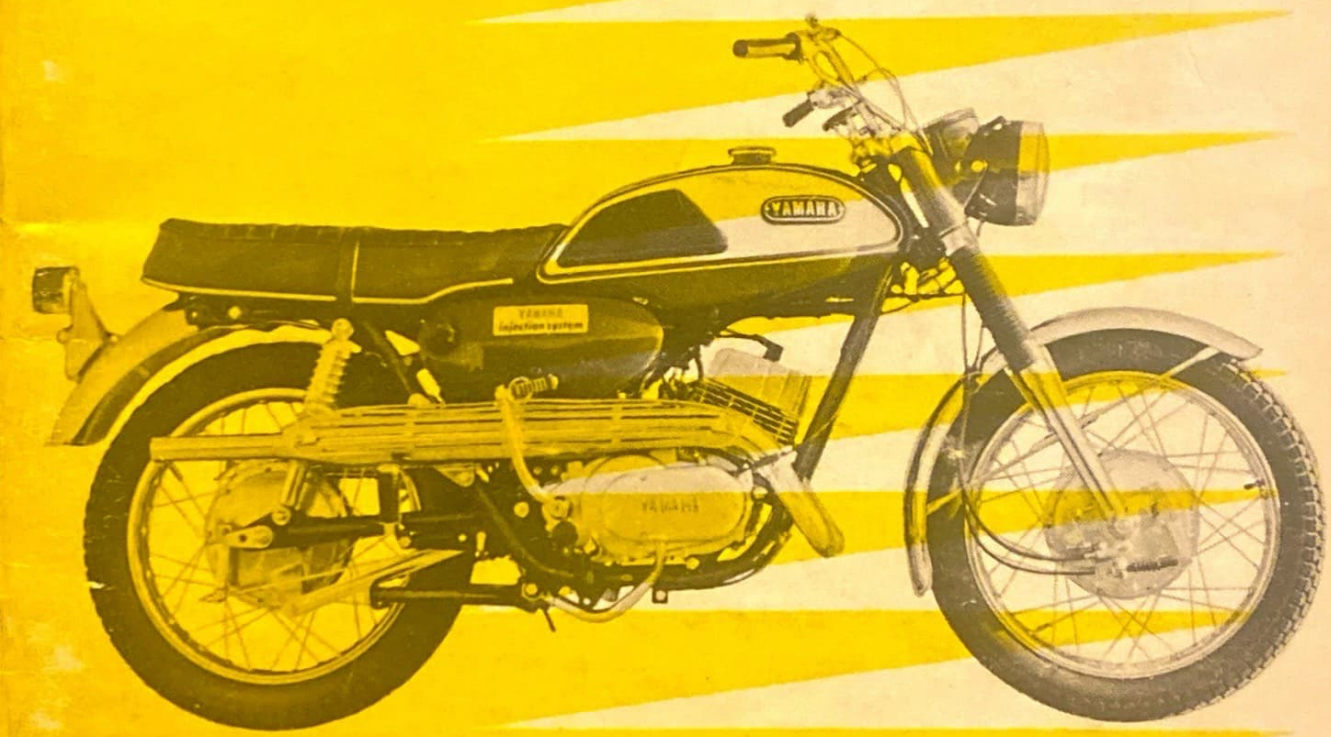
YAMAHA

350YR2C

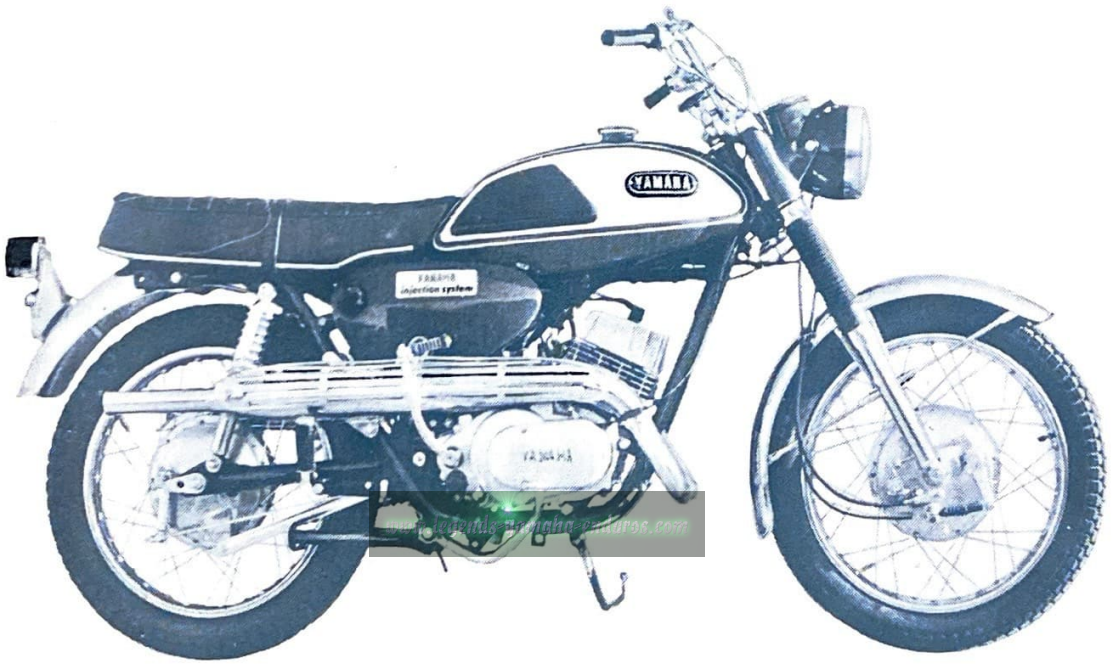
RIDER'S MANUAL



Congratulations. You are now the owner of a new Yamaha YR2C. The YR2C is a high-performance motorcycle manufactured by the leading manufacturer of motorcycles in Japan.

The YR2C, the newest and top of the Yamaha line model is designed for competition and high-speed road use. It features a rugged, powerful 2-cycle twin engine and Auto Lube, the revolutionary lubricating system developed by Yamaha Technical Research Laboratory and proved in all Yamaha models.

This manual explains some steps necessary for operating and caring for your new motorcycle. Please read it carefully to become thoroughly familiar with all features and advantages built into your YR2C.



CONTENTS

1 Special Features and Specifications

1-1 Special Features

1 Parallel Twin Engine with 5 Port cylinders

The YAMAHA YR2C empolys a powerful 2 stroke 350 cc twin cylinder engine equipped with special 5 port cylinders.

This new 5 port cylinder has two more scavenging ports than the conventional piston ported system, resulting in more power and performance.

2 Advanced Engine with Auto Lube & Aluminium Cylinder

This highly sophisticated powuful 2-cycle engine when lubricated with Auto Lube develops 36 bhp at 6,500 rpm. After normal break-in you can expect outstanding acceleration and a top speed of over 97 mph. (155 km/h)

You can enjoy high-speed touring and competition to the fullest.

3 5-Speed Gearbox

A five speed transmission assures you of plenty of power in any driving situation.

4 Ease of Starting

A new carburetor with built-in starter jet makes the YR2C easy to start in cold or even freezing weather.

5 Reliable Brakes

The front brake, which is more important for high speed road riding is a race bred twin leading shoe unit. Both brakes are sealed against dirt and water. This means that your brakes will work well in rain or on dirt roads.

6 Adjustable Rear Suspension

The rear springs can be adjusted to suit changes of road surface, speed and load.

7 Comfortable Ride

Years of painstaking research have gone into the design of the tubular frame and suspension. A great deal of time has been spent on seating position and control location. The result is an exceptionally well balanced machine which handles well, gives a silky ride and is never tiring to ride

1-2 Specifications YR2C

The below performance may be changed without notice.

Model		YAMAHA YR2C
Dimensions	Overall length	81.1 in (2,060 mm)
	Overall width	33.9 in (860 mm)
	Overall height	41.4 in (1,050 mm)
	Wheel base	52.5 in (1,335 mm)
	Minimum road clearance	5.7 in (145 mm)
Weight	Gross	377 lbs (171 kg)
	Net	342 lbs (155 kg)
Perfor-mance	Maximum speed	90～97 mph (145～155 km/h)
	Fuel consumption(on paved level road)	83 mpg@ 30 mph (35 km/ℓ@ 50 km/h)
	Climbing capacity	27°
	Braking distance	36 ft@ 30 mph (11 m@ 50 km/h)
	Minimum turning radius	90.5 in (2,300 mm)
Engine	Model	YAMAHA R2
	Classification	Air-cooled, 2-cycle gasoline, 5-port
	Lubricating system	Yamaha Auto Lube: automatic lubrication
	Number of cylinder	2, parallel
	Displacement	348 cc
	Bore Stroke	61×59.6 mm
	Compression ratio	7.5 : 1
	Maximum power	36 P.S./6,500 rpm
	Maximum torque	29.6 lbs-ft/6,000 rpm (4.08 kg-m/6,000 rpm)
	Starting system	Kick starter
	Ingition system	Battery ignition

Model		YAMAHA YR2C
Transmission	Primary reduction ratio	2.870 ($^{66}/_{23}$) gear
	Secondary reduction ratio	2.733 ($^{41}/_{15}$) chain
	Clutch	Wet, multiple-disk
	Gear box	Constant mesh, 5-speed
	Gear ratio First	2.545 (19.963)
	Second	1.600 (12.550)
	Third	1.168 (9.162)
	Fourth	0.950 (7.452)
	Fifth	0.773 (6.063)
Body	Frame	Cradle-type tube frame
	Front suspension	Telescopic (coil spring oil damper)
	Rear suspension	Swinging arm (coil spring oil damper)
Steering	Steering angle	40°
	Caster	63°
	Trail	88.5 mm
Brakes	Type	Internal expanding
	Front	Right hand, cable actuated
	Rear	Right foot, rod actuated
Tires	Front	3.00—18—4 PR
	Rear	3.50—18—4 PR
Tanks	Gasoline tank capacity	3.3 gal. (15 ℓ)
	Oil tank capacity	3.3 qt. (3.2 ℓ)

