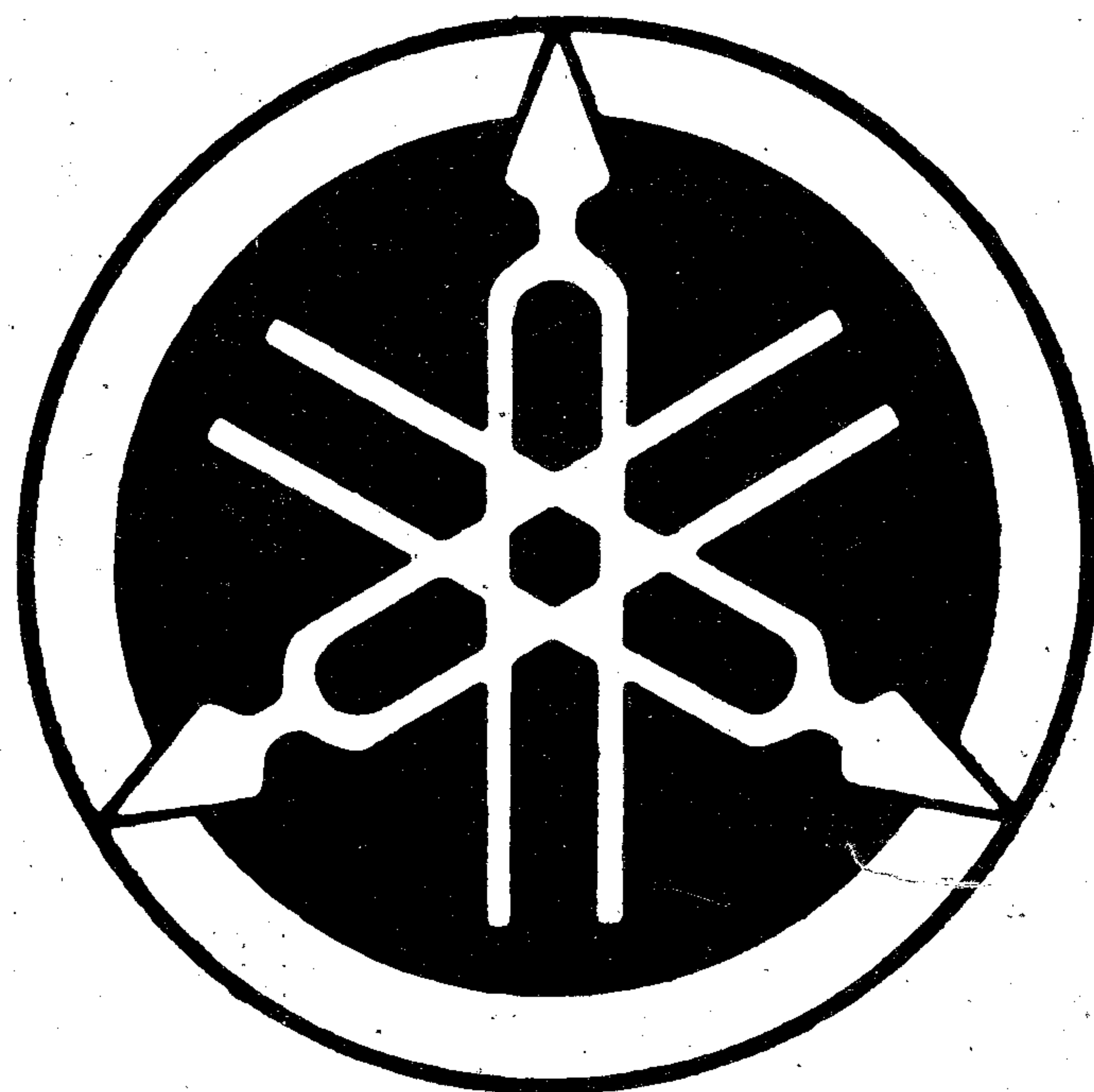


YAMAHA
DT2MX. RT2MX
SUPPLEMENTARY
SERVICE MANUAL



YAMAHA MOTOR CO., LTD.

1/350
LIT 11613-13-00

NOTICE

This manual has been written by Yamaha Motor Company for use by Authorized Yamaha Dealers and their qualified mechanics. In light of this purpose it has been assumed that certain basic mechanical precepts and procedures inherent to our product are already known and understood by the reader.

Without such basic knowledge, repairs or service to this model may render the machine unsafe, and for this reason we must advise that all repairs and/or service be performed by an Authorized Yamaha dealer who is in possession of the requisite basic product knowledge. Other information is produced by the U.S. distributor, Yamaha International Corporation, and is necessary to provide total technical coverage regarding the product.

★ ★ ★ ☆ ★

The Research, Engineering, and Service Departments of Yamaha are continually striving to further improve all models manufactured by the company. Modifications are therefore inevitable and changes in specifications or procedures will be forwarded to all Authorized Yamaha Dealers and will, where applicable, appear in future editions of this manual.

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DT2MX/RT2MX SUPPLEMENTARY
SERVICE MANUAL

1ST EDITION (REVISED)

3RD USA PRINTING
JULY 1974

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LIT 11613-13-00

FOREWORD

This year Yamaha has added two completely new motocrossers, DT2MX and RT2MX. They incorporate some of Yamaha's latest technical refinements such as V-type reed valve and 7-port torque induction design aiming at easier starting and greater torque at low speeds.

These new improvements require your special care in rendering your service work. This Supplementary is Service Manual provides the technical details required for Yamaha servicemen so that they can service the DT2MX and RT2MX in a correct and skillful manner. It is advisable to use this manual together with the manuals for the DT1 and RT1 or for the DT2 and RT2.

YAMAHA MOTOR CO., LTD.
Engineering & Service Department

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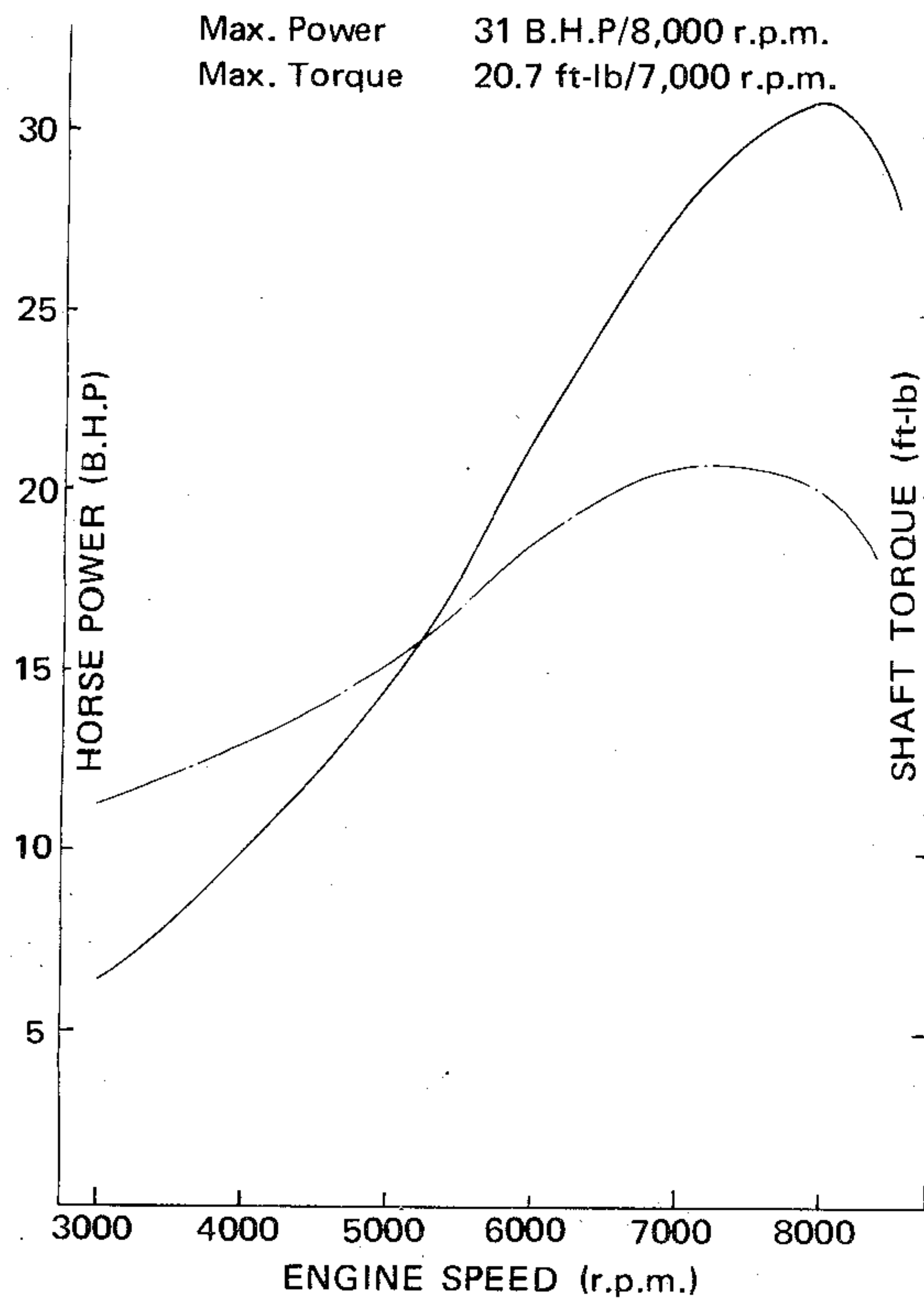
1. SPECIFICATIONS

Model	Yamaha 250 DT2MX	Yamaha 360 RT2MX
Dimensions:		
Overall length	82.7" (2,100 mm)	82.7" (2,100 mm)
Overall width	37.4" (950 mm)	37.4" (950 mm)
Overall height	44.5" (1,130 mm)	44.5" (1,130 mm)
Wheelbase	55.5" (1,410 mm)	55.5" (1,410 mm)
Min. ground clearance	8.9" (225 mm)	8.9" (225 mm)
Weight (dry):	224 lbs. (102 kg)	227 lbs. (103 kg)
Performance:		
Braking distance	50.5 ft. at 31 m.p.h. (15.4 m at 50 km/h)	50.5 ft. at 31 m.p.h. (15.4 m at 50 km/h)
Min. turning radius	82.7" (2,100 mm)	82.7" (2,100 mm)
Engine:		
Model	DT1-F	RT1
Type	2-cycle, air-cooled, gasoline, 7 port piston valve and reed valve	2-cycle, air-cooled, gasoline, 7 port piston valve and reed valve
Cylinders	Single cylinder, forward-incline	Single cylinder, forward-incline
Lubrication	Yamaha autolube (respective lubrication) and mixing type (30 : 1)	Yamaha autolube (respective lubrication) and mixing type (30 : 1)
Displacement	15.01 cu.in. (246 c.c.)	21.42 cu.in. (351 c.c.)
Bore and stroke	2.756 x 2.520" (70 x 64 mm)	3.150 x 2.756" (80 x 70 mm)
Compression ratio	7.13 : 1	7.13 : 1
Max. output	31 B.H.P./8,000 rpm	39 B.H.P./7,500 rpm
Max. torque	20.7 ft.lbs./7,000 rpm (2.86 kg-m/7,000 rpm)	27.7 ft.lbs./7,000 rpm (3.83 kg-m/7,000 rpm)
Starting	Primary kick starting	Primary kick starting
Ignition	Magneto	Capacity discharge ignition
Transmission:		
Primary reduction	Gear, reduction ratio: 65/21 3.095	Gear, reduction ratio: 65/21 3.095
Secondary reduction	Chain, reduction ratio 51/15 3.400	Chain, reduction ratio 51/15 3.400
Clutch	Wet, multi-disc	Wet, multi-disc
Gear box	Constant mesh, 5 forward speeds	Constant mesh, 5 forward speeds
Gear ratio:		
1st	36/16 2.250	36/16 2.250
2nd	33/20 1.650	33/20 1.650
3rd	29/23 1.260	29/23 1.260
4th	26/26 1.000	26/26 1.000
5th	23/29 0.793	23/29 0.793
Chassis:		
Frame	High-tension steel pipe, Double cradle	High-tension steel pipe, Double cradle
Suspension (Front)	Telescopic	Telescopic
Suspension (Rear)	Swing arm	Swing arm

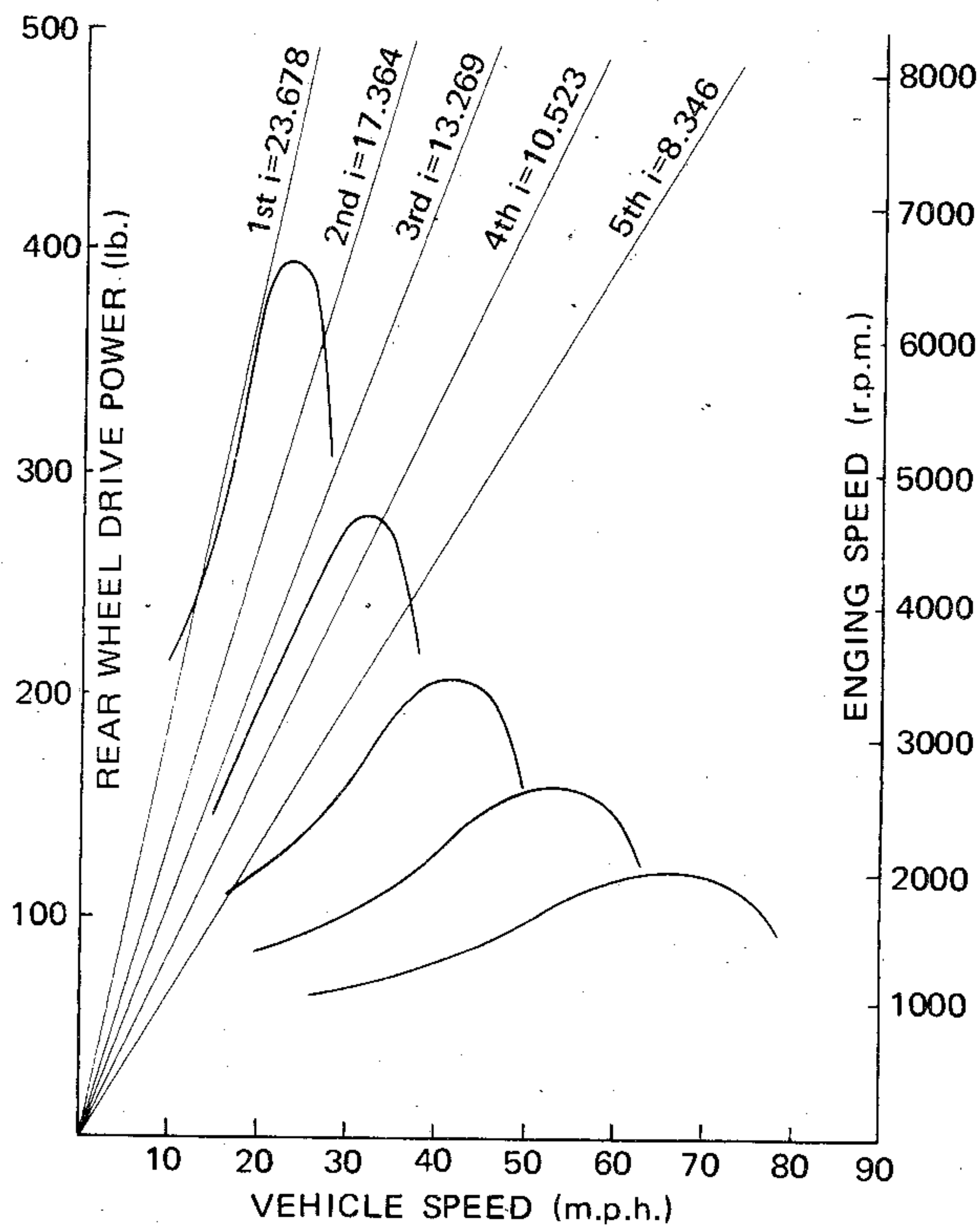
Model	Yamaha 250 DT2MX	Yamaha 360 RT2MX
Steering:		
Caster	59°	59°
Trail	5.5" (140 mm)	5.5" (140 mm)
Tire size & pressure (Front)	3.00-21-4PR	3.00-21-4PR
Tire size & pressure (Rear)	4.00-18-4PR	4.00-18-4PR
Gasoline tank capacity	2.1 gal. (8.0 litre)	2.1 gal. (8.0 litre)
Oil tank capacity	0.6 qt. (0.5 litre)	0.6 qt. (0.5 litre)

2. PERFORMANCE CURVES

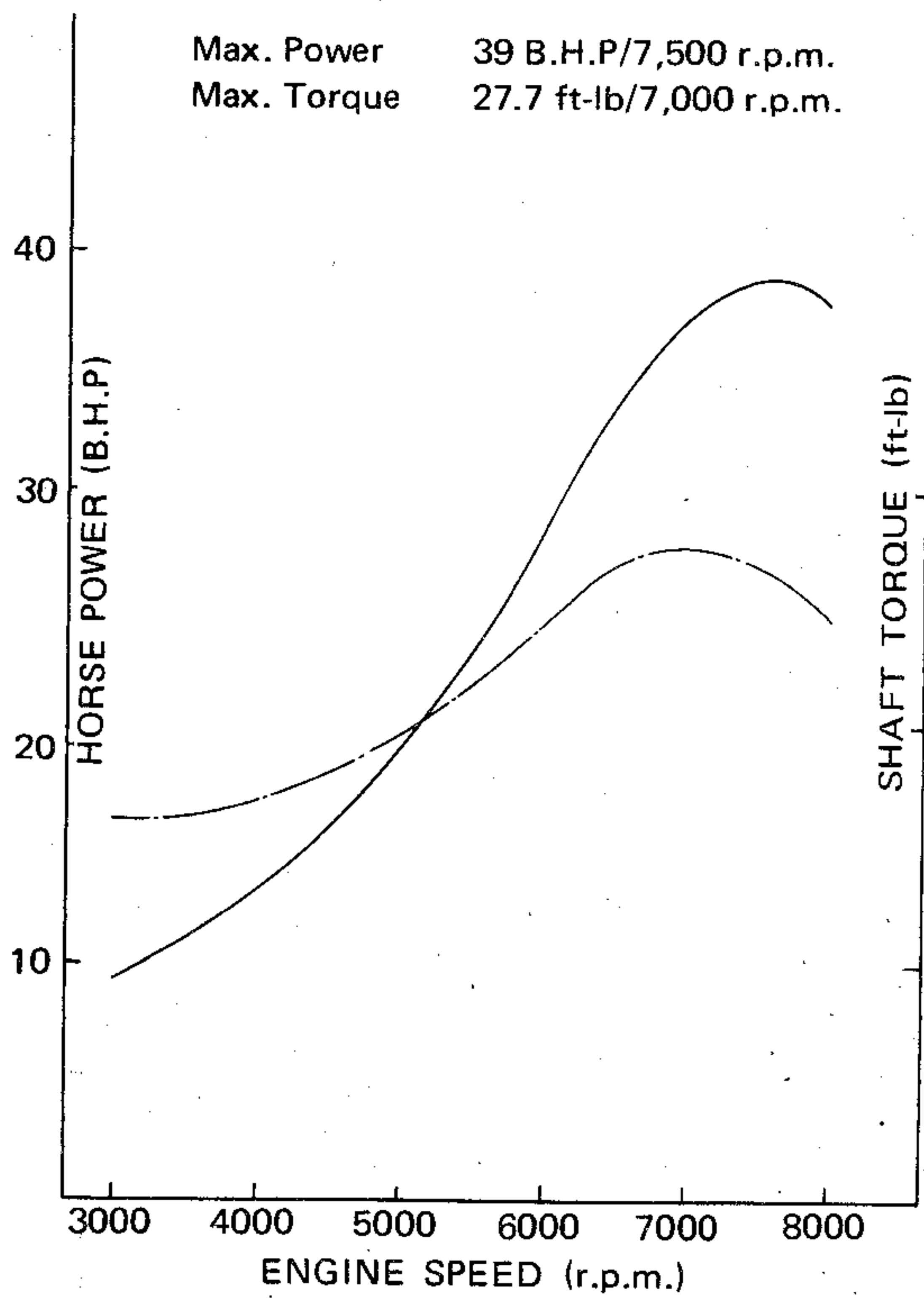
DT2MX ENGINE PERFORMANCE CURVES



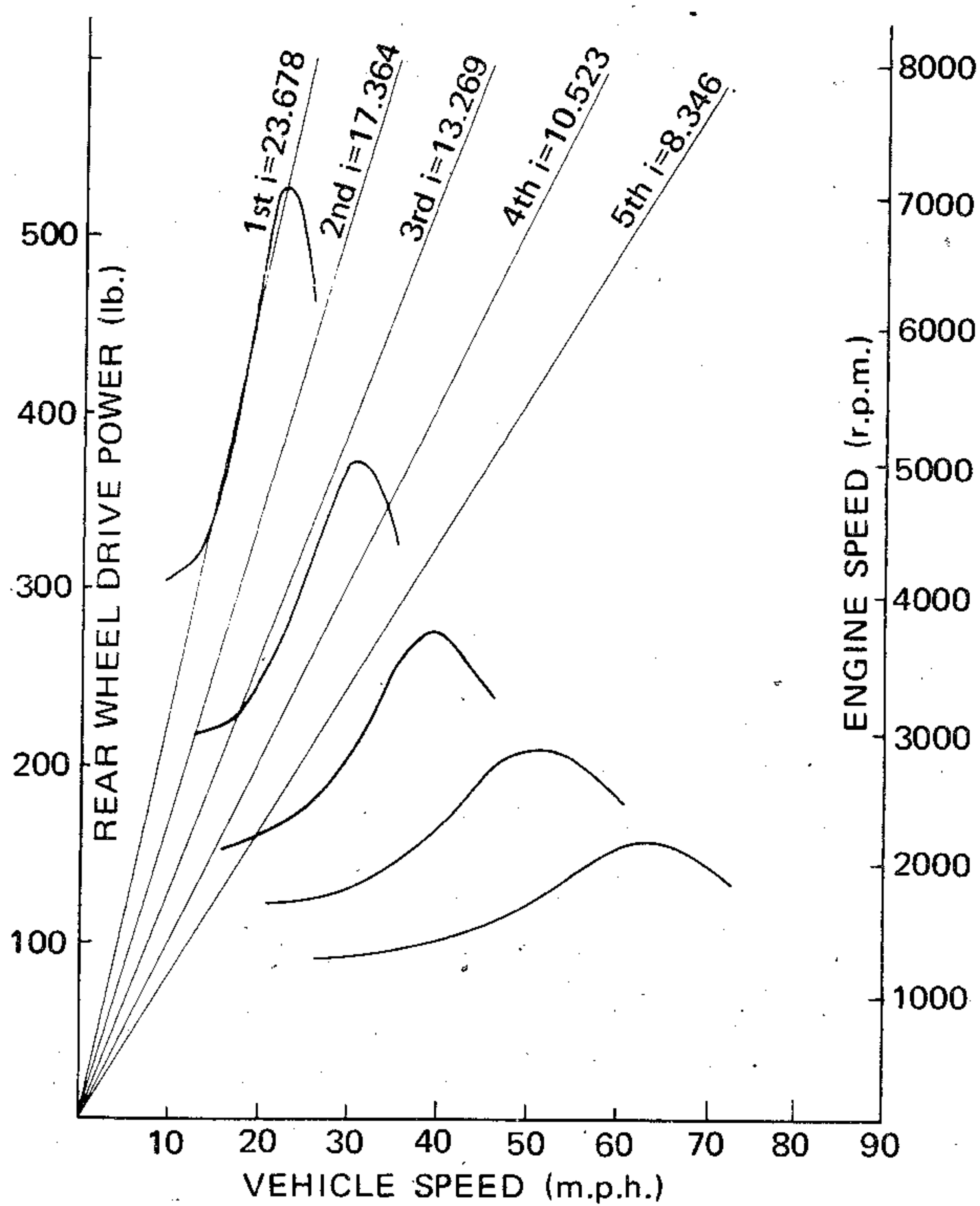
DT2MX DRIVING PERFORMANCE CURVES



RT2MX ENGINE PERFORMANCE CURVES



RT2MX DRIVING PERFORMANCE CURVES



3. ENGINE

Procedures for the disassembly of the DT2MX and RT2MX are basically the same as those for the DT2 and RT2, and therefore, reference is not made to disassembly.

They are built to run across a variety of rough terrain and must be maintained at best running condition through-out a race. With this in mind, the description is clip but limited to what is specially needed to check and service the DT2MX and RT2MX.

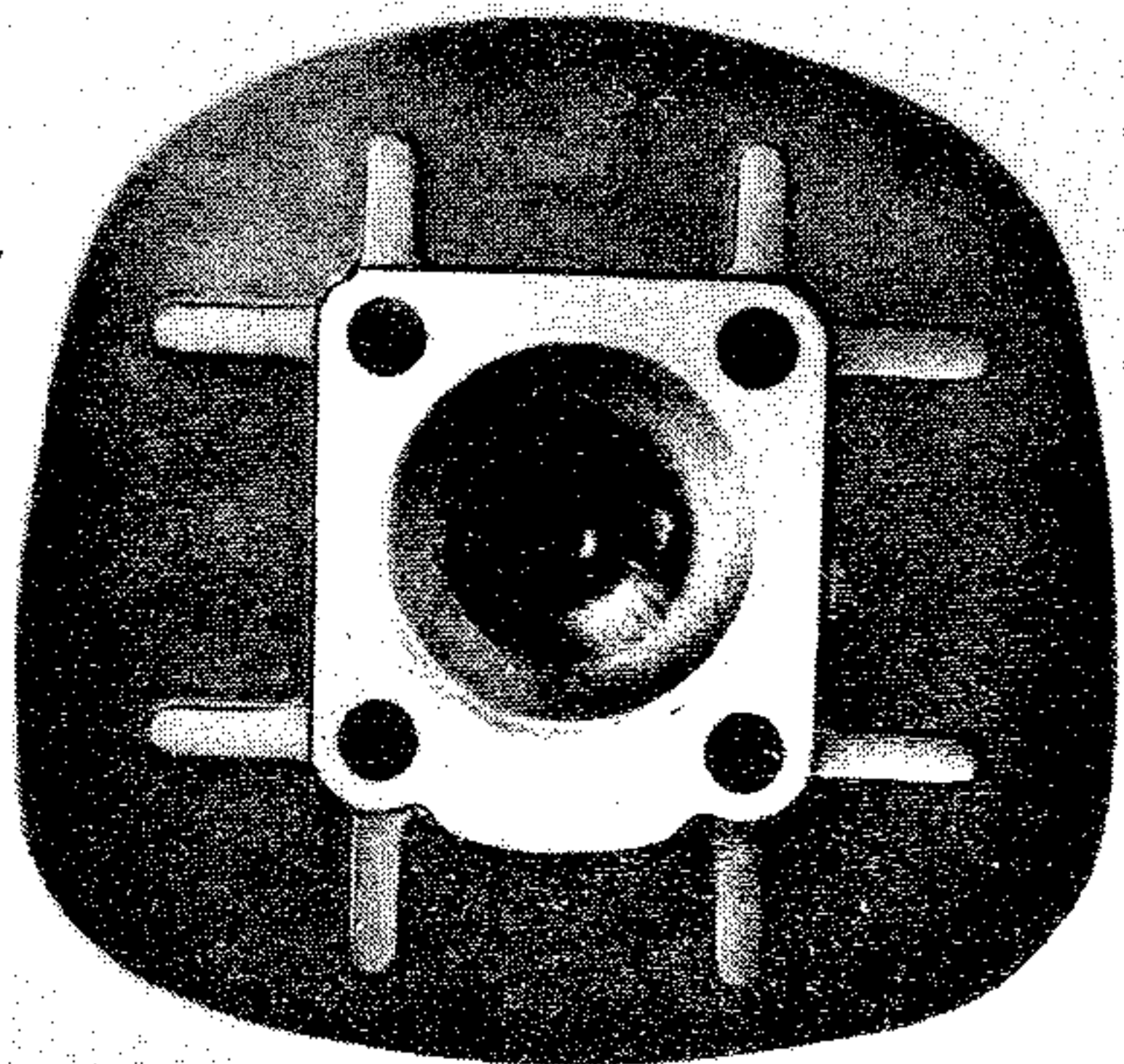
3-1 CYLINDER HEAD, PISTON PIN CLIP, PISTON AND PISTON RING

1) Removing Cylinder Head Carbon

If carbon accumulates in the cylinder head, the compression ratio increases to such an extent that detonation will occur. The result will be power loss. It is necessary, therefore, to periodically remove the carbon from the cylinder head.

