

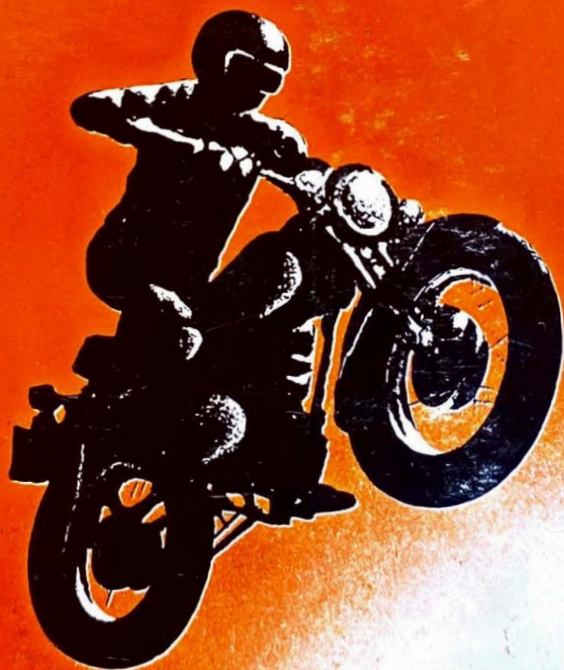
YAMAHA

ENDURO

360 RT2

RIDER'S MANUAL

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308-28199-10

Congratulations! You are now the owner of a new Yamaha 360 ENDURO RT2. The RT2 is a high performance motorcycle manufactured by the leading manufacturer of motorcycles in Japan.

The RT2, the newest and top of the Yamaha ENDURO line is designed for competition and high-speed road use. It features a rugged, powerful, 2-stroke single cylinder engine, and Auto-lube, the revolutionary lubrication system developed by Yamaha Technical Research Laboratory and proven 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 the features and advantages built into your RT2.

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1. Features and Specifications

1. Features

(1) Reed Valve employed in Inlet System

Another new type engine has made its debut! The reed valve has been adopted as a new inlet system to Yamaha's 360 ENDURO RT2. This, together with the 7-port cylinder, ensures excellence in steady engine performance from low to high speed running.

(2) Highly-dependable Yamaha Autolube

Yamaha Autolube provides superior engine lubrication that extends the service life of the engine.

(3) Easy Starting

The engine can be started by simply disengaging the clutch and kicking the kick pedal without shifting gears back to neutral. This is a valuable convenience to the rider.

(4) Powerful Brakes

Patented waterproof, dustproof brake drums provide safe, fade-free braking on wet or dusty roads.

(5) Adjustable Rear Cushion

The rear cushions are adjustable to five positions. The rider can adjust spring tension to compensate for varying weights, speeds, and road conditions.

(6) Front Fork Design

The Yamaha RT2 employs a front fork design well known for its strength and superior handling characteristics. Its use assures the rider the ultimate suspension for even the roughest terrain.

(7) Speedometer and Tachometer

A speedometer and tachometer are standard equipment for the RT2. The individual units are separately mounted for maximum visibility. An additional feature of the speedometer is an odometer which can be reset by tenths to zero for trip or enduro purposes.

(8) Tires

The Yamaha RT2 is fitted with tires having a universal type tread pattern as standard equipment. This particular tread is one of the most versatile available. It gives maximum trail traction and yet is compatible with road usage.

(9) Carburetor Starter Feature

Yamaha's starter feature is already well-known for providing easy starting. Equipped with this unique carburetor, the Yamaha RT2, is quick starting under all conditions.

II. Yamaha Autolube

What is Yamaha Autolube?

Yamaha Autolube is an automatic lubrication system which obsoletes the conventional two-stroke premixing system. Oil stored in the oil tank is metered automatically to the engine, by an oil pump, with the quantity varying according to engine speed and load. The heart of the system is the compact, precision-built oil pump. Driven off the engine crankshaft through reduction gears, the varying oil needs are regulated by the pump which feeds the oil directly to the engine. Regulation is controlled through engine rpm's and throttle setting.

Features:

Yamaha Autolube eliminates the lubrication problems peculiar to two-stroke engines with the conventional "Pre-mixing" system. Oil is never contaminated by gasoline prior to delivery to the engine, nor is it subject to de-naturing through storage in the gas tank.

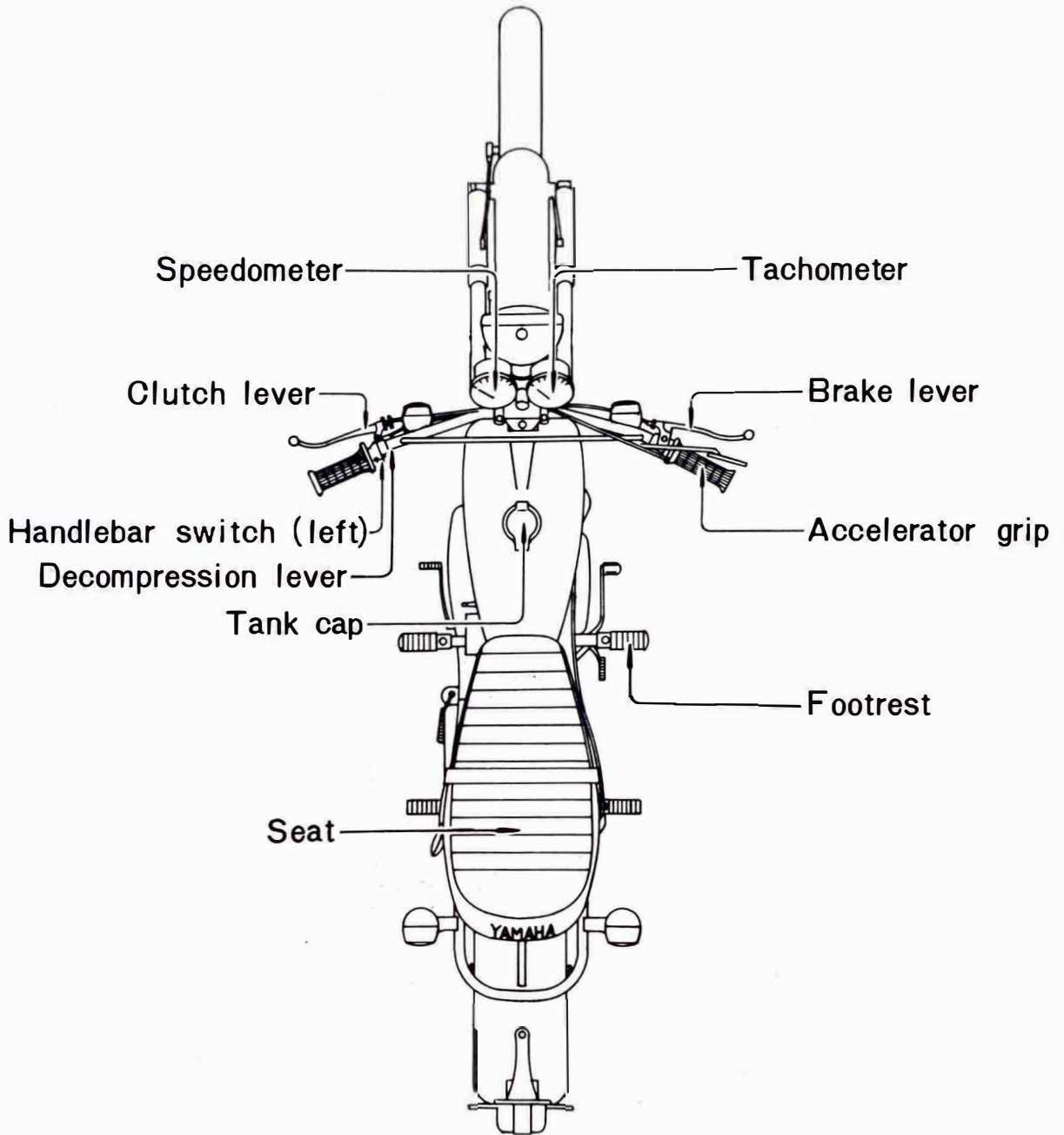
1. The Autolube system results in:

