normal riding position. This improper position limits the freedom of movement of the operator and may limit control ability. Therefore such accessories are not recommended.
2. Caution must be used if adding electrical accessories. If these 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.

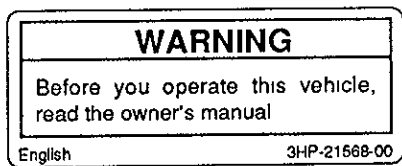
# LOCATION OF THE IMPORTANT LABELS

Please read the following labels carefully before operating this motorcycle.

1



①

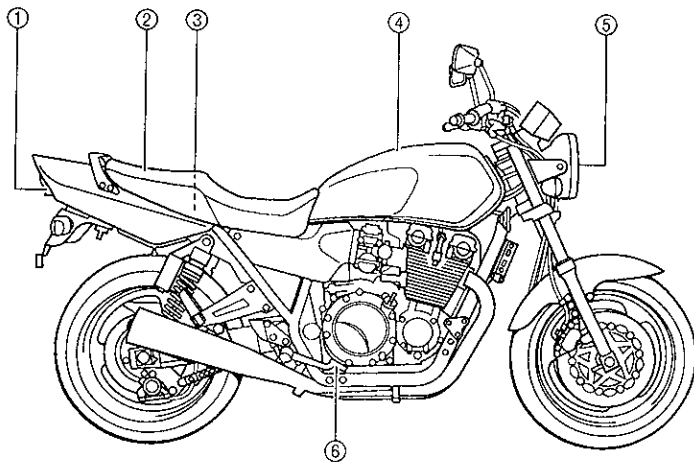


②

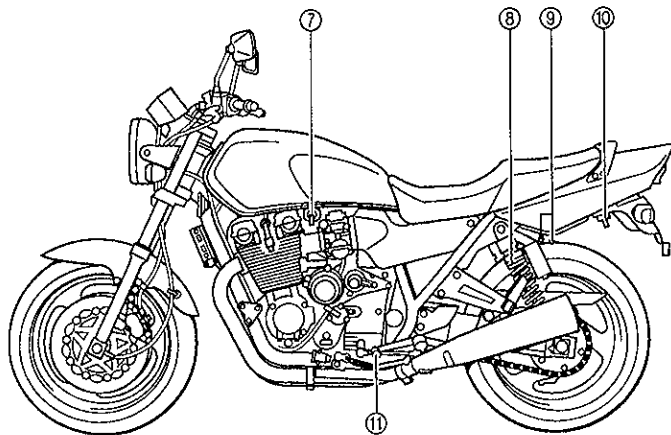


1

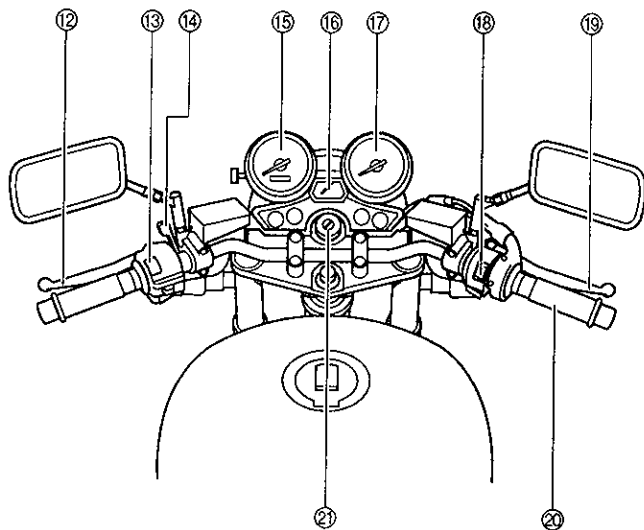
## DESCRIPTION



- |                    |             |
|--------------------|-------------|
| 1 Tail/brake light | (Page 5-18) |
| 2 Seat             | (Page 2-15) |
| 3 Tool kit         | (Page 5-2)  |
| 4 Fuel tank        | (Page 3-13) |
| 5 Headlight        | (Page 5-32) |
| 6 Brake pedal      | (Page 2-10) |



- 7. Fuel cock (Page 2-12)
- 8. Rear shock absorber spring preload adjuster (Page 5-26)
- 9. Luggage strap hooks
- 10. Helmet holder/Seat lock (Page 2-16/Page 2-15)
- 11. Shift pedal (Page 2-9)



- |                              |             |
|------------------------------|-------------|
| 12. Clutch lever             | (Page 2-9)  |
| 13. Left handlebar switches  | (Page 2-7)  |
| 14. Starter "   \   "        | (Page 2-13) |
| 15. Speedometer              | (Page 2-5)  |
| 16. Fuel gauge               | (Page 2-6)  |
| 17. Tachometer               | (Page 2-5)  |
| 18. Right handlebar switches | (Page 2-7)  |
| 19. Brake lever              | (Page 2-10) |
| 20. Throttle grip            | (Page 3-4)  |
| 21. Main switch              | (Page 2-1)  |



## MOTORCYCLE IDENTIFICATION

### Identification numbers record

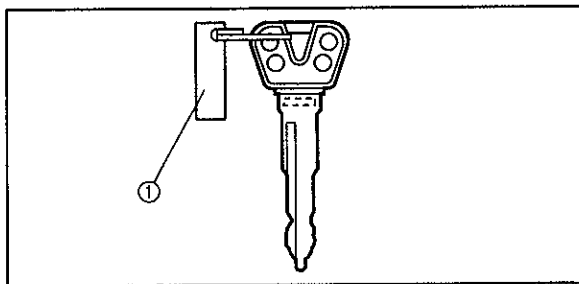
Record the key identification number, vehicle identification number and model label information in the spaces provided for assistance when ordering spare parts from a Yamaha dealer or for reference in case the vehicle is stolen.

#### 1. KEY IDENTIFICATION NUMBER:

#### 2. VEHICLE IDENTIFICATION NUMBER:

#### 3. MODEL LABEL INFORMATION:

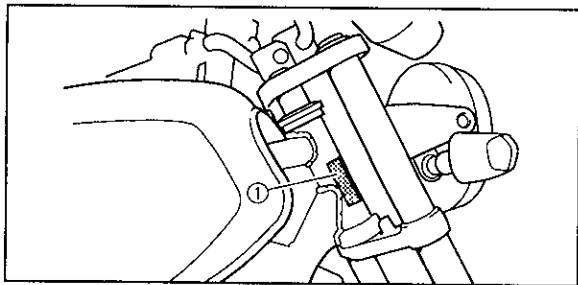
### Key identification number



1 Key identification number

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

## Vehicle identification number



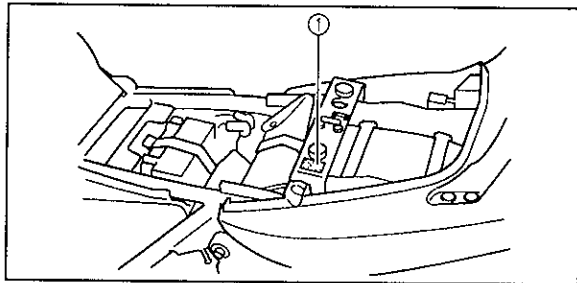
1 Vehicle identification number

The vehicle identification number is stamped into the frame.

### **NOTE:**

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

## Model label



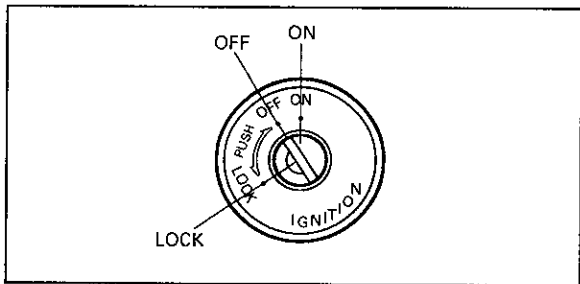
1 Model label

The model label is affixed to the frame. Record the information on this label in the space provided. This information will be needed to order spare parts from your Yamaha dealer.

# CONTROL FUNCTIONS

Main switch .....	2-1	Fuel cock.....	2-12
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## Main switch



2

The main switch controls the ignition and lighting systems. Its operation is described below.

### ON:

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

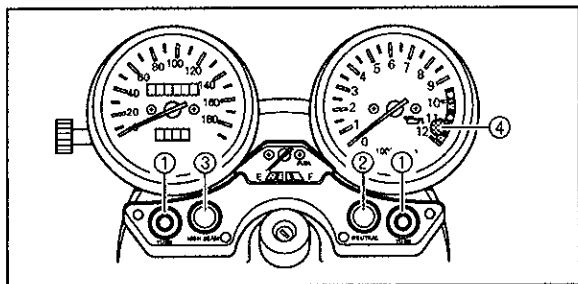
### OFF:

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

### LOCK:

The steering is locked in this position, and all electrical circuits are switched off. The key can be removed in this position. Refer to "Steering lock" (page 2-14) for operation instructions.

## Indicator lights



- 1 Turn indicator lights "TURN"
- 2 Neutral indicator light "NEUTRAL"
3. High beam indicator light "HIGH BEAM"
4. Oil level indicator light "🛢"

### Turn indicator lights "TURN"

The according indicator flashes when the turn switch is on.

### Neutral indicator light "NEUTRAL"

This indicator comes on when the transmission is in neutral.

### High beam indicator light "HIGH BEAM"

This indicator comes on when the headlight high beam is used.

Oil level indicator light “”

This indicator comes on when the oil level is low. This light circuit can be checked by the following procedure.

**CAUTION:** \_\_\_\_\_

**Do not run the motorcycle until you know it has sufficient engine oil.**  
\_\_\_\_\_

**NOTE:** \_\_\_\_\_

Even if the oil is filled to the specified level, the indicator light may flicker when riding on a slope or during sudden acceleration or deceleration, but this is not abnormal!  
\_\_\_\_\_

## Oil level indicator circuit check

Turn main switch to "ON".  
Turn engine stop switch "RUN".

Wait a few seconds. (see NOTE)

### NOTE:

When the main switch is turned on, the oil level indicator light will come on for a few seconds and then go off. If the indicator light does not come on, ask a Yamaha dealer to inspect the electrical circuit.

Oil level indicator light goes off

Push starter switch with transmission in neutral or apply clutch lever.

Oil level indicator light comes on.

Engine oil level and electrical circuit are OK. Go ahead with riding.

Oil level indicator light still does not come on.

Ask a Yamaha dealer to inspect electrical circuit.

Oil level indicator light remains on.

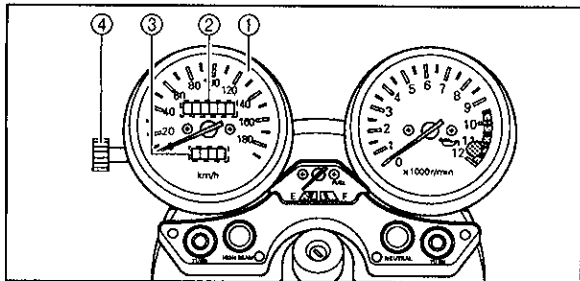
Check engine oil level.

Oil level is OK.

Oil level is low.

Supply engine oil.

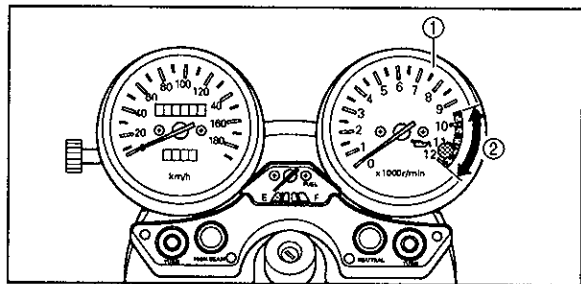
## Speedometer



- 1 Speedometer  
2 Odometer  
3 Trip odometer  
4 Reset knob

The speedometer shows riding speed. This speedometer is equipped with an odometer and trip odometer. The trip odometer can be reset to "0" with the reset knob. Use the odometer together with the fuel gauge to estimate how far you can ride on a tank of fuel. This information will enable you to plan fuel stops in the future.

## Tachometer



- 1 Tachometer  
2 Red zone

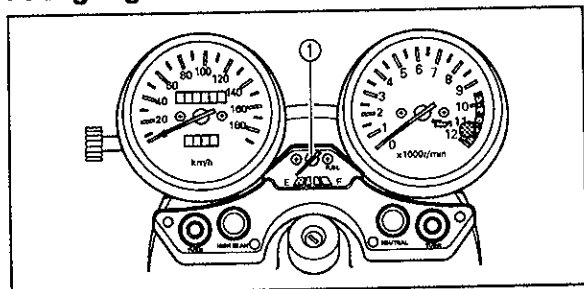
This model is equipped with an electric tachometer so the rider can monitor the engine speed and keep it within the ideal power range.

### **CAUTION:**

**Do not operate in the red zone.  
Red zone: 9,500 r/min and above**



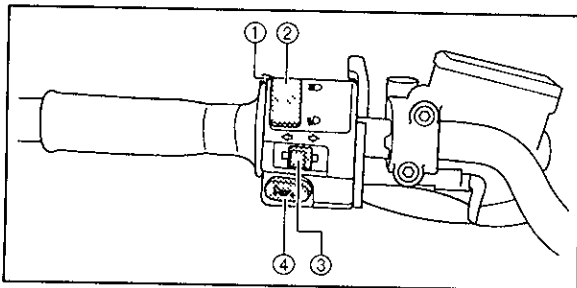
## Fuel gauge



1 Fuel gauge

This model is equipped with an electric fuel gauge so the rider can monitor the fuel level in the fuel tank. When the needle indicates "E" (Empty), about 4.5 L remain in the fuel tank.

## Handlebar switches



- 1 Pass switch "PASS"      2 Dimmer switch  
3 Turn signal switch      4 Horn switch "📢"

### Pass switch "PASS"

Press the switch to operate the passing light.

