

GENUINE



DT 100 F
OWNER'S MANUAL

www.legends-yamaha-enduros.com

LIT-11626-01-27

IMPORTANT: PLEASE READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE OPERATING THIS VEHICLE.

Particularly important information is distinguished in this manual by the following notations:

NOTE: A NOTE provides key information to make procedures easier or clearer.

CAUTION: A CAUTION indicates special procedures that must be followed to avoid damage to the machine.

WARNING: A WARNING indicates special procedures that must be followed to avoid injury to a machine operator or person inspecting or repairing the machine.

DT100F OWNER'S MANUAL

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YAMAHA MOTOR CORPORATION, U.S.A.
BUENA PARK, CALIFORNIA 90620

LIT-11626-01-27

INTRODUCTION

Congratulations on your purchase of the Yamaha DT100F. This model represents the product of many years of Yamaha experience in the production of fine sporting, touring, and pace-setting racing machines. You can now appreciate the high degrees of craftsmanship and reliability that have made Yamaha a leader in these fields.

PLEASE READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE OPERATING YOUR NEW MACHINE. This manual will provide you with a good basic understanding of the features, operation, and basic maintenance and inspection items of this vehicle. If you have any questions regarding the operation or maintenance of your machine, please consult your Yamaha dealer.

NOTICE:

Some data in this manual may become outdated due to improvements made

to this model in the future. If there is any question you have regarding this manual or your machine, please consult your Yamaha dealer.

This Yamaha motorcycle in its design and manufacture fully complies with the emissions standards for clean air applicable at the time of manufacture.

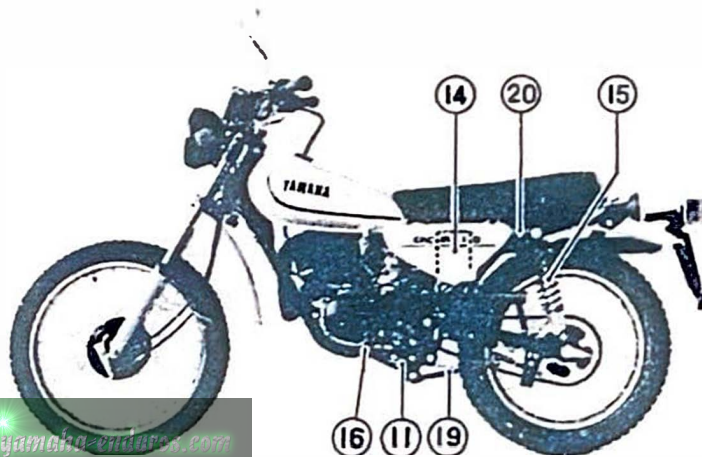
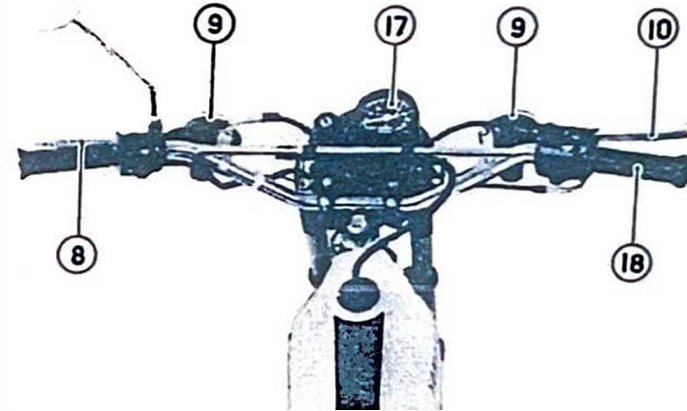
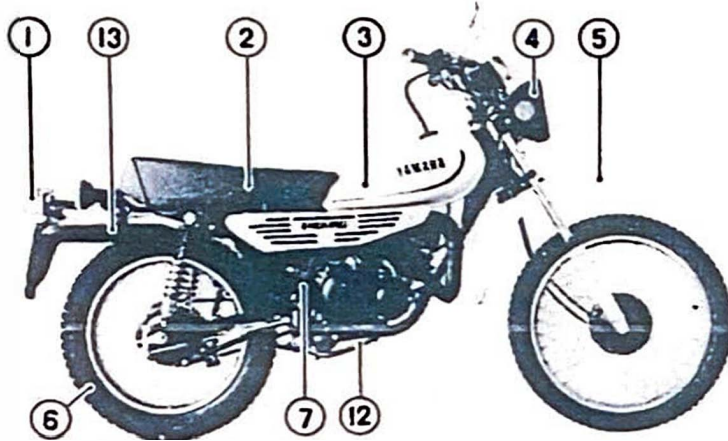
Yamaha has met these standards without reducing the motorcycle's performance or economy of operation. To maintain these high standards it is important that you and your dealer pay close attention to the recommended maintenance schedules and operating instructions contained within this manual.

**SERVICE DEPT.
INTERNATIONAL DIVISION
YAMAHA MOTOR COMPANY, LTD.**

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DESCRIPTION



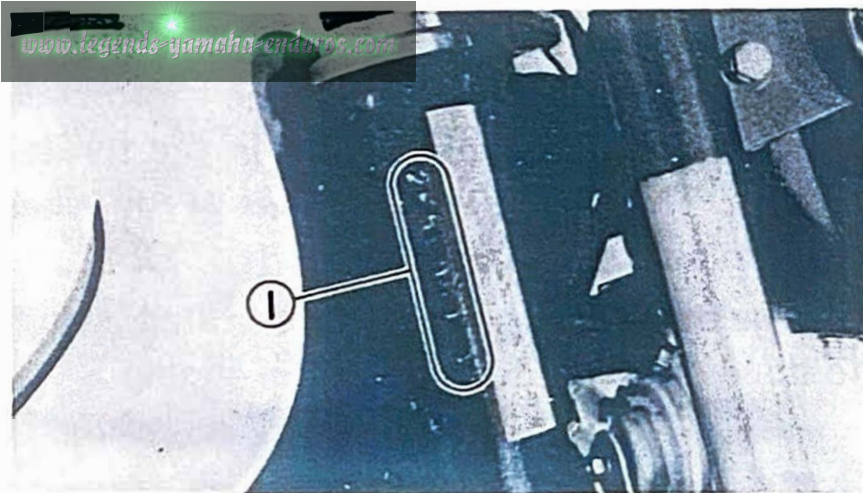
1. Taillight
2. Seat
3. Fuel tank
4. Headlight
5. Front fender
6. Rear wheel
7. Kick crank
8. Clutch lever
9. Flasher light
10. Brake lever

11. Footrest
12. Brake pedal
13. Muffler
14. Oil tank
15. Rear shock absorber
16. Change pedal
17. Speedometer
18. Throttle grip
19. Side stand
20. Helmet holder

MACHINE IDENTIFICATION

Frame serial number

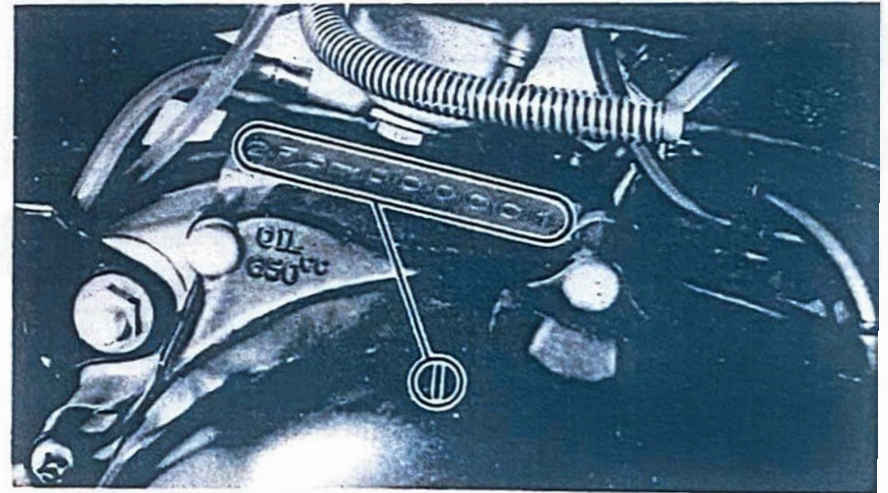
The frame serial number is stamped on the right side of the steering head pipe.



1. Frame serial number

Engine serial number

The engine serial number is stamped into the raised part of the right rear section of the engine.



1. Engine serial number

NOTE:

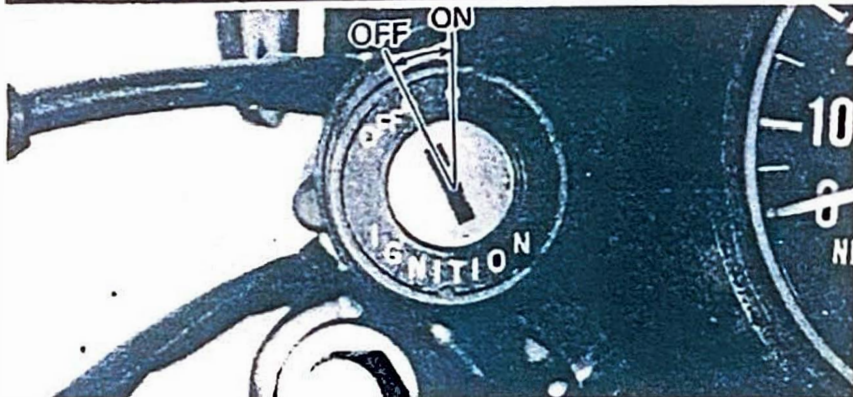
The first three digits of these numbers are for model identification; the remaining digits are the unit production number.

CONTROL FUNCTIONS

Main switch

According to the main key position, the ignition and lighting systems can be used as follows:

Key position	Description	Key removal
OFF	All the electrical systems inoperative. Engine cannot be started. Lights and horn with not function.	Possible
ON	Engine can be operated. Turn, brake and horn circuits can be operated. Taillight and meter lights always on and, with the engine running, the headlight comes on automatically. Headlight functions only when the engine is running.	Not possible



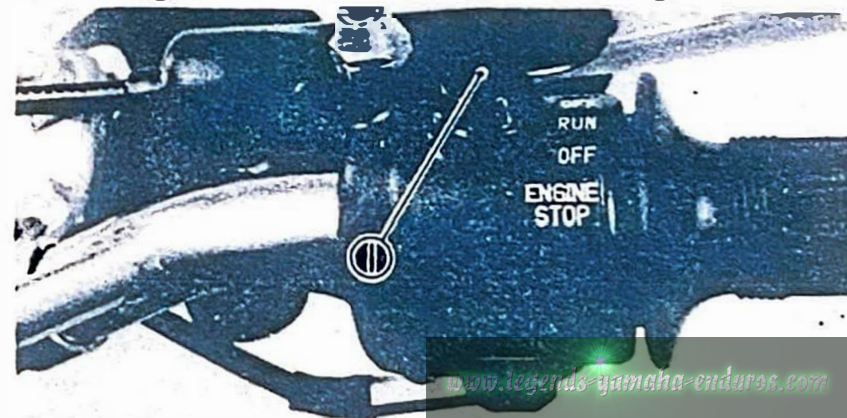
Handlebar switches

The handlebar switches are located near the right and left handle grips and are used for the following functions:

“ENGINE STOP” switch

Make sure that the engine stop switch is turned to “RUN” position. The engine stop switch has been equipped to ensure safety in an emergency such as when the motorcycle is upset or trouble takes place in the throttle system. The engine will not start or run when the engine stop switch is turned to “OFF”.

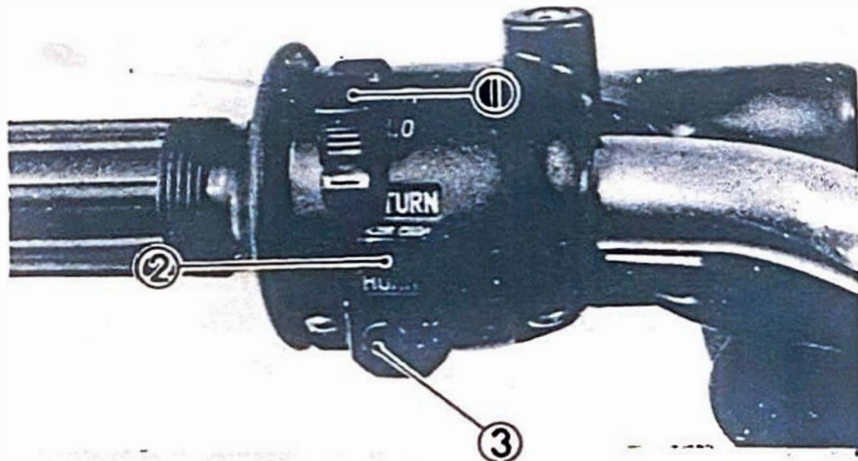
In case of an emergency, turn the stop switch to the right or left to shut off the engine.



1. “ENGINE STOP” switch

“LIGHTS” switch (dimmer)

Turn to the “HI” position for the high beam and to the “LO” position for the low beam.



1. “LIGHTS” (dimmer) switch
2. “TURN” switch
3. “HORN” switch

“HORN” switch

Press the button to sound the horn.

“TURN” switch

This is a three-way switch: the center position is off; turn to the “L” position for the left flasher and to the “R” position for the right flasher. Be sure to turn the switch off after completing a turn.

Indicator lights

“TURN” indicator light (orange):

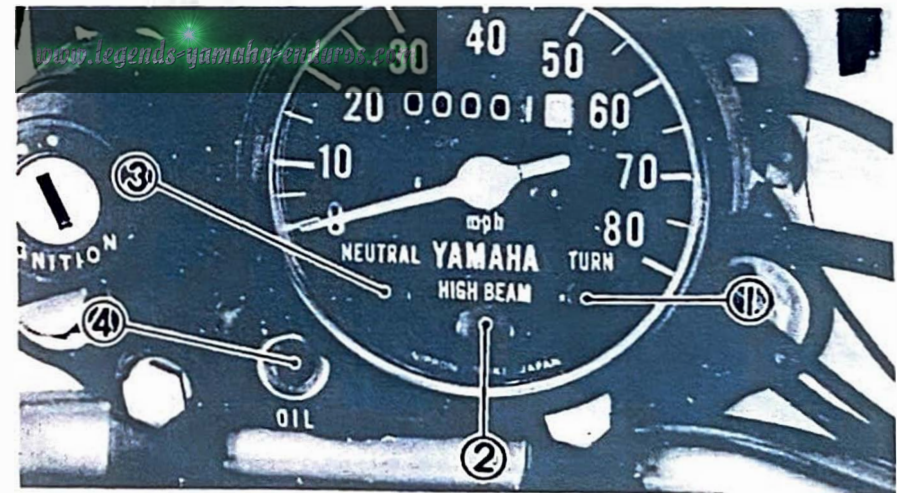
This light flashes while either turn signal is ON.

