

YAMAHA

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TY80A ASSEMBLY MANUAL



YAMAHA MOTOR CO., LTD.

NOTICE

This manual has been written by Yamaha Motor Company for use by Authorized Yamaha Dealers and their qualified mechanics. In light of this purpose it has been assumed that certain basic mechanical precepts and procedures inherent to our product are already known and understood by the reader. Without such basic knowledge, incorrect assembly of one of the models listed within these pages could occur. This may render the machine unsafe.

The dealer is further cautioned to review the Service Manual for the machine being assembled in order to acquaint himself with the servicing procedures on the machine after assembly has been completed.

The Research and Service Departments of Yamaha are continually striving to further improve all models manufactured by the company. Modifications are therefore inevitable and changes in specifications or procedures mentioned within this manual will be forwarded to all Authorized Yamaha Dealers and will, where applicable, appear in future editions of this manual.

Should the dealer note a difference between the information in this manual and the actual model, he is advised to contact the U.S. Distributor, Yamaha International Corporation (Canada Distributor: Yamaha Motor Canada Ltd.), per established routine for clarification.

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YAMAHA TY80A
ASSEMBLY MANUAL
1ST EDITION, AUGUST 1973
SERVICE DEPARTMENT
YAMAHA MOTOR CO., LTD.
IWATA, JAPAN
LIT- 11664-51-00

TORQUE SPECIFICATIONS

The following torque specifications must be adhered to on every machine. Tightening torque, on multi-secured components. Several studs should be in gradual stages and in a pattern that will avoid warpage to the item being secured

Torque settings are for dry, clean threads. Torquing should always be done to the nut, never the bolt head.

Note:

Certain items with other than standard thread pitches may require differing torque. Consult the model Owner's Service Manual or distributor if a question arises.

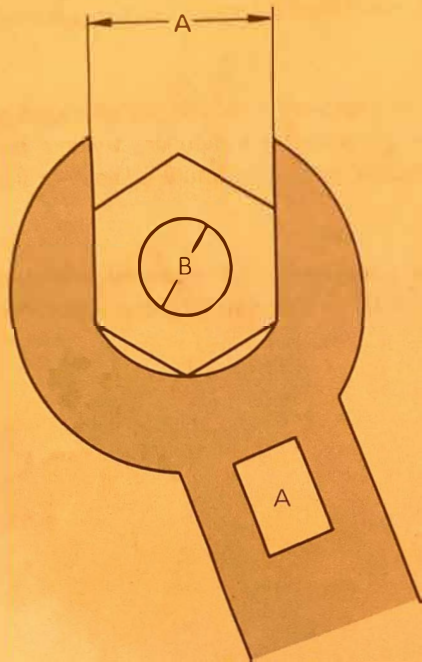


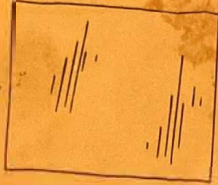
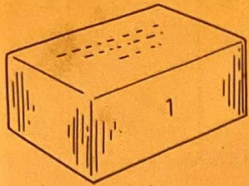
Fig. 1

Torque specifications

A	B			
(Nut)	(Bolt)	m-kg	ft-lbs	In-lbs
10 mm	6 mm	1.0	7.5	90
10 mm	7 mm	1.5	11	135
13 mm	8 mm	2.0	15	180
14 mm	8 mm	2.0	15	180
17 mm	10 mm	3.5 - 4.0	20 - 29	300 - 350
19 mm	12 mm	4.0 - 4.5	29 - 33	350 - 400
22 mm	14 mm	4.5 - 5.0	33 - 37	400 - 450
26 mm	17 mm	5.8 - 7.0	40 - 50	500 - 600
27 mm	18 mm	5.8 - 7.0	40 - 50	500 - 600
30 mm	20 mm	7.0 - 8.3	50 - 60	600 - 700
SPARK PLUGS		2.7 - 2.9	19 - 21	230 - 250

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DISASSEMBLED COMPONENT PARTS FOR PACKING

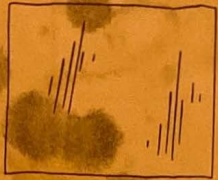


(1 set)