### Dimmer switch

Turn the switch to "☰○" for the high beam and to "☷○" for the low beam.

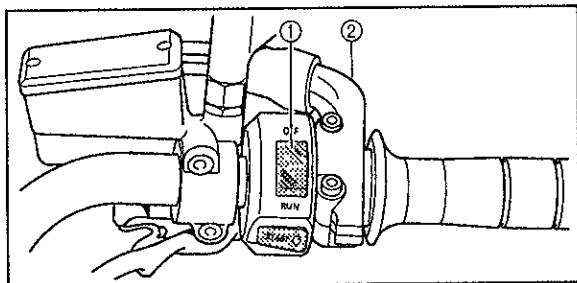
### Turn signal switch

To signal a right-hand turn, push the switch to "⇨". To signal a left-hand turn, push the switch to "⇦". Once the switch is released it will return to the center position.

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

### Horn switch "📢"

Press the switch to sound the horn.



- 1 Engine stop switch "ENGINE STOP"
- 2 Start switch "START"

### Engine stop switch "ENGINE STOP"

The engine stop switch is a safety device for use in an emergency such as when the motorcycle overturns or if trouble occurs in the throttle system. Turn the switch to "RUN" to start the engine. In case of emergency, turn the switch to "OFF" to stop the engine.

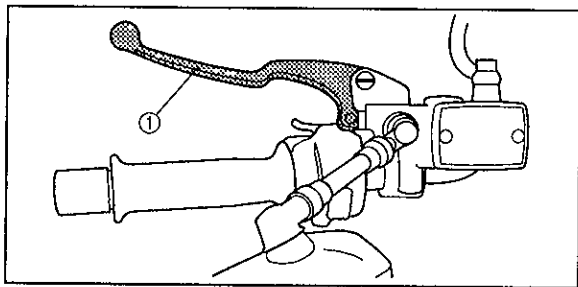
### Start switch "START"

The starter motor cranks the engine when pushing the starter switch.

### **CAUTION:**

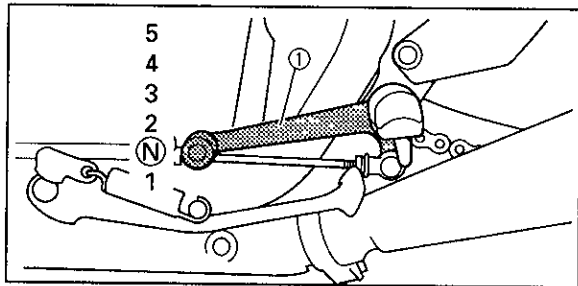
**See starting instructions prior to starting the engine.**

## Clutch lever



1 Clutch lever

## Shift pedal



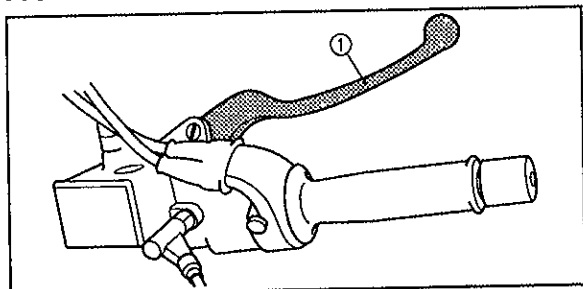
1 Shift pedal

N Neutral

This model is provided with a hydraulic clutch. The clutch lever is located on the left handlebar and the starting circuit cut-off switch is incorporated in the clutch lever holder. Pull the clutch lever toward the handlebar to disengage the clutch, and release the lever to engage the clutch. The lever should be pulled rapidly and released slowly for smooth clutch operation. (Refer to the engine starting procedures for a description of the starting circuit cut-off switch.)

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

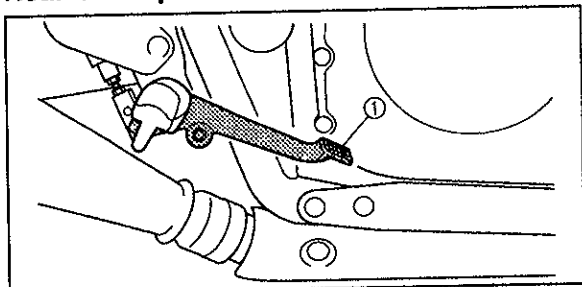
## Front brake lever



1 Front brake lever

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

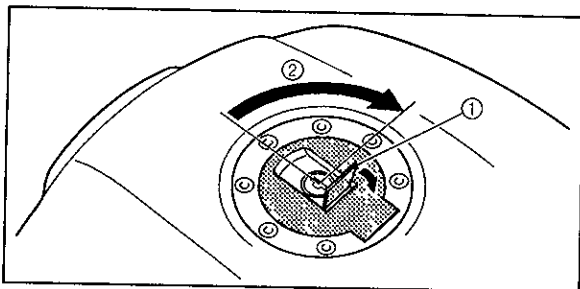
## Rear brake pedal



1 Rear brake pedal

The rear brake pedal is on the right side of the motorcycle. Press down on the brake pedal to apply the rear brake.

## Fuel tank cap



1 Key cover

2 Open

2

### TO OPEN:

Open the key cover. Insert the key and turn it 1/4 turn clockwise. The lock will be released and the cap can be opened.

### TO CLOSE:

Push the tank cap into position with the key inserted. To remove the key, turn it counterclockwise to the original position. Then, close the key cover.

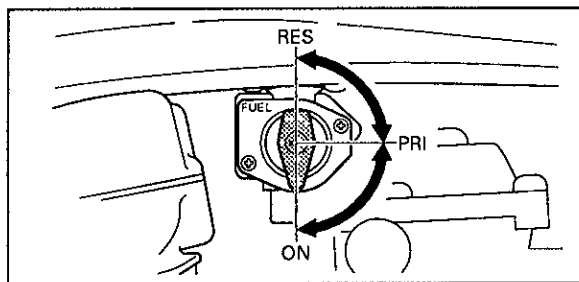
### NOTE:

This tank cap cannot be closed unless the key is in the lock. The key cannot be removed if the cap is not locked properly.

### WARNING

Be sure the cap is properly installed and locked in place before riding the motorcycle.

## Fuel cock



The negative pressure fuel cock supplies fuel from the tank to the carburetor(s) while filtering it also.

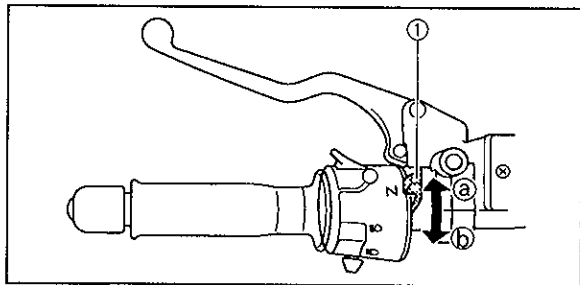
The fuel cock has the following three positions:

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

**RES:** This indicates reserve. If you run out of fuel while riding, move the lever to "PRI", start the engine, then switch to "RES". FILL THE TANK AT THE FIRST OPPORTUNITY. BE SURE TO SET THE LEVER TO "ON" AFTER REFUELLING.

**NOTE:** \_\_\_\_\_  
The fuel cock operates on vacuum from the engine when set at "ON" or "RES". If the line connecting the cock to the carburetor intake manifold is not connected or has a leak, the cock will not function properly.

## Starter "N"



1 Starter "N"

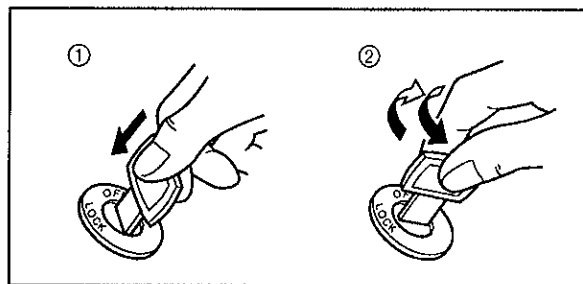
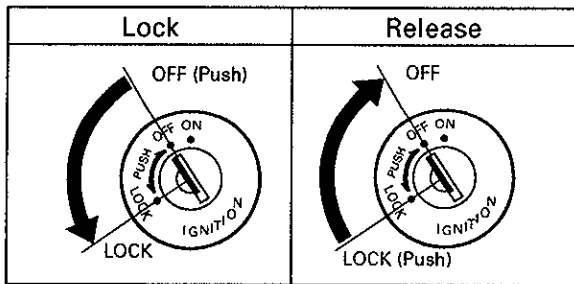
**PRI:** This indicates prime. With the lever in this position, fuel flows whether the engine is running or not. If the fuel tank is completely empty, refill the tank, prime the carburetor in this position, and then switch to "ON" after starting the engine.

Starting a cold engine requires a richer air-fuel mixture. A separate starter circuit supplies this mixture.

Move in direction **a** to turn on the starter.  
Move in direction **b** to turn off the starter.



## Steering lock



1. Push

2. Turn

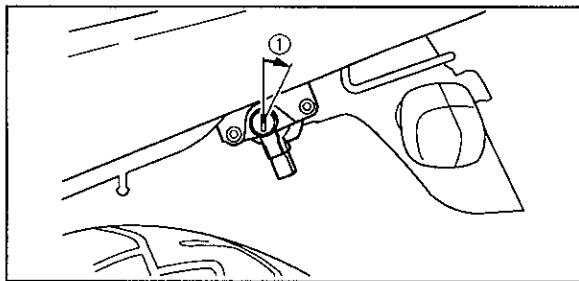
The steering is locked when the main switch is turned to "LOCK". To lock the steering, turn the handlebars all the way to the left. While pushing the key into the main switch, turn it from "OFF" to "LOCK" and remove it. To release the lock, turn the key to "OFF" while pushing.

### **WARNING**

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

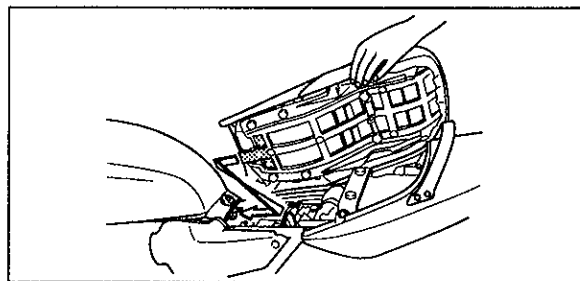
## Seat

2



1 Open

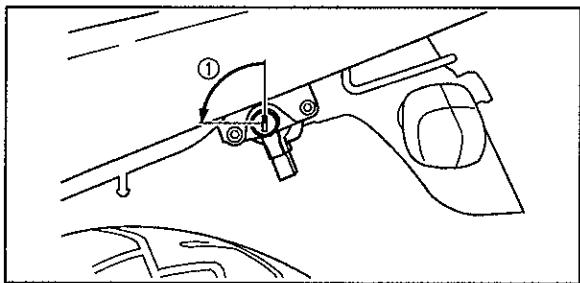
To remove the seat, insert the key in the helmet holder lock and turn it as shown.



When reinstalling the seat, insert the lobe on the seat front into the receptacle on the frame, then push down the seat.

**NOTE:** \_\_\_\_\_  
Make sure that the seat is securely fitted.

## Helmet holder



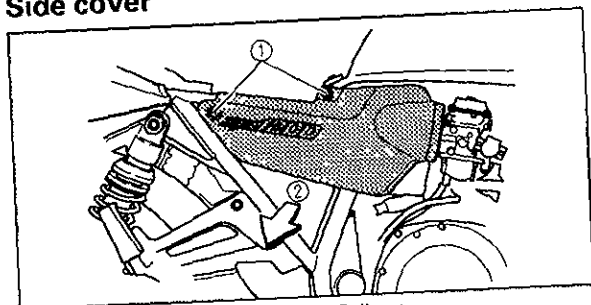
1 Open

To open the helmet holder, insert the key in the lock and turn it as shown. To lock the helmet holder, turn the key to its original position.

### **⚠ WARNING**

**Never ride with a helmet in the helmet holder. The helmet may hit objects, causing loss of control and possibly an accident.**

## Side cover

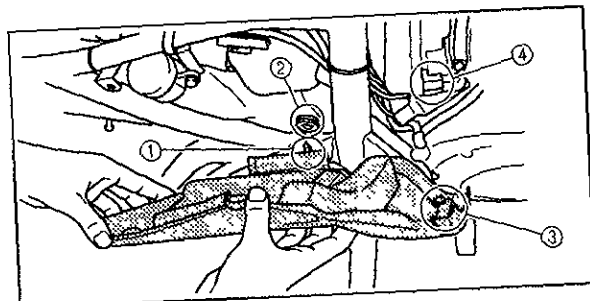


1 Screw (x 2)

2 Pull out

### Removal:

Remove the seat and side cover screws. Then remove the side cover by pulling outward on the area shown.



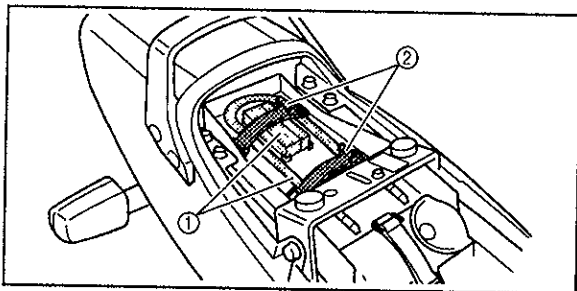
1 Projection  
3 Bracket

2 Grommet  
4 Hook

### Installation:

When installing, insert the projection into the grommet, place the bracket over the hook and tighten the screws.