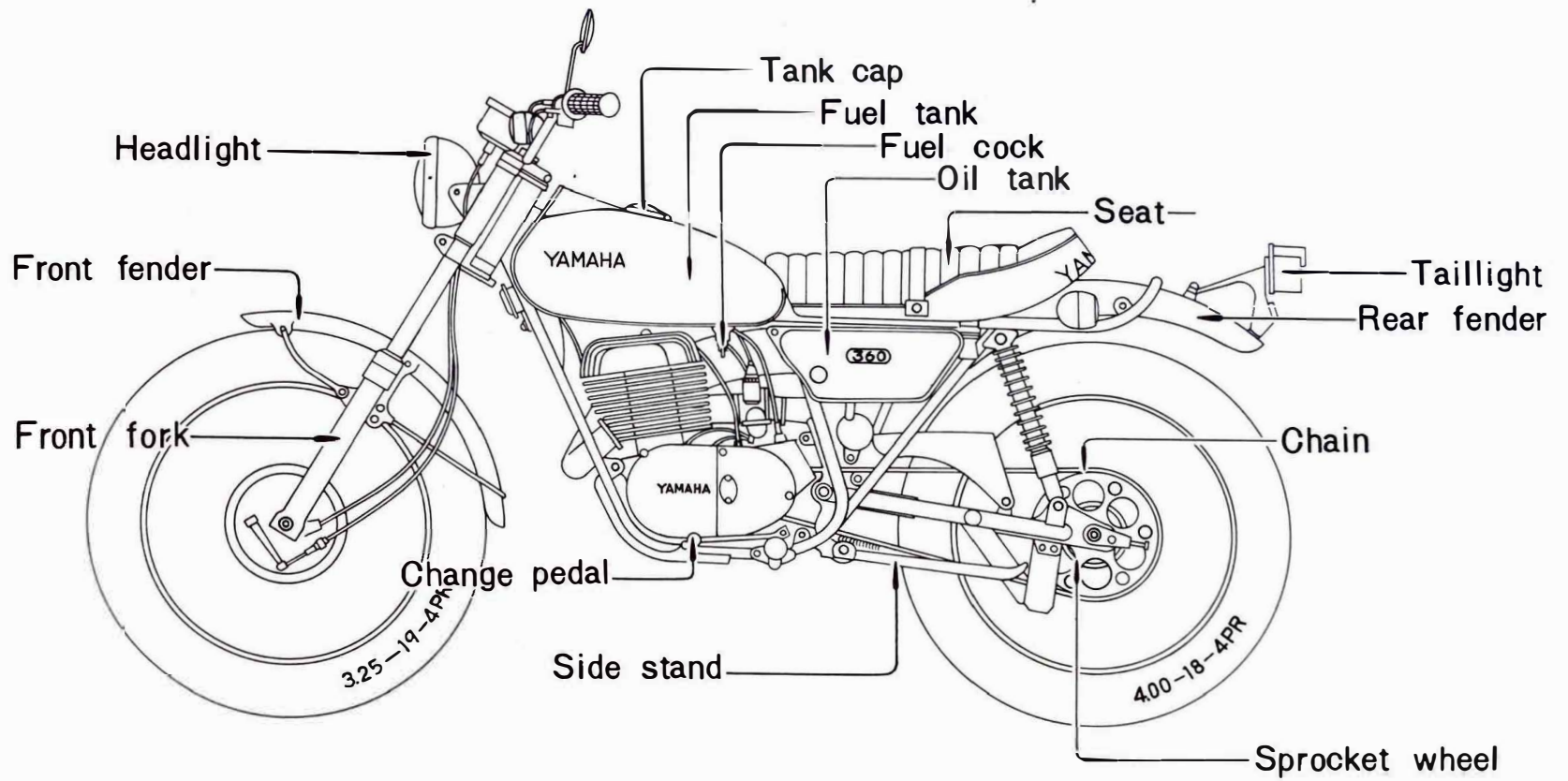
- a) Oil consumption up to 1/3 **LESS** than that of previous lubrication systems.
- b) Greatly reduced carbon build-up.
- c) Reduced exhaust emission.

2. The Autolube system provides:

- a) Fresh oil supply.
- b) Complete lubrication due to large oil particles.
- c) No worries about the compatibility of oil and oil-fuel mixing ratios.

III. Nomenclature





IV. Basic Instructions

I. Gasoline and Oil

The Yamaha RT2, equipped with the Yamaha Autolube system, uses straight gasoline as fuel.

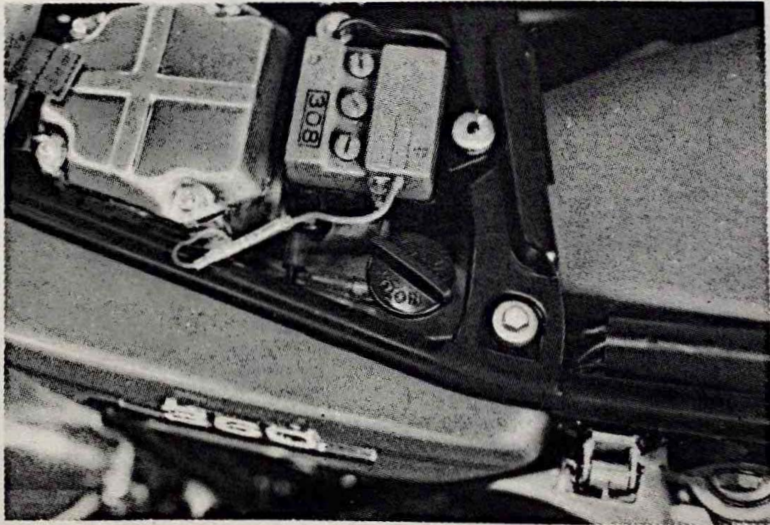
Gasoline: Use gasoline of 90 octane rating or more.

Oil : Use Yamalube for engine lubrication.

Store oil in the separate oil tank located under the seat.

[Autolube Oil]

Yamaha Autolube Oil (YAMALUBE), refined especially for this new lubricating device, excels in lubrication, cleanliness and liquidity at low temperatures. The performance of the Autolube system depends on the oil quality. Yamaha Autolube Oil is recommended for higher performance and longer engine life.



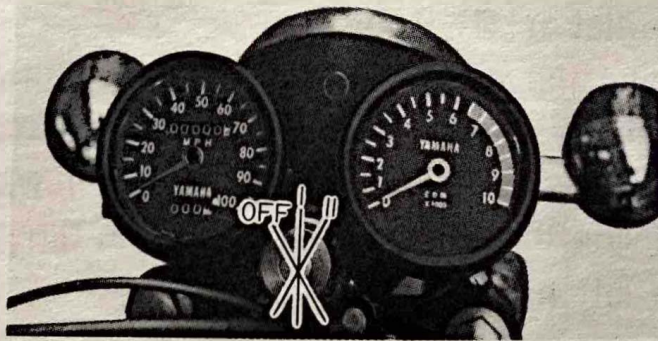
2. Familiarization of Equipment

(1) Main Switch

The main switch has three key positions, Off, Day riding and Night riding.

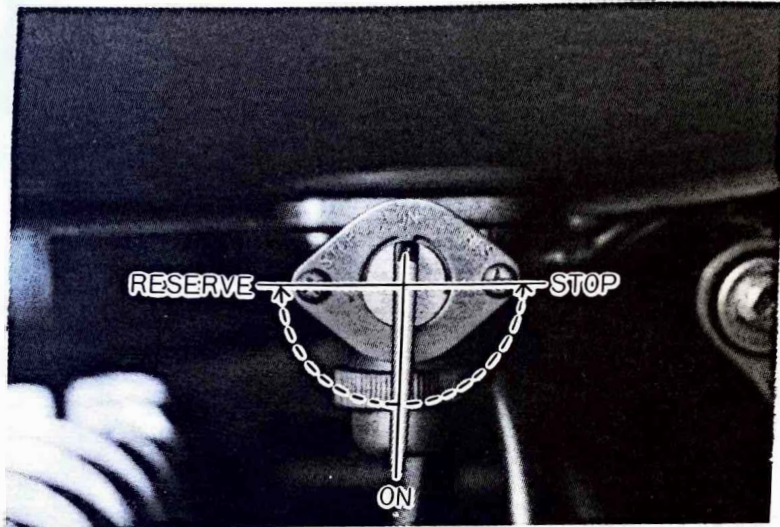
The following chart shows the key positions at which the various systems are switched on or off. (The circle (○) denotes "Switch on.")

	OFF	I	II	Instructions
Engine		<input type="radio"/>	<input type="radio"/>	To start the engine, kick the kick pedal
Meterlight			<input type="radio"/>	
Headlight			<input type="radio"/>	
Taillight			<input type="radio"/>	
Stoplight		<input type="radio"/>	<input type="radio"/>	The brake is applied.
Horn		<input type="radio"/>	<input type="radio"/>	The horn button is depressed.
Flasherlight		<input type="radio"/>	<input type="radio"/>	Turn on left handlebar switch.



