YAMAHA

DT200R(A)

OWNER'S MANUAL

2YY-28199-71

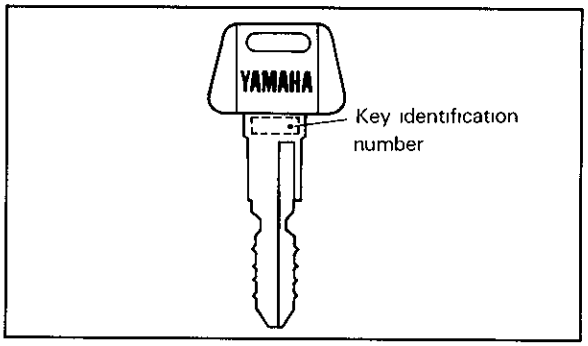
IDENTIFICATION NUMBERS RECORD

(Except for Australia)

1. KEY IDENTIFICATION NUMBER:

2. FRAME SERIAL NUMBER:
   ENGINE SERIAL NUMBER

Your key identification number is stamped on your key as shown in the following illustration. Record this number in the space provided for reference if you need a new key.



Record your frame serial number and engine serial number in the spaces provided to assist you in ordering spare parts from your Yamaha dealer or for reference in case your vehicle is stolen. (See page 2-1)

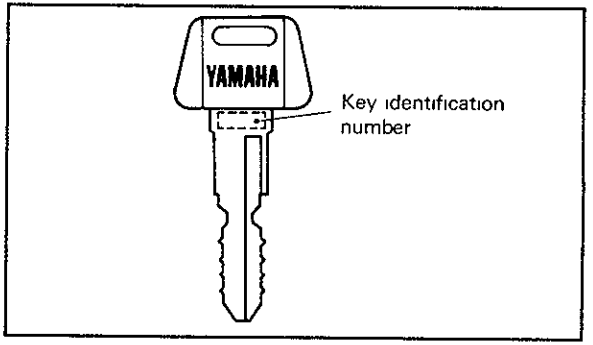
IDENTIFICATION NUMBERS RECORD (For Australia)

1. KEY IDENTIFICATION NUMBER:

2. VEHICLE IDENTIFICATION NUMBER:

3. ENGINE SERIAL NUMBER:

Your key identification number is stamped on your key as shown in the following illustration. Record this number in the space provided for reference if you need a new key.



Record your vehicle identification number and engine serial number in the spaces provided to assist you in ordering spare parts from your Yamaha dealer or for reference in case your vehicle is stolen. (See page 2-1)

A-001

DT200R(A)
OWNER'S MANUAL

1st Edition, September 1989

Printed in Japan

A-200

INTRODUCTION

Congratulations on your purchase of the Yamaha DT200R(A). This model is the result of Yamaha's vast experience in the production of fine sporting, touring, and pacesetting 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.

U-001

NOTE:

Some data in this manual may become outdated due to future improvement on this model. If you have any questions about this manual or your motorcycle, please consult a Yamaha dealer.

TECHNICAL PUBLICATIONS
SERVICE DIVISION
MOTORCYCLE GROUP
YAMAHA MOTOR CO., LTD.

A-101
U-601

⚠ WARNING

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

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.

U-000

NOTE:

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

⚠ 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 predominating cause of automobile/motorcycle accidents. Many accidents have been caused by an automobile driver who did not see the motorcycle. Making yourself conspicuous appears to be very effective in reducing the chance of this type of accident.
   Therefore:
   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 qulified. 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.

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 395 lb (179 kg) DT200RA/392 lb (178 kg) DT200R. 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 vehicles.
   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 motorcycle's electrical system, an electric failure could result, which could cause a dangerous loss of lights or engine power.

GASOLINE AND EXHAUST GAS

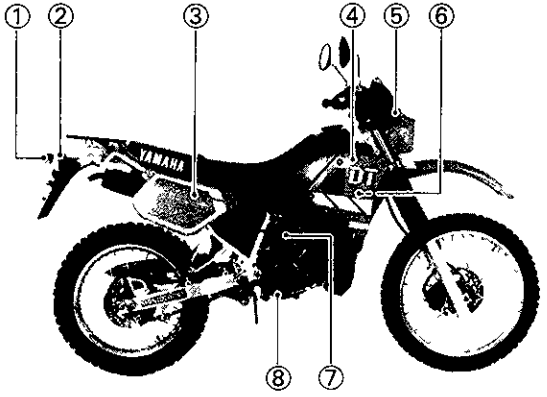
1. GASOLINE IS HIGHLY FLAMMABLE:
   a. Always turn off the engine when refueling.

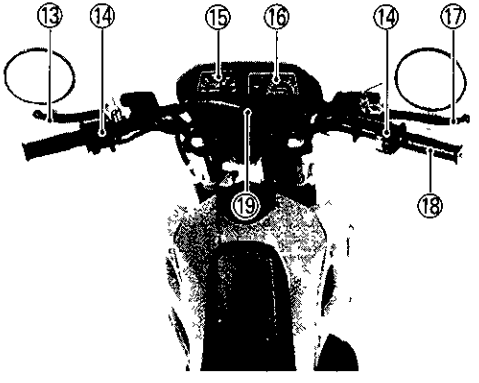
b. Take care not to spill any gasoline on the engine or exhaust pipe(s)/muffler(s) when refueling.
c. Never refuel while smoking or in the vicinity of an open flame.

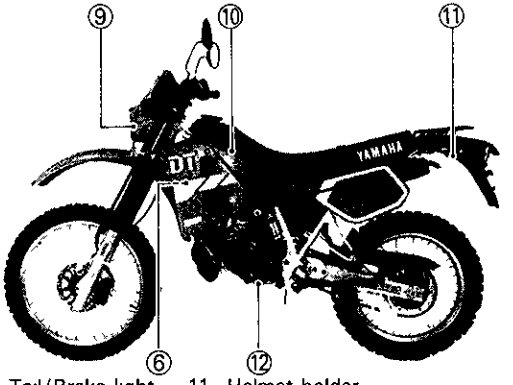
2. Never start the engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always operate your motorcycle in an area that has adequate ventilation.
3. Always turn off the engine before leaving the motorcycle unattended and remove the ignition key. When parking the motorcycle, note the following:
   a. The engine and exhaust pipe(s)/muffler(s) may be hot. Park the motorcycle in a place where pedestrians or children are not likely to touch these hot areas.
   b. Do not park the motorcycle on a slope or soft ground; the motorcycle may fall over.
   c. Do not park the motorcycle near a flammable source, e.g. a kerosene heater, or near an open flame. The motorcycle could catch fire.
4. When transporting the motorcycle in another vehicle, be sure it is kept upright and that the fuel cock(s) is turned to "ON" or "RES" (for vacuum type)/"OFF" (for manual type). If it should lean over, gasoline may leak out of the carburetor or fuel tank.
5. If you should swallow any gasoline, inhale a lot of gasoline vapor, or allow gasoline to get in your eye(s), see your doctor immediately. If any gasoline spills on your skin or clothing, immediately wash it off with soap and water and change your clothes.

CONTENTS

DESCRIPTION







1 Tail/Brake light
2 Rear flasher light
3 Side cover
4. Air scoop
5 Front flasher light
6 Radiator
7 Kick starter
8. Brake pedal
9 Headlight
10 Fuel tank
11 Helmet holder
12 Shift pedal
13 Clutch lever
14 Handlebar switch
15 Speedometer
16 Tachometer (Except for Oceania)
17 Brake lever
18 Throttle grip
19 Main switch

U 002

NOTE:

The motorcycle you have purchased may differ slightly from those shown in the photographs.

A-600

MOTORCYCLE IDENTIFICATION

A 800

Vehicle identification number (For Australia)

The vehicle identification number is stamped into the steering head pipe.

U-004

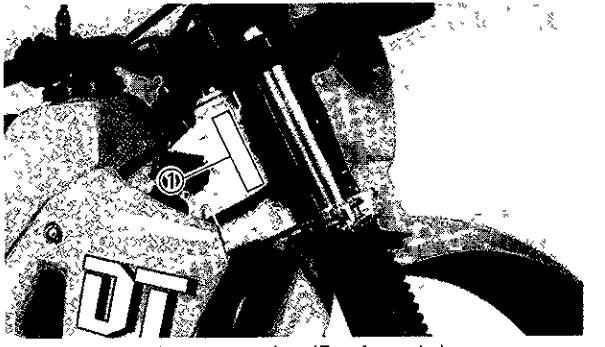
NOTE:

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.

A-602

Frame serial number (Except for Australia)

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

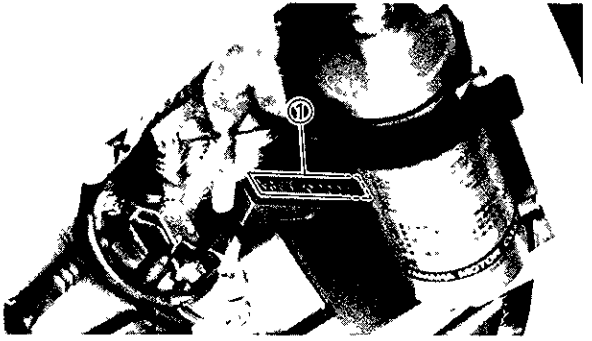


1 Vehicle identification number (For Australia)
1 Frame serial number (Except for Australia)

A-700

Engine serial number

The engine serial number is stamped into the left side of the engine.



1 Engine serial number

U-003

NOTE:

The first three digits of these numbers are for model identification; the remaining digits are the unit production number. Keep a record of these numbers for reference when ordering parts from a Yamaha dealer.

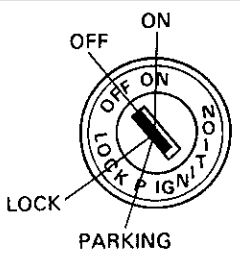
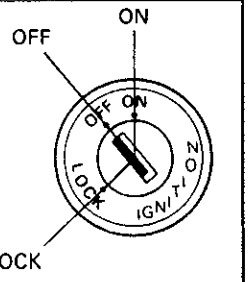
B 000

CONTROL FUNCTIONS

B 001

Main switch

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

Except for Oceania	For Oceania
	

B 005

ON:

Electrical circuits are switched on. The engine can be started. The key cannot be removed in this position.

B-006

OFF:

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

B-007

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 3-12) for proper operation.

B-012

PARKING (Except for Oceania):

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

U-007

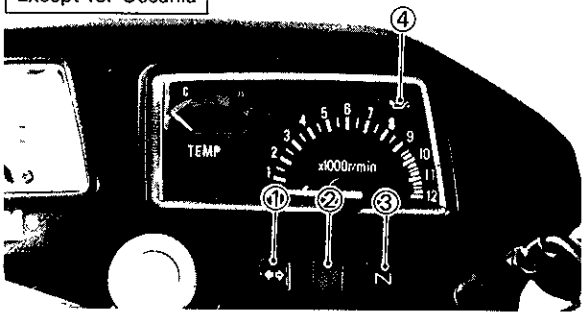
NOTE:

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

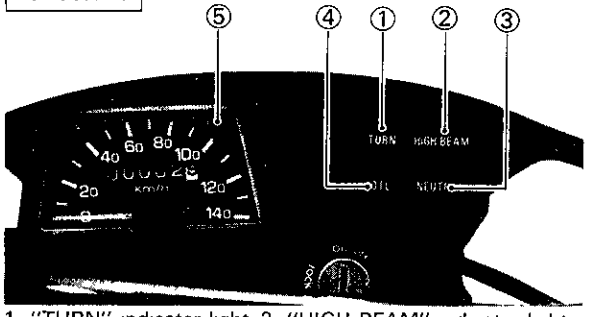
B-100

Indicator lights

Except for Oceania



For Oceania



1 "TURN" indicator light 2 "HIGH BEAM" indicator light
3 "NEUTRAL" indicator 4 "OIL" warning indicator light light
5 "Coolant temp " warning indicator light (For Oceania)

B 101

"TURN" indicator light (orange):
This indicator flashes when the turn switch is "ON".

B 102

"NEUTRAL" indicator light (green):
This indicator comes on when the transmission is in neutral.

B-103

"HIGH BEAM" indicator light (blue):
This indicator comes on when the headlight high beam is used.

B-107

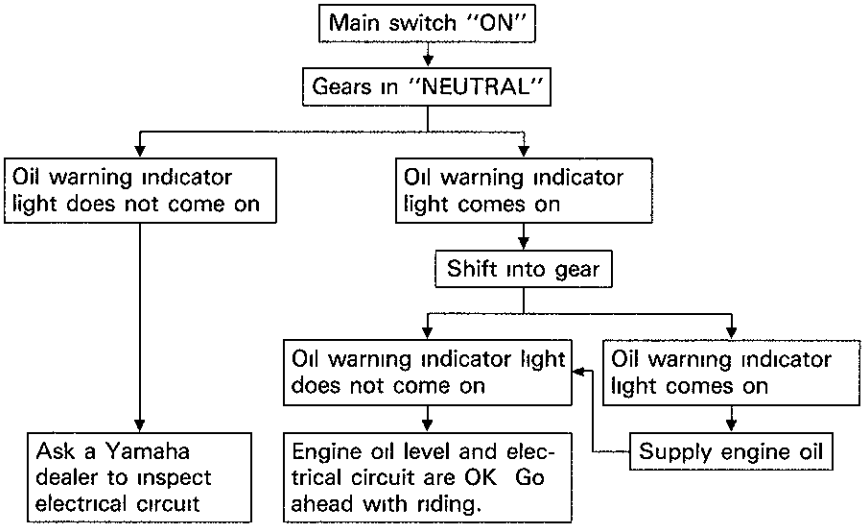
"OIL" warning indicator light (red):
This indicator comes on when the oil level is low. This light circuit can be checked by the following procedure.

U 300

CAUTION:

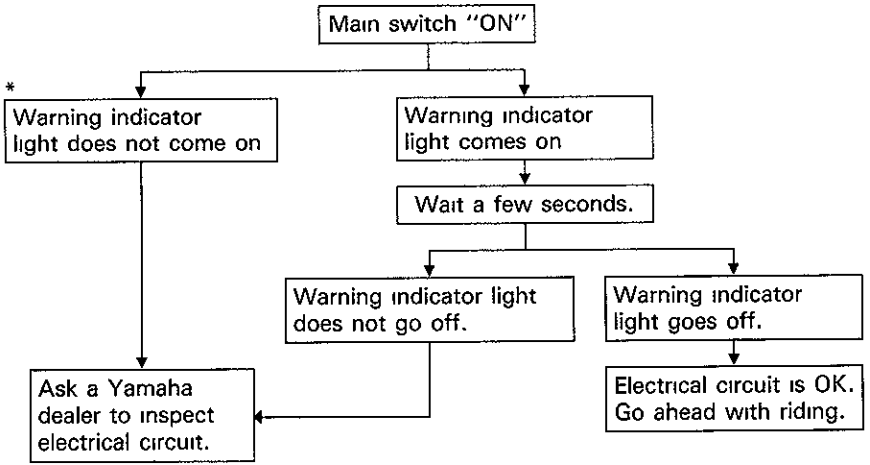
Do not run the motorcycle until you know it has sufficient engine oil.

Oil warning light checking method



"Coolant temp." warning indicator light (red):
(For Oceania)
This indicator light comes on when the coolant heats up extremely (about 110°C).
So stop the engine immediately and wait until it will cool down sufficiently. This light can be checked by the following procedure.

"Coolant temp." warning indicator light checking method (For Oceania)



*** NOTE:**

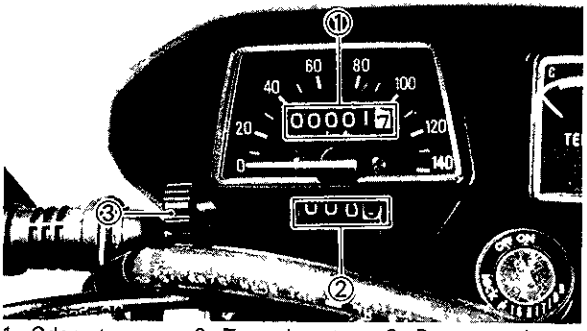
If the main switch is turned off after the warning light goes out and then immediately again the main switch is turned on, the warning light may not come on. This is not because of failure.

