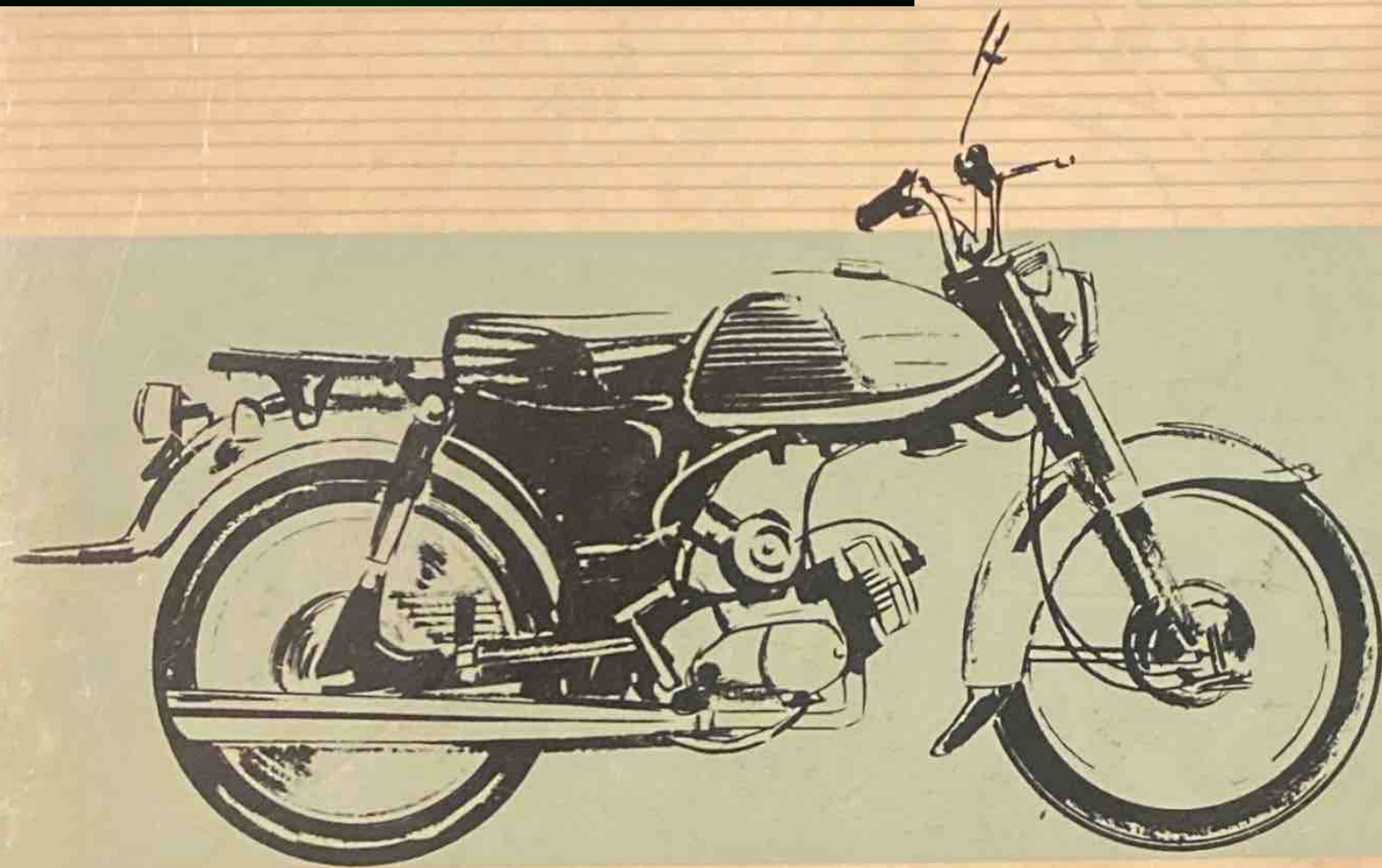
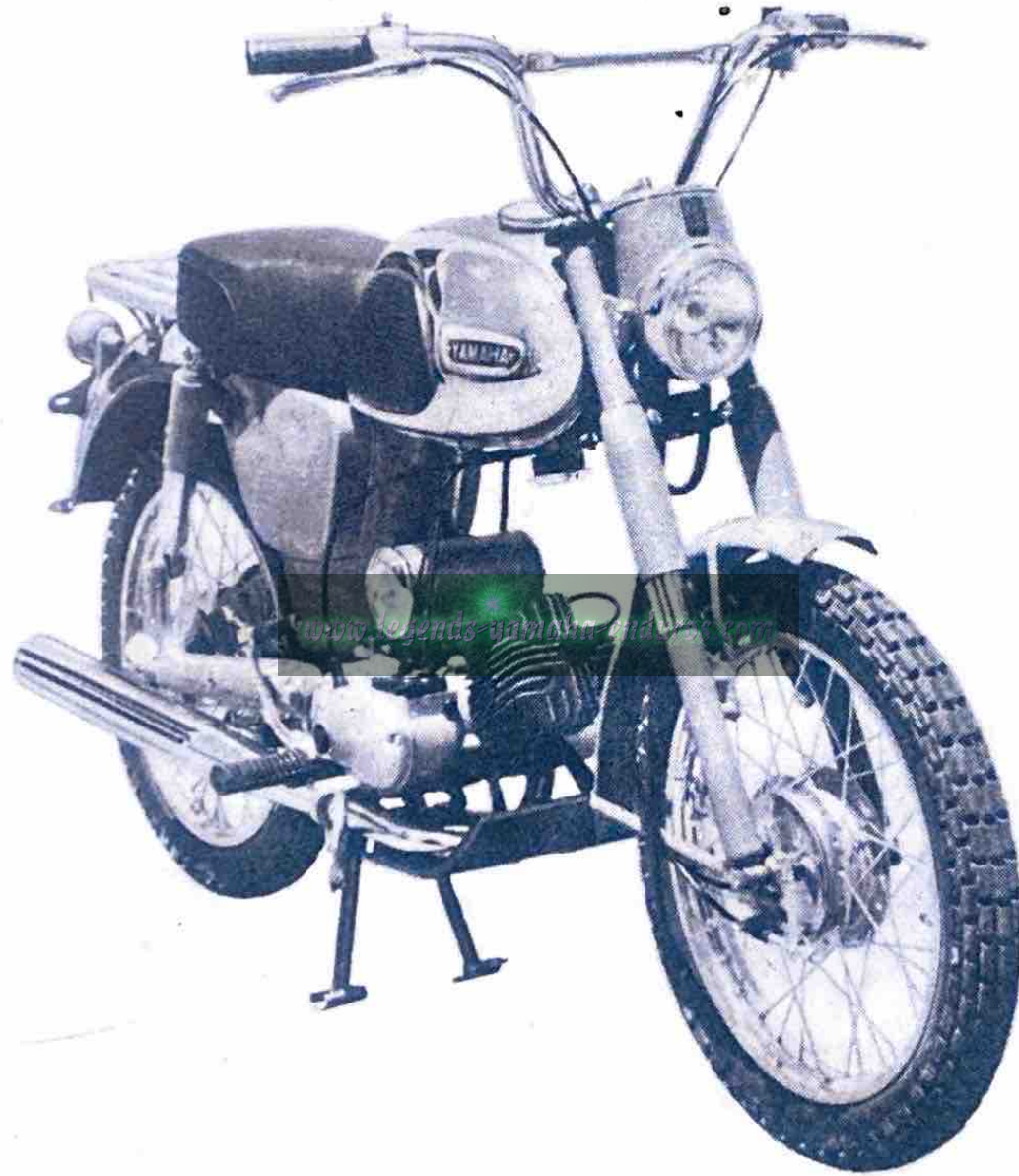


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Rider's Manual for

YAMAHA YG-1T



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1 FEATURES AND SPECIFICATIONS

1. Features

1. High-performance rotary valve engine:

The Yamaha YG-1T, powered by the new type rotary valve engine, can accelerate to 200m in 13 seconds and has a top speed of 53 MPH (85 km/h) plus the greatest cycle economy-over 170 miles per gallon!

2. 4-speed gearbox:

The "ball lock system" gearbox assures smooth gear shifting without any knock or noise at any speed.

3. Carburetor with built-in starter:

The special carburetor with built-in starter, proven on the latest of Yamaha motorcycles, assures a never-miss kick in all kinds of weather.

4. Good handling and stability:

Look at the headlight! The secret of good handling is behind it. Only 70 in. turning radius! Balance is perfect even on rough roads and sharp curves.

5. Ideal riding position:

The scientifically designed shape and position of the handlebars, seat, fuel tank and foot rests provide extra riding comfort under any situations.

6. Lightweight and strong frame:

Monocoque body construction of pressed 1.2mm steel plate for more strength with less weight. The YG-1T excels in acceleration, hill climbing and handling ease, because its body weight of 75 kg is still light in comparison with the maximum output of 6.5 ps.



7. Reliable brakes:

The perfect dust and water proof brake drums assure you of having effectively working brakes even on rainy days.

8. Eye-catching design:

Sleek yet tough, sporty yet practical, the Yamaha YG-1T is designed for street and for competition.

2. SPECIFICATIONS

Name

Body:

Overall length	70 in. (1,811 mm)
Overall width	25 in. (635 mm)
Overall height	38 in. (1,000 mm)
Wheelbase	45 in. (1,143 mm)
Minimum ground clearance	5.6 in. (140 mm)
Weight	140 lbs. (38 kg)
Minimum turning radius	70 in. (1,778 mm)

Performance:

Maximum speed	41 MPH (65 km/h)
Fuel consumption on paved level ground (30 km/h)	176 miles per gal. 75 km/ℓ
Climbing capacity	30°

Engine:

Model	G1
Type	2-cycle, gasoline engine
Cooling system	Air cooled
Number of cylinder	1
Bore×stroke	47×42 mm
Displacement	75 cc
Compression ratio	6.8 : 1
Maximum horse power	6.5 ps/7,000 r.p.m.
Ignition system	Fly wheel magneto ignition
Starting system	Kick starter

Transmission:

Primary transmission	Gear 3.894 74/19
Secondary transmission	Chain 3,400 $\frac{51}{15}$
Clutch	Wet, multiple disk
Gear box	Constant mesh, 4 forward speeds
Gear ratio:1st	3.083 (29.622)
2nd	1.882 (18.084)
3rd	1.333 (12.809)
4th	1.000 (9.607)

Brakes:

front	Hand, internal expanding wire brake
rear	Foot, internal expanding wire brake

Suspension:

front	Telescopic fork
rear	Swinging arm

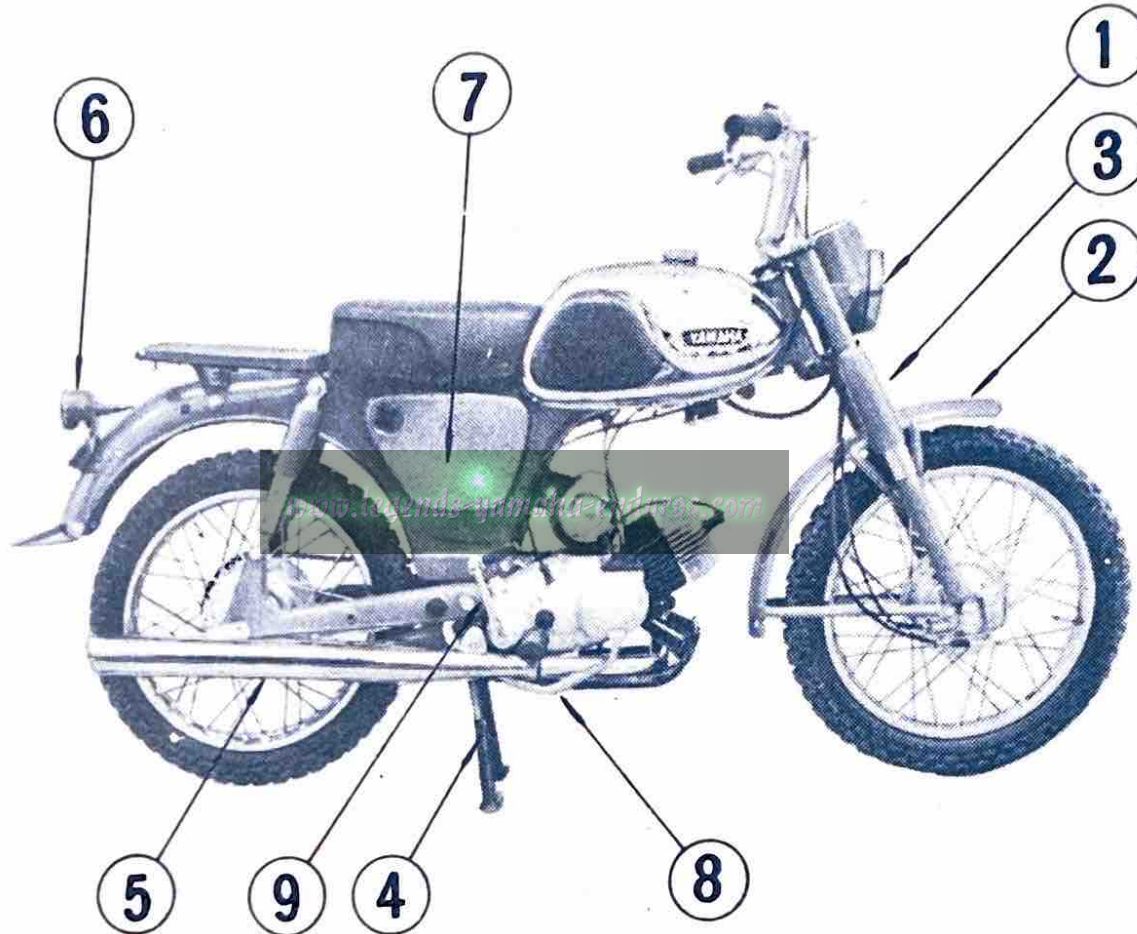
Wheels:

