



YAMAHA

**Supplementary
Service
Manual**

DT100B

DT125B

DT175B

www.legends-yamaha-enduros.com

FOREWORD

This Supplementary Service Manual for DT100B, DT125B and DT175B have been published to supplement the Service Manual for the DT100A, DT125A and DT175A.

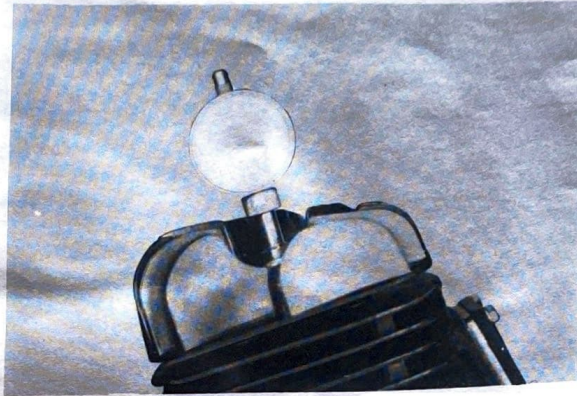
For complete information on service procedures, it is necessary to use this Supplementary Service Manual together with the Service Manual for the DT100A, DT125A and DT175A.

Ignition Timing (DT100B, DT175B)

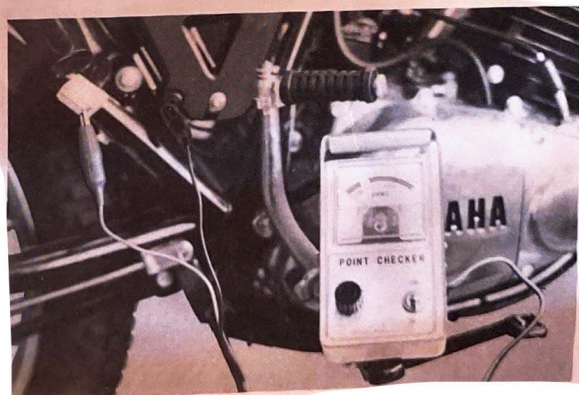
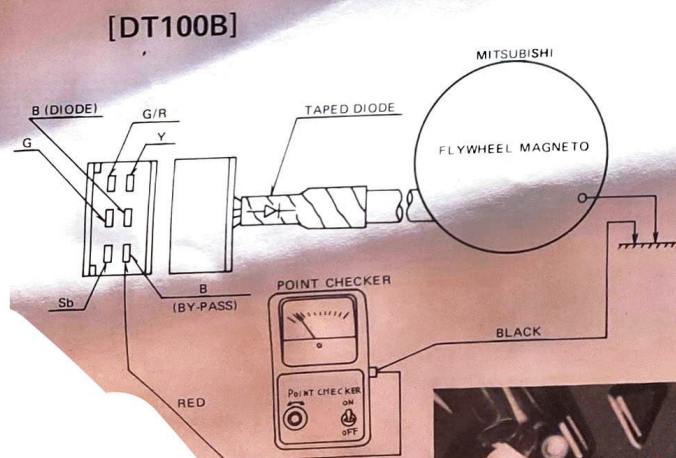
On DT100B and DT175B models, a diode has been installed in the Black-wire between the ignition source coil (in magneto) and the ignition coil primary winding. This diode will prevent the engine from running backwards. It will also prevent using the Black wire for checking ignition points operation when setting ignition timing.