B 400

Speedometer

The odometer and trip odometer are built into the speedometer. The trip odometer can be reset to "0" with the reset switch.

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

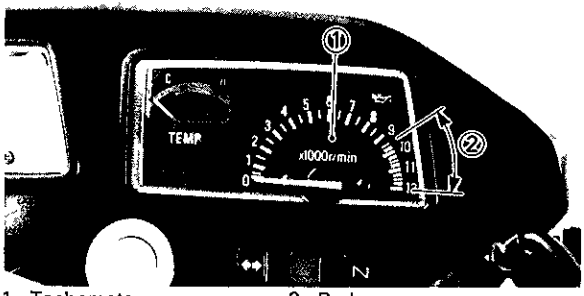


1 Odometer 2 Trip odometer 3 Reset switch

B 403

Tachometer (Except for Oceania)

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



1 Tachometer 2 Red zone

U-304

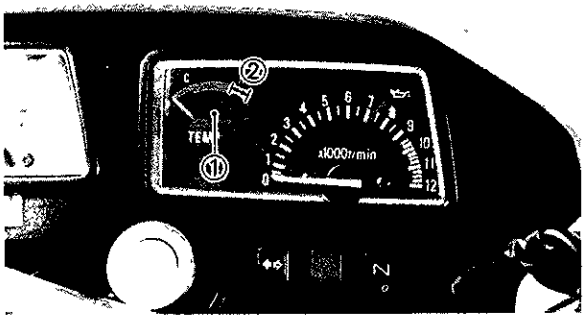
CAUTION:

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

8-501

Engine temperature gauge (Except for Oceania)

This gauge indicates the coolant temperature when the main switch is ON. The engine operating temperature will vary with changes in weather and engine load. If the needle points to the red zone or higher, stop your motorcycle and let the engine cool. (See page 6-11 for details.)



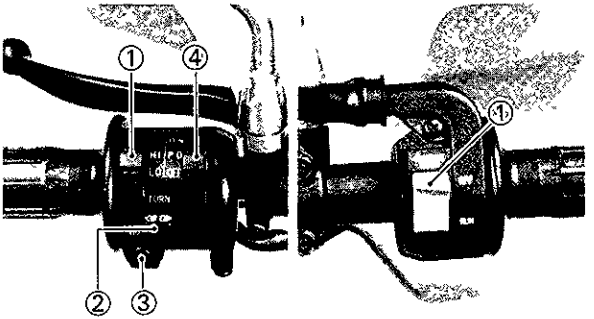
1 Engine temperature gauge 2 Red zone

CAUTION:

When the engine is overheated, do not continue riding.

B 600

Handlebar switches:



1. "LIGHTS" (Dimmer) switch
2. "TURN" switch
3. "HORN" switch
4. "LIGHTS" switch

1 "ENGINE STOP" switch

B 601

"LIGHTS" (Dimmer) switch

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

B 605

"TURN" signal switch

This is a three-way switch. The center position is off; turn to the "L" to turn on the left flasher and to the "R" for the right flasher. Be sure to turn the switch off after completing a turn.

B-602

"HORN" switch

Press the switch to sound the horn.

B 612

"LIGHTS" switch

Turn the light switch to "ON" to turn on the headlight, taillight, and meter lights. Turn the light switch to "PO" to turn on the auxiliary light, taillight, and meter lights

B-609

"ENGINE STOP" switch

The engine stop switch is a safety device for use in an emergency such as when the motorcycle overturns or when trouble occurs in the throttle system. The engine will not run when the engine stop switch is turned to "OFF." In case of emergency, turn the switch to "OFF."

B 701

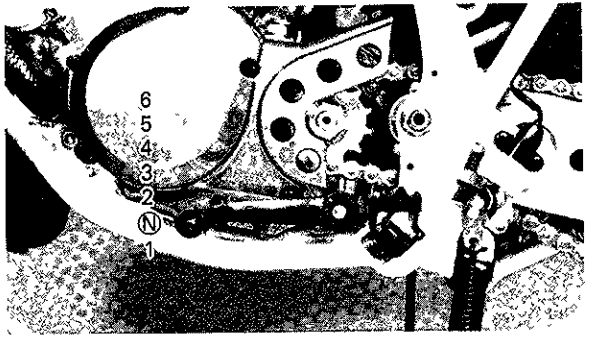
Clutch lever

The clutch lever is located on the left handlebar; it disengages or engages the clutch. Pull the clutch lever to the handlebar to disengage the clutch, and release the lever to engage the clutch. The lever should be pulled rapidly and released slowly for smooth starts.

B-800

Change pedal

The gear ratios of the constant-mesh 6-speed transmission are ideally spaced. The gears can be shifted by using the change pedal on the left side of the engine.



N Neutral

B-900

Front brake lever

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

B-901

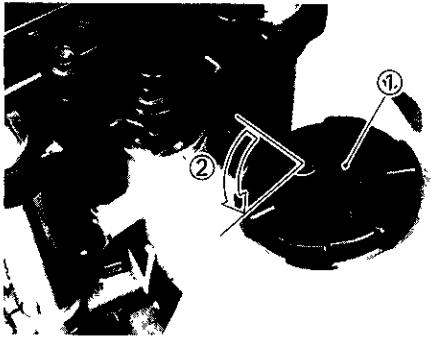
Rear brake pedal

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

C 003

Fuel tank cap

1. To remove the tank cap, insert the key in the lock and turn the key 1/4 turn counterclockwise. Rotate the cap 1/4 turn counterclockwise and remove it from the tank.



1 Fuel tank cap 2 Open

U-013

NOTE:

The tank cap cannot be reinstalled unless it is unlocked. The key must remain in the cap until the cap is properly installed and locked onto the fuel tank.

2. To reinstall the tank cap, set the cap in the filler neck and rotate the cap 1/4 turn clockwise. Lock the cap by turning the key 1/4 turn clockwise, and remove the key.

U 611

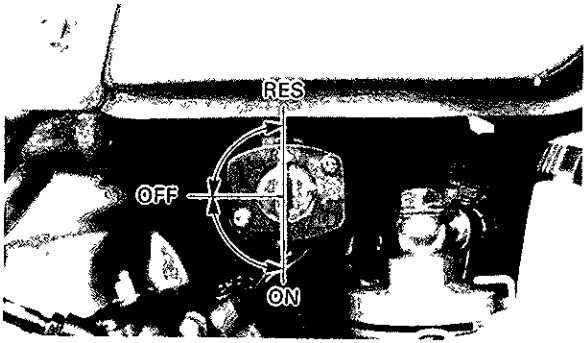
⚠ WARNING

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

C 101

Fuel cock

The fuel cock supplies fuel from the tank to the carburetor while filtering the fuel. The fuel cock has three positions:



OFF: With the lever in this position, fuel will not flow. Always return the lever to this position when the engine is not running.

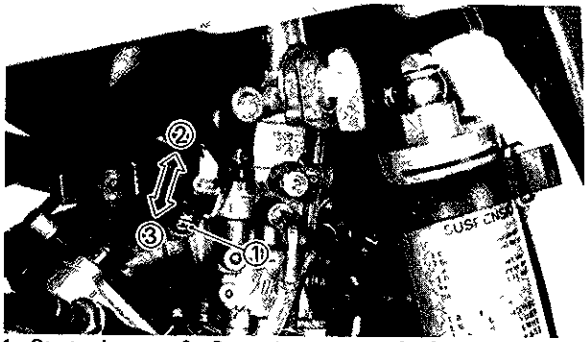
ON: With the lever in this position, fuel flows to the carburetor. Normal riding is done with the lever in this position.

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

C-205

Starter lever (CHOKE)

When cold, the engine requires a richer air-fuel mixture for starting. A separate starter circuit supplies this mixture. Pull the starter lever up to open the circuit for starting. When the engine has warmed up, push the lever down to close the circuit.

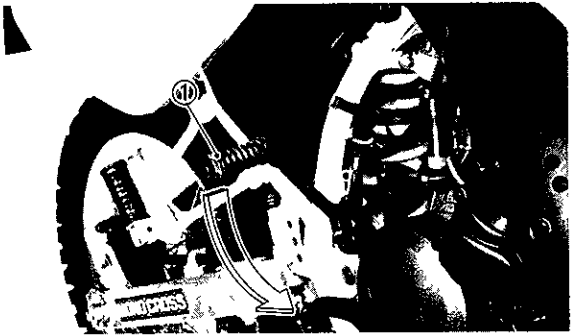


1 Starter lever 2 Open the circuit 3. Close the circuit

C 602

Kick starter

Rotate the kick starter away from the engine. Push the starter down lightly with your foot until the gears engage, then kick smoothly and forcefully to start the engine. This model has a primary-coupled kick starter so the engine can be started in any gear if the clutch is disengaged. In normal practice, however, shift to neutral before starting.

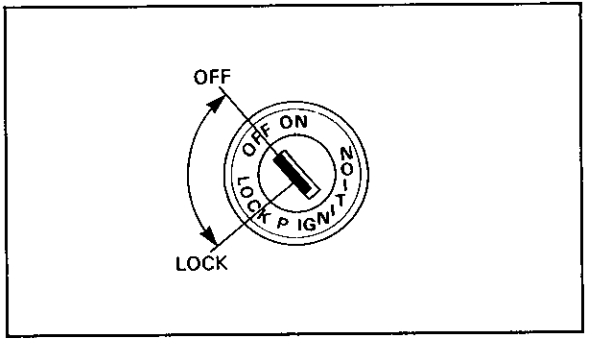


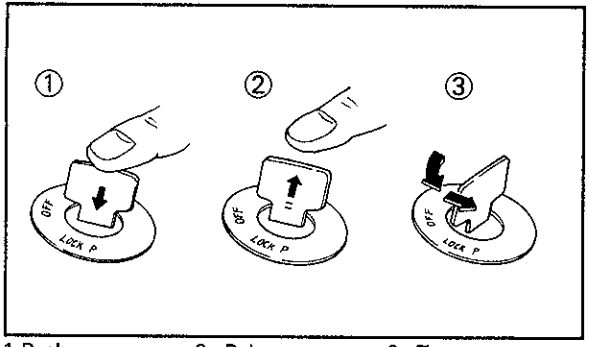
1 Kick starter

C 301

Steering lock

1. Combined with main switch
   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 or right. With the key at "OFF," push it into the main switch, turn it counterclockwise to "LOCK," and remove it. To release the lock, turn the key clockwise.





1 Push 2 Release 3 Turn

U-614

⚠ WARNING

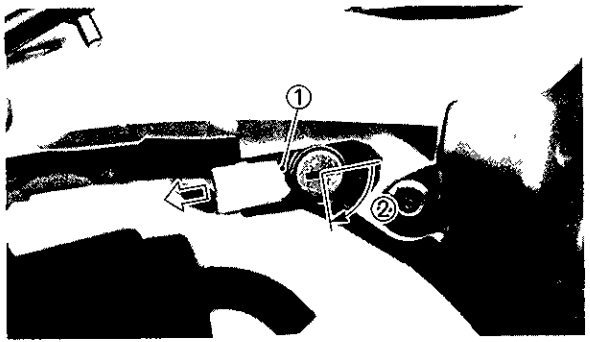
Never turn the key to "LOCK" when the motorcycle is moving.

2. Separate (Except for Oceania)
To lock the steering, turn the handlebars all the way to the right, and insert the key into the steering lock. Turn the key 1/8 turn counterclockwise, push it in, then turn it 1/8 turn clockwise. After checking to see that the lock is engaged, remove the key from the lock. To release the lock, reverse the above procedure.

C-500

Helmet holder

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



1 Helmet holder 2 Open

U-615

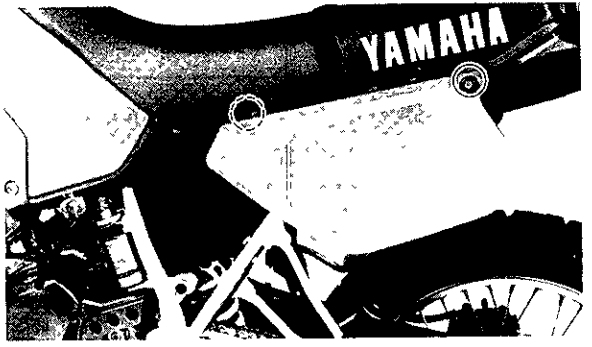
⚠ WARNING

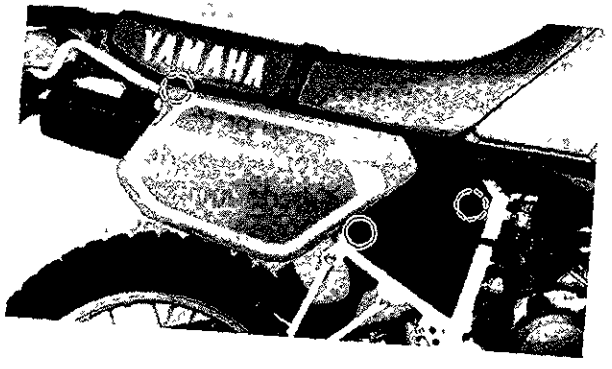
Never ride with a helmet in the helmet holder. It could interfere with rear wheel movement, causing loss of control and possibly an accident.

C 723

Side cover removal

Remove the screw. Then remove the side cover by pulling out the knob.





C-800

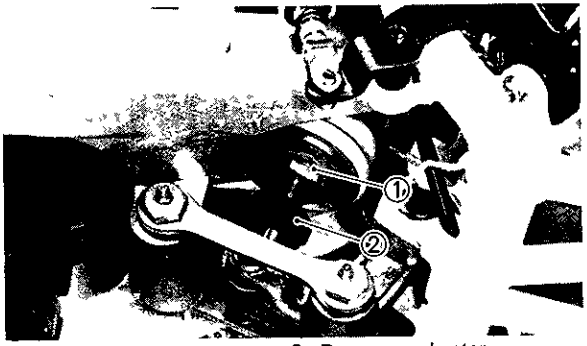
Front forks

The front forks of this model are pneumomechanical; namely, there is a combination air and mechanical coil spring in the inner tubes. By adjusting the air pressure, you can alter the suspension to suit the motorcycle's load and the operating conditions. Refer to page 6-32 for proper adjustment procedures.

C-900

Rear shock absorber

The spring preload and the damping of the rear shock absorber can be adjusted to suit the motorcycle's load (ex: optional accessories etc.) and riding conditions. Refer to page 6-35 for proper adjustment procedures.



1 Spring preload adjuster 2 Damping adjuster

C 720

Rear carrier (Except for Oceania)

U-760

⚠ WARNING

Do not exceed maximum load.
Maximum load: 2 kg (4.4 lb)

D 550

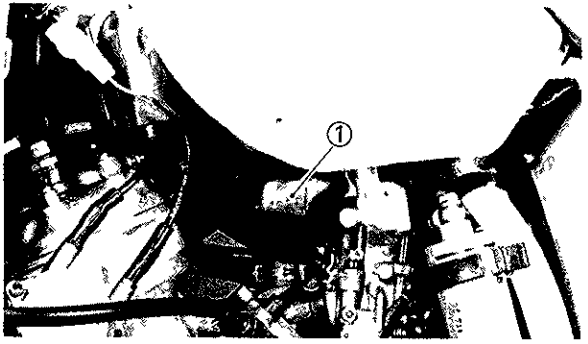
Note on handling of the Yamaha Energy Induction System (Y.E.I.S.)

Handle the air chamber and hose with special care. Improper installation or damaged parts will result in poor performance. Replace any cracked or damaged parts immediately. No modification of this system in any form is allowed.

U-376

CAUTION:

Never attempt to modify the Yamaha Energy Induction System.



1 Y E I.S

D-501

Y.P.V.S. (Yamaha Power Valve System)

The Y.P.V.S. is a vital part of the engine and requires very sophisticated adjustment. Adjustment should be left to a Yamaha dealer who has the professional knowledge and experience to do so.

1 Y P.V S

U-369

CAUTION:

The Y.P.V.S. was set at the Yamaha factory after many tests. If the settings are disturbed by someone without sufficient technical knowledge, poor engine performance and damage may result.

The Y.P.V.S. operation can be heard in the following instances:

- When the main switch is turned on and the engine is started.
- When the engine stalls while the main switch is on.

U-385

CAUTION:

If the Y.P.V.S. does not operate, ask a Yamaha dealer to inspect the vehicle.