“NEUTRAL” light (green):

This light comes on when the transmission is in neutral.

“HIGH BEAM” indicator light (blue):

This light comes on when the headlight high beam is used.



1. TURN light
2. HIGH BEAM light
3. NEUTRAL light
4. OIL light

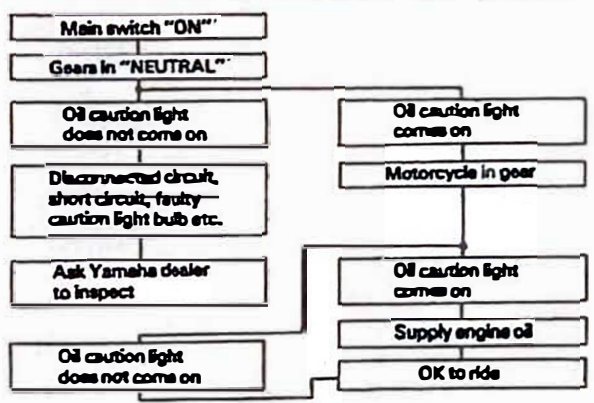
“OIL” caution light (red):

The light comes on when there is little oil in the oil tank, thus warning the rider. The rider can check the circuit by putting the machine in neutral. Both the neutral light and the oil caution light should come on.

NOTE: _____

If the oil caution light will not light up during this test, have your Yamaha dealer check it. Of course, check the oil level first.

CAUTION: _____
Do not run the machine until you know the machine has enough oil.

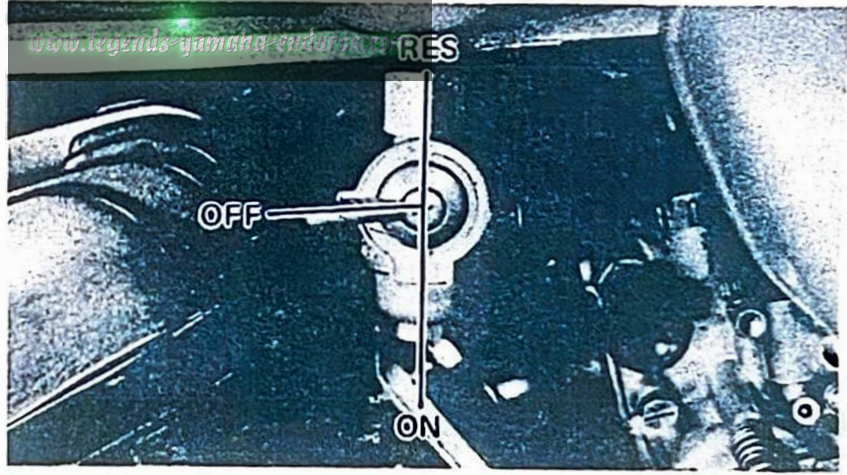


Fuel petcock

The fuel petcock supplies fuel from the tank to the carburetor while filtering the fuel. The fuel petcock has three positions:

OFF: With the lever in this position fuel will not flow. Always return the lever to this position when the engine is not running.

ON: With the lever in this position fuel flows to the carburetor. Normal riding is done with the lever in this position.

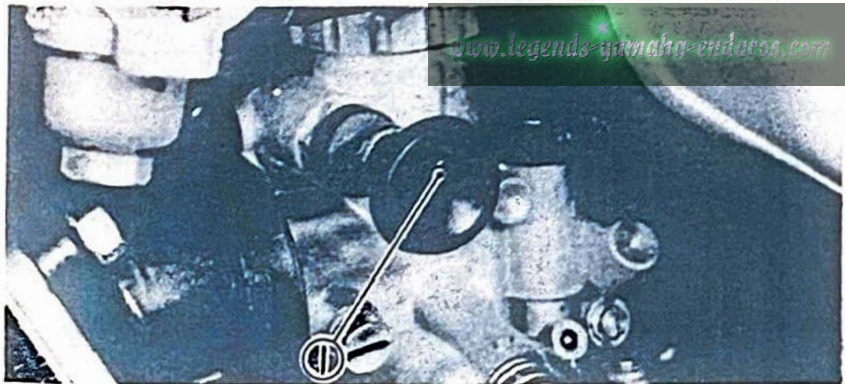


RES: This indicates "RESERVE". If you run out of fuel while riding, move the lever to this position. THEN, FILL THE TANK AT THE FIRST OPPORTUNITY.

Starter knob (CHOKE)

When cold, the engine requires a richer fuel mixture for starting. A separate starter circuit, which is controlled by the starter knob, supplies this mixture.

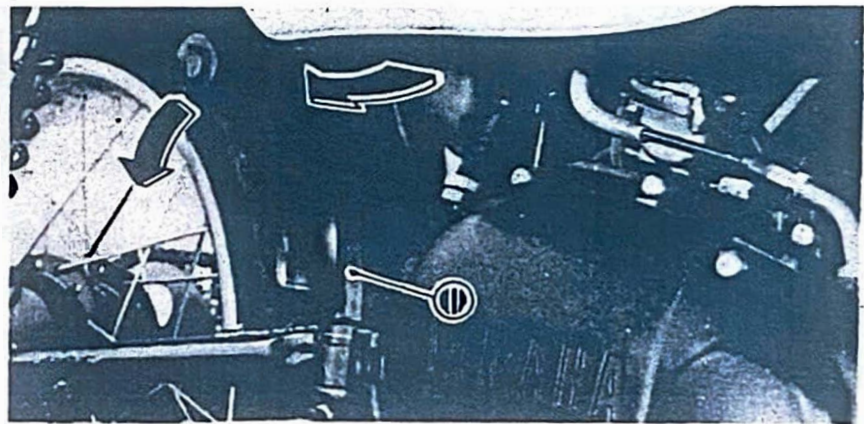
Pull the knob out to open the circuit for starting. When the engine has warmed up push the knob in to close the circuit before riding. See "Starting Instructions" before attempting to start the engine.



1. Starter knob

Kick starter

To start the engine, rotate the kick crank, push down lightly with your foot until the gears engage, and then kick smoothly and forcefully. This model has a primary kick starter so the engine can be started in gear if the clutch is disengaged. In normal practice, however, shift to neutral before starting.

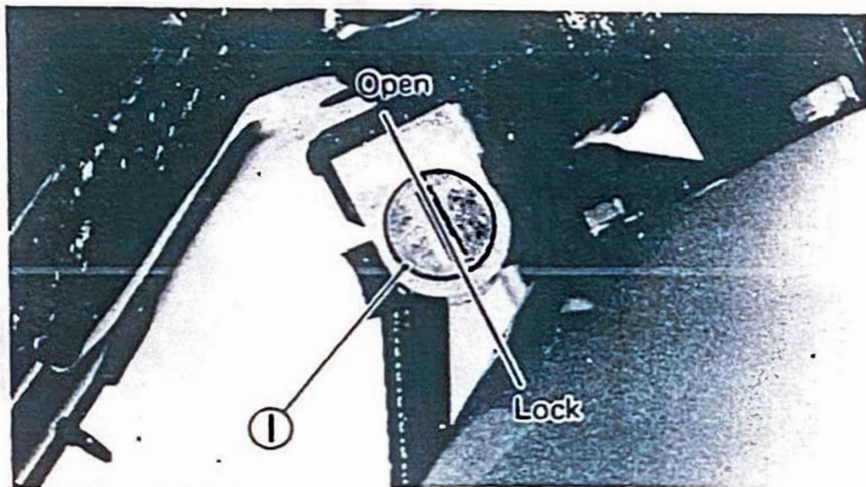


1. Kick starter

Steering lock

To lock the steering, turn the handlebars fully to the left, insert the key into the steering lock under the head pipe and turn the key 1/2 turn. After checking if the lock is engaged,

remove the key from the lock. To release the lock, insert the key and turn it 1/2 turn in either direction.



1. Steering lock

Seat latch

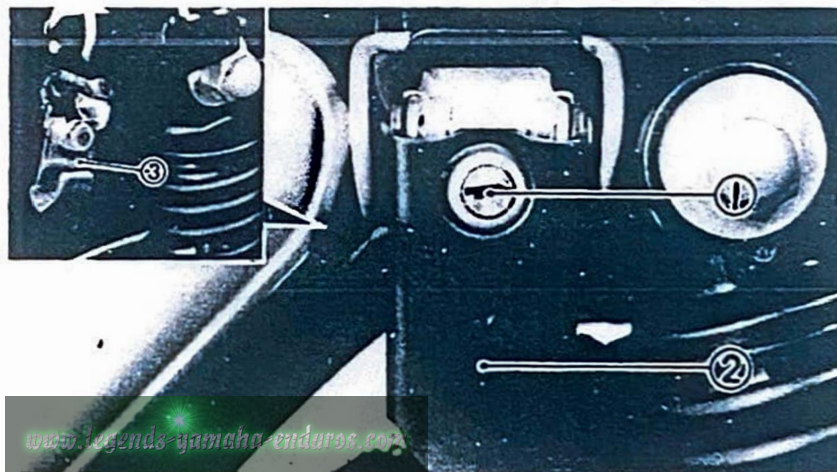
The seat is hinged to the frame on one side and secured by the seat latch on the other side. To check the battery fluid, add engine oil, or take out the service tools, pull the seat latch lever out, free the seat latch from the hook, and lift the seat.

CAUTION:

To avoid damage to the battery, do not store anything under the seat.

Seat lock

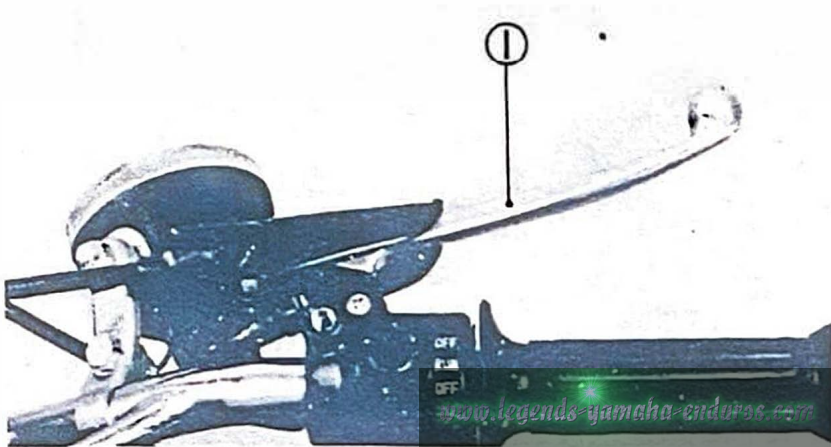
To open the seat lock, insert the key in the lock and turn it clockwise.



1. Seat lock 2. Seat latch 3. Helmet hanger

Front brake lever

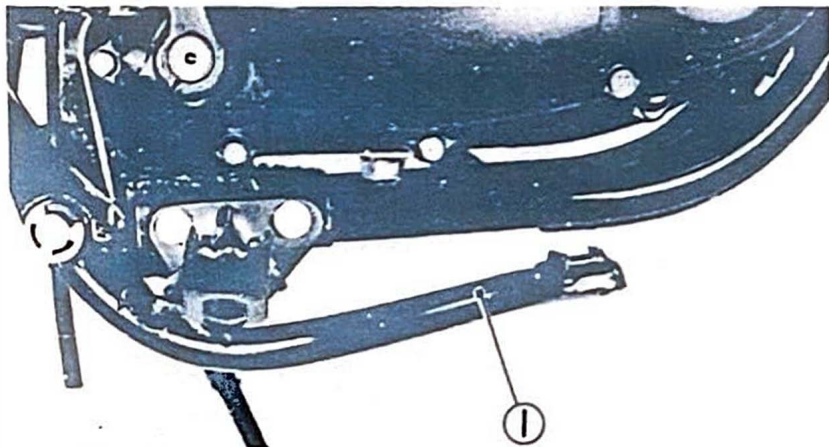
The front brake lever is located on the right handlebar. Pull it toward the handlebar to activate the front brake.



1. Front brake lever

Rear brake pedal

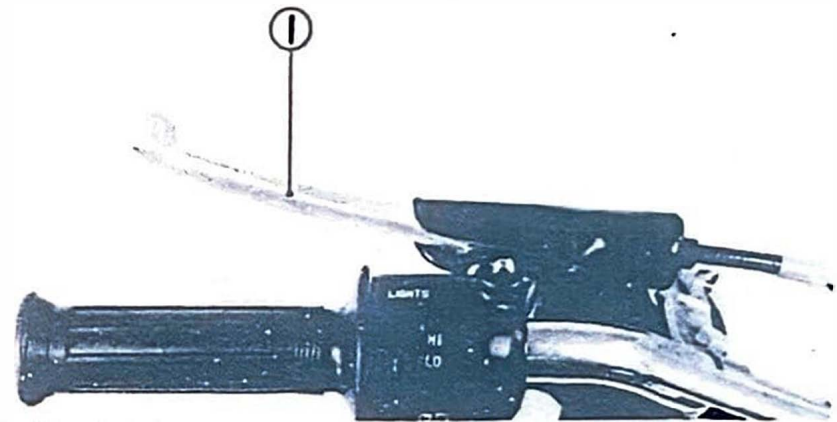
The rear brake pedal is on the right side of the motorcycle. Press down on the brake pedal to activate the rear brake.



1. Rear brake pedal

Clutch lever

The clutch lever is located on the left handlebar and disengages or engages the clutch.