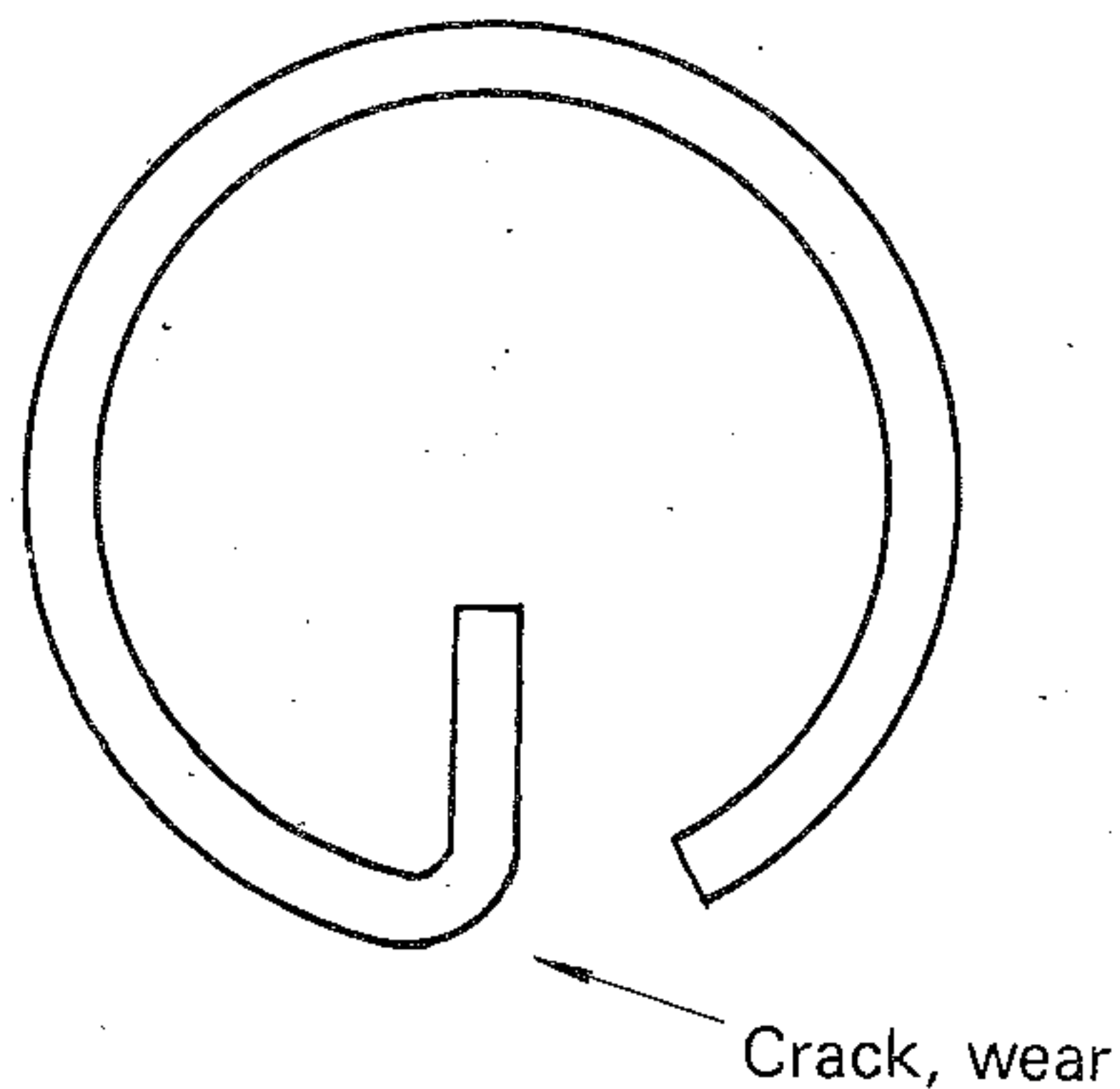
To remove the carbon, a saw blade may be used, but the serrated side should not be used. Exercise special care not to scratch the cylinder head.

To remove the carbon from the piston head and exhaust port, follow the same as above.



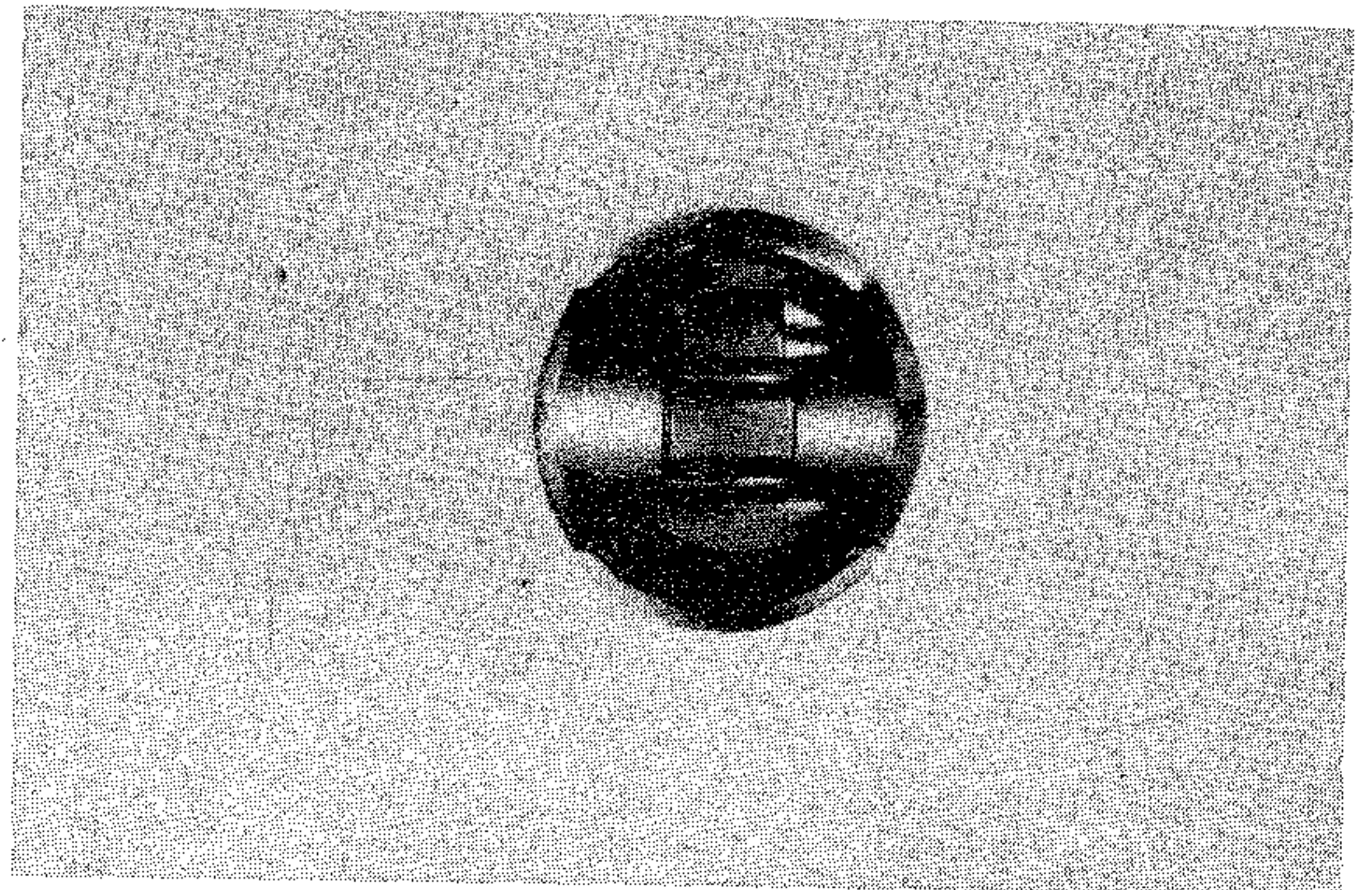
2) Piston Pin Clip

The piston pin clip is not everlasting. If it is found excessively worn or cracked, replace it with a new one.

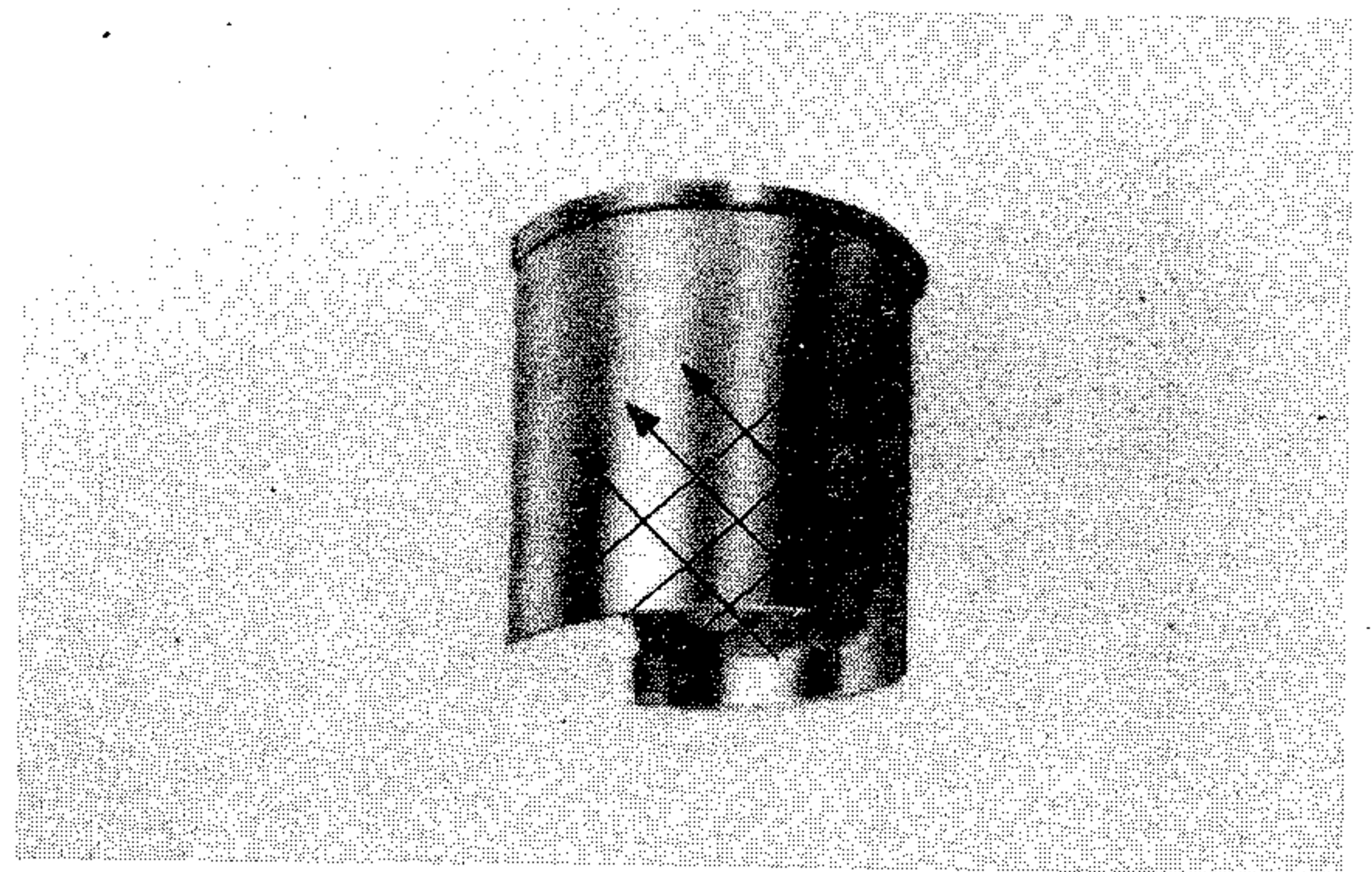


3) Cracked or Worn Piston

Check the piston from its inside for cracking. If any crack is found, replace it.



Examine the piston for high spots (bright areas) at the surface contacting the cylinder wall. Smooth out any high spot with sandpaper #600.



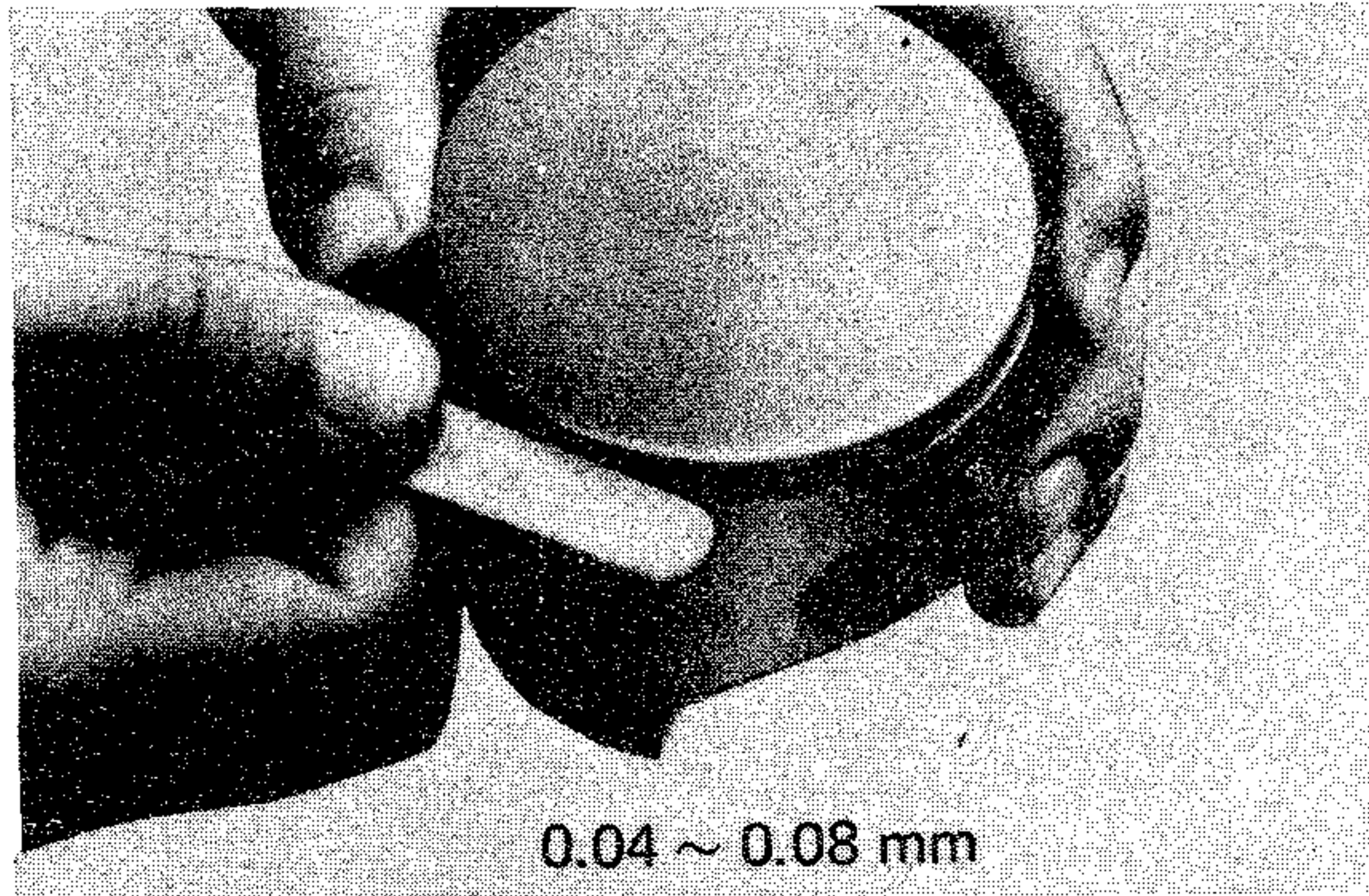
4) Piston Rings

Check each piston ring carefully. If any scuff or score is found, smooth it away with fine sandpaper. Or if it can not be corrected with sandpaper, replace the ring.

If the carbon attached to the ring becomes hard, the ring may get stuck. In this case, both piston and ring should be replaced.

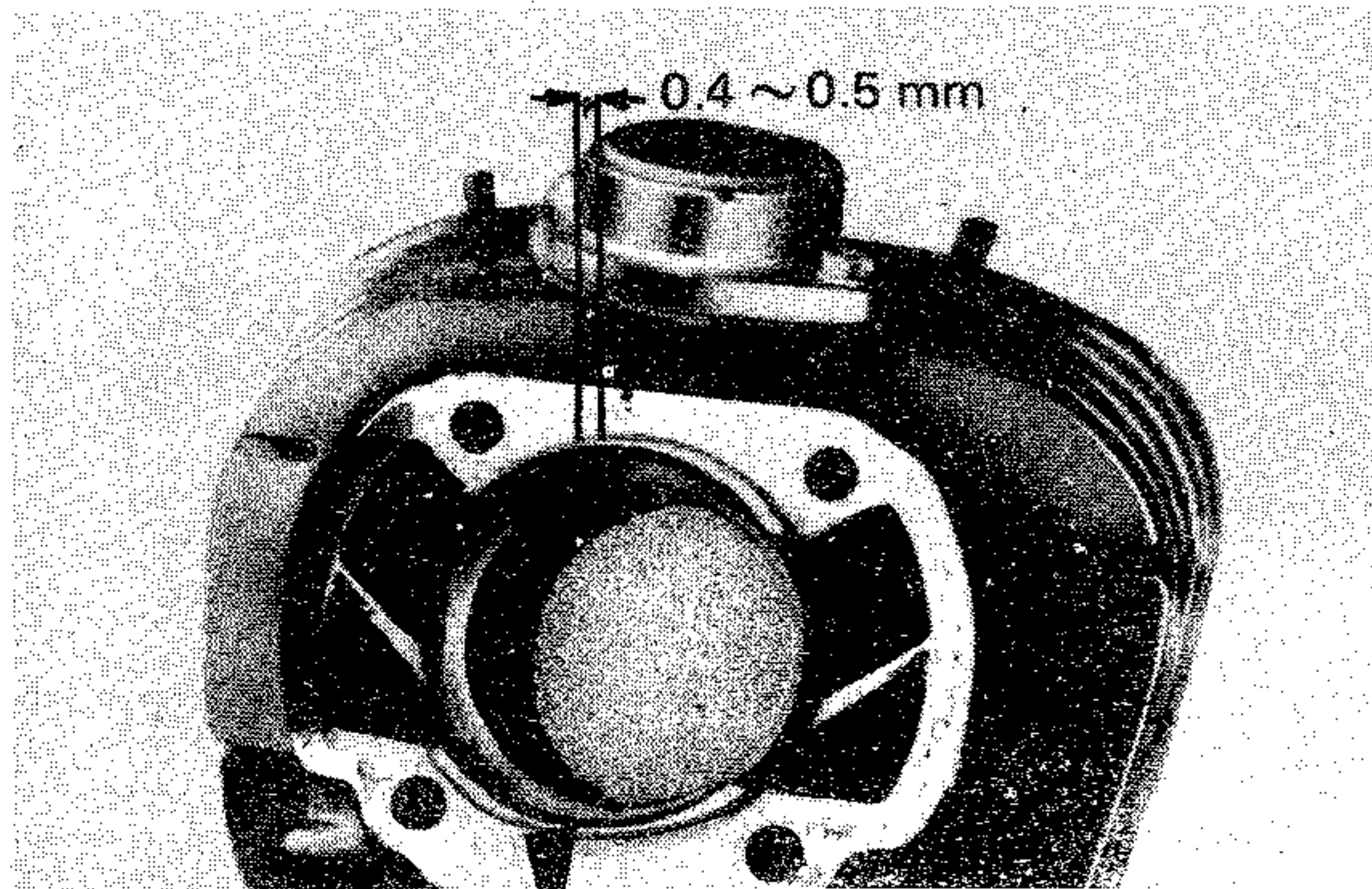
5) Piston Ring Side Clearance

The piston ring groove will be worn after a long time of use. If the piston ring side clearance become excessively larger, "blow-by" will result, causing power loss.



6) Piston Ring End Gap

Piston rings will have weakened tension after a long time of use as a result of up and down motion of the piston. The result is poor sealing between the piston rings and the cylinder wall, allowing "blow-by." In addition, if a ring is worn excessively, the ring gap will widen, and this also permits the compression pressure to go pass the ring.

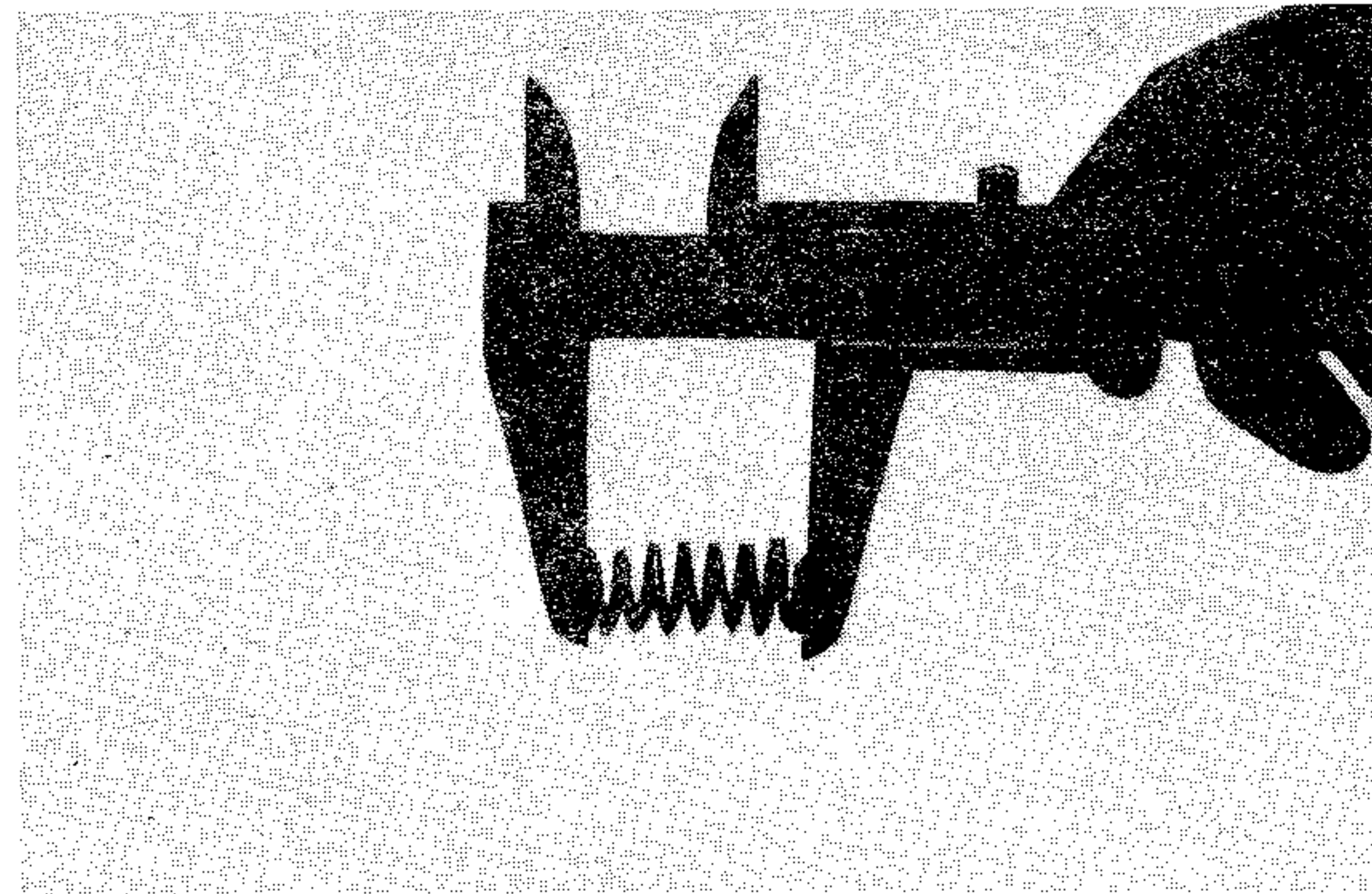


3-2 CLUTCH

1) Clutch Springs

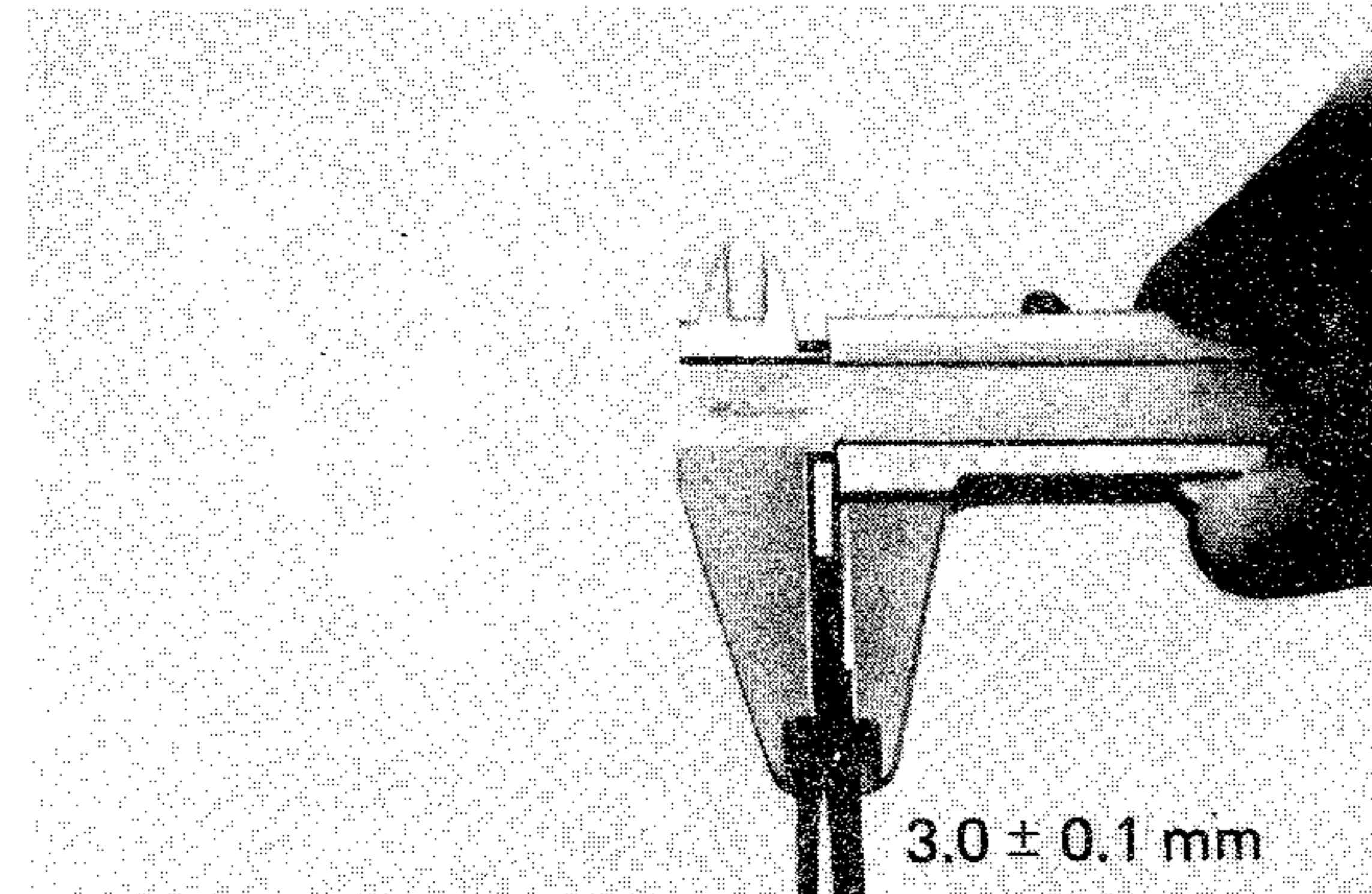
Measure the free length of each clutch spring. If the measurement is less than the specific value, replace the spring.