D-301

Sidestand

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 5-2 for an explanation of this system.)

U 689

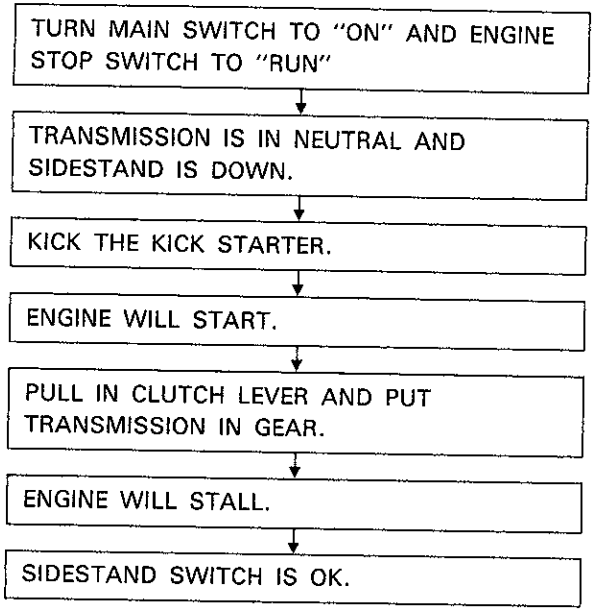
⚠ WARNING

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, you must return the motorcycle to a Yamaha dealer immediately for repair.

D-305

Sidestand switch operation check

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



U 691

⚠ WARNING

If improper operation is noted, consult a Yamaha dealer immediately.

PRE-OPERATION CHECK

Before using this motorcycle, check the following points:

Item	Routine	Page
Front and rear brakes	Check operation, free play, fluid level, and plunger leakage Top-up with DOT #4 (or #3) brake fluid if necessary.	4-3 ~ 4-4 6-21 ~ 6-25
Clutch	Check operation, condition and free play. Adjust if necessary	4-4, 6-26
Throttle grip/Housing	Check for smooth operation Lubricate/Adjust if necessary	4-4, 6-18 ~ 6-19, 6-30
Autolube tank	Check oil level/top-up as repuired	4-4, 6-30
Transmission oil	Check oil level/top-up as required	4-5, 6-7 ~ 6-9
Coolant reservoir tank	Check coolant level/top-up as required.	4-5 ~ 4-6, 6-9 ~ 6-14
Drive chain	Check chain slack and condition Adjust if necessary	4-6, 6-27 ~ 6-29
Wheels/Tires	Check tire pressure, wear, damage and spoke tightness	4-6 ~ 4-9, 6-44 ~ 6-48
Control/Meter cable	Check for smooth operation Lubricate if necessary	6-30
Brake and change pedal shafts	Check for smooth operation Lubricate if necessary	6-30
Brake and clutch lever pivots	Check for smooth operation Lubricate if necessary.	6-31
Sidestand pivot	Check for smooth operation Lubricate if necessary	6-31
Fittings/fasterners	Check all chassis fittings and fasteners Tighten/Adjust, if necessary	4-9, 6-6
Fuel tank	Check fuel level/top-up as required.	4-10 ~ 4-11
Lights and signals	Check for proper operation	4-10, 6-42 ~ 6-44
Battery	Check fluid level, top-up with distilled water if necessary	4-10, 6-38 ~ 6-41

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 (See page 6-21 for details)

1. Brake lever and brake pedal
   Check for correct free play in the front brake lever and rear brake pedal. Make sure they are working properly. Check the brakes at low speed shortly after starting out. If the free play is incorrect, adjust it.

U-619

⚠ 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

NOTE:

If DOT #4 is not available, #3 can be used.

3. Check the disc pads.
   Refer to page 6-23.

U 022

NOTE:

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

E 107

Brake fluid leakage

Apply each brake for a few minutes. Check to see if any brake fluid leaks out from the pipe joints or the master cylinder(s).

U-625

⚠ WARNING

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

E-200

Clutch (See page 6-26 for details)

Check the free play in the clutch lever, and make sure the lever operates properly. If the free play is incorrect, adjust it.

E-301

Throttle grip (See page 6-18 for details)

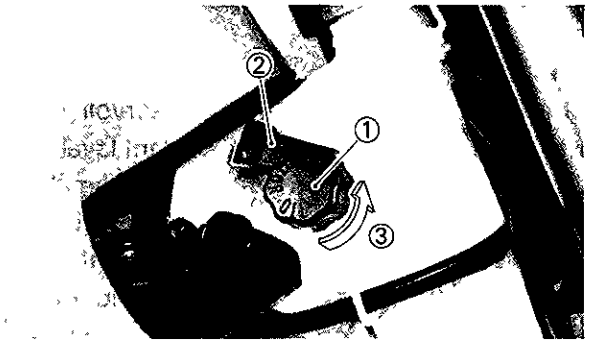
Turn the throttle grip to see if it operates properly, and check the free play. Make sure the grip returns by spring force when released. Ask a Yamaha dealer to make any necessary adjustments.

E-406

Engine oil

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

Recommended oil:
Yamaha oil 2T or equivalent air-cooled, 2-stroke engine oil
Oil quantity:
Total amount
1.2 L (1.1 Imp qt, 1.3 US qt)



1. Oil tank cap 2. Stopper 3 Open

E 404

Transmission oil (See page 6-7 for details)

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

Recommended oil:
SAE 10W30 type SE motor oil
Oil quantity:
Total amout:
0.8 L (0.7 Imp qt, 0.9 US qt)
Periodic oil change:
0.75 L (0.66 Imp qt, 0.79 US qt)

E 600

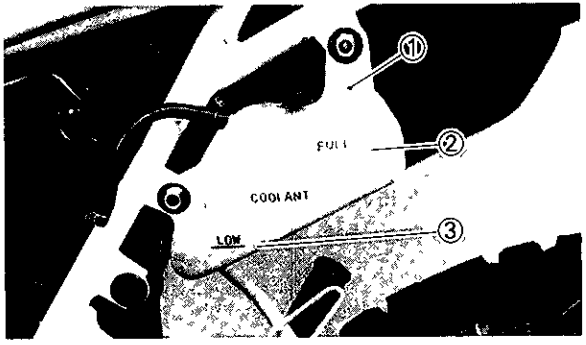
Coolant

Check the coolant level in the reservoir tank when the engine is cold. (The coolant level will vary with engine temperature.) The coolant level is satisfactory if it is between the FULL and LOW marks on the tank. If the coolant level is at or below the LOW level, add tap water (soft water) to bring the level up to FULL. Change the coolant every two years. (See page 6-9 for details.)

U-626

⚠ WARNING

Do not remove the radiator cap when the engine is hot.



1 Reservoir tank 2 "FULL" level
3 "LOW" level

U-309

CAUTION:

Hard water or salt water is harmful to the engine. You may use distilled water if you can't get soft water.

Reservoir tank capacity:
300 cm^3 (0.26 Imp qt, 0.32 US qt)
From LOW to FULL level:
240 cm^3 (0.21 Imp qt, 0.25 US qt)

E-500

Chain (See page 6-27 for details)
Check the general condition of the chain and check the chain slack before every ride. Lubricate and adjust the chain as necessary.

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.

U-675

⚠ 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.

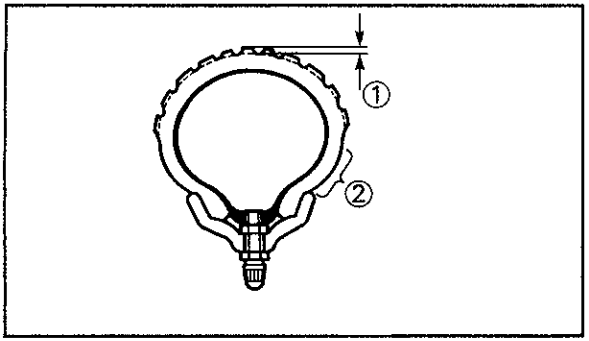
⚠ WARNING

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

Basic weight. With oil and full fuel tank	122 kg (269 lb) (DT200R) 121 kg (267 lb) (DT200RA)	
Maximum load*	178 kg (392 lb) (DT200R) 179 kg (395 lb) (DT200RA)	
Cold tire pressure	Front	Rear
Up to 90 kg (198 lb) load*	125 kPa (1.25 kg/cm^2, 18 psi)	150 kPa (1.5 kg/cm^2, 22 psi)
90 kg (198 lb) ~ Maximum load*	150 kPa (1.5 kg/cm^2, 22 psi)	175 kPa (1.75 kg/cm^2, 26 psi)
High speed riding	150 kPa (1.5 kg/cm^2, 22 psi)	175 kPa (1.75 kg/cm^2, 26 psi)

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

2. Tire inspection
   Always check the tires before operating the motorcycle. If center tread depth reaches the limit as shown, 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.



1 Tread depth 2 Side wall

U 678

⚠ 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.

FRONT:

Manufacture	Size	Type
Bridgestone	3 00-21 4PR	TW 27
IRC	3 00-21 4PR	GP-15F

REAR:

Manufacture	Size	Type
Bridgestone	4 60-18 4PR	TW 46
IRC	4 60-18 4PR	GP-15R

Minimum tire tread depth (front and rear)	1 0 mm (0.04 in)

EUU12600

NOTE:

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

⚠ WARNING

1. **Operating the motorcycle with excessively worn tires decrease riding stability and can lead to loss of control. Have excessively worn tires replaced by a Yamaha dealer immediately. Brakes, tires, and related wheel parts replacement should be left to a Yamaha Service Technician.**
2. **Patching a punctured tube is not recommended. If it is absolutely necessary to do so, use great care and replace the tube as soon as possible with a good quality replacement.**

E-934

Wheels

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 wheel; be sure the spokes are tight and undamaged. 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.

E-850

Fittings/Fasteners

Always check the tightness of chassis fittings and fasteners before a ride. Use the chart on page 6-6 to find the correct torque.

E-700

Lights and signals

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

E-704

Switches

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

E-705

Battery (See page 6-38 for details)

Check the fluid level and top-up if necessary. Use only distilled water if refilling is necessary.

E 800

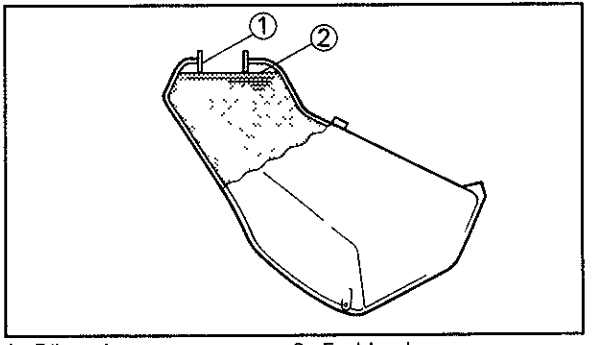
Fuel

Make sure there is sufficient fuel in the tank.

U-610

⚠ 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.



1 Filler tube 2 Fuel level

Recommended fuel: Regular gasoline
For Australia: Unleded fuel only
Fuel tank capacity:
Total:
10 L (2.2 Imp gal, 2.6 US gal)
Reserve:
1.8 L (0.4 Imp gal, 0.5 US gal)

F-000

OPERATION AND IMPORTANT RIDING POINTS

U-672

⚠ 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.

U-628

⚠ WARNING

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

F-123

Starting a cold engine

U-074

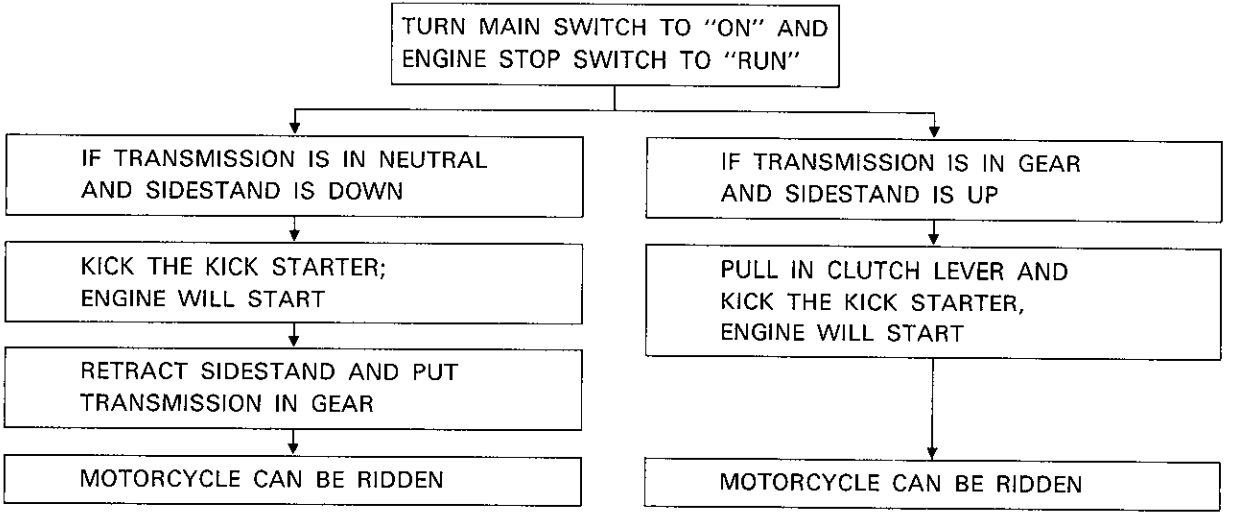
NOTE:

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

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. (Refer to page 3-19.)



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

U-030

NOTE:

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

4. Operate the starter (CHOKE) and completely close the throttle grip.
5. Kick the kick starter to start the engine.
6. After the engine starts, warm it up for one or two minutes. Make sure the starter is returned to its original position before riding.

F-110

Engine warm-up

To ensure maximum engine life, always warm up the engine before riding your motorcycle. Never accelerate hard with a cold engine. An engine is warm if it responds normally to the throttle when the starter (CHOKE) is turned off.

F-108

Starting a warm engine

The starter (CHOKE) is not required when the engine is warm.

U-314

CAUTION:

See "Break-in section" prior to operating the motorcycle for the first time.

F-200

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 3-9)

To shift into NEUTRAL, depress the shift pedal repeatedly until it reaches the end of its travel (you will feel a stop when you are in first gear), then raise the pedal slightly.

U-315

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 the clutch.**

F-300

Engine break-in

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

F-309

1. 0 ~ 500 km (0 ~ 300 mi):
   Avoid operation above 6.000 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. 500 ~ 1,000 km (300 ~ 600 mi):
   Avoid prolonged operation above 7.000 r/min. Rev the motorcycle freely through the gears, but do not use full throttle at any time.

U-354

CAUTION:

After 1,000 km (600 mi) of operation, be sure to replace the transmission oil.

3. 1,000 km (600 mi) and beyond:
   Full throttle can be used.

U387

CAUTION:

Never let engine speeds enter the red zone.

U-322

CAUTION:

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

F-401

Parking

When parking the motorcycle, stop the engine and remove the ignition key. Turn the fuel cock to "OFF" whenever stopping the engine.

⚠ 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.

H-000

PERIODIC MAINTENANCE AND MINOR REPAIR

H-004

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.