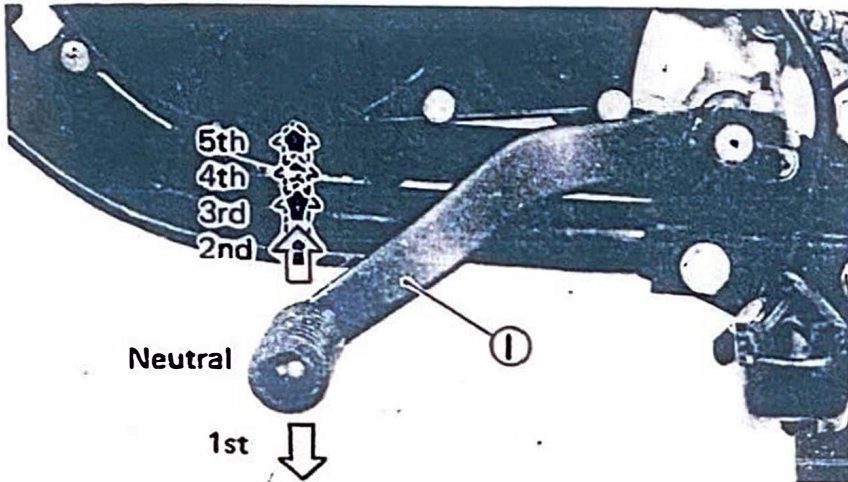


1. Clutch lever

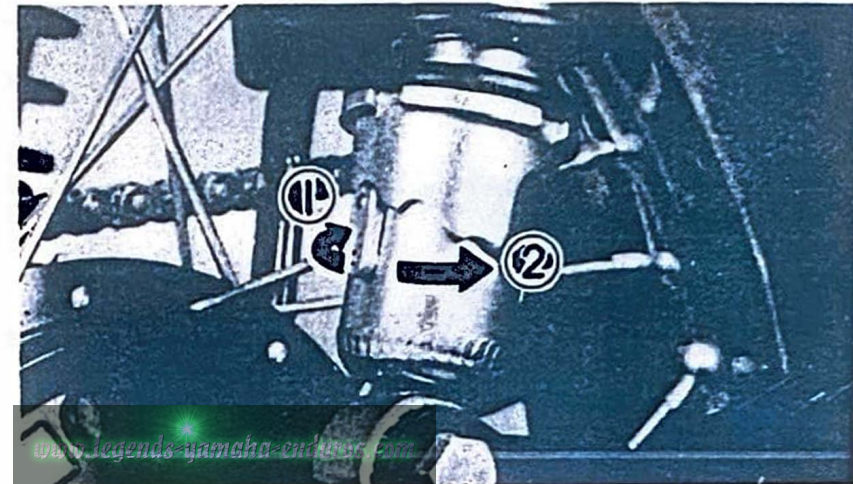
Pull the clutch lever to the handlebar to disengage the clutch and release the lever to engage the clutch. The lever should be pulled rapidly and released slowly for smooth operation.

Gear shifting

The gear ratios of the constant mesh 5 speed transmission are ideally spaced. The gears are shifted by using the change pedal on the left side of the engine.



1. Change pedal



1. Stiffer 2. Softer

Rear shock absorber

The spring preload of the rear shock absorber can be adjusted to suit rider preference and riding conditions.

If the spring seat is raised, by turning it in one direction the spring becomes stiffer and if lowered, the spring becomes softer.

PRE-OPERATION CHECKS

Before using this motorcycle be sure to check the following points.

No.	ITEM	REMARKS	PAGE
1.	Brake (Front and Rear)	Check operation, free play.	25
2.	Clutch	Check operation, condition and free play. Adjust if necessary.	27
3.	Engine Oil	Check Autolube tank oil level, top-up with Yamalube 2-cycle oil or 2-cycle oil with "BIA certified for service TC-W" if necessary.	36
4.	Transmission Oil	Check oil level. Top-up with Yamalube 4-cycle oil or SAE 10W/30 "SE" motor oil if necessary.	27
5.	Drive Chain	Check chain tension and condition. Adjust if necessary.	29
6.	Throttle	Check for smooth operation. Adjust if necessary.	32
7.	Battery	Check fluid level, top-up with distilled water if necessary.	34
8.	Lights/Signals	Check operation.	—
9.	Wheel/Tires	Check tire pressure, wear, damage. Check tightness of spokes.	12
10.	Fittings/Fasteners	Visually check all fittings and fasteners.	—
11.	Fuel	Check fuel level. Add fuel if necessary.	12

—WARNING:—

If any item on the checklist is not functioning properly, do not operate the motorcycle until the item has been inspected and repaired.

Brake (Front and Rear)

Check for correct play in the brake lever and pedal and make sure they are working properly. Check the brakes at low speed shortly after starting out.

Clutch

Check for correct play in the clutch lever and make sure the lever operates properly.

Engine oil (oil tank)

Make sure there is sufficient engine oil in the oil tank. Add oil as necessary.

Recommended oil:

See GENERAL MAINTENANCE/
LUBRICATION NO. 14 page 23

Transmission oil

Make sure the transmission oil is at the specified level. Add oil as necessary.

Recommended oil:

See "GENERAL MAINTENANCE/
LUBRICATION NO.3" page 22

To check level, screw the dip stick completely out and then just rest the stick in the hole. The oil level should be between the two marks on the dipstick.

Drive chain

Check the chain tension and condition.

Throttle

Turn the throttle grip to see if it operates properly and if the play is normal. Make certain the throttle snaps closed when released.

Battery

Check the fluid level and top-up if necessary. Use only distilled water if refilling is necessary.

Lights/Signals

Check the headlight, flasher light, taillight, brake light, meter lights and all the indicator lights to make sure they are in working condition.

Wheels/Tires

Check the tire pressure and check the tires for wear.

	FRONT	REAR
DT100F BASIC WEIGHT with oil and full fuel tank	38 kg (84 lb)	49 kg (108 lb)
Standard tire	INOUE 2.50-18-4PR	INOUE 3.00-16-4PR
Tire load limit	85.7 kg (145 lb)	147.4 (325 lb)
Cold tire pressure Normal riding	1.6 kg/cm ² (22 psi)	2.0 kg/cm ² (28 psi)
Off road riding	1.0 kg/cm ² (14 psi)	1.2 kg/cm ² (18 psi)
Minimum tire tread depth	0.8 mm (0.03 in)	0.8 mm (0.03 in)

Fittings/Fasteners

Always check the tightness of chassis fittings and fasteners before riding.

Fuel

Make sure there is sufficient fuel in the tank.

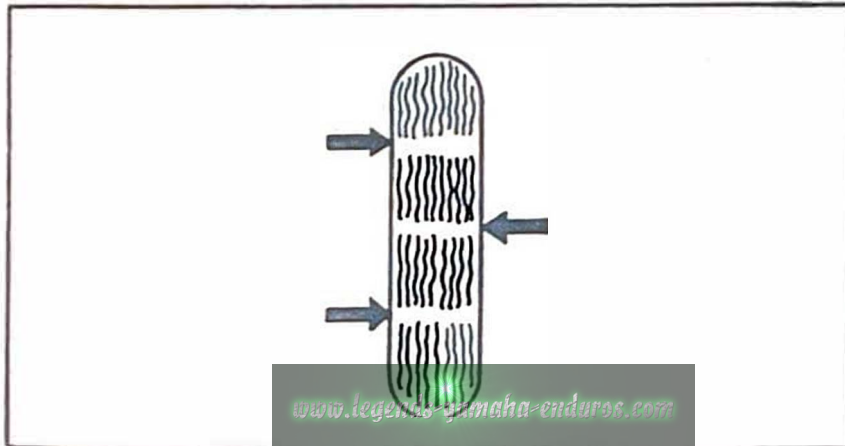
Recommended fuel:

Grade: Regular (leaded)

Research octane: 91 minimum

Fuel tank capacity:

4.5 liters (1.19 US gallon)



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.

Starting a cold engine

1. Shift transmission into neutral.
2. Turn the fuel petcock to "ON".
3. Turn the ignition key to "ON" position.
4. Turn the engine stop switch to the "RUN" position.
5. Operate the carburetor starter knob and completely close the throttle grip.
6. Kick the kick crank briskly to start the engine.

7. After the engine has started, turn the throttle grip so that the engine idles.
8. After 14 sec. of engine operation, return the starter knob to the original position along with shift transmission into first gear.

Starting a warm engine.

To start a warm engine, the starter knob is required.

Warming up

To get maximum engine life, always "warm-up" the engine before riding the machine. Never accelerate hard with a cold engine!

CAUTION:

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

Engine break-in

There is never a more important period, in the life of your motorcycle, than the period between zero and 800 km (500 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 several hours of running. During 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 cylinder, must be avoided.

If any abnormality is noticed during this period, ask your Yamaha dealer to check.

CAUTION:

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

1. 0 ~ 160 km (0 ~ 100 mi):
Avoid operation above 25 mi/h in 5th gear. 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 constant throttle position.

2. 160 ~ 400 km (100 ~ 250 mi):
Avoid prolonged operation above 31 mi/h in 5th gear. Allow the motorcycle to rev freely through the gears but do not use full throttle at any time.
3. 400 ~ 800 km (250 ~ 500 mi):
Avoid prolonged full throttle operation. Avoid cruising speeds in excess of 37 mi/h in 5th gear.
4. 800 km (500 mi) and beyond:
Avoid prolonged full throttle operation. Vary speeds occasionally.

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 or starting accelerating, climbing

hills, etc. To shift into neutral, rapidly 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:

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 the recommended shift point speed in the table below, close the throttle, and at the same time, pull in the clutch lever quickly.
5. Shift into SECOND gear. (Be careful not to shift into NEUTRAL.)
6. Open the throttle part way and gradually release the clutch lever.
7. To accelerate, use the same procedure to shift into the next higher gear ac-

ording to the Recommended Shift Point Chart below.

*To decelerate

1. Apply front and/or rear brakes to slow the machine.
2. When the machine reaches 20 km/h (12.5 mi/h), shift into the lower gear.
3. When the machine is almost completely stopped, shift to neutral.

Recommended Shift Point

	Acceleration Km/h (mph)	Deceleration* Km/h (mph)
1st → 2nd	15 (9)	20 (12)
2nd → 3rd	25 (16)	20 (12)
3rd → 4th	35 (22)	20 (12)
4th → 5th	45 (28)	20 (12)

NOTE: _____

During periods of inclement weather such as snow, rain, sleet, or ice or on poor road surfaces where traction is minimal, or in a sharp corner, IT IS NOT ADVISABLE TO APPLY THE FRONT BRAKE TOO STRONGLY.

While it is true that the front brake supplies the greater portion of braking power, it is also true that stability can be lost very easily if it is not used cautiously under the above conditions.

Crusing

A frequently asked question is "What speed should I cruise at?". The BREAK-IN section provides limitations when the motorcycle is new, but once the engine has been broken in, then we suggest that you follow these guidelines. For sustained load and throttle conditions, such as those encountered on open

highways, cruise at 3/4 throttle. Always bear in mind, though, the maximum allowable speed limit for the area through which you are riding. This is a recommendation, not a "hard and fast" rule. Any modification or personalization of the running gear could possibly change the operating range most comfortable and most efficient for the engine.

Parking

When parking, stop the engine and remove the ignition key. Make it a habit to turn the fuel petcock to "OFF" whenever stopping the engine.

NOTE: _____

Select a parking place where the motorcycle is not apt to fall.

PERIODIC MAINTENANCE AND MINOR REPAIR

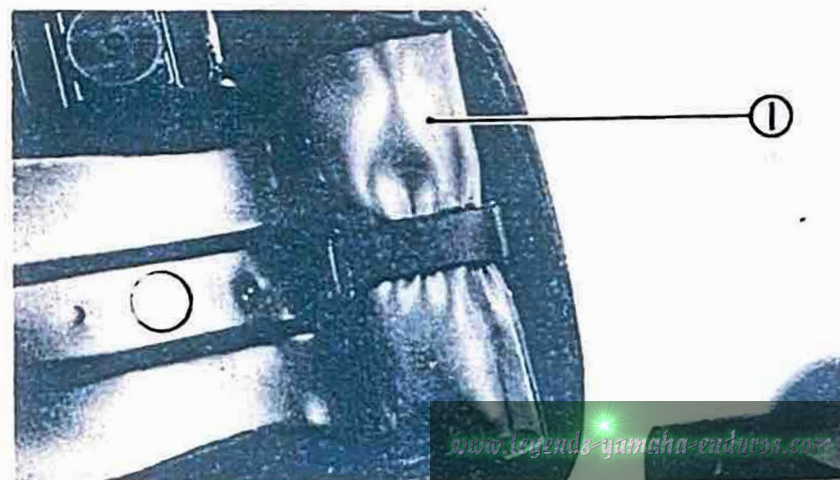
Periodic inspection, adjustment and lubrication will keep your motorcycle in the safest and most efficient condition possible. Safety is an obligation of the motorcycle owner. The most important points of motorcycle inspection, adjustment and lubrication are explained on the following pages.

CAUTION:

If the owner is not familiar with motorcycle service, this work should be done by a Yamaha dealer or a qualified mechanic.

Tool Kit

The servicing information included in this manual is intended to provide you, the owner, with the necessary information for completing some of your own preventive maintenance and minor repairs. The tools provided in the owner's tool kit are sufficient for this purpose, except that a torque wrench is also necessary to properly tighten nuts and bolts.



1. Tool kit

PERIODIC MAINTENANCE

PROPER PERIODIC MAINTENANCE OF YOUR MOTORCYCLE IS IMPORTANT TO ITS GIVING YOU LONG, PLEASURABLE SERVICE. ESPECIALLY IMPORTANT ARE THE MAINTENANCE SERVICES RELATED TO EMISSIONS CONTROL. THESE CONTROLS NOT ONLY FUNCTION TO ENSURE CLEANER AIR BUT ARE ALSO VITAL TO PROPER ENGINE OPERATION AND MAXIMUM PERFORMANCE. IN THE FOLLOWING TABLES OF PERIODIC MAINTENANCE, THE SERVICES RELATED TO EMISSIONS CONTROL ARE GROUPED SEPARATELY.

THESE SERVICES REQUIRE SPECIALIZED DATA, KNOWLEDGE, AND EQUIPMENT. YAMAHA DEALERS ARE TRAINED AND EQUIPPED TO PERFORM THESE PARTICULAR SERVICES.