## Storage compartment

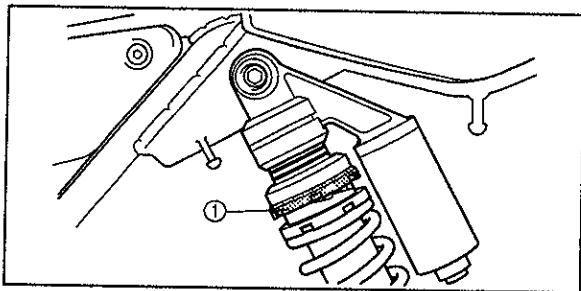


1 U-LOCK

2 Strap (x 2)

This storage compartment is designed to hold a U-LOCK. Be sure the lock is fastened securely with the straps when storing it in the compartment. It is advisable to store only Yamaha genuine U-LOCKS in this compartment.

## Rear shock absorber

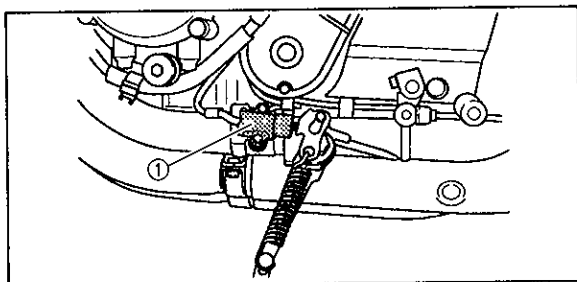


1 Spring preload adjuster

The spring preload of the rear shock absorber can be adjusted to suit the rider's preference, motorcycle's load (ex: optional accessories etc.) and road conditions. Refer to page 5-26 for proper adjustment procedures.

## Sidestand

2



1 Sidestand switch

This model is equipped with an ignition circuit cut-off system. The motorcycle must not be ridden when the sidestand is down. The sidestand is located on the left side of the frame. (Refer to page 4-1 for an explanation of this system.)

### **⚠ WARNING**

**This motorcycle must not be operated with the sidestand in the down position. If the stand is not properly retracted, it could contact the ground and distract the operator, resulting in a possible loss of control. Yamaha has designed into this motorcycle**

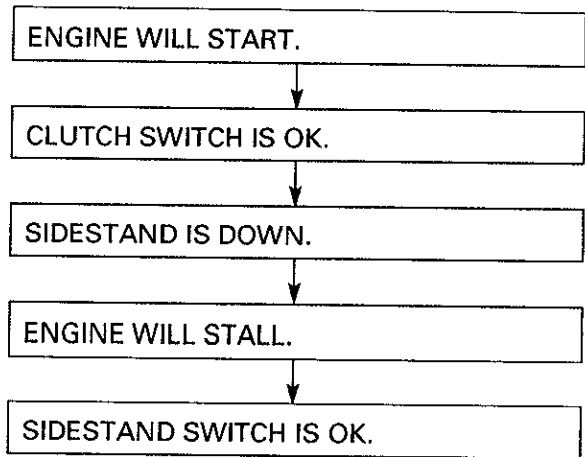
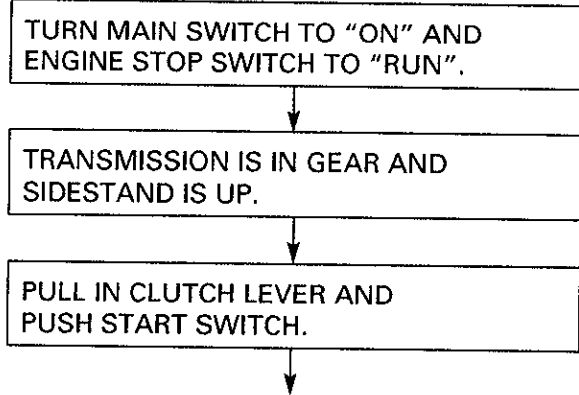
**a lockout system to assist the operator in fulfilling the responsibility of retracting the sidestand. Please check carefully the operating instructions listed below and if there is any indication of a malfunction, return the motorcycle to a Yamaha dealer immediately for repair.**

### Sidestand/clutch switch operation check

Check the operation of the sidestand switch and clutch switch against the information below.

#### **⚠ WARNING**

- Be sure to use the centerstand during this inspection.
- If improper operation is noted, consult a Yamaha dealer.



# PRE-OPERATION CHECKS

Brakes.....	3-3
Brake/Clutch fluid leakage.....	3-4
Throttle grip.....	3-4
Engine oil.....	3-5
Chain .....	3-5
Tires.....	3-6
Tubeless tires and cast wheels.....	3-10
Fittings/Fasteners.....	3-11
Lights and signals.....	3-12
Switches.....	3-12
Fuel .....	3-13



Before using this motorcycle, check the following points:

Item	Routine	Page
Front and rear brakes	Check operation, fluid level and fluid leakage. Top-up with DOT #4 brake fluid if necessary.	3-3~3-4, 5-17~5-20
Clutch	Check operation, fluid level and fluid leakage. Top-up with DOT #4 brake fluid if necessary.	3-4, 5-24
Throttle grip/Housing	Check for smooth operation Lubricate/Adjust if necessary	3-4, 5-14, 5-23
Engine oil	Check oil level/add oil as required.	3-5, 5-6~5-10
Drive chain	Check chain slack and condition. Adjust if necessary.	3-5, 5-21~5-22
Wheels/Tires	Check tire pressure, wear, damage.	3-6~3-11, 5-35-5-40
Control/Meter cable	Check for smooth operation Lubricate if necessary.	5-23
Brake and Shift pedal shafts	Check for smooth operation Lubricate if necessary.	5-24
Brake and clutch lever pivots	Check for smooth operation Lubricate if necessary	5-24
Center and sidestand pivot	Check for smooth operation. Lubricate if necessary	5-25
Fittings/fasteners	Check all chassis fittings and fasteners Tighten/Adjust if necessary	3-11, 5-5
Fuel tank	Check fuel level/top-up as required.	3-13~3-14
Lights and signals	Check for proper operation	3-12, 5-32~5-34

**NOTE:**

Pre-operation checks should be made each time the motorcycle is used. Such an inspection can be thoroughly 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 is not working properly, have it inspected and repaired before operating the motorcycle.**

## Brakes

### 1. Brake lever and brake pedal

Check for correct free play in the front brake lever and correct rear brake pedal height. Adjust if necessary. Make sure the brakes are working properly by checking at low speed shortly after starting out. (see page 5-17 for details)

3

### **WARNING**

**A soft, spongy feeling in the brake lever (and/or brake pedal) indicates a failure in the brake system. Do not operate the motorcycle until the failure in the brake system is corrected. Ask a Yamaha dealer for immediate repairs. A soft, spongy feeling could indicate a hazardous condition in the brake system.**

### 2. Brake fluid

Check the brake fluid level. Add fluid if necessary.

Recommended brake fluid: DOT #4

### 3. Check the disc pads.

Refer to page 5-18.

### **NOTE:**

When this brake service is necessary, consult a Yamaha dealer.

### **Brake/Clutch fluid leakage**

Apply each brake and the clutch for a few minutes. Check to see if any brake fluid leaks out from the hose, joints, master cylinders, or plunger case.

### **CAUTION**

**Brake fluid may deteriorate painted surfaces or plastic parts. Never spill any fluid. If spilled, clean it up immediately.**

### **⚠ WARNING**

**If brake fluid leakage is found, ask a Yamaha dealer for immediate repairs. Such leakage could indicate a hazardous condition.**

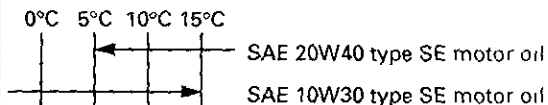
### **Throttle grip**

Turn the throttle grip to see if it operates properly, and check the free play. Make sure the grip returns by spring force when released. Ask a Yamaha dealer to make any necessary adjustments. (see page 5-23 for details)

## Engine oil

Make sure the engine oil is at the specified level. Add oil as necessary. (see page 5-6 for details)

### Recommended oil:



### Oil quantity:

Total amount:

4.2 L

Periodic oil change:

3.0 L

With oil filter replacement:

3.4 L

### Recommended engine oil classification:

API Service "SE", "SF" type or equivalent

(e.g. "SF-SE", "SF-SE-CC",

"SF-SE-SD" etc.)

## Chain

Check the general condition of the chain and the chain slack before every ride. Lubricate and adjust the chain as necessary (see page 5-21 for details)

## Tires

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

### 1. Tire air pressure

Always check and adjust the tire pressure before operating the motorcycle.

## WARNING

**Tire inflation pressure should be checked and adjusted when the temperature of the tire equals the ambient air temperature. Tire inflation pressure must be adjusted according to total weight of cargo, rider, passenger, and accessories (fairing, saddlebags, etc. if approved for this model), and vehicle speed.**

Basic weight. With oil and full fuel tank	255 kg	
Maximum load*.	205 kg	
Cold tire pressure	Front	Rear
Up to 90 kg load*	250 kPa (2.5 kg/cm <sup>2</sup> , 2.5 bar)	250 kPa (2.5 kg/cm <sup>2</sup> , 2.5 bar)
90 kg load ~ maximum load*	250 kPa (2.5 kg/cm <sup>2</sup> , 2.5 bar)	290 kPa (2.9 kg/cm <sup>2</sup> , 2.9 bar)
High speed riding	250 kPa (2.5 kg/cm <sup>2</sup> , 2.5 bar)	290 kPa (2.9 kg/cm <sup>2</sup> , 2.9 bar)

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

---

**⚠ WARNING**

**3** Proper loading of your motorcycle is important for several characteristics of your motorcycle, such as handling, braking, performance and safety. Do not carry loosely packed items that can shift. Securely pack your heaviest items close to the center of the motorcycle, and distribute the weight evenly from side to side. Properly adjust the suspension for your load, and check the condition and pressure of your tires. **NEVER OVERLOAD YOUR MOTORCYCLE.** Make sure the total weight of the cargo, rider, passenger, and accessories (fairing, saddlebags, etc. if approved for this model) does not exceed the maximum load of the motorcycle. Operation of an overloaded motorcycle could cause tire damage, an accident, or even injury.

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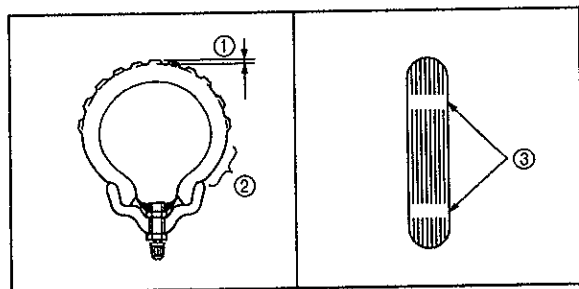
**2. Tire inspection**

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

**⚠ WARNING**

**It is dangerous to ride with a worn-out tire. When a tire tread begins to show lines, have a Yamaha dealer replace the tire immediately. Brakes, tires and related wheel parts replacement should be left to a Yamaha Service Technician.**

---



1. Tread depth      2. Side wall      3. Wear indicator

Minimum tire tread depth (front and rear)	10 mm
--	-------

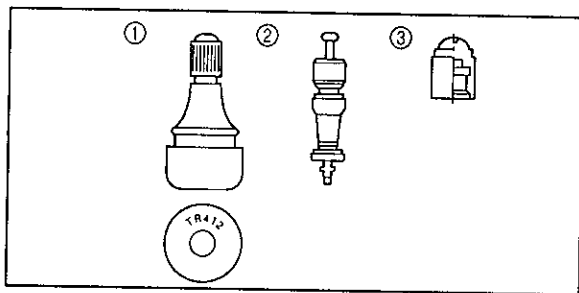
### 3. Tire information

This motorcycle is equipped with tubeless tires, tire valves and cast wheels.

## **⚠ WARNING**

- After extensive tests, the tires mentioned below have been approved by Yamaha Motor Co., Ltd. for this model. No guarantee for handling characteristics can be given if tire combinations other than what is approved are used on this motorcycle. The front and rear tires should be of the same manufacture and design.
- The use of tire valves and valve cores other than listed below could cause tire deflation during extreme high speed riding. Always use genuine parts or their equivalent for replacement.
- Be sure to install the valve caps securely, as these are important to prevent air pressure leakage during extreme high speed riding.





1 Tire valve  
2 Valve core  
3 Valve cap with seal

## FRONT

Manufacturer	Size	Type
Bridgestone	130/70 ZR17	BT54F
Dunlop	130/70 ZR17	D202F

## REAR

Manufacturer	Size	Type
Bridgestone	170/60 ZR17	BT54R
Dunlop	170/60 ZR17	D202L

	Type
Tire valve	TR412
Valve core	#9000A (original)

**⚠ WARNING**

This motorcycle is fitted with super high-speed running tires. The following points must be observed in order for you to make fully effective use of these tires.

1. Never fail to use the specified tires in tire replacement. Other tires may have a danger of bursting at super high-speeds.
2. New tires have a relatively low grip on the road surface until they have been slightly worn. Therefore, approximately 100 km should be traveled at normal speed before any high-speed riding is done.
3. Before any high-speed runs, the tires should be warmed-up sufficiently.
4. Always inflate to the correct tire pressure according to the operating conditions.

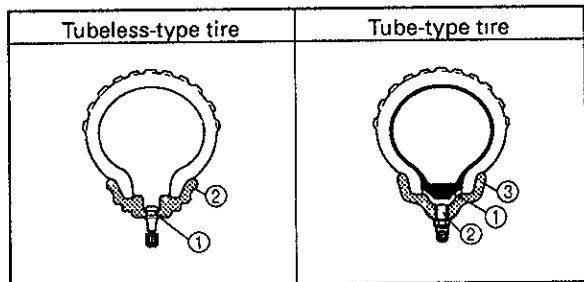
## Tubeless tires and cast wheels

Tire	Wheel
<b>TUBELESS</b>	<b>SUITABLE FOR TUBELESS TIRES</b>
The tires and wheels are marked as shown.	

This motorcycle is equipped with cast wheels designed for either tube-type or tubeless tires. Tubeless tires are installed as standard equipment.

### **⚠ WARNING**

Do not attempt to use tubeless tires on a wheel designed for use only with tube-type tires. Tire failure and personal injury may result from sudden deflation.



