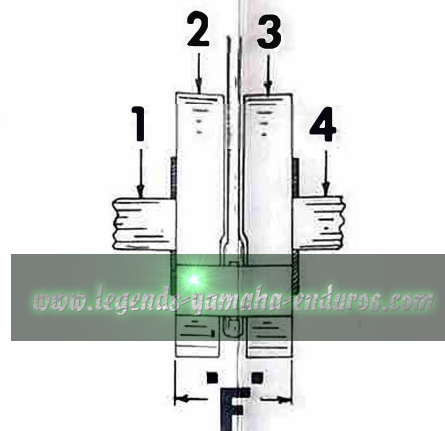


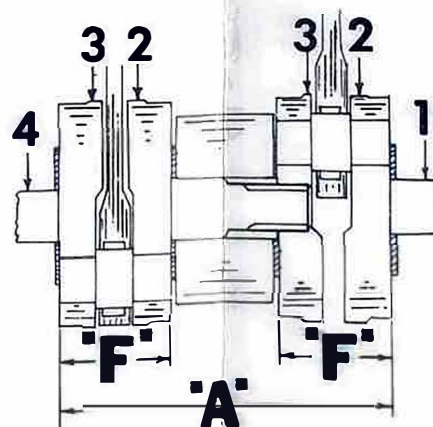
YAMAHA MOTORCYCLE CRANKSHAFT DATA - 1966 THRU 1970

ENGINE	**DEFLECTION TOLERANCE				**FLYWHEEL WIDTHS	
	1	2	3	4	F	A
U5	.02	.06	.06	.02	43 +.00 -.10	
USE	.02	.06	.06	.02	43 +.00 -.10	
MJ2	.02	.06	.06	.02	38	
YJ1	.02	.06	.06	.02	43 +.00 -.10	
YJ2	.02	.06	.06	.02	43 +.00 -.10	
G1	.02	.06	.06	.02	43	
GSIT	.02	.06	.06	.02	43 +.00 -.10	
G5T	.02	.06	.06	.02	45 +.05 -.10	
G5S	.02	.06	.06	.02	45 +.05 -.10	
G6S	.02	.06	.06	.02	45 +.05 -.10	
HS1	.02	.06	.06	.02	43 +.00 -.10	126 +.00 -.20
HT1	.02	.06	.06	.02	50 +.05 -.10	
L1	.02	.05	.05	.02	43 +.00 -.10	126 +.00 -.20
L1E	.02	.05	.05	.02	43 +.00 -.10	126 +.00 -.20
L2	.02	.05	.05	.02	50 +.00 -.10	
L2C	.02	.05	.05	.02	50 +.00 -.10	
L5T	.02	.06	.06	.02	50 +.05 -.10	
L5TA	.02	.06	.06	.02	50 +.05 -.10	
A5	.02	.06	.06	.02	50 +.00 -.10	
A6	.02	.06	.06	.02	50 +.00 -.10	
AT1	.02	.06	.06	.02	56 +.05 -.10	
AT1B	.02	.06	.06	.02	56 +.05 -.10	
AT1B-MX	.02	.06	.06	.02	56 +.05 -.10	
AS1	.02	.06	.06	.02	43 +.00 -.10	126 +.00 -.20
AS1C	.02	.06	.06	.02	43 +.00 -.10	126 +.00 -.20
AS2C	.02	.06	.06	.02	43 +.00 -.10	126 +.00 -.20
CT1	.02	.06	.06	.02	56 +.05 -.10	
CT1B	.02	.06	.06	.02	56 +.05 -.10	

SINGLE CYLINDER



TWIN CYLINDER



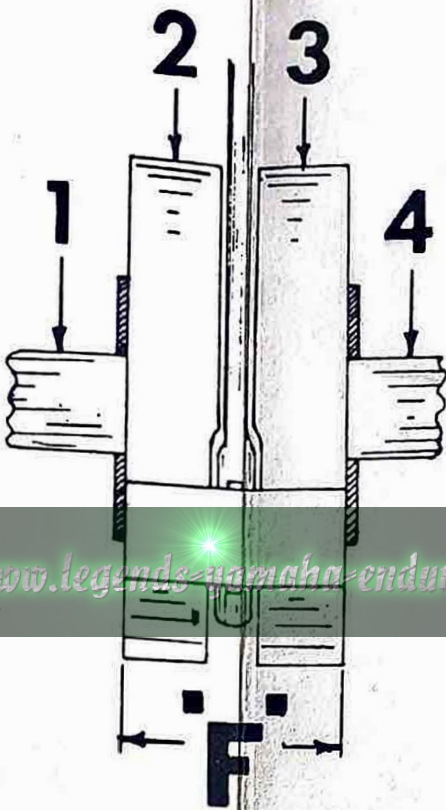
***NOTE: R5 TYPE (W/OUT CENTER BEARING CARRIER)...SPACING BETWEEN INNER WEBS CRITICAL. MUST BE 50^{+0.05}_{-.00} MM.