2 What is Yamaha Auto Lube?

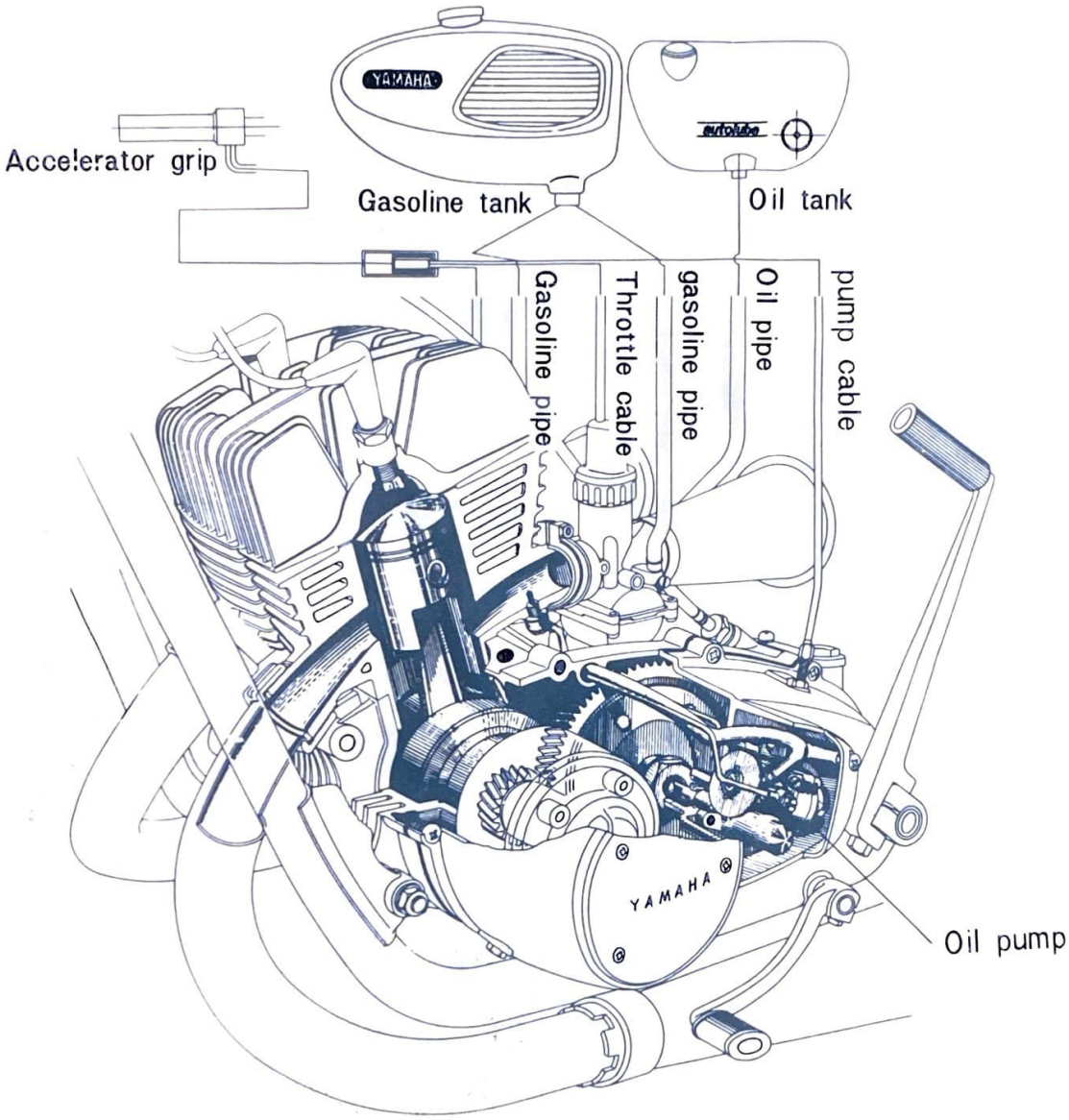
Auto Lube is the best lubricating system available for 2-stroke engines. It eliminates the need for mixing oil and gasoline. The amount of oil injected into the manifold is controlled by a compact, high-precision oil pump. The plunger pump, driven by the reduction gear has its displacement controlled by the throttle opening.

The rate of injection varies with engine speed and load as indicated by throttle opening. Because of the wide range of control Auto Lube offers, precisely the right amount of oil is available at all times.

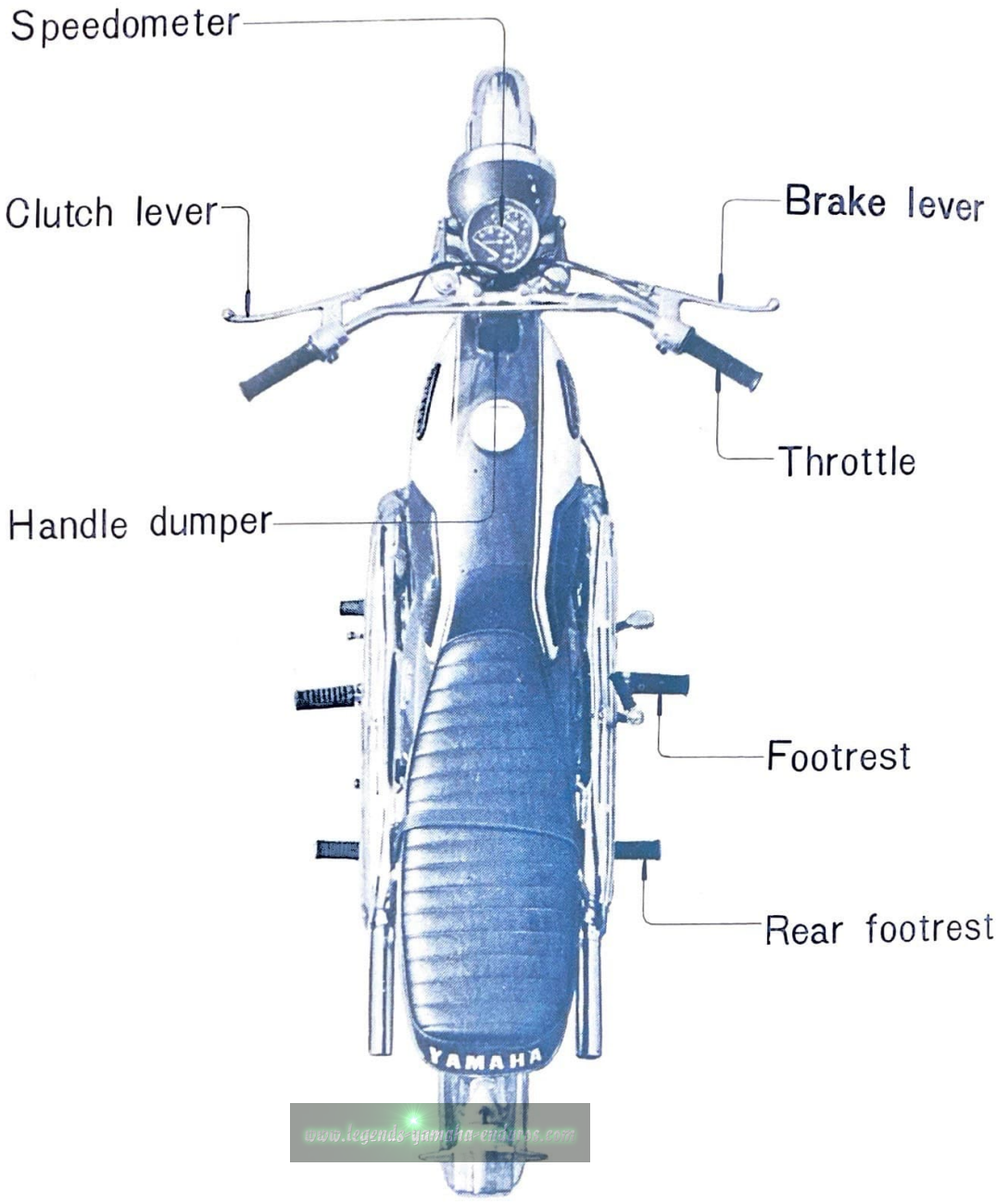
Auto Lube eliminates a number of major problems unavoidable with pre-mix lubrication. This means both improved performance and reliability.

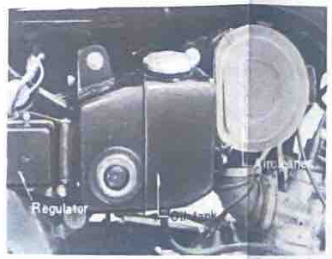
Yamaha Auto Lube Features:

1. Oil consumption is greatly reduced.
2. More effective lubrication results becuase the oil enters the engine in larger size droplets.
3. There is much less unwanted carbon deposited on the spark plugs, cylinder heads, pistons and exhaust system!
4. There is much less exhaust smoke.
5. Refueling is simplified.
6. Because poor quality oils can easily be avoided, and because the possibility of mismeasuring or inadequately mixing fuel is eliminated, Auto Lube offers completely consistent lubrication.