1. Air valve
2. Cast wheel  
(Tubeless wheel)

1. Tube
2. Air valve
3. Cast wheel

### Tube-type Wheel

→ Tube-type Tires only

### Tubeless Wheel

→ Tube-type or Tubeless tires

### **⚠ WARNING**

When using tube-type tires, be sure to install the proper tube also.

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

1. Always inspect the wheels before a ride. Check for cracks, bends, or warpage of the wheels. If any abnormal condition exists in a wheel, consult a Yamaha dealer.  
Do not attempt even small repairs to the wheel. If a wheel is deformed or cracked, it must be replaced.
2. Tires and wheels should be balanced whenever either one is changed or replaced. Failure to have a wheel balanced can result in poor performance, adverse handling characteristics, and shortened tire life.
3. After installing a tire, ride conservatively to allow the tire to seat itself on the rim properly. Failure to allow proper seating may cause tire failure, resulting in damage to the motorcycle and injury to the rider.

### **Fittings/Fasteners**

Always check the tightness of chassis fittings and fasteners before a ride. Use the chart on page 5-5 to find the correct torque.

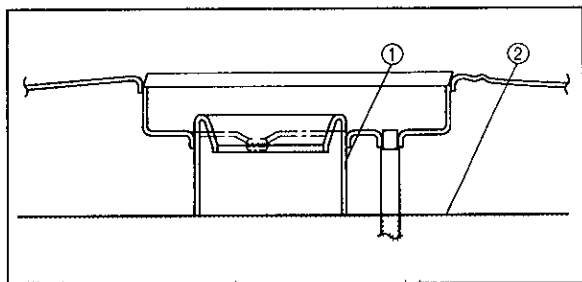
**Lights and signals**

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

**Switches**

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

## Fuel



1 Filler tube

2 Fuel level

3

Make sure there is sufficient fuel in the tank.

### **! WARNING**

**Do not overfill the fuel tank. Avoid spilling fuel on the hot engine. Do not fill the fuel tank above the bottom of the filler tube as shown in the illustration or it may overflow when the fuel heats up later and expands.**

### **CAUTION:**

**Always wipe off spilled fuel immediately with a dry and clean soft cloth. Fuel may deteriorate painted surfaces or plastic parts.**

Recommended fuel:

Regular gasoline

For Australia:

Unleaded fuel only

Fuel tank capacity:

Total:

21 L

Reserve:

4.5 L

# OPERATION AND IMPORTANT RIDING POINTS

Starting and warming up a cold engine.....	4-1
Starting a warm engine.....	4-4
Shifting.....	4-5
Engine break-in .....	4-5
Parking .....	4-7

**⚠ WARNING**

Before riding this motorcycle, become thoroughly familiar with all operating controls and their functions. Consult a Yamaha dealer regarding any control or function that you do not thoroughly understand.

**⚠ WARNING**

4

1. Never start your engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and can cause loss of consciousness and death within a short time. Always operate your motorcycle in an area with adequate ventilation.
2. Before starting out, always be sure the sidestand is up. Failure to retract the sidestand completely can result in a serious accident when you try to turn a corner.

**Starting and warming up a cold engine****NOTE:**

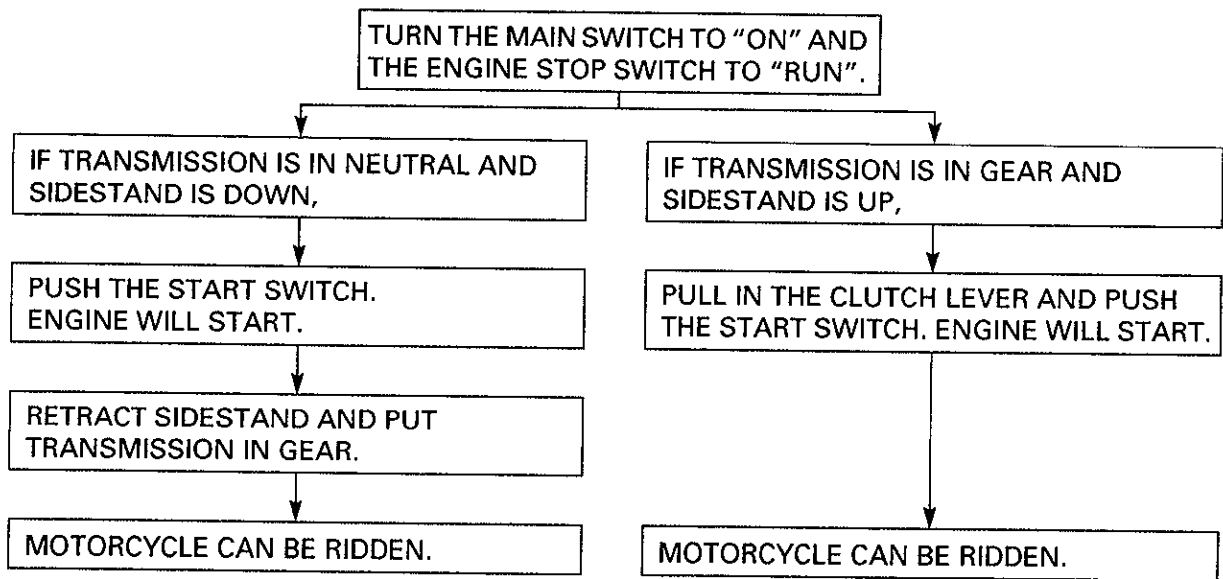
This motorcycle is equipped with an ignition circuit cut-off system.

1. The engine can be started only under the following conditions:
  - a. The transmission is in neutral.
  - b. The sidestand is up, the transmission is in gear and the clutch is disengaged.
2. The motorcycle must not be ridden when the sidestand is down.

**⚠ WARNING**

Before going through the following steps, check the function of the sidestand switch and clutch switch. (Refer to page 2-20.)





1. Turn the fuel cock to "ON".
2. Turn the main switch to "ON" and the engine stop switch to "RUN".
3. Shift the transmission into neutral.

**NOTE:**

When the transmission is in neutral, the neutral indicator light should be on. If the light does not come on, ask a Yamaha dealer to inspect it.

4

4. Turn on the starter "↖" and completely close the throttle grip.
5. Start the engine by pushing the start switch.

**NOTE:**

If the engine fails to start, release the start switch, wait a few seconds, then try again. Each 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:**

The oil level indicator light should come on when the start switch is pushed and should go off when the start switch is released. If the indicator light flickers or remains on, immediately stop the engine and check the engine oil level and for oil leakage. If necessary, fill the engine with oil and check to see that the oil level indicator light goes off. If the light does not go off even with sufficient oil in the crankcase or the light does not come on when pushing the start switch, consult a Yamaha dealer.

6. After starting the engine, move the starter "↖" halfway back to the warming up position.

**NOTE:**

For maximum engine life, always warm up the engine before starting off. Never accelerate hard with a cold engine.

7. After warming up the engine, turn off the starter completely.

**NOTE:** \_\_\_\_\_  
The engine is warm when it responds normally to the throttle with the starter turned off.

---

### **Starting a warm engine**

The starter “|N|” is not required when the engine is warm.

**CAUTION:** \_\_\_\_\_  
**See the “Engine break-in” section prior to operating the motorcycle for the first time.**

## Shifting

The transmission lets you control the amount of power you have available at a given speed for starting, accelerating, climbing hills, etc. The use of the shift pedal is shown in the illustration. (Page 2-9)

To shift into neutral, depress the shift pedal repeatedly until it reaches the end of its travel, then raise the pedal slightly.

### **CAUTION:**

---

- 1. Do not coast for long periods with the engine off, and do not tow the motorcycle a long distance. Even with gears in neutral, the transmission is only properly lubricated when the engine is running. Inadequate lubrication may damage the transmission.**
  - 2. Always use the clutch when changing gears. The engine, transmission, and driveline are not designed to withstand the shock of forced shifting and can be damaged by shifting without using the clutch.**
- 

## Engine break-in

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

1. 0 ~ 150 km:  
Avoid operation above 4,000 r/min. Stop the engine and let it cool for 5 to 10 minutes after every hour of operation. Vary the speed of the motorcycle from time to time. Do not operate it at one set throttle position.
2. 150 ~ 500 km:  
Avoid prolonged operation above 5,000 r/min. Rev the motorcycle freely through the gears, but do not use full throttle at any time.
3. 500 ~ 1,000 km:  
Avoid prolonged full throttle operation. Avoid cruising speeds in excess of 6,500 r/min.

**CAUTION:** \_\_\_\_\_

**After 1,000 km of operation, be sure to replace the engine oil and oil filter element.**

4. 1,000 km and beyond:  
Full throttle can be used.

**CAUTION:** \_\_\_\_\_

**Never let engine speeds enter the red zone.**

**CAUTION:** \_\_\_\_\_

**If any engine trouble should occur during the break-in period, consult a Yamaha dealer immediately.**

## **Parking**

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

### **WARNING**

---

**The muffler and exhaust pipe are hot. Park the motorcycle in a place where pedestrians or children are not likely to touch the motorcycle. Do not park the motorcycle on a slope or soft ground; the motorcycle may overturn.**

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# PERIODIC MAINTENANCE AND MINOR REPAIR

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Cable inspection and lubrication.....	5-23	Troubleshooting chart .....	5-41

Periodic inspection, adjustment and lubrication will keep your motorcycle in the safest and most efficient condition possible. Safety is an obligation of the motorcycle owner. The maintenance and lubrication schedule chart should be considered strictly as a guide to general maintenance and lubrication intervals. YOU MUST TAKE INTO CONSIDERATION THAT WEATHER, TERRAIN, GEOGRAPHICAL LOCATIONS, AND A VARIETY OF INDIVIDUAL USES ALL TEND TO DEMAND THAT EACH OWNER ALTER THIS TIME SCHEDULE TO SHORTER INTERVALS TO MATCH THE ENVIRONMENT. The most important points of motorcycle inspection, adjustment, and lubrication are explained in the following pages.

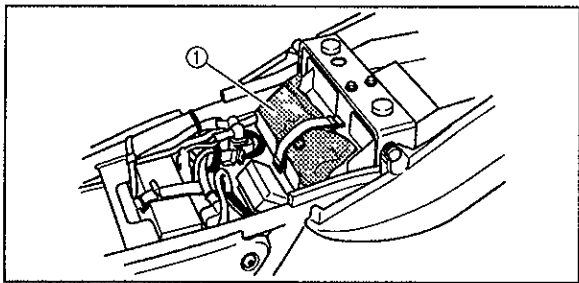
** WARNING**

**If you are not familiar with motorcycle service, this work should be done by a Yamaha dealer.**

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## Tool kit



1 Tool kit

The service information included in this manual is intended to provide you, the owner, with the necessary information for completing some of your own preventive maintenance and minor repairs. The tools provided in the owner's tool kit are to assist you in the performance of periodic maintenance. However, some other tools such as a torque wrench are also necessary to perform the maintenance correctly.

### NOTE:

If you do not have necessary tools required during a service operation, take your motorcycle to a Yamaha dealer for service.

### **⚠ WARNING**

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

## PERIODIC MAINTENANCE / LUBRICATION

Item	Remarks	BREAK-IN 1,000 km	EVERY	
			6,000 km or 6 months	12,000 km or 12 months
Valves*	Check valve clearance Adjust if necessary	EVERY 24,000 km or 24 months		
Spark plugs	Check condition Clean or replace if necessary	○	○	○
Air filter	Clean Replace if necessary		○	○
Carburetor*	Check idle speed/synchronization/starter operation Adjust if necessary	○	○	○
Fuel line*	Check fuel hose for cracks or damage Replace if necessary		○	○
Fuel filter*	Check condition Replace if necessary			○
Engine oil	Replace (Warm engine before draining)	○	○	○
Engine oil filter*	Replace	○		○
Brake*	Check operation/fluid leakage/See NOTE page 5-4 Correct if necessary		○	○
Clutch*	Check operation/fluid leakage/See NOTE page 5-4 Correct if necessary		○	○
Rear arm pivot*	Check rear arm assembly for looseness Correct if necessary Moderately repack every 24,000 km or 24 months.**			○
Wheels*	Check balance/damage/runout Replace if necessary		○	○
Wheel bearings*	Check bearing assembly for looseness/damage Replace if damaged		○	○
Steering bearing*	Check bearing assembly for looseness Correct if necessary Moderately repack every 24,000 km or 24 months ***	○		○
Front forks*	Check operation/oil leakage Repair if necessary		○	○

Item	Remarks	BREAK-IN 1,000 km	EVERY	
			6,000 km or 6 months	12,000 km or 12 months
Rear shock absorber*	Check operation/oil leakage Repair if necessary		○	○
Drive chain	Check chain slack/alignment Adjust if necessary Clean and lube	EVERY 500 km		
Fittings/Fasteners*	Check all chassis fittings and fasteners Correct if necessary.	○	○	○
Center and sidestand*	Check operation Repair if necessary.	○	○	○
Sidestand switch*	Check operation Clean or replace if necessary.	○	○	○
A.C. Generator*	Replace generator brushes every 100,000 km			

\* It is recommended that these items be serviced by a Yamaha dealer

\*\* Molybdenum disulfide grease

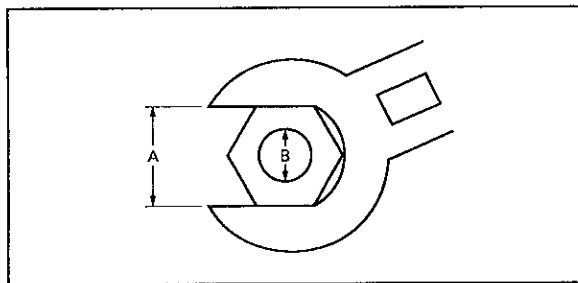
\*\*\* Lithium soap base grease

## NOTE:

### Brake fluid replacement:

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

## Torque specifications

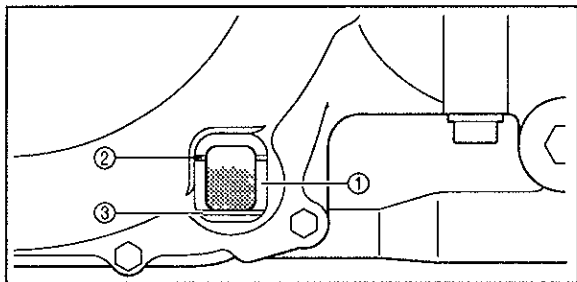


A (Nut)	B (Bolt)	General torque specifications	
		Nm	m kg
10 mm	6 mm	6	0.6
12 mm	8 mm	15	1.5
14 mm	10 mm	30	3.0
17 mm	12 mm	55	5.5
19 mm	14 mm	85	8.5
22 mm	16 mm	130	13.0

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

Item	Torque	
	Nm	m kg
Spark plug	18	1.8
Engine oil drain plug	43	4.3
Oil filter bolt	15	1.5
Oil filter drain screw	7	0.7
Front caliper bolt	35	3.5
Front axle pinch bolt	19	1.9
Front axle	73	7.3
Rear wheel axle nut	150	15.0

## Engine oil



1 Level window    2. Maximum level    3 Minimum level

### 1. Oil level measurement

- a. Place the motorcycle on the center-stand. Warm up the engine for several minutes.