A		Wire holder	1
B		Special screw	1
C		Cotter pin	1
D		Nut	2
E		Plain washer	2
F		Spring washer	2

x 2

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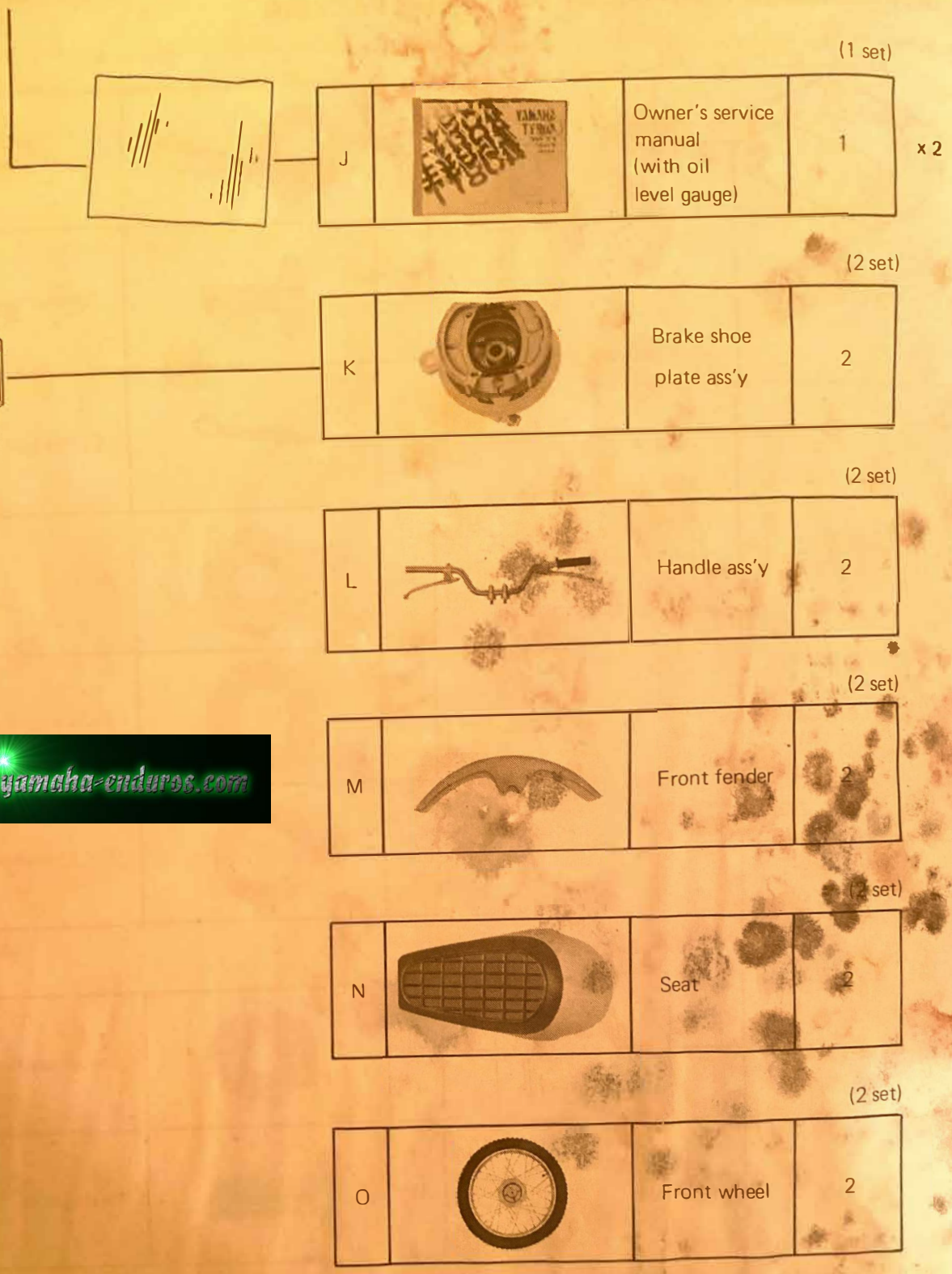
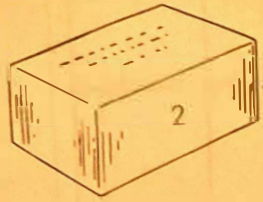


(2 set)

G		Crown washer	2
H		Fitting bolt	2

(2 set)

I		Change pedal (with bolt)	2
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Fig. 2