U-632

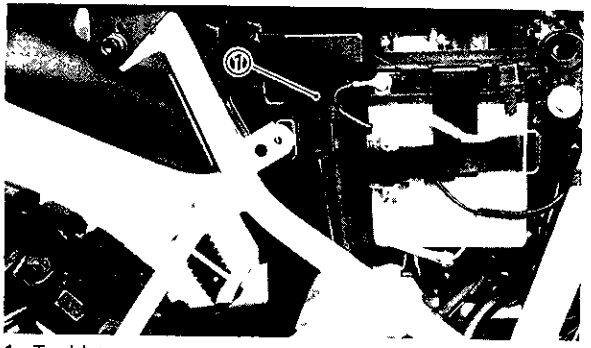
⚠ WARNING

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

H-101

Tool kit

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



1 Tool kit

U 060

NOTE:

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

U-671

⚠ 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

Unit: km (miles)

ITEM	REMARKS	BREAK-IN 1,000 (600)	EVERY	
			6,000 (4,000) or 6 months	12,000 (8,000) or 12 months
Spark plug	Check condition. Clean or replace if necessary.	○	○	○
Air filter	Clean. Replace if necessary.		○	○
Carburetor*	Check idle speed/starter operation. Adjust if necessary.	○	○	○
Fuel line*	Check fuel hose for cracks or damage. Replace if necessary.		○	○
Transmission oil*	Check oil level/oil leakage. Correct if necessary. Replace every 24,000 (16,000) or 24 months. (Warm engine before draining.)	REPLACE	○	○
Autolube pump*	Check operation. Correct if necessary. Air bleeding.	○	○	○
Brake*	Check operation/fluid leakage/See NOTE. Correct if necessary.		○	○
Clutch	Check operation. Adjust if necessary.		○	○
Rear arm pivot*	Check rear arm assembly for looseness. Correct if necessary. Moderately repack every 24,000 (16,000) or 24 months.***			○
Rear suspension link pivots*	Check operation. Moderately repack.	○	○	○
Wheels*	Check balance/damage/runout/spoke tightness. Repair if necessary.		○	○

Unit: km (miles)

ITEM	REMARKS	BREAK-IN 1,000 (600)	EVERY 6,000 (4,000) or 6 months	EVERY 12,000 (8,000) or 12 months
Wheel bearings*	Check bearings assembly for looseness/damage Replace if damaged		○	○
Steering bearing*	Check bearings assembly for looseness Correct if necessary Moderately repack every 24,000 (16,000) or 24 months **	○		○
Front forks*	Check operation/oil leakage Repair if necessary		○	○
Rear shock absorber*	Check operation/oil leakage Repair if necessary		○	○
Cooling system	Check coolant leakage Repair if necessary Replace coolant every 24,000 (16,000) or 24 months		○	○
Drive chain	Check chain slack/alignment Adjust if necessary Clean and lube	EVERY 500 (300)		
Fittings/Fasteners*	Check all chassis fittings and fasteners Correct if necessary	○	○	○
Sidestand*	Check operation Repair if necessary	○	○	○
Sidestand switch*	Check operation Clean or replace if necessary	○	○	○
Battery*	Check specific gravity Check breather pipe for proper operation Correct if necessary		○	○

* It is recommended that these items be serviced by a Yamaha dealer
** Medium weight wheel bearing grease
*** Lithium soap base grease

NOTE:

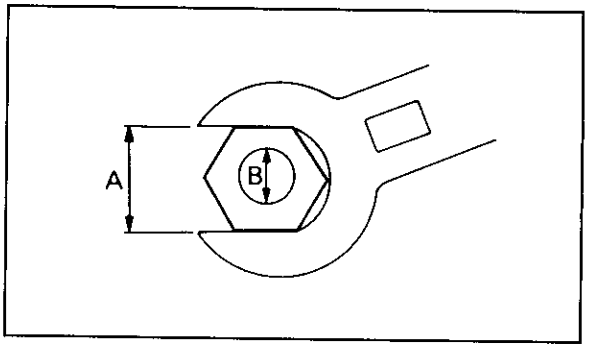
Brake fluid replacement:

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

Torque specifications

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.

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

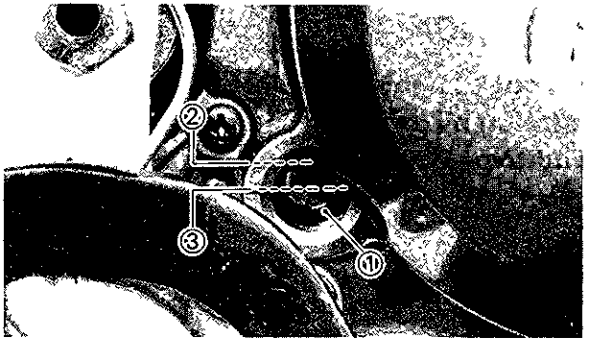


Item	Torque		
	Nm	m•kg	ft•lb
Spark plug	20	2.0	14
Engine drain bolt	15	1.5	11
Coolant drain bolt	10	1.0	7.2
Rear shock absorber— Lock nut	42	4.2	30
Front wheel axle	58	5.8	42
Axle holder nut	10	1.0	7.2
Rear wheel axle nut	90	9.0	65

EAH44800

Transmission oil level check

1. Warm up the engine for several minutes.
2. To check the oil level, the motorcycle must stand VERTICALLY with its both wheels on the ground. A slight tilt toward the side can produce false readings.
3. With the engine stopped, check the oil level through the level window located at the right side crankcase cover.
4. The oil level should be between the high and low level on the level window. If the level is low, add sufficient oil to raise it to the proper level.



1 Level window 2. Maximum level 3. Minimum level

Recommended oil:
SAE 10W30 type SE motor oil
Oil quantity:
0.8 L (0.7 Imp qt, 0 9 US qt)

EUU34900

CAUTION:

Do not add any chemical additives. Transmission oil also lubricates the clutch and additives could cause clutch slippage.

EUU32400

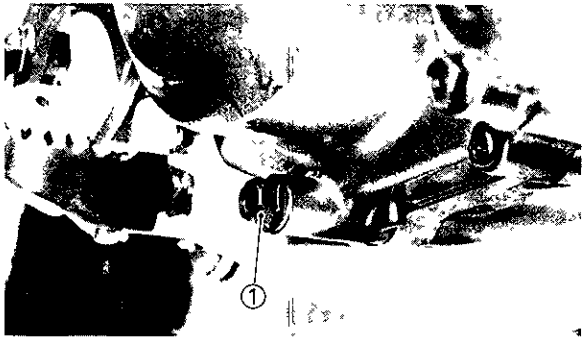
CAUTION:

Be sure no foreign material enters the crankcase.

H-446

Transmission oil replacement

1. To drain the oil, warm up the engine for several minutes.
2. Place an oil pan under the engine.
3. Remove the drain plug and drain the oil.

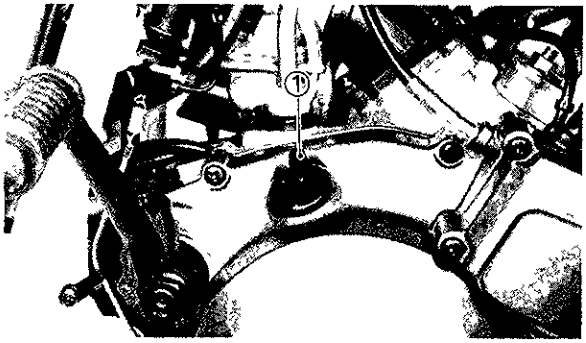


1 Drain plug

4. Reinstall the drain plug (make sure it is tight).

Drain plug torque:
15 Nm (1.5 m•kg, 11 ft•lb)

5. Add oil through the oil filler hole.



1 Oil filler cap

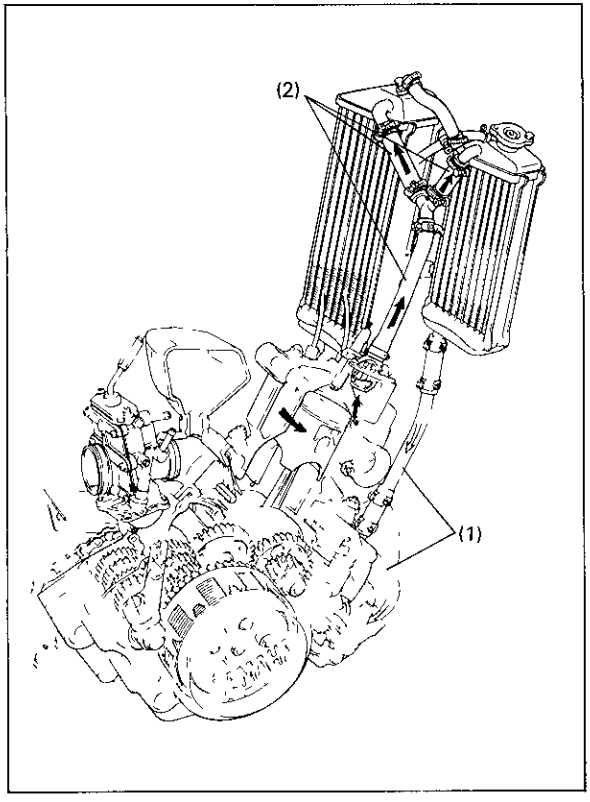
Periodic oil change: 0.75 L (0.66 Imp qt, 0.79 US qt)

6. After replacement of transmission oil, be sure to check for oil leaks.

EAH51300

Cooling system

The coolant is circulated by an impeller type pump mounted on the right-hand crankcase and driven by a gear. The coolant is drawn by the pump from the bottom tank of the radiator, through the pipe(1), and discharged into the cylinder and cylinder-head. The coolant passes from the cylinder to the cylinder-head through coolantpassages. After circulating around the combustion chamber jacket, it enters the radiator upper tank via the pipe(2). The heated coolant from the engine then passes down through the finned tubes to the bottom tank of the radiator. These finned tubes present a large surface area to the air and dissipate the heat.



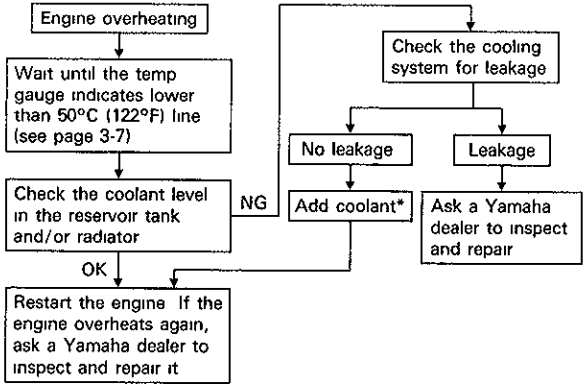
1. If your motorcycle overheats

EUU70500

⚠ WARNING

Do not remove the radiator cap when the engine and radiator are hot. Scalding hot fluid and steam may be blown out under pressure, which could cause serious injury. When opening the radiator cap, note the following points. Wait until the engine has cooled. Place a thick rag like a towel over the radiator cap and slowly rotate the cap counterclockwise to the detent. This procedure allows any residual pressure to escape. When the hissing sound has stopped, press down on the cap while turning counterclockwise and remove it.

If overheating is detected, perform the following checks.



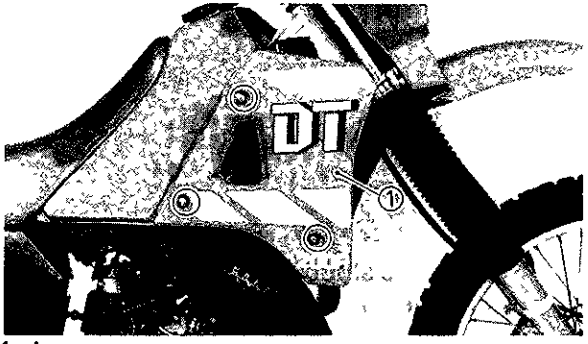
EUU04300

✱ NOTE:

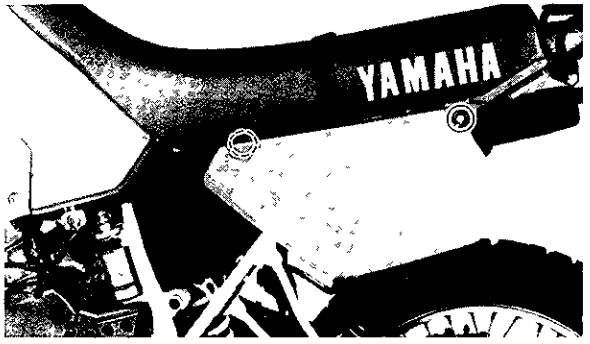
If it is difficult to get the recommended coolant, tap water can be temporarily used, provided that it is changed to the recommended coolant as soon as possible.

2. Changing the coolant

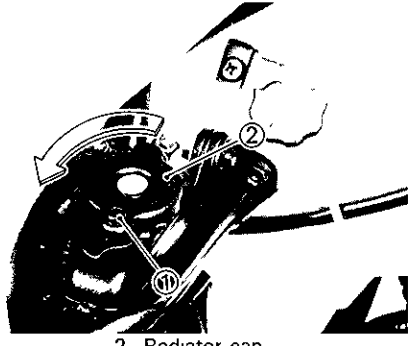
a. Remove the air scoop and side cover.



1. Air scoop

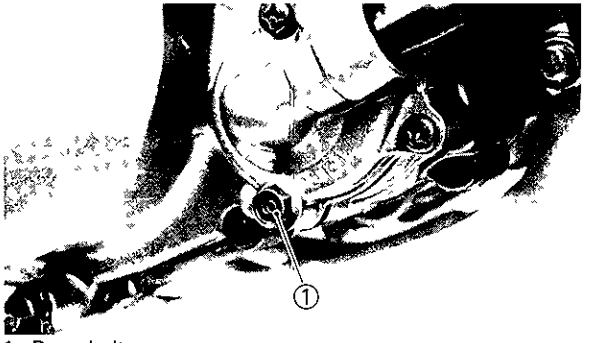


b. Remove the stopper bolt and then remove the radiator cap.



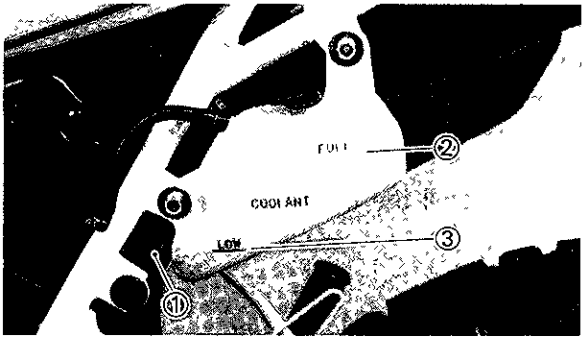
1 Stopper bolt 2 Radiator cap

c. Place a container under the engine.
d. Remove the drain bolt.



1 Drain bolt

e. Disconnect the reservoir tank hose on the reservoir tank side, and drain the reservoir tank of its coolant.



1. Reservoir tank hose 2 "FULL" level 3 "LOW" level

f. Drain the coolant completely and thoroughly flush the cooling system with clean tap water.
g. Retighten the drain bolt. If the gasket is damaged, replace it.

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

h. Reinstall the reservoir tank hose.
i. Pour the recommended coolant into the radiator until the radiator is full.

Recommended coolant:
High quality ethylene glycol anti-freeze containing corrosion inhibitors for aluminum engines.
Coolant and water mixed ratio:
50%/50%
Total amount:
1.200 cm^3 (1.06 Imp qt, 1.27 US qt)
Reservoir tank capacity:
300 cm^3 (0.26 Imp qt, 0.32 US qt)
From LOW to FULL level:
240 cm^3 (0.21 Imp qt, 0.25 US qt)

EUU30900

CAUTION:

Hard water or salt water is harmful to the engine. You may use distilled water if you can't get soft water.

j. Reinstall the radiator cap.
k. Run the engine several minutes to recheck the coolant level in the radiator. If it is low, add more coolant until it reaches the top of the radiator.
l. Reinstall the stopper bolt.
m. Full the reservoir tank with coolant up to "FULL" level.
n. Reinstall the reservoir tank cap and check for coolant leakage.

EUU04400

NOTE:

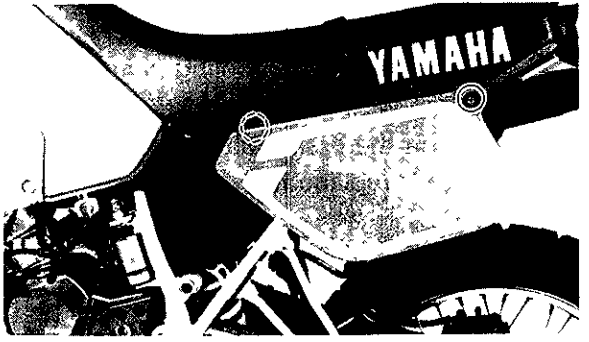
If you find any leaks, ask a Yamaha dealer to inspect.

o. Reinstall the air scoop and side cover.