**NOTE:** \_\_\_\_\_

Be sure the motorcycle is positioned straight up when checking the oil level. A slight tilt toward the side can result in false readings.

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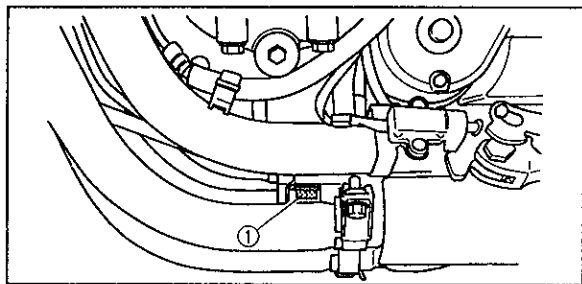
- b. With the engine stopped, check the oil level through the level window located at the lower part of the right side crankcase cover.

**NOTE:** \_\_\_\_\_

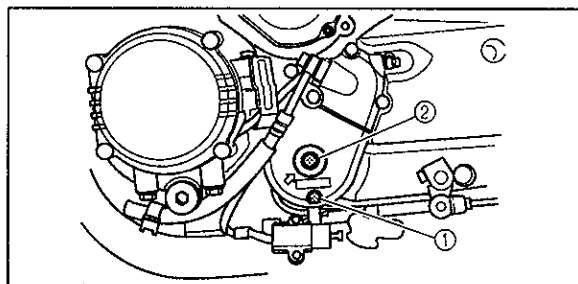
Wait a few minutes until the oil level settles before checking

---

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



1 Drain plug



1 Oil filter drain screw

2 Oil filter bolt

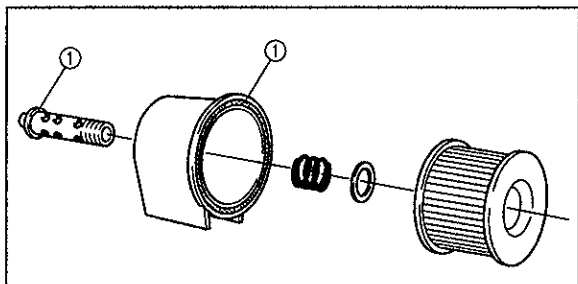
5

## 2. Engine oil and oil filter replacement

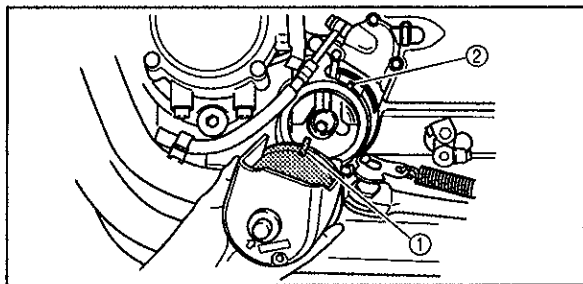
- Warm up the engine for a few minutes.
- Stop the engine. Place an oil pan under the engine, and remove the oil filler cap.
- Remove the drain plug and drain the oil.

- Remove the oil filter drain screw, filter bolt, filter cover and filter element.
- Reinstall the drain plug and make sure it is tight.

Drain plug torque:  
43 Nm (4.3 m·kg)



1 Proper O-ring position (x 2)



1 Projection

2 Slot

- f. Install the new oil filter element and new O-rings.
- g. Align the projection on the filter cover with the slot in housing and install the filter cover.

- h. Tighten the oil filter bolt and oil filter drain screw.

Tightening torque:

Oil filter bolt:

15 Nm (1.5 m·kg)

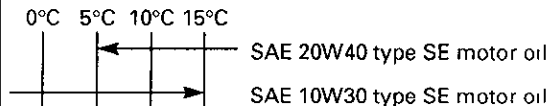
Oil filter drain screw:

7 Nm (0.7 m·kg)

**NOTE:** \_\_\_\_\_  
Make sure the O-rings are seated properly.

- i. Fill engine with oil. Install the oil filler cap and tighten

**Recommended oil:**



**Oil quantity:**

Total amount:

4.2 L

Periodic oil change:

3.0 L

With oil filter replacement:

3.4 L

Recommended engine oil classification:

API Service "SE", "SF" type or equivalent

(e.g. "SF-SE", "SF-SE-CC", "SF-SE-SD" etc.)

**CAUTION:**

Do not put in any chemical additives. Engine oil also lubricates the clutch and additives could cause clutch slippage.

**CAUTION:**

Be sure no foreign material enters the crankcase.



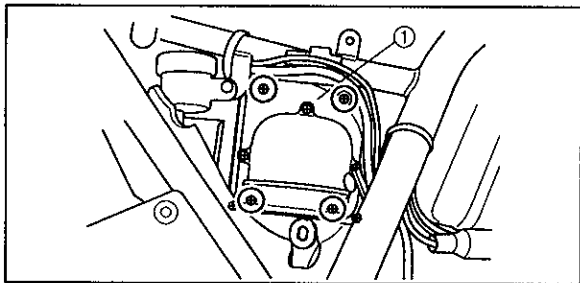
- j. Start the engine and warm up for a few minutes. While warming up, check for oil leakage. If oil leakage is found, stop the engine immediately and check for the cause.
- k. After the engine is started, the oil level indicator light should go off if oil is filled to the proper level.

**CAUTION**

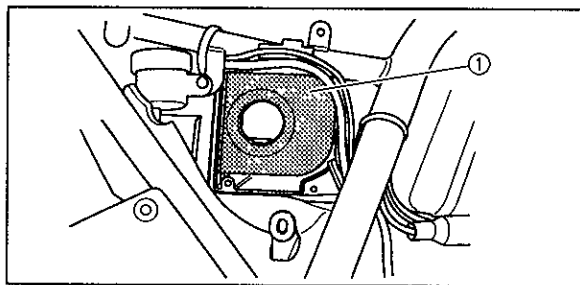
**If the indicator light flickers or remains on, immediately stop the engine and consult a Yamaha dealer.**

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## Air filter



1 Air filter case cover



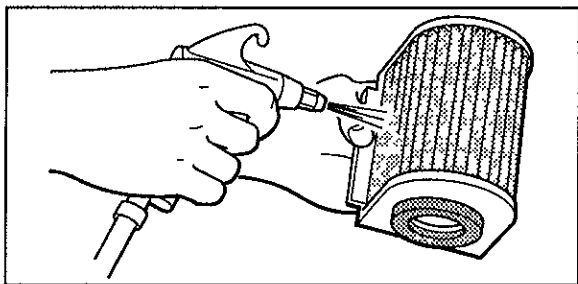
1 Air filter element

The air filter element should be cleaned at the specified intervals. It should be cleaned more frequently if you are riding in unusually wet or dusty areas.

5

1. Remove the seat and right side cover.
2. Remove the air filter case cover by removing the screws.

3. Pull out the element.



4. Tap the element lightly to remove most of the dust and dirt and blow out the remaining dirt with compressed air as shown. If the element is damaged, replace it.
5. Reassemble by reversing the removal procedure.

**CAUTION:** \_\_\_\_\_

**Make sure the element is properly seated in the filter case.**

---

**CAUTION:** \_\_\_\_\_

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

---

## Carburetor adjustment

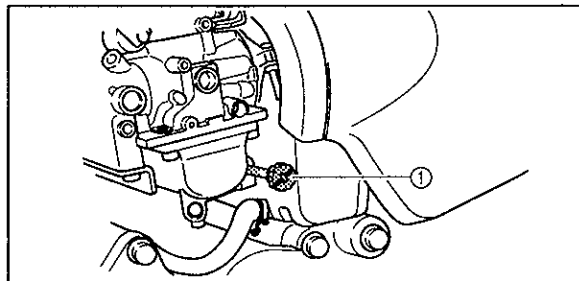
The carburetors are important parts of the engine and require very sophisticated adjustment. Most adjustments should be left to a Yamaha dealer who has the professional knowledge and experience to do so. However, the idle speed may be adjusted by the owner as part of routine maintenance.

### **CAUTION:**

**The carburetors were set at the Yamaha factory after many tests. If they are changed, poor engine performance and damage may result.**

5

## Idle speed adjustment



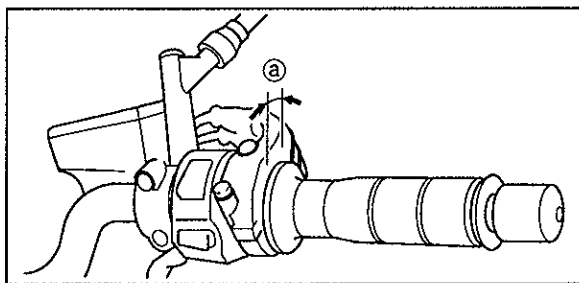
1 Throttle stop screw

1. Start the engine and warm it up for a few minutes (normally, 1 or 2 minutes) at approximately 1,000 to 2,000 r/min. Occasionally rev the engine to 4,000 to 5,000 r/min. The engine is warm when it quickly responds to the throttle.
2. Set the idle to the specified engine speed by adjusting the throttle stop screw; turn the screw in to increase engine speed, and out to decrease engine speed.

Standard idle speed:  
1,000 ~ 1,100 r/min

**NOTE:**  
If the specified idle speed cannot be obtained by performing the above adjustment, consult a Yamaha dealer.

## Throttle cable adjustment



a Free play 3 ~ 5 mm

**NOTE:**  
Before adjusting the throttle cable free play, the engine idling speed should be adjusted.

The throttle cable should have a specified free play in the turning direction at the grip flange. If the free play is incorrect, ask a Yamaha dealer to make adjustment.

Free play:  
3 ~ 5 mm

### **Valve clearance adjustment**

The correct valve clearance changes with use, resulting in improper fuel/air supply or engine noise. To prevent this, the valve clearance must be adjusted regularly. This adjustment however, should be left to a professional Yamaha service technician.

### **Spark plug inspection**

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

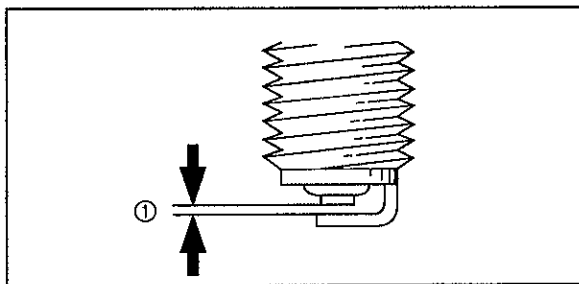
Normally, all spark plugs from the same engine should have the same color on the white insulator around the center electrode. The ideal color at this point is a medium-to-light tan color for a motorcycle that is being ridden normally. If one spark plug shows a distinctly different color, there could be something wrong with the engine.

Do not attempt to diagnose such problems yourself. Instead, take the motorcycle to a Yamaha dealer. You should periodically remove and inspect the spark plugs because heat and deposits will cause any spark plug to slowly break down and erode. If electrode erosion becomes excessive, or if carbon and other deposits are excessive, you should replace the spark plug with the specified plug.

Specified spark plug:

DPR8EA-9 (NGK)

X24EPR-U9 (NIPPONDENSO)



1 Spark plug gap

Before installing any spark plug, measure the electrode gap with a wire thickness gauge. Adjust the gap to specification.

Spark plug gap:  
0.8 ~ 0.9 mm

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

Tightening torque:

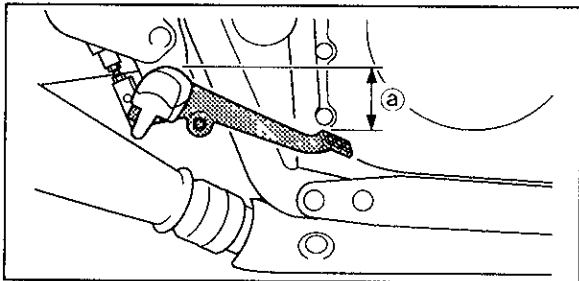
Spark plug:

18 Nm (1.8 m·kg)

**NOTE:**

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

## Rear brake adjustment



a Brake pedal height 45 mm

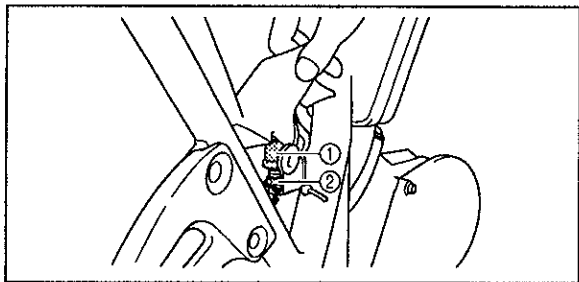
The top of the brake pedal should be positioned 45 mm below the top of the footrest. If not, ask a Yamaha dealer to adjust it.