Free length: 36.4 mm DT2MX
31.2 mm RT2MX



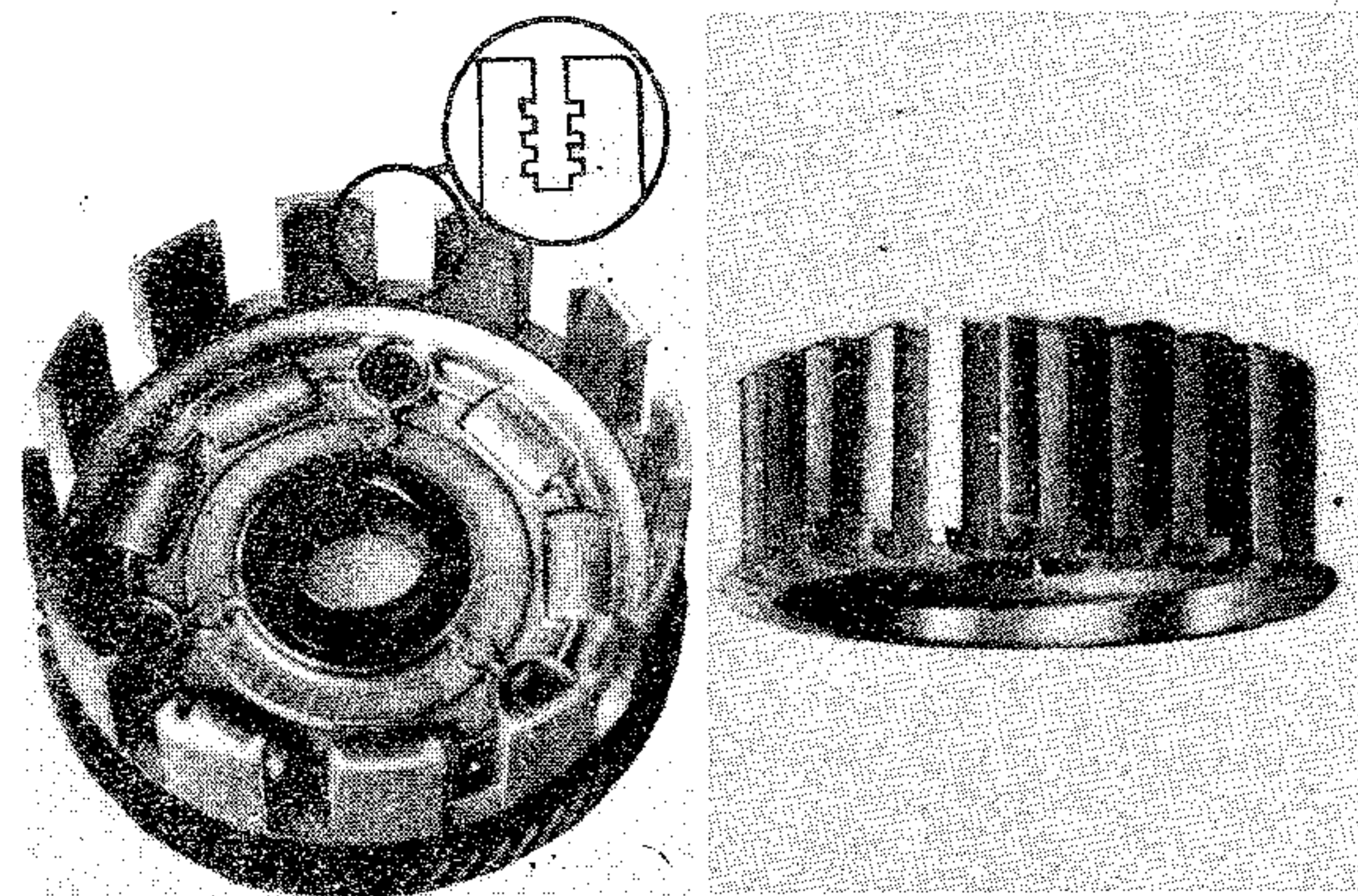
2) Friction Plates

Friction plates are liable to wear. If friction plates are worn excessively, the clutch tends to slip. If any friction plate is found worn less than the specific value, replace it.



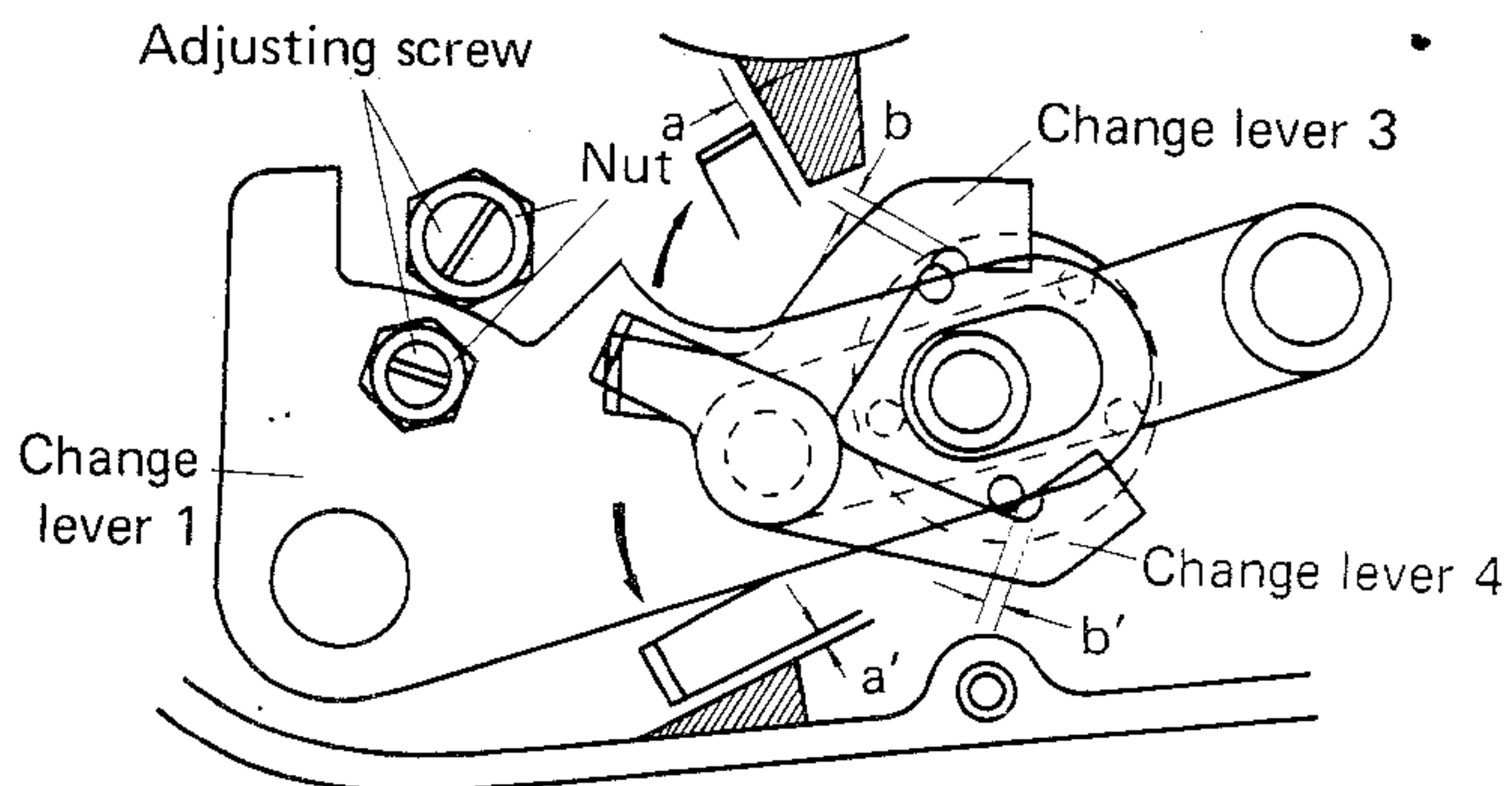
3) Clutch Housing

The clutch housing will have stepped wear at the area contacting the friction plate after a long time of use. If the clutch has such wear on its surface, it tends to drag. It should be smoothed out with sandpaper, or the clutch housing should be replaced.



3-3 GEAR CHANGE ADJUSTMENT

- 1) Fully move the gear change lever up and down and turn the adjusting bolt (eccentric bolt) on the case so that the clearance (a) will become equal to the clearance (a'). (a) is the clearance between the bent part of change lever 3 and the stopper (shaded area in the drawing) and (a') is the clearance between the bent part and the stopper. The stopper is a device for preventing the shifter from over-running the correct position. After the adjustment, lock the adjusting screw with the lock nut.
- 2) Next turn the adjusting screw (eccentric screw) on change lever 1 so that the clearance (b) will become even with the clearance (b') on each gear position.
- 3) (b) is the clearance between the pin and change lever 4. After the adjustment, lock the adjusting screw with the lock nut. Recheck your adjustment by shifting through several gears.



3-4 CHANGE SHAFT

If shifting is hard or if the change pedal will not return smoothly to its original position, check the change shaft carefully. If it is found bent, it should be replaced.

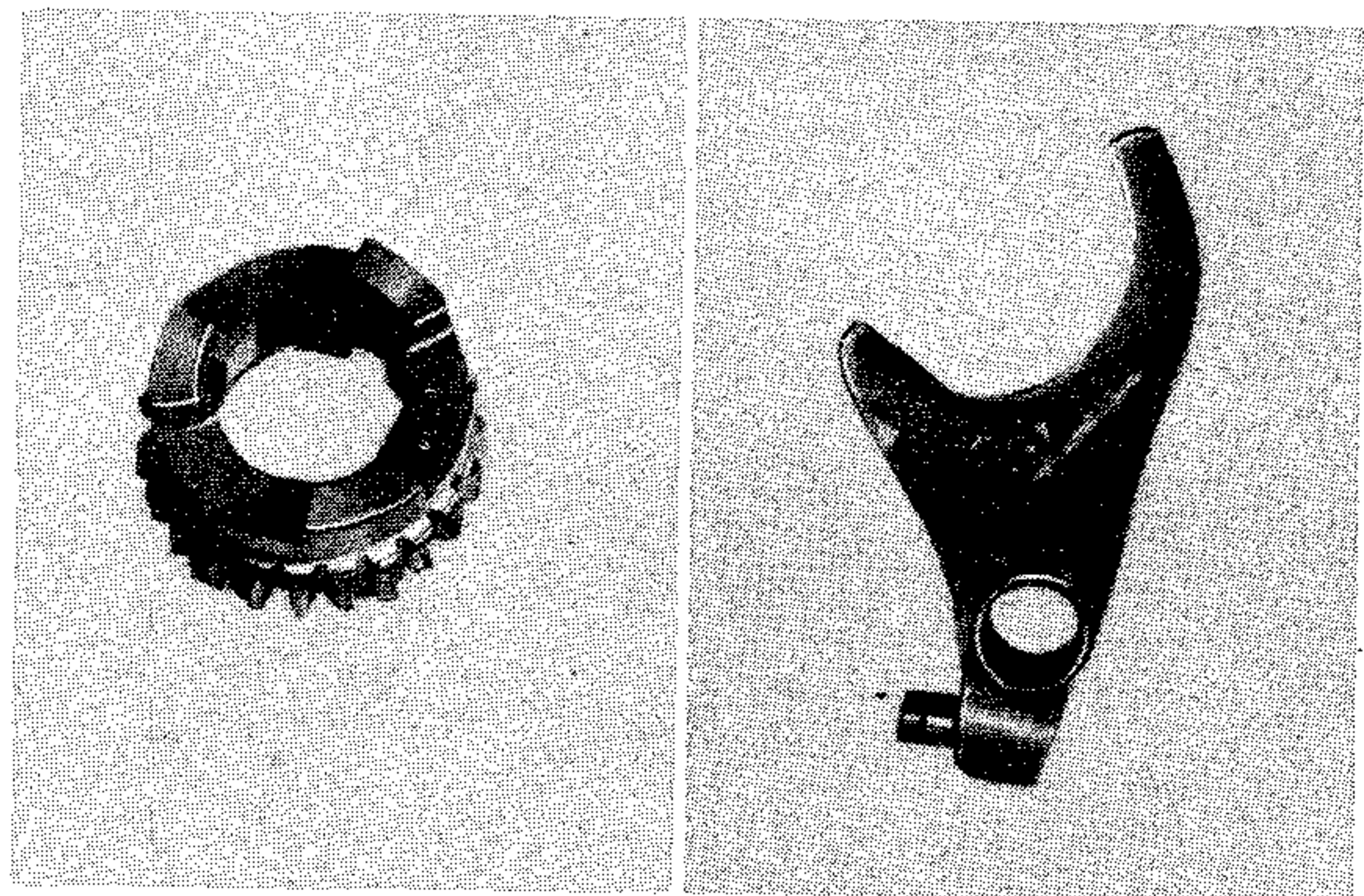
3-5 KICK GEAR, IDLER GEAR AND KICK STOPPER

Check both kick and idler gears for broken teeth. Examine the kick stopper for breakage.

3-6 TRANSMISSION GEARS AND SHIFT FORKS

Examine the transmission gear teeth for wear or breakage.

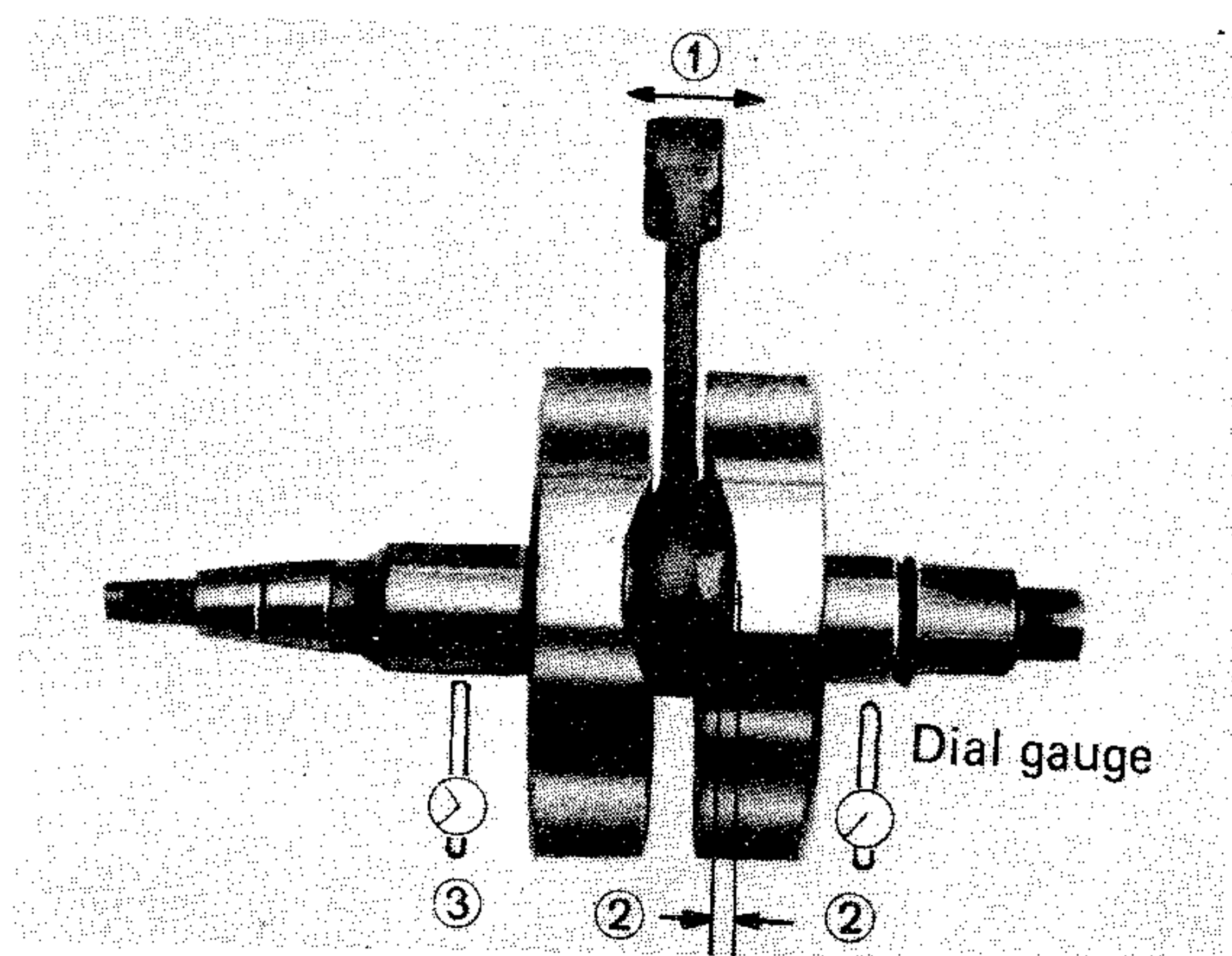
Check the shift forks for bend and wear. If bend or wear is excessive, replace it.



3-7 CRANK

1) Checking the Crankshaft Components

- (1) Check connecting rod axial play at small end (to determine the amount of wear of crank pin and bearing at large end).
 - o Small end deflection should not exceed 2 mm.
 - o If measured more than 2 mm, disassemble the crankshaft, and check connecting rod, crank pin and bearing. Replace any faulty one. After reassembly, small end deflection should be within 0.8 ~ 1.0 mm.
- (2) Check connecting rod for axial play at large end.
 - o Move connecting rod to one side and insert a feeler gauge. Large end axial play should be within 0.1 ~ 0.3 mm.
 - o If excessive axial play is present, disassemble the crankshaft and replace worn parts.
- (3) Check crankshaft for accuracy of assembling. (Check crankshaft for alignment.)
 - o Dial gauge readings at indicated positions should be: 0.05 mm
 - o Correct by tapping the flywheel with a brass hammer and by using a wedge.



3-8 BEARINGS

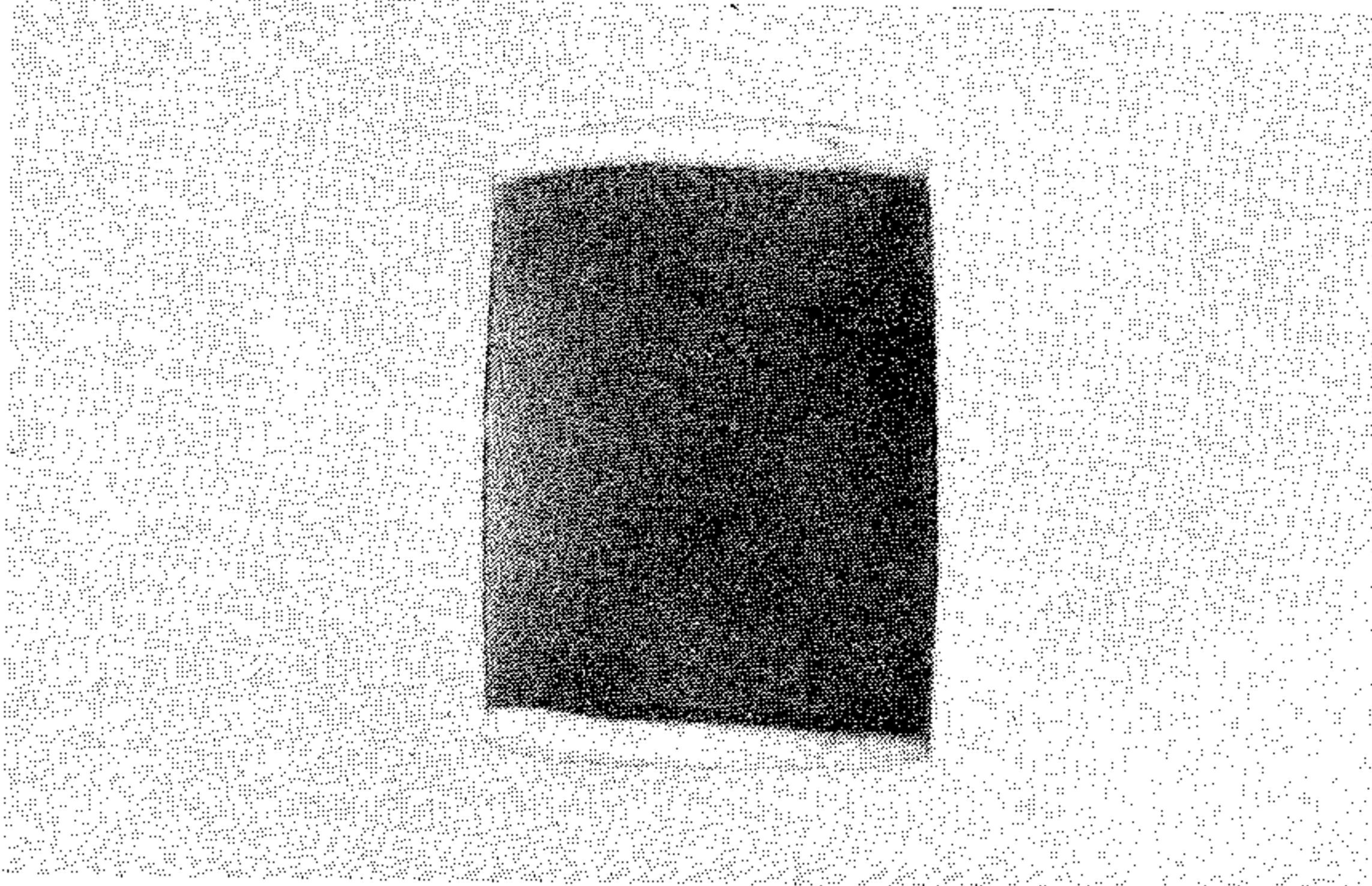
Check bearing for smooth movement. Examine if both inner and outer races snugly fit together.

3-9 AIR CLEANER

Motocrossers are used in dusty places, and therefore, the air cleaner must be washed frequently.

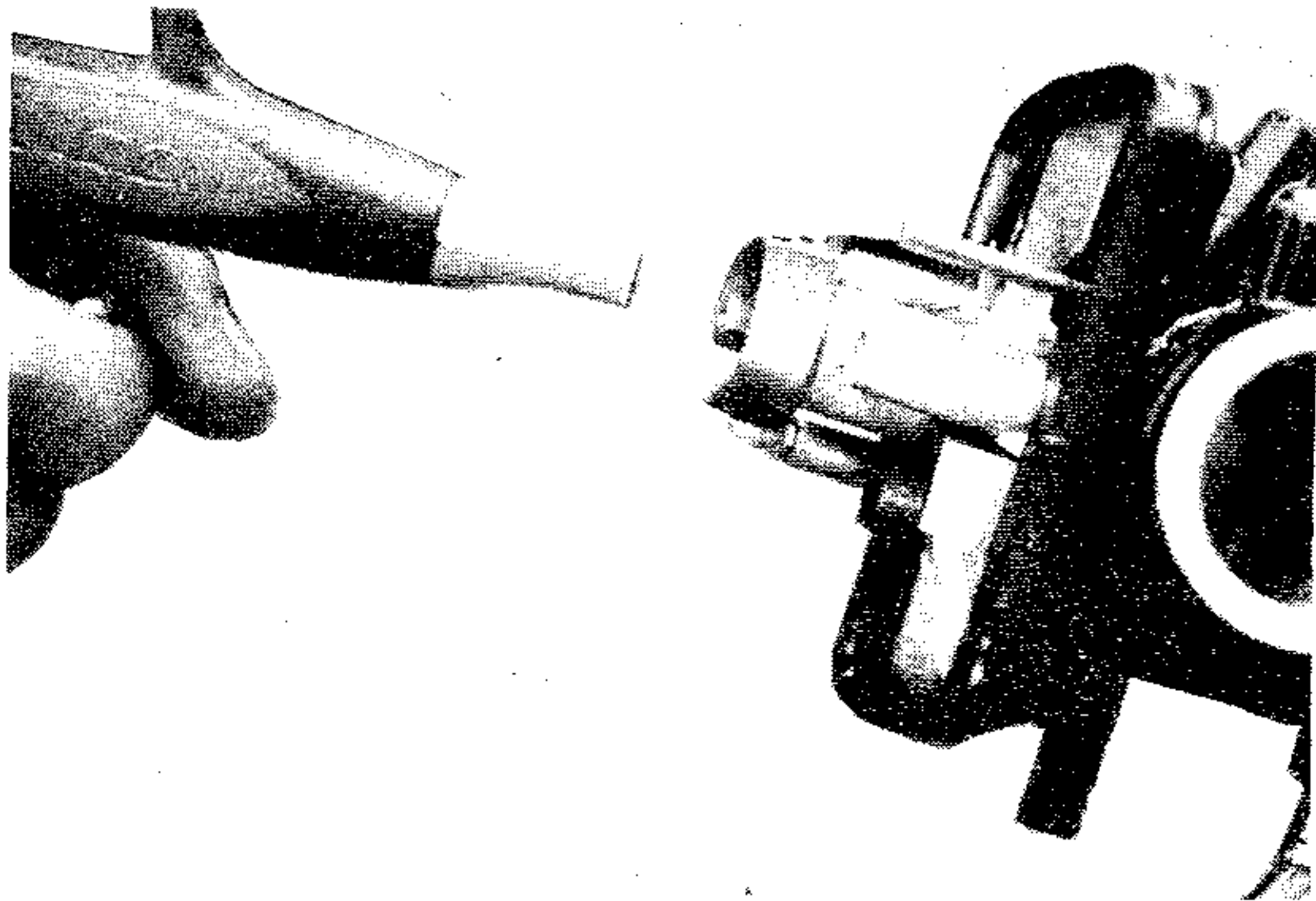
1) How to Wash

Remove the element, and thoroughly wash it in a mixture of gasoline and oil. Then, fully squeeze excess oil out and let dry.