PERIODIC MAINTENANCE EMISSION CONTROL SYSTEM

No.	ITEM	REMARKS	INITIAL BREAK-IN		THEREAFTER EVERY
			1,000 km or 1 month (600 mi)	4,000 km or 7 months (2,500 mi)	3,000 km or 6 months (2,000 mi)
1.*	Ignition Timing	Check and clean contact breaker point. Check ignition timing. Replace point if necessary.	○	○	○
2.	Spark Plug	Check spark plug condition and plug gap. Replace plug every 3,000 km (2,000 mi).	○	○ Replace	○ Replace
3.*	Fuel Hose	Check fuel hose for cracks and damage. Replace if necessary.	○	○	○
4.*	Fuel petcock	Check fuel petcock for proper function.	○	○	○
5.*	Exhaust System	Retighten exhaust system connections.	○	○	○
6.*	Idle Speed	Check and adjust engine idle speed. Adjust cable free play.	○	○	○

* It is recommended that these items be inspected and adjusted by a qualified mechanic such as your Yamaha dealer.

Spark plug inspection

The spark plug is an important engine component and is easy to inspect.

You should periodically remove and inspect the spark plug because heat and deposits will cause any spark plug to slowly break down and erode. If electrode erosion becomes excessive, or if carbon and other deposits are excessive, you should replace the spark plug with one of the proper type.

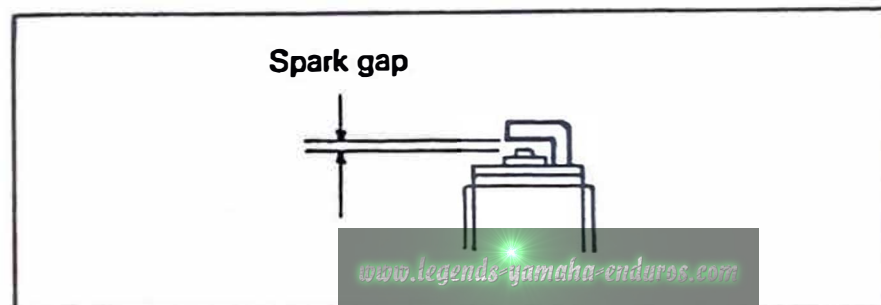
The condition of the spark plug reflects the running condition of the engine. For example, a very white center electrode porcelain color could indicate an intake tract air leak or carburetion problem.

Do not attempt diagnose such problems yourself. Instead, take the machine to your Yamaha dealer or a qualified mechanic.

Standard spark plug:
B-7ES (NGK)

Before installing any spark plug, measure the spark gap with a wire thickness gauge and adjust to specifications.

Spark gap:
0.6 ~ 0.8 mm (0.024 ~ 0.031 in)



When installing the plug, always clean the gasket surface. Wipe off any grime from the threads and torque the spark plug properly.

Spark plug torque:
2.5 m-kG (18 ft-lb)

ANTICIPATED MAINTENANCE

The maintenance items in this table are set apart from the regular periodic maintenance items because of their anticipated need for irregular service intervals. The service interval is dependent upon variable factors such as the severity of use, operating conditions, etc. Therefore, perform this maintenance when the described symptoms warrant it.

No.	ITEM	REMARKS
1	Spark Plug	If any spark plug failure is noticed replace the spark plug. Symptoms indicating spark plug failure are anticipated to occur around 3,000 km (2,000 mi).
2*	Decarbonization	If heavy power loss is evident, decarbonize the cylinder head, piston head and exhaust system. Carbon build-up is anticipated to occur around 5,000 ~ 10,000 km (3,000 ~ 6,000 mi).
3*	Piston	If the piston rattles, the vehicle becomes hard to start, appears to be lacking power, or becomes inoperative, repair as follows: replace the piston and piston rings, clean, hone, or replace the cylinder. These symptoms are anticipated to occur mainly below 500 km (300 mi).

* It is recommended that these items be serviced by a qualified mechanic such as your Yamaha dealer.

GENERAL MAIN TENANCE/LUBRICATION

No.	ITEM	REMARKS	TYPE	INITIAL BREAK-IN		THEREAFTER EVERY	
				1,000 km or 1 month (600 mi)	4,000 km or 7 month (2,500 mi)	3,000 km or 6 months (2,000 mi)	15,000 km or 24 months (9,500 mi)
1.	Brake System	Inspect and adjust. Replace shoes if necessary.	—	○	○	○	
2.	Clutch*	Adjust free play	—	○	○	○	
3.	Transmission oil	Warm-up engine before draining	Yamalube 4-cycle oil or SAE 10w/30 "SE" motor oil	○	○	○	
4.	Drive Chain	Adjust and lubrication thoroughly	Yamaha chain and cable lube or SAE 10w/30 motor oil	CHECK TENSION AND LUBE EVERY 500 km (300 mi)			
5.	Control and Meter cables	Inspect and lubricates thoroughly	Yamaha chain and cable lube or SAE 10w/30 motor oil	○	○	○	
6.	Throttle	Adjust as necessary. Lightly lubricate.	Lithium base grease		○	○	
7.	Brake and Change Pedal Shaft	Lubricate. Apply lightly.	Yamaha chain and cable lube or SAE 10w/30 motor oil		○	○	
8.	Side Stand Shaft Pivot	Lubricate. Apply lightly.	Yamaha chain and cable lube or SAE 10w/30 motor oil		○	○	
9.	Front Fork Oil	Drain completely. Fill to specification	Yamaha fork oil 10 wt or equivalent				○
10.	Steering Ball Bearings and Races*	Check steering assembly for looseness. Moderately repack every 15,000 km (9,500 mi)	Medium weight wheel bearing grease		○		○

No.	ITEM	REMARKS	TYPE	INITIAL BREAK-IN		THEREAFTER EVERY	
				1,000 km or 1 month (600 mi)	4,000 km or 7 month (2,500 mi)	3,000 km or 6 months (2,000 mi)	15,000 km or 24 months (9,500 mi)
11.	Wheel Bearing*	Check bearings for smooth rotation. Moderately repack every 15,000 km (9,500 mi)	Medium weight wheel bearing grease		○		○
12.	Point Cam Wick*	Lubricate. Apply very lightly.	Light weight machine oil		○	○	
13.	Battery*	Check specific gravity	—		○	○	
14.	Autolube Pump*	Check and adjust pump cable and minimum pump stroke. Check oil tank level.	—	○	○	○	
15.	Air Filter*	Check for clogging. If necessary, clean and dampen with oil.	—	○	○	○	

*It is recommended that these items be serviced by a qualified mechanic such as your Yamaha dealer.

Torque specifications

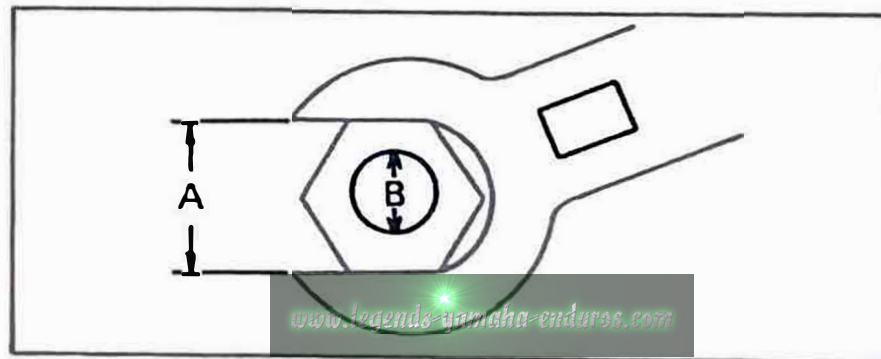
(For a more complete list, refer to the Service Manual for this model.)

Use a torque wrench to tighten these items. It is recommended that these items be checked

Item	Torque
Spark plug	2.5 m-kG (18.0 ft-lb)
Drive sprocket	6.0 m-kG (43.0 ft-lb)
Kick crank	1.5 m-kG (11.0 ft-lb)
Engine mount, upper	2.5 m-kG (18.0 ft-lb)
, lower	4.0 m-kG (29.0 ft-lb)
Rear absorber, frame	4.0 m-kG (29.0 ft-lb)
, swing arm	2.5 m-kG (18.0 ft-lb)
Handle crown, pinch	2.5 m-kG (18.0 ft-lb)
, fitting	7.0 m-kG (50.0 ft-lb)
Handle upper bracket	2.0 m-kG (14.0 ft-lb)
Front axle nut	4.5 m-kG (32.0 ft-lb)
Rear axle nut	4.5 m-kG (32.0 ft-lb)
Sprocket shaft nut	15 m-kG (110 ft-lb)
Footrest	2.0 m-kG (14.0 ft-lb)
Tension bar	2.0 m-kG (14.0 ft-lb)

occasionally, especially before a long tour. Always check the tightness of these items whenever they are loosened for any reason.

A (Nut)	B (Bolt)	General Torque Specifications	
		m-kG	ft-lb
10 mm	6 mm	1.0	7.2
12 mm	8 mm	2.0	15.0
14 mm	10 mm	4.0	29.0
17 mm	12 mm	4.5	33.0
19 mm	14 mm	5.0	36.0
22 mm	16 mm	6.5	47.0
24 mm	18 mm	7.0	50.0
27 mm	20 mm	8.0	58.0

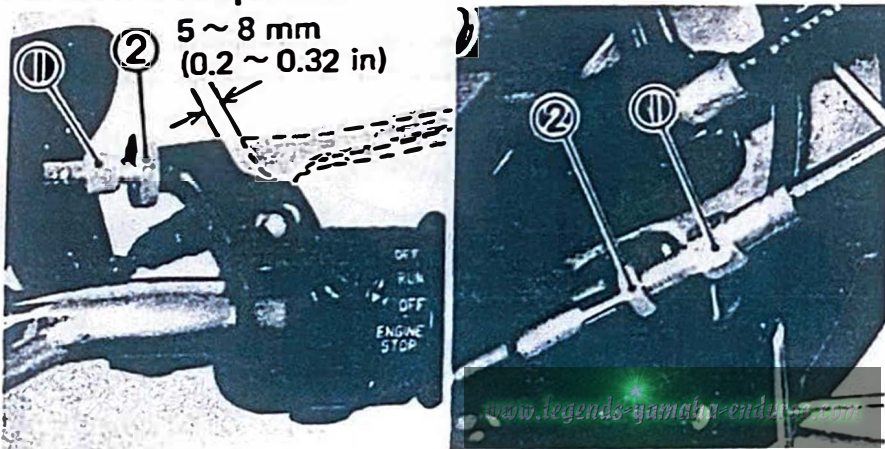


Front brake adjustment

Front brake should be adjusted to suit rider preference with a minimum cable slack of 5 ~ 8 mm (0.2 ~ 0.32 in) play at the brake lever pivot point. Adjustment is accomplished at one of two places; either the handle lever holder or the front brake hub.

1. Loosen the adjuster lock nut.
2. Turn the cable length adjuster in or out until adjustment is suitable.
3. Tighten the adjuster lock nut.

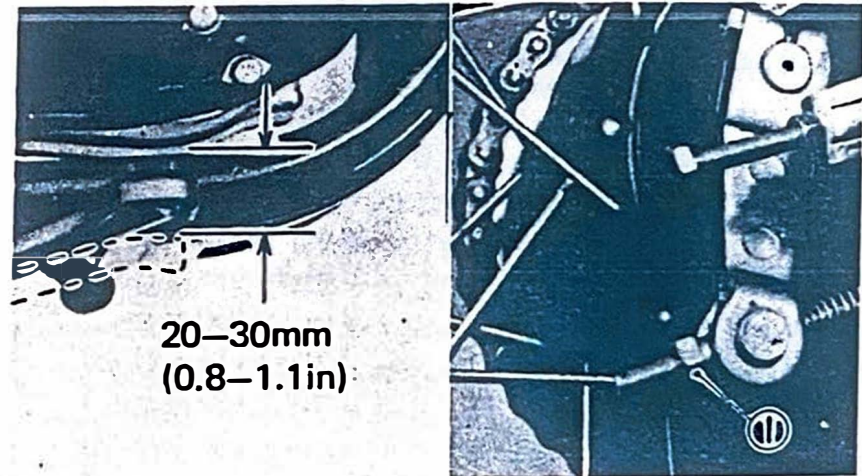
When it is impossible to make an adjustment at the brake lever, ask for adjustment at the brake shoe plate.



Rear brake adjustment

The rear brake should be adjusted so the end of the brake pedal moves 20 ~ 30 mm. To adjust, turn the adjuster on the brake rod clockwise to reduce play; turn the adjuster counterclockwise to increase play.

Check whether or not the brakelight operates correctly after adjusting.

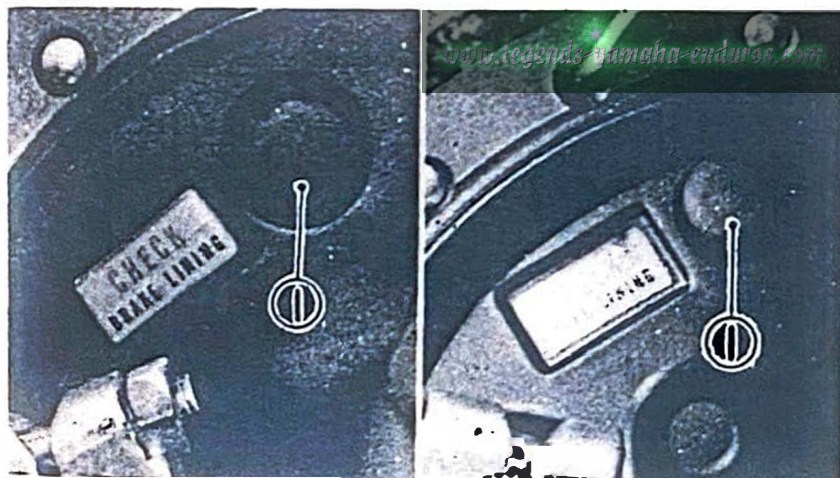


CAUTION:

Always check whether or not the brakelight operates correctly after rear brake adjustment.

Brake lining inspection

The specified thickness of the brake lining when new is 4 mm (0.16 in). The lining should be replaced when the brake lining material wears to less than 2 mm (0.079 in) thickness. To inspect, remove the plug from the inspection hole on the brake shoe plate and check the thickness of the lining. If worn out, ask your Yamaha dealer to install a new set of brake shoes. Be sure to replace the plug properly so water cannot enter the shoe plate.