3 Main Parts





Side cover

Seat

Fuel tank

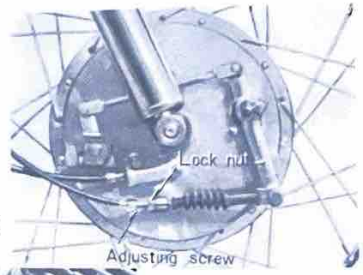
Head light

Tail light

Front fork

Front fender

Front wheel



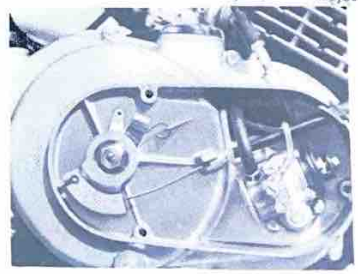
Rear cushion

Autolube pump

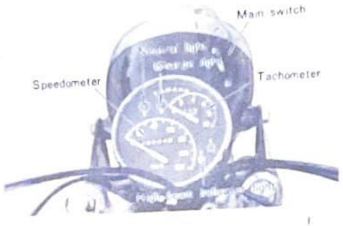
Waterproof and dustproof brake

Kickcrank

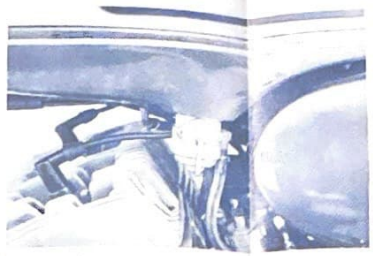
Brake pedal



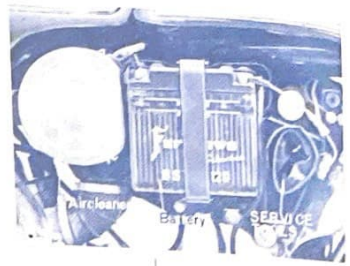
Speedometer

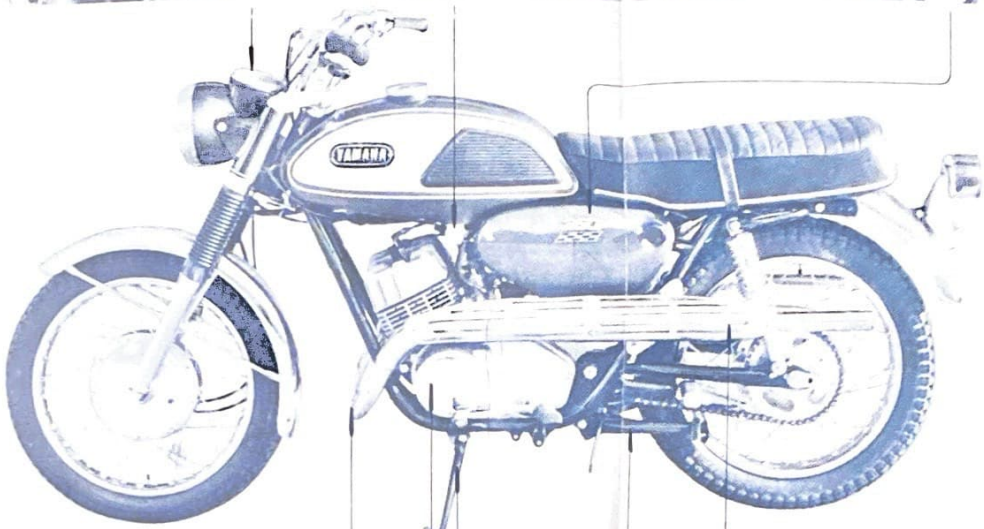


Fuel cock



Side cover





Exhaust pipe

Ignition Dynamo

Main stand

Side stand

Muffler

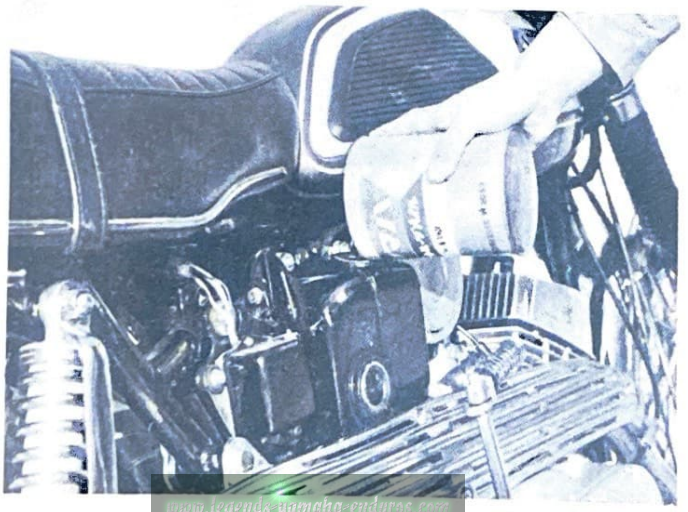
4 Operating Instructions

4-1 What you should know before operating

4-1-1 Gasoline and Oil

Since it is unnecessary to mix fuel and oil with Auto Lube, gas can be pumped directly into the fuel tank. The oil tank is located on the righthand side of the machine. The minimum octane required to avoid preignition is 72. It is not necessary to use premium fuel.

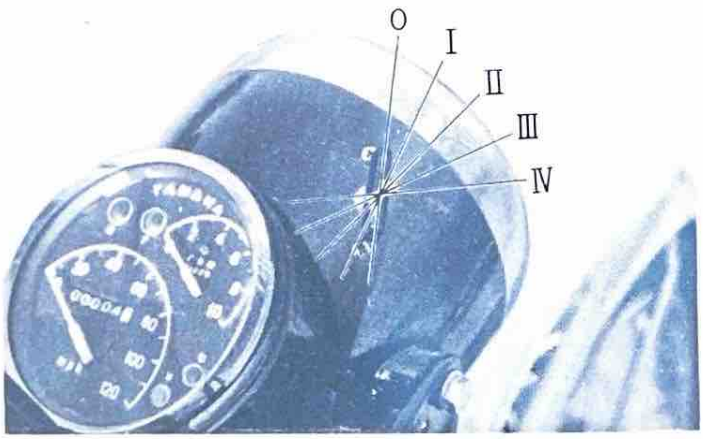
Use SAE 30 MS oil in the Auto Lube system. High detergent oils are desirable though not necessary. A multi-viscosity oil like SAE 10-20-30 MS is also acceptable. Find the best oil available in your area and use this brand consistently. Your dealer will be able to help you in your selection. The few pennies you save by using low grade oils will not pay for damage they often do.



4-1-2 Main switch

The following chart shows the key position at which the lights, horn and ignition circuit are switched on or off:

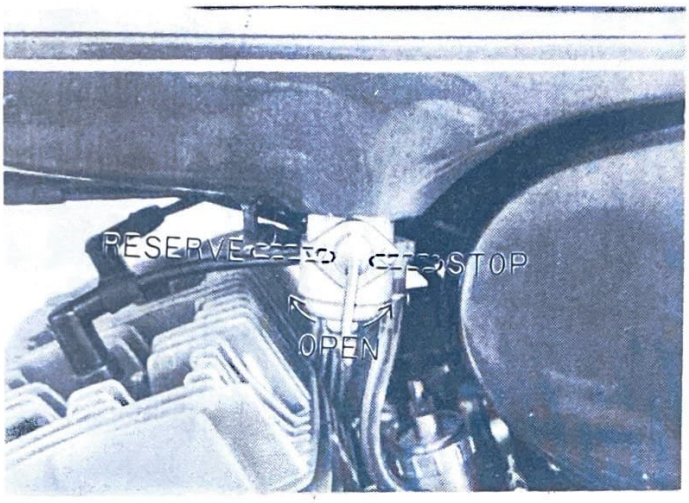
Parts Name	Key Position					Instructions
	0	I	II	III	IV	
Ignition circuit		○	○	○		I & II……Kick starting III……Push starting
Headlight			○			Use IV when parking at night.
Taillight			○			Turn on left handlebar switch
Stop light		○	○			
Neutral lamp		○	○			Goes on when gear is shifted into neutral.
Charge lamp		○	○			Goes off when engine starts.
Meter lamp			○			
Horn		○	○			Press horn button.



0 When stopped
I Day driving
II Night driving
III Emergency starting
IV Night parking

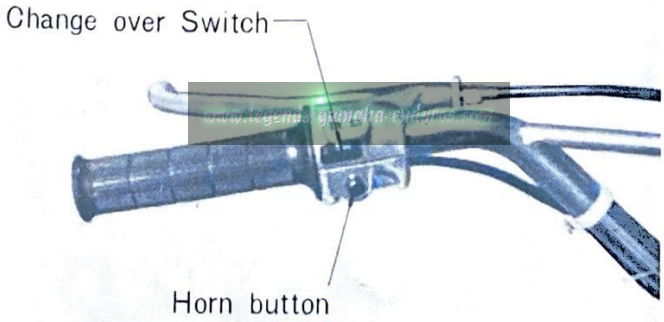
4-1-3 Fuel Cock

To fill the carburetor float bowels, set the fuel cock lever in the OPEN position. If you should run out of fuel on the road, turn the lever to the RESERVE position. With just over a quart of fuel, you can drive nearly 25 miles=enough to get you to the nearest service station for refueling. When parking or storing your machine, be sure that the lever is in the STOP position.