**⚠ WARNING**

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



## Brake light switch adjustment

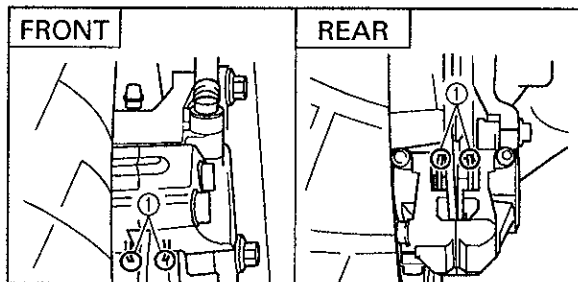


1 Main body

2 Adjusting nut

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

## Checking the front and rear brake pads

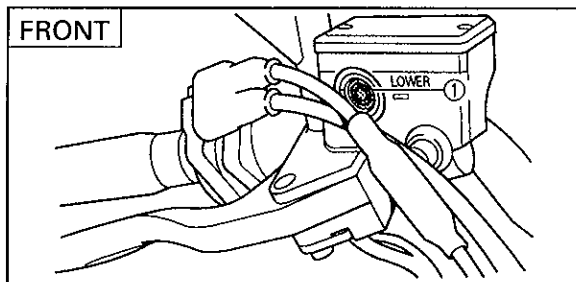


1 Wear indicator (x 2)

1 Wear indicator (x 2)

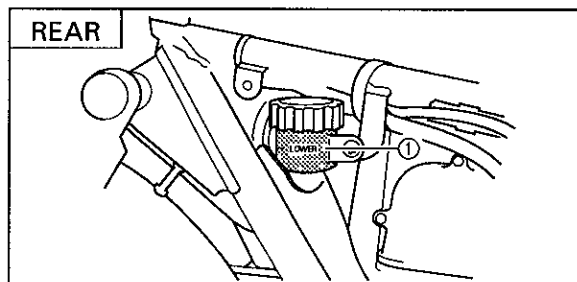
A wear indicator is provided on each brake. This indicator allows checking of brake pad wear without disassembling the brake. Apply the brake and inspect the wear indicator. If the indicator is **ALMOST** in contact with the disc plate, ask a Yamaha dealer to replace the pads.

## Inspecting the brake fluid level



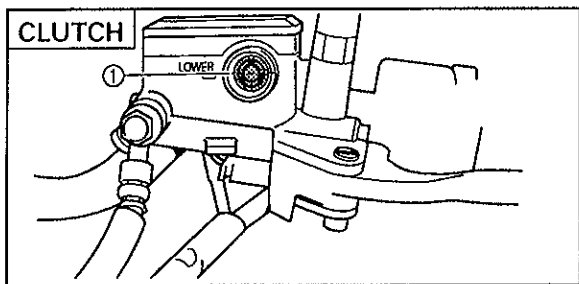
Insufficient brake fluid may let air enter the brake/clutch system, possibly causing the brake/clutch to become ineffective. Before riding, check that the brake fluid is above the lower level and replenish when necessary. Observe these precautions:

1. When checking the fluid level, make sure the top of the master cylinder is level by turning the handlebars.
2. Use only the designated quality brake fluid. Otherwise, the rubber seals may deteriorate, causing leakage and poor brake or clutch performance.



Recommended brake fluid: DOT #4

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



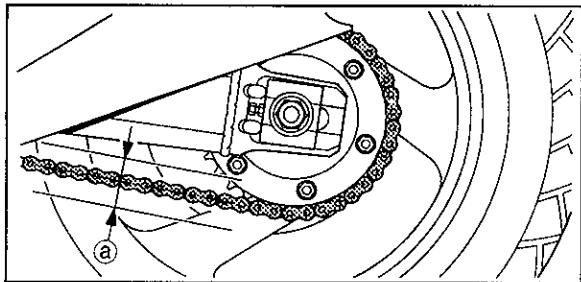
1. "LOWER" level

## Brake fluid replacement

4. Be careful that water does not enter the master cylinder when refilling. Water will significantly lower the boiling point of the fluid and may result in vapor lock.
5. Brake fluid may deteriorate painted surfaces or plastic parts. Always clean up spilled fluid immediately.
6. Have a Yamaha dealer check the cause if the brake fluid level goes down.

1. Complete fluid replacement should be done only by trained Yamaha service personnel.
2. Have a Yamaha dealer replace the following components during periodic maintenance or when they are damaged or leaking.
  - a. Replace all rubber seals every two years.
  - b. Replace all hoses every four years.

## Drive chain slack check



a Free play 20 ~ 30 mm

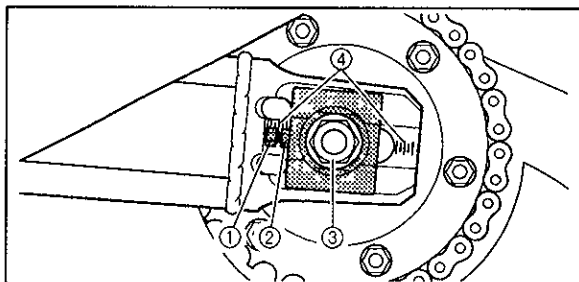
### NOTE:

Spin the wheel several times and find the tightest position of the chain. Check and/or adjust the chain slack while it's in this tightest position.

5

Inspect the drive chain when the motorcycle is on the centerstand. Check the slack at the position shown in the illustration. Normal slack is approximately 20 ~ 30 mm. If the slack exceeds 30 mm, adjust.

## Drive chain slack adjustment



1 Lock nut  
2 Adjuster  
3 Axle nut  
4 Alignment marks

1. Loosen the axle nut.
2. Loosen the lock nuts on each side. To tighten the chain, turn the chain adjuster clockwise. To loosen the chain, turn the adjuster counterclockwise and push the wheel forward. Turn each adjuster exactly the same amount to maintain correct axle alignment. There are marks on each side of the swingarm. Use these marks to align the rear wheel.

**CAUTION:**

**Too little chain slack will overload the engine and other vital parts. Keep the slack within the specified limits.**

3. After adjusting, be sure to tighten the lock nuts and the axle nut.

Axle nut torque:  
150 Nm (15.0 m·kg)

**Drive chain lubrication**

The chain consists of many parts which work with each other. If the chain is not maintained properly, it will wear out quickly. Therefore, the chain must be serviced regularly. This service is especially necessary when riding in dusty areas. This motorcycle is equipped with a sealed type chain. Steam cleaning, high-pressure washes, and solvents can damage chain so do not use these for cleaning it. Use only kerosene to clean the drive chain. Wipe it dry, and thoroughly lubricate it with SAE 30 ~ 50W motor oil. Do not use any other lubricants on the drive chain. They may contain solvents that could damage the sealed chain.

## Cable inspection and lubrication

### **WARNING**

**Damage to the outer housing of cables may allow internal rusting and cause interference with cable movement. Replace damaged cables as soon as possible to prevent unsafe conditions.**

Lubricate the inner cable and the cable end. If it does not operate smoothly, ask a Yamaha dealer to replace them.

Recommended lubricant:  
SAE 10W/30 motor oil

5

## Throttle cable and grip lubrication

The throttle twist grip assembly should be greased at the time that the cable is lubricated, since the grip must be removed to get at the end of the throttle cable. After removing the screws, hold the end of the cable up in the air and put in several drops of lubricant. With the throttle grip disassembled, coat the metal surface of the grip assembly with a suitable all-purpose grease.

**Brake and shift pedals**

Lubricate the pivoting parts.

Recommended lubricant:  
SAE 10W30 motor oil

**Brake and clutch levers**

Lubricate the pivoting parts.

Recommended lubricant:  
SAE 10W30 motor oil

## Center and sidestand

Lubricate the pivoting parts. Check to see that the center and sidestand move up and down smoothly.

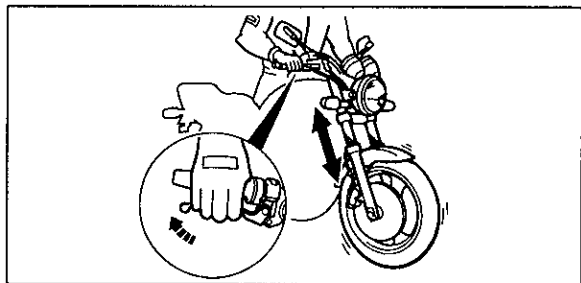
Recommended lubricant:  
SAE 10W30 motor oil

### **⚠ WARNING**

If the center and/or sidestand does not move smoothly, consult a Yamaha dealer.

5

## Front fork inspection



### **⚠ WARNING**

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

- 1 Visual check  
Check for scratches or damage on the inner tube and excessive oil leakage from the front fork.



## Rear shock absorber

### **WARNING**

This shock absorber contains highly pressurized nitrogen gas. Read and understand the following information before handling the shock absorber. The manufacturer cannot be held responsible for property damage or personal injury that may result from improper handling.

1. Do not tamper with or attempt to open the cylinder assembly.
2. Do not subject the shock absorber to an open flame or other high heat source. This may cause the unit to explode due to excessive gas pressure.
3. Do not deform or damage the cylinder in any way. Cylinder damage will result in poor damping performance.
4. Take your shock absorber to a Yamaha dealer for any service.

### 2. Operation check

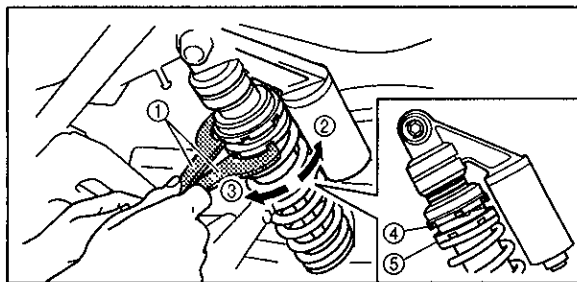
Place the motorcycle on a level place.

- a. Hold the motorcycle in an upright position and apply the front brake.
- b. Push down hard on the handlebars several times and check if the fork rebounds smoothly.

### **CAUTION:**

If any damage or unsmooth movement is found with the front fork, consult a Yamaha dealer.

## Rear shock absorber adjustment



- 1 Special wrench (x 2)      2 Increase spring preload  
3 Decrease spring preload    4 Spring preload adjuster  
5 Spring seat

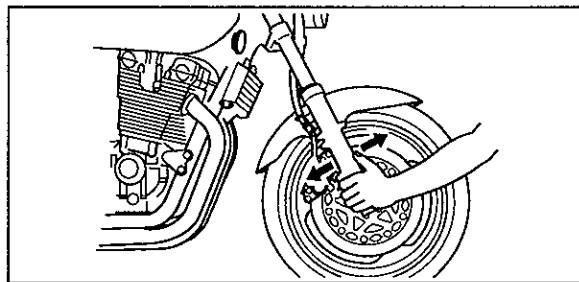
5

The shock absorbers are equipped with a spring preload adjuster. Adjust spring preload as follows.

Use the special wrenches which are included in the owner's tool kit. Use one wrench to hold the adjuster so that it doesn't turn and use the other wrench to turn the spring seat. Turn in direction ② to increase preload and in direction ③ to decrease spring preload.

	HARD		STD SOFT
Adjusting position	3	2	1

## Steering inspection



Periodically inspect the condition of the steering. Worn out or loose steering bearings may be dangerous. Place a stand under the engine to raise the front wheel off the ground. Hold the lower end of the front forks and try to move them forward and backward. If any free play can be felt, ask a Yamaha dealer to inspect and adjust the steering. Inspection is easier if the front wheel is removed.

### **! WARNING**

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

**Wheel bearings**

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

## Battery

This motorcycle is equipped with a sealed-type battery. Therefore it is not necessary to check the electrolyte or fill the battery with distilled water.

If the battery seems to have discharged, consult a Yamaha dealer.

### **CAUTION:**

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Do not try to remove the sealing caps of the battery cells. You may damage the battery.

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### **⚠ WARNING**

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

**Antidote:**

**EXTERNAL:** Flush with water.

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

**EYES:** Flush with water for 15 minutes and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flame, cigarettes etc., away. Ventilate when charging or using in an enclosed space. Always shield your eyes when working near batteries.

**KEEP OUT OF REACH OF CHILDREN.**

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## Storage

1. When the motorcycle is not used for a month or longer, remove the battery and store it in a cool, dark place. Completely recharge the battery before re-installation.

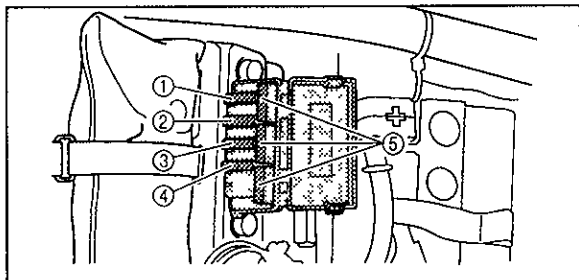
### **CAUTION:** \_\_\_\_\_

**A special battery charger (constant voltage/ampere or constant voltage) is required for recharging the sealed type battery. Using a conventional battery charger may shorten the battery life.**

---

2. Always make sure the connections are correct when putting the battery back in the motorcycle.

## Fuse replacement



- 1 Main fuse      2 Signal fuse      3 Headlight fuse  
4 Ignition fuse      5 Spare fuse (x 3)

1. The fuse box is located under the seat.
2. If any fuse is blown, turn off the ignition switch and the switch of the circuit in question. Install a new fuse of proper amperage. Turn on the switches and see if the electrical device operates. If the fuse immediately blows again, consult a Yamaha dealer.