Caster	63°
Trail	90 mm
Tires: front	2.50-16-4 PR
rear	2.50-16-4 PR

Fuel:

Fuel tank capacity	6.5 ℓ
Fuel ratio	20 : 1

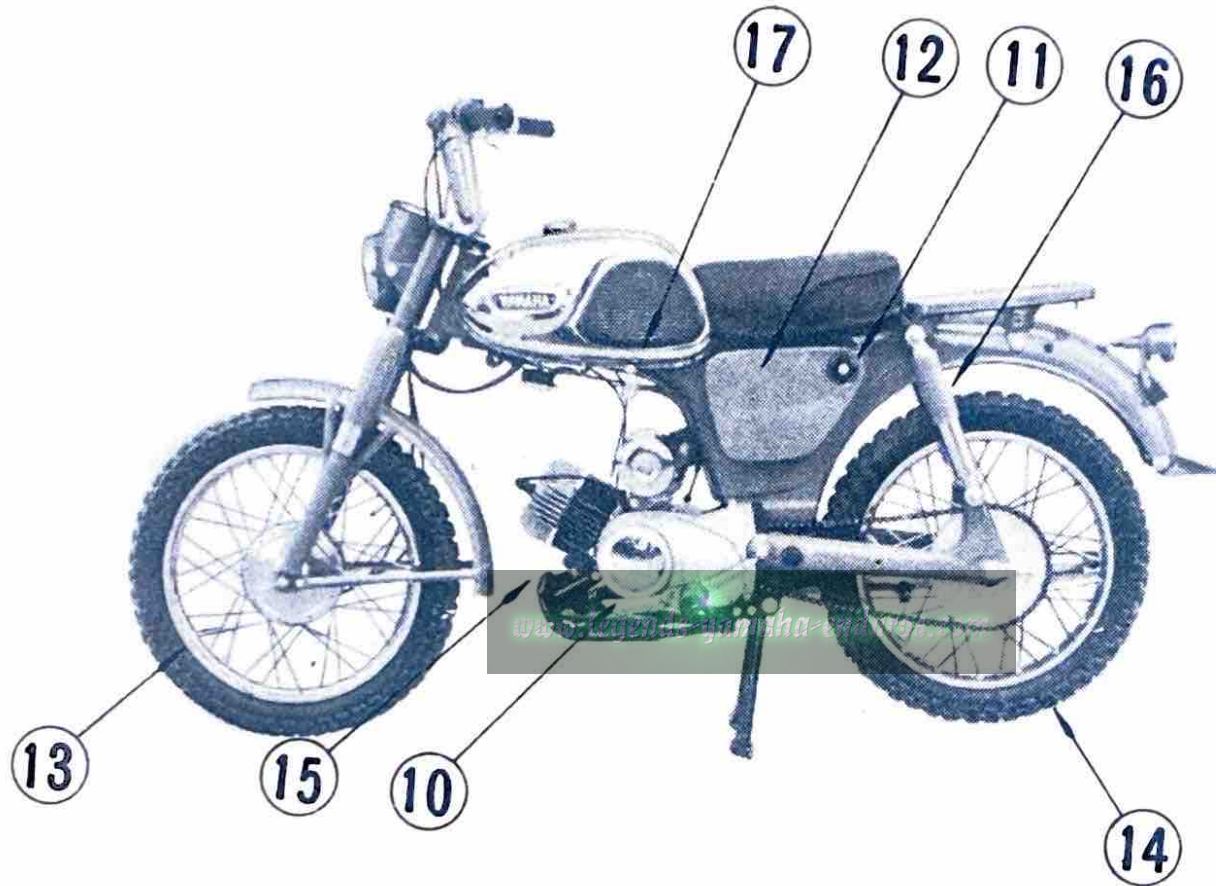
11 MAIN PARTS ON YAMAHA YG-1T



(1) Headlight;
(2) Front fender;
(3) Front fork;

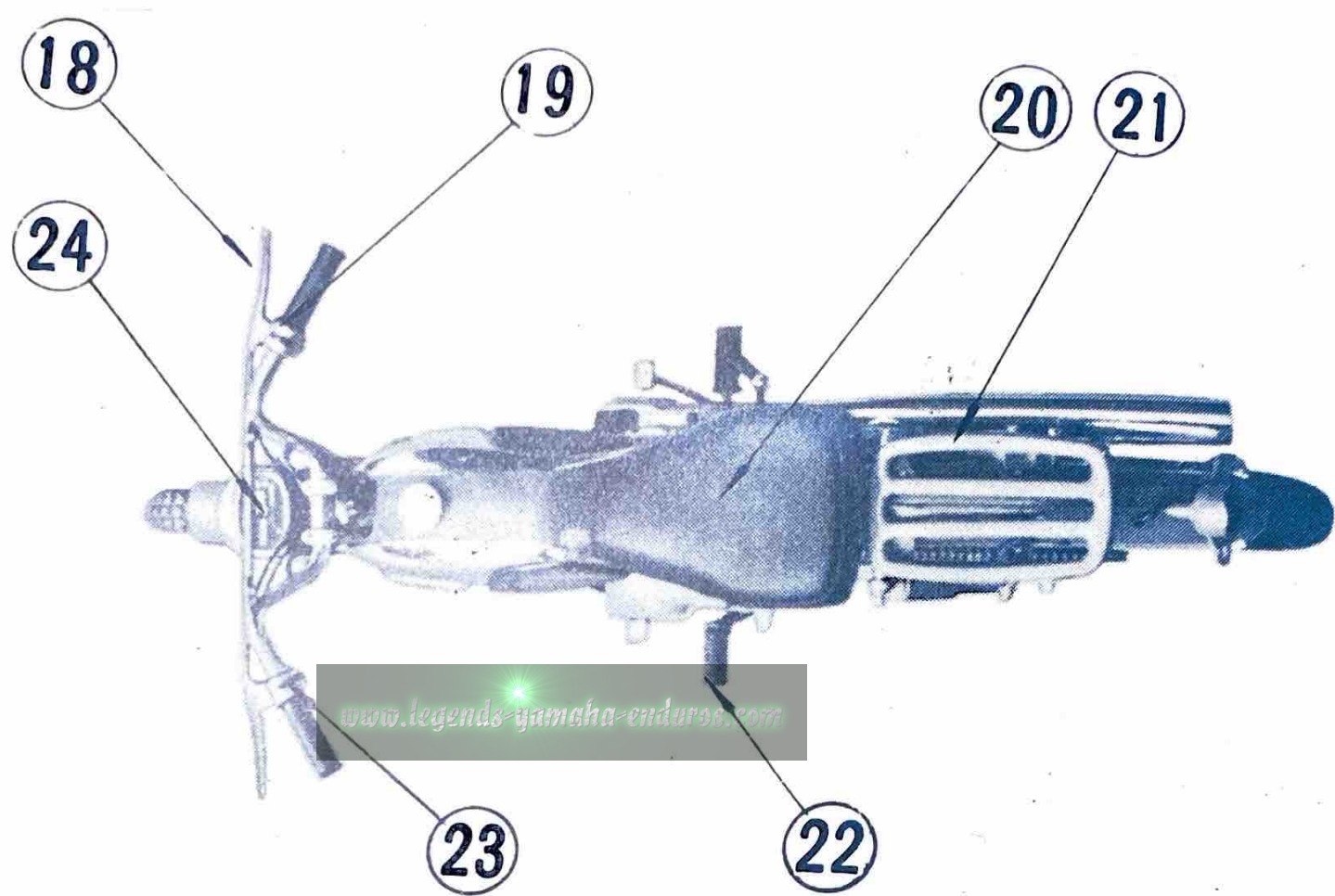
(4) Center stand;
(5) Muffler;
(6) Tail light;

(7) Side cover (R);
(8) Brake pedal;
(9) Kick crank.



(10) Gear change pedal;
(11) Main switch;
(12) Side cover (L);
(13) Front wheel;

(14) Rear wheel;
(15) Engine guard;
(16) Rear cushion unit;
(17) Fuel tank.



(18) Brake lever;
(19) Accelerator grip;
(20) Saddle;
(21) Carrier;

(22) Foot rest;
**(23) Headlight changeover switch
and Horn button;**
(24) Speedometer.

3 OPERATING INSTRUCTIONS

1. What you must check before driving.

For safety reasons the following points should be checked before every riding:

a Fuel:

Is there fuel enough for your driving purpose ?

Is the fuel ratio correct ?

b Front and rear brakes:

Try and check whether the front and rear brakes work effectively.

c Tire pressure:

The correct tire pressure not only affects riding comfort but has an important bearing on the life of the tires. If the pressure is too low, you cannot get the speed as expected and feel your handlebars heavier. On the other hand, if too high, it may cause skidding on sharp curves.

d Lights and horn:

Check whether the head, tail, stop lights and horn function normally.

2. How to operate

a How to start the engine

(1) Before starting the engine

- (a) Open the fuel cock.
- (b) Turn the main switch and check whether the neutral lamp is on (see Illustration 1)

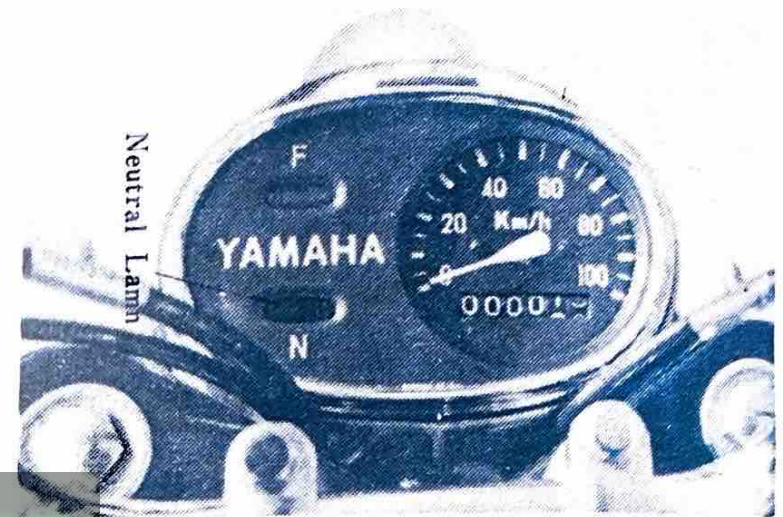


Illustration 1

Caution: If your gear change pedal is not in NEUTRAL, your machine will jump forward at the moment when the kick pedal is stepped on.

(2) Before starting in cold weather

The lower the temperature falls, the harder the engine starts. On the Yamaha YG-1T, however, you can get your engine to start in cold weather more easily than any competitive cycles, because your Yamaha YG-1T, has the unique carburetor with built-in starter proven on the famous Yamaha motorcycle line.

(a) Push the starter lever toward the front as in Illustration 2

(1) Turn the accelerator grip to full open position.

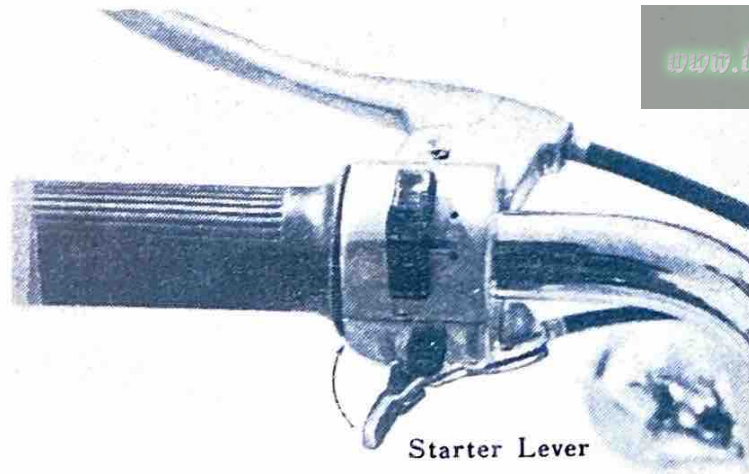


Illustration 2

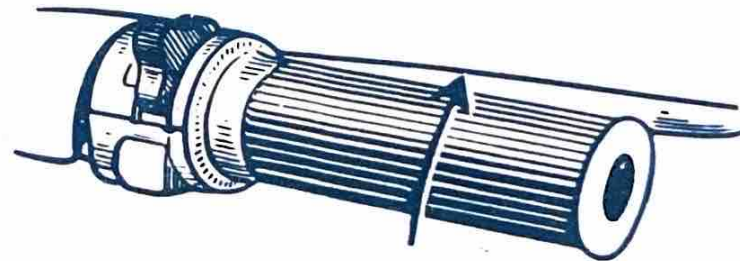


Illustration 3

(3) Starting the engine

- (a) Step on the kick pedal slightly.
- (b) Kick it down promptly as soon as you feel it heavier.
- (c) If the engine does not start. give another kick.

