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RIDER'S MANUAL

**YAMAHA YDS 2**

**Sports Motorcycle**

## CONGRATULATIONS !

Congratulations on your selection of the YAMAHA SPORTS-250 (260)

Now you have become the owner of a genuine Sports-Car Style Motorcycle especially designed not only for lovely country-side touring but also for speed-race, such as Scramble-race, with the aid of Kit Parts attached to this YAMAHA SPORTS-250 (260)

This operation and maintenance Manual will bring the owner into complete knowledge of YAMAHA SPORTS-250(260) providing with a complete informations necessary for your enjoyment of the HIGH POWERS of YHMAHA SPORTS-250



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Memorandum	

# (1) Special Features of YAMAHA SPORTS

## 1. Style and Color

YAMAHA original Style and Color ; most attractive for Sports motor-cyclists of the world.

## 2. Powerful Engine

YAMAHA original 2-cycle-line engine is designed for the continuings maximum output of 25 HP at 7,500 rpm.

Acceleration and Speed which are essential to a sport motor-cycle will satisfy only the owner of this Powerful Engine of YAMAHA SPORTS.

## 3. Strong Pipe Frame (Loop-type Frame)

On a light weighted and strong pipe Frame is built YAMAHA SPORTS, enduring any unfavorable condition imaginable as of Scramble-Race.

## 4. Five Forward Speed Transmission

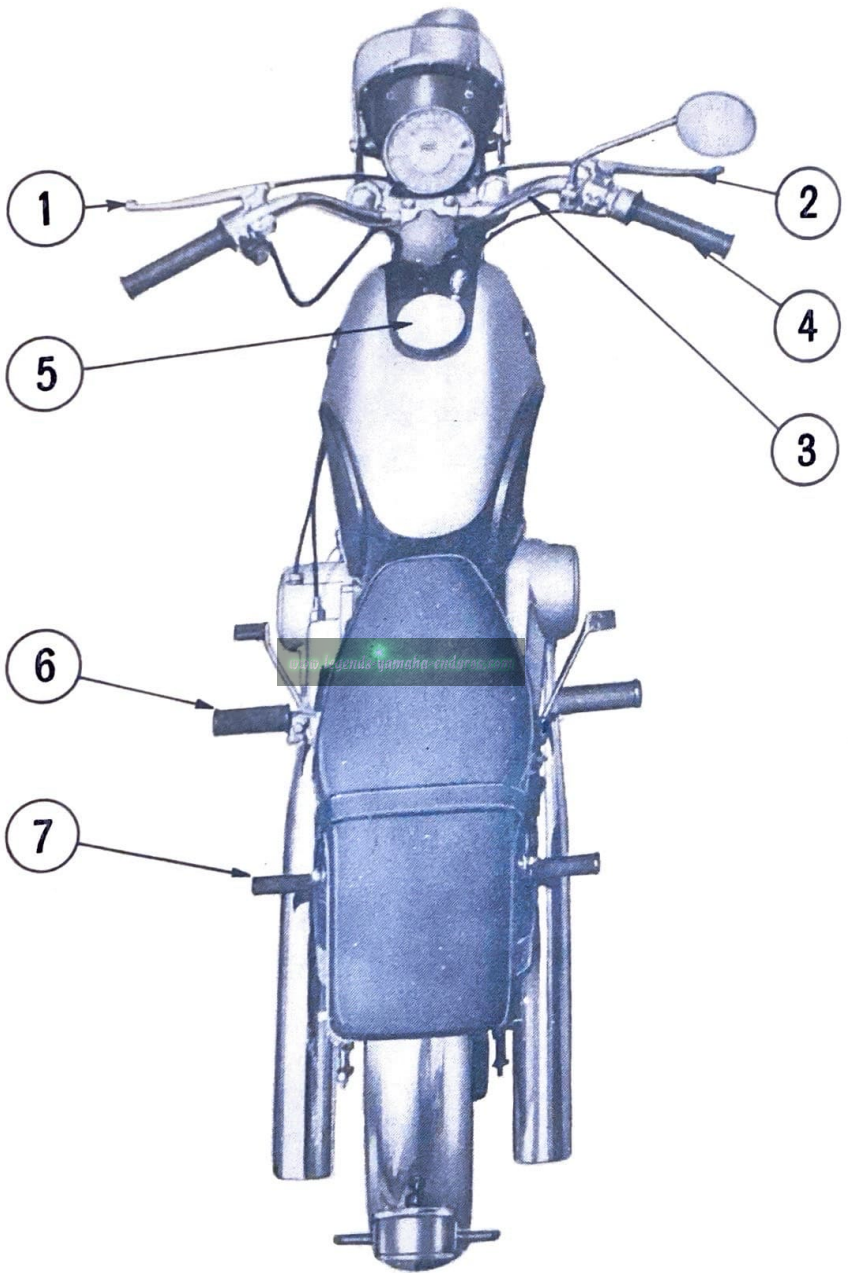
This type of Transmission must be nicely fitted to produce the ideal gear ratio of Transmission, which is best suited for any mountain path as well as city streets.

## 5. Effective Brakes

Front Brake is very important especially in a High Speed Motorcycle. YAMAHA SPORTS YDS 2 provided with a frontbrake of 2-leading-shoe system, can at any moment, apply an effective brake, even in the rain with the aid of YAMAHA original dust-and-water-proof devices.