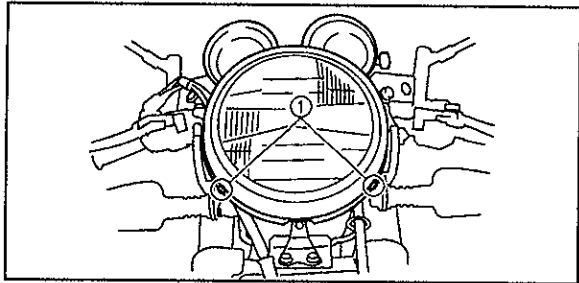
### CAUTION:

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

#### Specified fuse:

Main:	30A
Head:	15A
Signal:	15A
Ignition:	7.5A

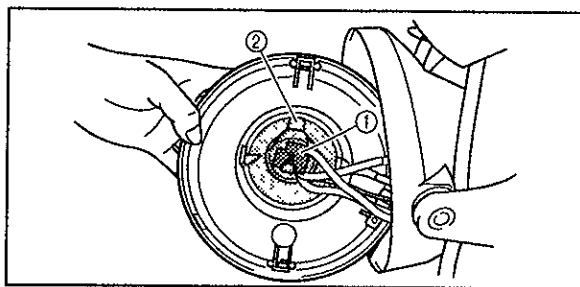
## Headlight bulb replacement



1 Screw (x 2)

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

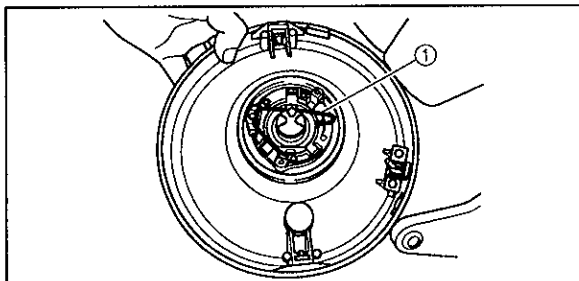
1. Remove the screws holding the headlight assembly.



1 Connector

2 Cover

2. Disconnect the headlight leads and remove the cover.



1 Holding spring

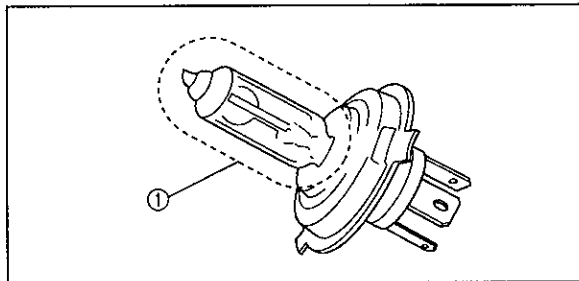
3. Unhook the bulb holding spring and remove the defective bulb.

5

**⚠ WARNING**

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

4. Put a new bulb into position and secure it in place with the bulb holding spring.



1 Don't touch

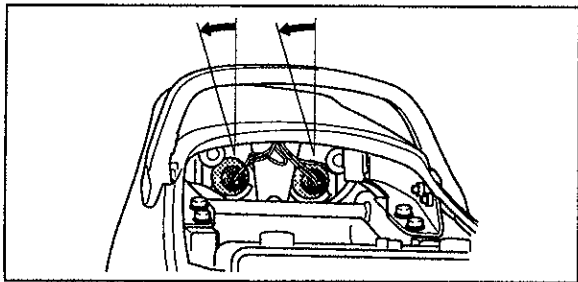
**CAUTION:**

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

5. Install the cover and connect the headlight leads. If the headlight beam adjustment is necessary, ask a Yamaha dealer to make adjustment.

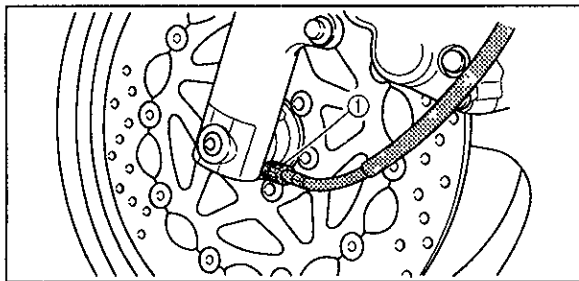


## Taillight bulb replacement



1. Remove the seat.
2. To remove the socket, turn it counter-clockwise.
3. To remove the defective bulb, turn it counterclockwise.
4. Push a new bulb into the socket and turn it clockwise.
5. Install the socket and turn it clockwise.
6. Install the seat.

## Front wheel removal



1 Speedometer cable

### **⚠ WARNING**

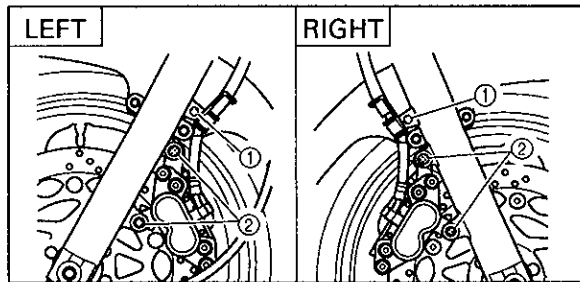
It is advisable to have a Yamaha dealer service the wheel.

5

### **⚠ WARNING**

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

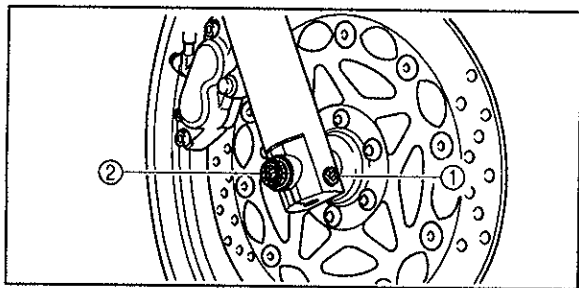
1. Place the motorcycle on the center-stand.
2. Remove the speedometer cable from the front wheel side.



1 Brake hose holder

2 Caliper bolt (x 2)

3. Remove the brake hose holders and the calipers.



1 Pinch bolt

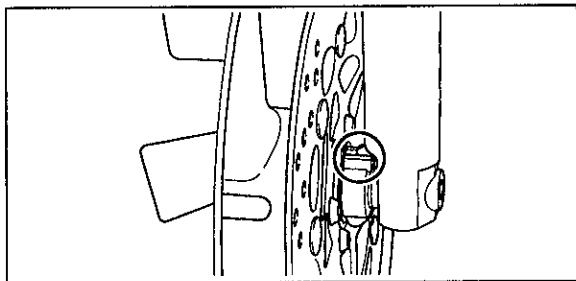
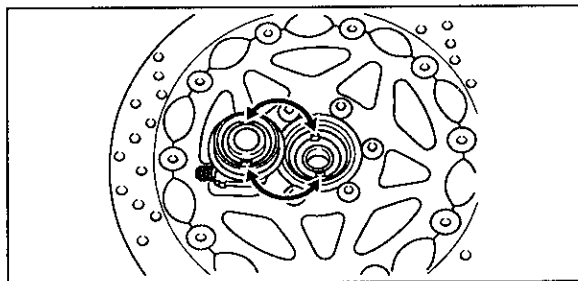
2 Wheel axle

**NOTE:**

Do not depress the brake lever when the disc is off the caliper as the brake pads will be forced shut.

4. Loosen the pinch bolt and wheel axle.
5. Elevate the front wheel by placing a suitable stand under the engine.
6. Remove the wheel axle. Make sure the motorcycle is properly supported.

## Front wheel installation



When installing the front wheel, reverse the removal procedure. Pay attention to the following points:

5

1. Make sure the wheel hub and the speedometer clutch assembly are installed with the projections meshed into the slots.
2. Make sure there is enough gap between the brake pads before setting the calipers or discs.

3. Make sure the slot in the speedometer gear unit fits over the stopper on the front fork.
4. Make sure the following parts are properly torqued.

Tightening torque:

Axle:

73 Nm (7.3 m·kg)

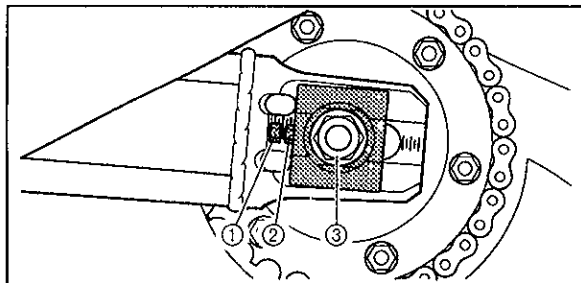
Caliper bolt:

35 Nm (3.5 m·kg)

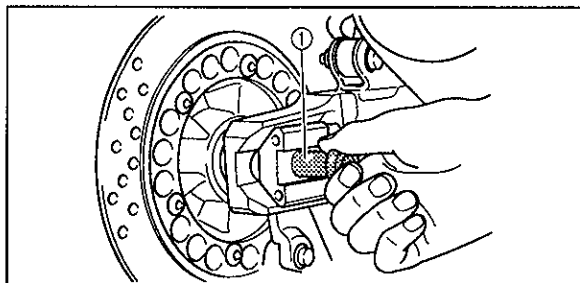
5. Before tightening the pinch bolt, push down hard on the handlebars several times to check for proper fork operation.
6. Tighten the pinch bolt.

Tightening torque: Pinch bolt: 19 Nm (1.9 m·kg)
---

## Rear wheel removal



1 Lock nut      2 Adjuster      3 Wheel axle nut



1 Wheel axle

### **⚠ WARNING**

It is advisable to have a Yamaha dealer service the wheel.

5

### **⚠ WARNING**

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

1. Place the motorcycle on the center-stand.
2. Remove the axle nut.
3. Loosen the lock nuts and chain adjusters on each side.

4. While supporting the brake caliper, pull out the wheel axle.
5. Push the wheel forward and remove the drive chain.
6. Remove the wheel assembly.

### **NOTE:**

Do not depress the brake pedal when the disc and caliper are separated.

### **NOTE:**

You do not have to disassemble the chain in order to remove or install the rear wheel.

## Rear wheel installation

When installing the rear wheel, reverse the removal procedure. Pay attention to the following points:

1. Make sure there is enough gap between the brake pads before inserting the brake disc.
2. Adjust the drive chain.
3. Make sure the following parts are properly torqued.

Tightening torque:

Axle nut:

150 Nm (15.0 m·kg)

## Troubleshooting

Although Yamaha motorcycles receive a rigid inspection before shipment from the factory, trouble may occur during operation.

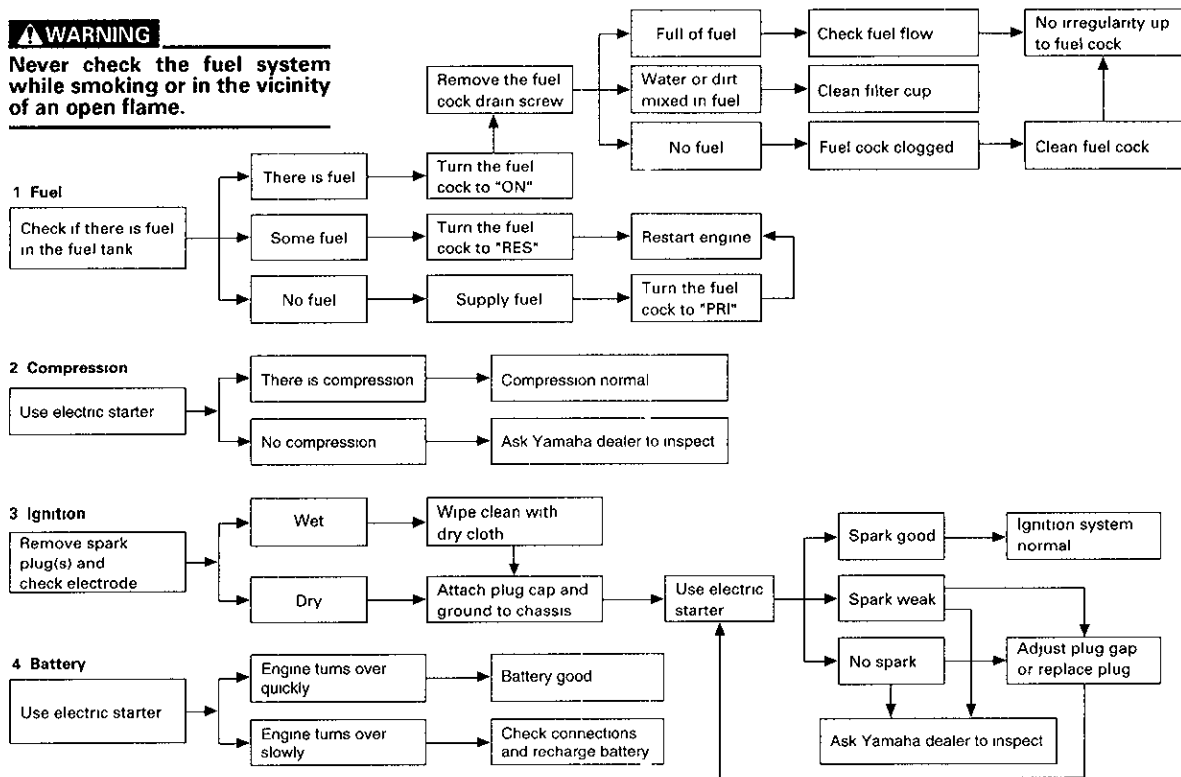
Any problem in the fuel, compression, or ignition systems can cause poor starting and loss of power. The troubleshooting chart describes a quick, easy procedure for making checks.

If your motorcycle requires any repair, bring it to a Yamaha dealer. The skilled technicians at a Yamaha dealership have the tools, experience, and know-how to properly service your motorcycle. Use only genuine Yamaha parts on your motorcycle. Imitation parts may look like Yamaha parts, but they are often inferior. Consequently, they have a shorter service life and can lead to expensive repair bills.

