

YZ125G / 250G / 465G

SHIFT DRUM SEGMENT SCREW

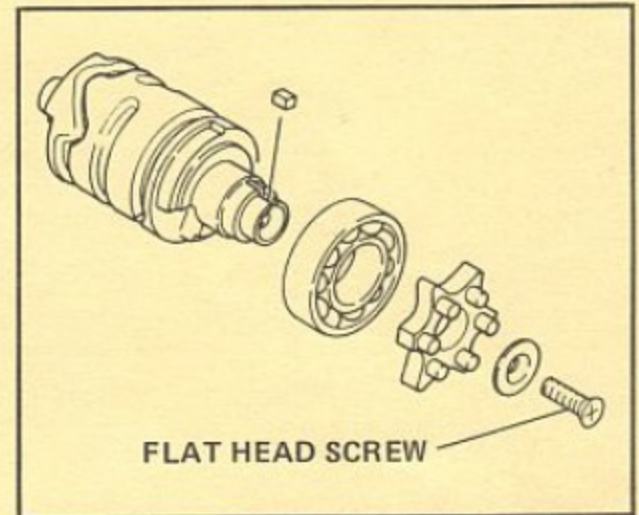
Some of the Affected Models have left the factory without sufficient thread-lock compound on the flat-head screw which holds the star-shaped "segment" to the end of the shift drum. These screws must be reinstalled using adequate thread-lock compound to prevent them from loosening during operation of the machine. Follow the procedure outlined below after uncrating each Affected Model.

AFFECTED MODELS

YZ125G, YZ250G, YZ465G

PROCEDURE

1. Drain the oil.
2. Remove the kickstart and shift levers. On YZ250 and YZ465 models, remove the right footpeg and rear brake lever.
3. Remove the clutch cover, clutch pressure plate and clutch assembly.
4. Remove the shift shaft and the flat-head screw which holds the segment to the shift drum.
5. Clean the threads on the flat-head screw and the threads in the shift drum with a nonresidual solvent such as contact point cleaner. Allow to dry.
6. Coat the threads of the screw with a hard thread-lock compound such as red Loctite Stud and Bearing Mount.
7. Reinstall the screw and torque it to 0.8 m-kg (5.8 ft/lbs.).
8. Reassemble using a new clutch cover gasket and fill with the proper amount of SAE 10W30 SE oil. Refer to Bulletin No. M79-080 for revised oil capacity on YZ250 and YZ465 models.
9. Check for proper operation.



WARRANTY

Labor credit on this procedure will be 0.5 hours, to be entered under "extra labor." The problem code is 90BL.

PROBLEM CODE		AUT
90BL		
PROBLEM		

REFER TO FLAT RATE MANUAL			
SUBLET LABOR	DOLLARS	CENTS	
(Attach Receipt)			
EXTRA LABOR	HOURS	TENTHS	
(Explain Above)		0	5

SERVICE COPY	SER MGR	MECH	MECH	MECH	BINDER
OFFICE COPY	GEN MGR	SALES	PARTS	BINDER	PAGE 1 OF 1