SET-UP PROCEDURES

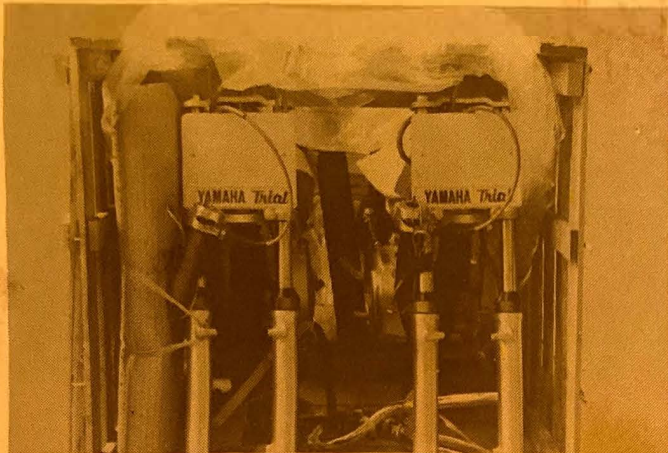


Fig. 3



Fig. 4

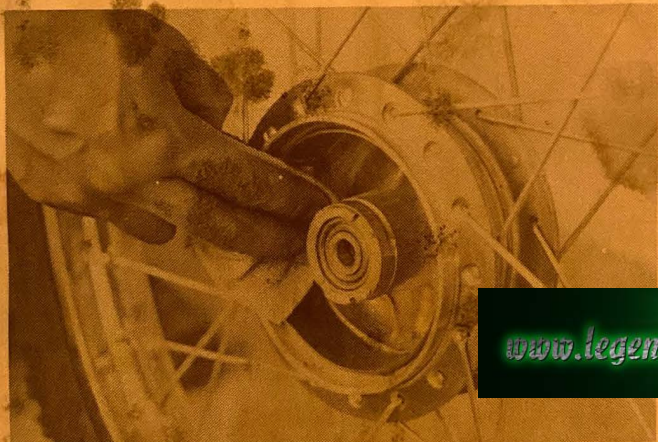


Fig. 5

1. Take out the motorcycles and disassembled component parts.

2. Install the wire holder (A) and front fender using the four 6 mm bolts, spring washers and plain washers which are installed to front forks.

3. Wipe off and dust on the brake shoe lining and drum with a clean cloth.

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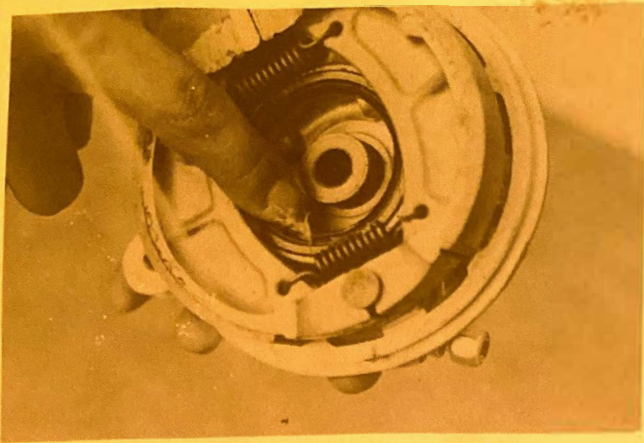