Therefore, proceed as follows:

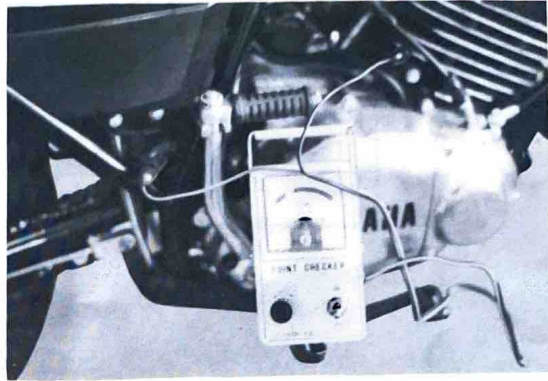
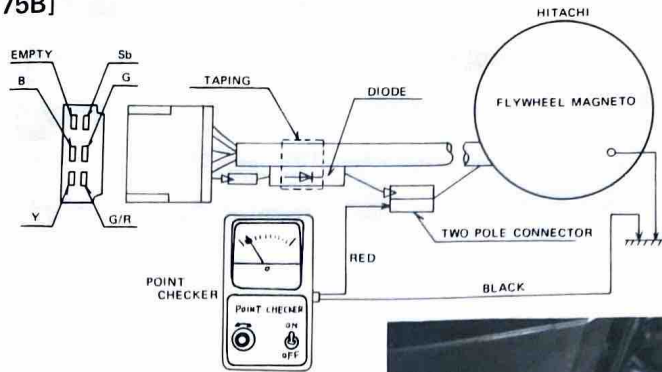
1. Remove spark plug and screw dial gauge stand into spark plug hole
2. Insert dial gauge assembly into stand.



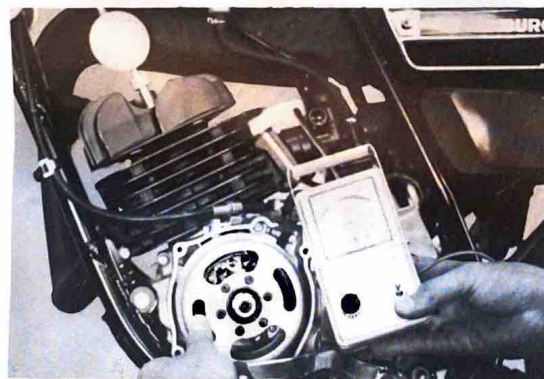
3. Remove magneto cover.
4. Switch on point checker and adjust.
5. Connect red lead of point checker as illustration.



[DT175B]



6. Connect black lead of point checker to unpainted surface of cylinder fin or unpainted crankcase bolt or screw and so on.
7. Rotate magneto flywheel until piston is at top-dead-center. Set the zero on dial indicator face to line up exactly with dial indicator needle. Tighten set screw on dial gauge stand to secure dial gauge assembly. Rotate flywheel back and forth to be sure that dial gauge needle does not go past zero.



8. Starting at T.D.C. rotate flywheel clockwise until dial indicator reads approximately 4 needle revolutions before-top-dead-center (B.T.D.C.)
9. Slowly turn flywheel counterclockwise until indicator reads ignition advance setting listed in Specifications Table. At this time, the point checker needle should swing from "CLOSED" to "OPEN" position indicating the contact breaker (ignition points) have just begun to open.

10. Repeat steps 8 and 9 to verify point opening position. If points do not open within specified tolerance, they must be adjusted.
11. Adjust ignition points by barely loosening Phillips-head screw before rechecking timing. Recheck timing by repeating steps 7 and 8.
12. When correct ignition timing has been accomplished, check maximum point gap by turning flywheel until maximum point opening occurs. Measure point gap with thickness gauge. See Specification Table.

Point Gap	
Minimum	Maximum
0.3 mm.	0.4 mm.



Note:

If the maximum point gap is over tolerance, the contact breaker assembly should be replaced. Do not attempt to bend the fixed point bracket to decrease maximum point gap. This will only result in point misalignment, difficulty in setting timing and premature point failure.