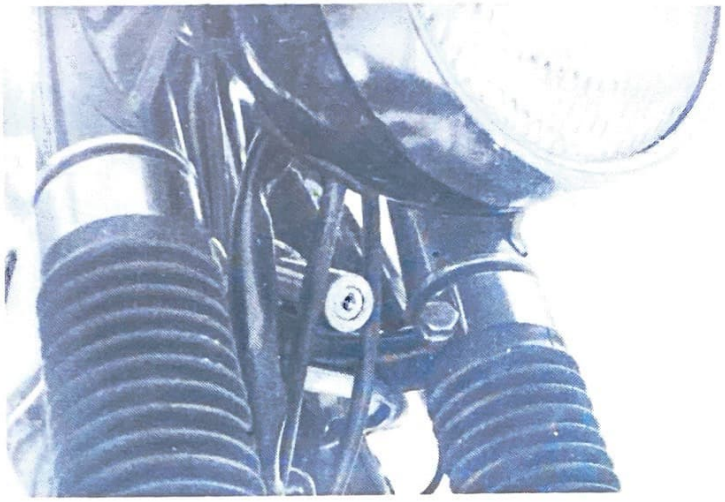
4-1-4 Handlebar switch & Horn button

Name	Instructions	Where located
Horn button (a)	Press.	on left side of handlebar (See the photo below)
Headlight beam switch (b)	To lower the beam, push toward the left; To raise the beam, push toward the right.	on left side of handlebar (See the photo below)



4-1-5 Steering Lock Key

Turn the handle bars to the left lock, insert the steering lock key and turn it 90° counterclockwise. Remove the key after checking to see that the front forks are securely locked. Be sure to lock your forks whenever you park.

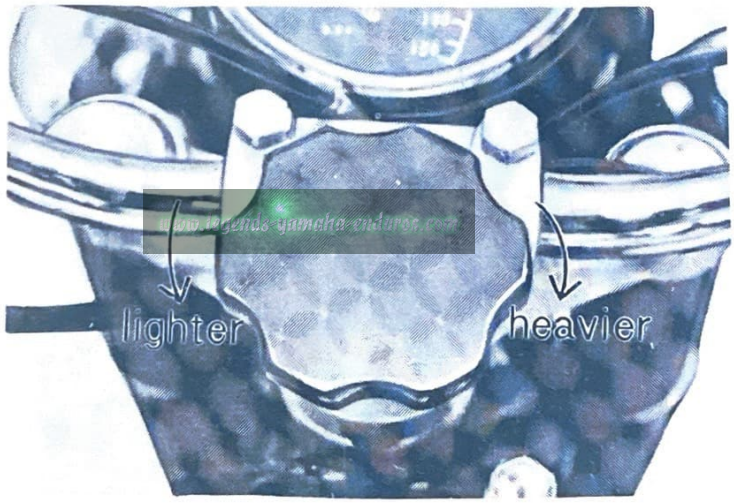


4-1-6 Steering Damper

When driving on rough roads, adjust the steering damper to absorb shock by turning it clockwise.

To get heavier steering, turn the damper knob clockwise.

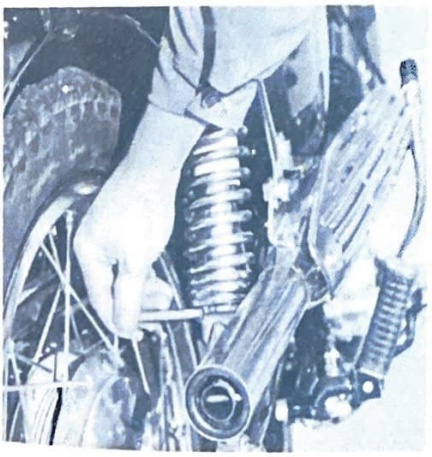
To get lighter steering, turn the damper knob counterclockwise.

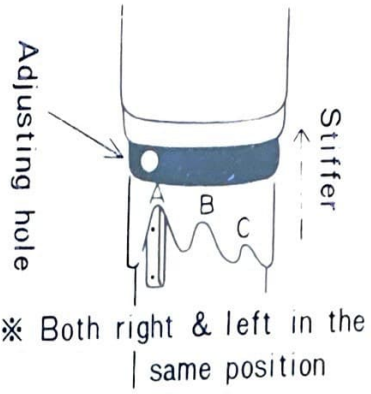


4-1-7 How to Adjust the Rear Suspension

Insert the screwdriver from your rider's tool kit in the adjusting hole. Turn the notched collar to change the spring rate. The rear suspension should be adjusted to fit your load, speed and road conditions.

Standard ..... A
Intermediate ..... B
Stiff C

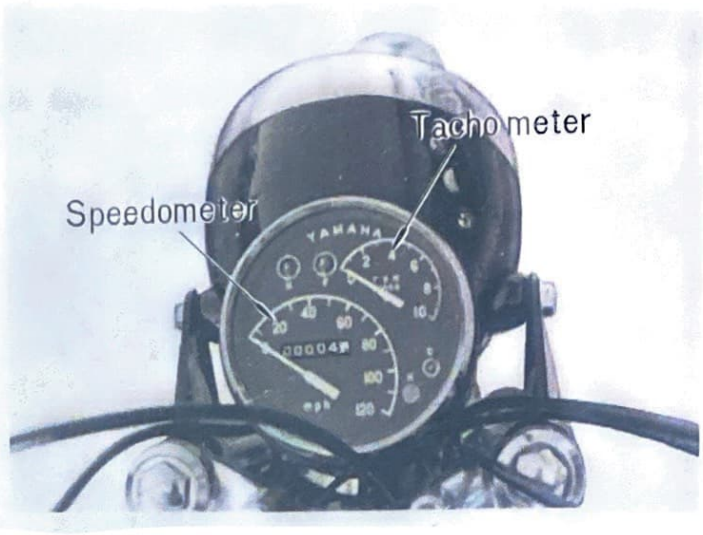




※ Both right & left in the same position

4-1-8 How to Read the Tachometer

The speedometer of your YR2C has a built-in tachometer which indicates crankshaft speed. By using the "tachometer" you will know exactly when to shift for maximum performance. A road racer, for instance, is always kept in a 7,500 rpm range around the power peak (for the YR2C, 36.0 PS @ 6,500 rpm.) For maximum performance accelerate in each gear to approximately 6,500 rpm before shifting. The best range for city driving is 3,000 to 4,000 rpm. In this rage the engine has ample power and yet is quite docile. Never lug your engine! It is recommended not to use red-zone 7,500~10,000 rpm.



4-2 What you should check before riding

Before you start for a ride you should check several points for safety.

a Do you have enough fuel ?

b Do you have enough oil ?

If the oil is below the red level mark in the glass port, add oil. Always use the best oil available.

c Are your tire pressures correct ?

Incorrect tire pressures affect the comfort, handling, acceleration and tire of your machine. Incorrect tire pressures can lead to accidents !

Tire	Pressure lbs/in^2 (kg/cm^2)	
	1-person riding	2-persons riding
Front	22 (1.5)	22 (1.5)
Rear	28 (1.9)	32 (2.2)

d Do both brakes and the brake light work ?

e Are the lights and horn working in order ?

Check the headlight, tail light, speedometer lights and warning lights. The few minutes you save by not checking are not worth being stranded without lights !

4-3 Starting, Shifting gears, Stopping and Parking

4-3-1 Starting

a Before Starting

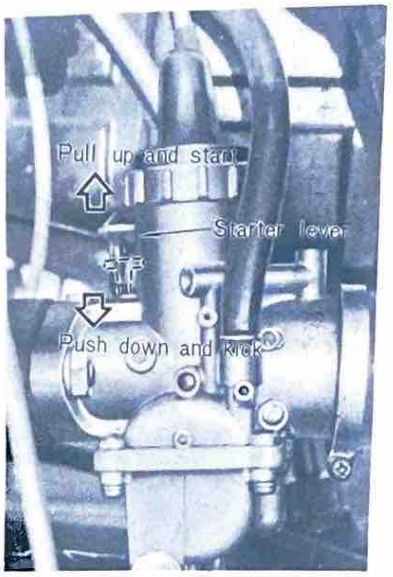
1. Turn the fuel cock lever to the "OPEN" position.
2. Insert the ignition key and turn it to "DRIVING".
   Make sure the neutral lamp is on.

CAUTION: Never start the engine unless you are in neutral.

b Starting in Cold Weather

Any engine is difficult to start in cold or freezing weather. The YR2C, however, uses a new type carburetor with a built-in starter jet that gives a richer mixture for easier start.

1. Depress the starter lever.
2. Start the engine with the kick starter keeping the throttle closed.



c Starting When Your Engine is Warm

When your engine is warm after riding or in the warm weather don't use the starter jet lever.

Open the throttle slightly ($\frac{1}{4}$ turns or less) and kick the Starter.

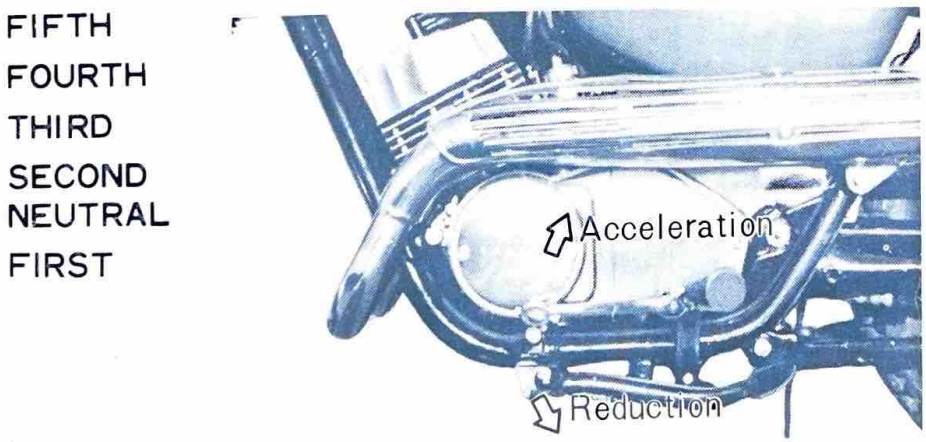
d Warming Up

To get maximum engine life, always "warm up" the engine for 1 or 2 minutes 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. Don't forget to release the starter jet lever.

4-3-2 Shifting Gears

The YR2C 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 gear lever is illustrated below.