3-10 CARBURETOR

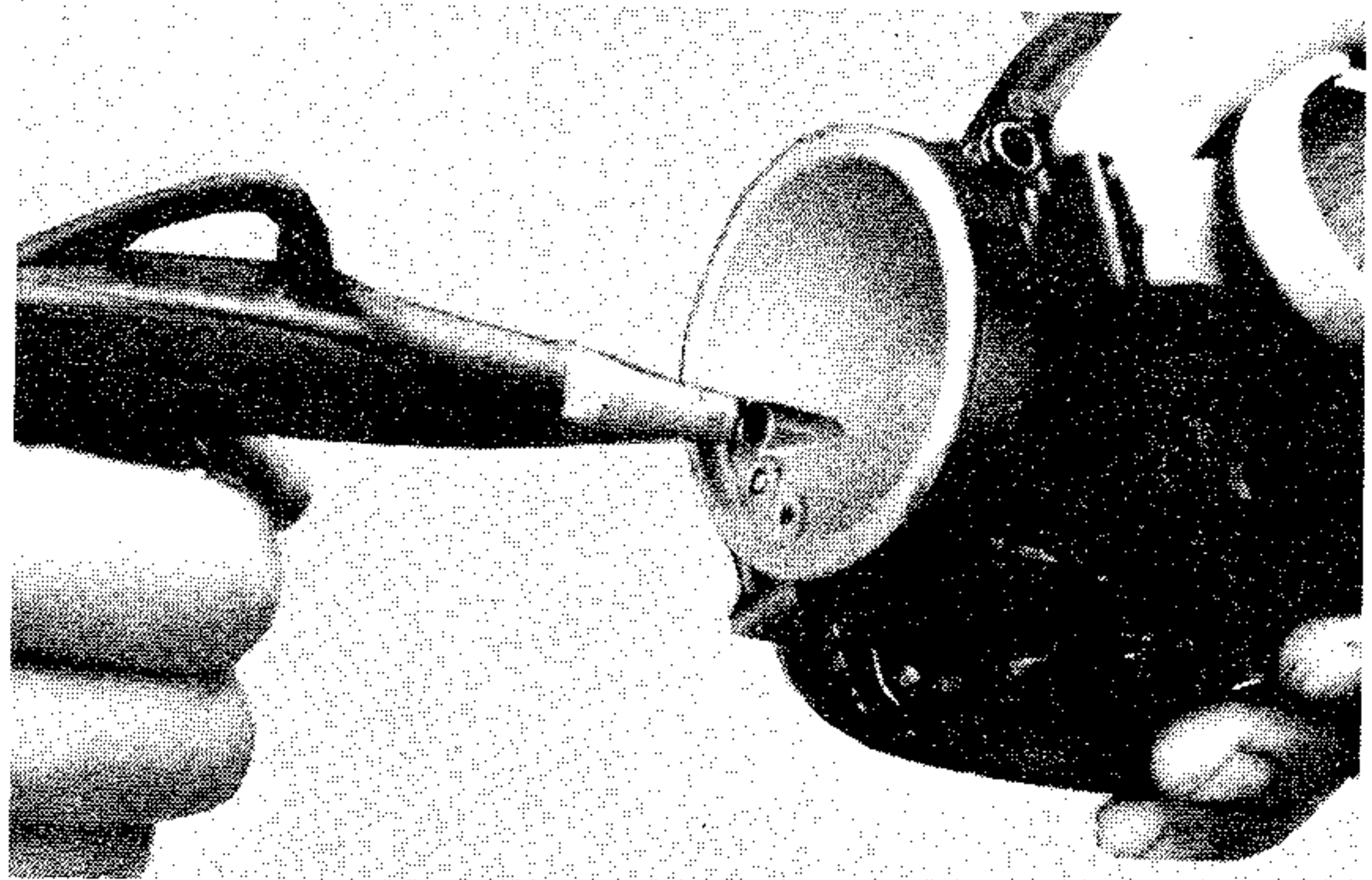
When a carburetor is disassembled, it should be checked for clogging. Clean it with compressed air.



spoke is found loose, it should be fixed by tightening the spoke nipple.

Spokes can be examined for tightness by lightly striking each with a wrench and noting the resultant sound, loose spokes will produce a dull or lower pitch sound.

If the primary air circuit is clogged, hard starting will result.

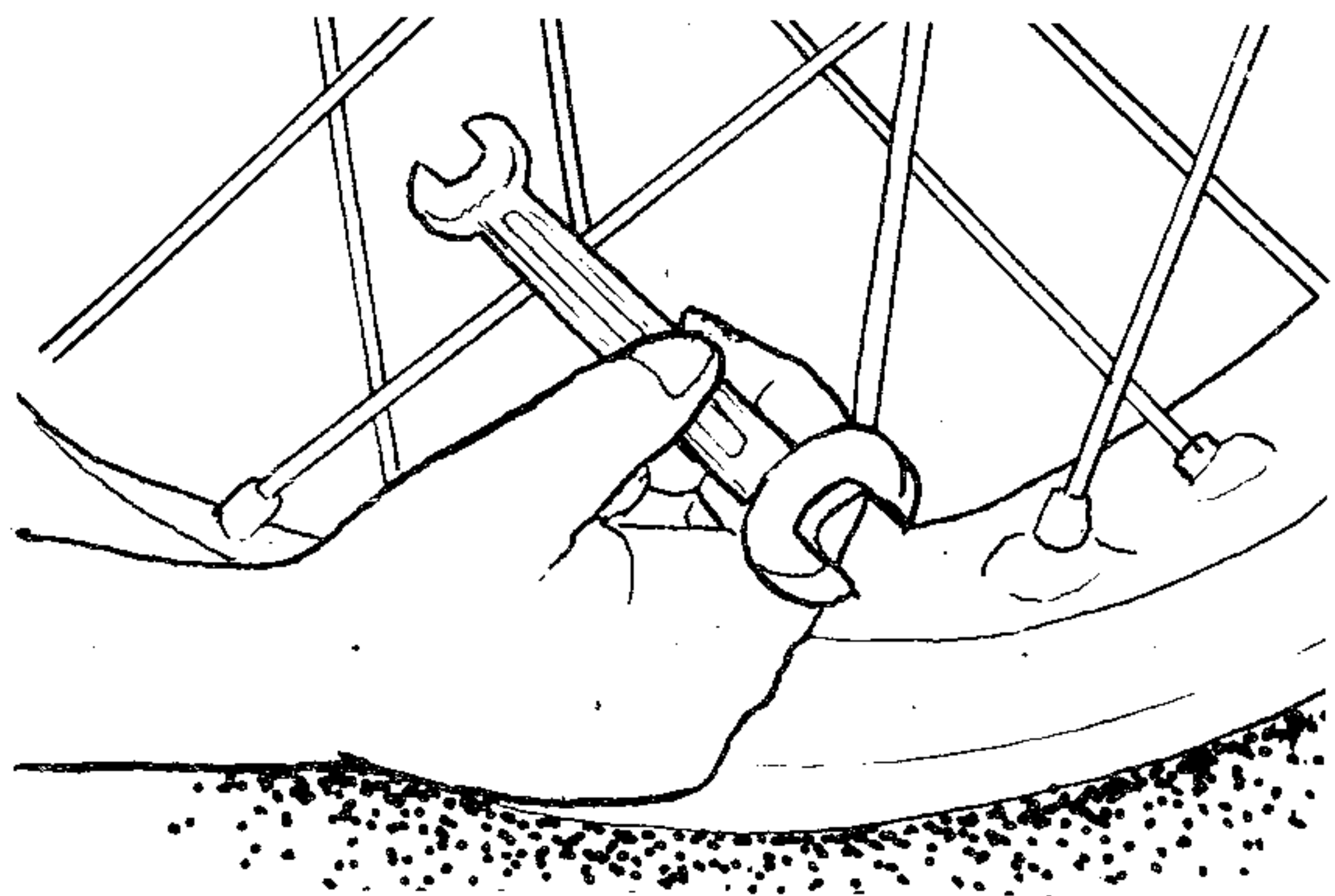


4. CHASSIS

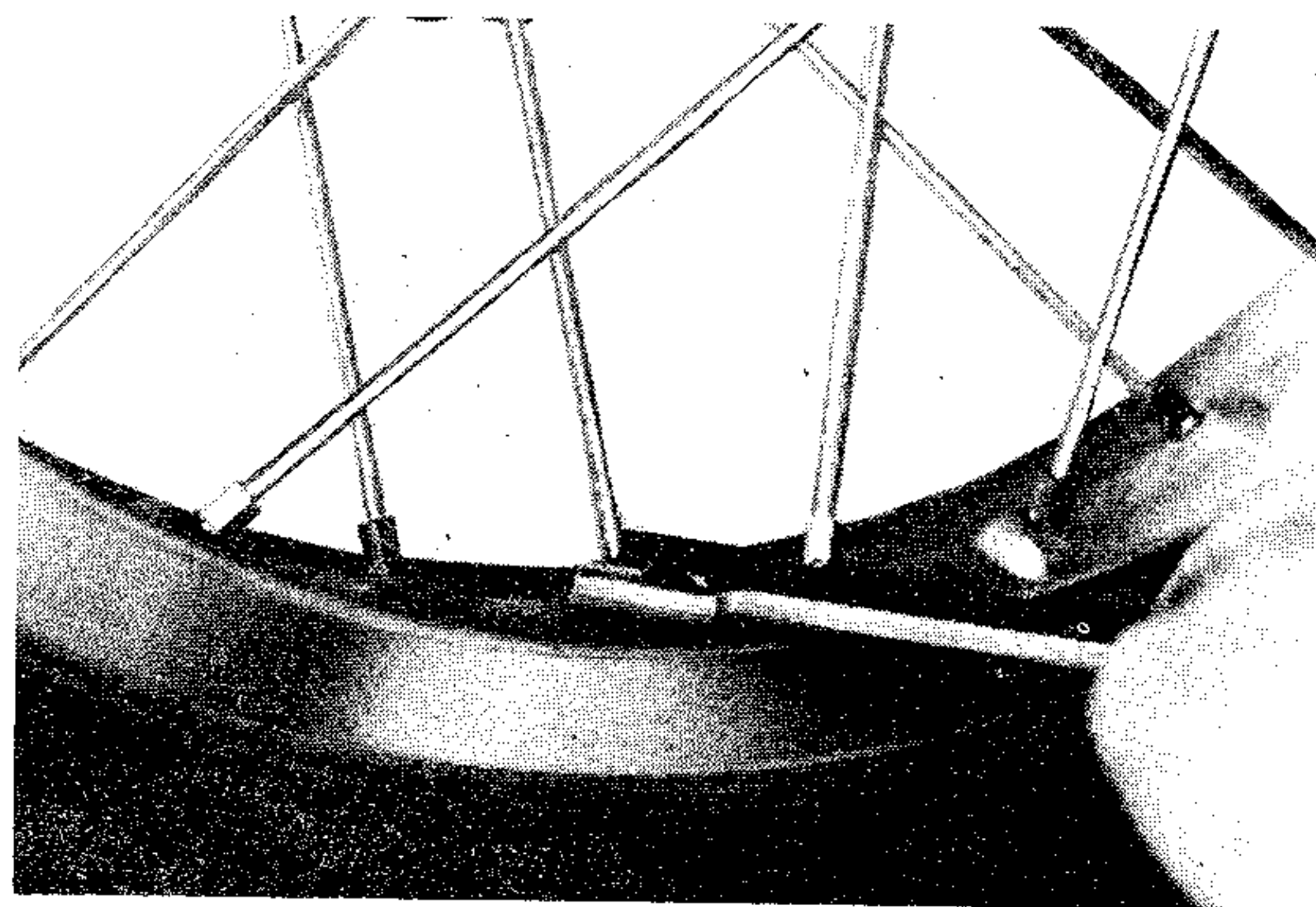
4-1 SPOKES

If spokes become loose, the rim may be distorted, thus adversely affecting riding comfort. Before setting out on a ride, check the spokes. If any spoke is found loose, it should be fixed up by tightening the spoke nipple.

Spokes can be examined by lightly striking each with a wrench or by shaking it with the hand.

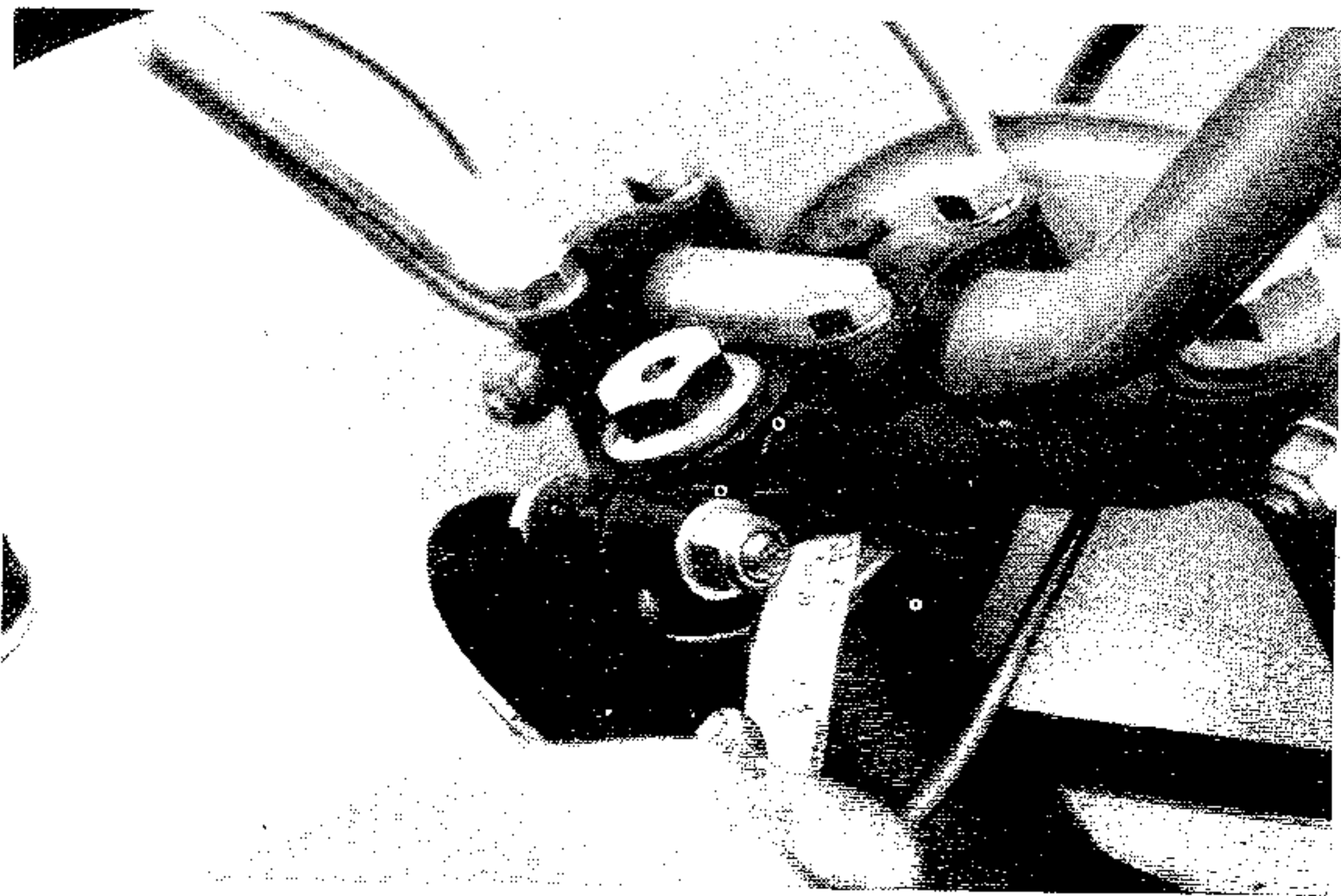
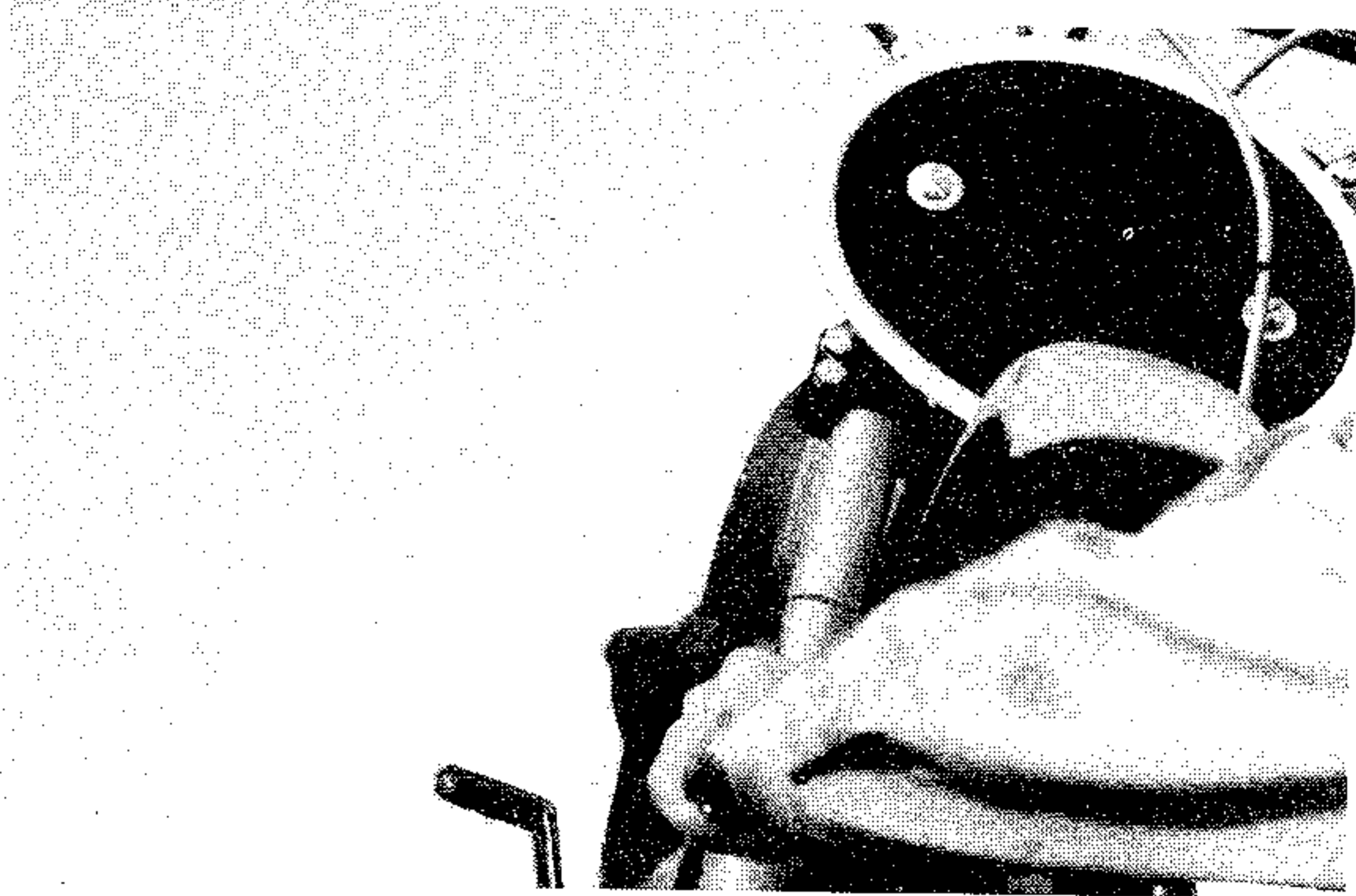


To tighten the spoke, screw in the spoke nipple.



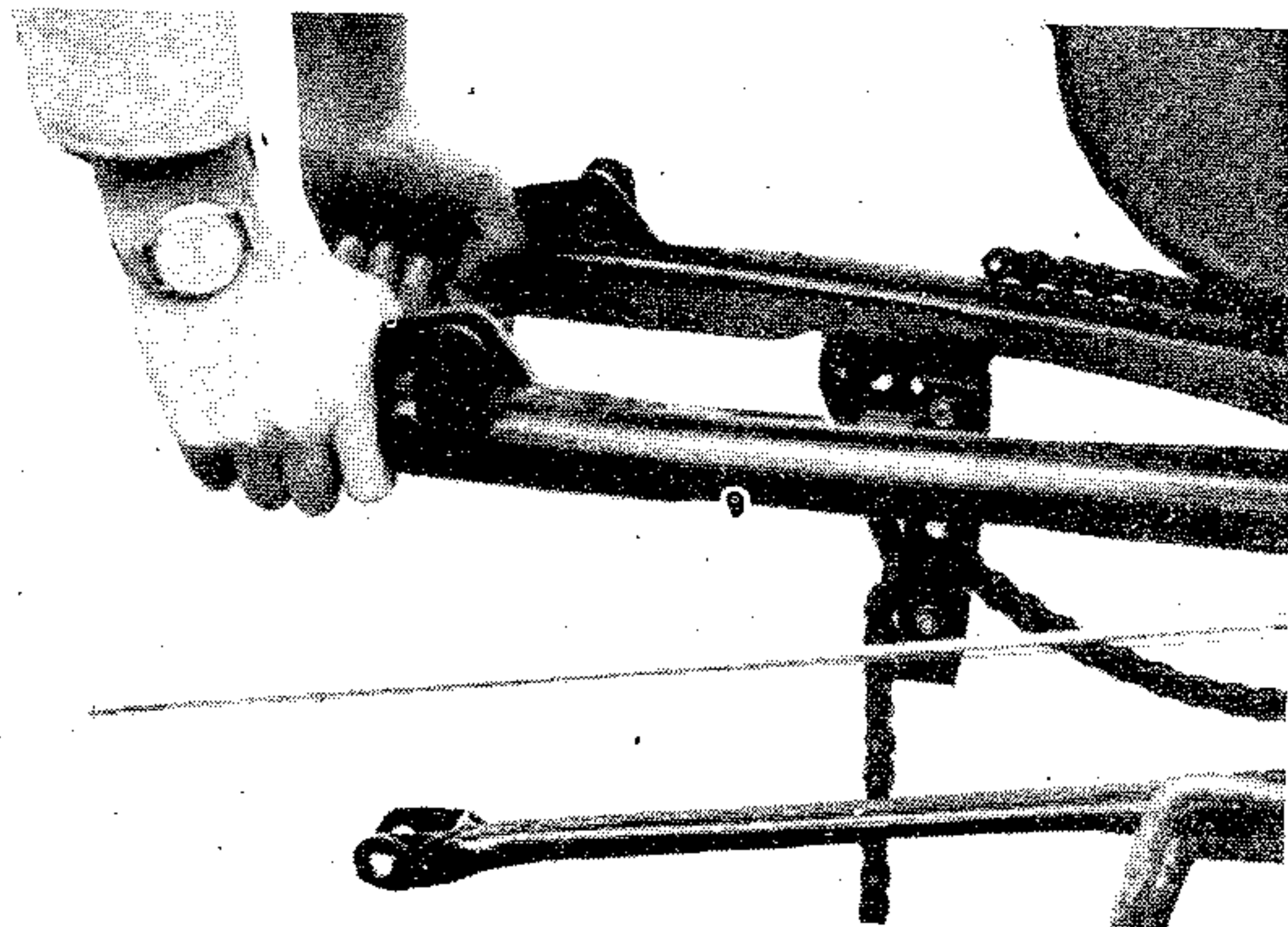
4-2 STEERING

Hold the front wheel off the ground, and try to move the steering stem up and down. If it moves, tighten the fitting nut.