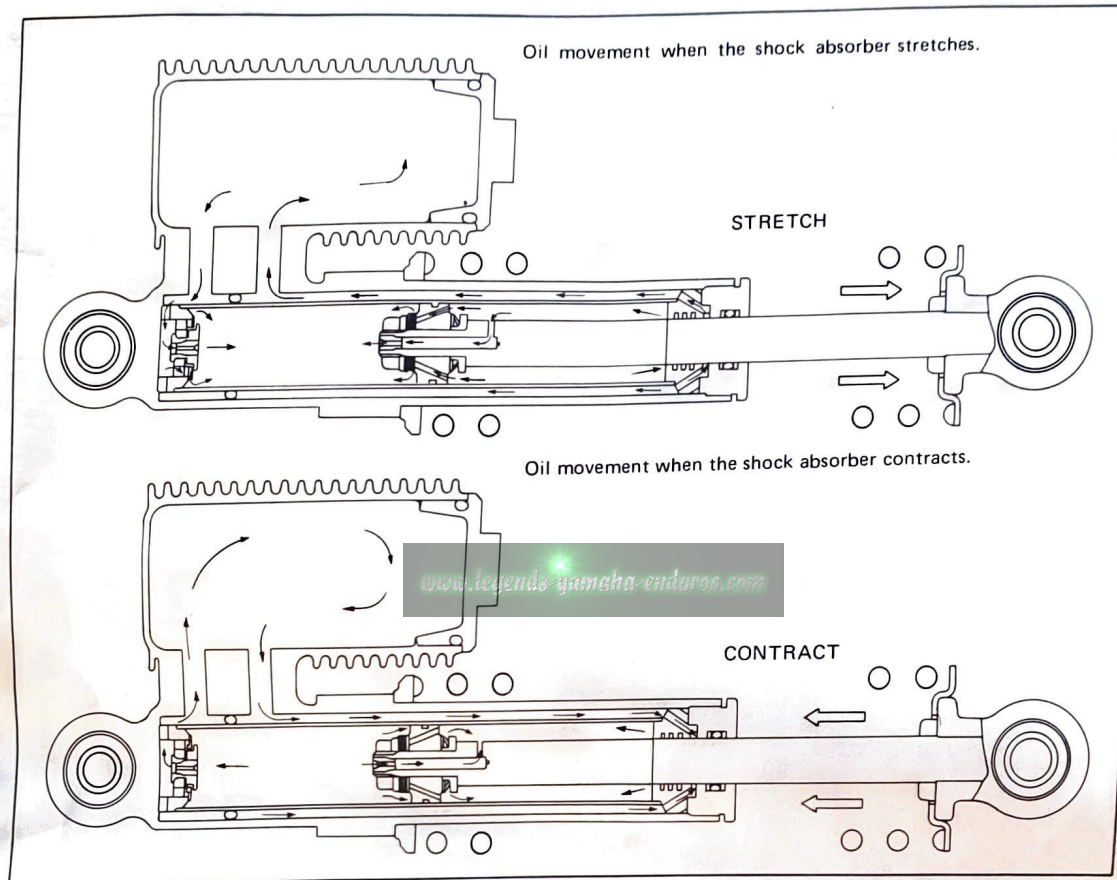
13. Remove dial guage assembly and stand.
14. Disconnect point checker.
15. Replace magneto cover.

Ignition Timing Specifications			
Point Gap			Timing
Nominal	Minimum	Maximum	(B.T.D.C.)
0.014 in. (0.35 mm.)	0.012 in. (0.30 mm.)	0.016 in. (0.40 mm.)	0.071 ± 0.006 in. (1.8±0.15mm.)

Thermal Phase Shocks (DT175B)

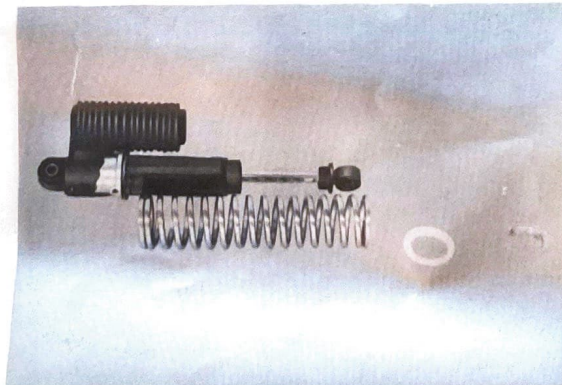
Rear shock absorbers used on DT175B is of the "Thermal Phase" type utilizing a separate oil reservoir. The separate reservoir permits use of a larger quantity of oil. Additionally, the oil tank also acts as a heat sink. This allows the oil to dissipate heat and retain its normal viscosity.

