

# OPERATION AND IMPORTANT RIDING POINTS

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

Before riding this motorcycle, become thoroughly familiar with all operating controls and their function.

Consult your Yamaha dealer regarding any control or function you do not thoroughly understand.

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## Starting a cold engine

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

## NOTE: \_\_\_\_\_

At this time the neutral indicator light (green) and the oil pressure indicator

light (red) should be on. If the lights do not come on ask your Yamaha dealer to inspect.

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4. Open (push down) the carburetor starter jet (choke) lever and completely close the throttle grip.
5. Start the engine either by pushing the starter button or by using the kick crank.

## NOTE: \_\_\_\_\_

If the engine fails to start, release the starter button. then again push the starter button. Pause a few seconds before the next attempt. Each cranking should be as short as possible to preserve battery energy. Do not crank the engine more than 10 seconds on each attempt.

If the engine does not start with the starter motor, use the kick starter to start the engine.

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

The oil pressure indicator light should go off after the engine is started.

If the indicator light flickers or remains on, immediately stop the engine and check the engine oil level and oil leakage.

If necessary, replenish oil, restart the engine, and check to see that the oil pressure indicator light goes off.

If the light does not go off even with sufficient oil in the crankcase, consult your Yamaha dealer.

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**Starting a warm engine**

To start a warm engine, the starter jet (choke) is not required.

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

See “Break-in Section” prior to operating engine for the first time.

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**Warming up**

To get maximum engine life, always “warm-up” the engine before starting off. Never accelerate hard with a cold engine! To see whether or not the engine is warm, see if it responds to throttle normally with the starter jet (choke) turned off.

**Shifting and acceleration**

This model has a 5-speed transmission. The transmission allows you to control the amount of power you have available at a given speed for starting accelerating, climbing hills, etc. The use of the change pedal is shown in the illustration. (Page 14) To shift into NEUTRAL, repeatedly depress the change pedal to the end of its travel (you will feel a stop when you are in first gear), then raise it slightly.

To start out and accelerate. proceed as follows:

1. Pull the clutch lever to disengage the clutch.
2. Shift into FIRST gear.
3. Open the throttle gradually. and at the same time release the clutch lever slowly.
4. At 3,000 to 4,000 rpm, close the throttle. and at the same time, pull in the clutch lever quickly.
5. Shift into SECOND. (Be careful not to shift into neutral.)
6. Open the throttle part way and gradually release the clutch lever.
7. To accelerate or decelerate. use the same procedure to shift into next higher or next lower gear.

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

Do not glide for long periods with the engine off, and do not tow the machine 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.

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### Brake operation

Brakes are provided to stop the moving motorcycle. However, care must be exercised when braking at high speeds or under poor riding conditions such as rain, etc. Several methods for decelerating are described below for your information.

1. Twisting the throttle grip in the closed direction will permit you to gradually slow down. Downshift through the gears, using the drag of the engine to slow down. However, the best method, and the one most universally used. is to use both engine braking (downshifting through the gears as the machine slows) and the front and rear brakes simulta-

neously.

Since excessive braking pressure will cause the wheel to lock and skid, the rider must use both brakes with moderate pressure to get maximum stopping power without losing control.

As the machine continues to slow, shift down through the gears using engine braking to aid the slowing effect.

When shifting down, watch the tachometer to see that the engine does not over-rev.

2. Use the engine brake when descending long, steep hills.

Do not operate the brakes continuously for very long periods. Use at repeated intervals. Special care is required when braking on poor roads and in bad weather. If the front brake is applied too strongly in such conditions the wheel may lock and cause a fall. At high speeds the front and rear brakes

must be applied with balanced force. Apply the brakes repeatedly with moderate force and avoid sudden application. Practice the above procedures for safe braking at all times.

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

**When using engine braking for long periods, it is very important not to exceed maximum recommended rpm (tachometer red zone).**

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### **Riding on poor roads**

**When** going from a paved road to an unpaved area, lower the engine speed and continue riding at reduced speed.

### Riding in rain

Roads become slippery in rainy weather and are very dangerous. Always maintain the proper tire pressure, operate at reduced speed and never apply the brakes or throttle suddenly.

## **Riding on hilly roads**

1. When riding uphill, shift to a lower gear and reduce speed unless the hill can be climbed in the same gear.
2. When riding downhill, use the same gear as for climbing the hill and always use engine braking. It can be dangerous to shift gears in the middle of a hill. Brakes can be used when necessary but be careful not to apply the front brake too suddenly. A fall may result.
3. When stopped in the middle of ascending a hill, restarting requires some skill. Take the following precautions:
  - a) Apply the front brake and support the motorcycle with your right leg.
  - b) Pull the clutch lever and shift into low gear.
  - c) While still gripping the clutch lever, shift the weight to the left leg and step on the brake pedal with the right foot.

- d) While opening the throttle grip, gradually release the clutch lever while releasing the brake and move forward.

## **Cornering**

Reduce speed before entering the curve and proceed slowly. Be careful when applying the brakes with the motorcycles leaned into a corner as it may slip.

## **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 400 km (250 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.

1. 0 ~ 160 km (0 – 100 mi.):

Avoid operation above 4,000 rpm. Allow a cooling off period of 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. 160 ~ 400 km (100 —250 mi.):

Avoid prolonged operation above 5,000 rpm. Allow the motorcycle to rev freely through the gears but do not use full throttle at any time.

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

After 400 **km** (250 mi.) operation, be sure to replace the engine oil, oil filter element, middle and final gear oil.

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3. 400 – 800 km (250 – 500 mi.):

Avoid prolonged full throttle operation.

Avoid cruising speeds in excess of 6,000 rpm.

4. 800 km and beyond (500 mi. and beyond):

Avoid prolonged full throttle operation. Avoid engine speeds in excess of 7,000 rpm. Vary speeds occasionally.

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

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

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