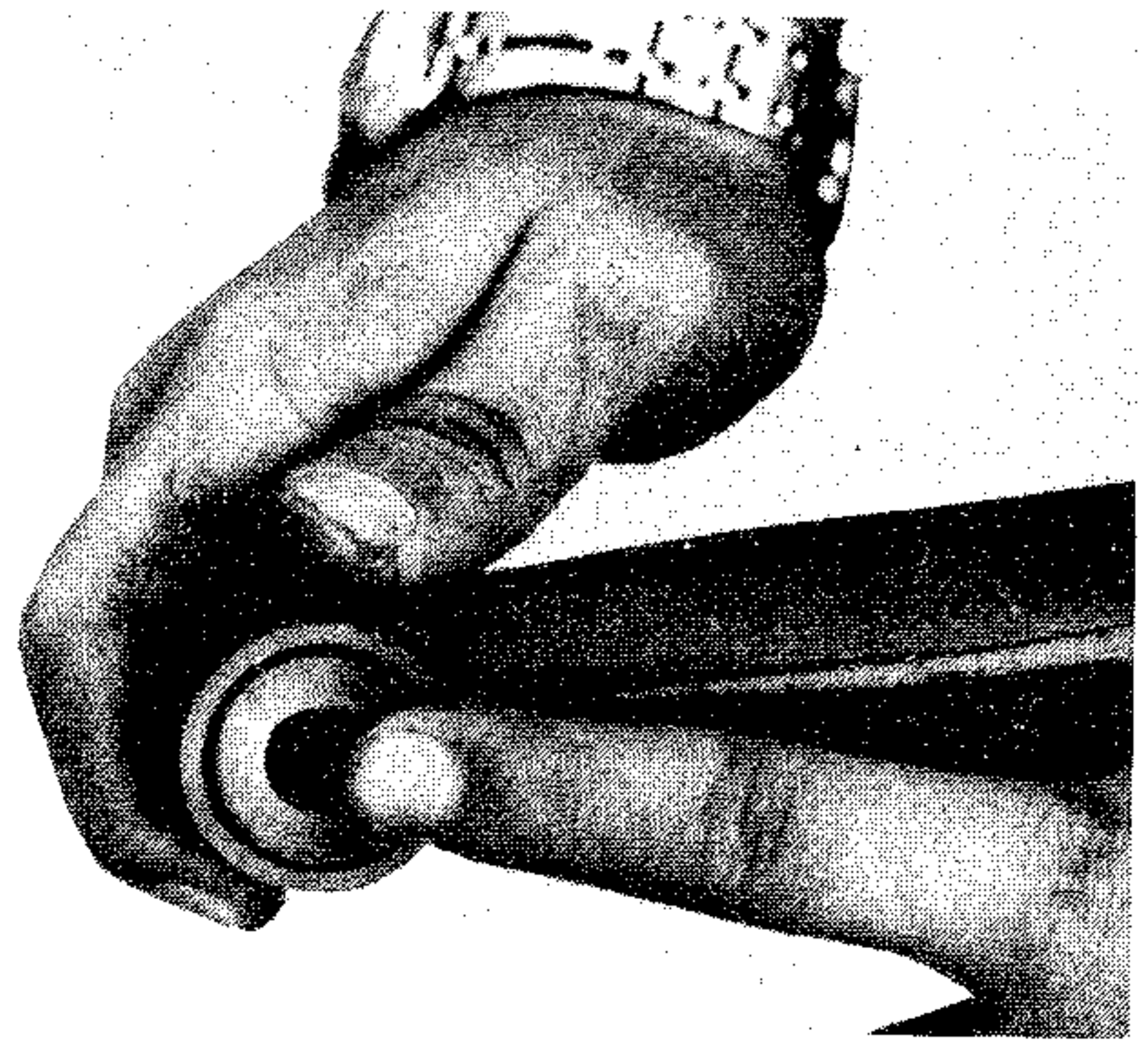


4-3 REAR ARM

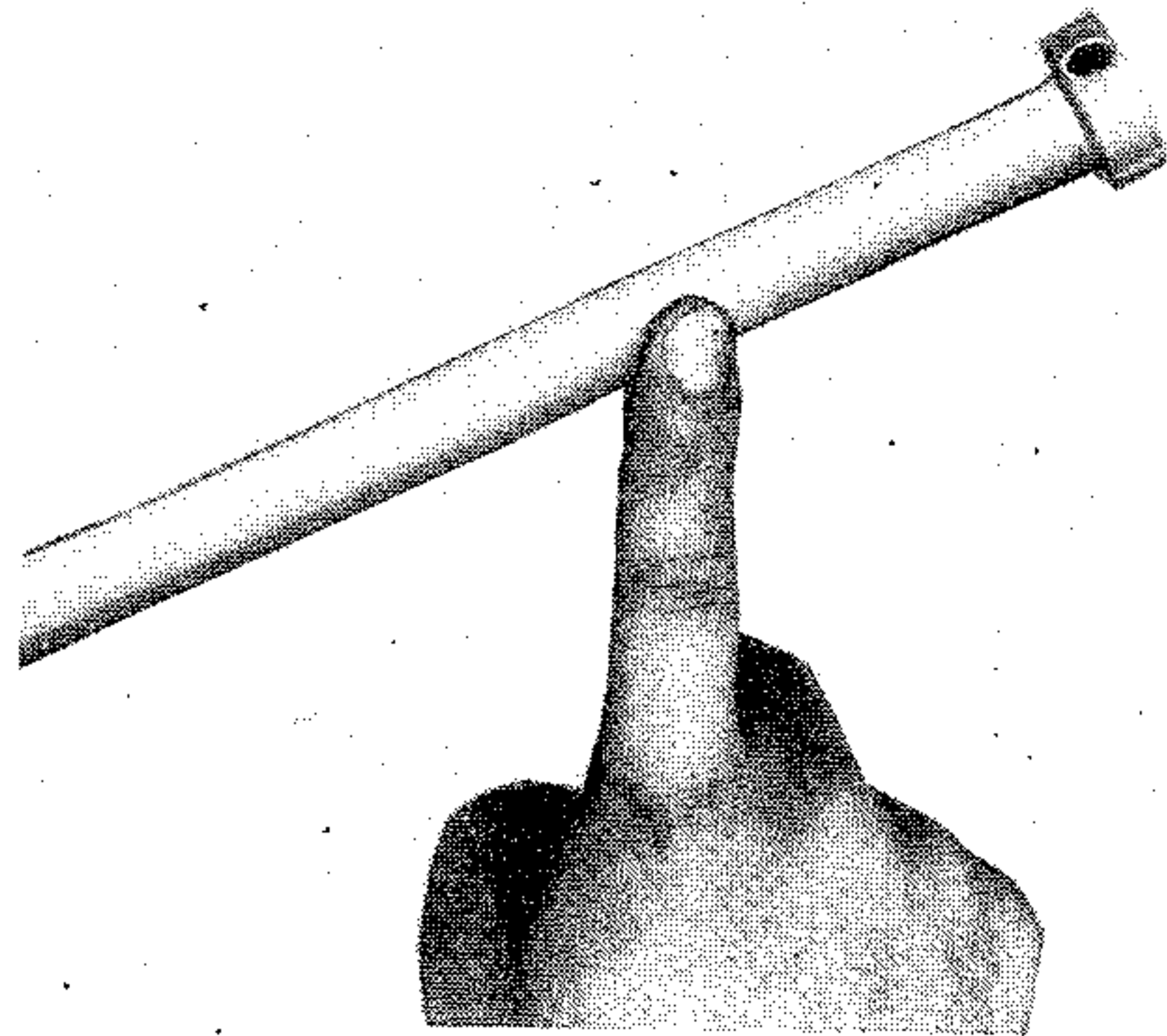
With the rear wheel removed, shake swing arm side-ways for excess sideplay.



The play can be removed by adding a shim or shims. But if the play is excessive, replace the rear arm bushings or shaft.

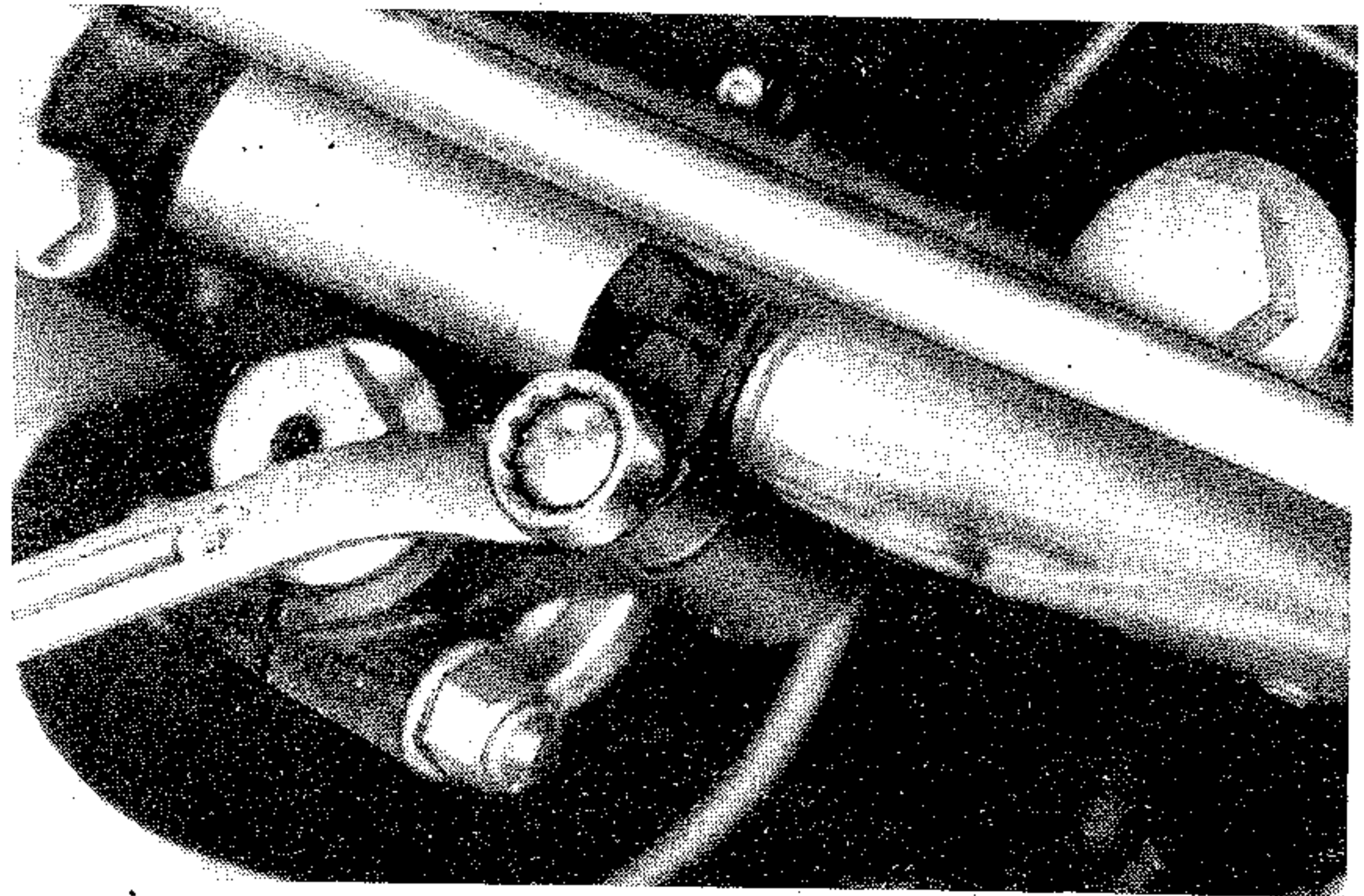


Grease the rear arm shaft from time to time.



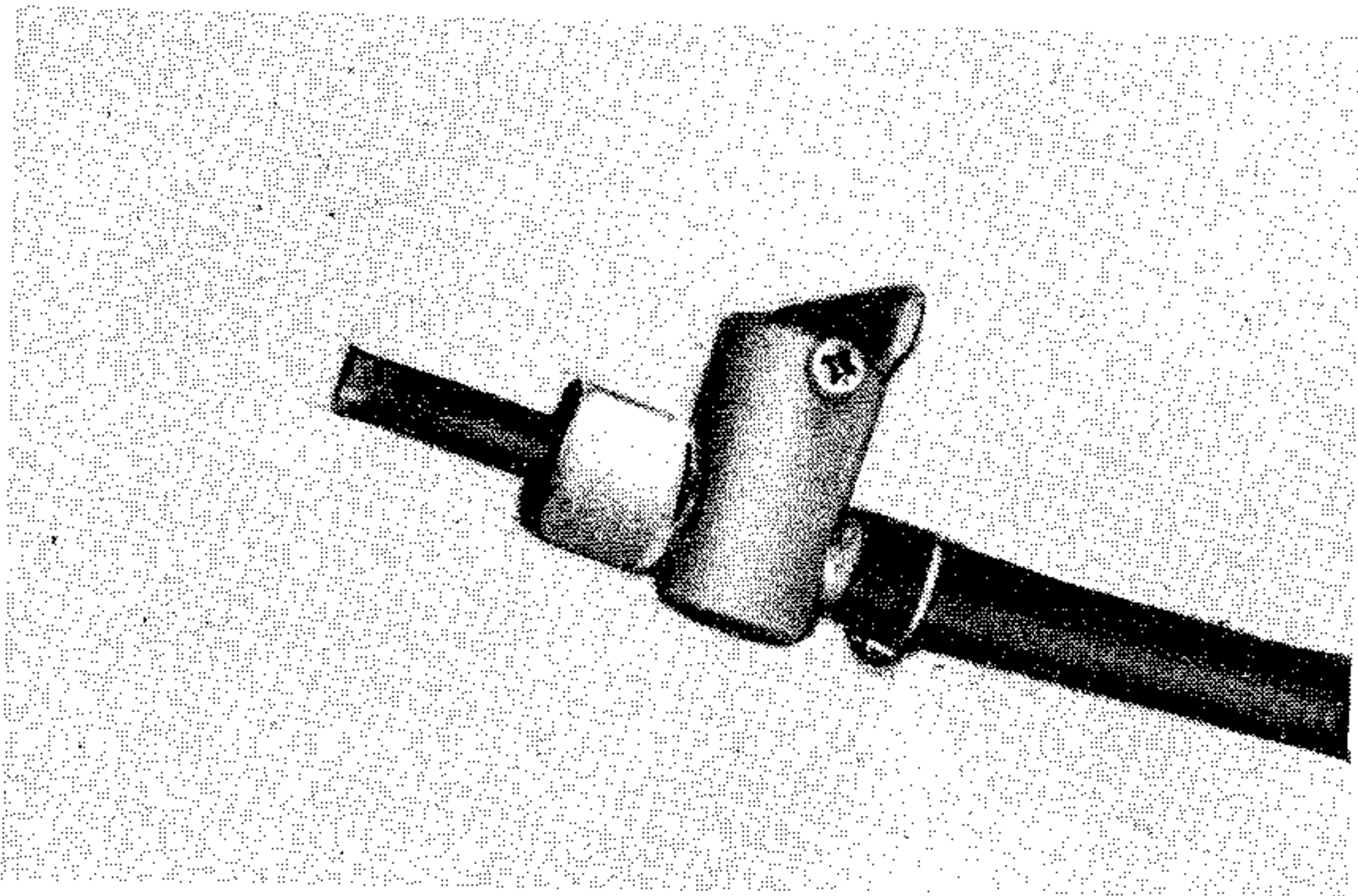
4-4 HANDLEBAR

The handlebar mounting bolts must be tight; otherwise, hard steering will result, impairing the safe of the rider.

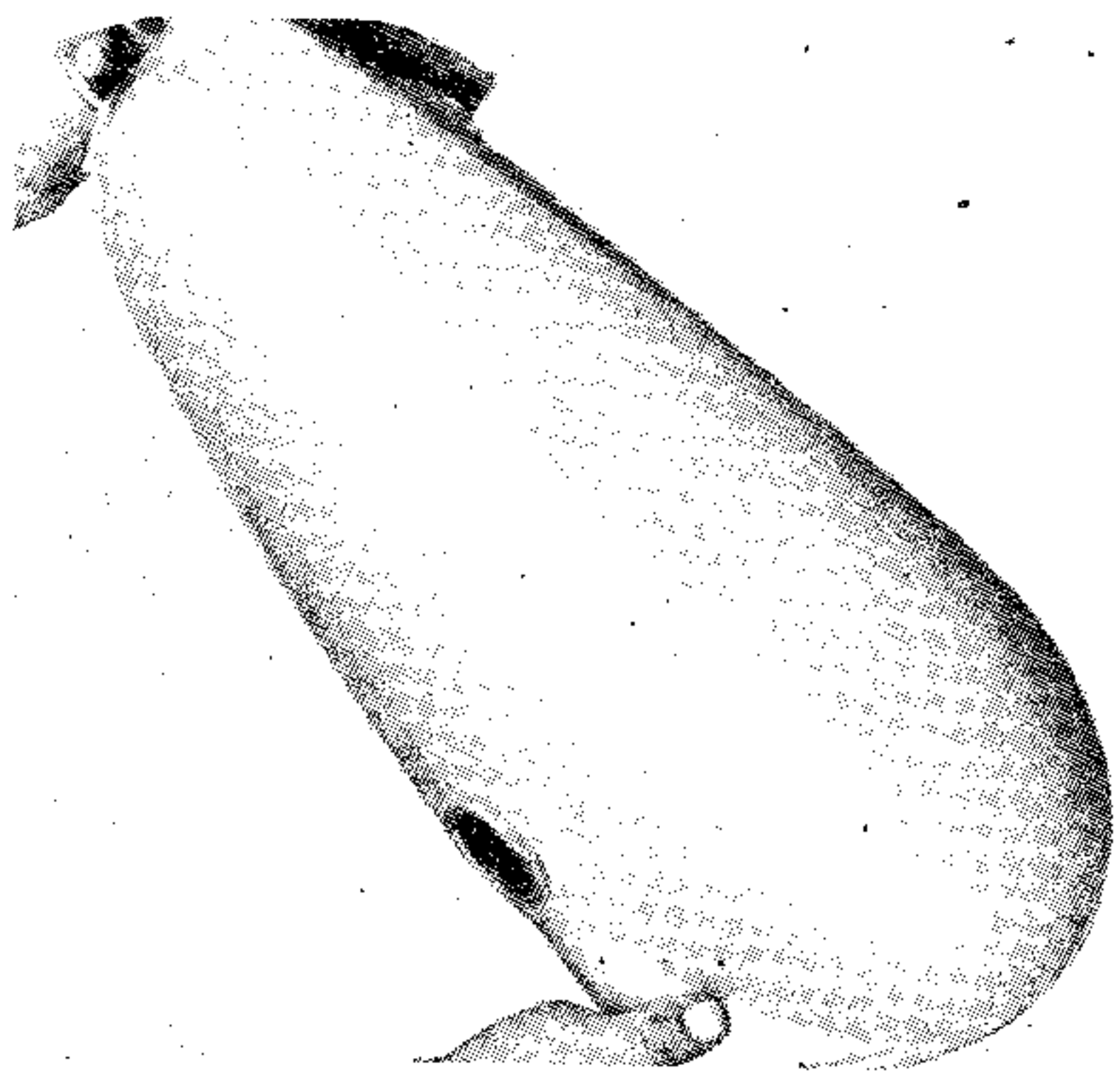


4-5 FUEL PETCOCK

The fuel petcock tends to clog particularly in earlier stages of use of a new machine. Remove petcock assembly from tank and carefully wash strainer screen with gasoline.



If the fuel petcock strainer is found clogged with dust, it is advisable to wash the fuel tank thoroughly.

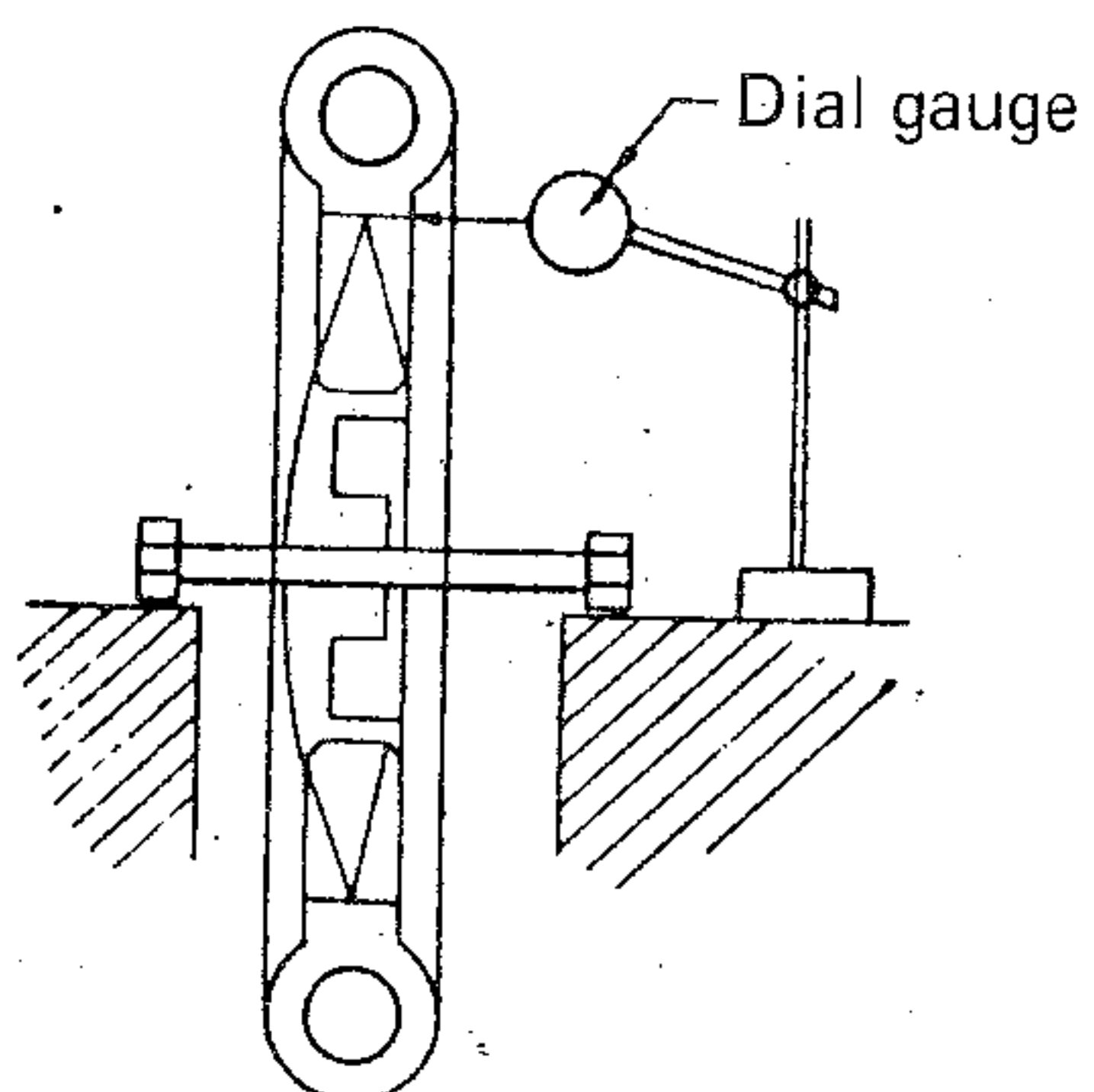


4-6 CONTROL CABLES

All control cables must be oiled periodically so that they will smoothly move.

4-7 TIRE RIMS

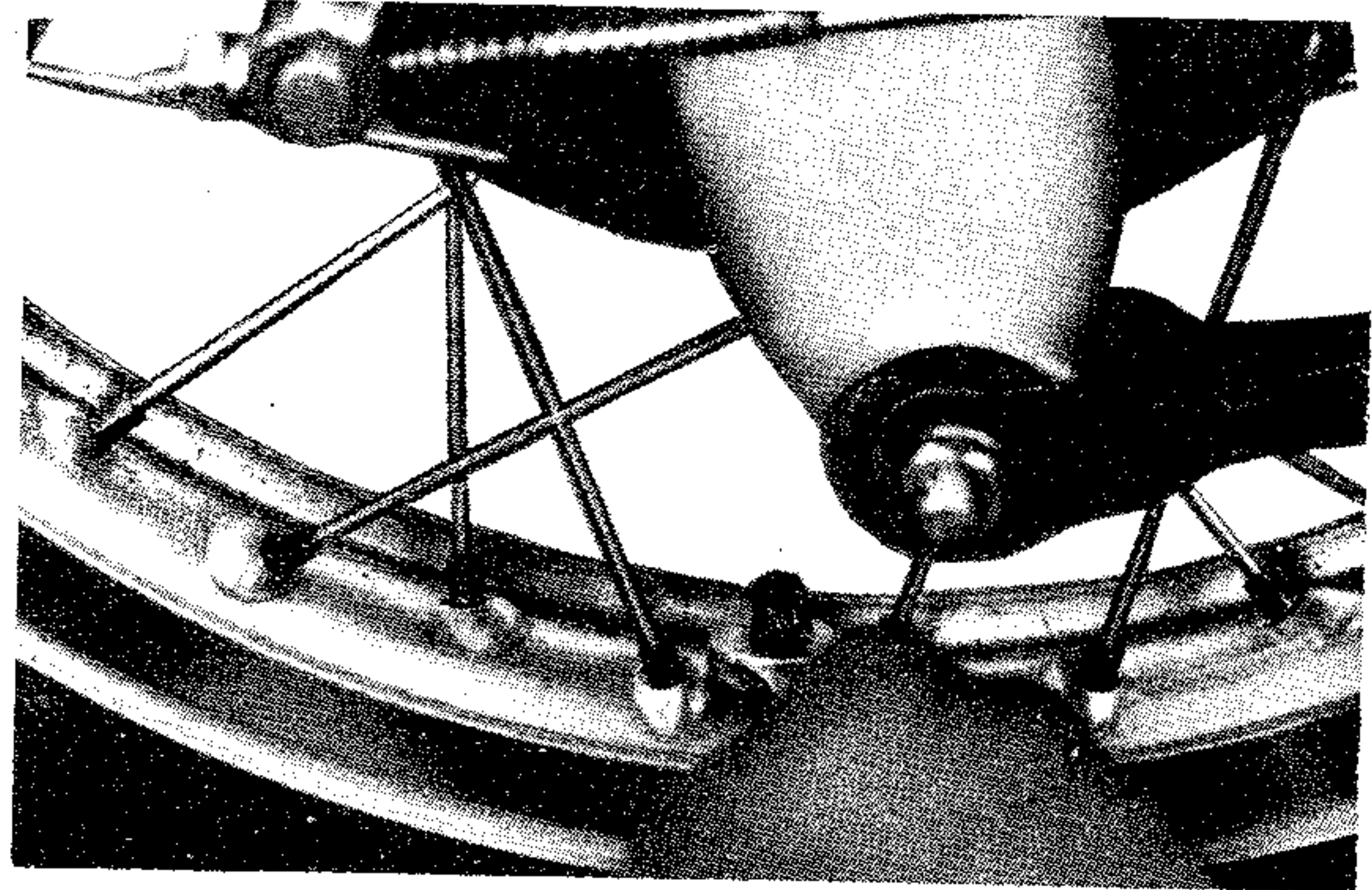
Remove the wheel from the machine, and check rim for deflection. If the deflection is more than 2mm, adjust spokes to realign rim.