ENGINE	**DEFLECTION TOLERANCE				**FLYWHEEL WIDTHS	
	1	2	3	4	F	A
CS1	.02	.06	.06	.02	47 +.05 -.10	140 +.10 -.20
CS1C	.02	.06	.06	.02	47 +.05 -.10	140 +.10 -.20
CS3C	.02	.06	.06	.02	47 +.05 -.10	140 +.10 -.20
DS1	.02	.06	.06	.02	50 +.05 -.10	145 +.10 -.20
DS2	.02	.06	.06	.02	50 +.05 -.10	145 +.10 -.20
DS3	.02	.06	.06	.02	52 +.05 -.05	151 +.10 -.10
DS3C	.02	.06	.06	.02	52 +.05 -.05	151 +.10 -.10
DS5	.02	.06	.06	.02	52 +.05 -.05	151 +.10 -.10
DS6C	.02	.06	.06	.02	52 +.05 -.05	151 +.10 -.10
DS6B	.02	.05	.05	.02	52 +.05 -.05	151 +.10 -.10
DT1A	.02	.06	.06	.02	62 +.00 -.05	
DT1B	.02	.06	.06	.02	62 +.00 -.05	
DT1C	.02	.05	.05	.02	62 +.00 -.05	
DT1C-MX	.02	.05	.05	.02	62 +.00 -.05	
M1	.02	.06	.06	.02	52 +.05 -.05	151 +.10 -.10
M2	.02	.06	.06	.02	52 +.05 -.05	151 +.10 -.10
M2C	.02	.06	.06	.02	52 +.05 -.05	151 +.10 -.10
R1	.015	.05	.05	.015	55.75 56.00*	163.5 164.0*
R2	.015	.05	.05	.015	55.75 56.00*	163.5 164.0*
R2C	.015	.05	.05	.015	55.75 56.00*	163.5 164.0*
R3	.015	.05	.05	.015	55.75 -.05	163.5 +.10 -.10
R3C	.015	.05	.05	.015	55.75 -.05	163 +.10 -.10
R5***	.02	.05	.05	.02	52 +.00 -.05	154 +.00 -.10
RT1	.02	.05	.05	.02	62 +.00 -.05	
RT1-MX	.02	.05	.05	.02	62 +.00 -.05	
X51	.02	.05	.05	.02	66 +.00 -.05	186 +.00 -.3

*Specifications of early R1 and R2 models, engine no. 4794 and below.

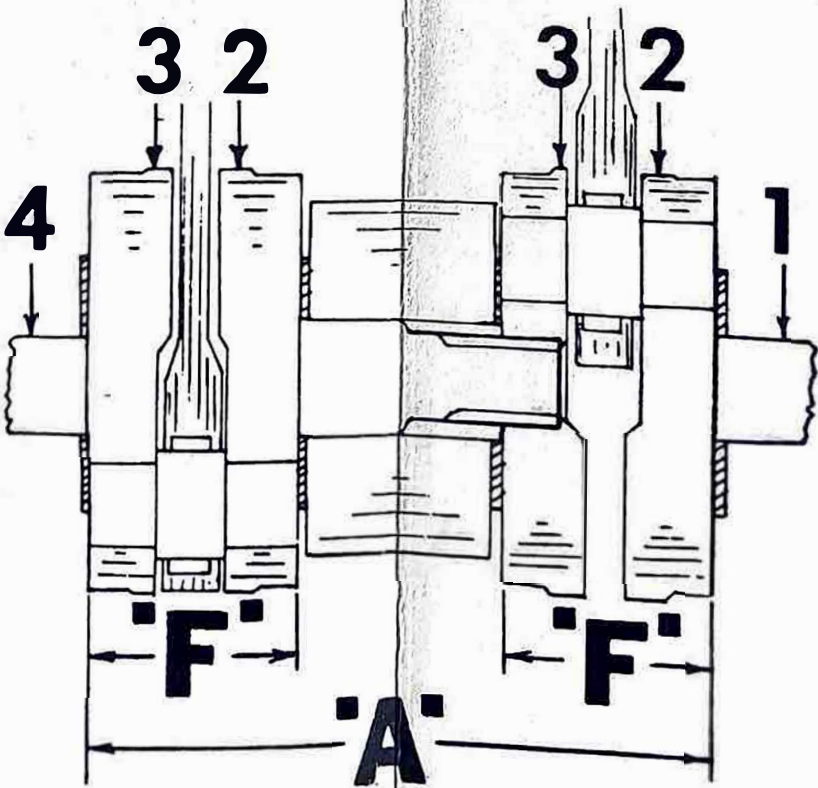
**All dimensions are in millimeters.