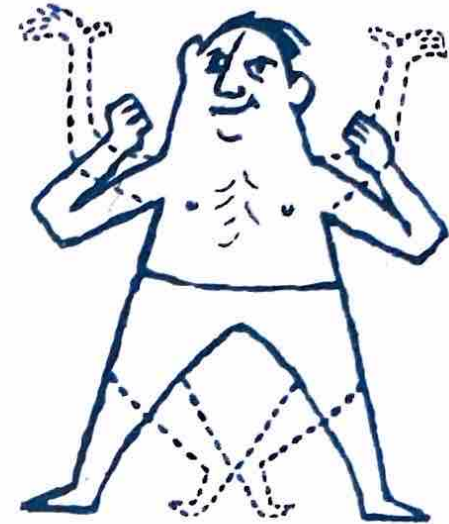
If you cannot get it to start by kicking four or five times, refer to "Check List."

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b How to start and shift gears

(1) Starting

- (a) Grip the clutch lever.
- (b) Shift gear into LOW.
- (c) Turn the accelerator grip little by little, while releasing the clutch lever slowly.



(2) Starting in cold weather

If the starter lever is used for starting in cold weather, leave gear in NEUTRAL and allow your engine to run normally for about 30-60 seconds. When time is short, return the starter lever after 70-100 meters of driving. Don't forget to return it or extra fuel will be wasted.

(3) Gear change pedal

Your gear change pedal is of seesaw-type and has four forward speeds as illustrated below:

Neutral
Low
Second
Third
Top



To accelerate, step on front part of pedal.

Low

Second

Third

Top

To decelerate, step on rear part of pedal.

Top

Third

Second

Low

To shift into NEUTRAL, depress the rear part of the pedal fully to the lowest position. If the gear is placed into NEUTRAL, the blue neutral lamp will be on.

(4) Shifting gears

The transmission gears do the job of providing the correct balance between SPEED and POWER to meet varying driving conditions as listed below:

Gear	Power	Speed	Driving conditions	Ordinary Speed	Muximun Speed
Low	Strong	Slow	When starting, when climbing steep hills.	less than 8 M/h	less than 13 M/h
Second	Medium	Medium	When climbing, hills, when driving on marshy land, bumpy road	More than 8 M/h	less than 22 M/h
Third	Medium	Medium	When driving on sandy soil, grassland. moderate slope	More than 11 M/h	less than 3 M/h
Top	Weak	Fast	Ordinary driving	More than 15 M/h	less than 4 M/h

(a) How to shift gears

- (1) Slow down the engine revolution by returning acceleration grip.
- (2) Grip the clutch lever and shift into the optimum gear.
- (3) Release the clutch lever slowly while turning accelerator grip.

Important:

N. B. Be sure to grip the clutch lever without fail any time when shifting gears.

2. Never attempt to shift into LOW gear while your cycle speed is more than 20 km/h.

c Driving on hills

(1) Uphill

- (a) When starting to climb, open up the accelerator grip little by little to avoid loss of speed.
- (b) When stronger power is required on a steep hill, or when the speed must be reduced for safety, shift gears promptly.
- (c) From the economical standpoint, the gears should be shifted as quickly as possible.

(2) Downhill

- (a) Don't rely on the brakes alone on long downhills, since this will cause them to heat excessively.
- (b) To get the braking effect of your engine, shift into THIRD or SECOND gear and release the accelerator grip.
- (c) However, the accelerator grip should be opened from time to time to replenish fuel and oil. If the grip is left closed for a long time, the lack of oil may cause your engine to scorch.

- (d) Don't cut the main switch. Cutting switch will not save fuel, but make the spark plug too damp to ignite normally.
- (e) In order to prevent the engine from damaging, be sure not to exceed the under mentioned speed.

Low	13 MPH
Second	22 MPH
Third	31 MPH
Top	41 MPH

d Stopping and parking

- (1) Always put on the front and rear brakes together. On rainy or snowy days, apply them gently or use the engine brake.
- (2) When parking, close the fuel cock.
- (3) When parking, be sure to lock the handlebars with the key. Don't keep it in its hole.

3. How to use main parts

a. **Main switch** The main switch has two key positions for night and day drivings, at which the various electrical components function as listed below:

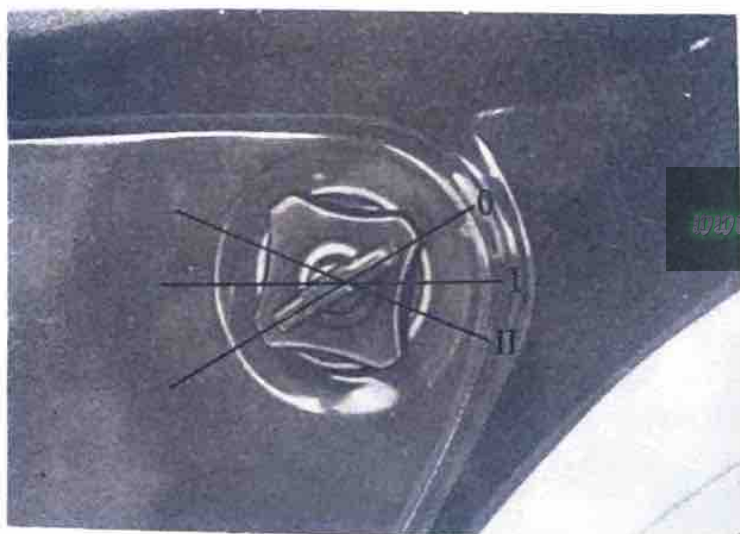


Illustration 5

Key position	0	1	2
Component	Stopped	Day driving	Night driving
Headlight			○
Taillight			○
Horn		○	○
Flasher light		○	○
Stop light *		○ *	○ *
Meter lamp			○
Neutral lamp		○	○

* Stop light goes on when the brake pedal is depressed.

b Handlebar key

- (1) Turn the handlebars fully to the right or left.)
- (2) Insert the key into the handlebar lock and give it a half turn clockwise., and insert the lock itself by 1 cm.
- (3) Take out the key by turning anticlockwise.
- (4) Check whether the handlebars are firmly locked.

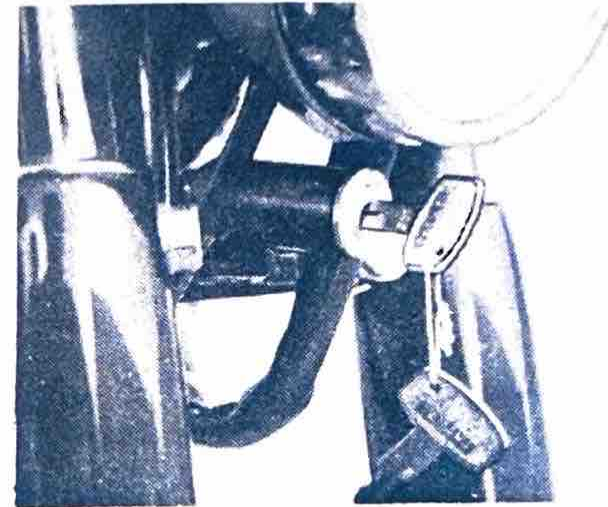


Illustration 6

c Handlebar switches

(1) Horn button

To sound the horn, push the horn button (a) in Illustration 7.

(2) Headlight changeover switch

To direct the headlight beam downward, turn the switch (b) upward.
To direct the headlight beam front, turn the switch (b) downward.

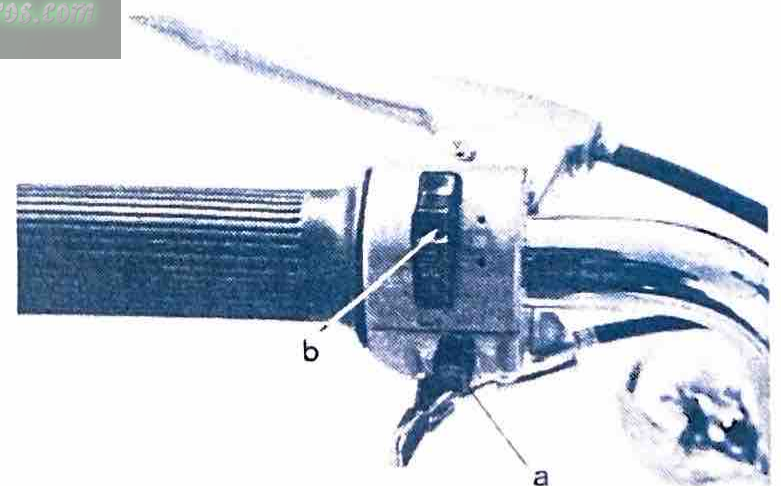
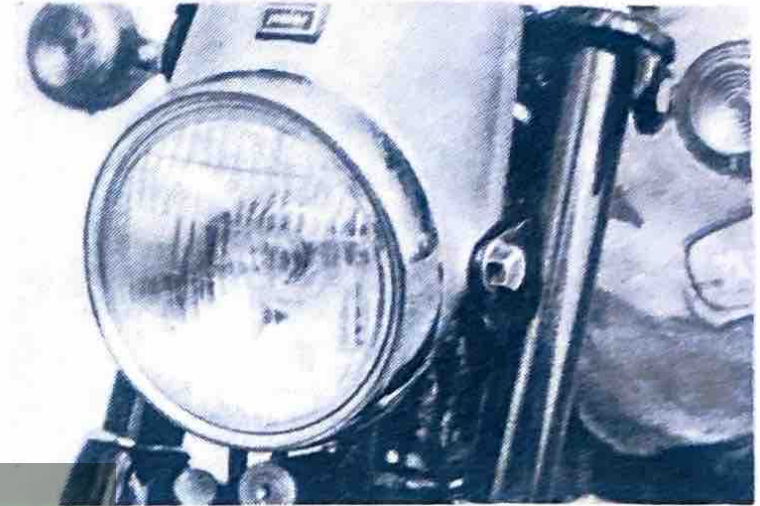


Illustration 7

d Adjusting the headlight beam

To adjust a beam from the headlight, loosen the right and left bolts on the head lamp and turn it up or down.



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Illustration 9

e Fuel cock

The fuel tank will contain 6.5l.

When turning the lever to OPEN position, gasoline will be sent into the carburetor.

When turning the lever to CLOSE position, the flow of the gasoline will be stopped.

When turning the lever to RESERVE position, you can drive about 30 mile with the reserved fuel in the tank and find a service station to replenish fuel.

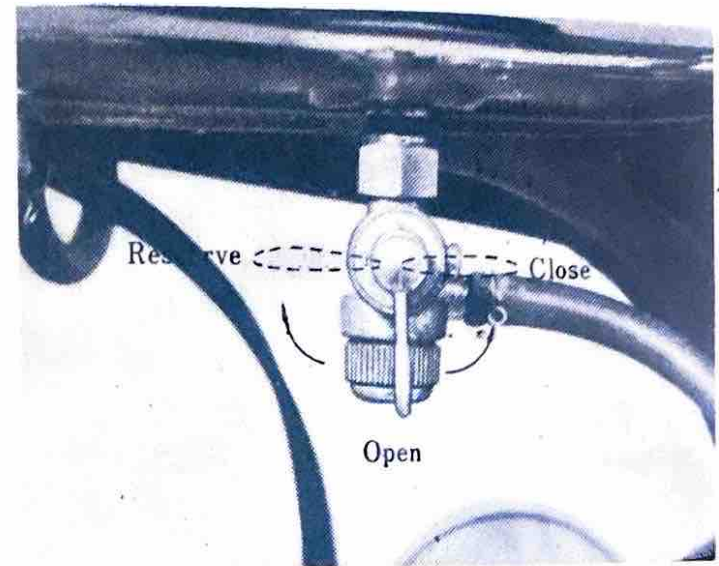


Illustration 10

4. Fuel

Your Yamaha YG-1T, equipped with 2-cycle engine, uses a mixture of gasoline and oil.