A. Operation

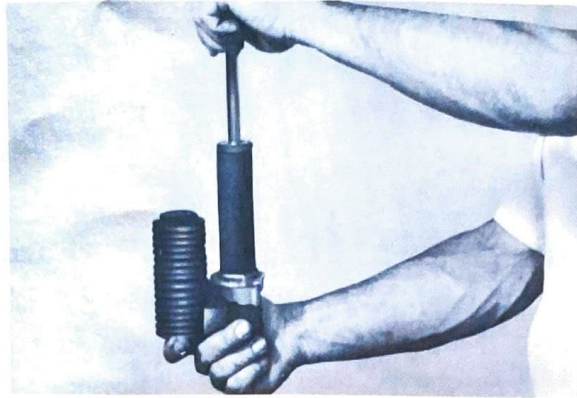


B. Inspection

1. Remove shock.
2. Place shock bottom eyelet in vise. Grasp and compress spring from top. Remove upper spring seat and spring.



3. Operate shock absorber shaft to check damping. As you push down, only slight damping should be felt. Return stroke will have considerable damping. If there is no damping, replace shock.



C. Shock Absorber Oil Change

1. Remove the shock absorber from the machine and remove the spring and the cap from reservoir.



2. Pour oil out of reservoir. Pump the shock absorber shaft to remove all oil from the damping cylinder.

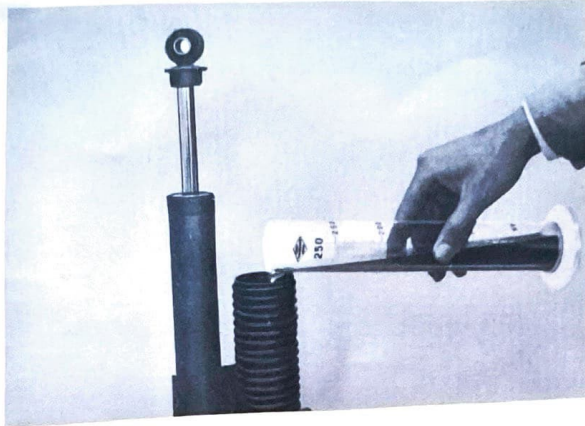


3. Wash the entire unit in mild solvent and pump out all solvent afterward.

4. Measure the correct amount of Yamaha Shock Oil or another speciality shock oil and refill the unit. As you pour the oil in, slowly pump the damper to distribute the oil and eliminate any air bubbles.

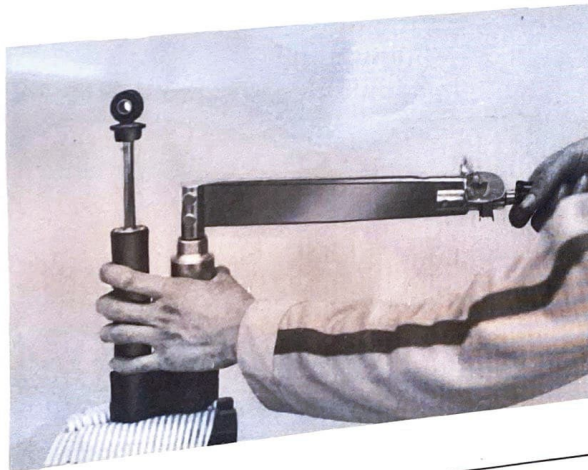
Note:

Choose the weight oil that will suit rider preference and local conditions.



Rear shock oil capacity: 181 cc

5. Replace reservoir cap and springs and re-install the shock absorber.



RESERVOIR CAP TORQUE: 2.0 ~ 2.3 m-kgs. (170 ~ 200 in-lbs.)



SINCE 1887

YAMAHA MOTOR CO.,LTD.

IWATA, JAPAN

LIT-11619-37-01