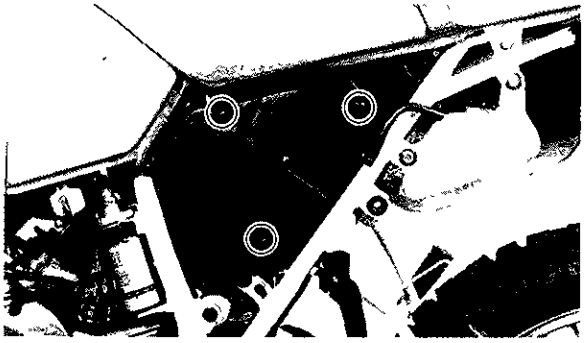
H 642

Air filter

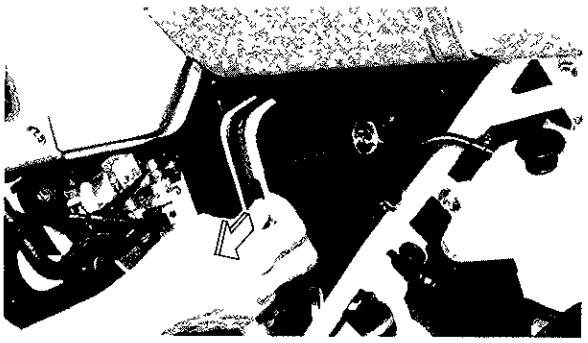
1. Remove the side cover.



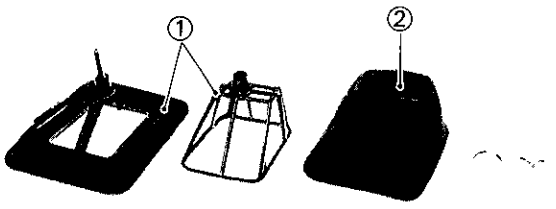
2. Remove the air filter case fitting screws and the filter case cover.



3. Side out the guide together with the element.



4. Remove the element from its guide, and clean it with solvent. After cleaning, remove the remaining solvent by squeezing the element.



1 Guide 2 Element U-326

5. Apply recommended oil to the entire surface of the filter and squeeze out the excess oil. The element should be wet but not dripping.

Recommended oil:
Foam-air-filter oil or SAE 10W30 motor oil

6. When installing the element in its case, be sure its sealing surface matches the sealing surface of the case so there is no air leak.
7. The element should be cleaned at the specified intervals. It should be cleaned more often if the motorcycle is operated in dusty or wet areas.

CAUTION:

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

H-900

Carburetor adjustment

The carburetor is a vital part of the engine and requires very sophisticated adjustment. Most adjustments should be left to a Yamaha dealer who has the professional knowledge and experience to do so. However, the following point may be serviced by the owner as part of this routine maintenance.

U-330

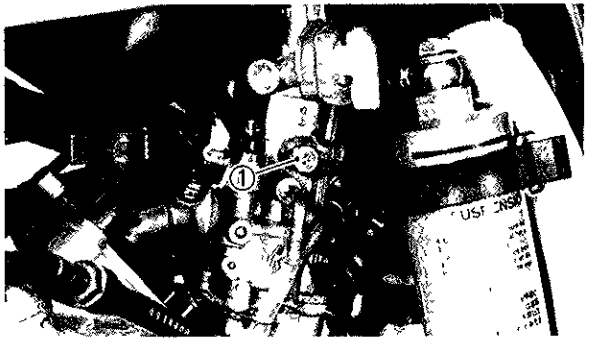
CAUTION:

The carburetor was set at the Yamaha factory after many tests. If the settings are disturbed, poor engine performance and damage may result.

H-901

Idle speed adjustment

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.



1 Throttle stop screw

Standard idle speed:
1,300 ~ 1,400 r/min

U-045

NOTE:

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

H 903

Throttle cable adjustment

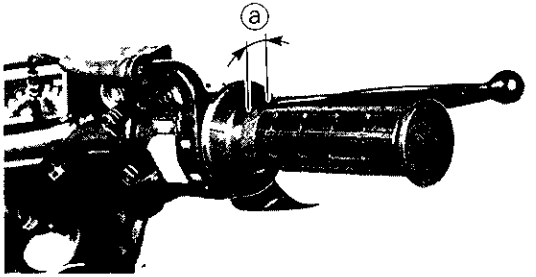
U 064

NOTE:

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

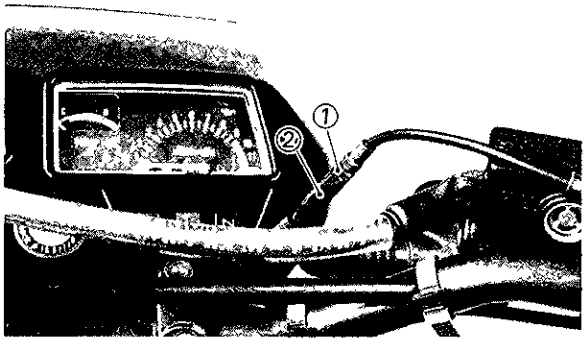
The throttle cable should have a specified free play in the turning direction at the grip flange. If the play is incorrect, take the following steps for adjustment.

Free play:
3 ~ 5 mm (0.12 ~ 0.20 in)



a 3 ~ 5 mm (0.12 ~ 0.20 in)

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



1 Lock nut 2. Adjuster

H-203

Spark plug inspection

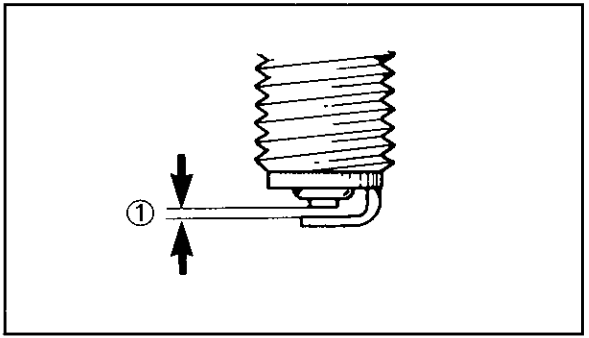
The spark plug is an important engine component and is easy to inspect. The condition of the spark plug can indicate something of the condition of the engine.

The ideal color on the white porcelain insulator around the center electrode is a medium to light tan color for a motorcycle that is being ridden normally. Do not attempt to diagnose any 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 the spark plugs to slowly break down and erode. If electrode erosion becomes excessive, or if carbon and other deposits are excessive, you should replace the spark plugs with a proper type of plug.

Standard spark plug:
BR8ES (NGK) or BR9ES (NGK)

Before installing the spark plug, measure the electrode gap with a wire thickness gauge and adjust the gap to specification as necessary.

Spark plug gap:
0.7 ~ 0.8 mm (0.028 ~ 0.031 in)



1 Spark plug gap

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

Spark plug torque:
20 Nm (2.0 m•kg, 14 ft•lb)

U-038

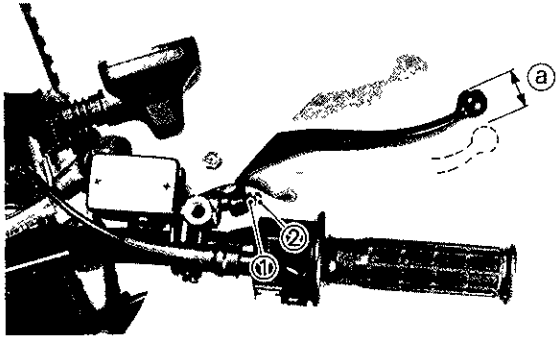
NOTE:

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

H-801

Front brake adjustment

The free play at the end of the front brake lever should be 2~5 mm (0.08~0.20 in).



1. Lock nut 2. Adjuster a 2~5 mm (0.08~0.20 in)

1. Loosen the lock nut.
2. Turn the adjuster so that the brake lever movement at the lever end is 2~5 mm (0.08~0.20 in) before the adjuster contacts the master cylinder piston.
3. After adjusting, tighten the lock nut.

U 636

⚠ WARNING

Check the brake lever free play. Be sure the brake is working properly.

U-641

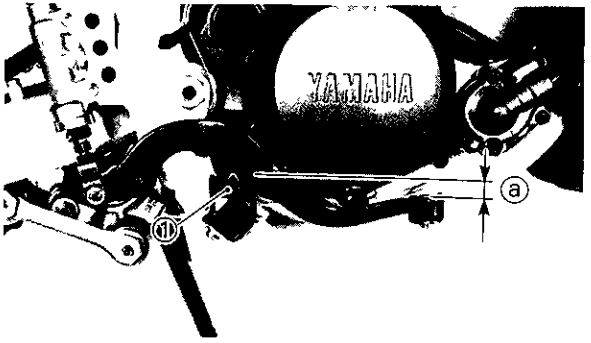
⚠ WARNING

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

H 804

Rear brake adjustment

The brake pedal top end should be 15 mm (0.6 in) below the top of the footrest. If not, ask a Yamaha dealer to adjust it.



1 Footrest 2 Pedal height 15 mm (0 6 in)

U 688

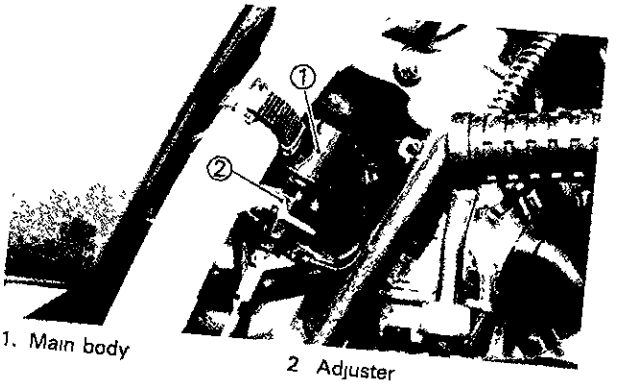
⚠ WARNING

An incorrect free play indicates a hazardous condition 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.

H-833

Brake light switch adjustment

The brake light switch is operated by movement of the brake pedal. To adjust, hold the main body of the switch with your hand 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

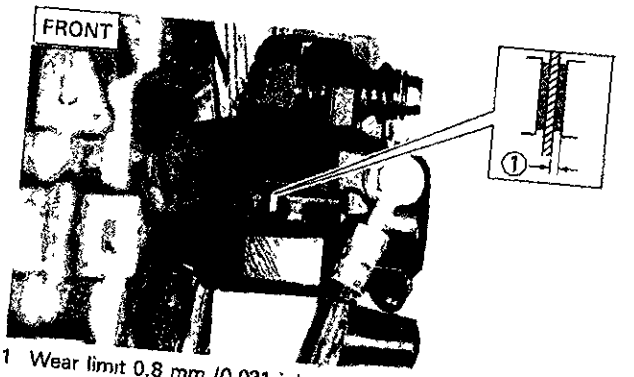


1. Main body
2 Adjuster

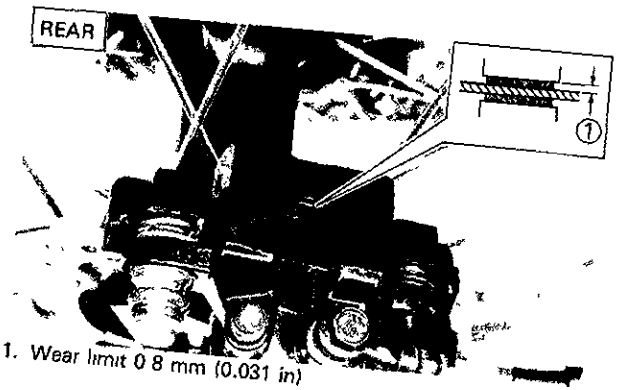
H-870

Checking the front and rear brake pads

Check the brake pads for damage and wear. If the thickness is less than the specified value, have a Yamaha dealer replace the pads.



1 Wear limit 0.8 mm (0.031 in)



1. Wear limit 0.8 mm (0.031 in)

Inspecting the brake fluid level

Insufficient brake fluid may let air enter the brake system, possibly causing the brakes to become ineffective.

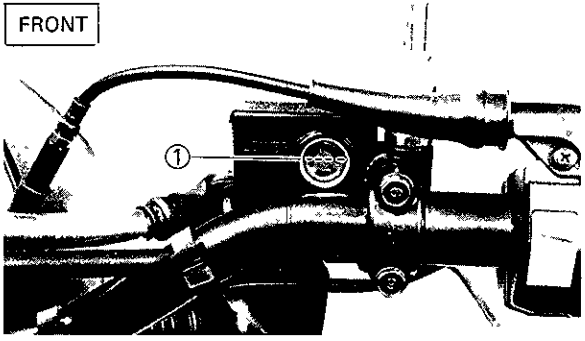
Before riding, check the brake fluid level and replenish when necessary. Observe these precautions:

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

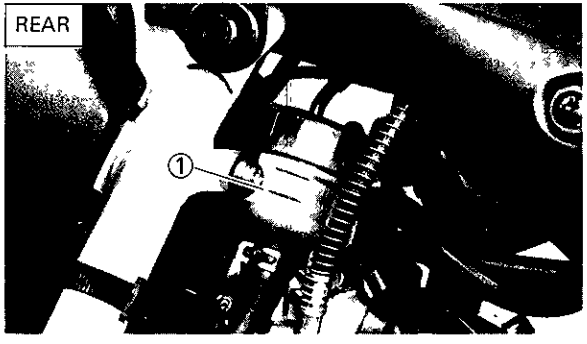
Recommended brake fluids: DOT #4

NOTE:

If DOT #4 is not available, #3 can be uesd



1 Lower level



1 Lower level

3. Refill with the same type of brake fluid; mixing fluids may result in a harmful chemical reaction and lead to poor performance.
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 erode 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.

H-835

Brake fluid replacement

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

I-001

Clutch adjustment

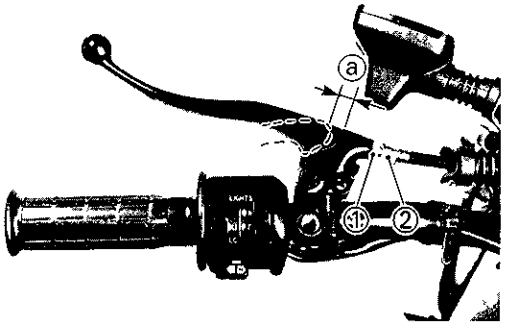
This model has two clutch cable length adjusters. The cable length adjusters are used to take up slack from cable stretch and to provide sufficient free play for proper clutch operation. Normally, once the clutch cable length adjuster (crankcase) is properly set, the only adjustment required is maintenance of free play at the clutch cable length adjuster (handlebar lever).

I-005

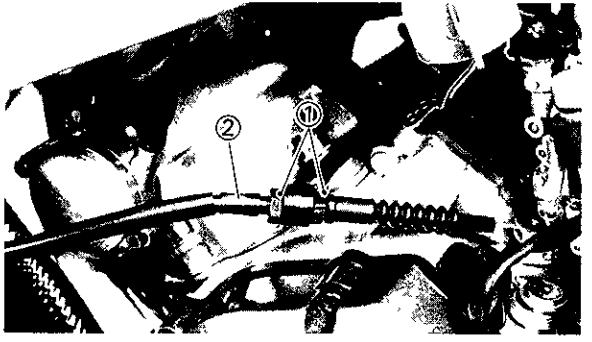
Free play adjustment

The clutch should be adjusted to suit the rider's preference; but free play at the lever pivot should be 2~3 mm (0.08~0.12 in). Loosen either the handlebar lever adjuster lock nut or the cable length adjuster lock nut. Turn the cable length adjuster either in or out until proper lever free play is achieved.

Clutch lever free play:
2~3 mm (0.08~0.12 in)



1 Lock nut 2 Adjuster a 2~3 mm (0.08~0.12 in)



1 Lock nut 2 Adjuster

I-408

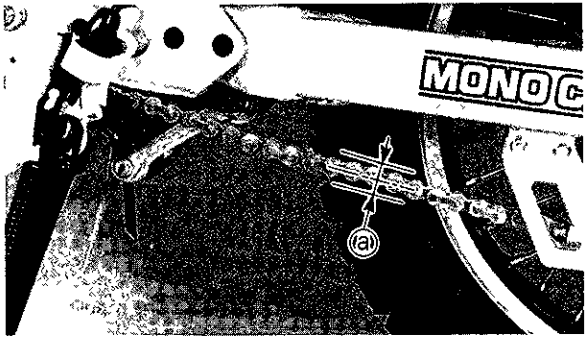
Drive chain slack check

U 048

NOTE:

Before checking and/or adjusting the chain slack, rotate the rear wheel through several revolutions. Check the chain slack several times to find the point where the chain is the tightest. Check and/or adjust the chain slack where the rear wheel is in this "tight chain" position.