Fig. 6

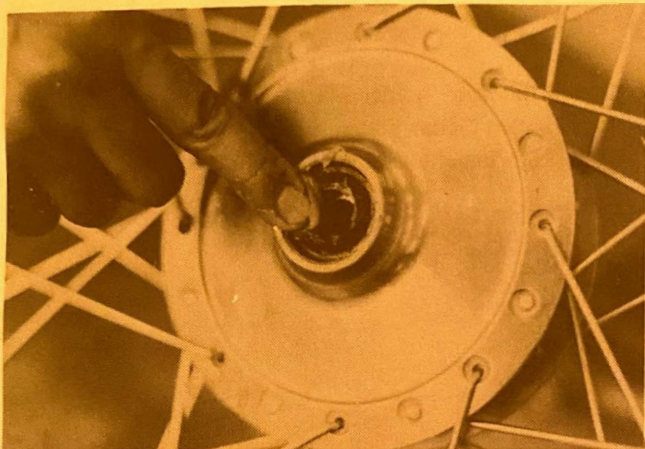


Fig. 7



Fig. 8

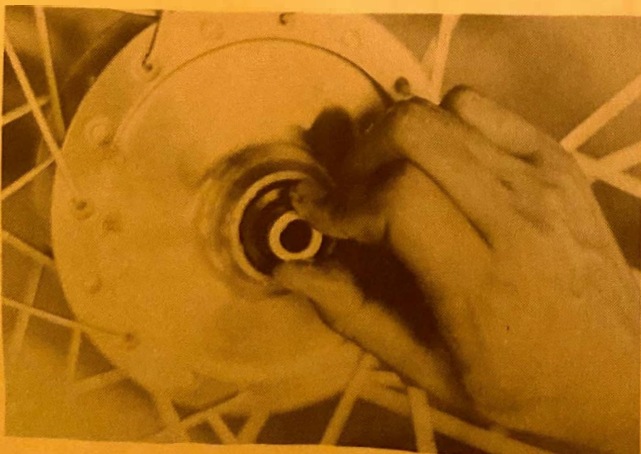


Fig. 9

4. Lightly lubricate the oil seal with grease.

Note:

Take care not to allow any oil or grease to adhere to the brake shoe lining or drum.

5. Remove the wheel shaft nut and plain washer, and pull out the wheel shaft. Next, remove the shaft collar.

6. Install the shaft collar.

Note:

To avoid damaging the oil seal lip, be sure to grease the shaft collar. (Use light-weight lithium soap base grease.) If the shaft collar is found dirty, it should be cleaned with a cloth.

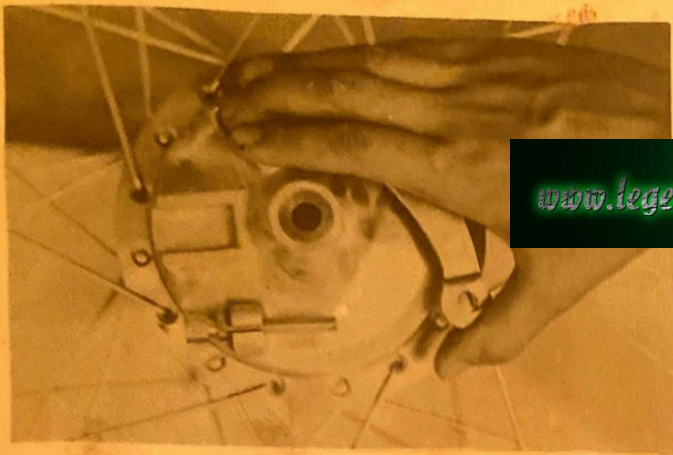


Fig. 10

7. Insert the brake shoe plate ass'y (K) into the hub.

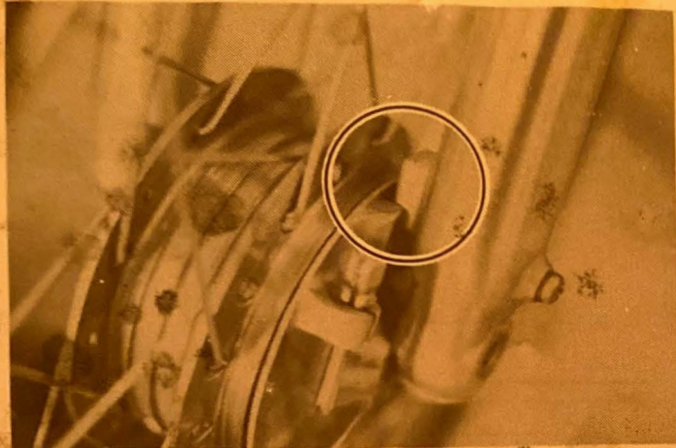


Fig. 11

8. For front wheel (O) installation, position the brake shoe plate stopper groove over the matching metal projection on the fork leg outer tube. Install the axle from the right side.