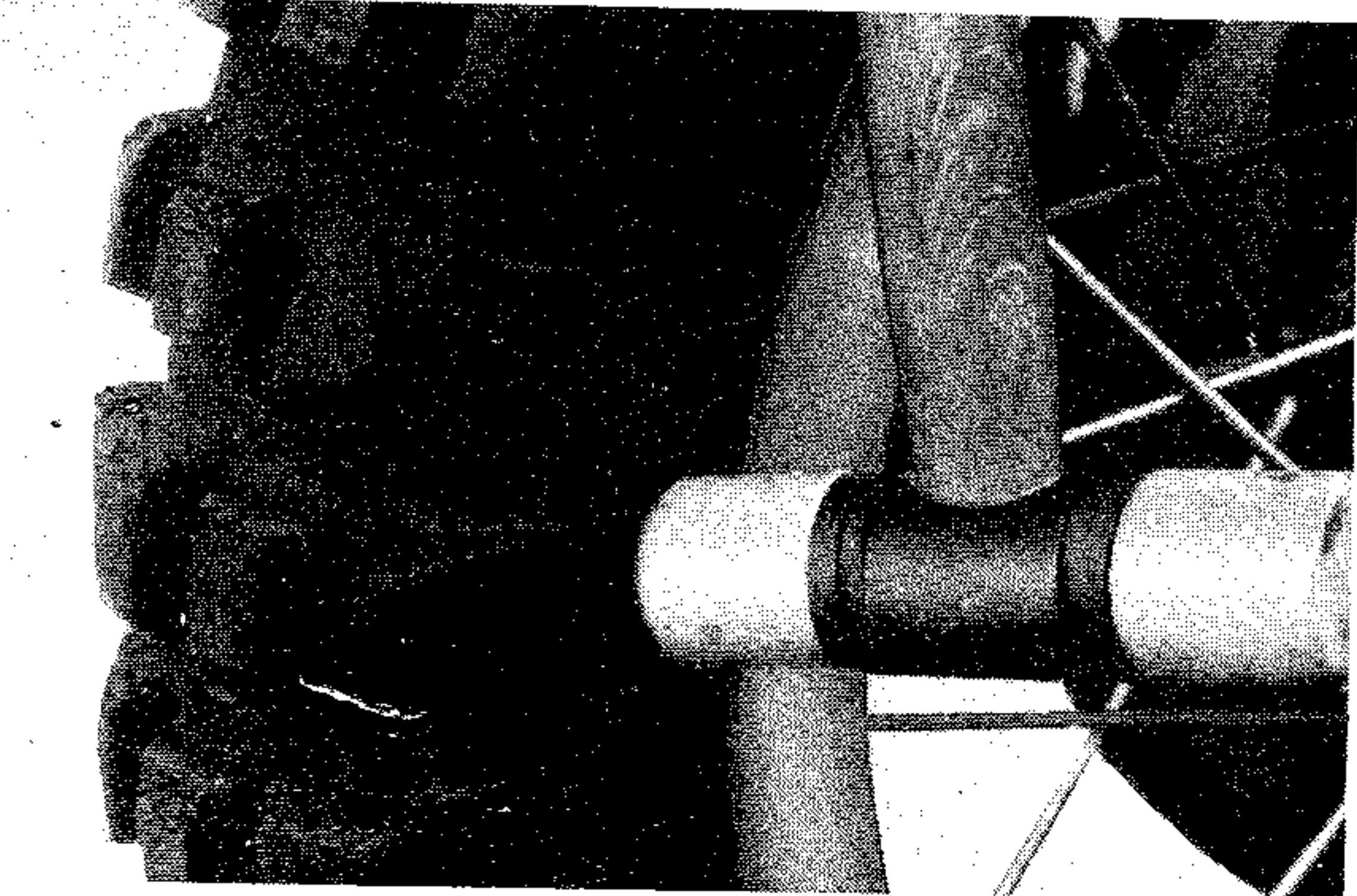
4-8 BEAD SPACERS

A motocrosser has lower tire pressures and is driven by suddenly-applied high power over a rough, tortuous terrain. Therefore, the tire tube tends to slip around the tire rim. To prevent this, a bead spacer is used. If the bead spacer is found tilting, it should be corrected in the following manner:

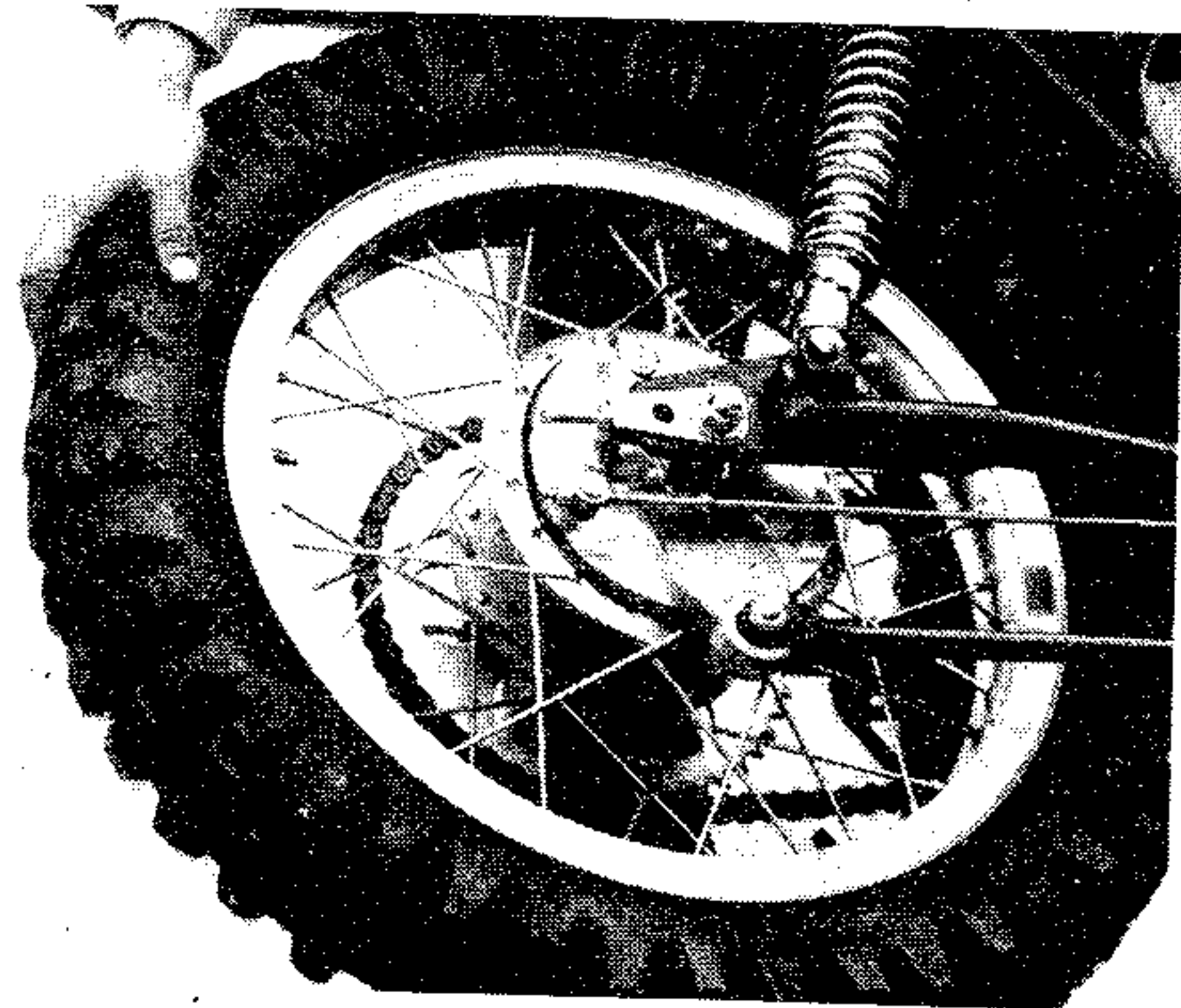
- (1) Deflate the tire, and loosen the tire valve lock nut.



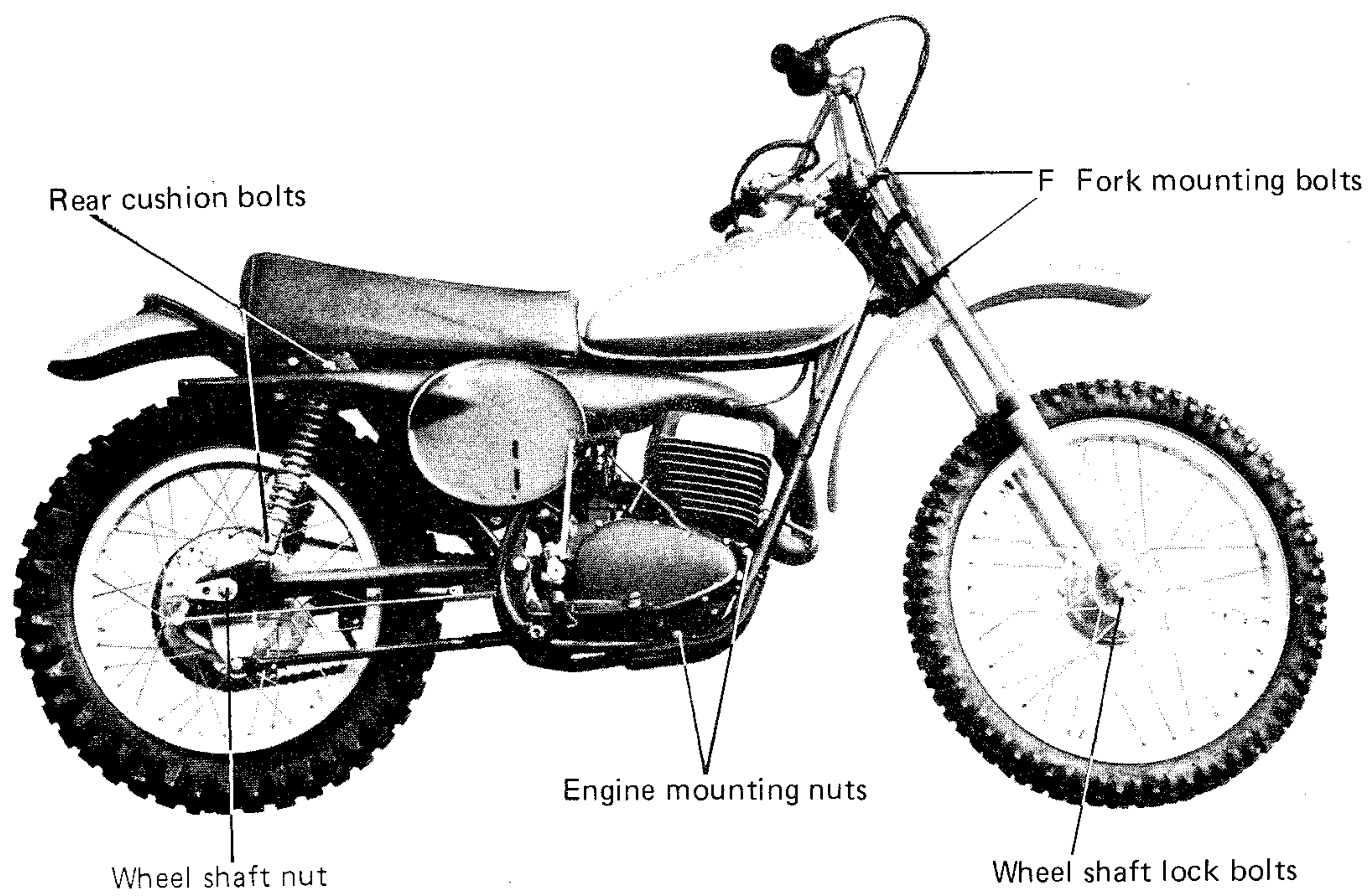
- (2) Lightly strike the tire wall with a hammer.



- (3) Turn the tire in the direction as shown in the figure, and apply quick brake. By using the inertia of the turning tire, the bead spacer position can be corrected.



4-9 RETIGHTEN BOLTS AND NUTS



5. ELECTRICAL SYSTEM (FOR RT2MX)

5-1 C.D.I. (CONDENSER DISCHARGE IGNITION)

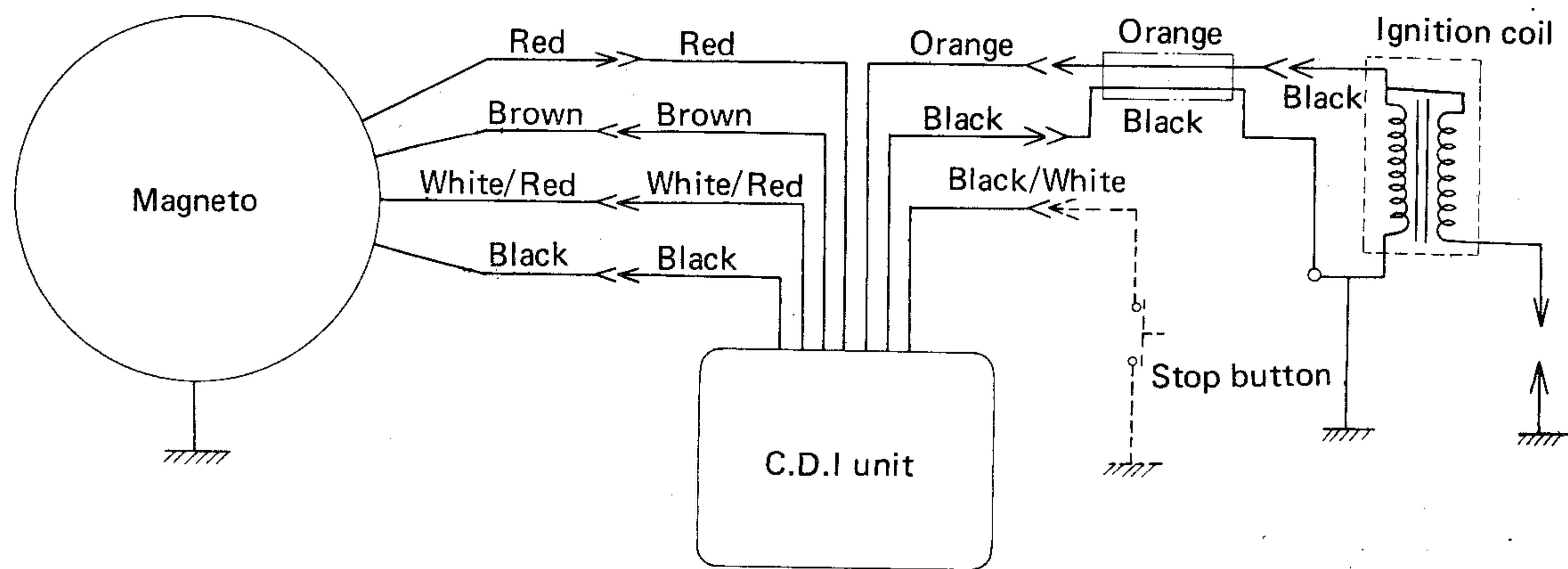
A conventional ignition system, most commonly adopted for motorcycles, uses a contact breaker to interrupt the flow of current in the primary winding of the ignition coil. When the current flow is cut, a surge of high voltage is produced in the secondary winding, thus causing a spark to jump across the spark gap.

In contrast, the condenser discharge ignition (C.D.I.) uses a condenser in place of the contact breaker. That is, the magneto charges the ignition condenser up to a few hundred volts. When the pulse coil incorporated in the magneto emits a signal, almost instantly the semi-conductor element (diode) allows the electric charge to flow from the condenser to the ignition coil, thus inducing a surge of high voltage in the secondary

winding. In short, the C.D.I. is an electronic ignition system to produce a spark in the spark plug without using a mechanical contact breaker.

Features of the C.D.I.

- (1) Spark takes place once per revolution of the crankshaft per cylinder.
- (2) No contact points are in use, and therefore, steady spark performance is ensured from low to high speed.
- (3) The pulser is movable, so the ignition timing can be adjusted in the similar manner as in the case of the contact breaker ignition system.
- (4) The C.D.I. unit incorporates a regulator of the charging voltage to the ignition condenser. This prevents the ignition coil insulation from being damaged.
- (5) The spark keeps going for a longer duration, thus improving the efficiency of fuel combustion.



OUTER WIRING DRAWING

5-2 CONSTRUCTION

1) Magneto

The magneto has an ignition condenser charge coil and an ignition timing pulse coil on an aluminum die casting base. The rotor is made of aluminum die casting, and the magnet on the charge coil side is made in a one-piece assembly with the magnet on the pulse coil side. The rotor is held to the crankshaft by means of a taper key.

2) C.D.I. Unit

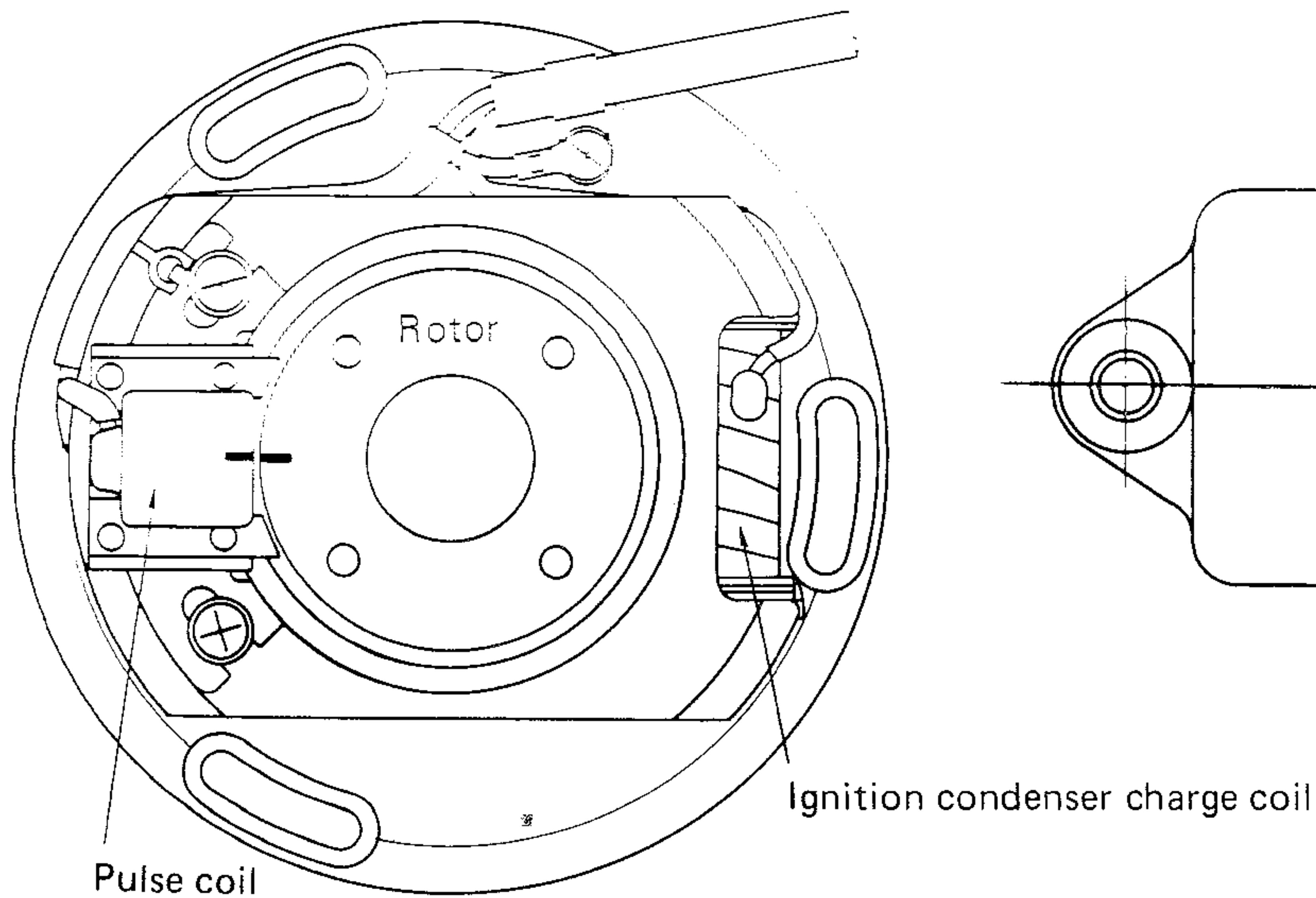
The C.D.I. unit incorporates a diode (to rectify the current produced by the magneto), an ignition

condenser and a thyristor. These are arranged on the printed circuit board. For better water-resistance, vibration-resistance, heat resistance and corrosion-resistance, a polyurethane resin is used as a filler.

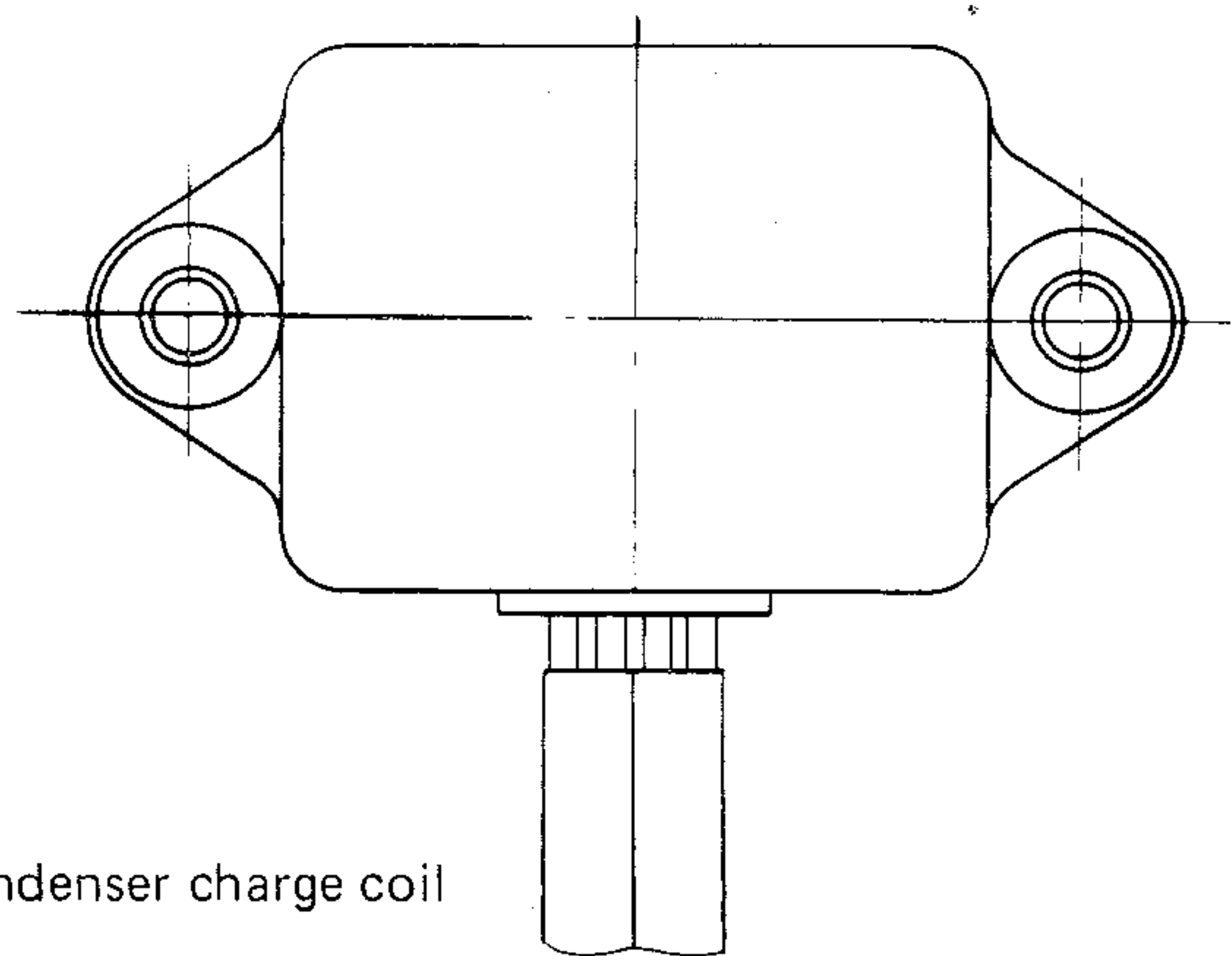
3) Ignition Coil

The ignition coil is of a conventional closed magnetic circuit type. The secondary winding is wound around the soft iron core, and the primary winding surrounds the secondary. This assembly is placed in a steel case filled with polypropylene.