To check the chain slack the motorcycle must stand vertically with both wheels on the ground and without a rider. Check the slack at the position shown in the illustration. The normal vertical deflection is approximately 25~40 mm (1.0~1.6 in). If the deflection exceeds 40 mm (1.6 in) adjust the chain slack.

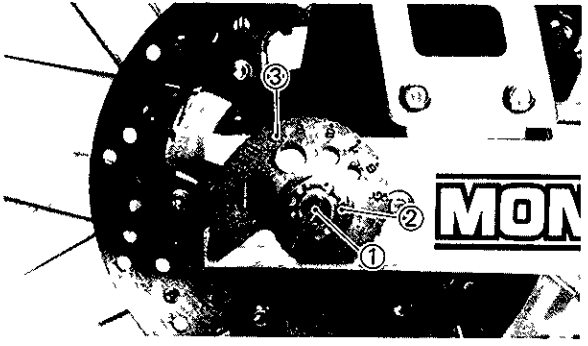


a. 25~40 mm (1.0~1.6 in)

I 421

Drive chain slack adjustment

1. Remove the cotter pin from the rear wheel axle nut.



1 Cotter pin 2 Axle nut 3 Chain puller

2. Loosen the rear wheel axle nut.
3. Turn chain puler both left and right, until axle is situated in same puller slot position.

U-333

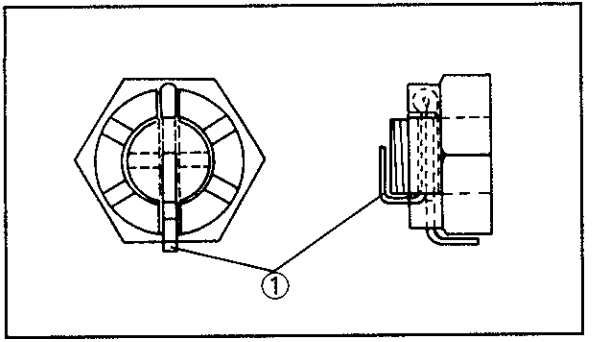
CAUTION:

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

4. After adjusting, be sure to tighten the axle nut.

Axle nut torque:
90 Nm (9.0 m•kg, 65 ft•lb)

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



1. Cotter pin

U 647

⚠ WARNING

Always use a new cotter pin on the axle nut.

I-407

Drive chain lubrication

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

This motorcycle has a drive chain with small rubber O-rings between the chain plates. Steam cleaning, high-pressure washes, and certain solvents can damage these O-rings. Use only kerosene to clean the drive chain. Wipe 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 O-rings.

I-107

Cable inspection and lubrication

U-646

⚠ WARNING

Damage to the outer housing of the various cables may cause corrosion and interfere with the movement of the cable. An unsafe condition may result so replace such cables as soon as possible.

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

Recommended lubricant:
SAE 10W30 motor oil

I 102

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. Two screws clamp throttle housing to the handlebar. Once these two are removed, the end of the cable can be held high to pour in several drops of lubricant. With the throttle grip disassembled, coat the metal surface of the grip assembly with a suitable all-purpose grease.

I 108

Autolube pump adjustment

The autolube pump is a vital part of the engine and requires very sophisticated adjustment. Most adjusting should be left to a Yamaha dealer who has the professional knowledge and experience to do so.

I-306

Brake and shift pedals

Lubricate the pivoting parts.

Recommended lubricant:
SAE 10W30 motor oil

I-307

Brake and clutch levers

Lubricate the pivoting parts.

Recommended lubricant:
SAE 10W30 motor oil

I-311

Sidestand

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

Recommended lubricant:
SAE 10W30 motor oil

U-704

⚠ WARNING

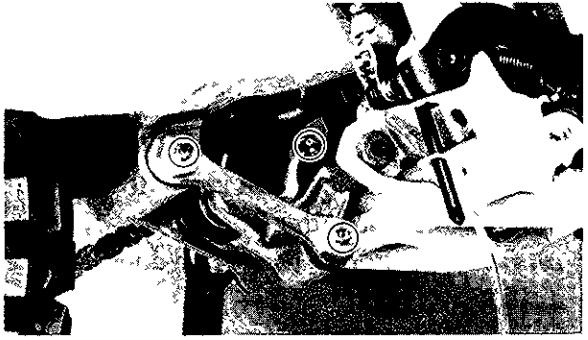
If the sidestand movement is not smooth, consult a Yamaha dealer.

I-313

Rear suspension

Lubricate the pivoting parts.

Recommended lubricant:
Lithium soap base grease



I-205

Front fork inspection

U-657

⚠ WARNING

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

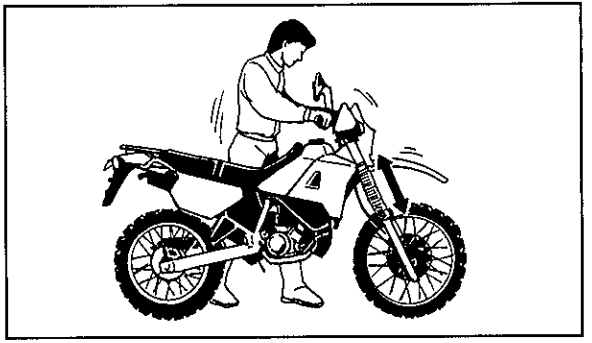
1. Visual check
   Check for scratches/damage on the inner tube and excessive oil leakage with the front fork.

2. Operation check
   Place the motorcycle on a level place.
   a. Hold the motorcycle on an upright position with the rider's hands on the handlebar, and apply the front brake.
   b. Pump the front forks up and down several times.

U-121

CAUTION:

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



I-528

Front fork and rear shock absorber adjustment

Front fork:

U-669

⚠ WARNING

Always adjust each fork preload to the same setting. Uneven adjustment can cause poor handling and loss of stability.

1. Elevate the front wheel by placing a suitable stand under the engine.

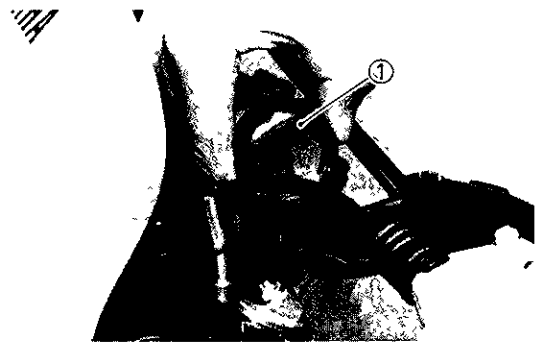
U-050

NOTE:

When checking and adjusting the air pressure, there should be no weight on the front end of the motorcycle.

2. Remove the valve cap from each fork.
3. Using the air check gauge, check and adjust the air pressure.
   If the air pressure is increased, the suspension becomes stiffer, and if decreased, it becomes softer.

To increase:
Use an air pump or pressurized air supply.
To decrease:
Release the air by pushing the valve.



1 Air check gauge

NOTE:

An optional air check gauge is available. Please ask a nearby Yamaha dealer.
P/No. 2X4-2811A-00

Standard air pressure:
0 kPa (0 kg/cm^2, 0 psi)
Maximum air pressure:
40 kPa (0.4 kg/cm^2, 5.7 psi)

U-334

CAUTION:

Never exceed the maximum pressure, or oil seal damage may occur.

U-665

⚠ WARNING

The difference between both the left and right tubes should be 10 kPa (0.1 kg/cm^2, 1.4 psi) or less.

4. Install the valve caps securely.

I-515

Rear shock (Monocross suspension "De Carbon" system)

U-673

⚠ WARNING

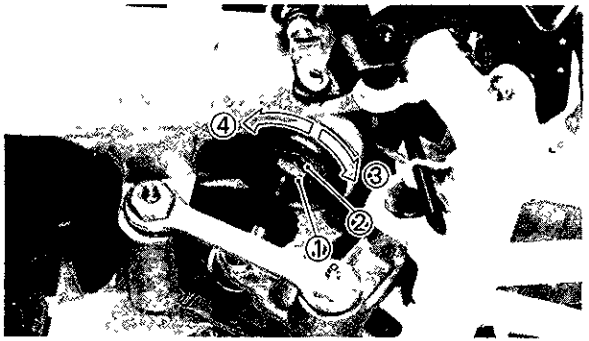
This shock absorber contains highly pressurized nitrogen gas. Read and understand the following information before handling the shock absorber. The manufacturer cannot be held responsible for property damage or personal injury that may result from improper handling.

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. **Bring your shock absorber to a Yamaha dealer for any service.**

I-529

Rear shock absorber adjustment

1. Spring
   The spring preload of the rear shock absorber can be adjusted to suit the rider's preference, weight, and the course conditions.
   a. Loosen the lock nut.
   b. To increase the preload, turn the adjuster clockwise. To decrease the preload, turn the adjuster counterclockwise.



1 Lock nut
2 Adjuster
3 Increase spring preload
4 Decrease spring preload

U-363

CAUTION:

Never attempt to turn the adjuster beyond the maximum or minimum setting.

   c. The length of the spring (installed) changes 1 mm (0.04 in) per turn of the adjuster.

S.T.D. Length	250 mm (9 8 in)
MIN. Length	235 mm (9.3 in)
MAX. Length	255 mm (10 0 in)

U 052

NOTE:

When adjusting, use the special wrench which is included in the owner's tool kit.

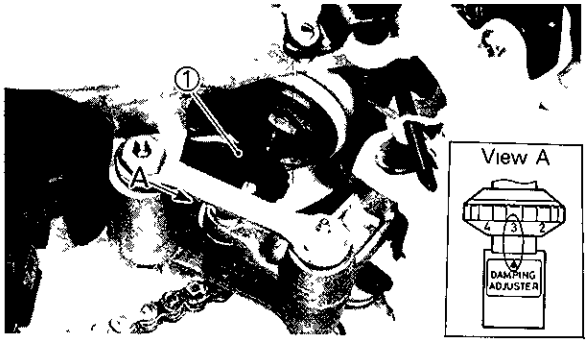
Tightening torque:
42 Nm (4.2 m•kg, 30 ft•lb)

U-364

CAUTION:

Always tighten the lock nut against the spring adjuster and torque the lock nut to specification.

2. Damping
   a. Turn the damping adjuster to increase or decrease the damping
   b. If the damping adjuster is turned toward the "5", the damping becomes harder; if the adjuster is turned toward the "1", damping becomes softer.



1 Damping adjuster

	Hard		STD	Soft	
Adjusting Position	5	4	3	2	1

U 363

CAUTION:

Never attempt to turn the adjuster beyond the maximum or minimum setting.

I-513

Recommended combinations of the front fork and the rear shock absorber settings

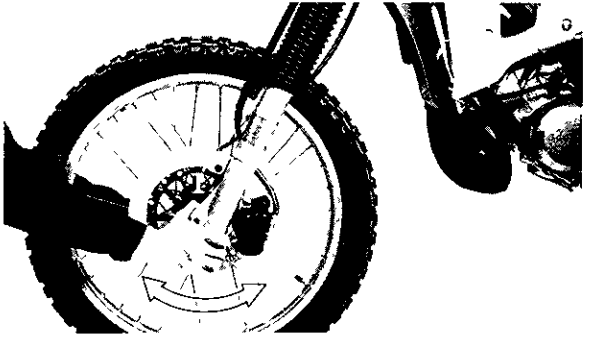
Use this table as a guide for specific riding and motorcycle load conditions.

	Front fork	Rear shock absorber		Loading condition			
	Air pressure	Spring lenght	Damping adjuster	Solo rider	With passenger	With accessories and equipment	With accessories, equipment and passenger
1.	0 kPa (0 kg/cm^2, 0 psi)	250 mm (9 8 in)	1~3	○			
2.	0 kPa (0 kg/cm^2, 0 psi)	250~245 mm (9.8~9.6 in)	3~5		○		
3.	0 kPa (0 kg/cm^2, 0 psi)	250 mm (9.8 in)	1~3			○	
4	0~40 kPa (0~0.4 kg/cm^2, 0~5.7 psi)	250~240 mm (9.8~9.4 in)	3~5				○

I-603

Steering inspection

Periodically inspect the condition of the steering. Worn out or loose steering bearings may be dangerous. Place a block under the engine to raise the front wheel 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.



U-657

⚠ WARNING

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

I-602

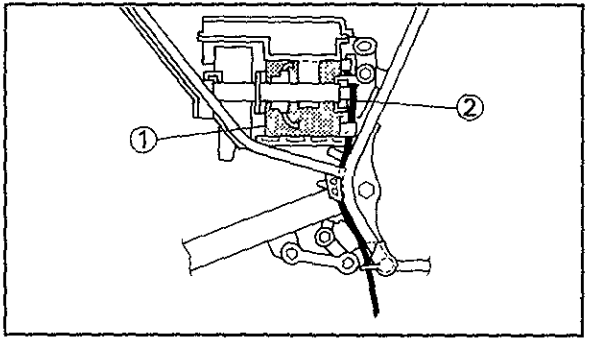
Wheel bearings

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

I-700

Battery

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



1 Battery 2 Battery breather pipe

U-336

CAUTION:

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

U-658

⚠ WARNING

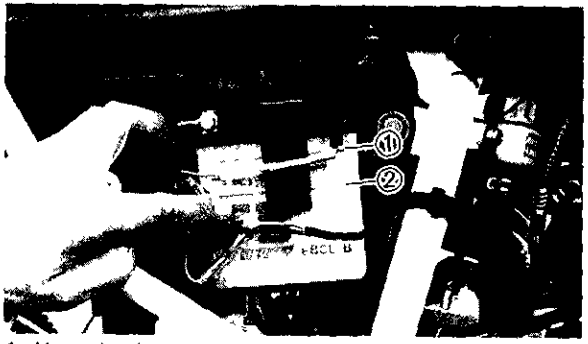
Battery electrolyte is poisonous and dangerous, causing severe burns, etc. It contains sulfuric acid. Avoid contact with skin, eyes or clothing.
Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg, or vegetable oil. Call a physician 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.

I-704

Replenishing the battery fluid

A poorly maintained battery will deteriorate quickly. The battery fluid should be checked at least once a month.

1. The level should be between the upper and lower level marks. Use only distilled water if refilling is necessary.



1 Upper level 2 Lower level

U-338

CAUTION:

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

U 659

⚠ WARNING

Battery fluid on the chain can cause premature failure and possibly an accident.

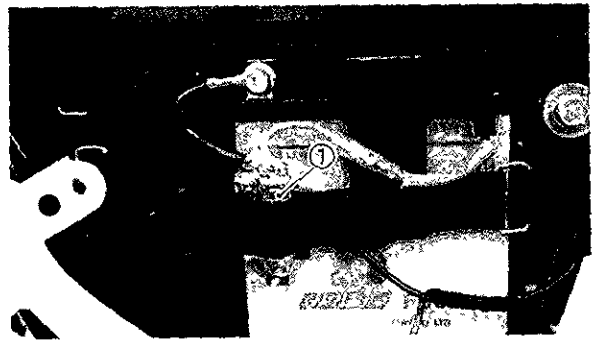
2. When the motorcycle will not be used for a month or longer, remove the battery and store it in a cool, dark place. Completely recharge the battery before reusing.

3. If the battery will be stored for a longer period than the above, check the specific gravity of the fluid at least once a month and recharge the battery when it is too low.
4. Always make sure the connections are correct when putting the battery back in the motorcycle. Make sure the breather pipe is properly connected and is not damaged or obstructed.

I-910

Fuse replacement

If a fuse is blown, turn off the ignition switch and the switch in 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.



1. Fuse

U-344

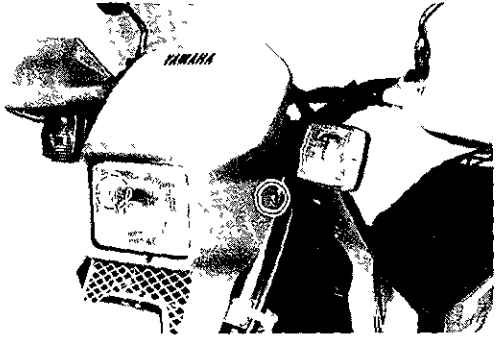
CAUTION:

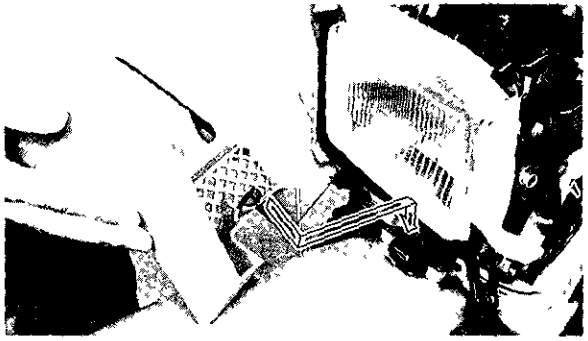
Do not use fuses of higher amperage rating than those recommended. Substitution of a fuse of improper rating can cause extensive electrical system damage and possibly a fire.