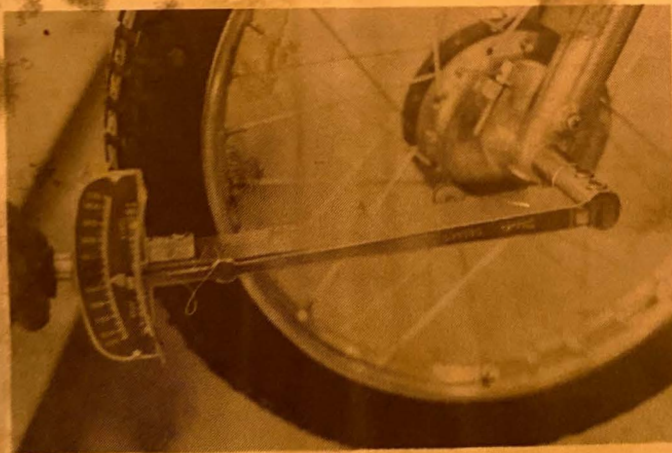


Fig. 12

9. Tighten the axle nut correctly.

Tightening torque
300 - 350 in-lbs (3.5 - 4.0 m·kg)

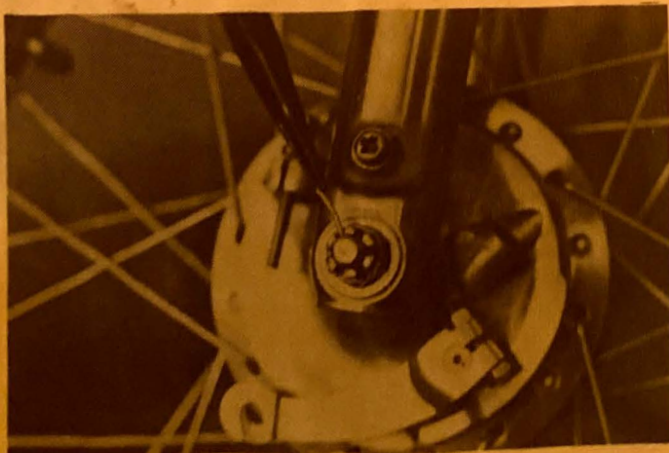


Fig. 13

10. Install the cotter pin (C), bend the ends

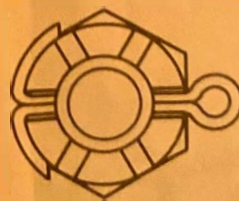




Fig. 14

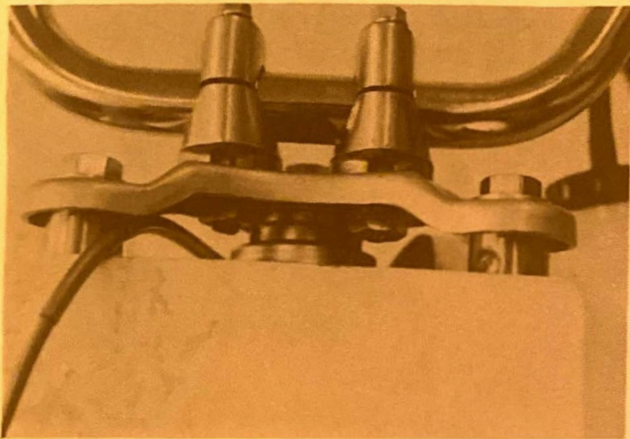


Fig. 15

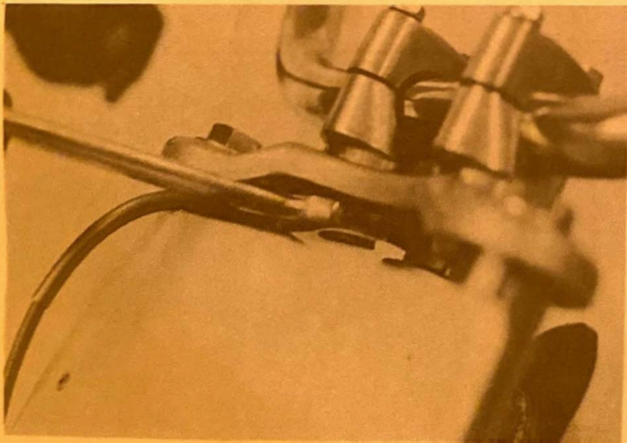


Fig. 16

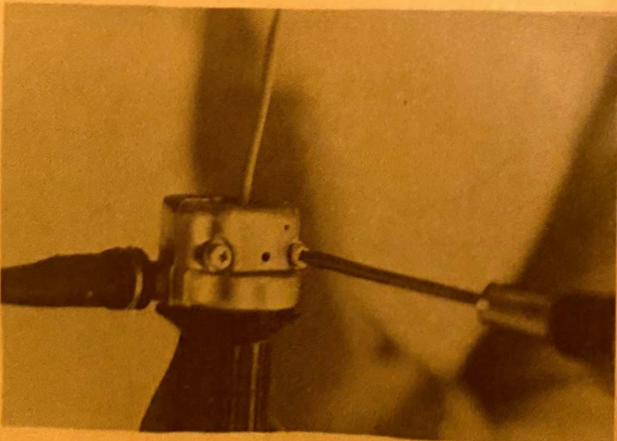


Fig. 17

11. Install the crown washer (G) and fitting bolt (H). Then tighten the fitting bolt (H).

Fitting bolt torque: 300 - 350 in-lbs (3.5 - 4.0 m-kg)

12. Install the handle bar ass'y (L).
 - a) Insert the handle holder's bolts into the handle crown.