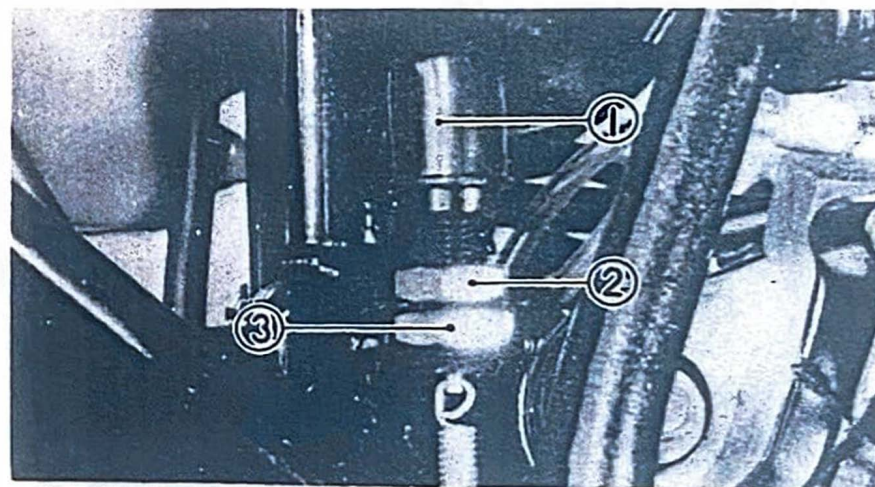


1. Inspection hole (Front)

1. Inspection hole (Rear)

Brakelight switch adjustment

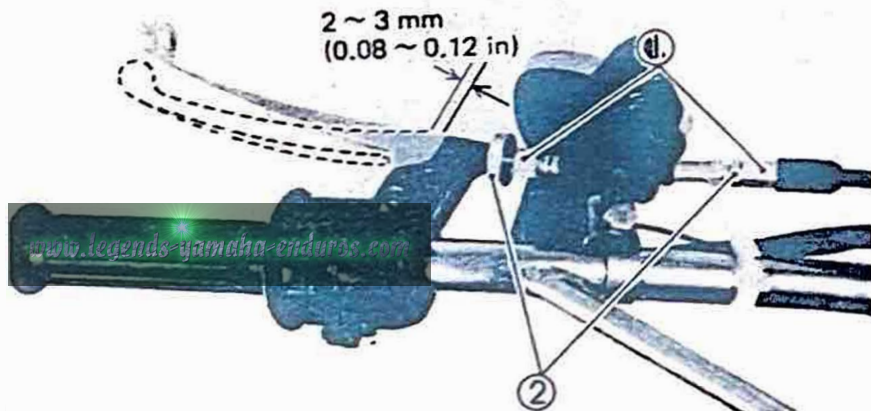
The brakelight switch is operated by movement of the brake pedal. To adjust, loosen the lock nut and rotate the adjusting nut. Proper adjustment is achieved when the brake starts to take effect and the brakelight illuminates simultaneously. After adjusting, tighten the lock nut.



1. Brakelight switch 2. Adjusting nut 3. Lock nut

Clutch adjustment

This model has a clutch cable length adjuster and a clutch mechanism adjuster. Adjustment at the clutch lever is normally recommended. Loosen the lock nut and turn the adjuster to adjust the clutch lever. The clearance between the clutch lever and lever holder should be 2 ~ 3 mm (0.08 ~ 0.12 in). After adjusting, be sure the lock nut is tightened firmly. When it is impossible to make an adjustment at the clutch lever, ask a Yamaha dealer or other qualified mechanic to adjust the internal mechanism.



1. Adjuster 2. Lock nut

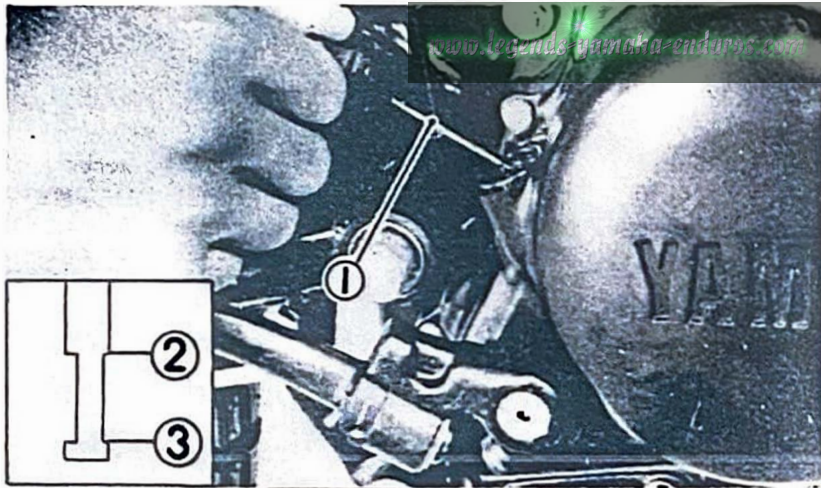
Transmission oil

The only servicing for you to do is to check and fill the transmission with lubricating oil. To check the level, warm the engine up for several minutes, screw the dip stick completely out and then just rest the stick in the hole.

NOTE: _____

When checking transmission oil level with the dip stick, let the unscrewed dip stick just rest on the case threads. Also, be sure the machine is positioned straight up and on both wheels.

The oil level should show between the two marks on the dipstick.



1. Dip stick 2. Maximum level 3. Minimum level

The dip stick has a minimum and a maximum mark, and the oil level should be between the two. If the level is lower, then add sufficient oil to raise it to the proper level.

Recommended oil:

Yamalube 4-cycle oil or SAE
10W/30 motor oil, type "SE"

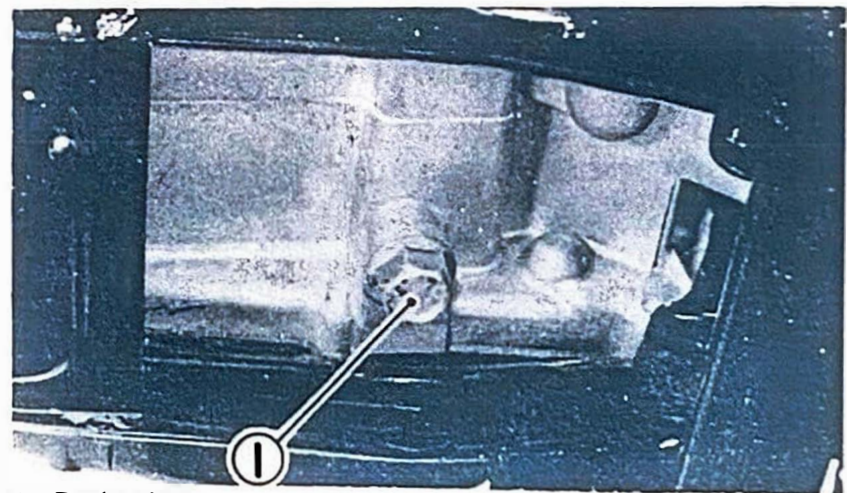
During the break-in period, you should replace the transmission oil 30 days or 1,000 km (600 mi) after the date of first use.

The transmission should be drained and refilled approximately every 3,000 km (2,000 mi).

Oil quantity:

650 ± 50 cc (22 ± 1.7 US oz)

Remove drain plug and drain all the transmission oil out.



1. Drain plug

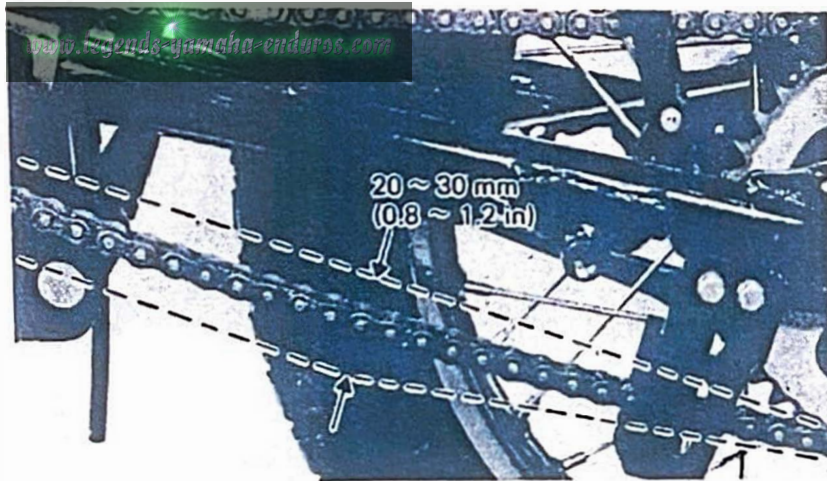
Reinstall the drain plug (make sure it is tight).
Add oil through the dip stick hole.

NOTE: _____

Do not add any chemical additives. Transmission oil also lubricates the clutch and additives could cause the clutch to slip.

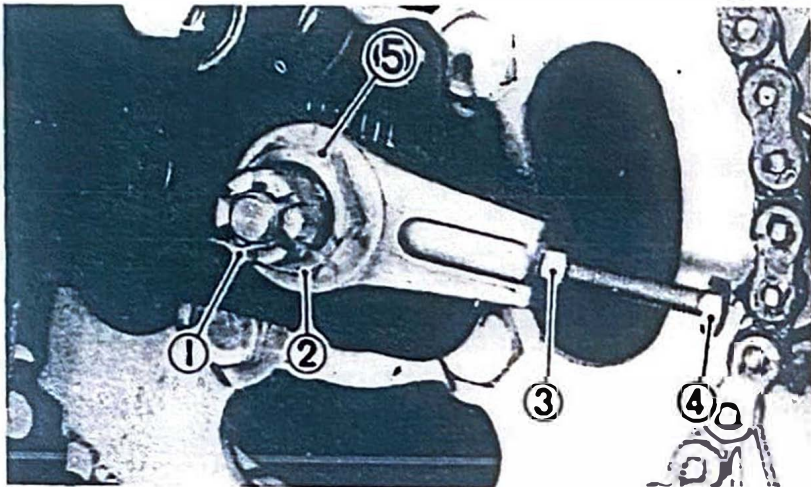
Drive chain tension check

Inspect the drive chain with both tires touching the ground. Check the tension at the position shown in the illustration. The normal vertical deflection is approximately 20 ~ 30 mm. (0.8 ~ 1.2 in.). If the deflection exceeds 30 mm. (1.2 in.) adjust the chain tension.



Drive chain tension adjustment

1. Loosen the rear brake adjuster.
2. Remove the cotter pin.
3. Loosen the sprocket shaft nut and axle nut.
4. Loosen the adjusting bolt lock nuts on each side. To decrease the deflection, turn chain puller adjusting bolt clockwise. To increase the deflection, turn chain puller adjusting bolts counterclockwise and push wheel forward. Turn each bolt exactly the same amount to maintain correct axle alignment. (There are marks on each side of rear arm and on each chain puller; use them to check for proper alignment).



1. Cotter pin 3. Lock nut 5. Sprocket shaft nut
2. Axle nut 4. Adjusting bolt

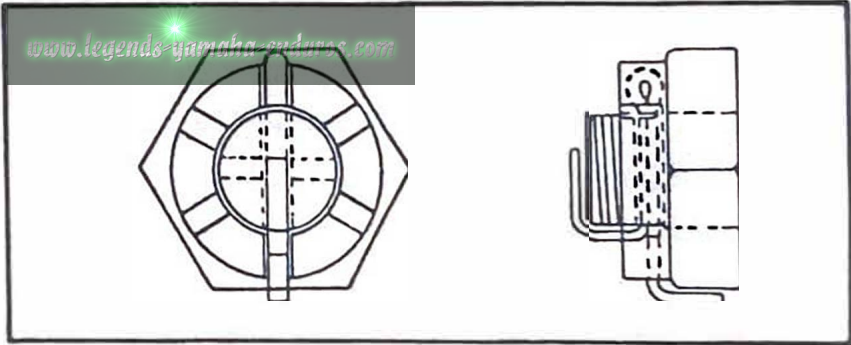
Rear axle nut torque:
4.5 m-kG (32.5 ft-lb)

Sprocket shaft nut torque:
15 m-kG (110 ft-lb)

6. Insert the new cotter pin into the rear wheel axle nut and bend the end of cotter pin. If the nut notch and pin hole do not match, tighten the nut slightly to match.

NOTE:

Before adjusting, rotate rear wheel through several revolutions and check tension several times to find the tightest point. Adjust chain tension with rear wheel in this "tight chain" position.



5. After adjusting, be sure to tighten the lock nut, shaft nut and rear wheel axle nut properly.

7. In the final step, adjust the play in the brake pedal.

CAUTION:

Do not overtighten the chain. Excessive chain tension will overload the engine and other vital parts. Keep the tension within the specified limits. Also, replace the rear axle cotter pin with a new one.

Drive chain lubrication

The chain consists of many moving parts. If the chain is not maintained properly, it will wear out rapidly. Without lubrication the chain could wear out very quickly. Therefore, form the habit of periodically servicing the chain. This service is especially necessary when riding in dusty conditions.

1. Use YAMAHA CHAIN/CABLE LUBE or any of the many brands of spray type chain lubricant. First, remove dirt and mud from the chain with a brush or cloth and then spray the lubricant between both rows of side plates and on all

center rollers. This should be performed every 500 km (300 mi.) or whenever the chain becomes dry.

2. To clean the entire chain, first remove the chain from the motorcycle, dip it in solvent and clean out as much dirt as possible. Then take the chain out of the solvent and dry it. After drying, lubricate the chain to prevent the formation of rust.