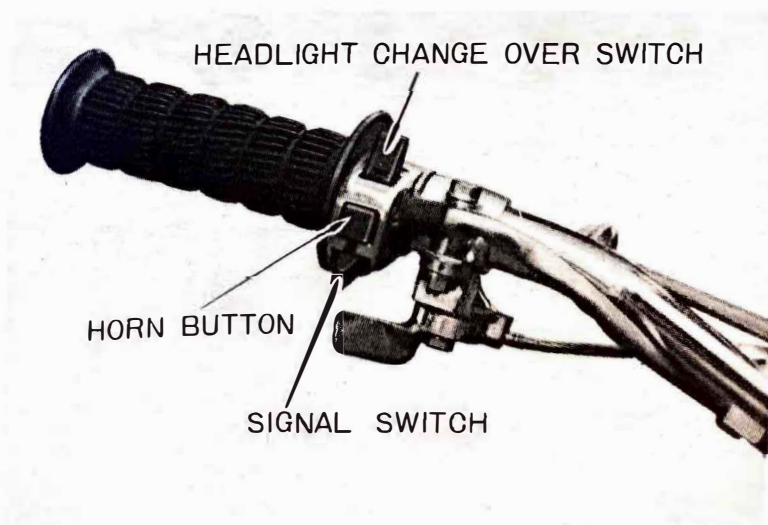
(2) Fuel Petcock

To allow the fuel to flow to the carburetor, turn the fuel petcock lever to ON. Should you run low of fuel while driving, turn it to RESERVE. The reserve position will enable you to drive approximately 25 miles (40 km). When parking, the lever should be turned to STOP.



(3) Left Handlebar Switches

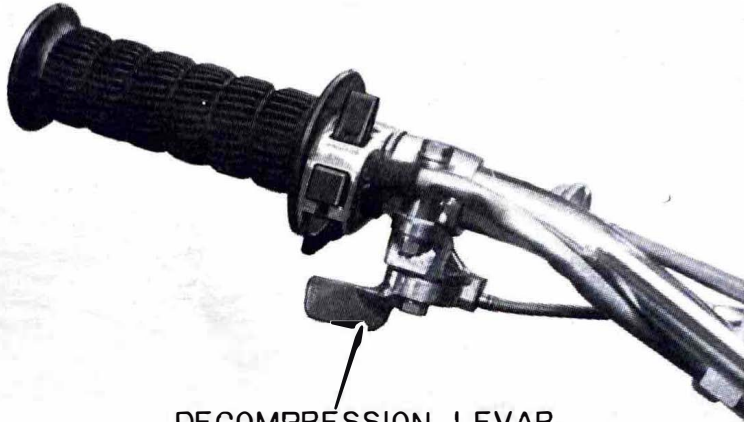
- a. To sound the horn, depress the horn button.
- b. To raise the headlight beam, pull the switch toward you.
To lower the beam, push the switch toward the front.
- c. To activate the flasher light, move the turn signal switch on the left handlebar.



(4) The Decompression Device

The decompression device is operated by the decompression lever to provide easier kick-starting through letting out part of the compressed air-fuel mixture.

As soon as the engine is started, return the lever to its original position. Then warm up the engine for a while and start running your machine.



DECOMPRESSION LEVAR

(5) Trip Total Meter

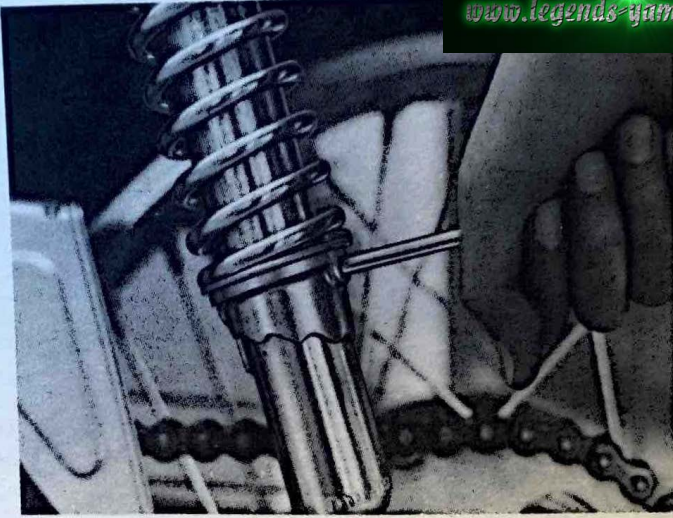
A trip total meter is built in the speedometer. It is designed to show the total mileage of each trip. Before starting a trip, set the trip total meter to the zero position.



TRIPMETER KNOB

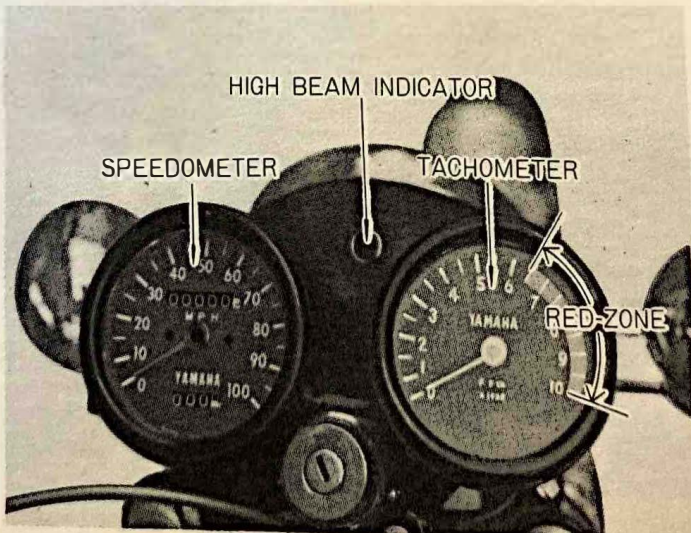
(6) Rear Cushions

The rear cushions can be adjusted according to load, road conditions, and rider preference. To adjust the rear cushion insert the screwdriver (Service tool) butt end of the blade into the adjusting hole and then turn it in order to change the position of the toothed notch.



(7) How to Read the Tachometer

A tachometer is provided so that the rider can easily maintain engine RPM sufficient to keep the engine within the power curve. The Yamaha RT2 is designed to run best in the power range between 2,000 r.p.m. and 6,000 r.p.m. Never lug your engine! It is also recommended not to use red-zone 6,500~10,000 r.p.m.



3. Pre-operation Check

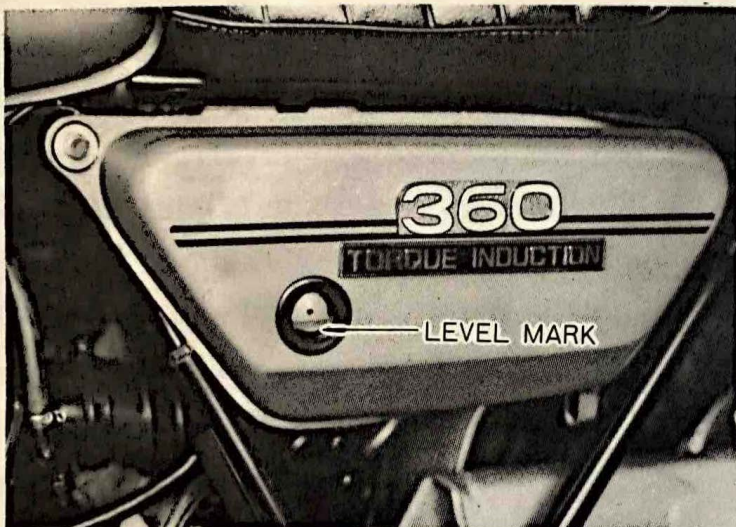
You should check the following points before each usage.

(1) **Is there sufficient fuel?**

Make sure that there is sufficient fuel for your driving plan. Fill the fuel tank with gasoline only.

(2) **Is there sufficient oil?**

If the oil is below the center hole on the glass view port, refill the oil tank with Yamaha Autolube Oil (YAMALUBE).



(3) **Is the tire pressure correct?**

The wrong tire pressure affects riding comfort, steering, and life of tires.

Correct tire pressure:

Front—14 lbs/in² (1.0 kg/cm²)
Rear —17 lbs/in² (1.2 kg/cm²) For on-the-road riding.

When the tire pressure is reduced below the specified value, the tire may slip around the rim. To prevent this slipping of the tire, bead stoppers should be used.

(4) **Do the front and rear brakes work effectively?**

Try the brake lever (right handlebar) and the foot brake (pedal on the right side of the engine). Check to see if the stoplight is functioning.

(5) **Do the lights and horn function well?**

Check the horn, stoplight, headlight, meterlight, etc.