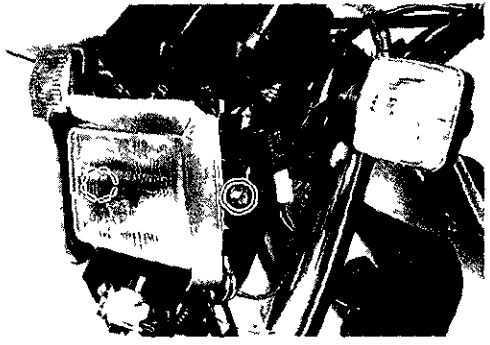
Replacing the headlight bulb

If the headlight bulb burns out, replace the bulb as follows:

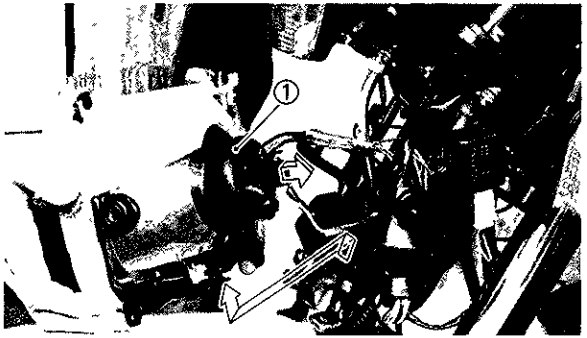
1. Remove the headlight cowl and headlight unit assembly.





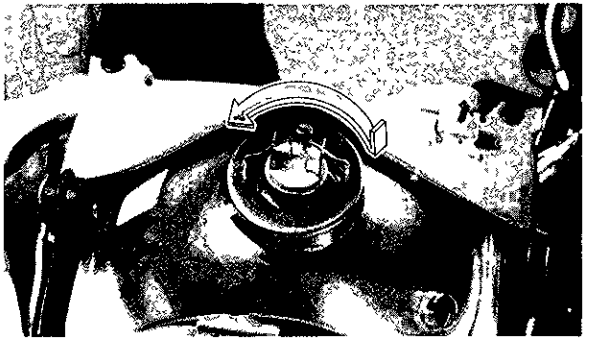


2. Disconnect the leads, and remove the cover.



1 Cover

3. Turn the bulb holder counterclockwise and remove the defective bulb



U-660

⚠ WARNING

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

4. Slip a new bulb into position and secure it in place with the bulb holder.
5. Reinstall the light unit assembly and headlight cowl. Adjust the headlight beam if necessary.

I-809

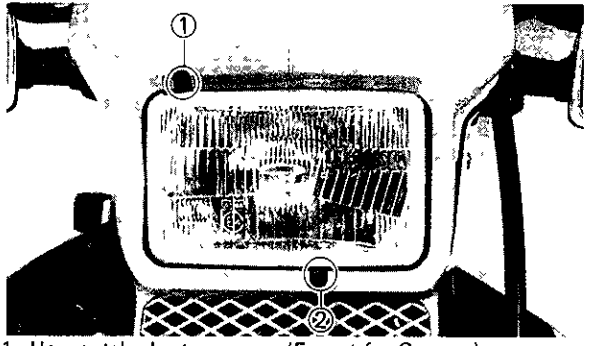
Headlight beam adjustment

U-343

CAUTION:

For the headlight beam adjustment, be sure to proceed as follows (it is advisable to have a Yamaha dealer make this adjustment).

1. Horizontal adjustment: (Except for Oceania)
   To adjust the beam to the left, turn the adjusting screw clockwise.
   To adjust the beam to the right, turn the screw counterclockwise.
2. Vertical adjustment:
   To raise the beam, turn the adjusting screw clockwise.
   To lower the beam, turn the screw counterclockwise.

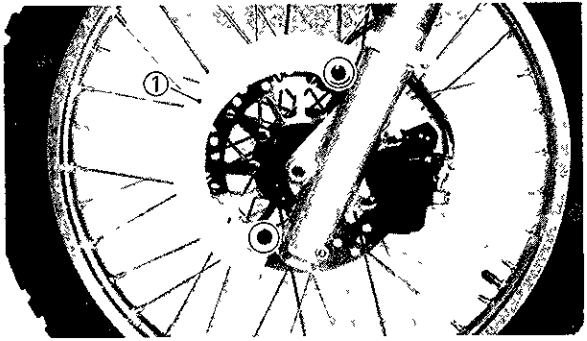


1 Horizontal adjusting screw (Except for Oceania)
2 Vertical adjusting screw

EAJ25400

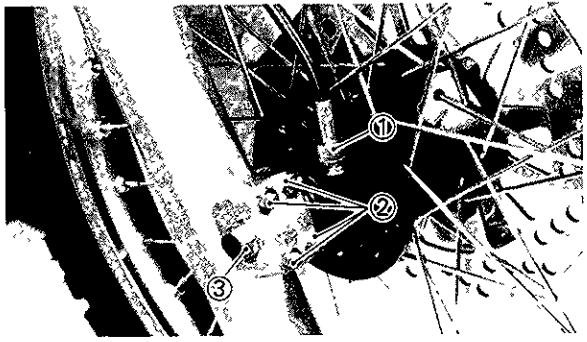
Front wheel removal

1. Elevate the front wheel by placing a suitable stand under the engine.
2. Remove the disc cover.



1. Disc cover

3. Remove the speedometer cable.



1 Speedometer cable 2 Axle holder nut 3 Wheel axle

4. Loosen the wheel axle holder nuts.
5. Remove the axle and the front wheel. Make sure the motorcycle is properly supported.

EUU05400

NOTE:

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

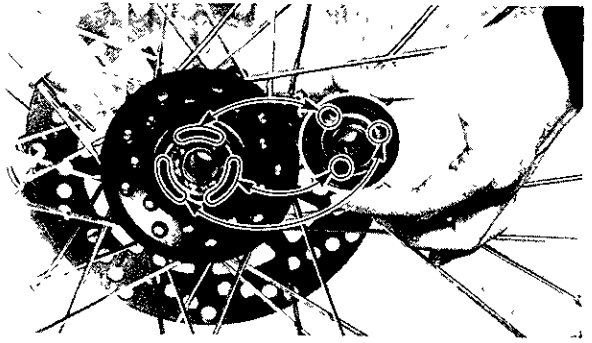
J-234

Front wheel installation

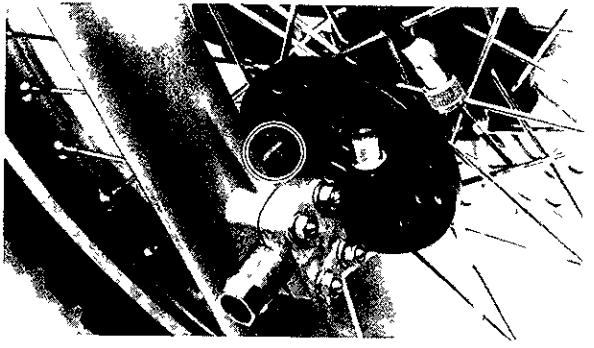
When installing the front wheel, reverse the removal procedure.

Pay attention to the following points:

1. Make sure the wheel hub and the speedometer clutch assembly are installed with the projections meshed into the slots.



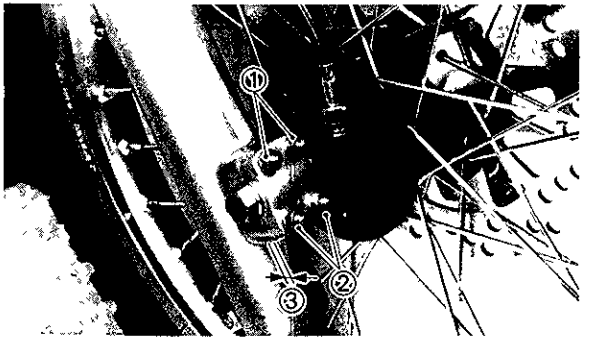
2. Make sure the projecting portion (torque stopper) of the speedometer housing is positioned correctly.



3. Make sure the axle is properly torqued.

Tightening torque: 58 Nm (5.8 m•kg, 42 ft•lb)

4. Before tightening the holder nuts, compress the front forks several times to check for proper fork operation.
5. Tighten the axle holder nuts; first the upper and then lower ones.



1 1st 2 2nd 3. Gap

Axle holder nut torque:
10 Nm (1.0 m•kg, 7.2 ft•lb)

EAJ36800

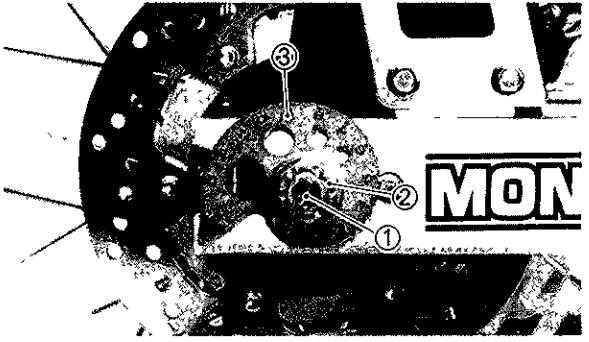
Rear wheel removal

EUU66200

⚠ WARNING

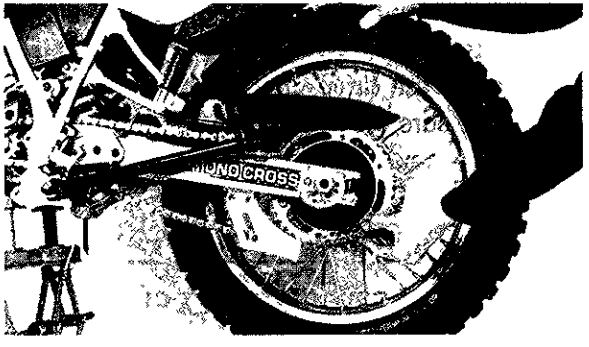
It is advisable to have a Yamaha dealer service the rear wheel.

1. Elevate the rear wheel by placing a suitable stand under the engine.
2. Remove the cotter pin from the axle nut and loosen the axle nut.



1 Cotter pin 2 Axle nut 3 Chain puller

3. Push the wheel forward and remove the drive chain.



4. Remove the axle nut.
5. The rear wheel assemble, the collar the chain pullers, etc., can be removed from the motorcycle by pulling the wheel axle.

EUU05500

NOTE:

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

J-367

Rear wheel installation

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

1. Adjust the drive chain.
2. Make sure the axle nut is properly toqued, and a new cotter pin is installed.

U-647

⚠ WARNING

Always use a new cotter pin on the axle nut.

Axle nut torque:
90 Nm (9.0 m•kg, 65 ft•lb)

J-500

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 checking these systems. If your motorcycle requires any repair, bring it to a Yamaha dealer. The skilled technicians at a Yamaha dealer ship have the tools, experience, and know-how to properlyservice your motorcycle. Use only genuine Yamaha parts on your motorcycle. Imitations 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.

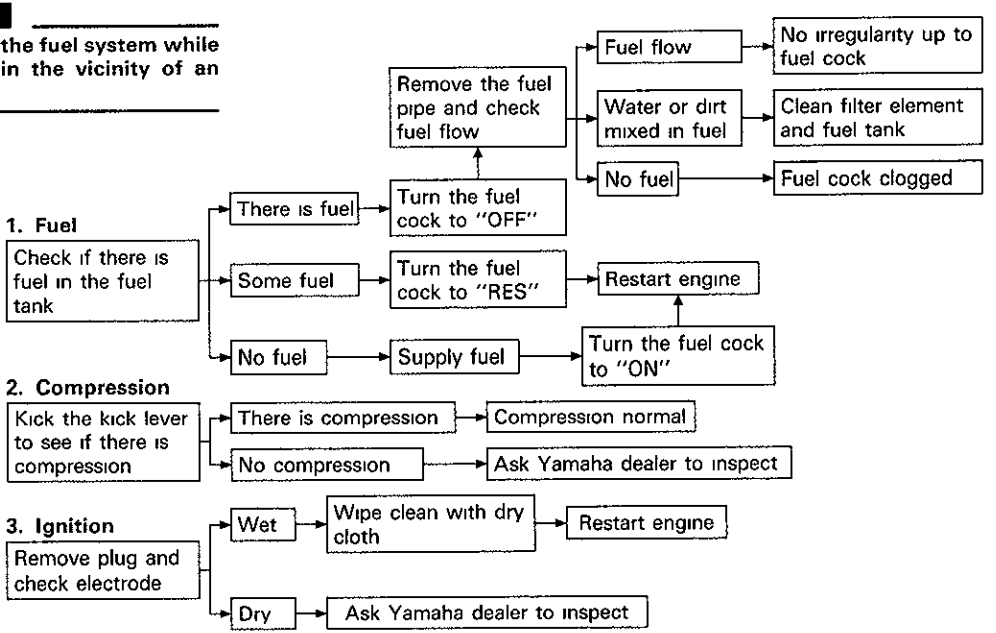
J-514

Troubleshooting chart

U-663

⚠WARNING

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



K 000

CLEANING AND STORAGE

K-009

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 plug(s) 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.

U 346

CAUTION:

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

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.

K-010

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 bowl(s).
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 the spark plug(s), pour about one tablespoon of SAE 10W30 or 20W40 motor oil in the spark plug hole(s) and reinstall the spark plug(s). Kick the engine over several times (with the ignition off) to coat the cylinder walls with oil.
4. Remove the drive chain. Thoroughly clean the chain with kerosene and lubricate it. Reinstall the chain or store it in a plastic bag (tied to frame for safe-keeping).
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(30°F) or more than 30°C(90°F)).

U 058

NOTE:

Make any necessary repairs before storing the motorcycle.