To shift into NEUTRAL, depress the gear lever to the end of its travel (you will feel a stop when you are in low gear), : then raise it slightly.

If you are in neutral, the green lamp in the speedometer will be on.

1. Pull the clutch lever to disengage the clutch.
2. Shift into FIRST.
3. Open the throttle gradually, and, at the same time, release the clutch lever slowly.
4. At 12 to 15 mph (20~25 km/h), release 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 release the clutch lever.
7. To accelerate or decelerate, use the same procedure.
8. Except for competition or high speed driving, shift so that the engine speed remains between 3,000 and 4,000 rpm.

Gear	Driving conditions	Unit : mph (km/h)
First	Starting or hill climbing	0 to 15 (25)
Second	Hill climbing or going slowly	15 to 25 (25~40)
Third	On easy uphills or in streets	25 to 35 (40~55)
Fourth	On main roads	35 to 50 (55~80)
Fifth	High-speed running	50 (80) or over

4-3-3 Driving on Hills

a Going Uphill

When starting to climb a gentle grade, open the throttle little by little to avoid loosing engine speed and power.

When climbing a steep grade, shift down from THIRD to SECOND or from SECOND to FIRST as required.

b Going Downhill

On a long down grade or sharp descent, don't rely on the brakes alone, but use the engine compression as a brake : shift into

THIRD or SECOND as required by the grade and release the throttle.

CAUTION: Never attempt turn off the ignition switch on a long hill. This will only cause the spark plug to foul.

4-3-4 Stopping and Parking

a Stopping

1. Be sure to apply the front and rear brakes together. Applying only one may, under certain conditions, cause skids.
2. Apply both brakes gently.
3. After stopping, be sure to shift into NEUTRAL.
4. Turn the fuel cock lever to "STOP."
5. Remove the ignition key.

b Parking

1. Close the fuel cock and remove the ignition key.
2. Lock the handlebars by using the steering lock key.
3. When parking at night, turn the main switch key to "IV"-the taillight functions as a parking light.

CAUTION: If the parking light is used for a long time, the battery will discharge. Avoid excessive use of it.

4-3-5 Emergency Starting

If the battery is discharged, try push starting.

1. Turn the main switch to "III (EMERGENCY STARTING)".
2. Kick the kick crank through two or three times to get fuel into the engine.
3. Shift into THIRD or SECOND, disengage the clutch, and push the machine.
4. When the machine is rolling at a reasonable speed release the clutch quickly and the engine will start.
5. As soon as the engine starts, disengage the clutch, stop the machine, shift into neutral, and turn the main switch to "I".

4-4 Break in period

During the first 600 miles (1,000 km), you can, by observing a few simple precautions, greatly increase the life of your YR2C and its performance. The following precautions will guarantee proper seating in for your engine.

1. During the first 300 miles (500 km), be sure to keep the engine below rpm.
2. During the next 300 miles (500 km), be sure to keep the engine below rpm.

   The rev limit per hour for the break in period is given below.

Driving Distance	Engine RPM	Maximum Speed, Unit : mph (km/h)				
		Top	Fourth	Third	Second	Low
0 to 300(0~ 500)	4,000	55(90)	45(75)	35(55)	25(40)	15(25)
300 to 600(500~1,000)	5,000	60(95)	50(80)	40(65)	30(50)	20(30)

3. Don't accelerate or decelerate suddenly. Use the throttle gently.

5 How to keep your Motorcycle in top condition

Regular inspection and maintenance help keep your motorcycle in top condition. They are preventative measures. Don't wait until something goes wrong.

5-1 Periodic service at Your Yamaha Dealer's

When you have reached 300, 1,000 and 3,000 miles (500, 1,500, 5,000 km), have your Yamaha dealer inspect and service the following things.

Periodic Inspection Guide

Check Point	Driving Distance			
	300miles (500km)	1,000miles (1,500km)	3,000miles (5,000km)	thereafter every 2,000miles(3,000km)
Front & rear brakes adjustment	○	○	○	○
Clutch adjustment	○	○	○	○
Gear oil change	○	○	○	○
Greasing		○	○	○
Battery fluid	○	○	○	○
Spark plugs	○	○	○	○
Ignition timing		○	○	○
Carburetors adjustment		○	○	○
Carburetors cleaning			○	○
Air cleaner cleaning		○	○	○
Cylinder heads & pistons cleaning		○	○	○
Mufflers cleaning		○	○	○
Bolts & nuts tightening		○	○	○
Drive chain		○	○	○

5-2-2 What you should do yourself.

In addition to the periodic inspections by your Yamaha dealer, it is wise to check the following things yourself once or twice a month. All these operations can be carried out with the tools in your rider's tool kit.

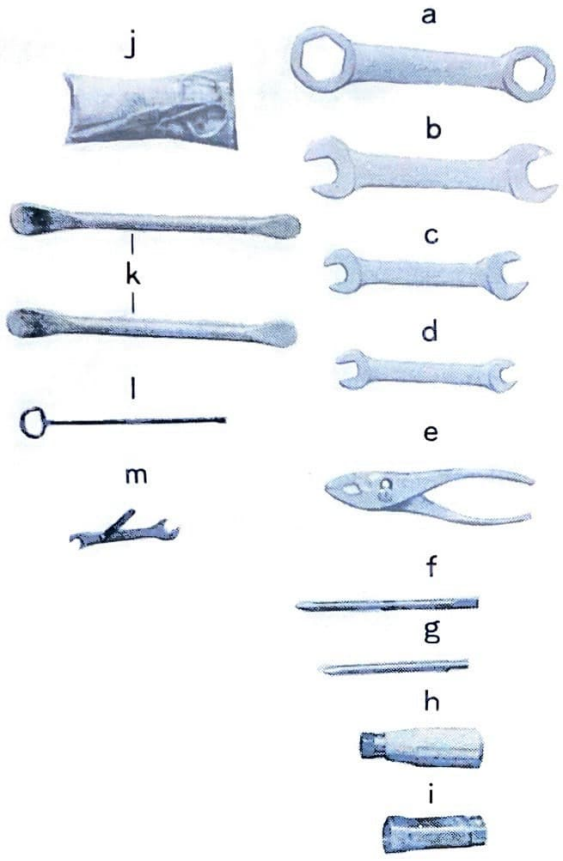
Periodic inspection guide

Check point	Instructions	P. Ref
Front & rear brakes	Adjust cables	28 · 29
Gear oil	Change.	31
Battery	Check or, if necessary replenish battery fluid.	32
Spark plugs	Clean.	33
Air cleaners	Clean.	34
Drive chain	Adjust and oil.	36
Mufflers	Clean.	37
Bolts & nuts	Tighten.	38

Be sure to go through this inspection before long trips.

5-3 Service Tools and Their use

5-3-1 Service tools:



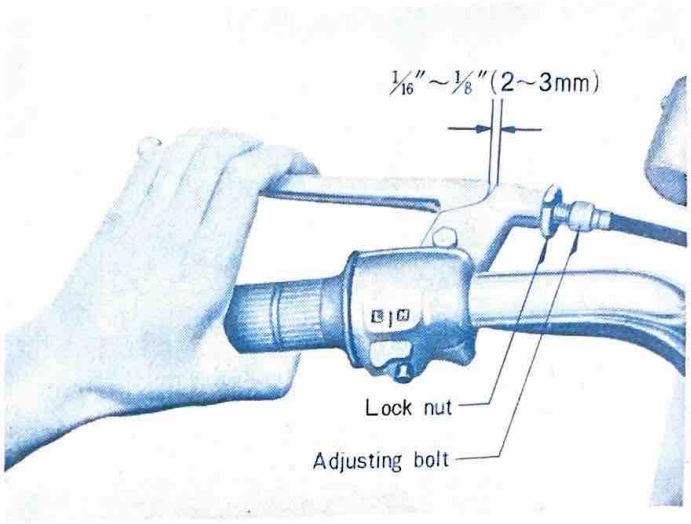
ⓐ 23 × 29 mm plug wrench
ⓑ 19 × 21 mm open-end wrench
ⓒ 14 × 17 mm open-end wrench
ⓓ 10 × 12 mm open-end wrench
ⓔ Pliers
ⓕⓖⓗ Screw driver set
ⓘ 21 × 14 mm socket wrench
ⓙ repair set of tube
ⓚ tire lever
Ⓛ oil lever gauge
ⓜ service gauge

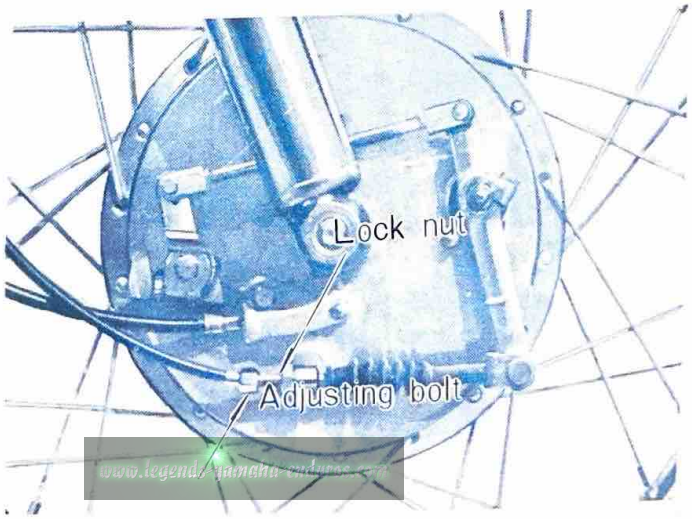
5-3-2 Use of Service Tools

1 Adjusting the brakes

a Front Brake

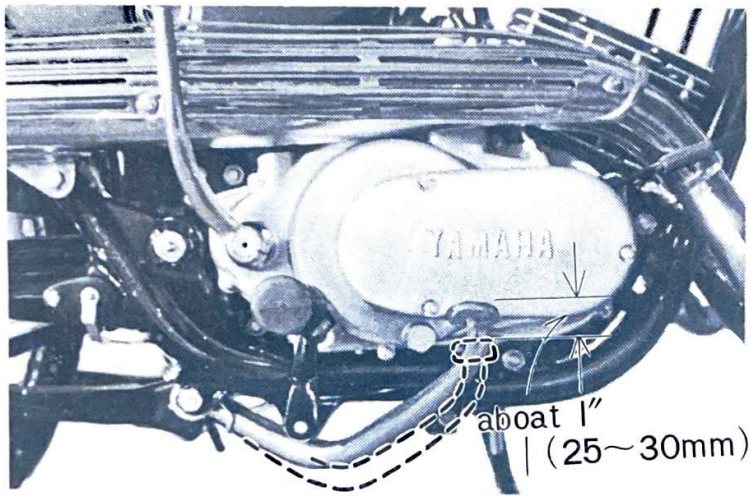
The correct end play of the brake lever is adjusted by turning the adjusting nut at the end of the brake cable half a turn at a time.