Cable inspection and lubrication

WARNING:

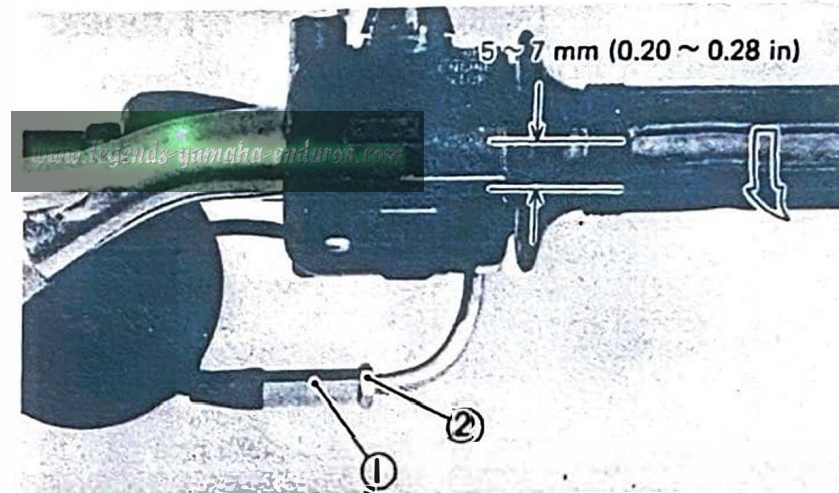
Damage to the outer housing of the various cables may cause corrosion and often free movement will be obstructed. An unsafe condition may result so replace damaged cables as soon as possible.

1. If the inner cables do not operate smoothly, lubricate them. If necessary, have them replaced.

Recommended lubricant:
YAMAHA Chain and Cable Lube

Inspection and adjustment of play in throttle cable

Check play in turning direction of throttle grip. The play should be 5 ~ 7 mm (0.2 ~ 0.28 in) at grip flange. Loosen the lock nut and turn the wire adjuster to make the necessary adjustment. After adjusting, be sure to tighten the lock nut properly.



1. Adjuster 2. Lock nut

Lubrication of levers, pedals, etc.

1. Lubricate the pivoting parts of the brake and clutch levers with spray lubricant.
2. Lubricate the shaft of the brake pedal with lithium soap grease.

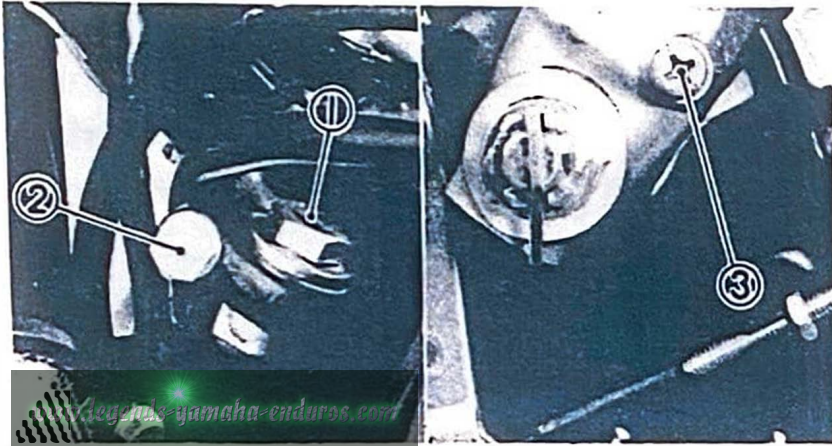
Side stand pivot

Lubricate the Side Stand at the pivot point with 10W/30 motor oil or Yamaha a Chain and Cable Lube.

Front fork oil change

1. Elevate front wheel by placing a suitable stand under the engine.

2. Remove cap bolts from inner fork tubes.
3. Place container under each fork tube.
Remove drain screw from each outer tube.



1. Cap bolt 2. Pinch bolt 3. Drain screw

4. After most of oil has drained, slowly raise and lower outer tubes to pump out remaining oil.
5. Replace drain screw.

NOTE: _____
Check gasket, replace if damaged.

6. Measure correct amount of oil and pour into each leg.

Recommended oil:

Yamaha fork oil 10wt or equivalent

Quantity per leg: 116 cc (4 US oz)

7. After filling, slowly pump the fork tubes up and down to distribute the oil.
8. Inspect O-ring on fork cap bolts and replace if damaged.
9. Tighten the fork cap bolts.

Fork cap bolt torque:
2.0 m-kg (15 ft-lb)

Steering Inspection

Periodically inspect the condition of the steering. Worn out or loose steering bearings may be dangerous.

Place a block under the engine to raise the front wheel of the motorcycle off the ground; then hold the lower end of front forks and try to move them forward and backward. If any freeplay can be felt, have it inspected and adjusted.

Inspection is easier if the front wheel is removed. Have the steering bearings lubricated every 15,000 km (9,500 mi.). (More often in case of off-road operation.)

Wheel bearing

The wheel bearings should be checked for smooth rotation and for a correct fit to the axle and wheel hub. Have them inspected according to the General Maintenance Chart.

Point wick

Have the point cam lubricating wick oiled according to the General Maintenance Schedule.

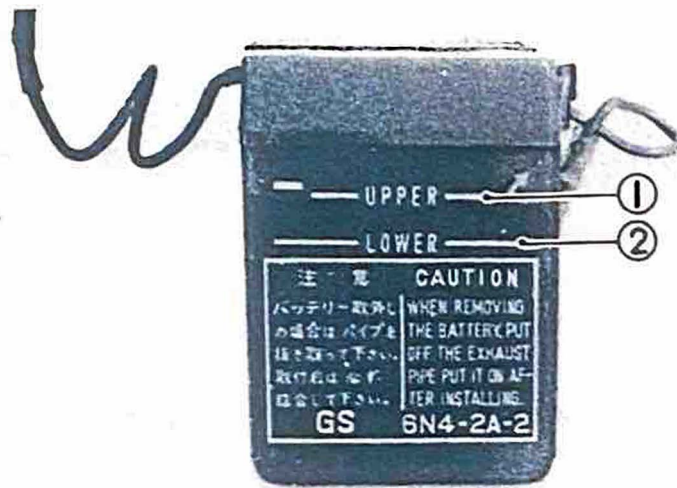
Battery

Check the level of the battery fluid and see if the terminals are tight. Add distilled water if the fluid level is low.

Replenishing the battery fluid

A poorly maintained battery will deteriorate quickly. The battery fluid should be checked at least once a month.

1. The level should be between the upper and lower level marks. Use only distilled water if refilling is necessary.



1. Upper level 2. Lower level

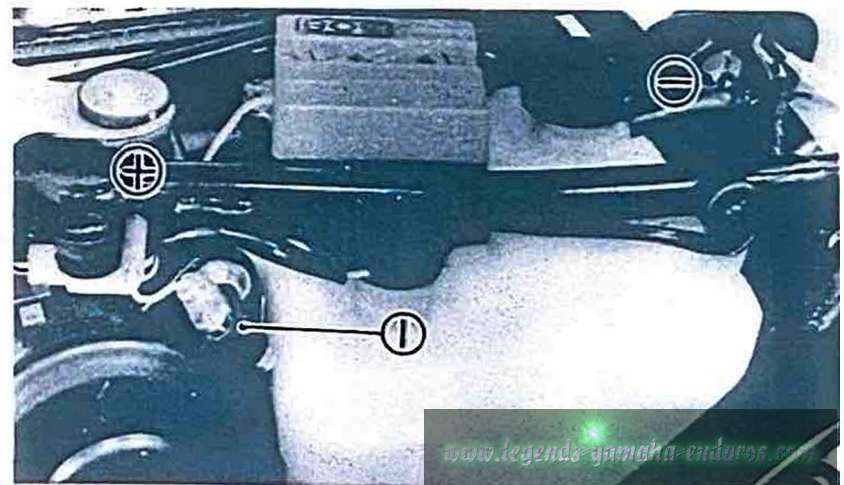
NOTE:

Normal tap water contains minerals which are harmful to a battery; therefore, refill only with distilled water.

2. When the motorcycle is not to be used for a month or longer, remove the battery and store it in a cool, dark place. Completely recharge the battery before reusing.
3. If the battery is to be stored for a longer period than the above, check the

specific gravity of the fluid at least once a month and recharge the battery when it is too low.

4. Always make sure the connections are correct when putting the battery back in the motorcycle. The red lead is for the + terminal and the black lead is for the - terminal. Make sure the breather pipe is properly connected and is not damaged or obstructed.



1. Fuse

WARNING: _____

Battery fluid is poisonous and dangerous, causing severe burns, etc. Contains sulfuric acid. Avoid contact with skin, eyes or clothing.

Antidote: EXTERNAL-Flush with water. INTERNAL-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately.

Eyes: Flush with water for 15 minutes and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flame, cigarettes, etc., away. Ventilate when charging or using in enclosed space. Always shield eyes when working near batteries.

KEEP OUT OF REACH OF CHILDREN.

question and install a new fuse of proper amperage. Then turn on the switches, and see if the electrical device operates. If the fuse immediately blows again, consult your Yamaha dealer.

Engine oil (Autolube oil)

We recommend Yamalube 2-cycle oil (available at most Yamaha dealers) or if unavailable, 2-stroke engine oil labelled "BIA certified for service TC-W".

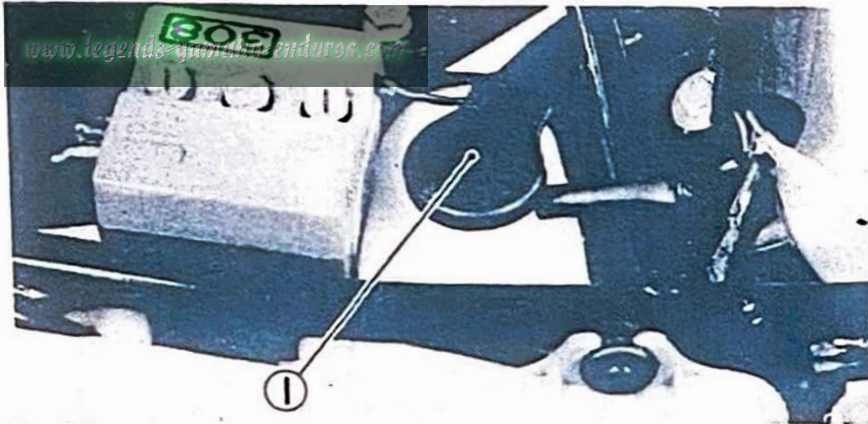
NOTE: _____

Oil viscosity increases in very cold weather (where the normal temperature is below 0°C (32°F)) and oil does not flow as well. In such areas, consult your Yamaha dealer.

Fuse replacement

If the fuse is blown, turn off the ignition switch and the switch in the circuit in

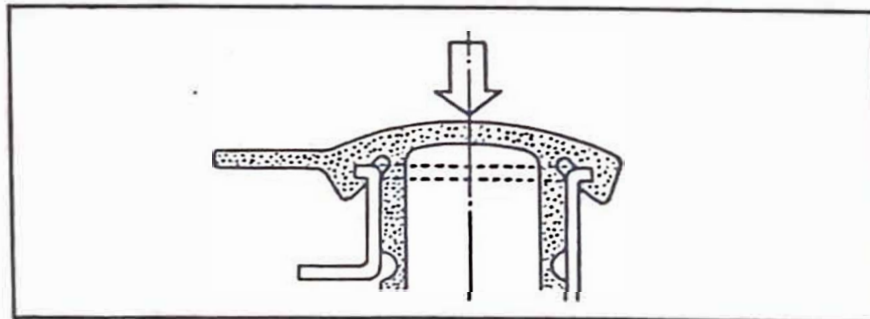
Oil tank capacity:
1.0 lit (1.1 US qt)



1. Oil tank filler cap

NOTE:

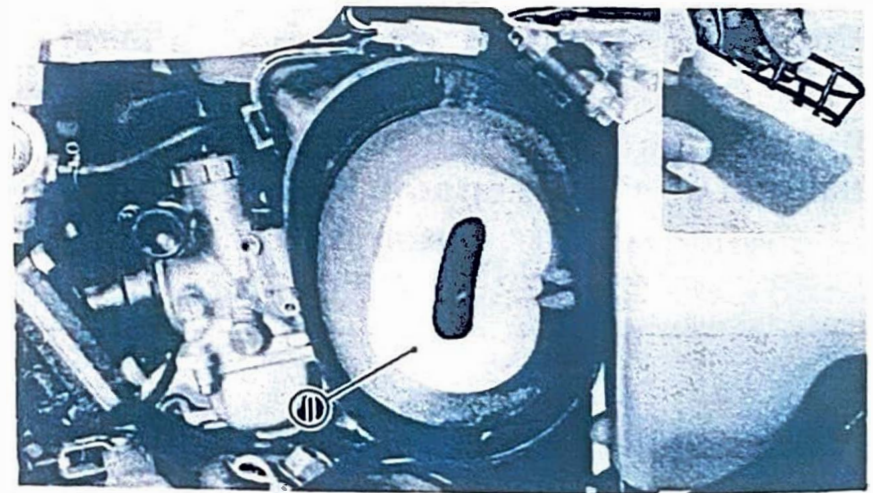
Install the oil tank filler cap and push it fully into the filler.



Air filter

The air filter protects the engine from dirt which can enter with the intake air and cause rapid engine wear. This dirt is filtered from the air by the air filter element.

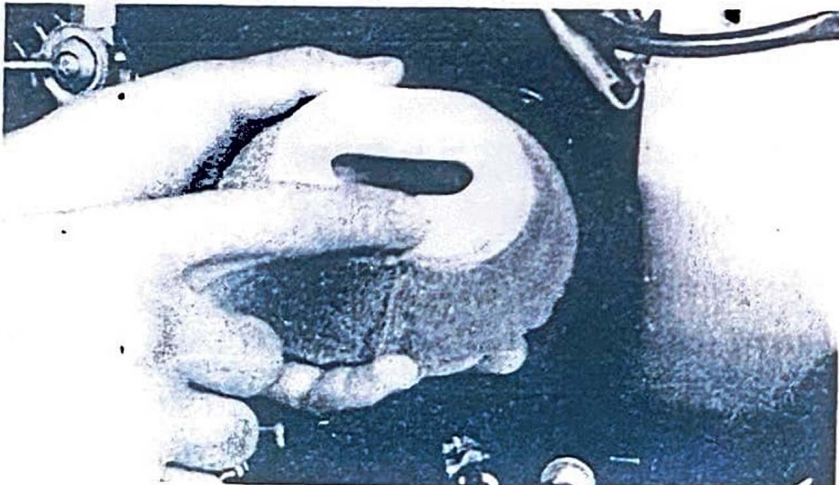
1. Removal
 - a. Remove the side cover, and remove the air filter case cap.
 - b. Pull out the element from its case, remove element from guide.