# Troubleshooting chart

## **⚠ WARNING**

**Never check the fuel system while smoking or in the vicinity of an open flame.**





# CLEANING AND STORAGE

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## A. CLEANING

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

1. Before cleaning the motorcycle:
  - a. Block off the end of the exhaust pipe to prevent water entry; a plastic bag and strong rubber band may be used.
  - b. Make sure the spark plugs and all filler caps are properly installed.
2. If the engine case is excessively greasy, apply degreaser with a paint brush. Do not apply degreaser to the chain, sprockets, or wheel axles.
3. Rinse the dirt and degreaser off with a garden hose. Use only enough pressure to do the job.

## **CAUTION:**

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**Excessive hose pressure may cause water seepage and deterioration of wheel bearings, front fork, brakes, transmission seals and electrical parts.**

**Many expensive repair bills have resulted from improper high pressure detergent applications such as those available in coin-operated car washers.**

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4. Once the majority of the dirt has been hosed off, wash all surfaces with warm water and mild, detergent-type soap. An old toothbrush or bottle brush is handy for hard-to-get-at places.
5. Rinse the motorcycle off immediately with clean water and dry all surfaces with a chamois, clean towel, or soft absorbent cloth.
6. Dry the chain and lubricate it to prevent rust.

7. Clean the seat with a vinyl upholstery cleaner to keep the cover pliable and glossy.
8. Automotive type wax may be applied to all painted and chrome-plated surfaces. Avoid combination cleaner-waxes. Many contain abrasives which may mar the paint or protective finish. When finished, start the engine and let it idle for several minutes.

## B. STORAGE

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

1. Drain the fuel tank, fuel lines and carburetor float bowls.
2. Remove the empty fuel tank, pour a cup of SAE 10W30 or 20W40 motor oil in the tank, shake the tank to coat the inner surfaces thoroughly and drain off the excess oil. Reinstall the tank.
3. Remove each spark plug, pour about one tablespoon of SAE 10W30 or 20W40 motor oil in each spark plug hole and reinstall the spark plugs. Turn the engine over several times (ground spark plug leads) to coat the cylinder walls with oil.

6

### WARNING

**When using the starter motor to crank the engine, remove the spark plug wires, and ground them to prevent sparking.**

4. Lubricate the drive chain.
5. Lubricate all control cables.
6. Block up the frame to raise both wheels off the ground.
7. Tie a plastic bag over the exhaust pipe outlet to prevent moisture from entering.
8. If storing in a humid or salt-air atmosphere, coat all exposed metal surfaces with a light film of oil. Do not apply oil to any rubber parts or the seat cover.
9. Remove the battery and charge it. Store it in a dry place and recharge it once a month. Do not store the battery in an excessively warm or cold place (less than 0°C or more than 30°C).

### NOTE:

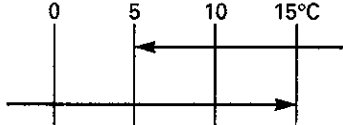
Make any necessary repairs before storing the motorcycle.

# SPECIFICATIONS

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WIRING DIAGRAM	

# SPECIFICATIONS

Model	XJR1200
<b>Dimensions</b> Overall length Overall width Overall height Seat height Wheelbase Minimum ground clearance Minimum turning radius	2,165 mm 770 mm 1,120 mm 790 mm 1,500 mm 135 mm 2,800 mm
<b>Basic weight:</b> With oil and full fuel tank	255 kg
<b>Engine:</b> Engine type Cylinder arrangement Displacement Bore × stroke Compression ratio Starting system Lubrication system	Air-cooled 4-stroke, DOHC Forward-inclined parallel 4-cylinder 1,188 cm <sup>3</sup> 77.0 × 63.8 mm 9.7:1 Electric starter Wet sump

Model	XJR1200
<p>Oil type or grade: Engine oil</p>  <p>Engine oil</p> <p>Periodic oil change</p> <p>With oil filter replacement</p> <p>Total amount</p>	<p>SAE20W40 type SE motor oil</p> <p>SAE10W30 type SE motor oil</p> <p>3 L</p> <p>3.4 L</p> <p>4.2 L</p>
<p>Air filter:</p>	<p>Dry type element</p>
<p>Fuel</p> <p>Type</p> <p>Fuel tank capacity</p> <p>Fuel reserve amount</p>	<p>Regular gasoline</p> <p>Unleaded fuel only (For Australia)</p> <p>21 L •</p> <p>4.5 L</p>
<p>Carburetor.</p> <p>Type / quantity</p> <p>Manufacturer</p>	<p>BS36/4</p> <p>MIKUNI</p>

Model	XJR1200					
Spark plug Type Manufacturer Spark plug gap Clutch type	DPR8EA-9/X24EPR-U9 NGK/NIPPONDENSO 0.8 ~ 0.9 mm Wet, multiple-disc					
Transmission: Primary reduction system Primary reduction ratio Secondary reduction system Secondary reduction ratio Transmission type Operation Gear ratio <table data-bbox="571 569 714 745" style="margin-left: 20px;"> <tr><td>1st</td></tr> <tr><td>2nd</td></tr> <tr><td>3rd</td></tr> <tr><td>4th</td></tr> <tr><td>5th</td></tr> </table>	1st	2nd	3rd	4th	5th	Spur gear 98/56 (1.750) Chain drive 38/17 (2.235) Constant mesh 5-speed Left foot operation 40/14 (2.857) 36/18 (2.000) 33/21 (1.571) 31/24 (1.292) 29/26 (1.115)
1st						
2nd						
3rd						
4th						
5th						
Chassis. Frame type Caster angle Trail	Double cradle 25.5° 103 mm					



Model	XJR1200
Tire: Type Size  (front) (rear)	Tubeless 130/70ZR17 170/60ZR17
Brake Front brake  Rear brake	type operation  type operation  Dual disc brake Right hand operation Single disc brake Right foot operation
Suspension: Front suspension Rear suspension	Telescopic fork Swingarm
Shock absorber: Front shock absorber Rear shock absorber	Coil-air spring / Oil damper Coil spring / Gas-oil damper
Wheel travel: Front wheel travel Rear wheel travel	130 mm 110 mm

Model	XJR1200
<b>Electrical:</b> Ignition system Generator system Battery type Battery capacity	T.C.I. (digital) A.C generator YTX14-BS 12 V 12 AH
<b>Headlight type:</b>	Quartz bulb (halogen)
<b>Bulb wattage × quantity</b> Headlight Tail / brake light Flasher light Meter light Neutral indicator light High beam indicator light Oil level indicator light Turn indicator lights	12 V 60 W / 55 W 12 V 5 W / 21 W × 2 12 V 21 W × 4 12 V 1.7 W × 4 12 V 1.7 W × 1 12 V 3.4 W × 1 12 V 1.7 W × 1 12 V 1.7 W × 2

## HOW TO USE THE CONVERSION TABLE

All specification data in this manual is listed in SI and METRIC UNITS.

Use this table to convert METRIC unit data to IMP unit data.

Ex.

METRIC	MULTIPLIER	IMP
**mm	× 0.03937	= **in
2 mm	× 0.03937	= 0.08 in

## CONVERSION TABLE

METRIC TO IMP			
	Known	Multiplier	Result
Torque	m kg	7 233	ft lb
	m·kg	86 794	in·lb
	cm kg	0 0723	ft·lb
	cm kg	0 8679	in·lb
Weight	kg	2.205	lb
	g	0.03527	oz
Distance	km/hr	0.6214	mph
	km	0 6214	mi
	m	3 281	ft
	m	1 094	yd
	cm	0 3937	in
	mm	0.03937	in
Volume/ Capacity	cc (cm <sup>3</sup> )	0.03527	oz (IMP liq.)
	cc (cm <sup>3</sup> )	0.06102	cu·in
	lit (liter)	0 8799	qt (IMP liq.)
	lit (liter)	0 2199	gal (IMP liq.)
Miscella- neous	kg/mm	55 997	lb/in
	kg/cm <sup>2</sup>	14.2234	psi (lb/in <sup>2</sup> )
	Centigrade	9/5(°C)+32	Fahrenheit (°F)

## **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.

**YAMAHA**  
YAMAHA MOTOR CO., LTD.

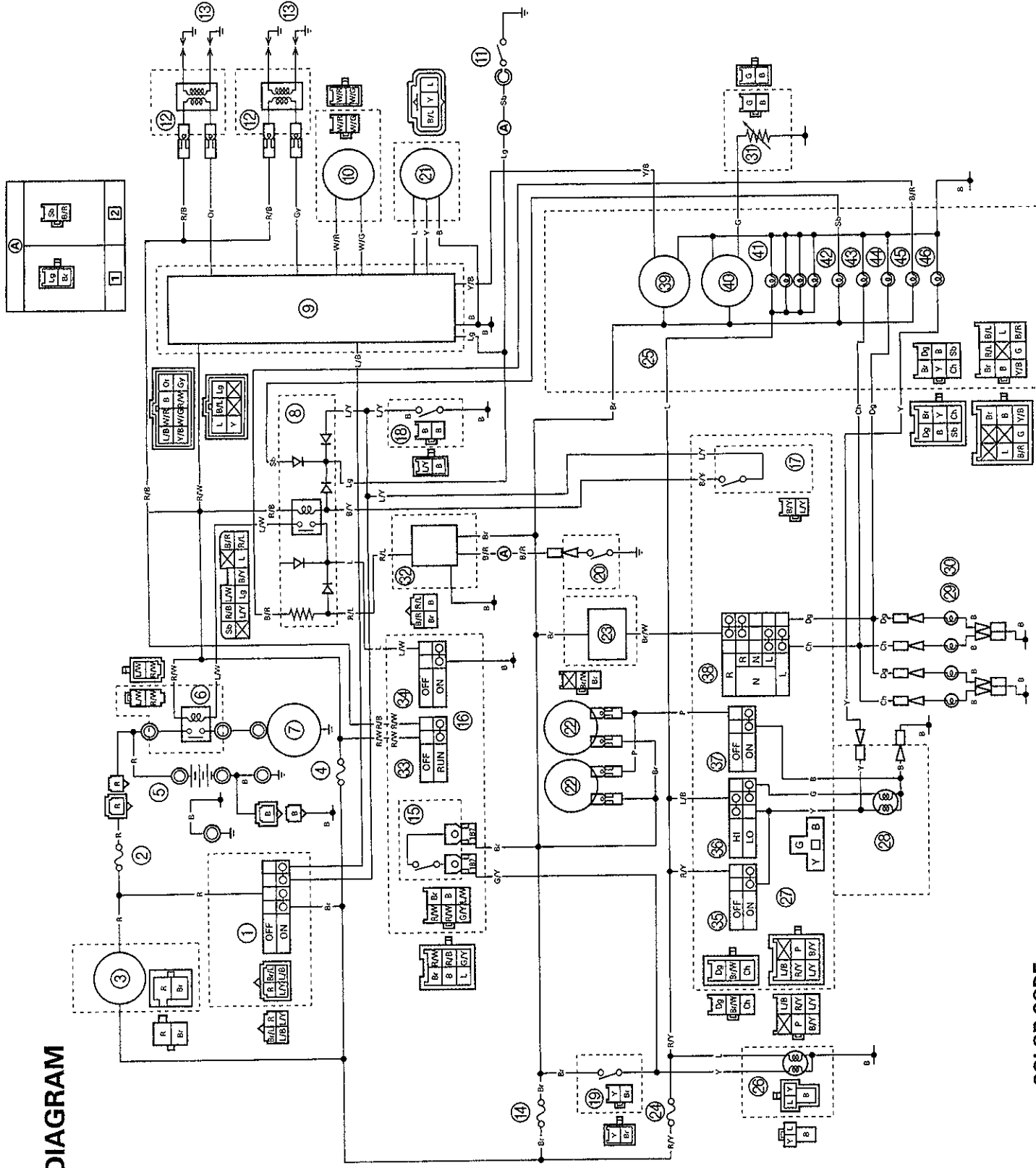
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# WIRING DIAGRAM

- 1 Main switch
- 2 Fuse (main)
- 3 A C generator
- 4 Fuse (ignition)
- 5 Battery
- 6 Starter relay
- 7 Starting motor
- 8 Relay
- 9 Ignitor unit
- 10 Pickup coil
- 11 Neutral switch
- 12 Ignition coil
- 13 Spark plug
- 14 Fuse (signal)
- 15 Front brake switch
- 16 Handlebar switch (R)
- 17 Clutch switch
- 18 Sidestand switch
- 19 Rear brake switch
- 20 Oil level gauge
- 21 Throttle position sensor
- 22 Horn
- 23 Flasher relay
- 24 Fuse (head)
- 25 Meter assembly
- 26 Taillight
- 27 Handlebar switch (L)
- 28 Headlight
- 29 Front flasher lights
- 30 Rear flasher lights
- 31 Fuel sender
- 32 Oil level indicator light relay
- 33 Engine stop switch
- 34 Start switch
- 35 Pass switch
- 36 Dimmer switch
- 37 Horn switch
- 38 Turn signal switch
- 39 Tachometer
- 40 Fuel meter
- 41 Meter light(s)
- 42 Neutral indicator light
- 43 Turn indicator light
- 44 Turn indicator light
- 45 Oil level indicator light
- 46 High beam indicator light

- 1 Main harness
- 2 Sub harness



## COLOR CODE

B	Black	Br	Brown	B/Y	Black/Yellow	G/Y	Green/Yellow	Br/W	Brown/White
L	Blue	Ch	Chocolate	B/R	Black/Red	Y/B	Yellow/Black	W/G	White/Green
G	Green	Gy	Gray	B/W	Black/White	R/B	Red/Black	W/R	White/Red
Y	Yellow	Sb	Skyblue	L/B	Blue/Black	R/L	Red/Blue		
R	Red	Dg	Dark green	L/Y	Blue/Yellow	R/Y	Red/Yellow		
O	Orange	Lg	Light green	L/W	Blue/White	R/W	Red/White		
P	Pink	B/L	Black/Blue	G/L	Green/Blue	Br/L	Brown/Blue		