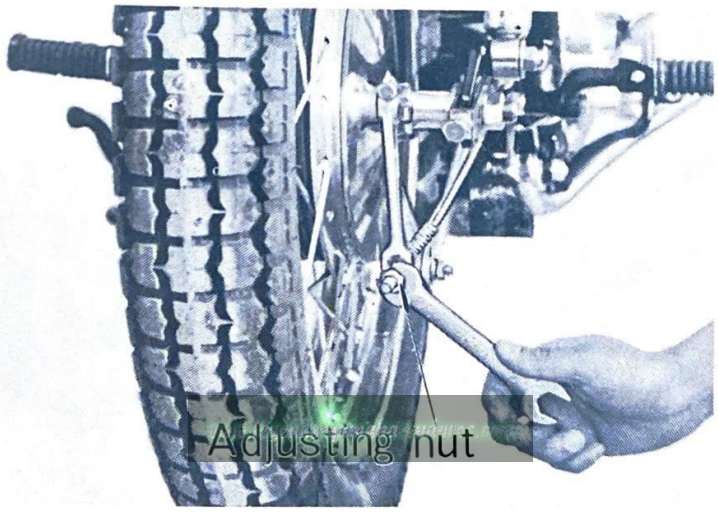




b Rear Brake

The correct end play for the brake pedal is about 1 in (25～30 mm). Adjust this by turning the adjusting nut at the end of the rear brake cable a half turn at a time. After adjusting the brake, make sure the brake light is working. If not, readjust the stoplight switch.





NOTE: Inspect the brake linings for wear and clean the brake shoes and drums every 2,000 miles (3,000 km), Always keep the shoes and drums free of oil.

2 Adjusting the Clutch

The clutch lever should be adjusted to have end play.

If there is too much end play, the lever may not disengage the clutch.

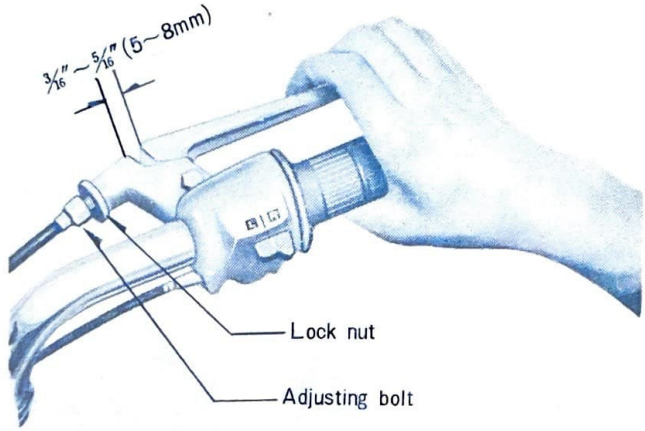
If there is no end play, the clutch will slip.

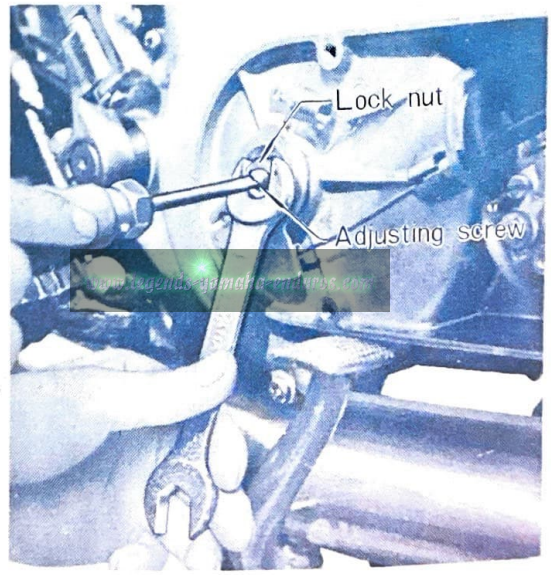
a Remove the clutch cover from the right crankcase cover.

b Loosen the clutch adjusting lock nut with the 14 mm socket and 19 × 21 mm wrenches.

c Adjust the end play by turning the clutch adjusting screw with a screwdriver. To reduce end play, turn the adjusting screw clockwise. To increase end play turn the adjusting screw counterclockwise.

d After adjusting the clutch, tighten the lock nut securely.

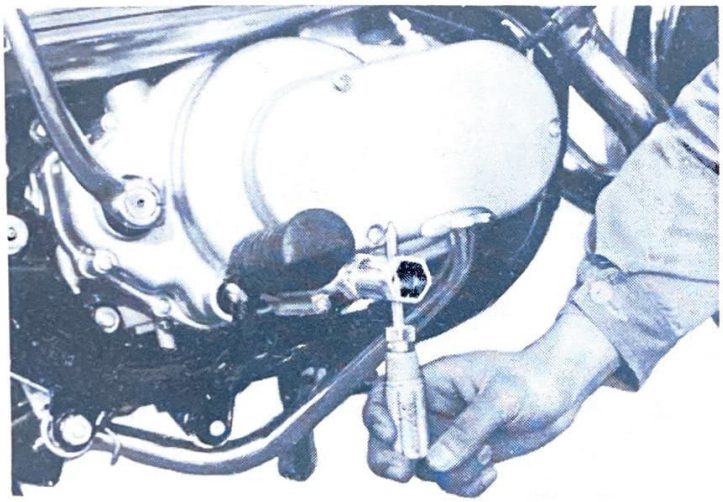




During the breaking-in period, replace the gear oil after 30 days from the purchase or after 300 miles(500 km)running. After the first replacement, replacement should be made at least every three months or every 1,000 miles (1,500 km).

a Draining the Gearbox

To drain the oil, remove two oil drain plugs on the bottom of the engine and in the right crankcase cover.

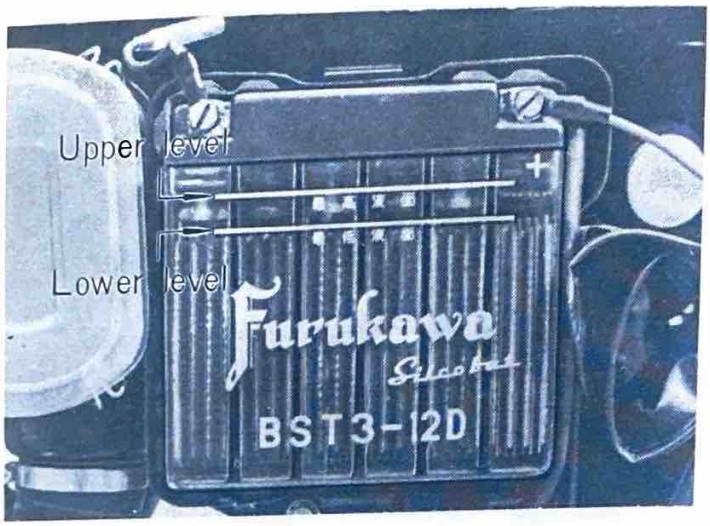


b Refilling the Gearbox

After draining, tighten the drain plugs securely. Remove the oil filler cap near the left air cleaner and pour in 1.2 quarts(1.200cc) of oil.

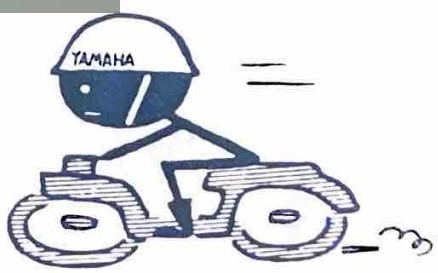
4 Battery

The battery fluid should always be kept between the upper and lower level lines. If it is below the lower one, fill it with distilled water up to the upper one.



Check to see that the overflow tube is not clogged.

If your motorcycle will not be in use for more than a month, remove the battery and keep it in a dry cool place, or give it to your dealer to keep for you. Be sure to have your dealer charge it once a month.