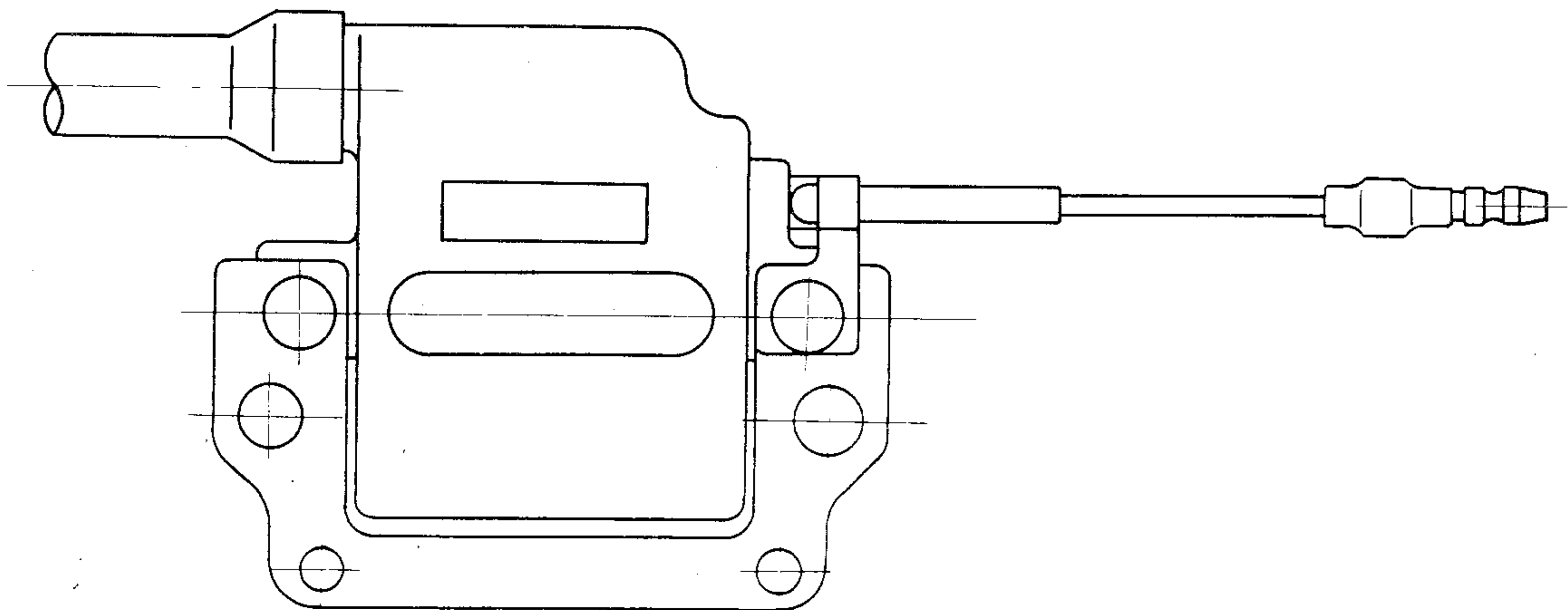
Magneto



C.D.I. Unit

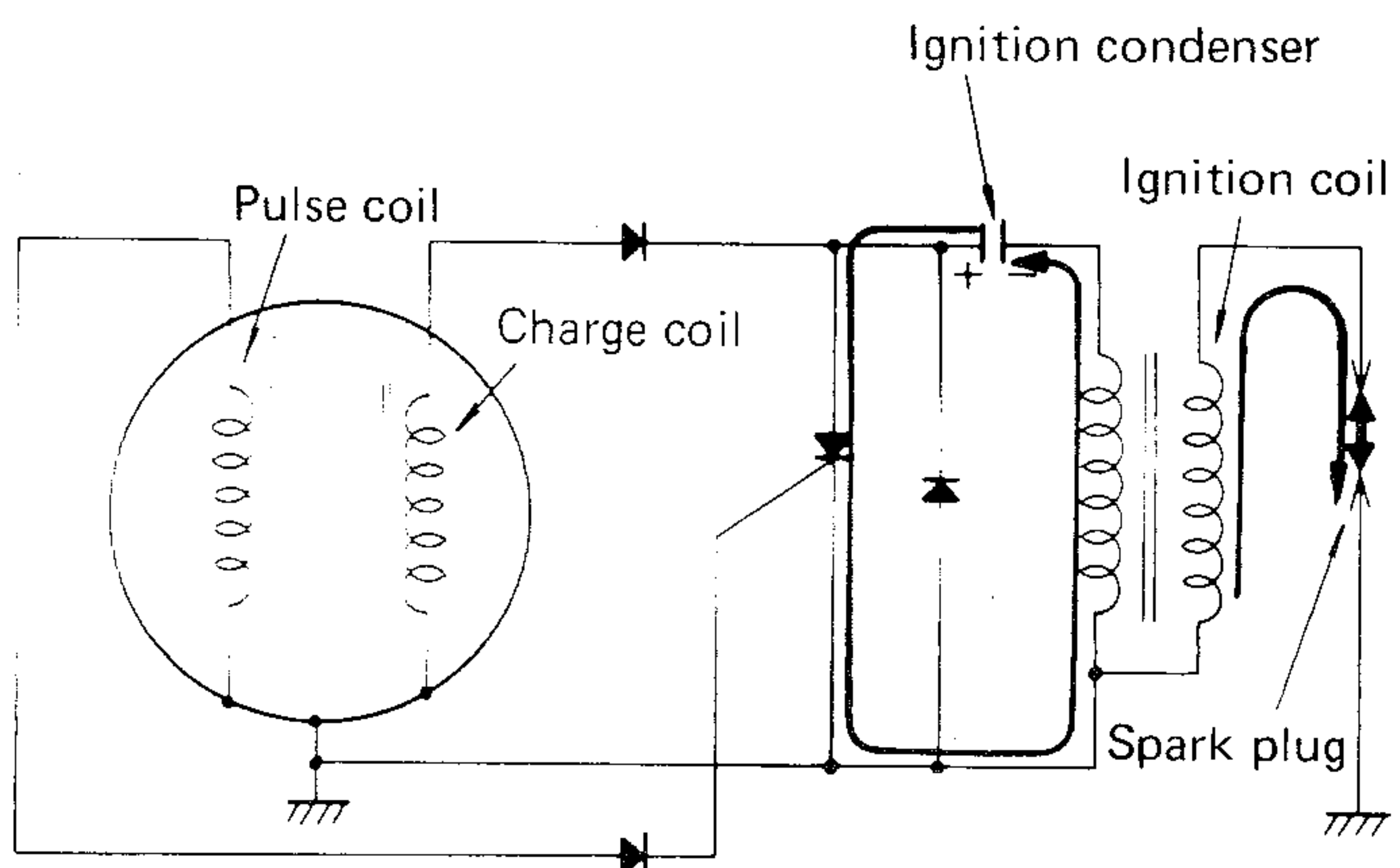
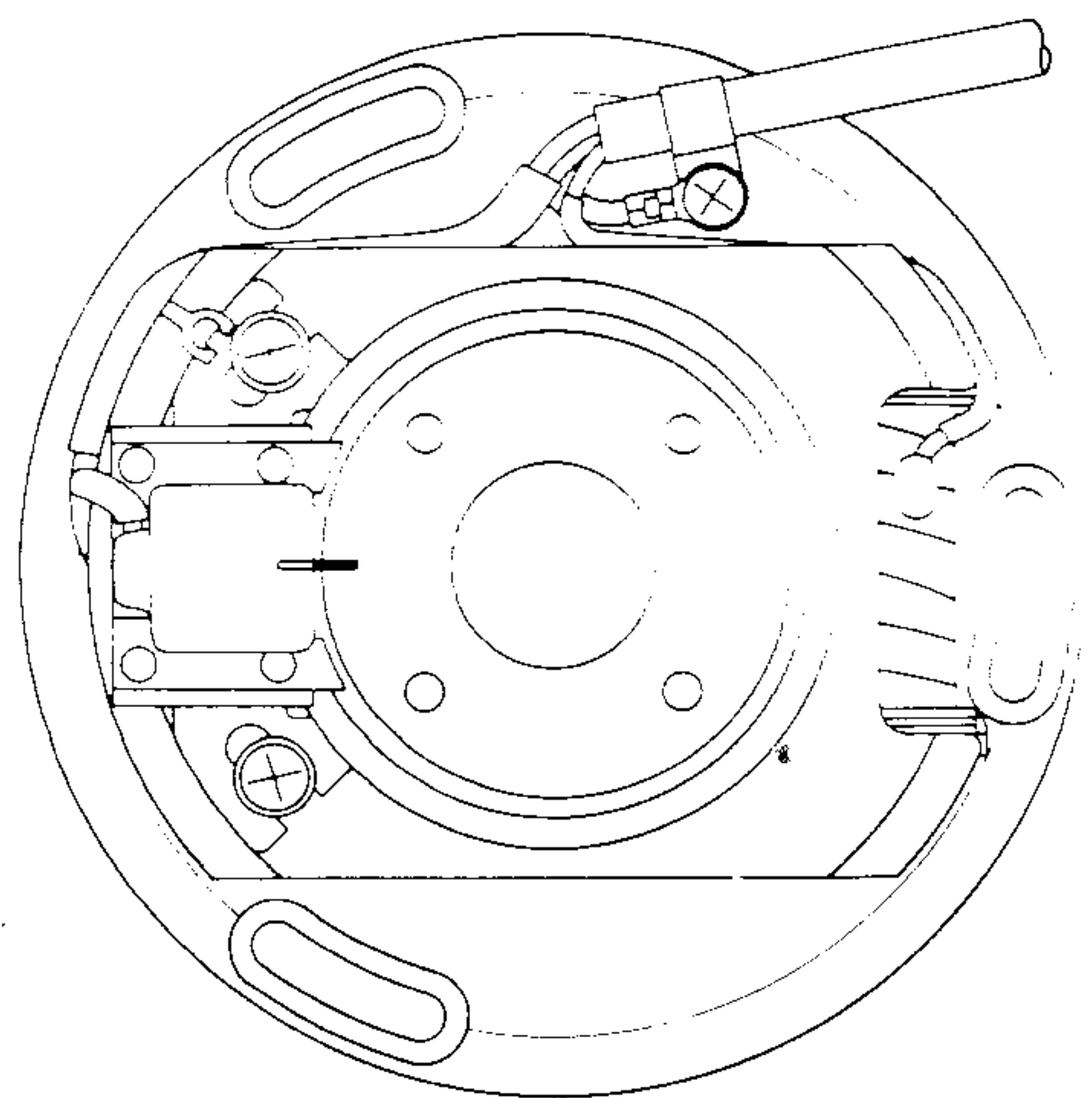
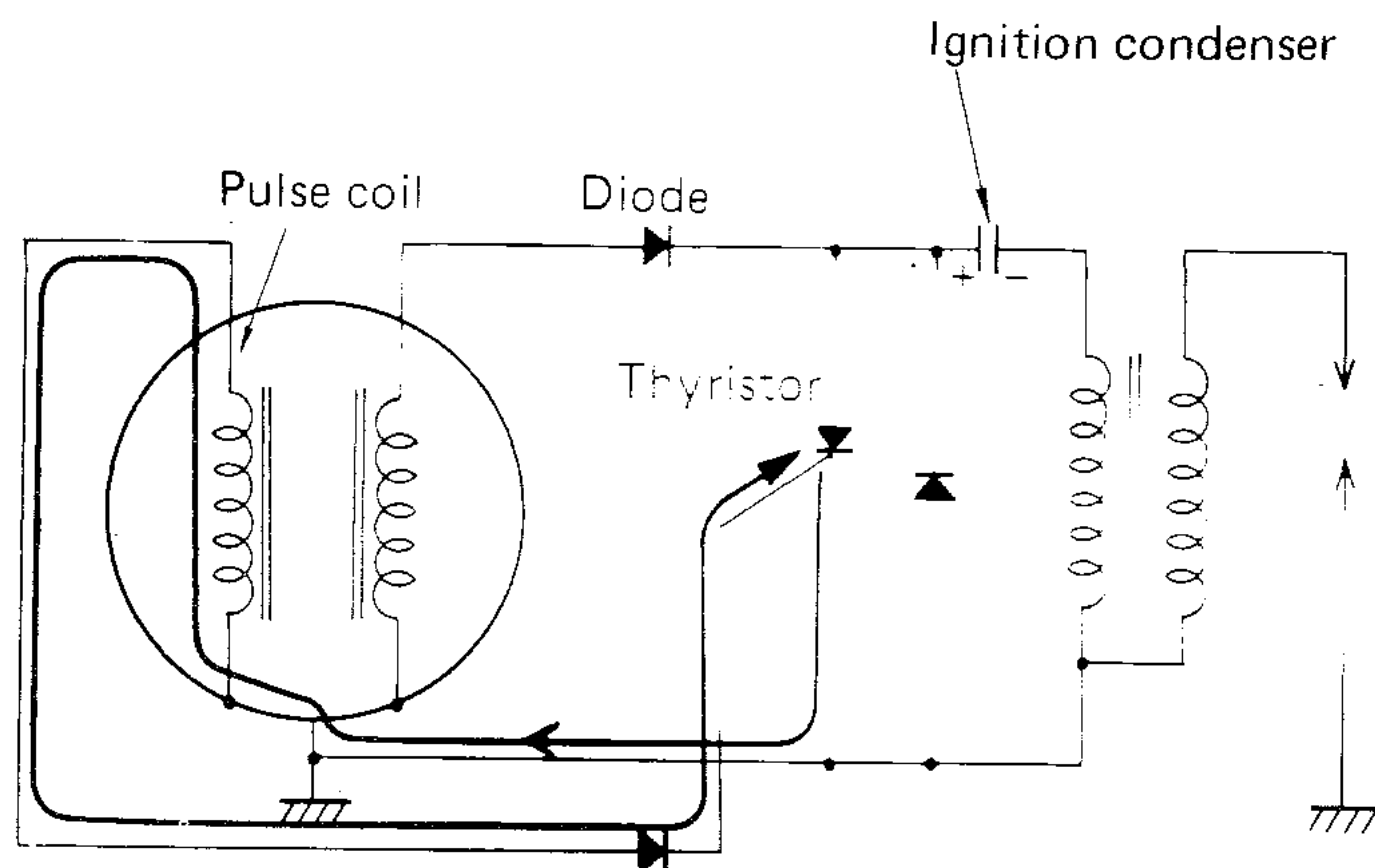
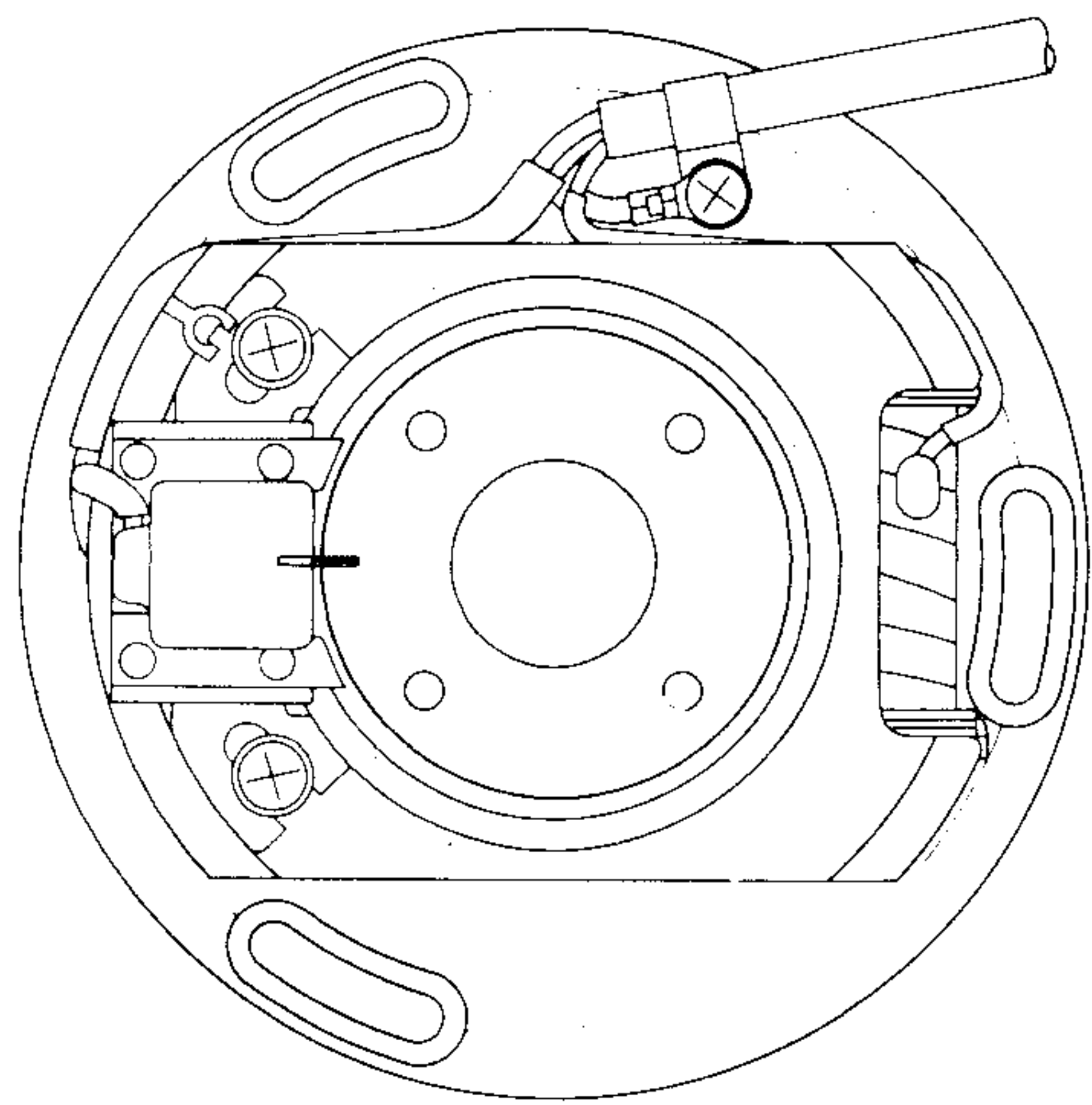


Ignition Coil



(2) This makes the thyristor conductive. The moment that the thyristor becomes conductive, the ignition condenser begins to discharge its stored electricity quickly. This

induces a high voltage in the secondary winding, thus causing a spark to jump across the spark gap.



(3) The moment that the ignition condenser is completely discharged, it begins to store a charge of electricity in the opposite phase, and at the same time, this applies a voltage of

an opposite polarity to the gate of the thyristor. Thus the gate current becomes zero, making the thyristor non-conductive.

5-4 WIRE CONNECTIONS

The wiring between the magneto, C.D.I. unit, and ignition coil uses couplers for connection to prevent any wrong connection. But when connecting the ground circuit and the ignition coil, particular care should be taken. If these are connected in a wrong way, the C.D.I. unit will become inoperative.

1) Wiring Notes

- 1) Connection must be done accurately. Special care is required for connection of the ground circuit and ignition coil.
- 2) The C.D.I. unit and ignition coil are installed in the specified position. If the position is to be changed, a dry and airy place should be selected. Keep it free from the splash of mud and water.

- (3) To remove the rotor, be sure to use the rotor puller (an accessory tool). Avoid using a hammer, or the rotor may be damaged.
- (4) Handle the C.D.I. unit with special care. If you should drop it carelessly, the incorporated electronic components will be damaged.

5-5 CHECKING

Avoid using an improper tester (insulation resist-

ance testers or other testers with a battery of large capacity).

The use of a large capacity tester may ruin the C.D.I. unit.

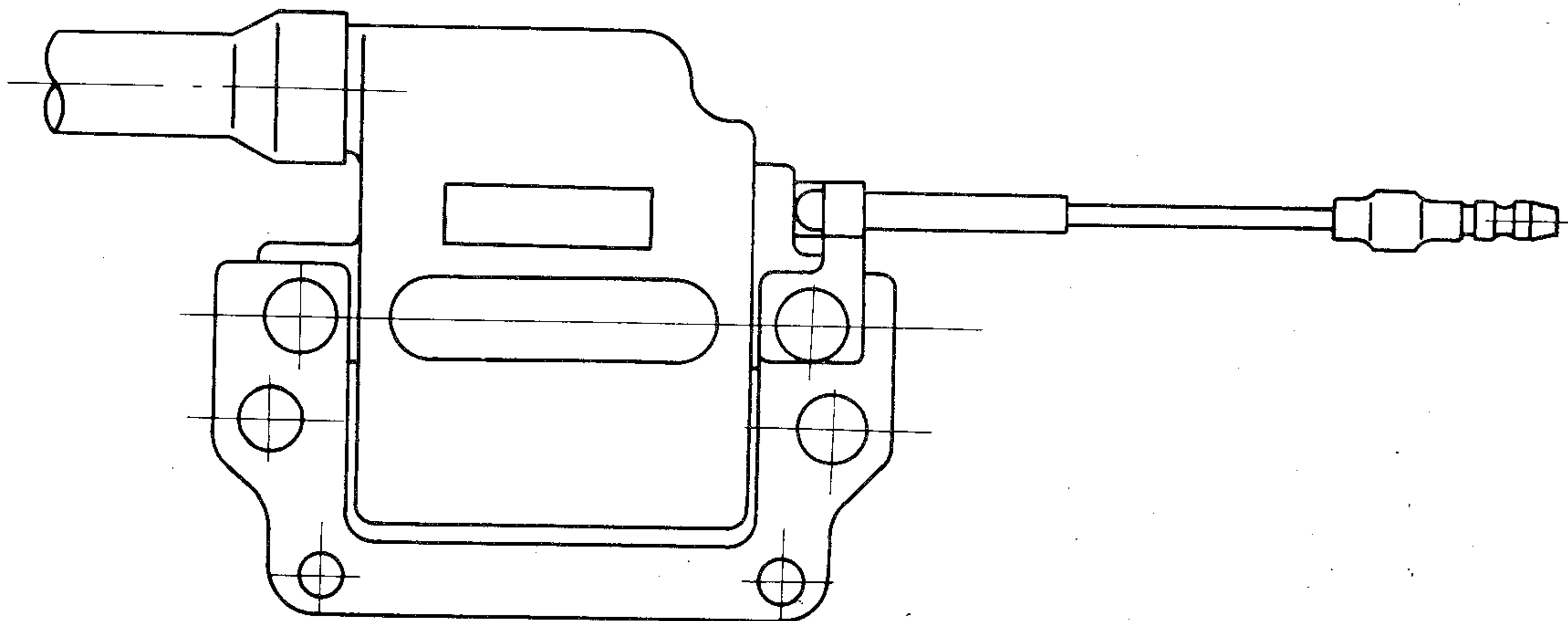
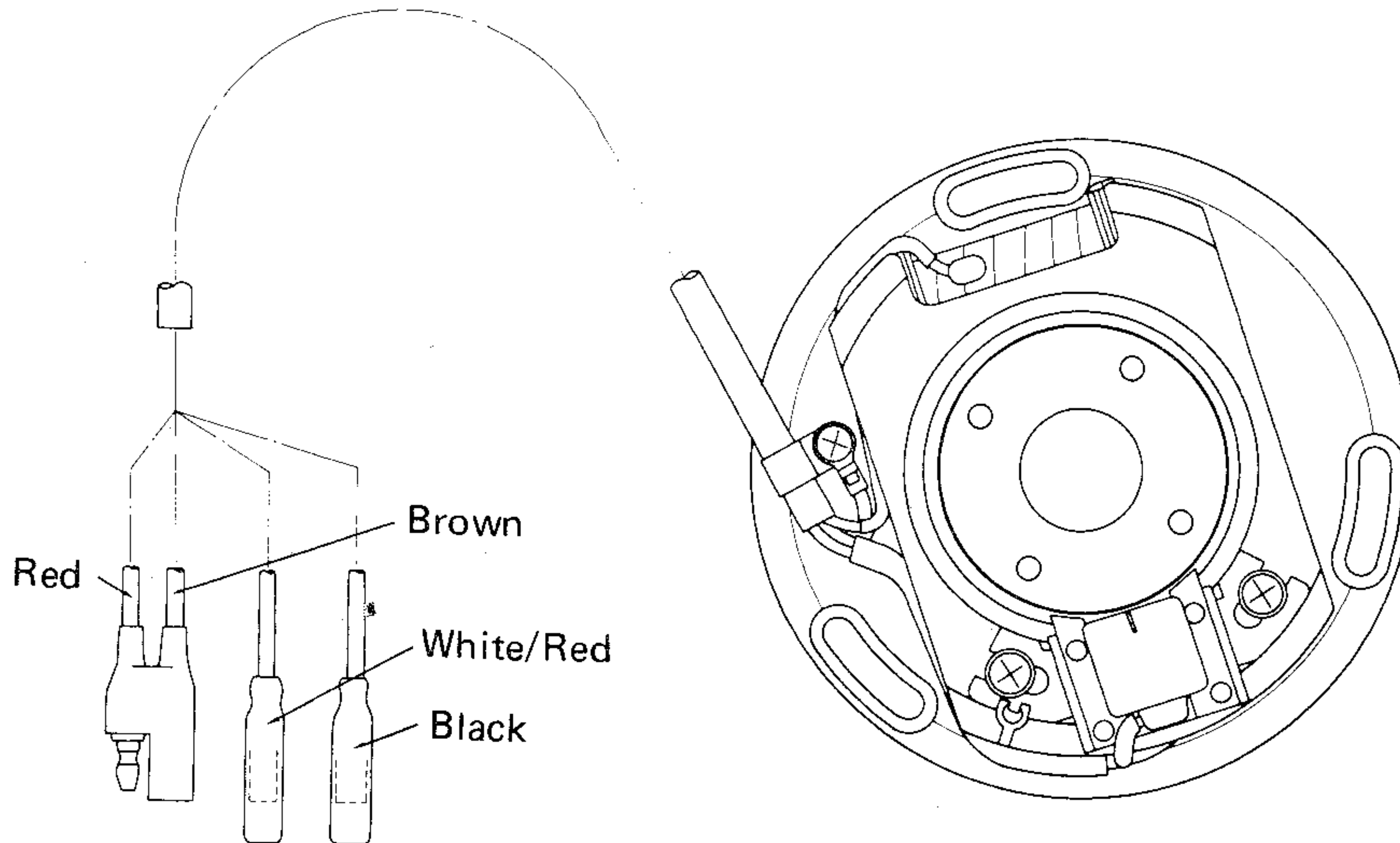
1) Checking the Magneto and Ignition Coil

The resistance of the magneto and ignition coil windings is as specified below. To locate the cause of trouble (broken coil, short-circuit, etc.), measure the resistance of each magneto winding.

Magneto

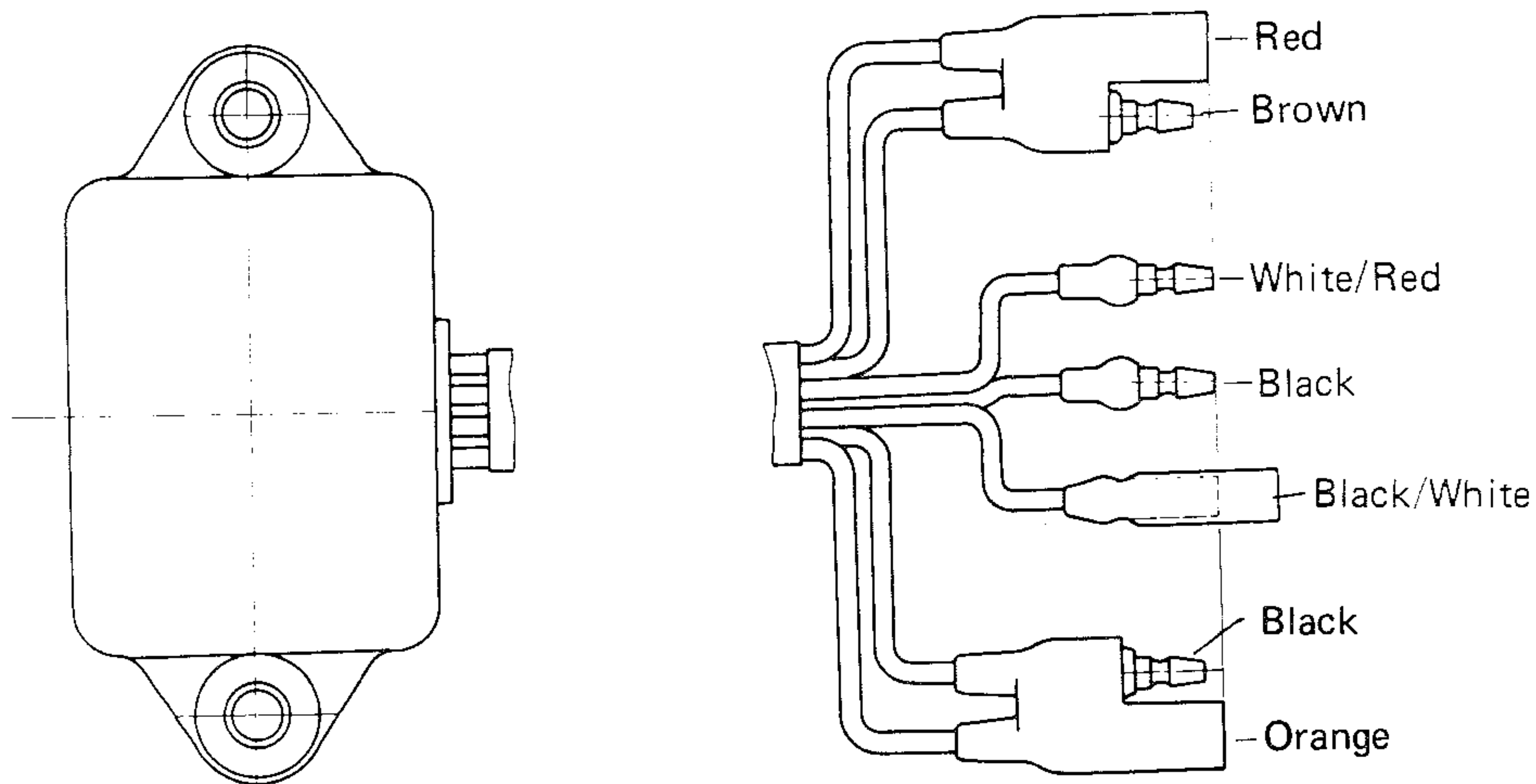
Ignition Coil

Model	M100-07			Model	CM61-20 (C.D.I)	
Measuring point	Charge coil		Pulser	Measuring points	Primary winding	Secondary winding
Color of lead wire	Brown—black	Red—black	White/red—black	Resistance (Ω)	Approx. 0.7	Approx. 6,000
Resistance (Ω)	Approx. 790	Approx. 84	Approx. 66.5			



2) Checking the C.D.I. Unit

The following are the conditions of the C.D.I. unit which can be used to check electronic parts and connectors by applying the Yamaha pocket tester to couplers.



(1) TIA01-01CDI Unit

Tester 2 \ Tester 1	Stop Black/White	Ground Black	Charge		Pulser White/Red	Ignition Orange
			Brown	Red		
Stop	Black/White	○	Needle swings slightly.	Needle swings slightly.	X	Needle swings once and returns to its original position.
Ground	Black	○	Needle swings slightly.	Needle swings slightly.	X	Needle swings once, and returns to its original position.
Charge	Brown	○		Needle swings slightly.	X	Needle swings once and returns to its original position.
Coil	Red	○	Needle swings slightly.		X	Needle swings once and returns to its original position.
Pulser	White/Red	○	Needle swings slightly.	Needle swings slightly.		Needle swings once, and returns to its original position.
Ignition	Orange		Needle swings once, and returns to its original position.	Needle swings slightly, and returns to its original position.	X	

Note 1:

The circle (○) denotes "continuity," but it is not a short circuit. Accordingly, needle tends to deflect. The (x) mark indicates "no continuity."

Note 2:

"Needle swings once, and returns to its original position" is due to a condenser incorporated in the circuit. After the first inspection, it should be discharged for the subsequent check-ups.

