

# MOTORCYCLE SERVICE NEWS

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YAMAHA INTERNATIONAL CORPORATION  
MONTEBELLO, CALIFORNIA

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## HT1B-MX SET-UP SPECIFICATIONS

All set-up specifications for the HT1B-MX are the same as those for the HT1B with the exception of the following:

TIMING . . . . .	2.5mm BTDC
SPARK PLUG . . . . .	NGK B9EN
CARB. TYPE . . . . .	MIKUNI VM-24SH
I.D. MARK . . . . .	276M1
MAIN JET . . . . .	#130
AIR JET . . . . .	N/A
NEEDLE JET . . . . .	N-8
JET NEEDLE . . . . .	4DH7-2nd Stage
CUTAWAY . . . . .	2.0
PILOT JET . . . . .	#30
AIR SCREW . . . . .	1- $\frac{1}{2}$ turns out
STARTER JET . . . . .	#40
FLOAT LEVEL . . . . .	25.5mm

TRANSMISSION	gear	teeth	ratio
	1st	34/12	2.833
	2nd	30/16	1.875
	3rd	26/19	1.368
	4th	24/22	1.090
	5th	22/23	0.956
SEC. REDUCT. RATIO		52/14	3.714

FRONT TIRE	3.00-18 Trials Universal
REAR TIRE	3.25-18 Trials Universal

We have just finished proofing a Supplementary Service Manual for the HT1B-MX. It should be returned from Japan sometime in mid-March. Until such time as you receive the manual, treat the HT1B-MX in the same manner as you would the AT1C-MX.

- NOTE:
- 1) If the Autolube is in use (for racing) mix 30:1 gas/oil ratio. (Lean out as, or if, necessary to achieve good combustion.)
  - 2) If the Autolube is NOT in use mix 15:1 gas/oil ratio to start.
  - 3) Use quality two-stroke oil for air cooled engines.
  - 4) Use high octane (90+) fuel with a low lead content.
  - 5) Maximum BHP = 14 @ 9,500 rpm. Give top end a complete inspection every race & repair every 250 miles maximum (under racing conditions).