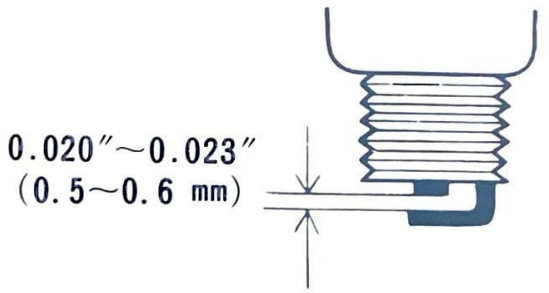
5 Spark Plugs

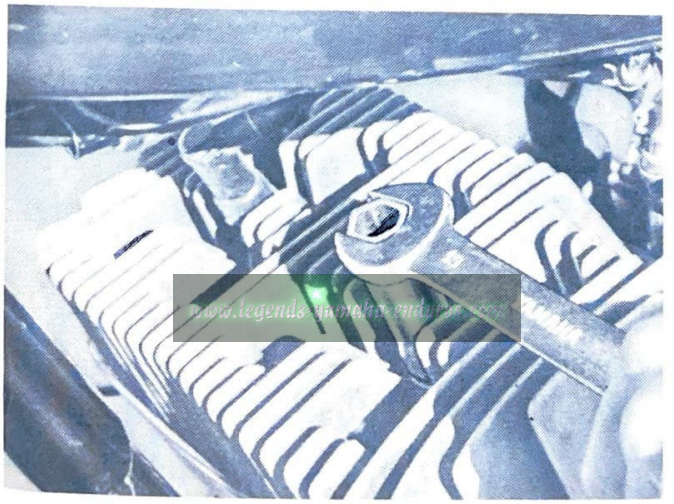
A spark plug ignites the fuel-air mixture in the cylinder. Carboned or oiled plugs cause hard starting, misfiring and other problems. Remove carbon from the electrodes with a wire brush foom time to time.

a **Spark Plug Gap: The correct gap is 0.020~0.023″.(0.5~0.6 mm)**

b **Heat Range: The standard plug is an NGK B9HC.**

The spark plug will be covered with carbon if it is too cool for operating conditions. If the plug is correct, the insulator will be relatively clean and have a tan color. If the standard plug is too cool, use an NGK B8HC.



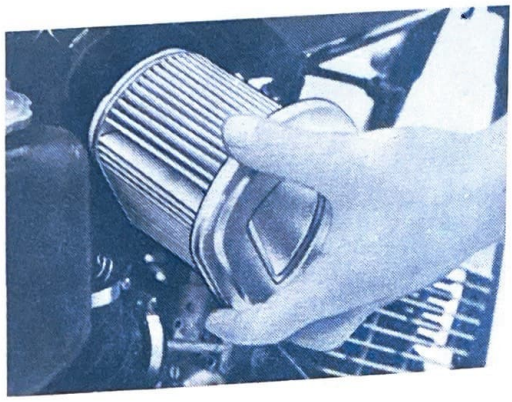


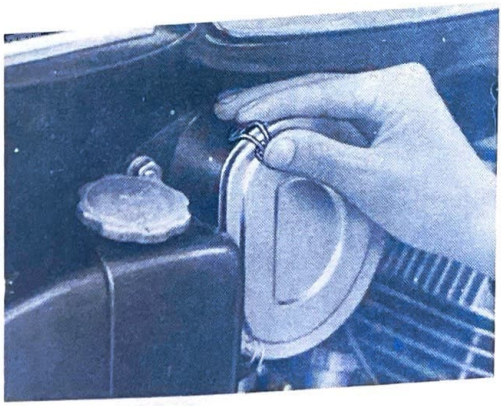
6 Air Cleaners

An air cleaner excludes dust and dirt from the engine. It must be clean at all times. If you drive often on dirt roads, be sure to clean it at least once a month.

a Remove the left side cover and then the air cleaner cover set screw.

b Open the air cleaner case lid with thum and pull out 2 pcs. of cleaner element.





Cleaning

The air cleaner is a paper filter. Wash the filter in clean gasoline. Blow compressed air through it from the inside. Never wash the filter in water or oil. Use clean gasoline.

7 Adjusting the Carburetors

If the standard carburetor settings, which were done under rigid test conditions, are changed, it may result in poor performance. Adjust the carburetor as follows:

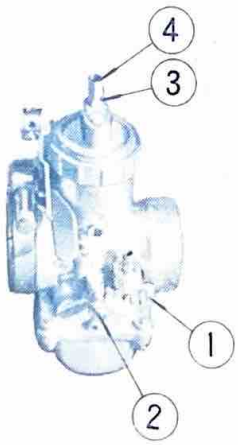
a Idle

1. Tighten the right and left pilot air screws (1) all the way, then loosen them 1½ turns.
2. With the engine running, turn the throttle adjusting screw (2). Adjust it to a position where the engine runs smoothly at low rpm.

NOTE: To decrease rpm, turn the screw clockwise.
To increase rpm, turn the screw counterclockwise.

3. The amount of exhaust from each muffler should be the same.

NOTE: The proper idle speed is between 1,000 and 1,200 rpm.



b Throttles

The right and left throttle slides should move simultaneously when the throttle is turned.

1. Turn the throttle wide open.
2. Loosen the cable adjuster locknut (3). Then turn the cable adjuster (4) just until there is no play.
3. After adjusting, tighten the locknut.

8 Drive Chain

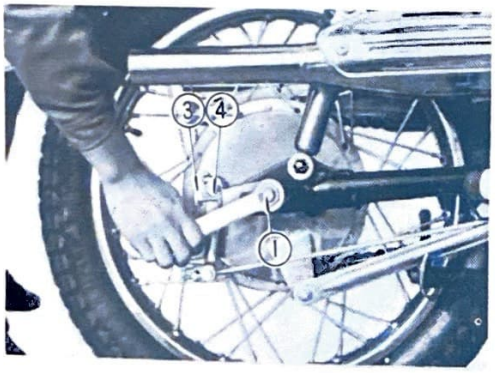
The drive chain should have 4/5 inch (20 mm) of up and down play measured at the center of the lower section of the chain wheel on the ground. A dirty or dry chain will wear rapidly and damage the sprockets. Check the chain regulary to make sure that it is properly oiled and adjusted. It is wise to wash the chain off with gasoline before reoiling it.

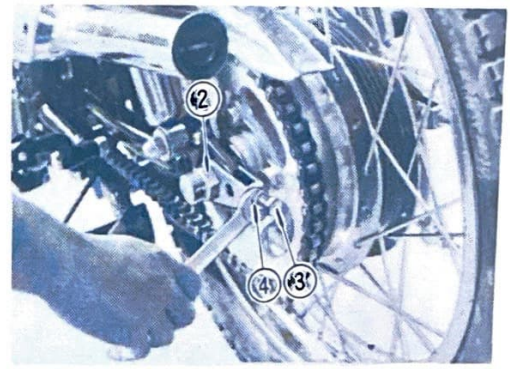
Adjusting

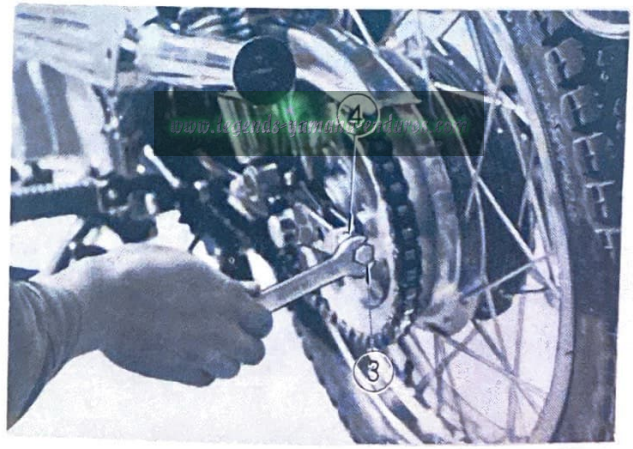
a Loosen the rear wheel nuts, (1) and (2), on either side of the wheel.

b Adjust the chain by turning the chain adjusting bolts (3). The adjusting marks on each side should be in the same position.

c When the chain is adjusted properly, tighten all the nuts (1), (2) and (4)

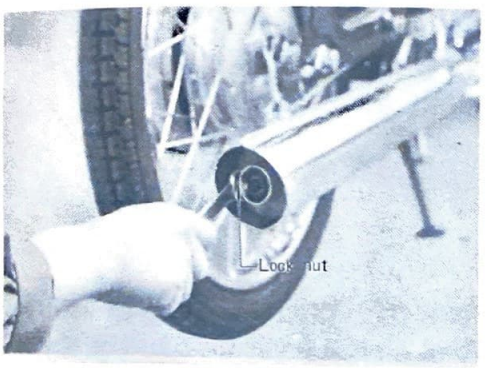






9 Cleaning the Mufflers

To remove the inner cylinder from the muffler, remove the cylinder set screw and pull the cylinder out with pliers. Remove the carbon with a wire brush.



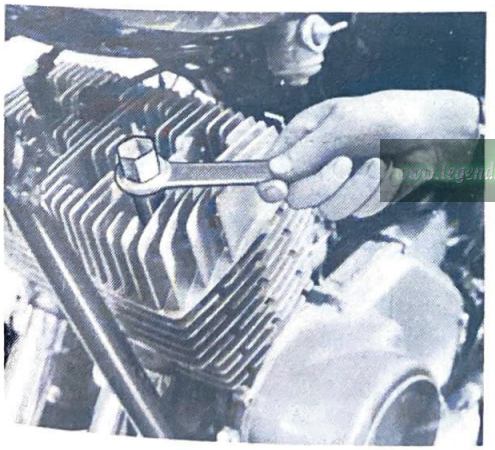
10 Cleaning the Cylinder Heads and Pistons

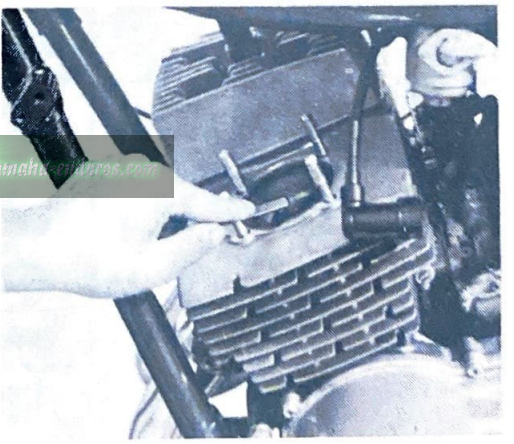
Carbon accumulation around the cylinder heads and pistons causes poor perfomance, loss of power, overheating, piston slap and other problems.

a Remove the cylinder head, and remove all carbon from the combustion chamber.

b Remove all carbon from the piston crown.