4. Operation

(1) Starting the Engine

The Yamaha RT2 employ the kick starter system. The carburetor is provided with a starting system to produce the rich air/fuel mixture required for easy starting of a cold engine. It assures quick starting even in extremely cold weather.

a) Preparation for Starting

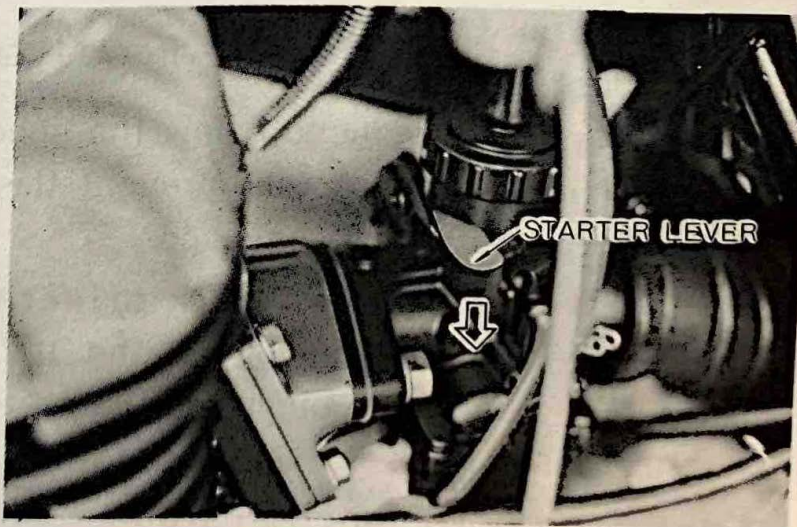
- Turn the fuel cock lever to the "ON" position.
- Insert the main switch key and turn it to the "Day riding" position.
- Pull the decompression lever.

The RT2 is equipped with a primary kick starter. The engine can be started by kicking the kick pedal or by disengaging the clutch first if the transmission is in gear.

b) Starting when the Engine is cold.

Most engines are more difficult to start in cold weather. For easiest starting, a richer mixture of gas/air can be obtained by operating the starter lever.

- Depress the starter lever.
- Start the engine by kicking the kick pedal with the accelerator grip closed.



c) Starting when the Engine is Warm

When the engine is still warm from running or in warm weather:

- Don't use the starter lever.
- Slightly open the accelerator grip, and kick the kick pedal.

d) Return the decompression lever to the original position.

e) Warming Up

It is very important to allow a warming-up period of 2 minutes or so after starting the engine.

After the engine has started, the depressed starter lever must be released. Keep the accelerator grip open until the engine begins to run smoothly.

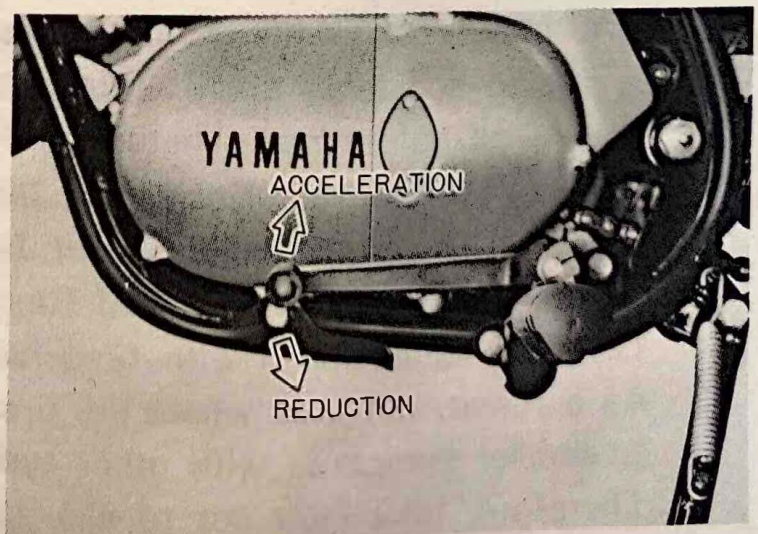
Correct engine warm-up, along with periodic inspections, will assure a longer life from your engine.

(2) Operation Procedure

a) Shifting Gears:

The Yamaha RT2 is equipped with a foot-operated, 5-speed transmission. To shift into NEUTRAL, move the toe section of the change pedal downward into 1st and then raise it slightly to the neutral detent. The neutral position is between the FIRST and the SECOND gear position.

FIFTH
FOURTH
THIRD
SECOND
NEUTRAL
FIRST



b) Acceleration

- Pull in the clutch lever to disengage the clutch.
- Depress the toe section of the change pedal down into FIRST.
- Slowly twist the accelerator grip (the engine speed begins to increase), and release the clutch lever gently. Done properly, the machine will accelerate smoothly.

c) Shifting

After starting off, accelerate to approximately 10 m.p.h. (15 km/h).

- Disengage the clutch while closing the accelerator grip.
- Shift into SECOND by raising the toe section of the change pedal one full position. (In this case, the neutral position is bypassed)
- Increase engine speed slowly and release the clutch lever. Accelerate to approximately 20~25 m.p.h. (30~40 km/h), and Shift into THIRD.
- Decelerate by reversing the above procedure. Close the accelerator grip, disengage the clutch, and then depress the change pedal.

d) Notes on Riding with the RT2

Off-the-road Riding:

When you ride your motorcycle over rough land, safety parts may break or fall off due to shocks from the ground or due to accidents such as falling. It is advisable to remove all safety parts before you start riding.

Parts to be removed: Headlight, taillight, speedometer, tachometer, battery and side stand.

Caution on Riding over Paved Roads at High Speeds:

The RT2 is equipped with tires having a block pattern. As a result, the area where the tire contacts the ground is smaller compared with other types of tires.

Therefore, take care not to slip your motorcycle when you are cornering at high speeds and at sharp angles.

(3) Stopping

To stop the machine, gradually reduce speed by closing the throttle and apply the front and rear brakes simultaneously. Applying only one brake may cause skidding or overturning.

Note: Braking procedure must allow for differing road conditions such as ice, snow, etc. Reduce brake pressure, apply the rear brake first, and, if necessary, intermittently operate the brakes to maintain stability on poor traction surfaces.

5. Break-in Procedure

To secure a longer life for your Yamaha RT2, a certain period of breaking-in operation is very important.

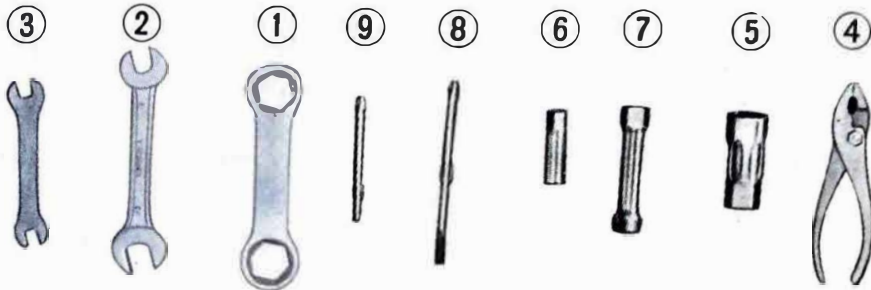
During the first 600 miles (1,000 km), the various parts of the engine wear and polish themselves to the correct operating clearances. It is important to avoid prolonged full throttle operation which might result in excessive heating during this critical period. Care taken at this time will result in longer life, better dependability and higher performance.

6. Cruising

After break-in, a general rule of thumb for cruising is to operate at 1/2~3/4 throttle bearing in mind engine r.p.m., road conditions and the legal speed limit.

Vary your speed occasionally to "rest" the engine and avoid prolonged, full throttle operation.

V. Service Tools



- ① 22×26 mm. Double-ended Spanner
- ② 13×17 mm. Spanner
- ③ 8×10 mm. Spanner
- ④ Plier
- ⑤ 17×21 mm. Socket wrench
- ⑥ 10 mm. Socket wrench
- ⑦ Screwdriver handle and 13 mm. socket wrench.
- ⑧ ⊕ ⊖ Screwdriver
- ⑨ ⊕ Screwdriver

VI. Inspection and Service

Regular inspection and maintenance will keep your motorcycle in top condition.

Daily or periodic inspection by yourself or your Yamaha dealer not only assures a longer life for your motorcycle but prevents any machine trouble.

Remember to have the periodic inspection by your Yamaha dealer; otherwise, your machine will not be entitled to the Yamaha warranty plan. It is advisable, in addition to the periodic inspection at your Yamaha dealer according to the Periodic Inspection Card, that you check the machine parts listed below every 30~60 days.