 - b) Install the plain washers (E), spring washers (F) and nuts (D) on the handle holder's bolts.
 - c) Tighten the nuts.

Tightening torque:
300 - 350 in-lbs (3.5 - 4.0 m-kg)



13. Remove the two setting screws holding the right-hand throttle housing, and separate the throttle housing.



Fig. 18

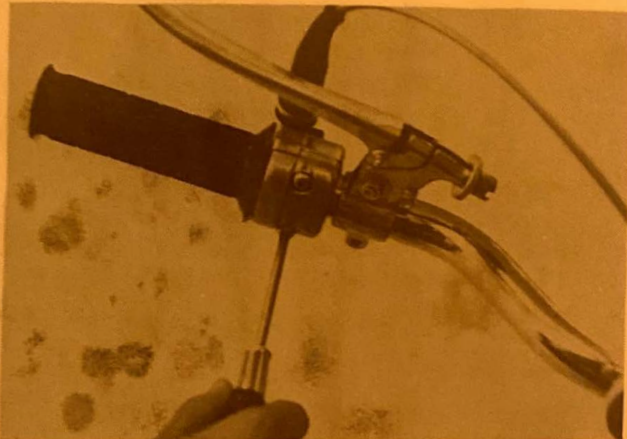


Fig. 19

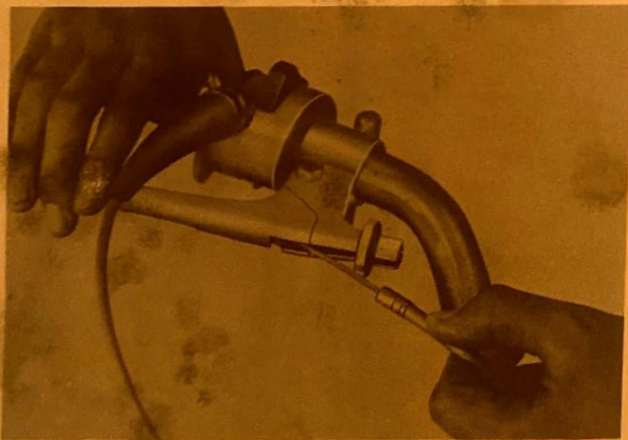


Fig. 20

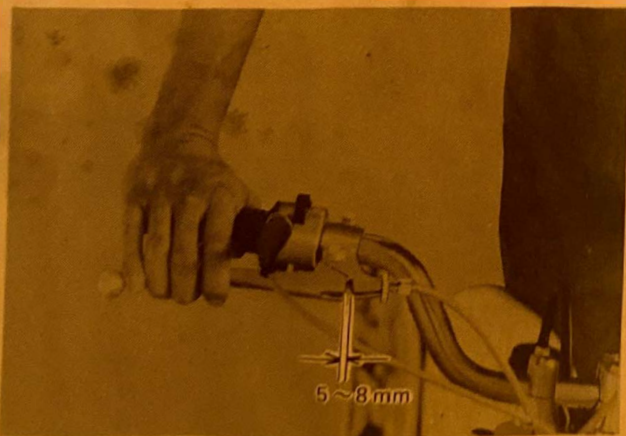


Fig. 21

14. Apply a light coating of grease (such as Shell Lithall MDS) to the right handlebar end and throttle grip housing.

15. Push the grip onto the bar until the handlebar end butts against the throttle grip.

16. Install the accelerator wire with grip upper cap and insert the wire end piece into its seat in the accelerator grip.