1. Air filter element

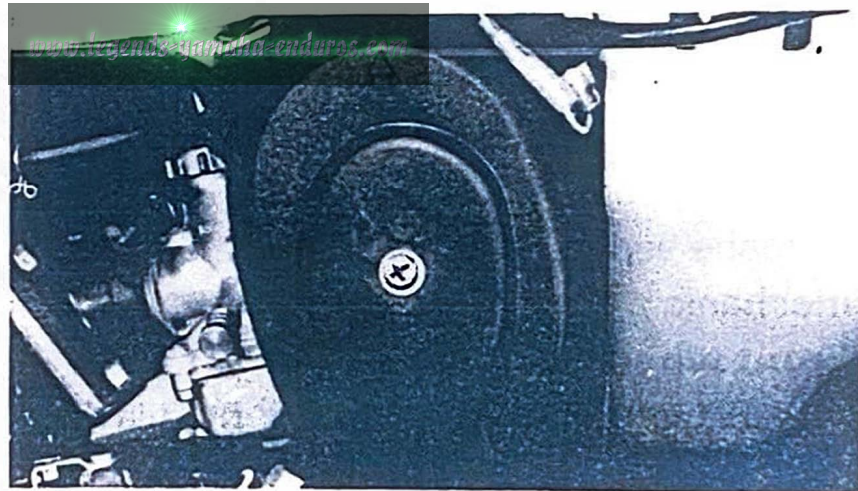
2. Cleaning method

Clean the element with solvent. After it is completely cleaned and dry, pour a small quantity of Yamalube 2-cycle oil or SAE 20 motor oil onto the element and work it throughly into the entire porous foam material. Then wrap the element in a clean cloth and squeeze it by hand (never twist it) to remove the excess oil from it. Coat the sealing edges of the filter element with lithium base grease.



- ## 3. Reassembly by reversing the removal procedure. Check whether the element is seated completely against the case.

NOTE: _____
Install the case cap with the mark (↑) placed upward.



- ## 4. It should be cleaned more often if the machine is operated in dusty or wet areas.

CAUTION:

The engine should never be run without the air cleaner element installed; excessive piston and/or cylinder wear may result.

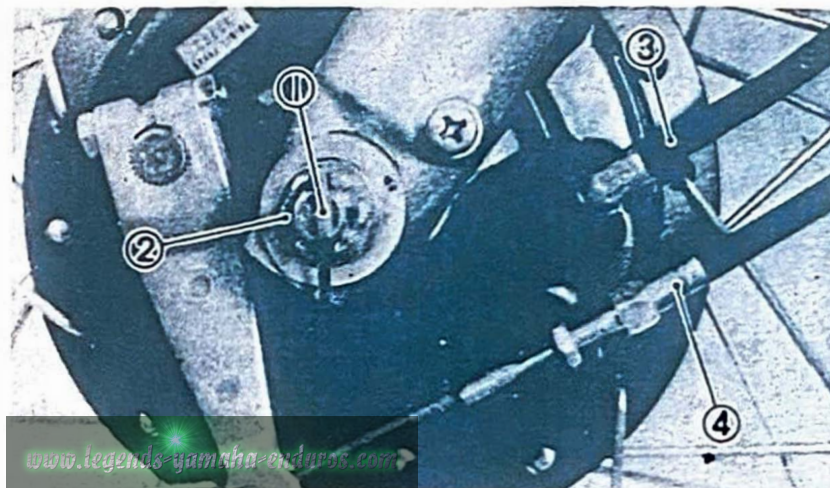
Wheel service

The wheel service that should be performed by the owner is air pressure inspection, tire wear inspection, brake lining inspection, etc. Brake lining replacement, tightening spokes, hub replacement, etc., should be left to a Yamaha service technician or other qualified mechanic.

Front wheel removal

1. Elevate the front wheel by placing a suitable stand under the engine.
2. Remove speedometer cable from front brake shoe plate: First remove clip and then pull cable out.
3. Remove brake cable: Loosen all cable adjuster screws and remove cable from

handle lever holder. Then remove cable from cam lever at front brake shoe plate.



- | | |
|---------------|----------------------|
| 1. Cotter pin | 3. Speedometer cable |
| 2. Axle nut | 4. Brake cable |

4. Remove cotter pin from front wheel axle and remove axle nut.
5. Turn and pull out the front wheel axle; the wheel assembly can now be removed.

Front wheel installation

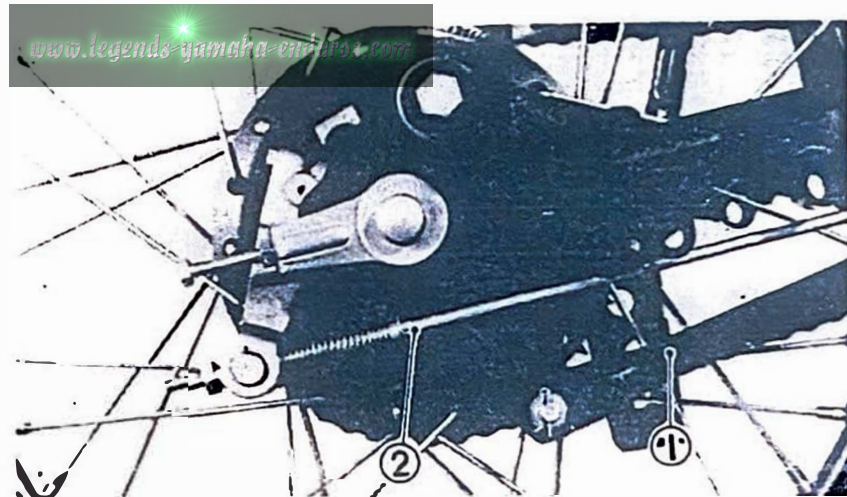
When installing front wheel, reverse the removal procedure taking care of the following points:

1. Check for proper engagement of the boss on the outer fork tube with the locating slot on the brake shoe plate.
2. Make sure the axle nut is properly torqued and a new cotter pin is installed.

Axle nut torque:
4.5 m-kg (32 ft-lb)

Rear wheel removal

1. Remove the tension bar and the brake rod from the brake shoe plate. The tension bar can be removed by removing the cotter pin and nut from the tension bar bolt. The brake rod can be removed by removing the adjuster nut.
2. Loosen the lock nuts of the right and left chain pullers and loosen the adjuster bolts.



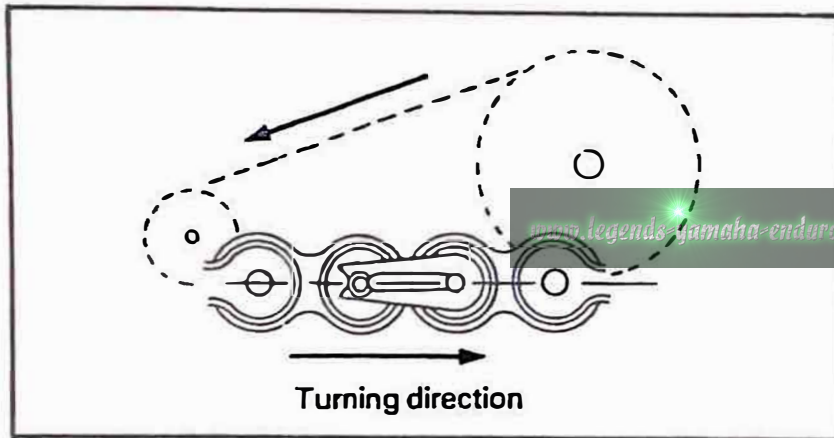
1. Tension bar 2. Brake rod

3. Remove the master link clip and master link and remove the chain from the rear sprocket.
4. Remove the cotter pin from the wheel axle and remove the sprocket shaft nut and axle nut.
5. The rear wheel assembly, the collar, the chain puller(s), etc., can be removed from the motorcycle by pulling the wheel axle.

Rear wheel installation

The rear wheel can be installed by reversing the removal procedure. Note the following:

1. When connecting the chain, make certain the closed end of master link clip is facing the direction of rotation.



2. Be sure to adjust the tension of the chain. (Refer to "Drive chain tension adjustment".)
3. Make sure the nuts and tension bar bolt are properly torqued.

Axle nut torque: 4.5 m-kg (32.5 ft-lb)

Sprocket shaft nut torque:

15 m-kg (110 ft-lb)

Tension bar bolt torque:

2.0 m-kg (14.5 ft-lb)

4. Adjust the brake pedal and brakelight switch.
5. Always use a new cotter pin. Old pins should be discarded.

Replacing the headlight bulb

This motorcycle is equipped with a sealed beam headlight. If the headlight burns out, ask your Yamaha dealer for a lens unit replacement and adjustment.

Carburetor adjustment

The carburetor is a vital part of the engine and requires very sophisticated adjustment. Adjustments should be left to a Yamaha dealer or other qualified mechanic who has the professional knowledge, specialized data, equipment and experience to do so properly.

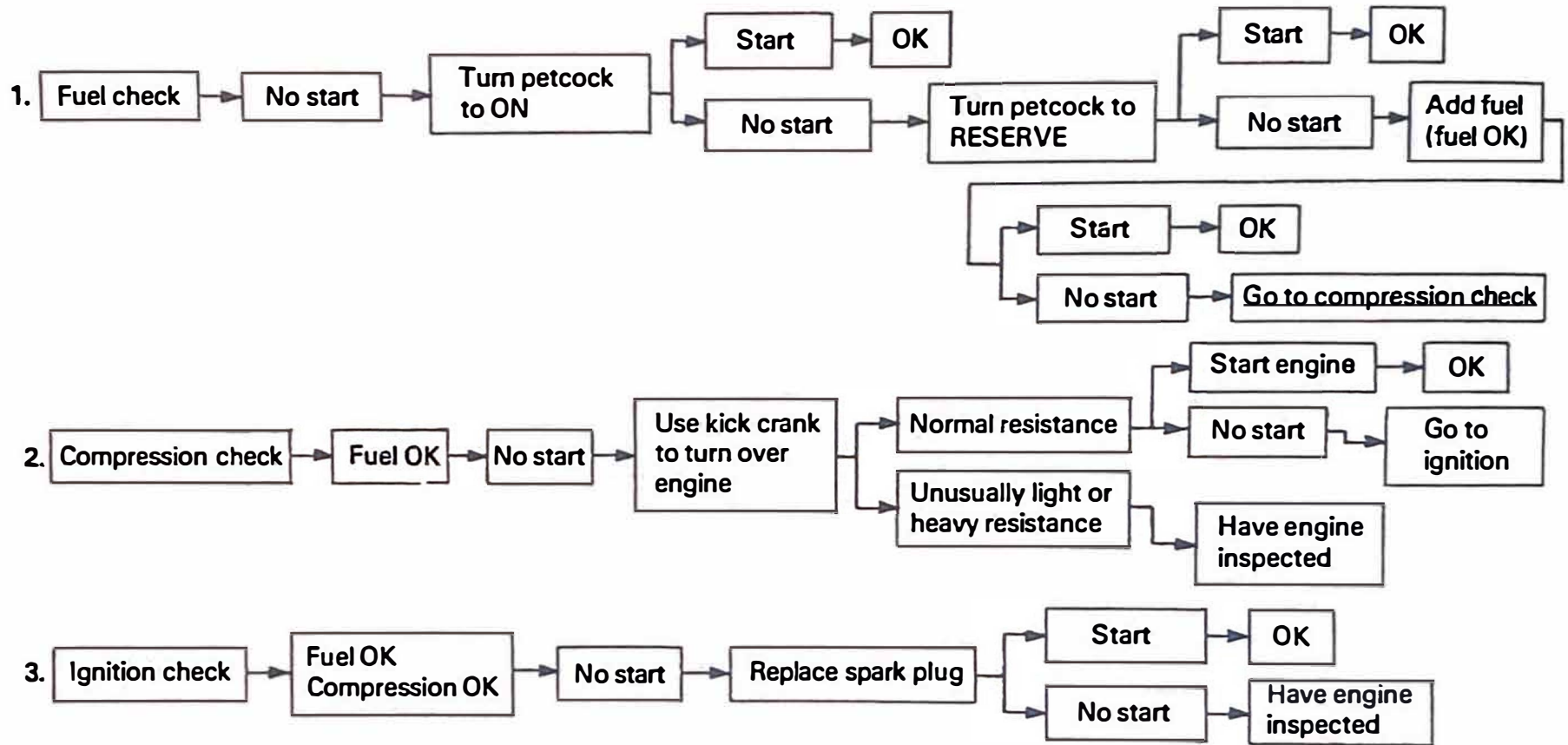
CAUTION:

The carburetor was set at the Yamaha factory after many tests. If the settings are disturbed without having technical knowledge, poor engine performance, damage, and excessive exhaust emissions may result.

Troubleshooting:

Although Yamaha motorcycles are given a rigid inspection before shipment from the factory, trouble may occur during operation. If this happens, check the motorcycle in accordance with the procedures given in the chart below. If repair is necessary, ask a qualified mechanic such as your Yamaha dealer for assistance. The skilled technicians at your Yamaha dealer are trained and equipped to perform the necessary maintenance and repair work. For replacement parts, Yamaha recommends you use Genuine Yamaha Parts, or parts you know are equivalent in quality.

Any fault in the fuel, compression or ignition system can cause poor starting, excessive emissions, engine damage, or loss of power while riding. The troubleshooting chart describes a quick and easy series of system checks to locate the problem.



CLEANING AND STORAGE

A. CLEANING

Frequent thorough cleaning of your motorcycle will not only enhance its appearance but will improve general performance and extend the useful life of many components.

1. Before cleaning the machine:
 - a. Block off the end of the exhaust pipe to prevent water entry; a plastic bag and a strong rubber band may be used.
 - b. Make sure the spark plug, fuel tank cap, oil tank cap, and transmission oil filler cap are installed properly.
2. If the engine case is excessively greasy, apply degreaser with a paint brush. Do not apply degreaser to the chain, sprockets, or wheel axles.

3. Rinse the dirt and degreaser off with a garden hose, using only enough hose pressure to do the job.

CAUTION:

Excessive hose pressure may cause water seepage and contamination of wheel bearings, front forks, brake drums, and transmission seals. Many expensive repair bills have resulted from improper applications of high pressure detergents.

4. Once the majority of the dirt has been hosed off, wash all surfaces with warm water and mild, detergent-type soap. An old tooth brush or bottle brush is handy to reach hard-to-get-to places.
5. Rinse the machine off immediately with clean water and dry all its surfaces with compressed air, a chamois, clean towel, or soft absorbent cloth.