NOISE REGULATION
(For Australia)

"TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED"

Owners are warned that the law may prohibit:

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

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

SPECIFICATIONS

DT200R: F
DT200RA, AUS, NZ

Model	DT200R/DT200RA
Dimension:	
Overall length	2,165 mm (85.2 in)
Overall width	830 mm (32.7 in)
Overall height	1,255 mm (49.4 in)
Seat height	885 mm (34 8 in)
Wheel base	1,415 mm (55 7 in)
Minimum ground clearance	315 mm (12.4 in)
Basic weight:	
With oil and full fuel tank	122 kg (269 lb) (DT200R) 121 kg (267 lb) (DT200RA)
Minimum turning radius.	2,100 mm (82.7 in)
Engine:	
Type	Liquid cooled, 2-stroke, gasoline
Model	2YY1 (DT200R), 3CJ2 (DT200RA)
Cylinder arrangement	Single cylinder, Forward inclined
Displacement	195 cm^3
Bore × Stroke	66 × 57 mm (2.60 × 2.24 in)
Compression ratio	6.4 · 1
Starting system	Kick starter
Lubrication system	Separate lubrication (Yamaha Autolube)

Model	DT200R/DT200RA
Engine oil (2-cycle): Type Capacity	 Yamaha oil 2T or Air cooled 2-stroke engine oil 1.2 L (1 1 Imp qt, 1.3 US qt)
Transmission oil: Type Capacity Periodic oil change Total amount	 SAE 10W30 type SE motor oil 0.75 L (0.66 Imp qt, 0.79 US qt) 0.8 L (0.7 Imp qt, 0 9 US qt)
Radiator capacity· (Including all routes)	 1.2 L (1.1 Imp qt, 1.3 US qt)
Air filter:	Wet type element
Fuel: Type Tank capacity Reserve amount	 Regular gasoline 10 L (2.2 Imp gal, 2.6 US gal) 1.8 L (0.4 Imp gal, 0.5 US gal)
Carburetor: Type/manufacturer	 TM28/MIKUNI
Spark plug· Type/manufacturer Gap	 BR8ES or BR9ES/NGK 0.7~0.8 mm (0.028~0.031 in)

Model	DT200R/DT200RA
Clutch type:	Wet, multi-disc
Transmission:	
Primary reduction system	Helical gear
Primary reduction ratio	52/17 (3.059)
Secondary reduction system	Chain drive
Secondary reduction ratio	43/13 (3.308)
Transmission type	Constant mesh 6-speed
Operation	Left foot operation
Gear ratio	
1st	33/12 (2.750)
2nd	30/16 (1.875)
3rd	24/17 (1.412)
4th	24/21 (1.143)
5th	22/23 (0.957)
6th	18/22 (0.818)
Chassis:	
Frame type	Semi double cradle
Caster angle	27°30′
Trail	113 mm (4.5 in)

Model	DT200R/DT200RA
Tire:	
Type	With tube
Size — Front	3.00-21-4PR
Rear	4.60-18-4PR
Brake:	
Front brake type	Single, Disk brake
Operation	Right hand operation
Rear brake type	Single, Disk brake
Operation	Right foot operation
Suspension:	
Front	Telescopic fork
Rear	Swing arm (Link suspension)
Shock absorber:	
Front	Air, Coil spring, Oil damper
Rear	Gas, Coil spring, Oil damper
Wheel travel	
Front	270 mm (10.6 in)
Rear	270 mm (10.6 in)

Model	DT200R/DT200RA
Electrical:	
Ignition system	CDI
Generator system	Flywheel magneto
Battery type/capacity	GM3-3B or FB3L-B/12V 3AH
Headlight type:	Quartz bulb
Bulb wattage/quantity:	
Headlight	12V 60W/55W (DT200R) 12V 35W/36.5W (DT200RA)
Tail/brake light	12V 5W/21W
Flasher light	12V 21W×4 (DT200R) 12V 10W×4 (DT200RA)
Auxiliary light	12V 4W (DT200R)
Meter light	12V 3.4W×2
Indicator light wattage/quantity:	
"NEUTRAL"	12V 3.4W
"HIGH BEAM"	12V 3.4W
"OIL LEVEL"	12V 3.4W
"TURN"	12V 3 4W
"Coolant temp."	12V 3.4W (DT200RA)

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YAMAHA

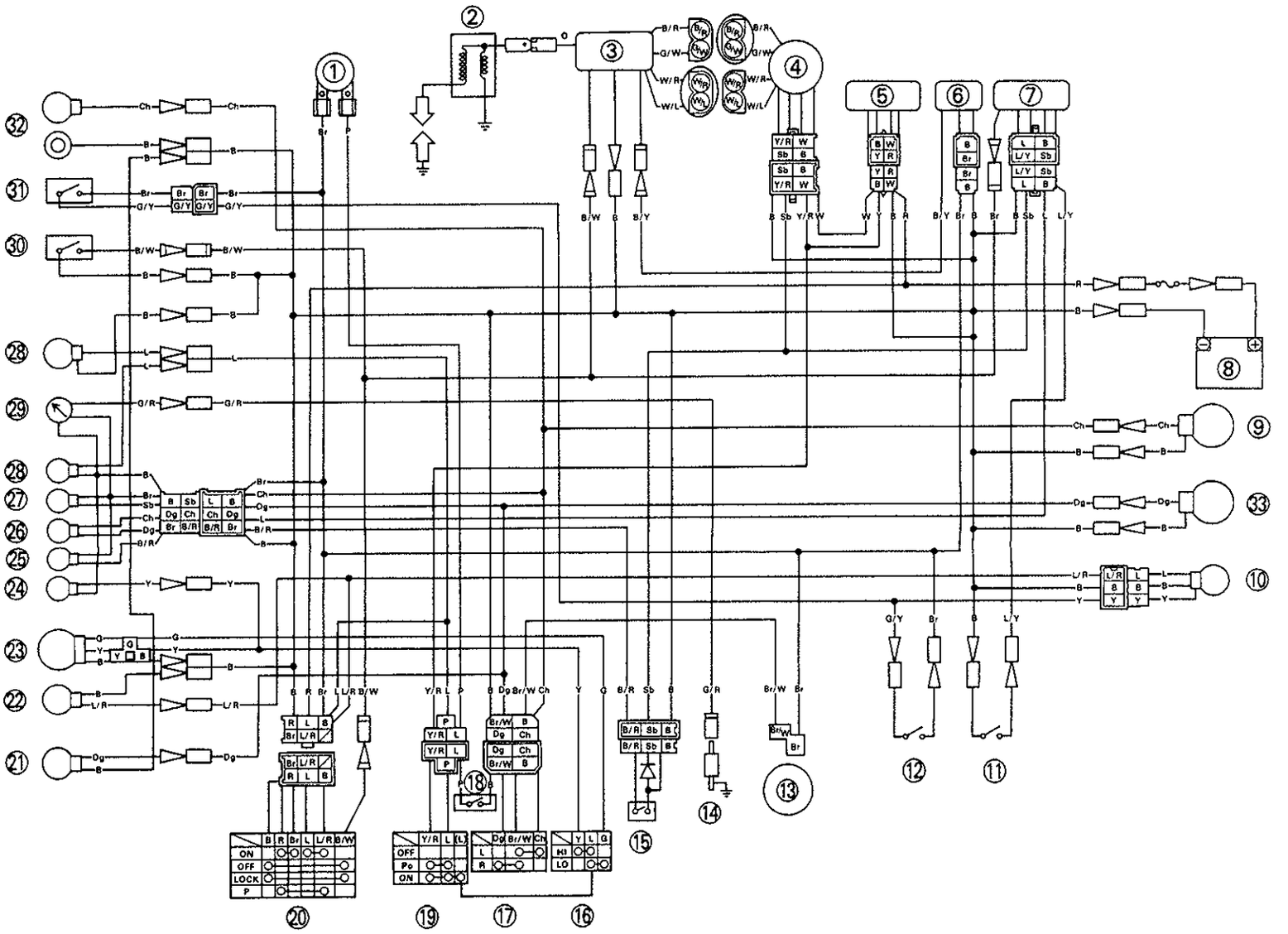
DT200R(A)

MANUEL DU PROPRIETAIRE

2YY-28199-71

DT200R WIRING DIAGRAM

SCHEMA DE CABLAGE DE LA DT200R



1. Horn
2. Ignition coil
3. CDI unit
4. Flywheel magneto
5. Rectifier/Regulator
6. YPVS
7. Control unit
8. Battery
9. Rear flasher light (R)
10. Tail/Brake light
11. Sidestand switch
12. Brake switch
13. Flasher relay
14. Thermo switch
15. Oil level gauge
16. "LIGHTS" (Dimmer) switch
17. "TURN" switch
18. "HORN" switch
19. "LIGHTS" switch
20. Main switch
21. Front flasher light (L)
22. Auxiliary light
23. Headlight
24. "HIGH BEAM" indicator light
25. "OIL" indicator light
26. "TURN" indicator light
27. "NEUTRAL" indicator light
28. Meter light
29. Temperature gauge
30. "ENGINE STOP" switch
31. Front brake switch
32. Front flasher light (R)
33. Rear flasher light (L)

COLOR CODE

B	Black
Br	Brown
Ch	Chocolate
Dg	Dark green
G	Green
L	Blue
O	Orange
P	Pink
R	Red
Sb	Sky blue
W	White
Y	Yellow
G/W	Green/White
W/L	White/Blue
L/B	Blue/Black
B/R	Black/Red
B/W	Black/White
B/Y	Black/Yellow
Br/W	Brown/White
G/R	Green/Red
G/Y	Green/Yellow
L/R	Blue/Red
L/Y	Blue/Yellow
W/R	White/Red
Y/R	Yellow/Red

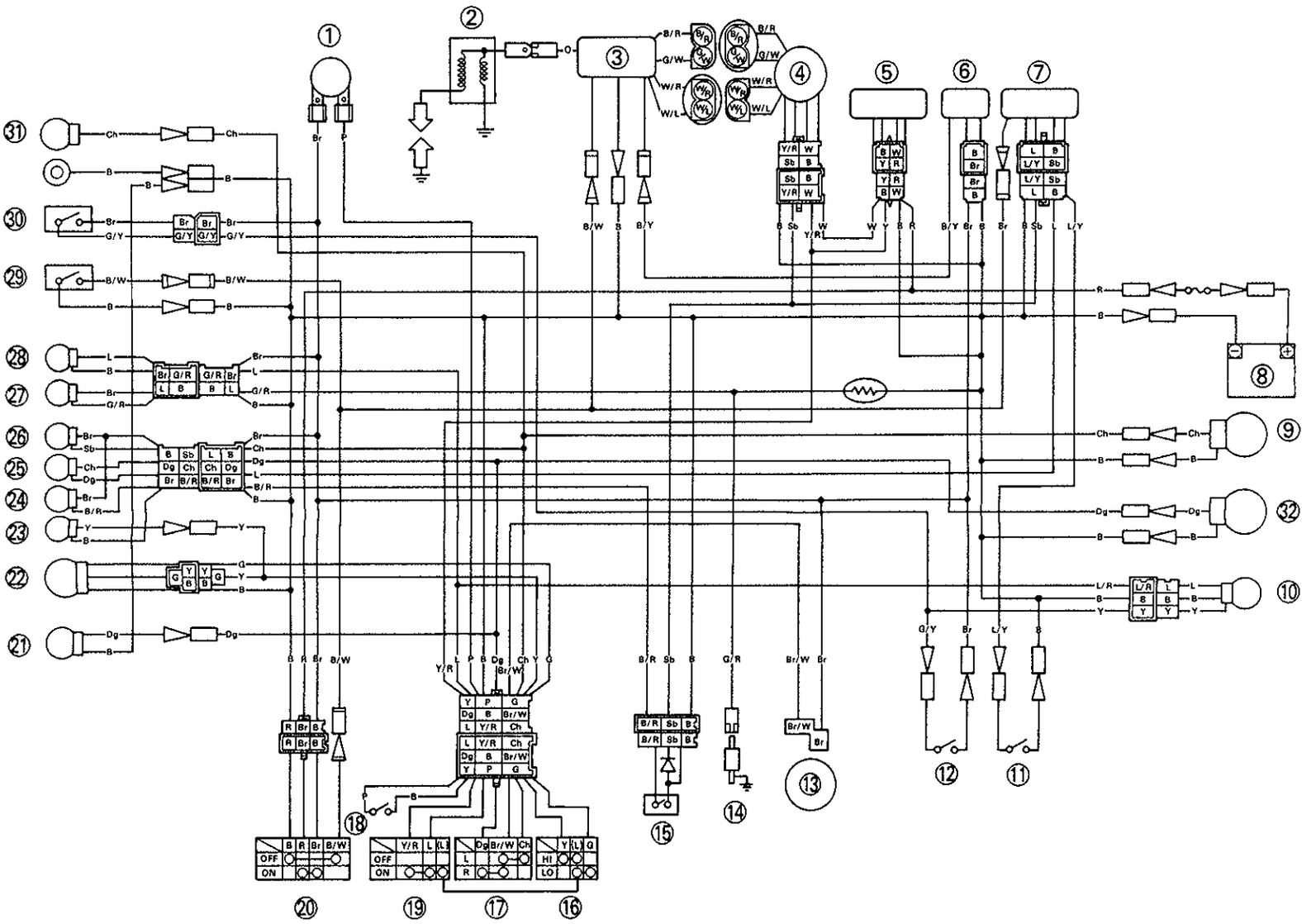
1. Avertisseur
2. Bobine d'allumage
3. Bloc CDI
4. Volant magnétique
5. Redresseur/Régulateur
6. YPVS
7. Bloc de commande
8. Batterie
9. Clignotant arrière (D)
10. Feu arrière/stop
11. Contacteur de béquille latérale
12. Contacteur du feu stop
13. Relais des clignotants
14. Commutateur de thermostat
15. Contacteur de niveau d'huile
16. Commutateur feu de route/feu de croissement "LIGHTS"
17. Commutateur des clignoteurs "TURN"
18. Commutateur d'avertisseur "HORN"
19. Commutateur d'éclairage "LIGHTS"
20. Contacteur à clé
21. Clignotant avant (G)
22. Témoin auxiliaire
23. Phare
24. Lampe témoin de phare "HIGH BEAM"
25. Témoin d'huile "OIL"
26. Lampe témoin des clignotants "TURN"
27. Lampe témoin de point mort "NEUTRAL"
28. Lampe de compteur
29. Indicateur de température
30. Commutateur d'arrêt du moteur "ENGINE STOP"
31. Contacteur avant du feu stop
32. Clignotant avant (D)
33. Clignotant arrière (L)

CODE COULEUR

B	Noir
Br	Brun
Ch	Chocolat
Dg	Vert foncé
G	Vert
L	Bleu
O	Orange
P	Rose
R	Rouge
Sb	Bleu ciel
W	Blanc
Y	Jaune
G/W	Vert/Blanc
W/L	Blanc/Bleu
L/B	Bleu/Noir
B/R	Noir/Rouge
B/W	Noir/Blanc
B/Y	Noir/Jaune
Br/W	Brun/Blanc
G/R	Vert/Rouge
G/Y	Vert/Jaune
L/R	Bleu/Rouge
L/Y	Bleu/Jaune
W/R	Blanc/Rouge
Y/R	Jaune/Rouge

DT200RA WIRING DIAGRAM

SCHEMA DE CABLAGE DE LA DT200RA



1. Horn
2. Ignition coil
3. CDI unit
4. Flywheel magneto
5. Rectifier/Regulator
6. YPVS
7. Control unit
8. Battery
9. Rear flasher light (R)
10. Tail/Brake light
11. Sidestand switch
12. Brake switch
13. Flasher relay
14. Thermo switch
15. Oil level gauge
16. "LIGHTS" (Dimmer) switch
17. "TURN" switch
18. "HORN" switch
19. "LIGHTS" switch
20. Main switch
21. Front flasher light (L)
22. Headlight
23. "HIGH BEAM" indicator light
24. "OIL" indicator light
25. "TURN" indicator light
26. "NEUTRAL" indicator light
27. "Coolant temp" indicator light
28. Meter light
29. ENGINE STOP" switch
30. Front brake switch
31. Front flasher light (R)
32. Rear flasher light (L)

COLOR CODE

B	Black
Br	Brown
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G	Green
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P	Pink
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Sb	Sky blue
W	White
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L/B	Blue/Black
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G/R	Green/Red
G/Y	Green/Yellow
L/R	Blue/Red
L/Y	Blue/Yellow
W/R	White/Red
Y/R	Yellow/Red

1 Avertisseur
2. Bobine d'allumage
3. Bloc CDI
4. Volant magnétique
5. Redresseur/Régulateur
6. YPVS
7. Bloc de commande
8. Batterie
9 Clignotant arrière (D)
10. Feu arrière/stop
11. Contacteur de béquille latérale
12. Contacteur du feu stop
13. Relais des clignotants
14. Commutateur de thermostat
15. Contacteur de niveau d'huile
16. Commutateur feu de route/feu de croissement "LIGHTS"
17. Commutateur des clignoteurs "TURN"
18. Commutateur d'avertisseur "HORN"
19 Commutateur d'éclairage "LIGHTS"
20. Contacteur à clé
21 Clignotant avant (G)
22. Phare
23. Lampe témoin de phare "HIGH BEAM"
24. Témoin d'huile "OIL"
25. Lampe témoin des clignotants "TURN"
26 Lampe témoin de point mort "NEUTRAL"
27. Lampe témoin d'avertissement de température de liquide de refroidissement "Coolant temp"
28. Lampe de compteur
29. Commutateur d'arrêt du moteur "ENGINE STOP"
30. Contacteur avant du feu stop
31. Clignotant avant (D)
32. Clignotant arrière (L)

CODE COULEUR

B	Noir
Br	Brun
Ch	Chocolat
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G	Vert
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O	Orange
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L/B	Bleu/Noir
B/R	Noir/Rouge
B/W	Noir/Blanc
B/Y	Brun/Jaune
Br/W	Vert/Blanc
G/R	Vert/Rouge
G/Y	Bleu/Jaune
L/R	Bleu/Rouge
L/Y	Blanc/Rouge
W/R	Blanc/Rouge
Y/R	Jaune/Rouge