The correct fuel ratio is :

20 : 1
(gasoline) : (oil)

- a Use gasoline of 72 octane rating or over.
- b Use SAE #40 motor oil.
- c The fuel ratio should be correct at all times. The quality and ratio of the fuel have a very important bearing on the life of the engine.

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Chart of gasoline-oil mixture in ratio 20 to 1		
Gasoline (l *)	Oil(cc) *	Total qt.**(l) *
1	50	1.05
2	100	2.10
3	150	3.15
5	250	5.25
10	500	10.50

* 1 = 0.264 U.S. gals = 0.224 English gals

** Fuel tank capacity—6.5

5. Breaking-in period

During your first 1,000 km (600 miles) of driving, you can, by observing a few simple precautions, contribute greatly to a longer life for your machine and much to its future performance. The following precautions will assure proper “mating” of all moving parts:

a During the breaking-in period, the speed should be confined as listed below:

	Top	Third	Second	Low
Up to 300mile	31 MPH	23 MPH	16 MPH	10 MPH

b Up to the first 1,000 km of driving, don't drive at full throttle for more than two minutes continuously.

c Never attempt to accelerate or decelerate suddenly.

4 INSPECTION AND MAINTENANCE

Regular inspection and maintenance help keep your motorcycle in top condition. They are preventive measures. Don't wait until something goes wrong.

1. Points to be checked by owner

Before daily use

The following points should be checked by the owner before daily use:

Item	What you should check									
Fuel	<p>Is there sufficient fuel for your purpose of driving in the tank ?</p> <p>Fuel tank capacity . . . 6.5 l</p> <p>Fuel consumption on paved level road (30 km/h) . . . 75 km/l</p> <p>Fuel ratio . . . 20 (gasoline) to 1 (oil)</p>									
Tire pressure	<p>Is the tire pressure correct ?</p> <table style="width: 100%; border: none;"> <tr> <td></td> <td style="text-align: center;">1 person</td> <td style="text-align: center;">2 persons</td> </tr> <tr> <td>Front tire</td> <td>1.4 kg/cm² (20 lbs/sq.in.)</td> <td>1.4 kg/cm² (20 lbs/sq.in.)</td> </tr> <tr> <td>Rear tire</td> <td>1.8-2.0 kg/cm² (28 lbs/sq.in.)</td> <td>2.2 kg/cm² (32 lbs/sq.in.)</td> </tr> </table>		1 person	2 persons	Front tire	1.4 kg/cm ² (20 lbs/sq.in.)	1.4 kg/cm ² (20 lbs/sq.in.)	Rear tire	1.8-2.0 kg/cm ² (28 lbs/sq.in.)	2.2 kg/cm ² (32 lbs/sq.in.)
	1 person	2 persons								
Front tire	1.4 kg/cm ² (20 lbs/sq.in.)	1.4 kg/cm ² (20 lbs/sq.in.)								
Rear tire	1.8-2.0 kg/cm ² (28 lbs/sq.in.)	2.2 kg/cm ² (32 lbs/sq.in.)								
Brakes	<p>Do the front and rear brakes work effectively ?</p> <p>Brake lever clearance . . . 20-30 mm</p> <p>Brake pedal clearance . . . 25-30 mm</p>									
Lights, horn	Head, tail, stop lights and horn									

b Once a month

The following points should be checked at regular intervals or before and after a long distance trip:

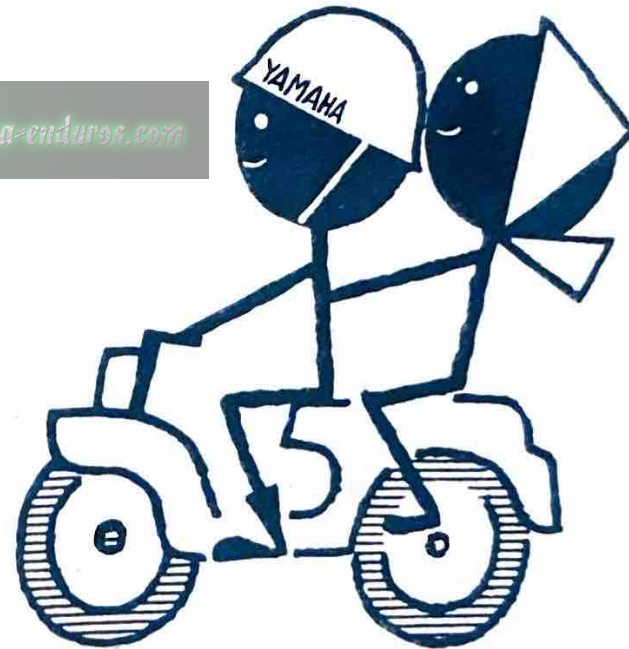
- (1) Lubricating oil (see p. 48);
- (2) Secondary drive chain (see p. 35);
- (3) Bolts and nuts:
- (4) Battery (see p. 40);

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2. Periodical service at your Yamaha dealer

At your first 300, 3000 and 6000 km of driving (every 4000 km thereafter), show your Yamaha dealer the periodical inspection card and have him inspect, adjust and, if necessary, repair the items below:

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No.	Item	1st ins. at 300km	2nd ins. at 300km	3rd ins. at 6000 km	Thereafter every 4000
1	Adjustment of front and rear brakes	○	○	○	○
2	Adjustment of clutch		○	○	○
3	Replenishment of transmission oil	○	○	○	○
4	Greasing		○	○	○
5	Check (replenishment) of battery solution	○	○	○	○
6	Cleaning of spark plug	○	○	○	○
7	Adjustment of ignition timing		○	○	○
8	Adjustment of carburetor		○	○	○
9	Overhauling of carburetor			○	○
10	Cleaning of air cleaner		○	○	○
11	Cleaning of cylinder head, piston		○	○	○
12	Cleaning of muffler		○	○	○
13	Retightening of bolts and nuts		○	○	○
14	Adjustment of drive chain		○	○	○

3. Service tools and their use

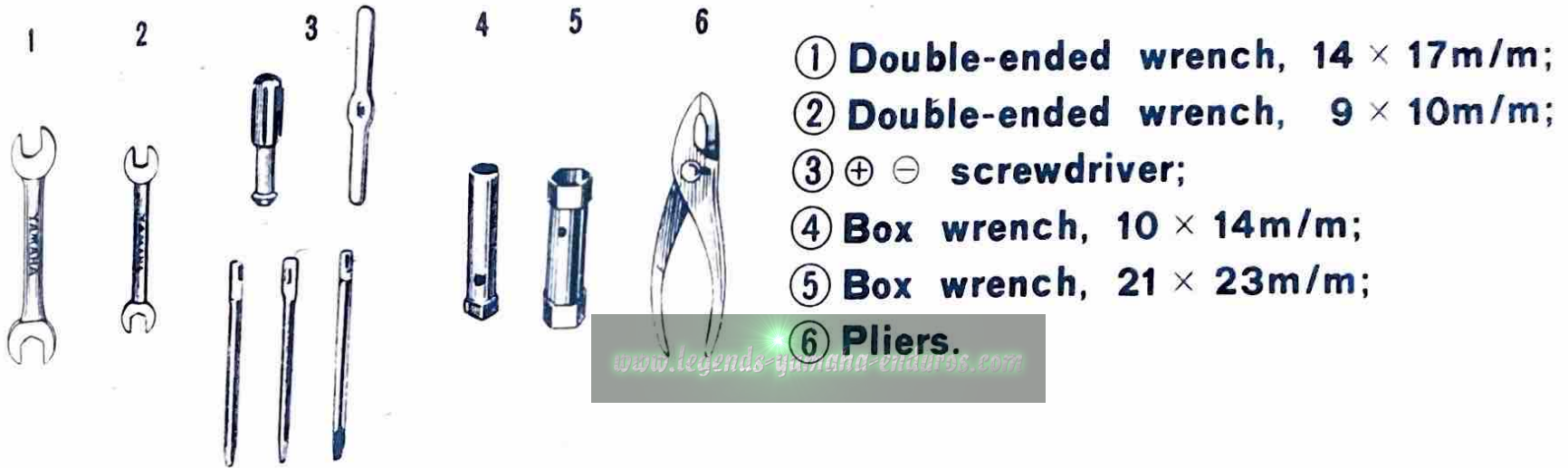


Illustration 11

① **Double-ended wrench, 14 × 17m/m**

A 17 m/m wrench:

1. Turning rear axle nut;
2. Turning front axle nut;
3. Turning rear cushion nut;
4. Turning other nuts.

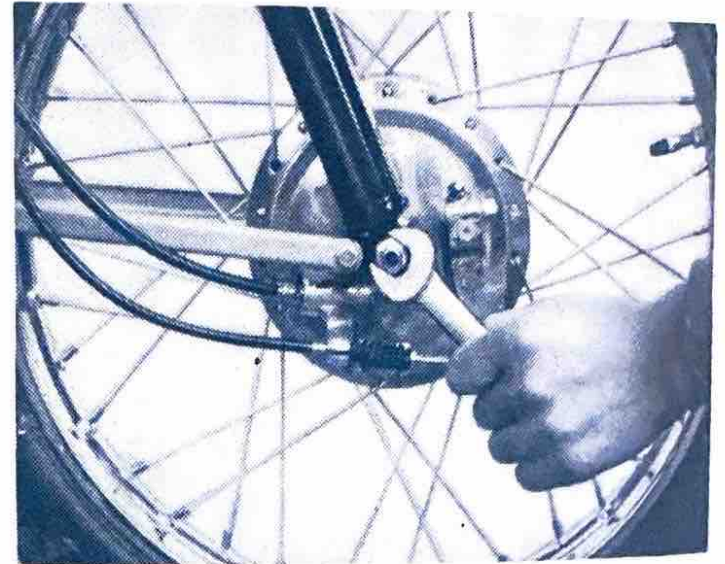


Illustration 12

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B 14 m/m wrench:

Assembling and removing

1. Seat;
2. Rear-view mirror;
3. Foot rests;
4. Others.

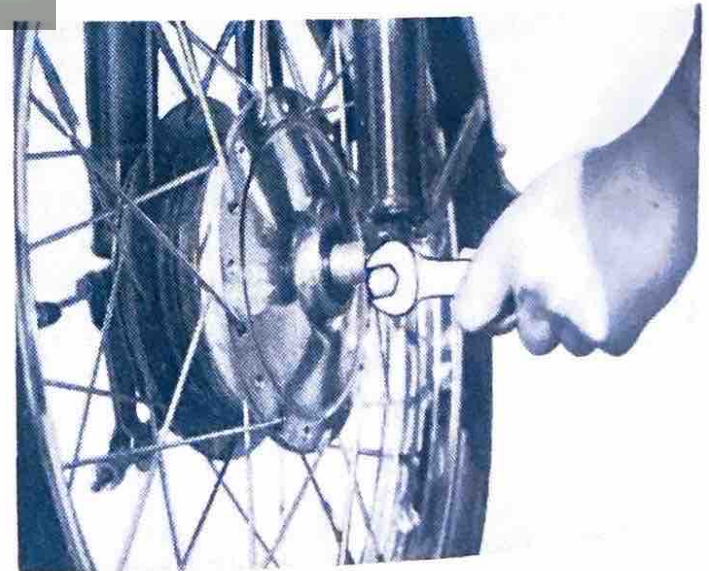


Illustration 13

Double-ended wrench, 9 × 10 m/m

A 10 m/m wrench:

Turning

1. Chain adjusting nut;
2. Air cleaner fitting bolt;
3. Handlebar holder clamping bolt;
4. Fixing and removing of engine guard
5. Others.

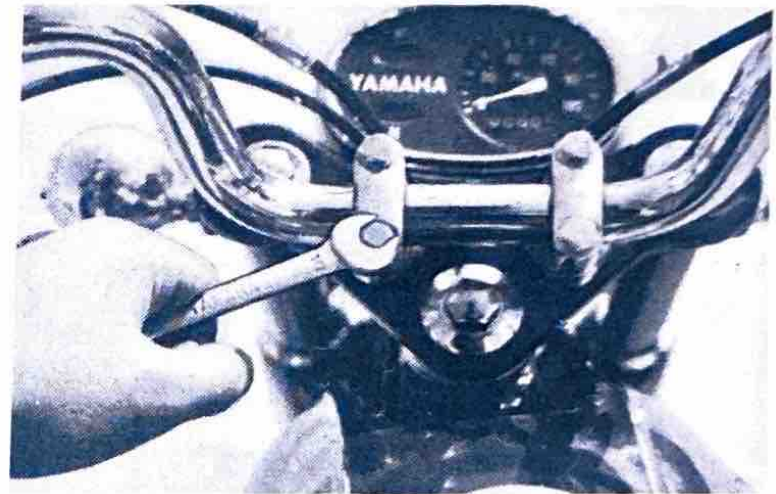


Illustration 14

B 9 m/m wrench:

Turning muffler inner sleeve bolt.