Greasing and Oiling

			300 miles	1,000 miles	2,000 miles	every 2,000 miles	every 4,000 miles
1	Brake cam shaft	G		○	○	○	
2	Wheel bearing	G			○		○
3	Brake wire	M/O		○	○	○	
4	Clutch wire	M/O		○	○	○	
5	Tacho, speedometer cable	G			○	○	
6	Meter gear unit	G			○	○	
7	Steering ball race	G					○
8	Front fork oil	M/O	○		○	○	
9	Brake pedal shaft	G		○	○	○	
10	Change pedal shaft	M/O, G			○	○	
11	Axle grip	G		○	○	○	
12	Transmission oil	M/O	○	○	○	○	
13	Dynamo lubricator	G					○
14	Stand shaft	M/O, G					○
15	Rear arm pivot shaft	G			○	○	
16	Drive chain	M/O		○	○	○	

Check Point Periodic Inspection Guide

		Pre-operation check	300 miles	1,000 miles	2,000 miles	every 2,000 miles	every 4,000 miles
1	Front and rear brake adjustment (F. R)	○	○	○	○	○	
2	Clutch adjustment		○	○	○	○	
3	Transmission oil replacement	○	○	○	○	○	
4	Front fork oil replacement		○		○	○	
5	Grease up			○	○	○	
6	Battery electrolyte refilling	○	○	○	○	○	
7	Spark plug cleaning	○	○	○	○	○	
8	Ignition timing adjustment			○	○	○	
9	Fuel pet cock cleaning		○	○	○	○	
10	Carburetor adjustment			○	○	○	
11	Carburetor cleaning						○
12	Air cleaner cleaning	○		○	○	○	
13	Cylinder, piston cleaning			○		○	
14	Silencer muffler cleaning			○		○	
15	Drive chain adjustment, oiling		○	○	○	○	
16	Autolube pump adjustment	○	○	○	○	○	
17	F. R wheel inspection	○		○	○	○	
18	Bolt, Nut retightening		○	○	○	○	
19	Spoke, Rim inspection			○	○	○	

Be sure to check the above points before long-distance touring

2. Inspection and Adjustments

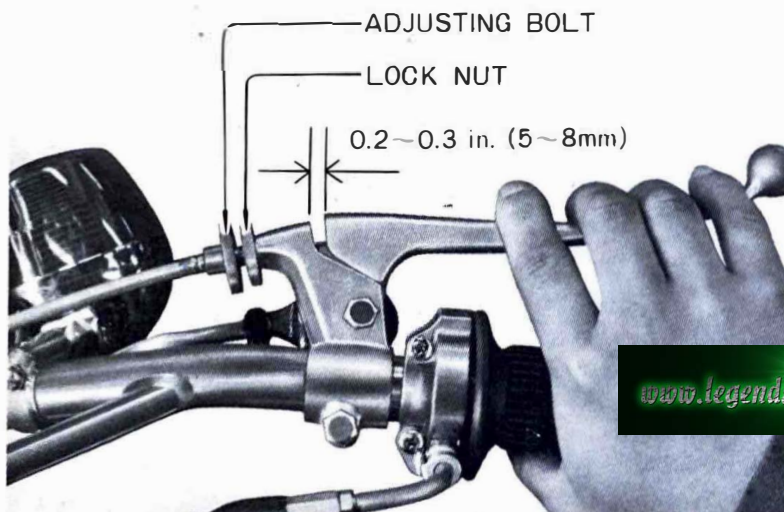
The methods of inspection and adjustment are discussed below. This information will be of value in your daily inspections.

(1) Adjusting the Brakes

a) Front Brake

The correct free play of the front brake lever pivot point is 0.2~0.3 in. (5~8 mm.)

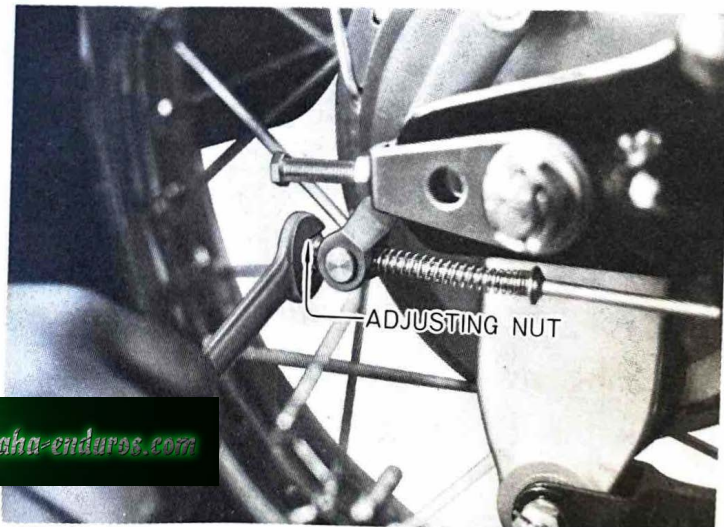
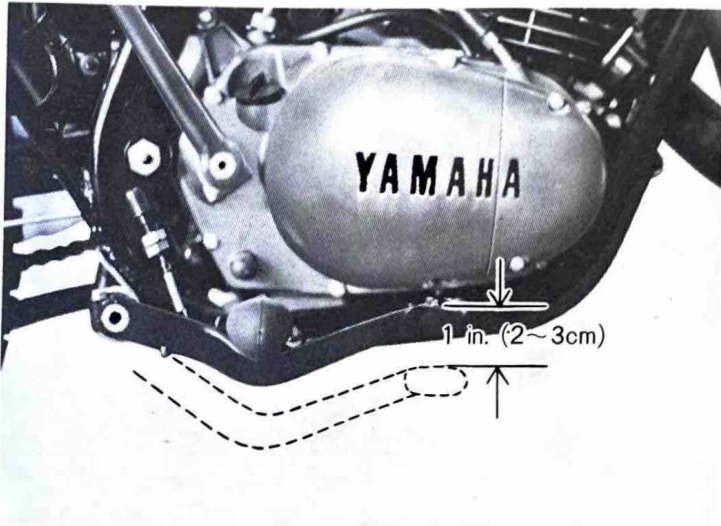
To adjust, turn the cable adjusting bolt located at the lever. After adjustment, be sure to tighten the lock nut fully.



Note: The RT2 is equipped with a front brake operated stoplight switch. During the above operation check the stoplight for proper operation.

b) Rear Brake

The correct free play of the rear brake pedal is approximately 1 in. (25 mm.). To adjust the play, turn the adjusting nut that is attached to the rear brake cable end one-half turn at a time. After the adjustment, check the stoplight to see if it functions properly.



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Note: This adjustment must be checked any time the chain is adjusted or the rear wheel is removed.

c) Checking the Brake Lining

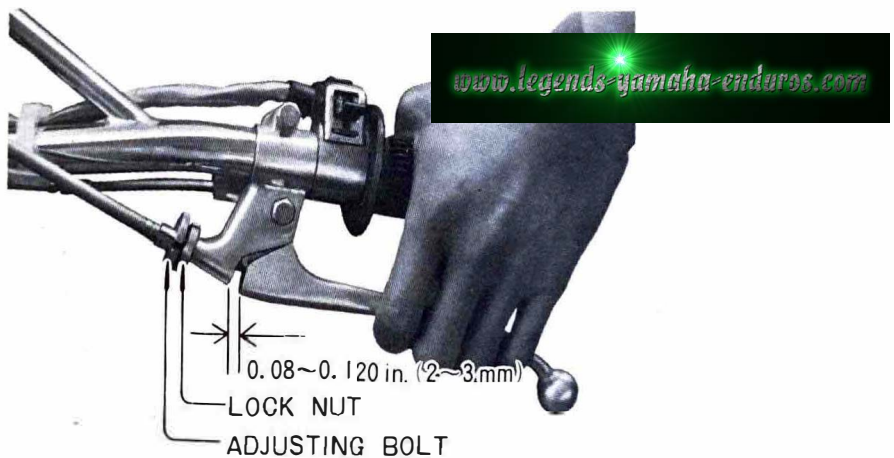
Disassemble the wheel assembly every 3,000 miles (5,000 km), and check it for wear and clean the brake shoe and brake drum. Take care not to get any oil on the lining friction surface.

d) Adjusting the Clutch

The clutch lever should have 0.08~0.12 in. (2~3 mm) free play to maintain full pressure against the clutch facing. If the play is excessive, clutch engagement will be impaired. If the play is insufficient, the clutch will slip.

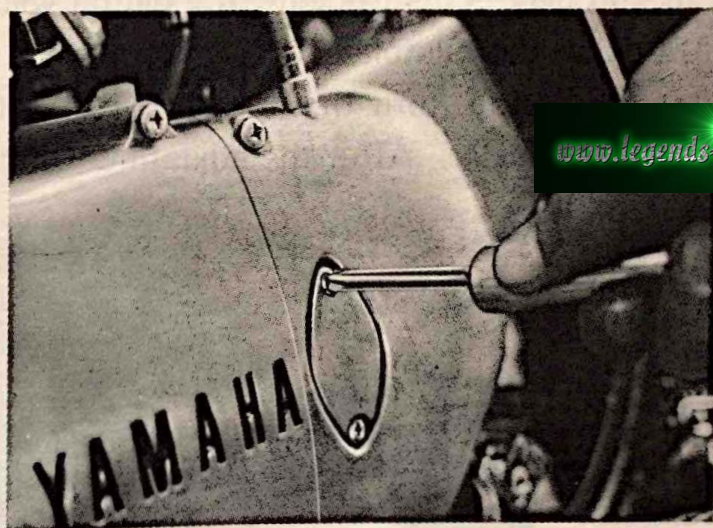
How to Adjust the Clutch:

To adjust the clutch, turn the adjusting bolt attached to the clutch lever holder. After the adjustment, fully tighten the lock nut(s).