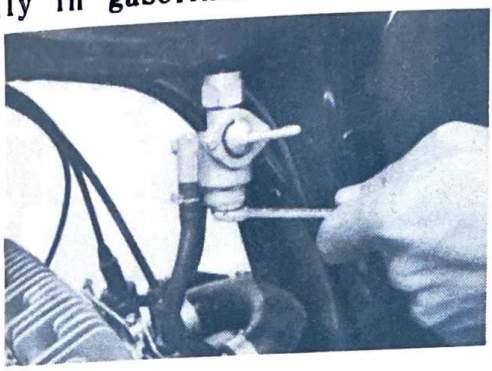
NOTE: Use a wire brush or screwdriver being careful not to mark the aluminum. Clean the surfaces with gasoline.





11 Cleaning the Fuel Cock Filter

The fuel cock filter removes impurities from the gasoline before it reaches the carburetors. A clogged filter will keep from fuel reaching the carbs. The filter must be cleaned from time to time. Remove the cup from the fuel cock and then the filter. Wash it carefully in gasoline.



12 Nuts and Bolts

Go over your machine periodically checking to see that all hardware is secure. In particular check the following items.

Front & rear axles
Foot rests
Swinging arm shaft
Mufflers
Center stand
Side stand
Engine fittings
Carburetors
Air clener cover
Brake linkage
Exhaust ring nuts
Rear shock absorbers

13 Greasing and oiling

	Parts to be lubricated	Distance of driving at lst lubr.,miles(km)	Lubrication interval, miles(km)	Type of Lubricant
1	Front brake cam shaft	600(1,000)	2,000(3,000)	cup grease
2	Rear brake cam shaft	600(1,000)	2,000(3,000)	〃
3	Front brake wire	600(1,000)	2,000(3,000)	〃
4	Rear brake wire	600(1,000)	2,000(3,000)	〃
5	Accelerator grip	600(1,000)	2,000(3,000)	〃
6	Stand shaft	600(1,000)	2,000(3,000)	〃
7	Brake linkage	600(1,000)	2,000(3,000)	〃
8	Drive chain	300(500)	600(1,000)	motor oil
9	Gear oil	300(500)	600(1,000)	
10	Swinging arm shaft	600(1,000)	2,000(3,000)	cup grease

6 Repair and Troubleshooting Charts

6-1 Factory Authorized Service

Your Yamaha dealer is a factory trained mechanic who guarantees thorough and correct maintenance for your motorcycle. We recommend that you let your dealer make all repairs and adjustments on your motorcycle. You will be assured prompt and good service.

6-2 Genuine Yamaha Parts

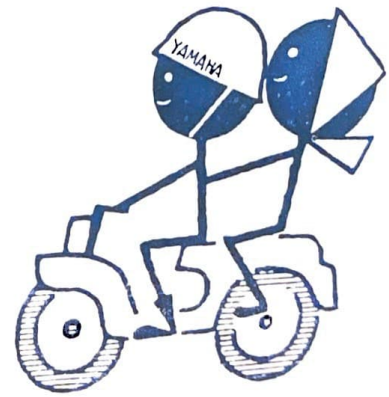
Always use genuine Yamaha parts and not "substitute" brands. Yamaha parts are manufactured to meet the factory's exacting standards of precision and quality.

6-3 If Something Should Go Wrong……

The YR2C undergoes rigid factory tests to assure you long and satisfactory performance. However, if something should go wrong with your machine, immediately ask your Yamaha dealer for advice. He is always glad to answer your questions.

IMPORTANT: Some components are sealed or cannot be disassembled. If repairs to such components are necessary go to your Yamaha dealer. Yamaha cannot be responsible for repairs and adjustments to such components.

NOTE: The inspection and maintenance of Auto Lube are the dealer's job.



6-4 Troubleshooting charts

I Engine does not start.

a Main switch key is in "I (DAY DRIVING)" position but charge lamp (red) does not light.

1 Disonnected battery cable	Check battery terminals under left side cover. Tighten up loose screws.
2 Burnt-out fuse	Replace. Have your dealer inspect.
3 Dead battery	Try push starting. See Section 4-3-5. Have your dealer inspect.

b Battery is good but engine does not start.

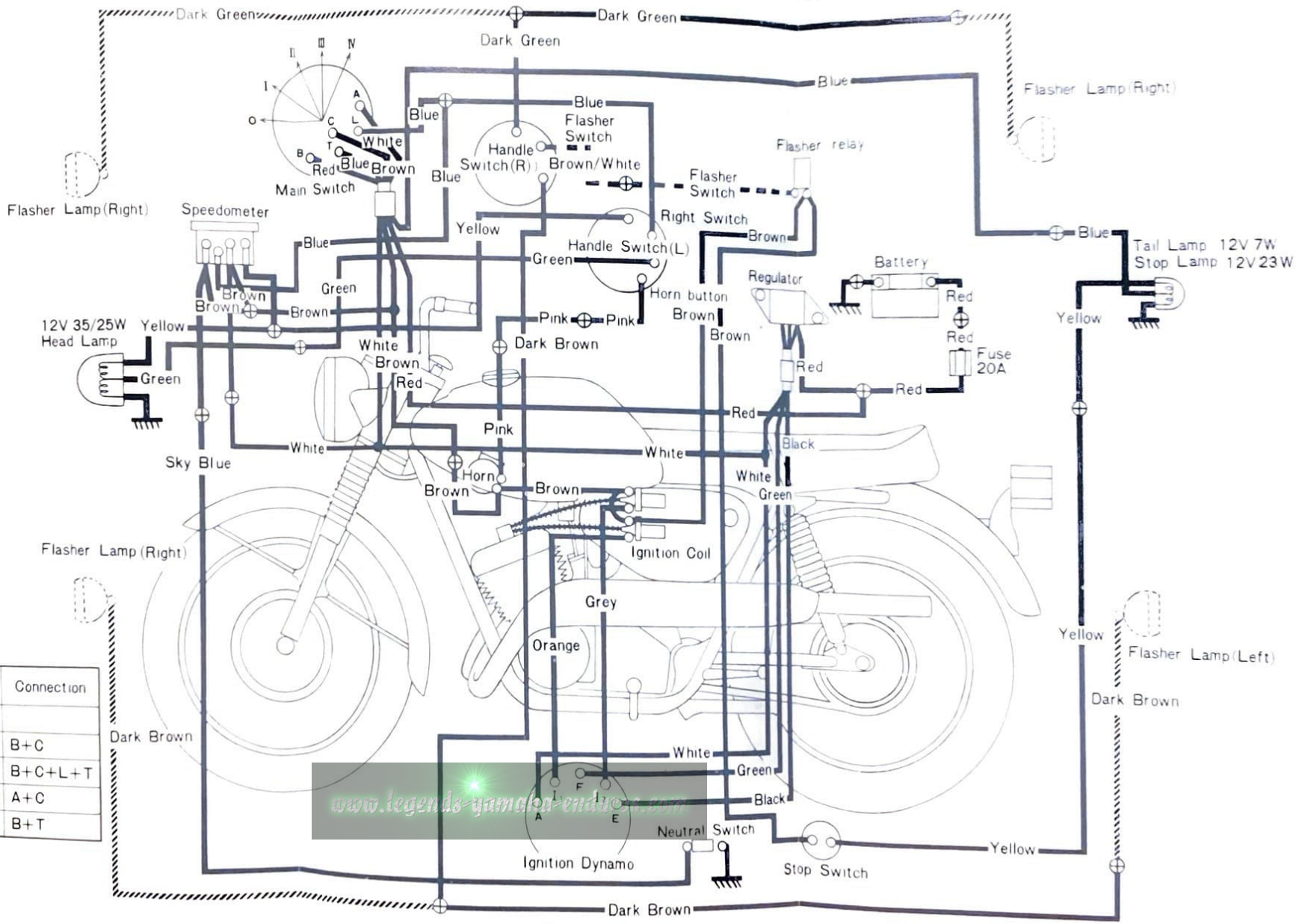
1 a Empty gasoline tank b Closed fuel cock	Refill Open.
2 Incorrect usage of starter lever.	See Section 4-3-1.
3 Dirty or worn spark plug	If plug soots up with carbon, clean and blow dry, or replace.
4 There are sparks, but engine does not start.	Incorrect plug gap. See page 33.
5 No spark (To see if there is no spark, remove plug with high-tension lead in place; ground it to cylinder head, and then kick down crank pedal).	Replace. If plug is not defective, either ignition coil or point breaker is faulty. Have your dealer repair.
6 Fuel in carburetor is overflowing.	Inspect carburetor for overflowing. Have your dealer disassemble and clean.

2 Engine overheats and speed is slow

1	Improper ignition timing	Have your dealer inspect.
2	Clogged bypass in carburetor	Have your dealer clean.
3	Loose carburetor fitting	Tighten
	and/or cylinder head	
4	Dirty or clogged air cleaner	Clean.
5	Lack of oil in drive chain	Apply oil.
6	Carbon coated muffler	Clean. (See p. 37)

If any troubles should occur, please consult with your Yamaha dealer. He is always glad to answer your questions.

350 YR2C Circuit Diagram



Key position	Use	Connection
0	Stop	
I	Day driving	B+C
II	Night driving	B+C+L+T
III	Emergency starting	A+C
IV	Parking	B+T

YAMAHA MOTOR CO., LTD.

PRINTED IN JAPAN

43.4× 7−2