6. Chrome-plated parts such as handlebars, rims, spokes, forks, etc., may be further cleaned with automotive chrome cleaner.
7. Clean the seat with a vinyl upholstery cleaner to keep the cover pliable and glossy.
8. Automotive-type wax may be applied to all painted and chrome-plated surfaces. Avoid combination cleaner-waxes. Many contain abrasives which may mar the paint or protective finish on the fuel and oil tanks.
10. After finishing, start the engine immediately and allow it to idle for several minutes to dry it off completely.

B. STORAGE

Long term storage (30 days or more) of your motorcycle will require some preventive procedures to insure against deterioration. After cleaning the machine thoroughly, prepare it for storage as follows:

1. Drain the fuel tank, fuel lines, and carburetor float bowl.
2. Remove empty fuel tank, pour a cup of 10W to 30W oil in tank, shake tank to coat inner surfaces thoroughly and drain off excess oil. Re-install tank.
3. Remove the spark plug, pour about one tablespoon of 10W to 30W oil in to the spark plug hole, and re-install the spark plug. Kick the engine over several times (with ignition off) to coat cylinder walls with oil.
4. Lubricate all the control cables.
5. Block up the frame to raise both wheels off ground.

6. Tie a plastic bag over exhaust pipe outlet to prevent moisture from entering.
7. If storing in humid or salt-air atmosphere, coat all exposed metal surfaces with a light film of oil. Do not apply oil to rubber parts or cover.

Remove the battery and charge it. Store it in a dry place and re-charge it once a month. Do not store the battery in an excessively warm or cold place (less than 0°C (32°F) or more than 30°C (90°F)).

NOTE: _____

Make any necessary repairs before storing the motorcycle.

MISCELLANEOUS

Consumer Information

STOPPING DISTANCE

This figure indicates braking performance that can be met or exceeded by the vehicles to which it applies, without locking the wheels, under different conditions of loading and with partial failures of the braking system. The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions and the information may not be correct under other conditions.

Description of vehicles to which this table applies: Yamaha motorcycle DT100F

A. Fully Operational Service Brake

Load

Light

Maximum

107

146

NOTE: The statement above is required by U.S. Federal law. "Partial failures" of the braking system do not apply to this chart.

Stopping distance in feet from 50 mi/h

0

100

200

300 (Feet)

www.legends-yamaha-enduros.com

ACCELERATION AND PASSING ABILITY

This figure indicates passing times and distances that can be met or exceeded by the vehicles to which it applies, in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 mi/h and a limiting speed of 35 mi/h. The high-speed pass assumes an initial speed of 50 mi/h and a limiting speed of 80 mi/h.

NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

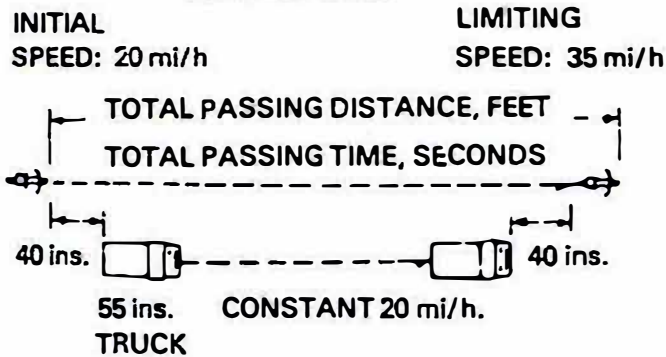
Description of vehicles to which this table applies: Yamaha motorcycle DT100F

Summary table

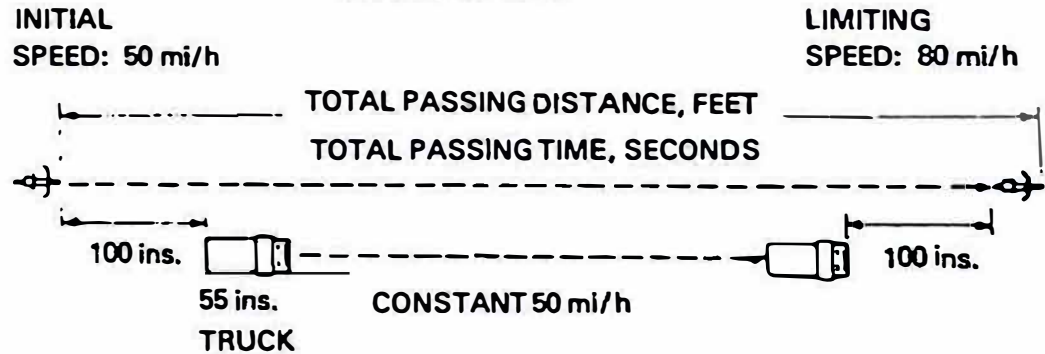
Low-speed pass	405 feet: 8.8 seconds
High-speed pass	Not capable



LOW-SPEED



HIGH-SPEED



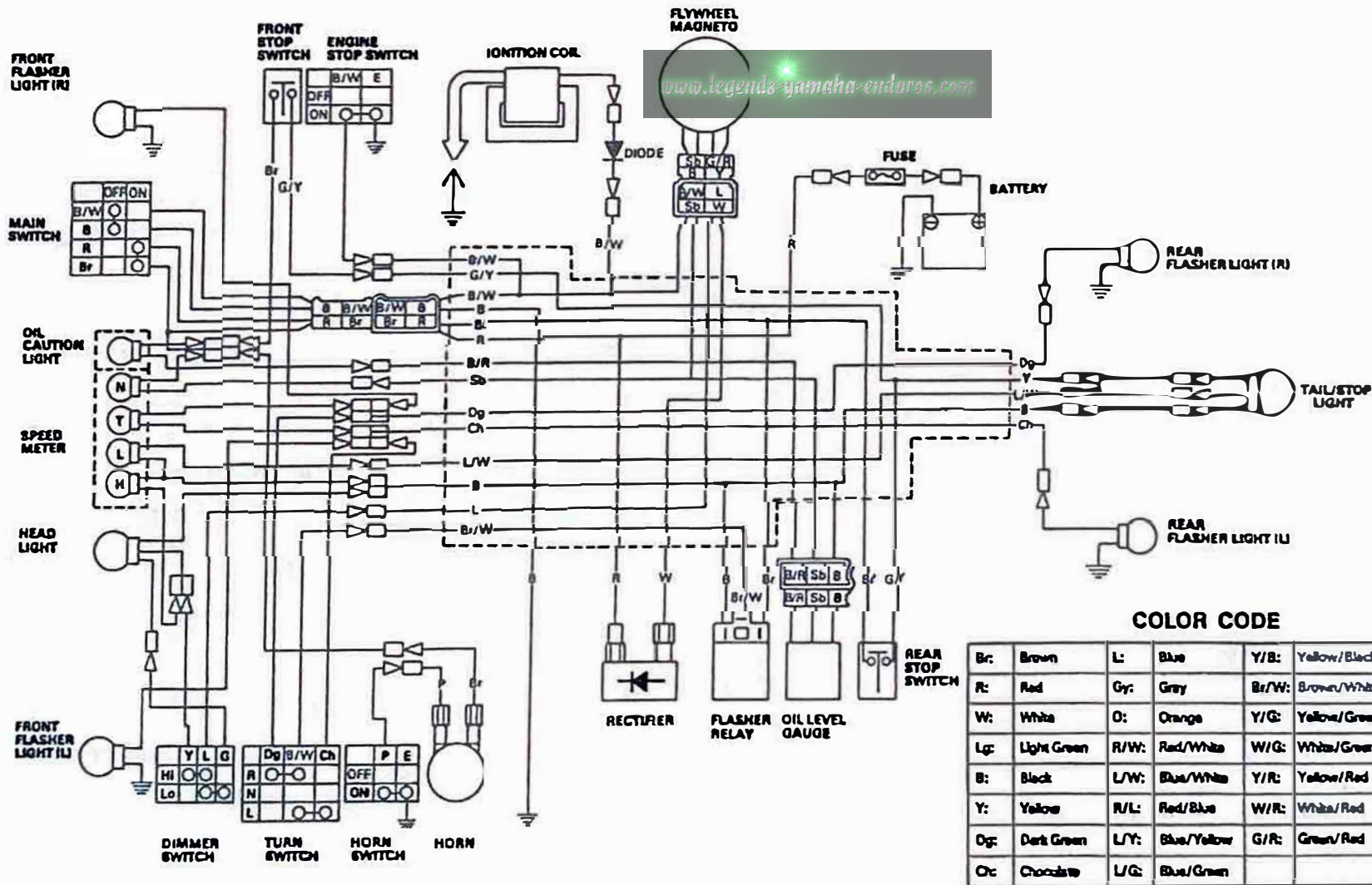
SPECIFICATIONS

MODEL	DT100F
Dimension: Overall length Overall width Overall height Seat height Wheelbase Minimum road clearance	1,880 mm (74.0 in) 800 mm (31.5 in) 990 mm (39.0 in) 730 mm (28.7 in) 1,190 mm (46.8 in) 200mm (7.9 in)
Weight: Gross	87 kg (191.8 lb)
Performance: Minimum turning radius Climbing capacity	1,810 mm (71.3 in) 35°
Engine: Type Engine model Cylinder Displacement Bore × stroke Compression ratio Starting system	2-stroke, gasoline, air cooled, Torque Induction 2F5 Single, Forward inclined 97 cc (5.92 cu. in) 52 × 45.6 mm (2.05 × 1.8 in) 9.7 : 1 Primary kick starter

MODEL	DT100F
Ignition system Gasoline tank capacity Oil tank capacity Lubricating system Battery type/capacity Generator Spark plug Carburetor Air cleaner Clutch type	Magneto ignition 4.5 lit (4.76 qt) 1.0 lit (1.1 qt) Separate lubrication (Yamaha Autolube) 6N4-2A-2/6V, 4AH Flywheel magneto B-7ES (N.G.K.) VM22SS Wet, foam rubber Wet, multiple-disc
Transmission: Primary reduction system Primary reduction ratio Secondary reduction system Secondary reduction ratio Gear box type Operation system Gear ratio: First Second Third Fourth Fifth	Gear 74/19 (3.895) Chain 45/14 (3.214) Constant mesh, 5-speed forward Left foot operation, 1 down, 4 up 35/11 (3.182) 30/15 (2.000) 26/19 (1.368) 23/23 (1.000) 20/25 (0.800)

MODEL		DT100F
Chassis:		
Frame type		Tubular, double-cradle
Steering:	Caster	29°
	Trail	103 mm (4.1 in)
Tire size:	Front	2.50 — 18 — 4PR
	Rear	3.00 — 16 — 4PR
Braking system:	Front	Drum brake/Right hand operation
	Rear	Drum brake/Right foot operation
Suspension:	Front	Telescopic fork
	Rear	Swing arm
Shock absorber:	Front	Coil spring, oil damper
	Rear	Coil spring, oil damper
Electrical:		
Headlight		6V, 30W/30W
Tail/stoplight		6V, 5.3W (3 cp)/25W (32 cp)
Meter light		6V, 3W
Flasher light		6V, 17W
Pilot lights	Flasher	6V, 3W
	High beam	6V, 3W
	Neutral	6V, 3W
	Oil	6V, 3W

DT100F CIRCUIT DIAGRAM



COLOR CODE

Br:	Brown	L:	Blue	Y/B:	Yellow/Black
R:	Red	Gy:	Grey	Br/W:	Brown/White
W:	White	O:	Orange	Y/G:	Yellow/Green
Lg:	Light Green	R/W:	Red/White	W/G:	White/Green
B:	Black	L/W:	Blue/White	Y/R:	Yellow/Red
Y:	Yellow	R/L:	Red/Blue	W/R:	White/Red
Dg:	Dark Green	L/Y:	Blue/Yellow	G/R:	Green/Red
Oc:	Chocolate	L/G:	Blue/Green		

WARRANTY INFORMATION

Please refer to your copy of the Yamaha Owner's Warranty Guide* for details of the warranty offered on your new Yamaha.

The Warranty Guide contains the warranty policy, an explanation of the warranty, and other important information. Becoming familiar with these policies will be to your advantage in making the best use of Yamaha's warranty programs.

There are certain requirements which you must meet in order to qualify for warranty coverage.

FIRST, your new Yamaha must be operated and maintained properly, as explained in this manual. If you have any questions about any procedure in this manual, please consult your dealer. ABUSE AND NEGLECTED MAINTENANCE MAY LEAD TO MECHANICAL FAILURES WHICH CANNOT BE COVERED UNDER WARRANTY.

SECOND, IF ANY PROBLEMS OCCUR WHICH YOU FEEL SHOULD BE COVERED UNDER WARRANTY, NOTIFY YOUR DEALER IMMEDIATELY. Don't delay, as small problems left unrepaired can become large problems which may not be covered under warranty.

We recommend that the Warranty Guide be used as a folder in which you may keep your registration and other important documents related to your new Yamaha.

* The Yamaha Owner's Warranty Guide is to be supplied by your Yamaha dealer at the time of purchase. If you did not receive one, or have lost yours, you may obtain extra copies upon request from your Yamaha dealer or by writing to:

YAMAHA MOTOR CORPORATION, USA

P.O. Box 6620

Buena Park, California 90622

Attn: Warranty Department

Copies of work orders and/or receipts for parts you purchase and install will be required to document maintenance done in accordance with the emission warranty. The chart below is printed only as a reminder to you that the maintenance work is required. It is not acceptable proof of maintenance work.

MAINTENANCE INTERVAL	DATE OF SERVICE	MILEAGE	SERVICING DEALER NAME AND ADDRESS	SERVICING DEALER SIGNATURE
1,000 km or 600 mi or 1 month				
4,000 km or 2,500 mi or 7 months				
7,000 km or 4,500 mi or 13 months				
10,000 km or 6,200 mi or 19 months				

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13,000 km or 8,000 mi or 25 months				
16,000 km or 10,000 mi or 31 months				
19,000 km or 12,000 mi or 37 months				
22,000 km or 13,700 mi or 43 months				
25,000 km or 15,500 mi or 49 months				
28,000 km or 17,400 mi or 55 months				
31,000 km or 19,200 mi or 61 months				

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