17. Pull the grip back approximately 1/4" and tighten down the throttle housing securing screws.

18. Install the brake cable.

Turn the brake cable length adjuster on the brake shoe plate all the way in.

Insert the brake cable end piece into its seat in the brake lever.

Squeeze in on the brake lever while holding firmly onto the cable outer housing. (Actuates brake and lengthens inner cable)

Release the brake lever while simultaneously pulling back on the outer cable housing. The cable ferrule will be pulled back and can now drop into its seat in the lever holder.

19. Adjusting the front brake.

Front brake should be adjusted to suit rider preference with a minimum cable slack of 5 - 8 mm play at the brake lever pivot point.

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

a) Loosen the adjuster lock nut.

b) Turn the cable length adjuster in or out until adjustment is suitable.

c) Tighten the adjusting bolt lock nut.

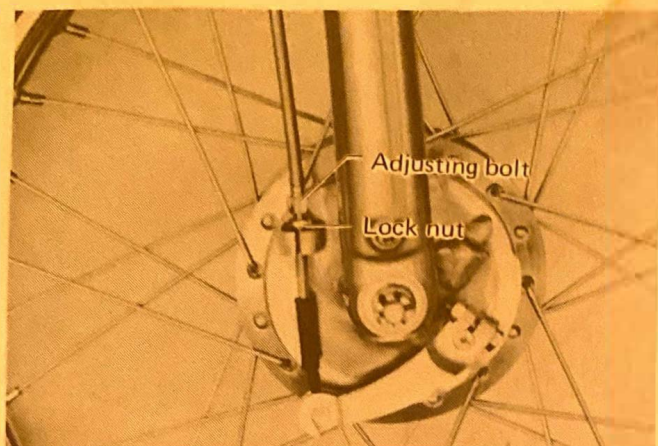


Fig. 22

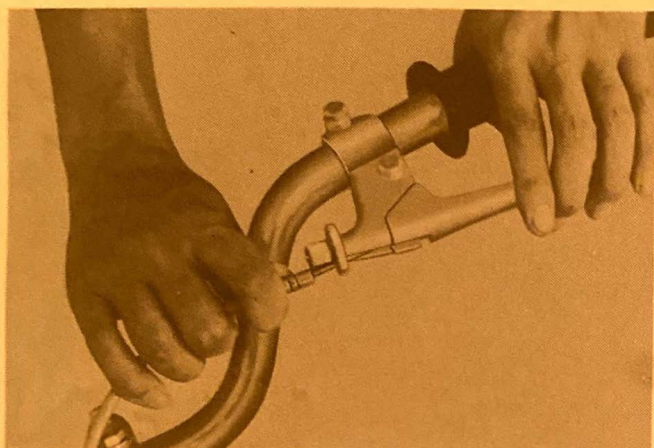


Fig. 23



Fig. 24

20. Connect the clutch cable to the clutch lever (on the left part of the handlebars)

a) Fully loosen the clutch lever lock nut, and screw in the adjusting bolt until it becomes tight so that the clutch lever lock nut slot is aligned with the adjusting bolt slot

Next, connect the clutch cable end to the clutch lever, and hook up the outer clutch cable to the lock nut. Then, fully pull in the clutch lever, and release it abruptly. At the same time, pull the outer clutch cable quickly. This makes easy the connection of the outer clutch cable to the adjusting bolt. For detailed cable routing, refer to "CABLE ROUTING DIAGRAMS".

b) Back out the cable length adjuster until the clutch lever has 0.08 - 0.12 in (2 - 3 mm) slack. Tighten the adjuster lock nut.

21. Remove the fuel tank, and the fuel pipe.

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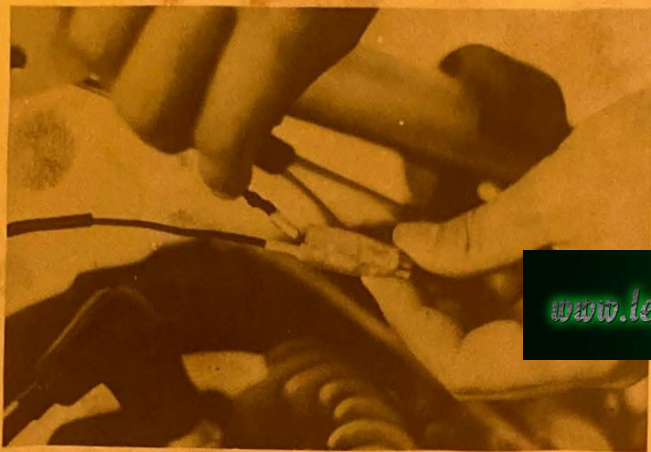