Precision Adjustment Method:

- a) Remove the clutch adjusting cover from the left side of the crankcase cover and loosen the lock nut.
- b) Loosen the clutch adjusting screw (turn it to the left), and then tighten it slowly by turning it clockwise.
- c) Back it off 1/4 turn from a lightly seated position and lock it with the lock nut.
- d) Then re-adjust the play of the clutch cable with the adjusting bolt attached to the clutch lever holder.

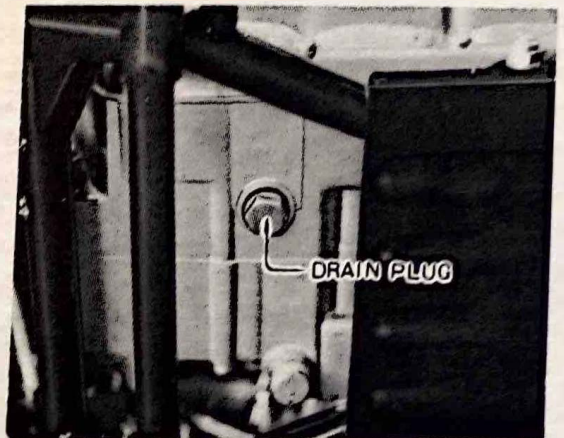
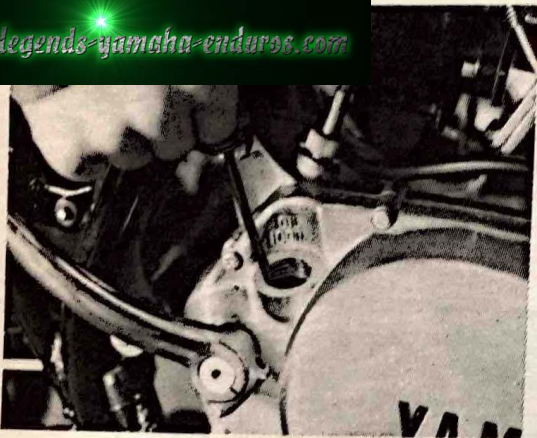


e) Replacing the Gear Oil

During the break-in period, replace the gear oil after 30 days from the date of purchase or after 300 miles (500 km) running. After the first time, replacement should be made every three months or 1,200 miles (2,000 km).

To drain the oil from the bottom of the crankcase, remove the oil drain plug.

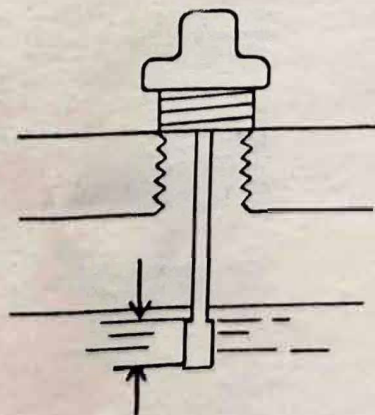
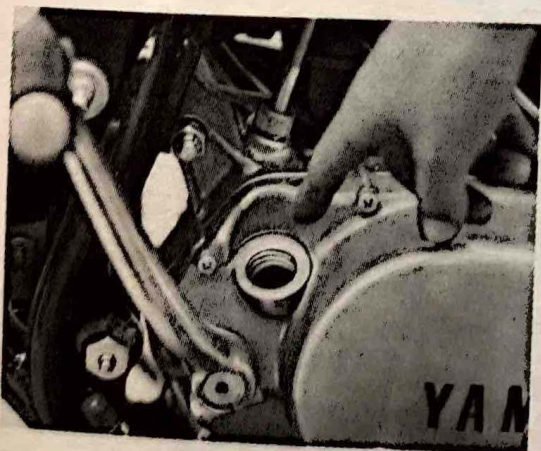
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After draining the oil, fully tighten the oil drain bolt, and fill with new oil to the specified level.

OilSAE 10W/30 Motor Oil

Oil Amount1.0 U.S. qt. (1 lit.)



Keep the oil level between these level marks.

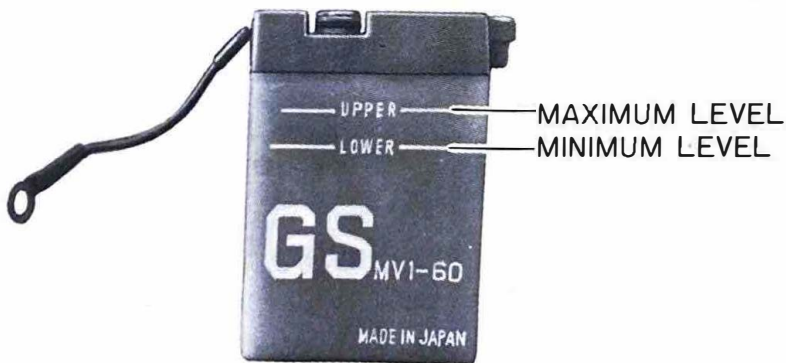
f) Checking the Battery Electrolyte

If the battery electrolyte is below the minimum level, remove the battery and add distilled water.

Check the overflow pipe to make sure it is not clogged or pinched Shut.

If your motorcycle will not be used for several months, remove the battery and keep it in dry, cool place, or have it kept in a service shop.

If sotred for more than 60 days, it should receive an occasional recharge. Before reinstallation, it should be fully charged.



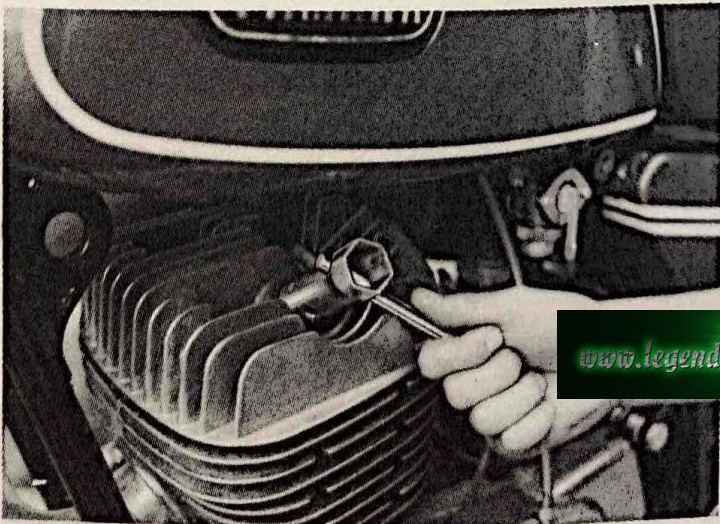
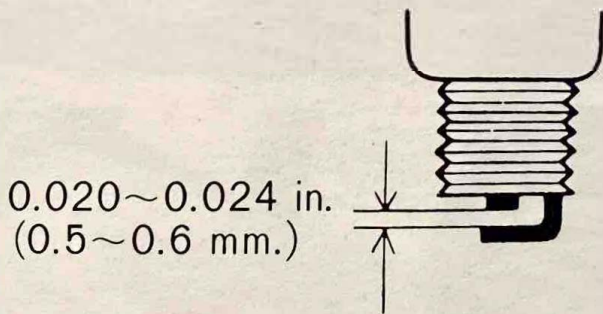
g) Checking the Spark Plug

The spark plug ignites the air/fuel mixture in the cylinder. A dirty plug causes hard starting, engine misfiring and other problems. Clean carbon from the electrodes and adjust the point gap.

- Remove carbon build-up with a soft wire brush.
- Adjust the spark plug point gap to 0.020 ~ 0.024 in. (0.5 ~ 0.6 mm.).

Standard Spark Plug RT2.....B-9ES

- Porcelain around the center electrode should be a light tan color.
- Replace the spark plug if the electrodes and porcelain are eroded or cracked. If your machine is frequently ridden at low speeds, the spark plug will become somewhat oily and sooty. Replace it with a hotter B-8ES but, first, consult your dealer.

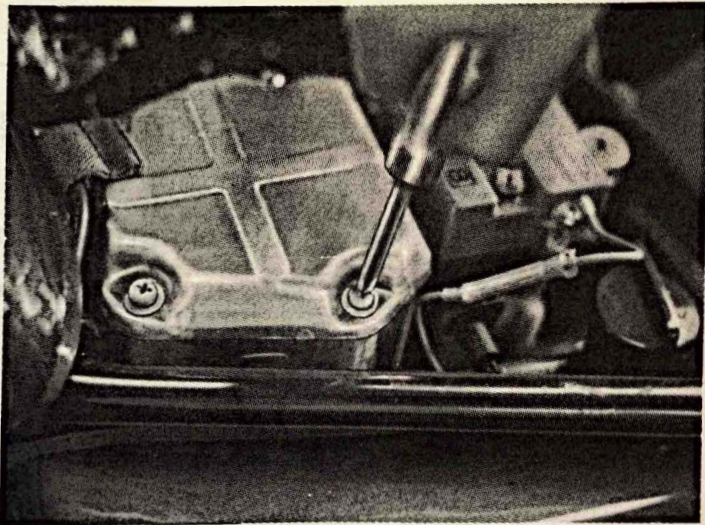


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h) Cleaning the Air Cleaner

This model is equipped with a reuseable, oil impregnated, foam air filter. **IT MUST BE REMOVED AND CLEANED AT LEAST ONCE A MONTH, MORE OFTEN IF THE MOTORCYCLE IS RIDDEN MAINLY IN THE DIRT** (preferably each time after you spend an entire day in the dirt).