Note 3:

With respect to "Needle swings once and returns to its original position." or "Needle swings slightly.", it should be noted that the deflection of the needle is hardly appreciable. Therefore, in the test using the Yamaha tester, the needle sometimes shows little deflection.

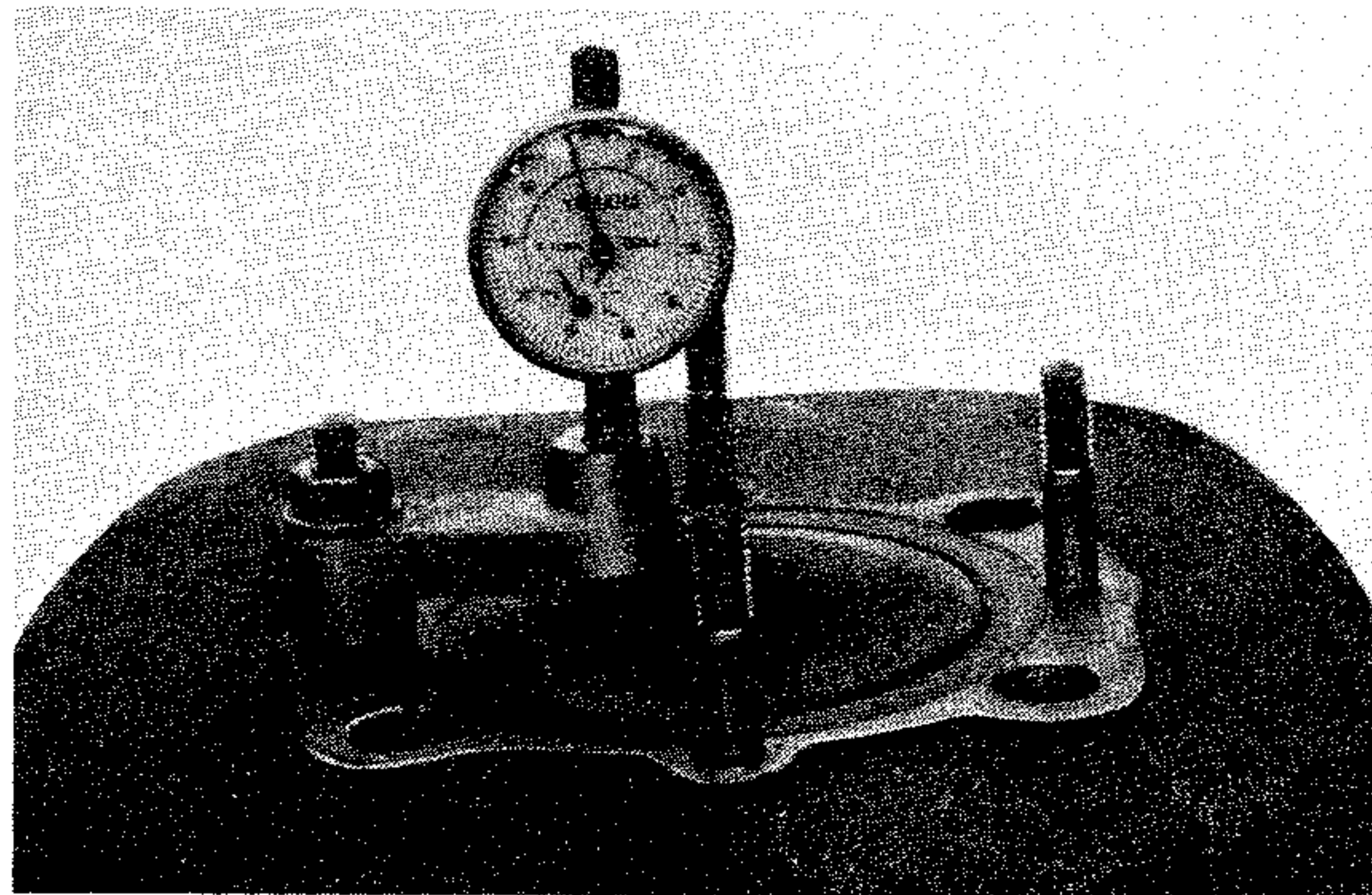
5-6 SPECIFICATIONS AND PERFORMANCE

1) Specifications and Performance

	Magneto - Model	M100-07
	C.D.I. - Model	TIA01-01
	Ignition coil - Model	CM61-20
Magneto	Turning direction (facing toward the engine) Outside dia. x length (mm) Moment of inertia of rotor (kg-cm ²) Weight (kg)	Left 130 x 62 2.2 1.3
Unit	Length x width x height (mm) Weight (kg)	62 x 48 x 33 0.22
Coil	Length x width x height (mm) Weight (kg)	66 x 57.5 x 40 0.45
Performance	Spark length measured by tester (mm/rpm)	7/500 13/10000

5-7 SETTING THE IGNITION TIMING

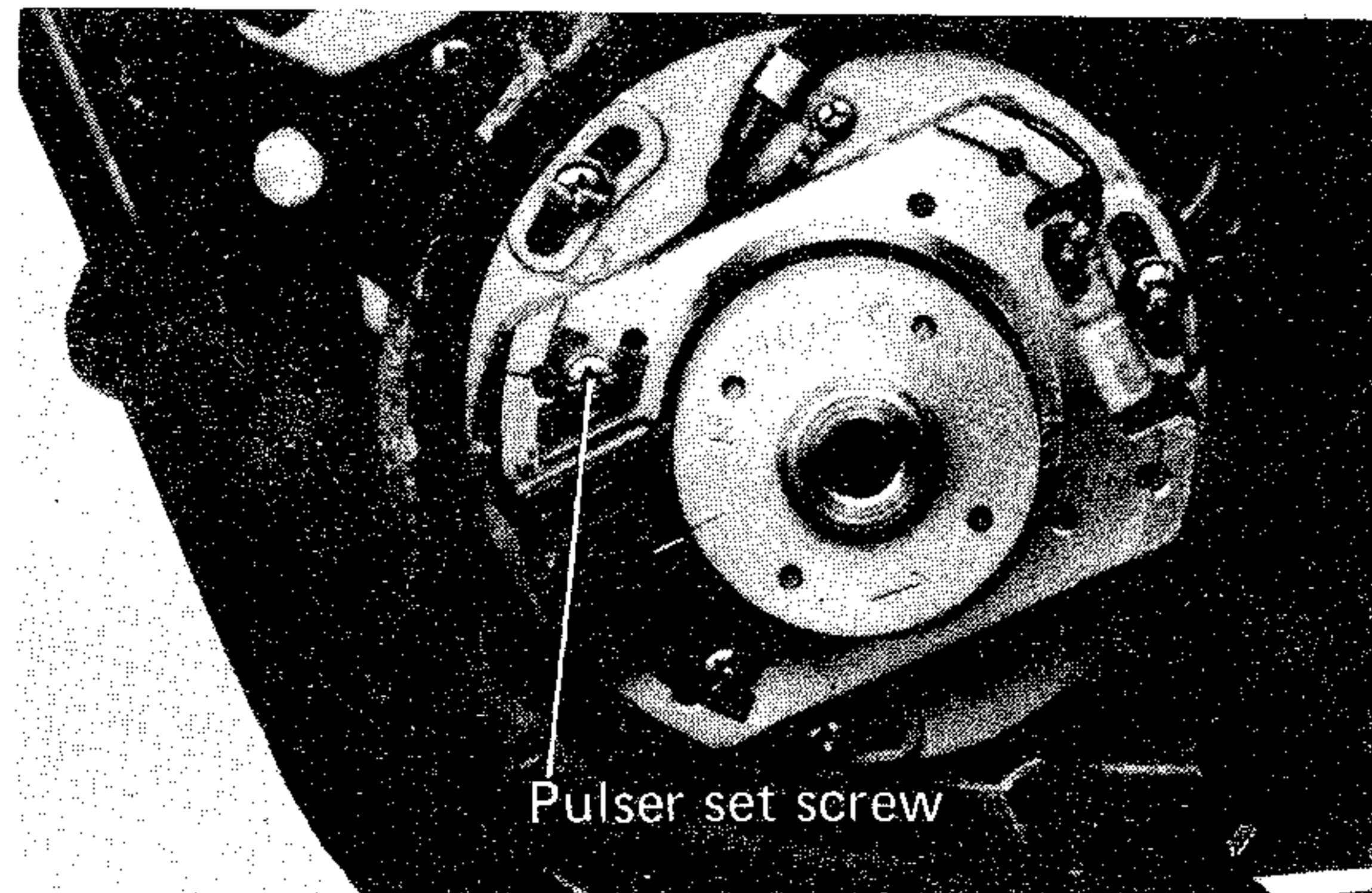
(1) Install a dial gauge.



(2) Turn the crankshaft in the normal direction, and locate TDC. Then, set the 0 mark on the dial to the needle.

(3) Turn the rotor in the direction opposite to the turning direction of the crankshaft, and align the pulser match mark with the rotor match mark when the dial indicates 2.0 mm before TDC.

(4) If they do not align with each other, loosen the pulser set-screw and make adjustment.



6. ELECTRICAL SYSTEM (FOR DT2MX)

6-1 DESCRIPTION

The DT2MX employs a magneto for its ignition system.

1) Specifications and Performance

Magneto	
Type	M100-06
Turning direction (facing from the breaker side)	Left
Point pressure	0.9 ~ 1.1 kg
Point gap	0.2 ~ 0.3 mm
Condenser capacity	0.22 μ F
Spark performance measured by tester	8.5 mm or more at 500 rpm 10.5 mm or more at 1,000 rpm 12.5 mm or more at 5,000 rpm 13.0 mm or more at 10,000 rpm
Weight	About 1.3 kg
Ignition Coil	
Type	01161-2012
Primary winding resistance	1.7 Ω
Secondary winding resistance	6,000 Ω

6-2 CONTACT BREAKER

- 1) Periodically inspect the breaker point for any pitting. Excessive pitting should be smoothed out with sandpaper (#400-600) and wipe off with soft cloth.
- 2) Oil or dust on the points impairs spark performance. The oil on the points will considerably shorten point service life. Wipe it off from time to time.

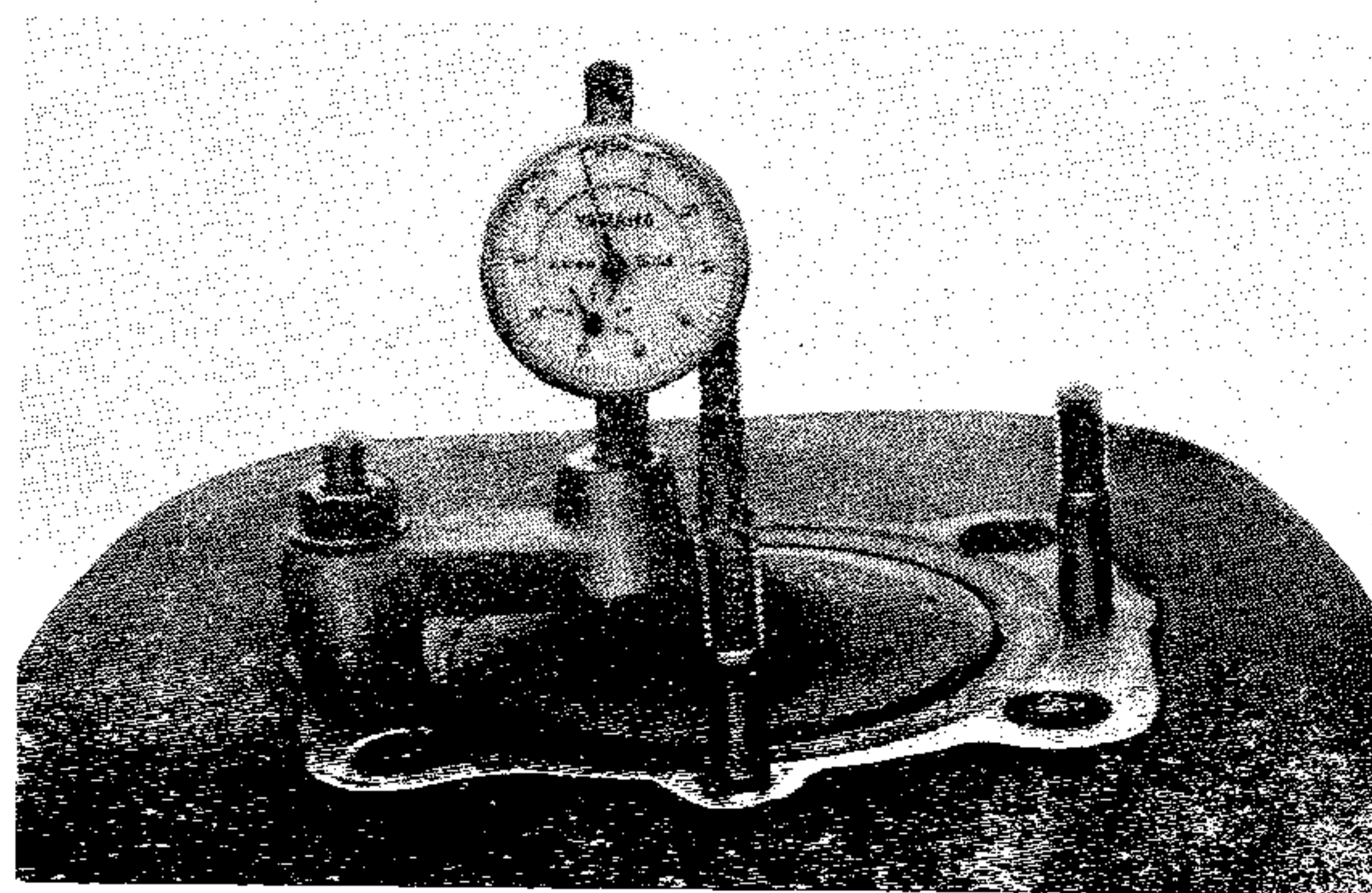
6-3 ADJUSTING IGNITION TIMING

1) Tools and Instruments for Adjusting

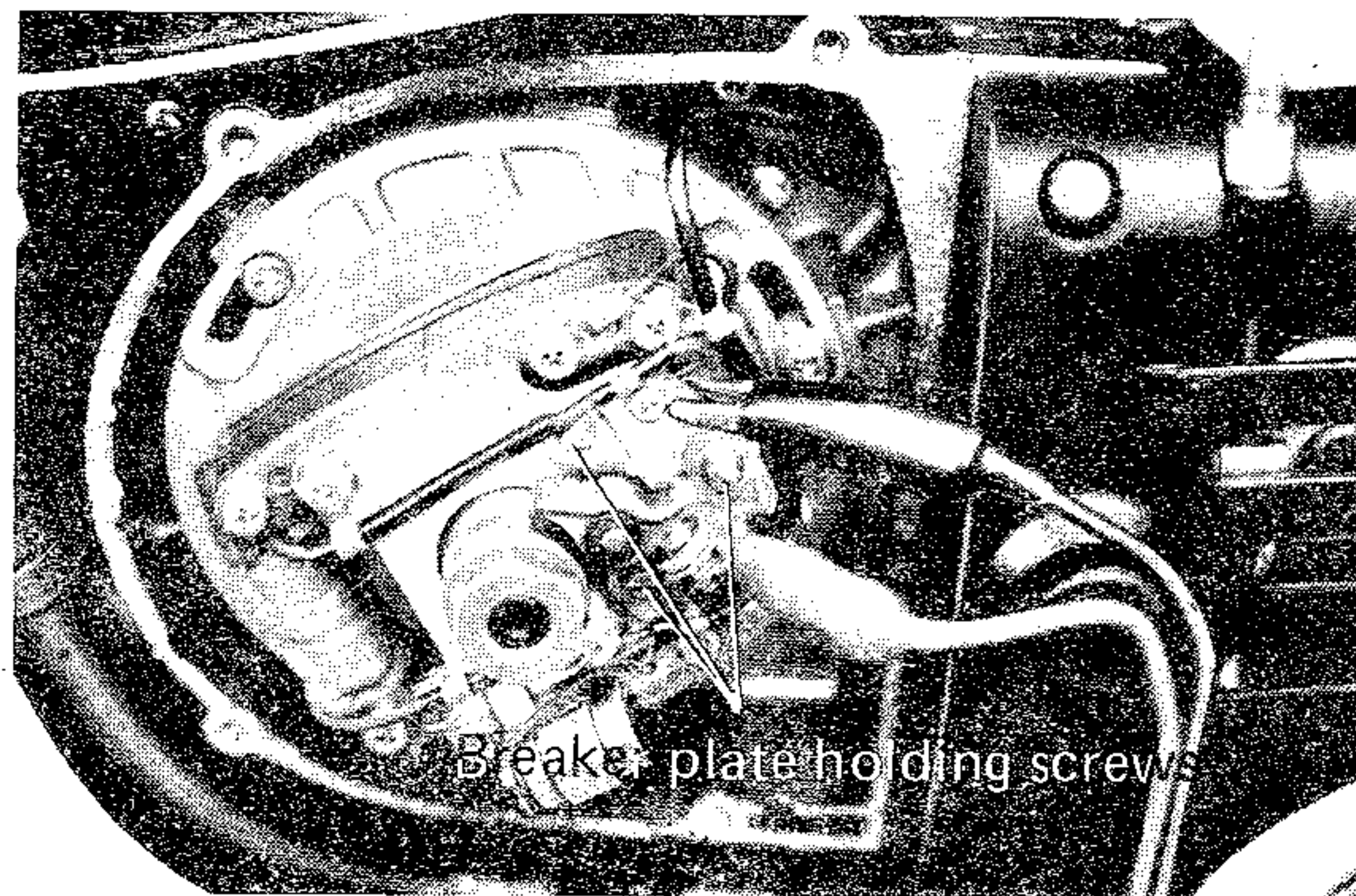
- a. Dial gauge (accuracy - 1/100 mm)
- b. Dial gauge adapter
- c. Continuity testing lamp, YAMAHA Electro Tester or YAMAHA Point Checker.
- d. Point wrench
- e. Slot-head screw driver

2) Adjust Ignition Timing

- a. Remove the cylinder head and install the dial gauge holder. Next, insert the dial gauge into the holder. Bring the piston up to T.D.C. and set the zero on the dial face to line up exactly with the dial indicator needle.

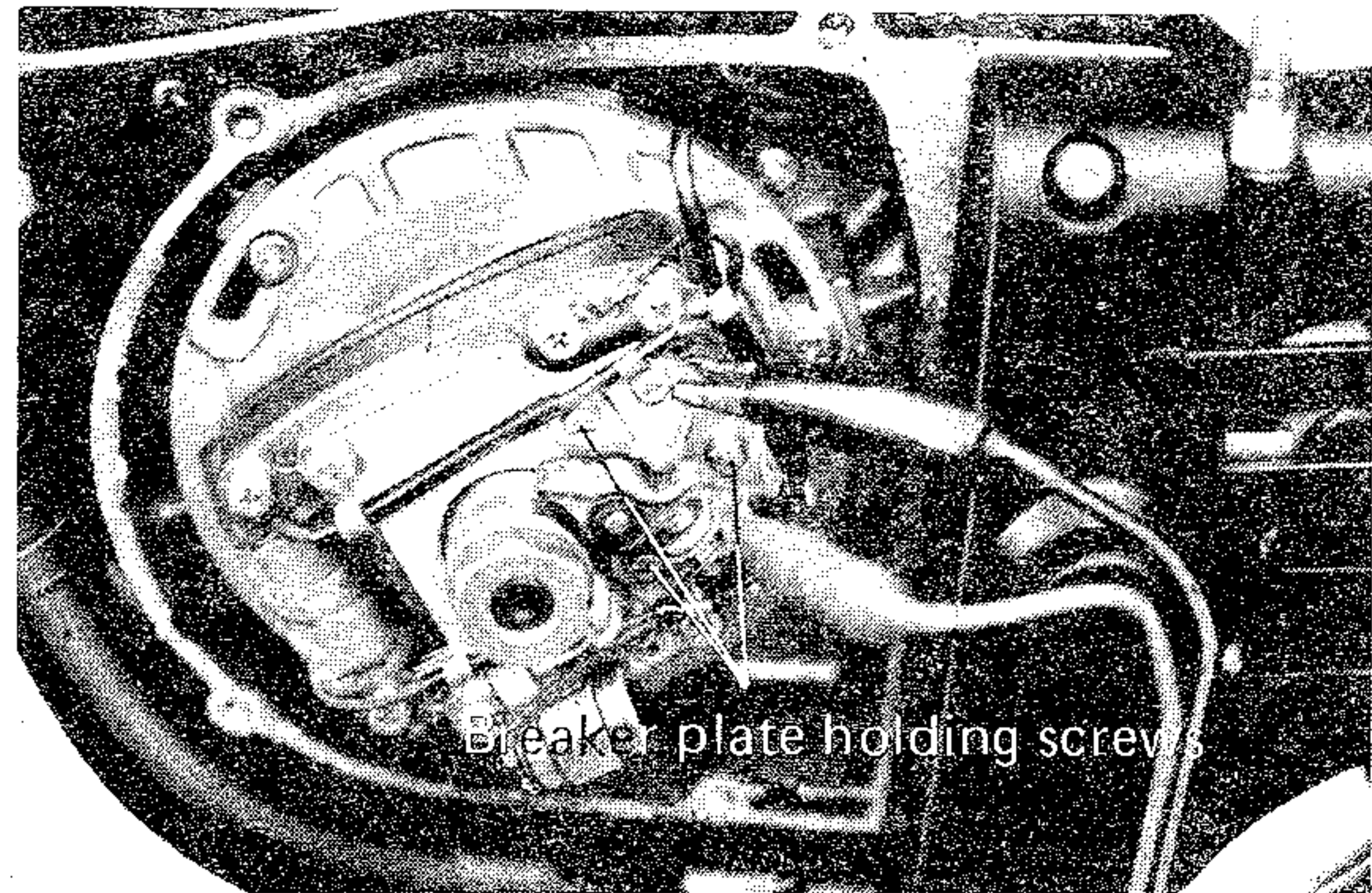


- a. Connect the positive (+) tester lead to the contact breaker and ground the tester's negative lead to the frame.



- c. Turn the crankshaft back well past 2.3 mm, to eliminate play in the gears, and then bring the piston up to exactly 2.3 mm B.T.D.C.

- d. Loosen the breaker plate holding screws, and turn the breaker plate. When the points just start to open (the needle swings slightly), tighten the holding screws. (Do not fully loosen the breaker plate holding screw, because the breaker plate tends to shift its position). Turning the breaker plate in the engine rotation direction causes ignition timing to delay, and turning it in the opposite direction advances ignition timing.



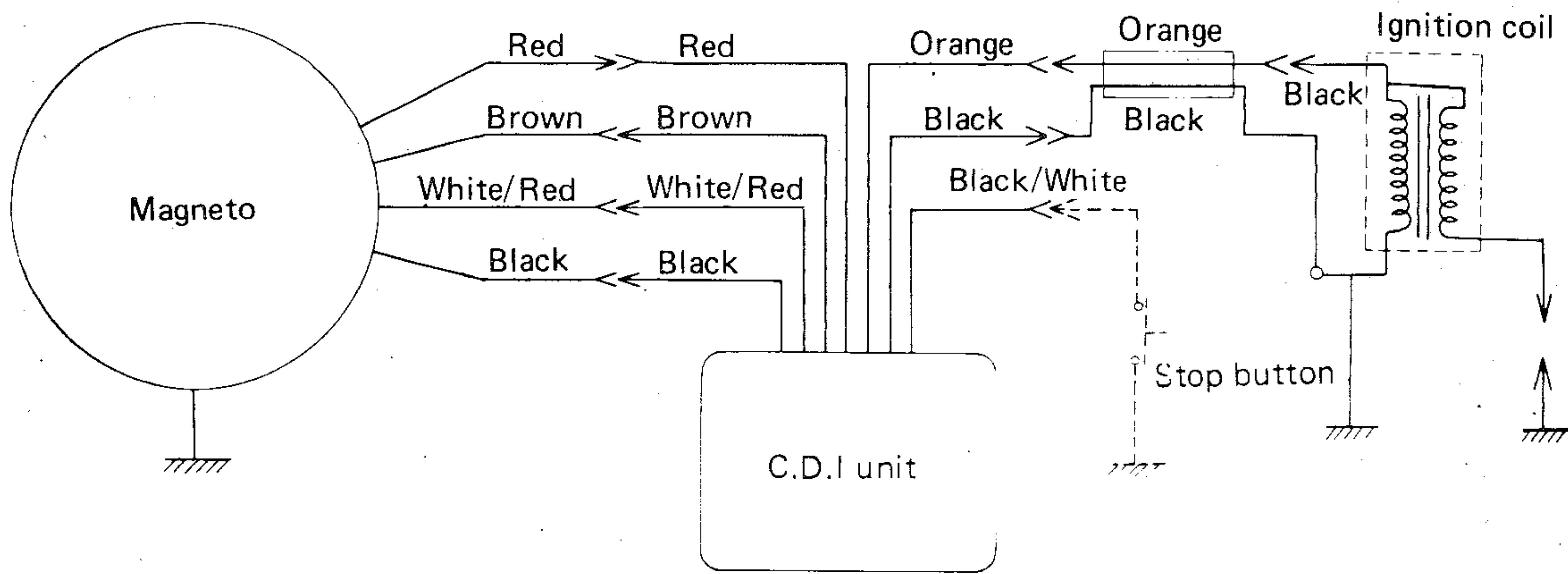
7. SERVICE DATA

MODEL	DT2MX	RT2MX
Piston clearance	45 ~ 50 (μ)	55 ~ 60 (μ)
Spark plug	B-9EN	B-9EN
Ignition timing	-2.3 \pm 0.15 mm	-2.0 \pm 0.15 mm
Mission oil amount	1000 \pm 50 cc	1000 \pm 50 cc
Fuel mixing ratio	Mixing gasoline of high octane rating 30 : 1 (when using oil pump) 15 : 1 (when not using oil pump)	
Commendable oil	Mineral single grade motor oil SAE #40 or #50 Castrol R30, SHELL Super M	
Carburetor type	VM30SC	VM34SC
Marking	313E1	322E1
M.J	250	370
A.J	2.0	2.0
J.N	6F5-4	6F5-4
N.J	P-5	P-8
C.A	2.5	3.0
B.P	1.8	1.8
P.O	0.8	0.8
P.J	60	60
A.S	1.0	1.0
V.S	3.3	3.3
G.S	80	80

8. SPARK PLUG CONVERSION CHART

Thread Size	Heat Range	NGK	Champion	AC	Autolite	Bosh	KLG	Lodge
14 mm x 18.0 mm (19.0 mm : PB) (3/4") Reach x 20.6 mm Hex. 0.5 mm +0.00 -0.05 Gap	Hot	B-8EN (P, PB)	N62R N60R		AG23 AG903	W240T17 W370T17	FE220	RL47
		B-9EN (P, PB)	N57R		AG603	W290T17 W310T17	FE260	RL49 RL50
		B-10EN (P, PB)	N54R		AG403	W340T17 W370T17	FE280	RL51
		B-11EN (P)			AG203	W400T17	FE310	RL52
	Cold	B-12EN (P)	N52R		AG103	W440T17	FE340	RL53

9. RT2MX WIRING DIAGRAM



OUTER WIRING DRAWING