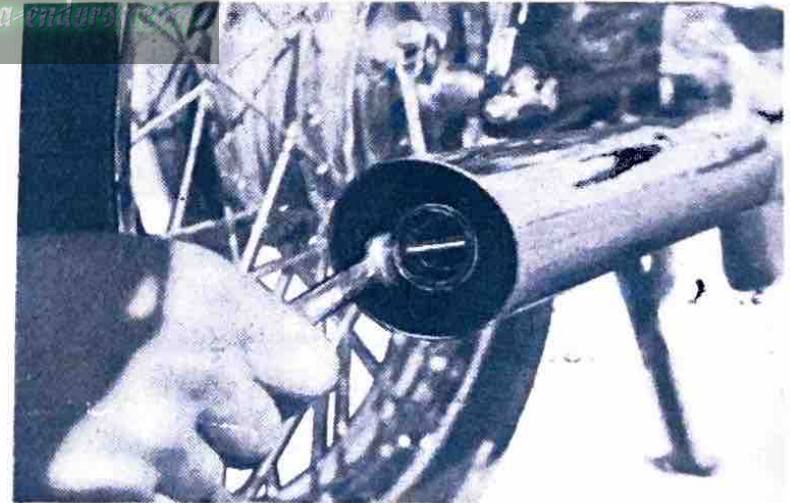


Illustration 15

Screwdriver

A ⊖ screwdriver:

Turning and adjusting

- 1. Point gap;**
- 2. Clutch adjusting screw;**
- 3. Others.**

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B ⊕ Screwdrivers, large and small

Tightening and loosening

- 1. Chain case fitting screws;**
- 2. Handlebar lever fitting screws;**
- 3. Crankcase cover clamping screws;**
- 4. Others.**

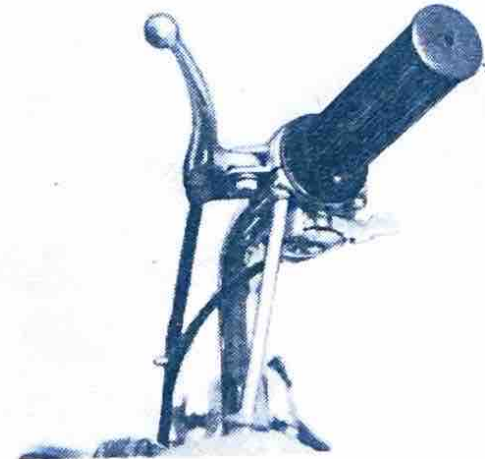


Illustration 16

Box wrench, 10 × 14m/m

A 14m/m box wrench:

Holding

- 1. Engine fitting bolt;**
- 2. Foot rest fitting bolt;**
- 3. Others.**

B 10m/m box wrench:

Holding

- 1. Cylinder head clamping screw;**
- 2. Clutch adjusting screwlock nut;**

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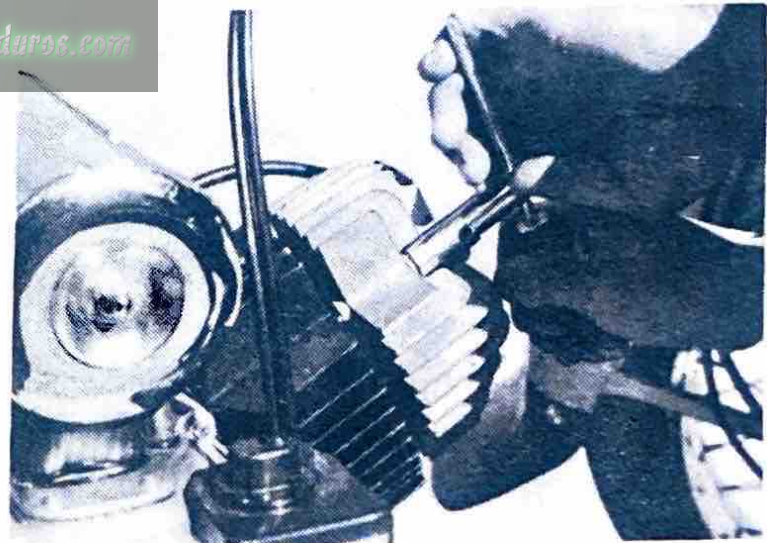


Illustration 17

Box wrench, 21 × 23m/m
A 21m/m box wrench:
Holding spark plug.

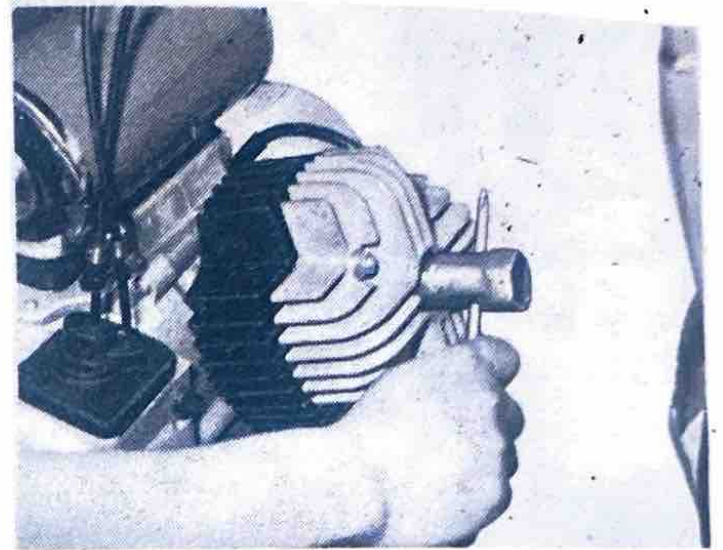


Illustration 18

Pliers

1. Brake arm torque arm bolt crip
2. Filter cap
3. Others.

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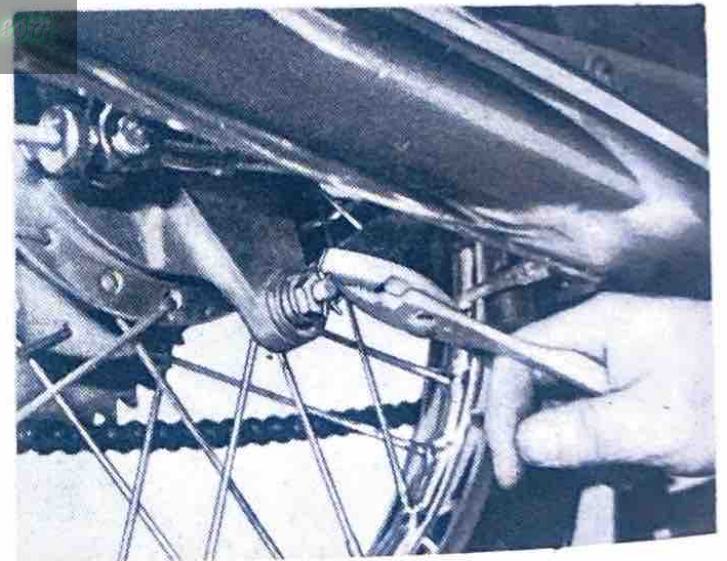


Illustration 19

4. Inspection and maintenance tips

To inspect your motorcycle yourself before every use and repair any minor troubles on your machine, you must become thoroughly familiar with the following instructions:

Adjustment of drive chain

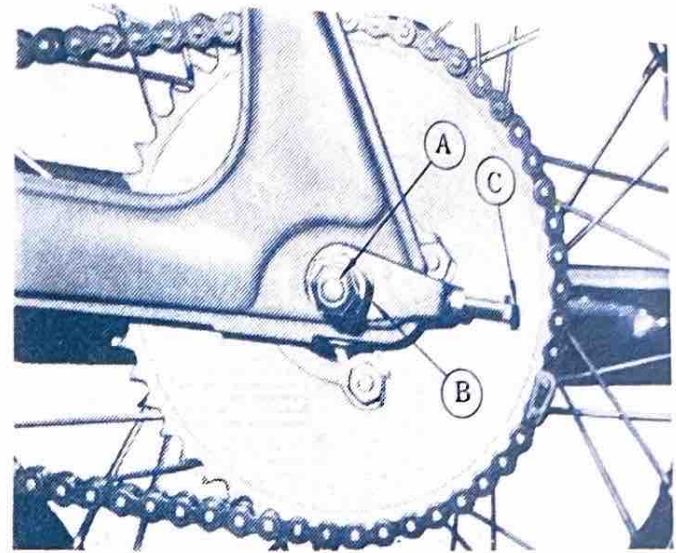
Check the strain of the drive chain before driving.

- (a) When checking the chain two wheels must be touched to the earth without using side stand.
- (b) Loosen the rear axle nut (A) and sprocket clamping nut.
- (c) Adjust the chain by chain adjusting bolt, the play of the drive chain should be of 20 mm up and down as in illustration No.20
- (d) By using the marker on the rear arm the chain adjusting pieces on right and left sides should be evenly adjusted so that the rear axle meets at a right angle with the body.



Illustration 20

- (e) After completing adjustment, tighten the rear axle nut, sprocket clamping nut and chain adjustment bolt lock nut
- (f) Finally adjust the rear brake pedal.
- (g) Supply the drive chain with oil every 200 miles of driving.



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Illustration 21

4-2 Front and rear brakes

A Front brake

The front brake lever should have a clearance of 20-30 mm as in Illustration 22.

To adjust, give a half turn to the adjusting nut at the end of brake wire and, if necessary, give another half turn.

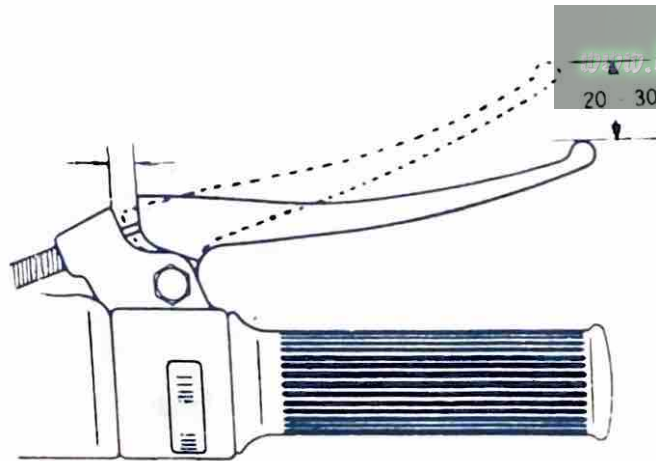


Illustration 22

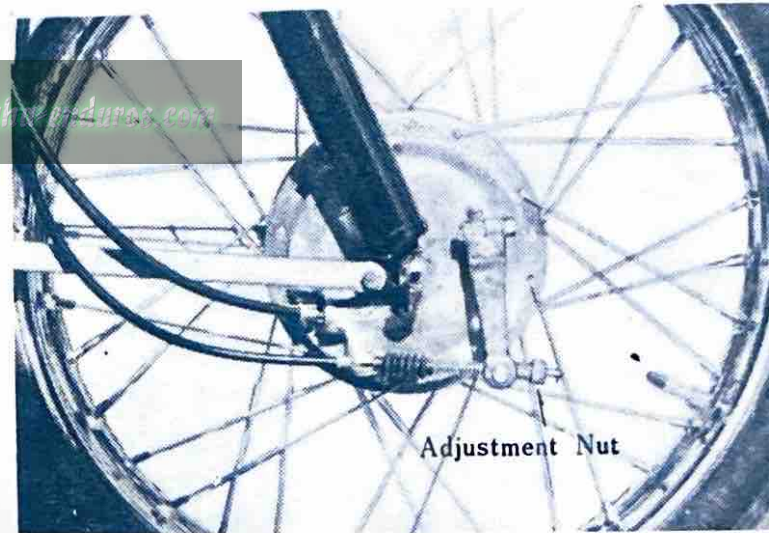


Illustration 23

B Rear brake

The rear brake should have a clearance of 25-30 mm as in Illustration 24.

To adjust, give a half turn to the adjusting nut (Illustration 25) at the end of the brake rod and if necessary, give another half turn.