- 1) Remove the air cleaner case cap fitting bolts.
- 2) The cleaner element can be pulled out.



Wash the foam filter thoroughly in solvent until all dirt has been removed. Squeeze all the solvent out. Pour oil onto the filter (any grade of 20 or 30 wt), work it completely in, and then squeeze out the surplus oil. The filter should be completely impregnated with oil, but not “dripping” with it.

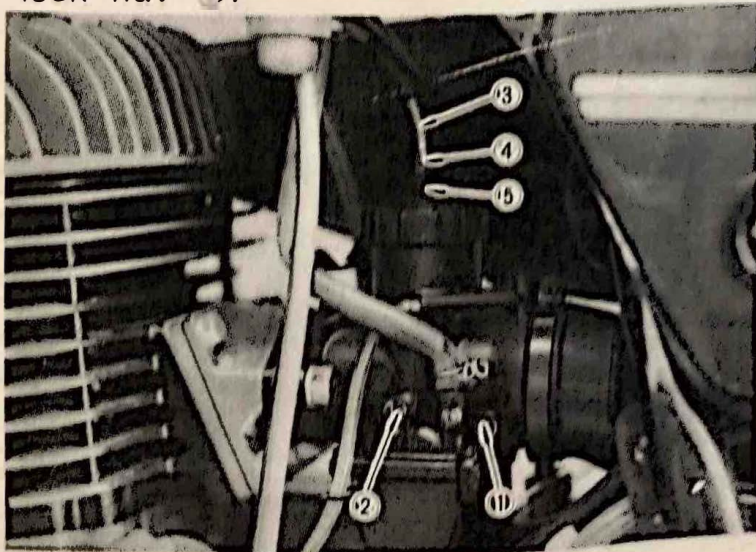
Under no circumstances should you run the motorcycle without the air filter. First, dirt and dust will be able to pass through into the cylinder. Premature engine failure will be the result. Secondly, more air will flow to the engine and there will not be enough gasoline for all the air. The lean mixture will result in higher engine temperatures and possibly severe engine damage.

i) Checking the Carburetor

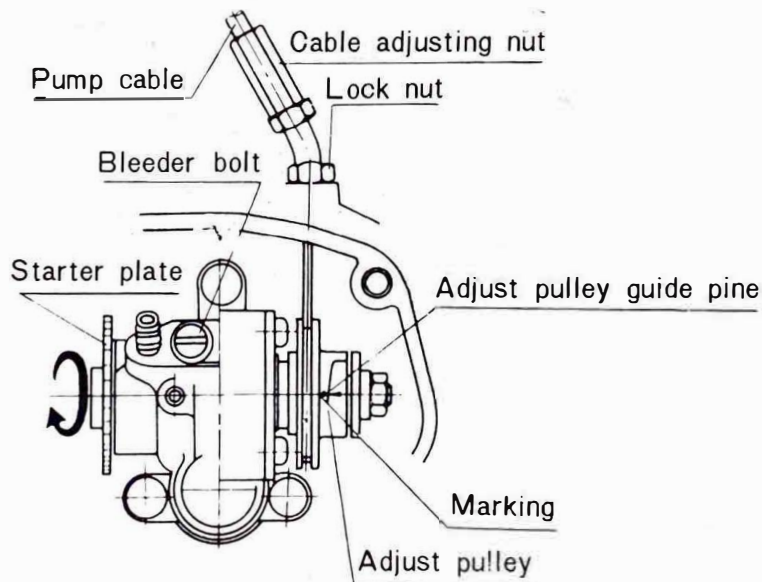
Each carburetor is set by the factory after careful tests. Except for the following, do not change the carburetor setting without consulting your local Yamaha dealer.

1) Idling Speed Adjustments

- Tighten the pilot air screw (1) until it lightly seats, and then back it off it 1-3/4 turns.
- Slightly loosen the adjusting screw of the throttle cable connected to the accelerator grip, and start the engine.
- After warming up the engine, turn the idle stop screw (2) so that engine speed increases to 1,400 ~ 1,500 r.p.m. After this adjustment, loosen lock nut (5) to adjust the play of throttle cable (3) to 1/32 in. (0.5 ~ 1.0 mm.); and turn throttle cable adjuster (4) while pulling throttle cable (3) to check the adjustment. Then lock the throttle cable with lock nut (5).



- Finally, check cable slack at the grip and adjust to 1/32" there also.
- 2) Adjusting the Pump Cable
- After adjusting the carburetor, adjust the pump cable which is coupled with the throttle valve in the carburetor.
- Slightly turn the accelerator grip from the closed position so that free play of the accelerator grip is nil. (In other words, the throttle valve is ready to open with another slight turning of the throttle).
 - Turn the pump cable adjusting nut so that the marking on the adjusting pulley is aligned with the guide pin.



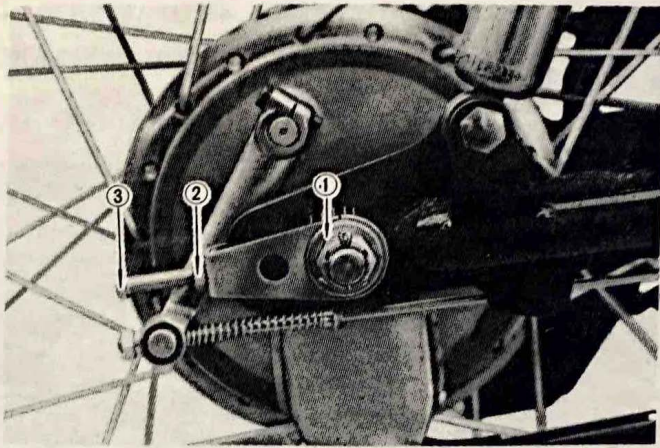
j) Adjusting the Drive Chain

The drive chain should have approximately 3/4~1 in. (20~25 mm) up and down play at the center of the lower section with the rear wheel on the ground and rider in position. Since a dirty, dry chain causes excessive sprocket wear, apply oil at regular intervals. In addition, wash it in gasoline before oiling at every periodic inspection.

Adjusting Chain Tension:

- (1) Loosen the rear brake adjusting screw.

- (2) Loosen the tension bar nuts.
 - (3) Loosen the chain adjusting bolt lock nuts ②.
 - (4) Loosen the rear axle nut ①, and shift the wheel shaft so that both ends of the wheel shaft are positioned evenly by utilizing the marks on the swing arms.
 - (5) After adjusting by adjusting bolt ③, tighten the adjusting bolt lock nuts ② and axle nut ①.
 - (6) Adjust the play of the brake pedal.
- * After these adjustments, check the play of the brake pedal and stoplight operation.



k) Cleaning the Muffler

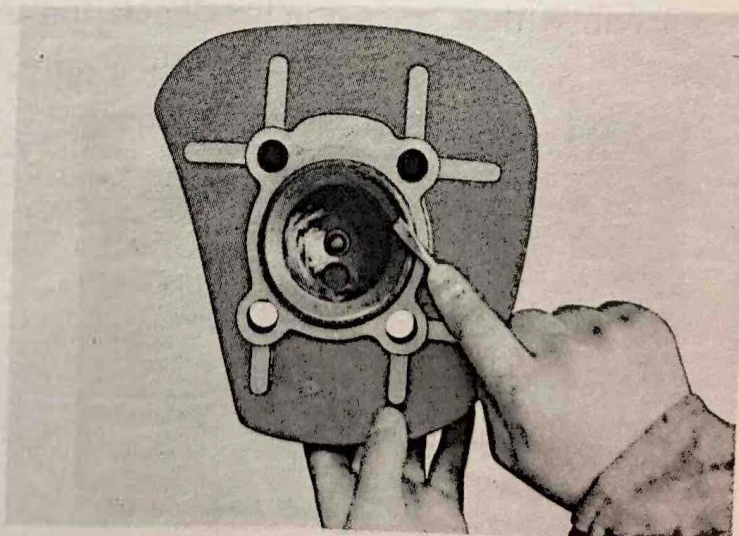
To remove the inner cylinder from the muffler, remove the set screw and pull out the tail pipe.

Remove carbon with a wire brush. Check the inner bore for carbon. If is clogged, clean it with a wire.