Fig. 25



Fig. 26



Fig. 27

22. Connect the "KILL" switch lead wire to main wiring harness wires
For detailed cable routing, refer to "CABLE ROUTING DIAGRAMS"
23. Install the fuel tank and the fuel pipe

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24. Install the seat using the special screw (B)

25. Install the change pedal (I)

CABLE ROUTING DIAGRAMS

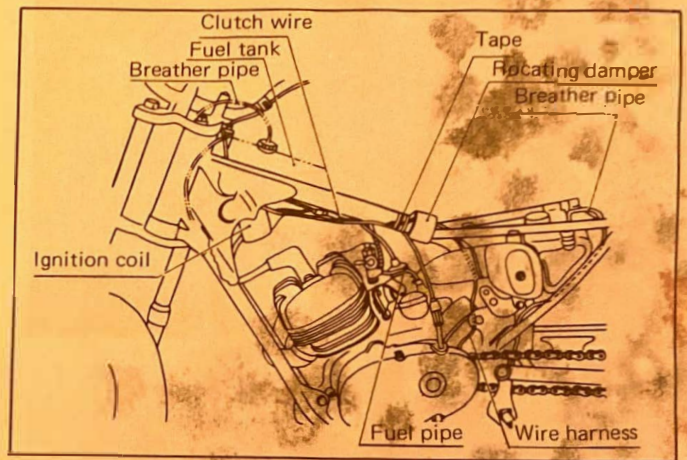
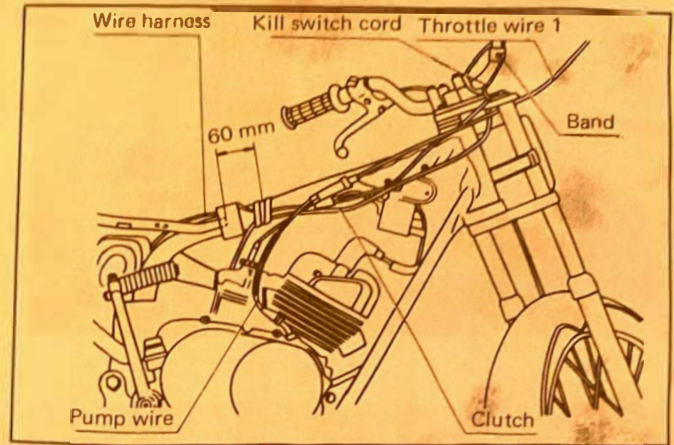
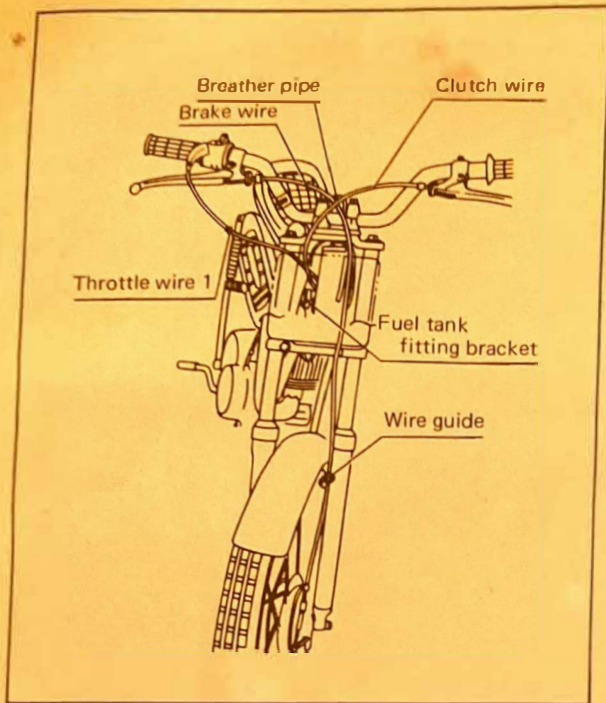


Fig.27

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