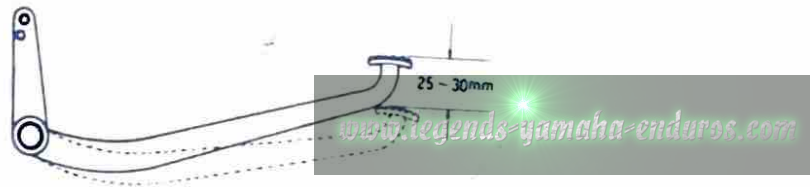


Illustration 24

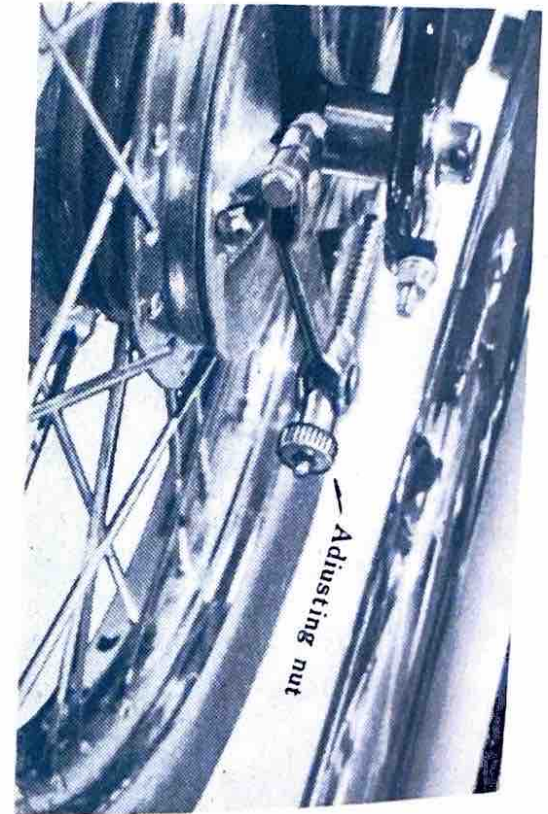


Illustration 25

C Brake lining

The brake lining should be checked and cleaned every 3,000 km of driving. Never attempt to oil it.

4-3 Clutch adjustment

Clutch lever should have a play of 2~3 mm in order to give the enough pressure to the clutch facing by clutch spring.

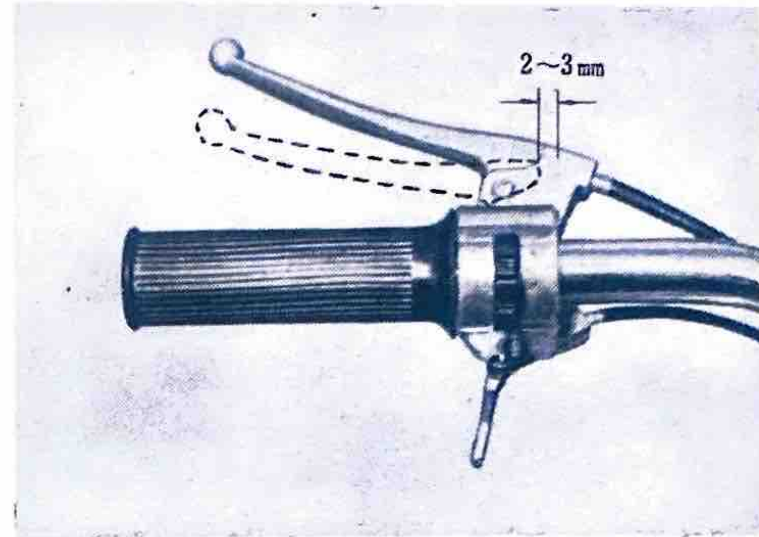


Illustration 26

A Adjusting clutch with wire

To get a smaller clearance, loosen the adjusting screw on the right crankcase cover, and vice versa.

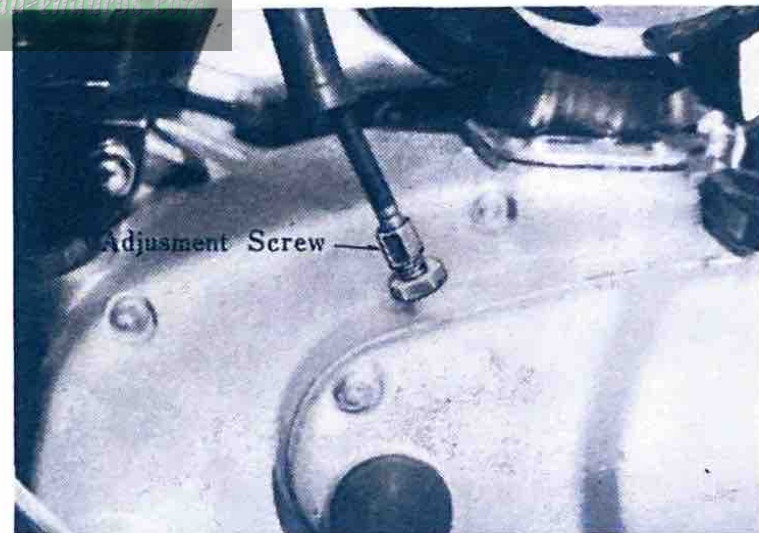


Illustration 27

4-4 Battery

The battery should be checked every 300 km of driving or once a month. If the electrolyte is under the minimum level line, fill with distilled water to the maximum level line.

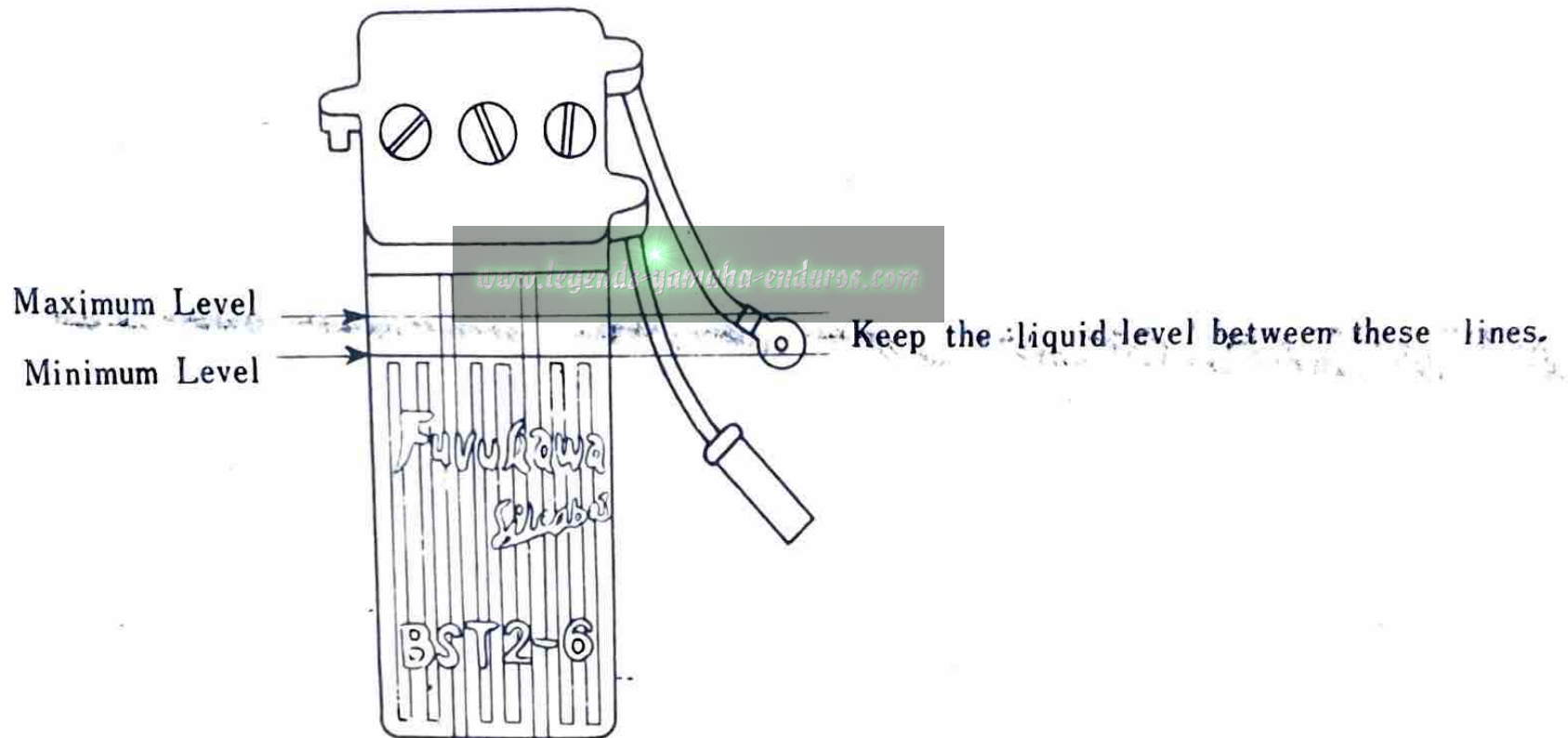


Illustration 29

4-5 Air cleaner

To clean the air cleaner, blow off the dirt with a compressor. Don't use gasoline or thinner.

To remove,

- a loosen the cleaner cover fitting bolt and remove the cover;
- b remove the cleaner joint rubber band.

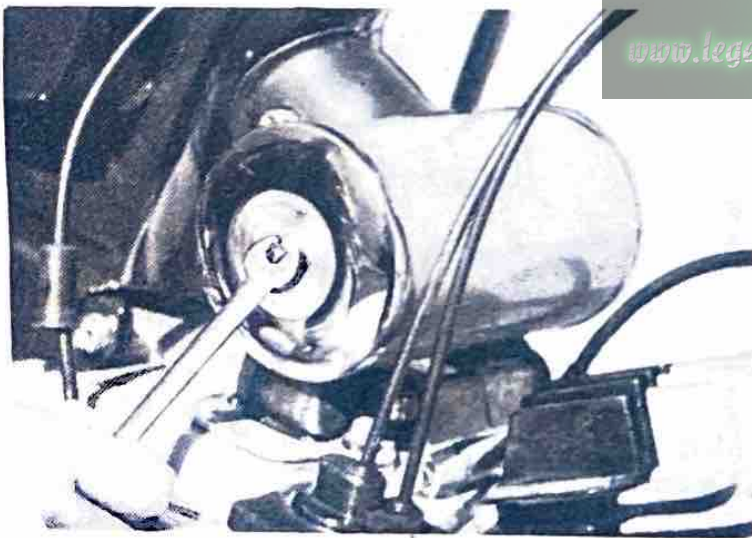


Illustration 30

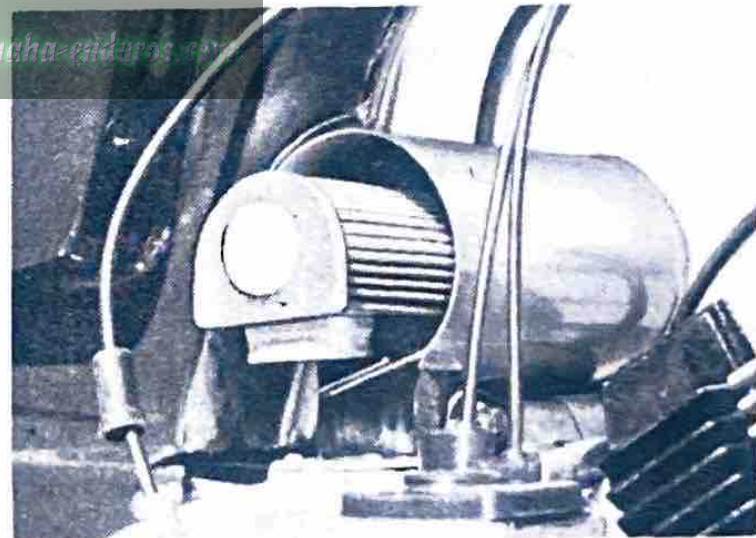


Illustration 31

4-6 Carburetor

The carburetor on your Yamaha YG-1T is in the engine.

To remove,

- (a) remove the carburetor cover and cap;
- (b) remove the fuel pipe, throttle wire and starter wire, and loosen the carburetor fitting screw;
- (c) Pull the carburetor toward you.

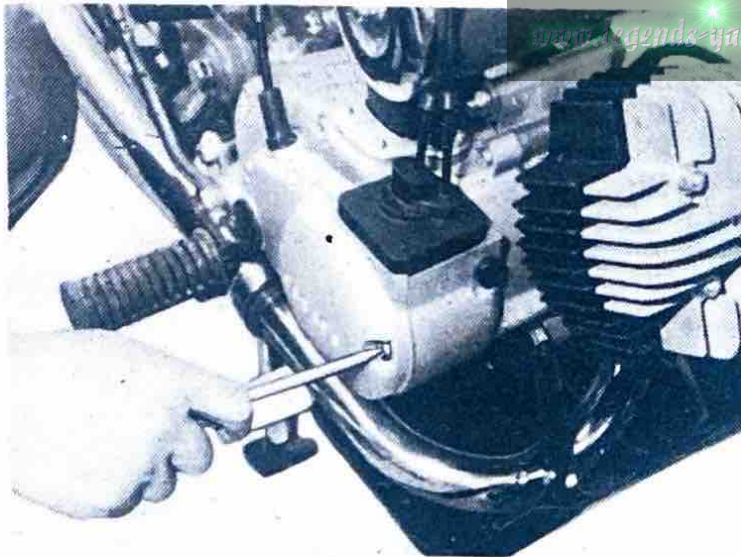


Illustration 32

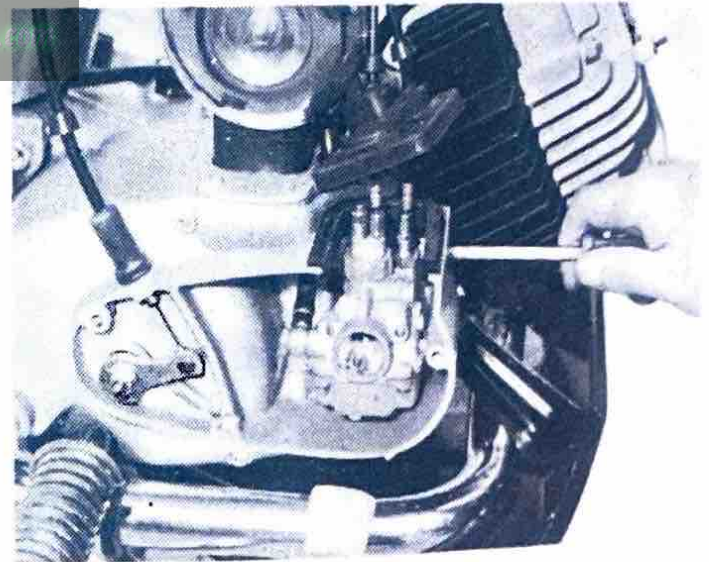


Illustration 33

4-7 Gasoline filter

This filter separates impurities from gasoline to enter the carburetor. If the filter is dirty, the carburetor port will be clogged and the engine will not work well.