1) Cleaning the Combustion Chamber and Piston
Carbon deposits in the combustion chamber, on the head of the piston, in the exhaust port, and in the muffler are a constant cause of engine power loss. Decarbonization of these parts is relatively simple, requiring only a few tools. A torque wrench is one of the necessary tools. Going any further though, such as removing the carbon from ring grooves, should be done by a certified mechanic, as this requires cylinder removal.

Begin this servicing step by gradually loosening the four cylinder retaining nuts and the four bolts, in a pattern. **DO NOT LOOSEN EACH NUT COMPLETELY ALL AT ONCE**, but work around the cylinder head,



loosening each nut 1/2 turn at a time. Slip the head off and use a dull or round edged scraper to remove the carbon from the combustion chamber (do not remove the spark plug). The round end of a hacksaw blade works quite well. Use a rag dipped in solvent and thoroughly clean the area. Do not scratch the gasket surface.

Bring the piston up to the very top and use the same scraping tool to remove the carbon from the top of the piston. Blow off as much of the loosened carbon as possible, then use the solvent soaked rag to pick up as much of the rest as possible.

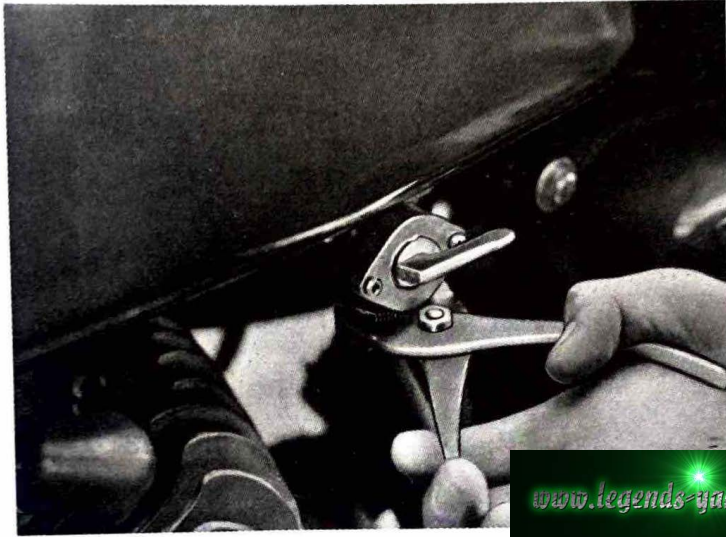
Next, rotate the piston as far down as possible. Slip a dry rag down over the piston for protection. Disconnect the muffler. Very carefully use a small scraper and remove the carbon from the port opening (take care that it does not fall back into the cylinder).

As soon as possible, scrape the carbon from the exhaust port from the outside opening.

The head can now be put back onto the cylinder. Carefully wipe off the gasket surfaces of both parts. Position the head gasket (which should be a new one) on the cylinder. Slip the head into place and tighten the four retaining bolts and nuts until they are finger tight. Use the torque wrench to tighten them further. Total torquing pressure is 18 ft/lbs. for the four nuts and 30 ft/lbs. for the four bolts; but you should torque all four nuts and bolts in sequence, and in three progressive steps of increasing torque. First, you should torque all four bolts and four nuts with 10 ft/lbs. Next torque the four bolts to 30 ft/lbs. first, then torque the four nuts to 18 ft/lbs., always in cross pattern.

m) Cleaning the Fuel Pet Cock Filter

The fuel pet cock filter removes impurities from gasoline before they flow into the carburetor. A dirty filter clogs the system, and as a result, the engine will not run properly. Clean it from time to time. Remove the cup from the fuel cock and remove the filter. Wash it carefully in gasoline and reinstall.



n) Retightening Screws, Bolts and Nuts

Check the screws, bolts and nuts in the parts listed below and retighten them if necessary.

Front and rear wheels

Foot rests

Swing arm shaft

Muffler

Side stand

Engine mountings

Carburetor

Air cleaner cover

Exhaust nuts

Rear cushions

Handlebars

STUD SIZE	TORQUE
6 mm	90 in/lbs.
7 mm	135 in/lbs.
8 mm	180 in/lbs.
10 mm	300-350 in/lbs.
12 mm	350-400 in/lbs.
14 mm	400-450 in/lbs.
Axle Nuts	500-600 in/lbs.

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 RT2

A. Fully Operational Service Brake

Load

Light

Maximum

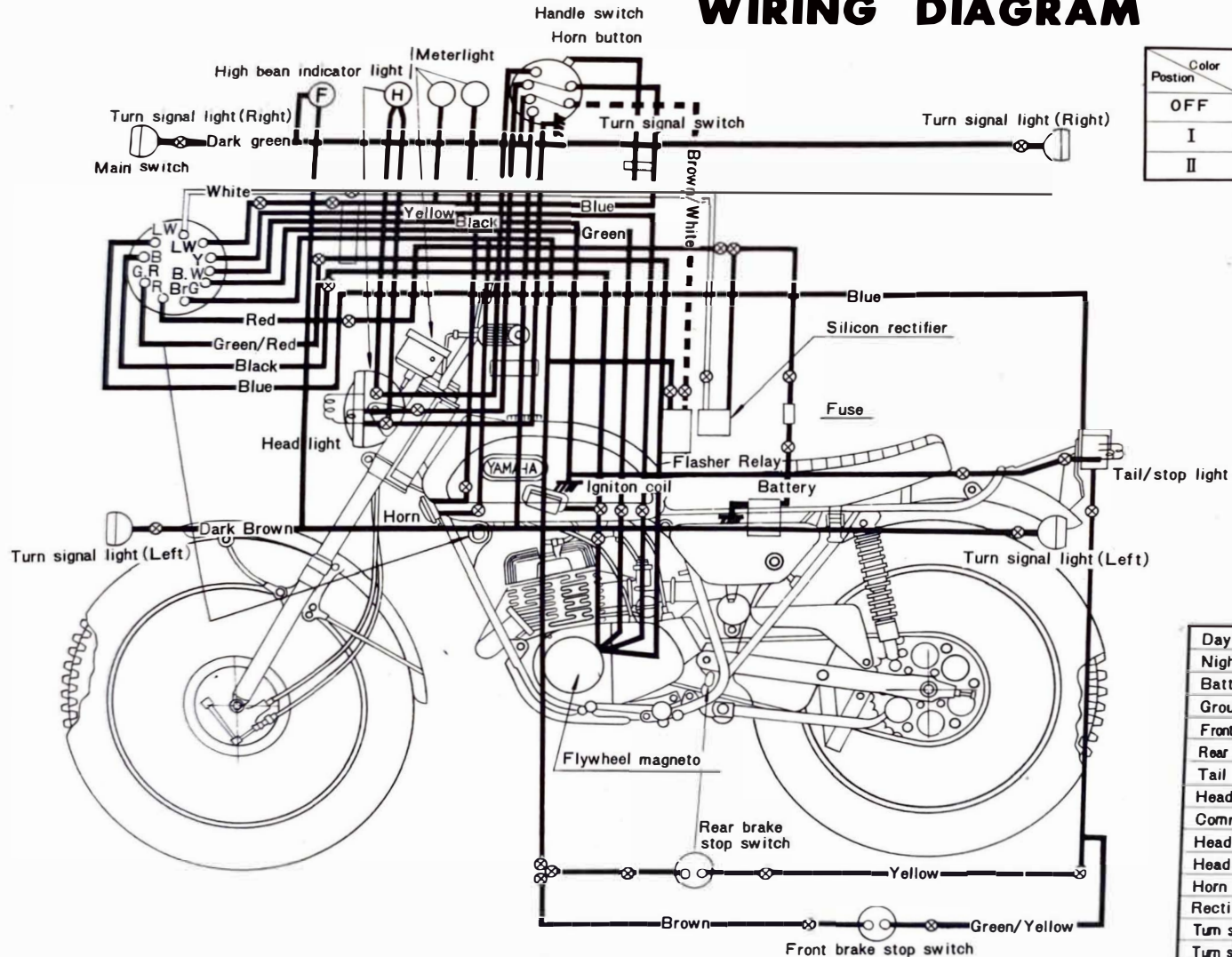
185

200

0 100 200 300

Stopping Distance in Feet from 60 mph.

WIRING DIAGRAM



Color Position	E	B	R	Br	L	G	W	GR	LW	Y
OFF	○									
I			○	○		○				
II			○	○	○			○	○	○

Chart of wire colors

Daytime charging circuit	Green
Night time charging circuit	Green/Red
Battery(s+) circuit	Red
Ground circuit	Black
Front brake stop light circuit	Green/Yellow
Rear brake stop light circuit	Yellow
Tail light circuit	Blue
Head/Meter light circuit	Blue(L.W)
Common circuit	Brown
Head light main circuit	Yellow
Head light sub circuit	Green
Horn circuit	Pink
Rectifier circuit	White
Turn signal light(Right) circuit	Dark green
Turn signal light(L left) circuit	Dark Brown
Turn signal relay circuit	Brown/White

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