SINGLE CYLINDER



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TWIN CYLINDER



***NOTE: R5 TYPE (W/O CENTER BEARING CARRIER)...SPACING BETWEEN INNER WEBS CRITICAL. MUST BE $50^{+.05}_{-.00}$ MM.

ENGINE	** DEFLECTION TOLERANCE				** FLYWHEEL WIDTHS			
	1	2	3	4	F		A	
CS1	.02	.06	.06	.02	47	+05 -10	140	+10 -20
CS1C	.02	.06	.06	.02	47	+05 -10	140	+10 -20
CS3C	.02	.06	.06	.02	47	+05 -10	140	+10 -20
DS1	.02	.06	.06	.02	50	+05 -10	145	+10 -20
DS2	.02	.06	.06	.02	50	+05 -10	145	+10 -20
DS3	.02	.06	.06	.02	52	+05 -05	151	+10 -10
DS3C	.02	.06	.06	.02	52	+05 -05	151	+10 -10
DS5	.02	.06	.06	.02	52	+05 -05	151	+10 -10
DS6C	.02	.06	.06	.02	52	+05 -05	151	+10 -10
DS6B	.02	.05	.05	.02	52	+05 -05	151	+10 -10
DT1A	.02	.06	.06	.02	62	+00 -05		
DT1B	.02	.06	.06	.02	62	+00 -05		
DT1C	.02	.05	.05	.02	62	+00 -05		
DT1C-MX	.02	.05	.05	.02	62	+00 -05		
M1	.02	.06	.06	.02	52	+05 -05	151	+10 -10
M2	.02	.06	.06	.02	52	+05 -05	151	+10 -10
M2C	.02	.06	.06	.02	52	+05 -05	151	+10 -10
R1	.015	.05	.05	.015	55.75 56.00*		163.5 164.0*	
R2	.015	.05	.05	.015	55.75 56.00*		163.5 164.0*	
R2C	.015	.05	.05	.015	55.75 56.00*		163.5 164.0*	
R3	.015	.05	.05	.015	55.75	+05 -05	163.5	+10 -10
R3C	.015	.05	.05	.015	55.75	+05 -05	163	+10 -10
R5***	.02	.05	.05	.02	52	+00 -05	154	+00 -10
RT1	.02	.05	.05	.02	62	+00 -05		
RT1-MX	.02	.05	.05	.02	62	+00 -05		
XS1	.02	.05	.05	.02	66	+00 -05	186	+00 -3

*Specifications of early R1 and R2 models, engine no. 4794 and below.

**All dimensions are in millimeters.

ENGINE	** DEFLECTION TOLERANCE				** FLYWHEEL WIDTHS			
	1	2	3	4	F		A	
U5	.02	.06	.06	.02	43	+ .00 - .10		
U5E	.02	.06	.06	.02	43	+ .00 - .10		
MJ2	.02	.06	.06	.02	38			
YJ1	.02	.06	.06	.02	43	+ .00 - .10		
YJ2	.02	.06	.06	.02	43	+ .00 - .10		
G1	.02	.06	.06	.02	43			
GSIT	.02	.06	.06	.02	43	+ .00 - .10		
G5T	.02	.06	.06	.02	45	+ .05 - .10		
G5S	.02	.06	.06	.02	45	+ .05 - .10		
G6S	.02	.06	.06	.02	45	+ .05 - .10		
HS1	.02	.06	.06	.02	43	+ .00 - .10	126	+ .00 - .20
HT1	.02	.06	.06	.02	50	+ .05 - .10		
L1	.02	.05	.05	.02	43	+ .00 - .10	126	+ .00 - .20
L1E	.02	.05	.05	.02	43	+ .00 - .10	126	+ .00 - .20
L2	.02	.05	.05	.02	50	+ .00 - .10		
L2C	.02	.05	.05	.02	50	+ .00 - .10		
L5T	.02	.06	.06	.02	50	+ .05 - .10		
L5TA	.02	.06	.06	.02	50	+ .05 - .10		
A5	.02	.06	.06	.02	50	+ .00 - .10		
A6	.02	.06	.06	.02	50	+ .00 - .10		
AT1	.02	.06	.06	.02	56	+ .05 - .10		
AT1B	.02	.06	.06	.02	56	+ .05 - .10		
AT1B-MX	.02	.06	.06	.02	56	+ .05 - .10		
AS1	.02	.06	.06	.02	43	+ .00 - .10	126	+ .00 - .20
AS1C	.02	.06	.06	.02	43	+ .00 - .10	126	+ .00 - .20
AS2C	.02	.06	.06	.02	43	+ .00 - .10	126	+ .00 - .20
CT1	.02	.06	.06	.02	56	+ .05 - .10		
CT1B	.02	.06	.06	.02	56	+ .05 - .10		