This filter separates impurities from gasoline to enter the carburetor. If the filter is dirty, the carburetor port will be clogged and the engine will not work well.

Loosen the lower element of the fuel cock with pliers, and remove the filter screen out of it. Clean the screen in gasoline.

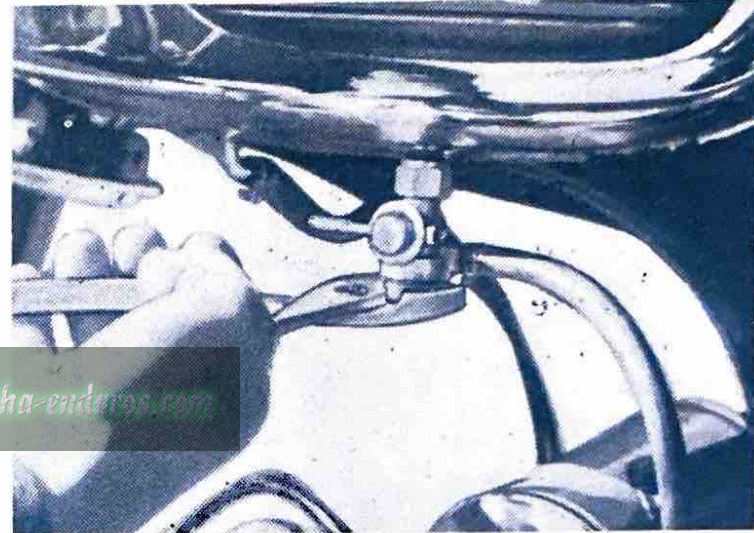


Illustration 34

4-8 Spark plug

If the spark plug is dirty, the engine will not work normally when starting and while driving. The spark plug should be cleaned every 500 km of driving.

The standard plug is B-7H or M44W and the correct spark gap is 0.6—0.7 mm.

4-9 Exhaust pipe and muffler

Remove accumulated carbon from time to time.

- a To remove the exhaust pipe, unscrew the ring nut on its cylinder part and loosen the joint band.
- b To remove the muffler, unscrew the muffler fitting bolt on its inner side and pull the muffler toward the rear.
- c To disassemble the muffler, unscrew the bolt on its rear part and pull the inner sleeve out of it.



Illustration 35

4-10 Wheels

A Removing the front wheel

- a Remove the brake wire and speedometer cable from the shoe plate:
 - (1) To remove the meter cable, remove its clip joint.
- b Unscrew the axle clamping nut and remove axle.

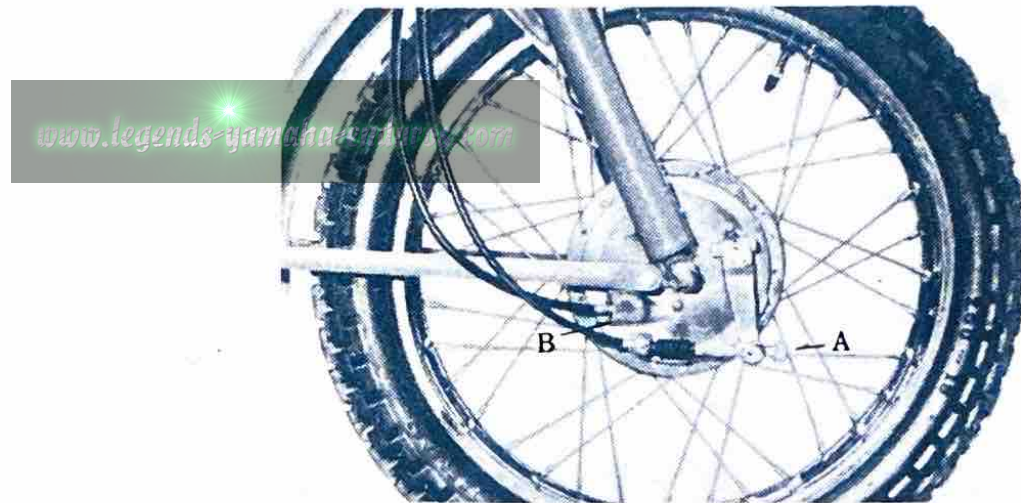


Illustration 37

B Removing the rear wheel

- a Remove the adjusting nut at the end of the brake rod from the cam lever.
- b Remove the tension bar.
- c Remove the chain case and the chain joint to break the chain.
- d Unscrew the axle nut and remove the axle.

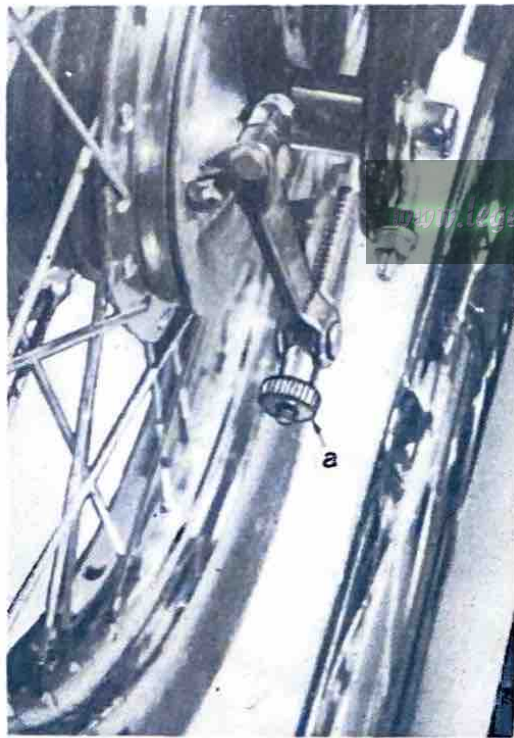


Illustration 38

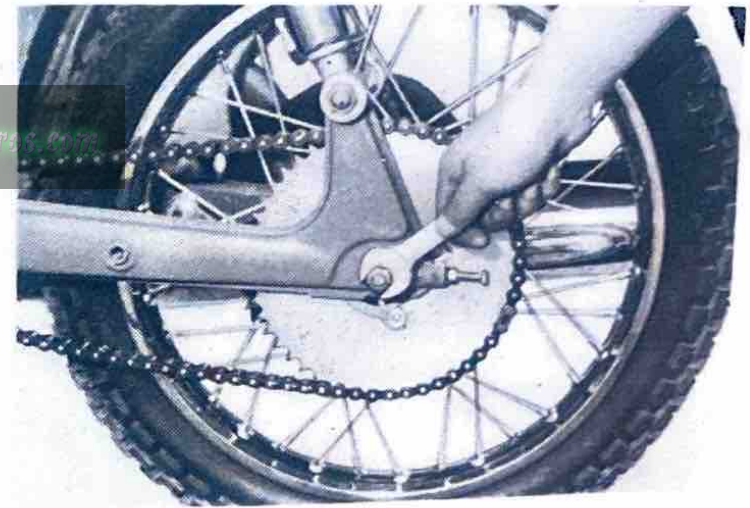


Illustration 39

4-11 Retightening bolts and nuts

From time to time retighten bolts and nuts, especially on the parts below:

- a Handlebars;
- b Front and rear axles;
- c Swinging arm;
- d Rear cushion;
- e Carrier;
- f Foot rests;
- g Cylinder head;
- h Right and left crankcase covers;
- i Engine.

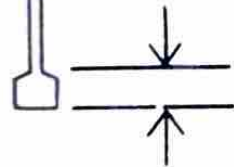
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4-12 Lubricating oil

Replace oil in the gear box every 2,000 mile of driving. Check the oil level every 300 mile of driving. To check, use the oil level gauge. If the oil level does not reach the flat square part of the gear, replenish oil. Use Yamaha Gear oil (B)20w/40.*The gear box will contain 400 cc.



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Keep the liquid between these levels

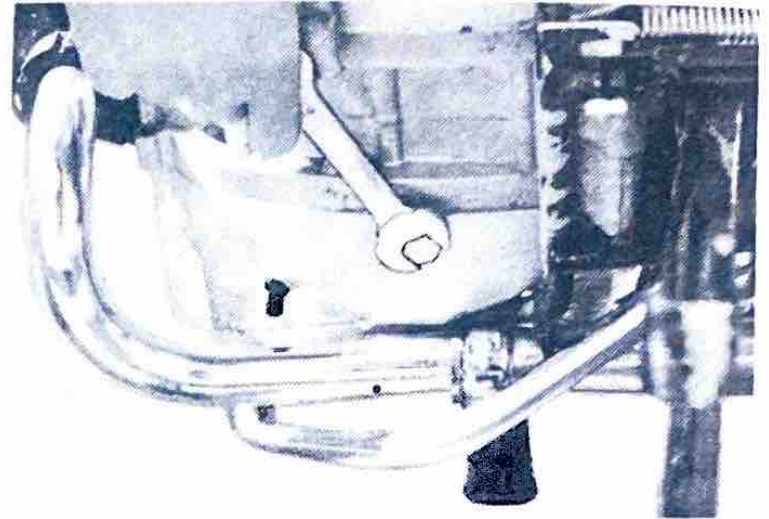


Illustration 40

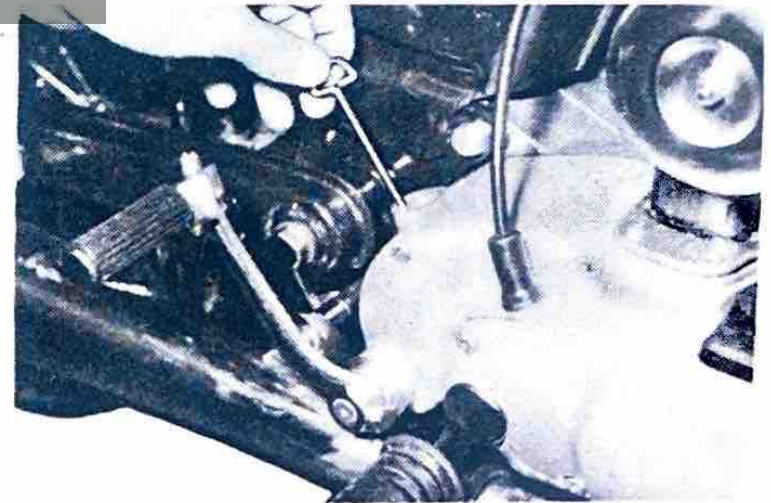
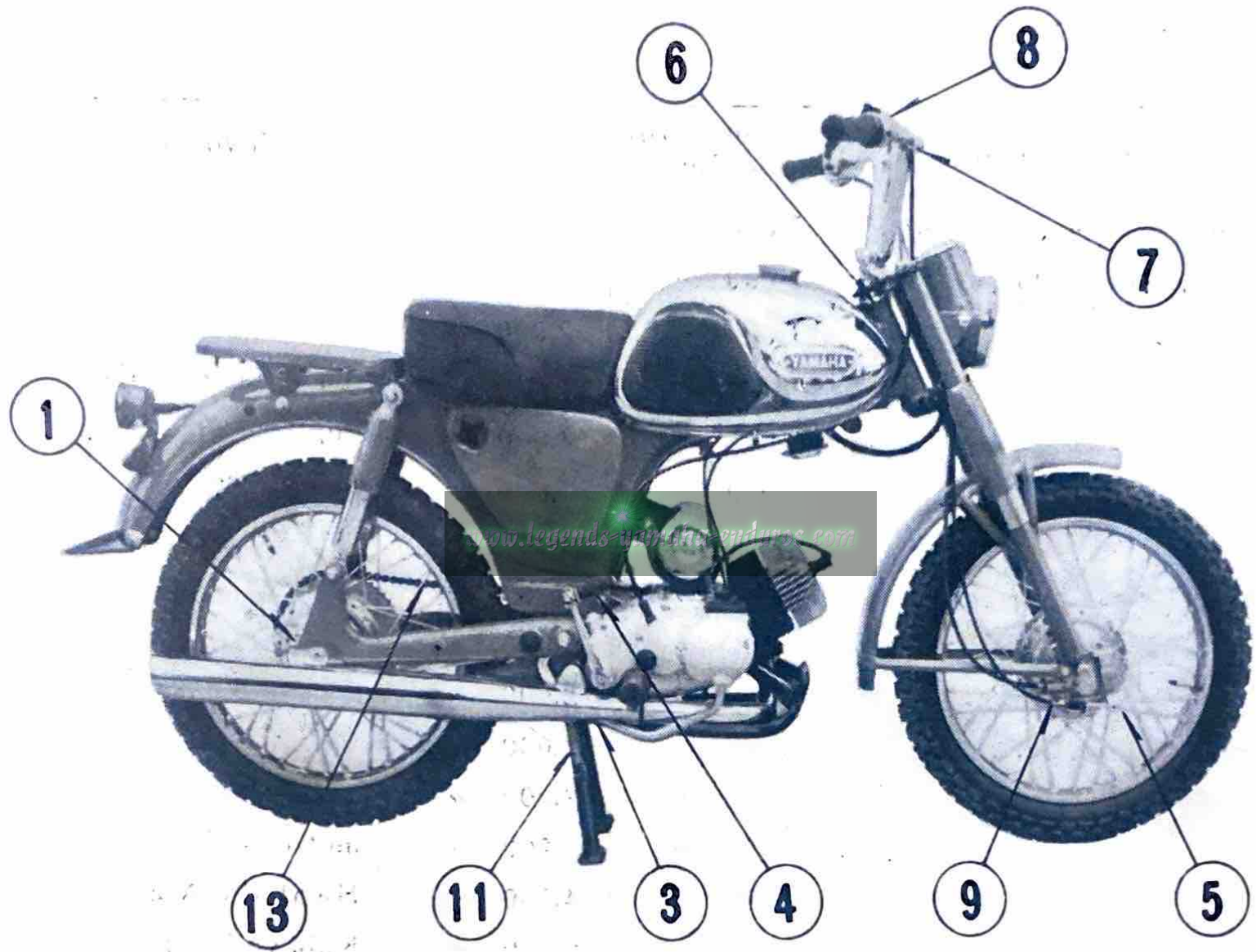


Illustration 41

4-13 Greasing and oiling

No.	Parts to oil	Distance for 1st oiling	Oiling interval thereafter	Type of oil
1	Rear brake cam shaft	1,000 mile	2,000 mile	cup grease
2	Rear wheel bearing	2,000 "	2,000 "	"
3	Brake pedal shaft	1,000 "	2,000 "	"
4	Gear box	300 "	1,000 "	Yamaha gear oil (B)
5	Front brake cam shaft	1,000 "	2,000 "	cup grease
6	Handlebar head	4,000 "	4,000 "	fiber grease
7	Front brake wire	1,000 "	2,000 "	cup grease
8	Accelerator grip	1,000 "	2,000 "	"
9	Meter gear unit	4,000 "	4,000 "	"
10	Front wheel bearing	2,000 "	2,000 "	"
11	Center stand shaft	1,000 "	2,000 "	"
12	Gear change shaft	1,000 "	2,000 "	"
13	Drive chain	200 "	200 "	motor oil
14	Fly wheel magneto lubricator	4,000 "	4,000 "	Swallow M220
15	Front fork	6,000 "	6,000 "	Kabaya No.4 oil, 130 cc



YAMAHA SERVICE AND GENUINE PARTS

1. Yamaha service

To increase your motorcycling satisfaction and prolong the life of your Yamaha YG-1 show your Yamaha dealer your inspection card and have him inspect and service at regular intervals (for details, see your inspection card). Your Yamaha dealer is well trained and equipped to meet your demands.

Your Yamaha dealer is always glad to answer your questions.

2. Genuine Yamaha parts

Always use genuine, guaranteed Yamaha replacement parts, manufactured and tested at Yamaha's own plant to meet the exacting requirements of Yamaha's high standard. Your Yamaha dealer is supplied with the genuine Yamaha stocks to be able to efficiently meet your every need.

3. Yamaha gear oil

Gear oil is vital to the engine just like blood to your body. To get longer durability and better performance, be sure to use Yamaha Gear Oil (B).

Other recommended gear oils available at the market are:

Shell	Multigrade x 100	20w/40
Nisseki	Pan-motor oil	20w/40
General	Golden spot supe	20w/40
Maruzen	Super swallow	20w/40
Mitsubishi	Motor oil	20w/40
Idemitsu	Daphne auto-lub.	40
Universal		
Pentaloop	Penta gear oil	30
General	Golden spot super	20w/40

YAMAHA YG-1T CHECK LIST

Engine does not work even by kicking several times.

- | | | | |
|---|--|----|---|
| a | Fuel cock is left closed.——— | a' | Open fuel cock. |
| b | Fuel tank is empty.——— | b' | Replenish fuel. |
| c | Fuel leak or overflow——— | c' | Check float chamber. |
| d | Carburetor is dirty.——— | d' | Have your dealer clean it. |
| e | Spark plug is dirty.——— | e' | Clean it (to dry damp plug, don't put it over flame). |
| f | Spark plug has been burned.— | f' | Replace it. |
| g | Spark gap is incorrect.——— | g' | Adjust it to 0.6-0.7 mm. |
| h | Spark plug has been damaged.— | h' | Replace it. |
| i | Remove spark plug and, while —
leaving high-tension cord in
place, ground negative pole.
Kick and see if there is spark.
If there is still no spark, it
means either contact breaker
or ignition coil is faulty. | i' | Have your dealer repair it. |
| j | Misuse of starter lever——— | j' | Refer to p. 13. |

Sudden loss of engine power on a long uphill. piston, however, is good.

- a Heat number of spark plug is too low. — a' Replace it with heat number (cold type) plug.
- b Octane number of fuel is too low. — b' Use higher octane number fuel.
Fuel ratio is 20 to 1.
- c Ignition timing is incorrect. — c' Have your dealer adjust it.
- d Contact breaker point gap is incorrect. — d' Have your dealer adjust it.

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Engine over
heats.

- a Fuel octane number is too low — a' Use higher octane number fuel.
- b Too little oil in fuel mixture. — b' Adjust fuel ratio to 20 :1.
- c Main jet in carburetor is clogged. c' Clean it.
- d Too much gear oil. — d' Adjust it.
- e SAE number is too high. — e' Use Yamaha gear oil (B).

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Engine power
is lower than
usual.

- a Cylinder exhaust port, exhaust pipe and muffler clogged with carbon. — a' Have your dealer clean it.
- b Crank chamber oil seal damaged. b' Have your dealer repair it.
- c Piston and piston ring worn. — c' Have your dealer replace it.
- d Fault in fuel system. — d' Have your dealer repair it
- e Incorrect ignition timing. — e' Have your dealer adjust it.

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Speed is slow in relation to engine RPM. — a Clutch slips. — a' Have your dealer repair it.

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If the brakes, handlebars, clutch, kick crank, gear change pedal or other parts do not work well, have your Yamaha dealer inspect and repair them. Remember that your Yamaha dealer is well trained and equipped to service your Yamaha Junior YG-1T.

Note: Some parts are sealed, or cannot be removed or disassembled. If repairs are necessary to such components, take to your dealer. Yamaha cannot be responsible for repairs or adjustments to such parts done privately.

8. YAMAHA YG-1T WIRING DIAGRAM

Relation between key positions and circuits

Colors of circuits

Engine stop circuit	black
Magneto charging circuit (day driving)	green
Magneto discharging circuit (night driving)	yellow
Battery (+) circuit	red
Earth circuit	black
Selenium rectifier (-) circuit	white
Stop lamp circuit	yellow
Neutral lamp circuit	sky blue
Lighting circuit	blue
Right flasher lamp circuit	dark green
Left flasher lamp circuit	dark brown

Common circuit	brown
Head lamp main circuit	yellow
Head lamp sub circuit	green
Horn circuit	pink
Flasher relay circuit	light brown

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MEMO

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MEMO

A series of horizontal dashed lines for writing.

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MEMO

A series of horizontal dashed lines for writing.

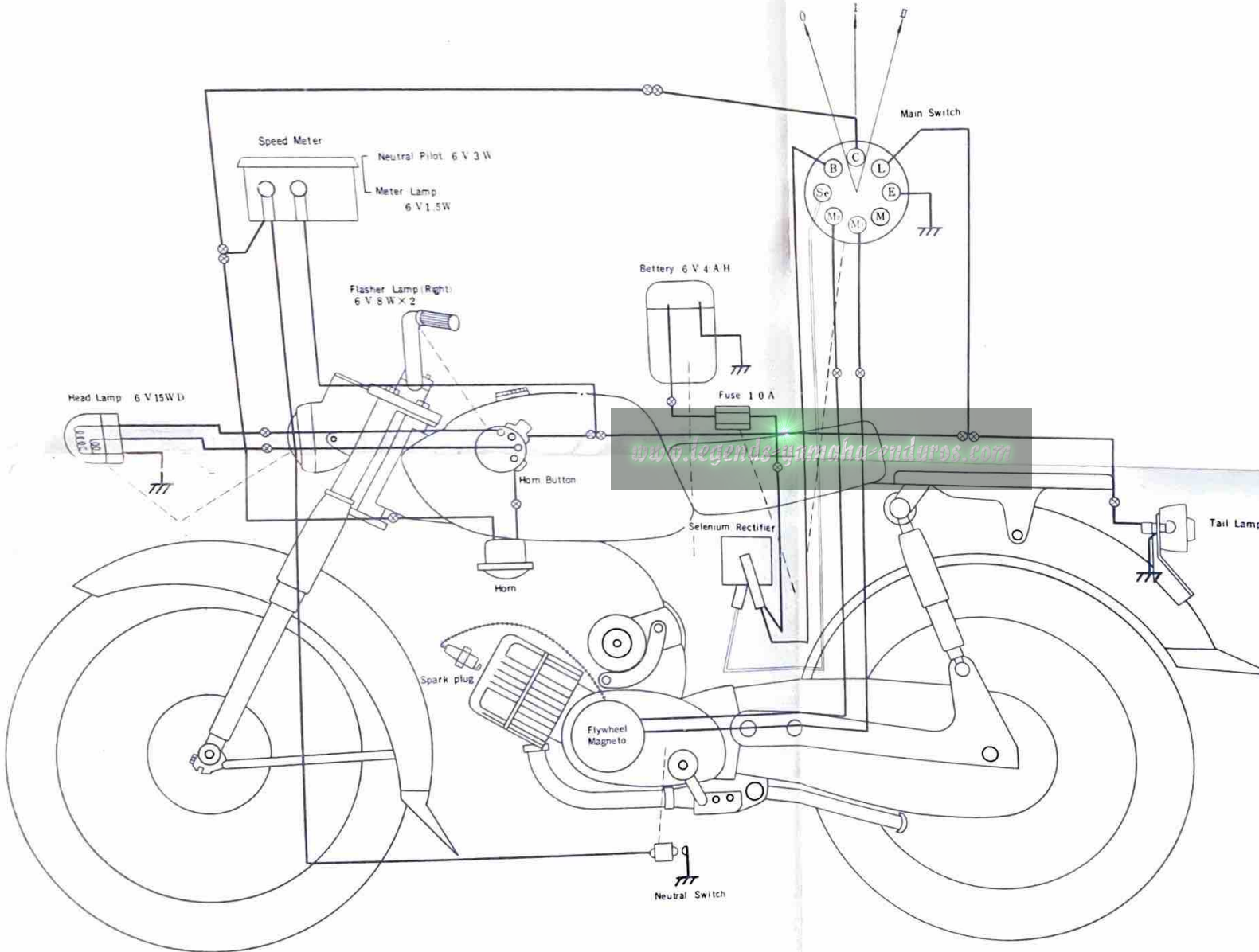
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Handwriting practice lines consisting of 15 horizontal dashed lines.

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YG1 T CIRCUIT DIAGRAM



Switch

Position	Colour	Black- - Earth	Green- -White	Yellow- -White	Yellow- -Blue	Red- -Brown
0		○	×	○	×	×
I		×	○	×	×	×
II		×	○	×	○	○

Colour Discrimination of the Circuit

Engine Stop Circuit	Black
Magneto Daytime Charger Circuit	Green
Magneto Night time Switch on Circuit	Yellow
Battery (+) Circuit	Red
Earth Circuit	Black
Selenium Rectifier (-) Circuit	White
Neutral Lamp Circuit	Sky Blue
Lighting Circuit	Blue
Common Circuit	Brown
Head Lamp Main Circuit	Yellow
Head Lamp Sub Circuit	Green
Horn Circuit	Pink

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