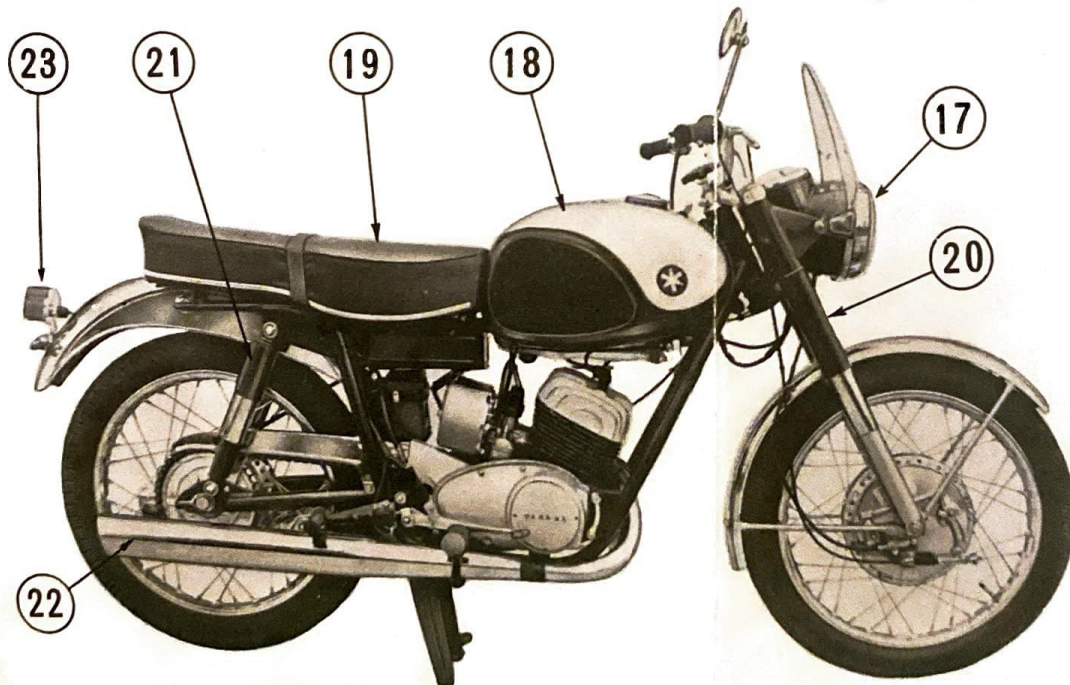
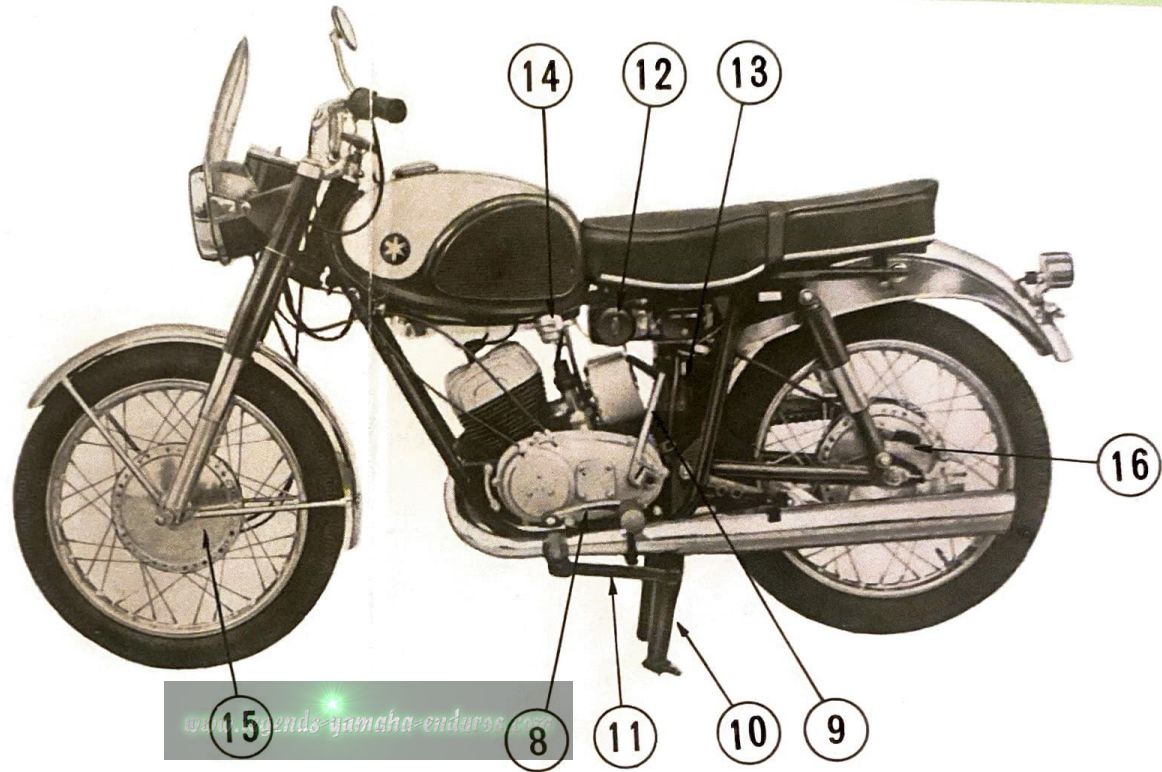


## (2) Name of main Parts



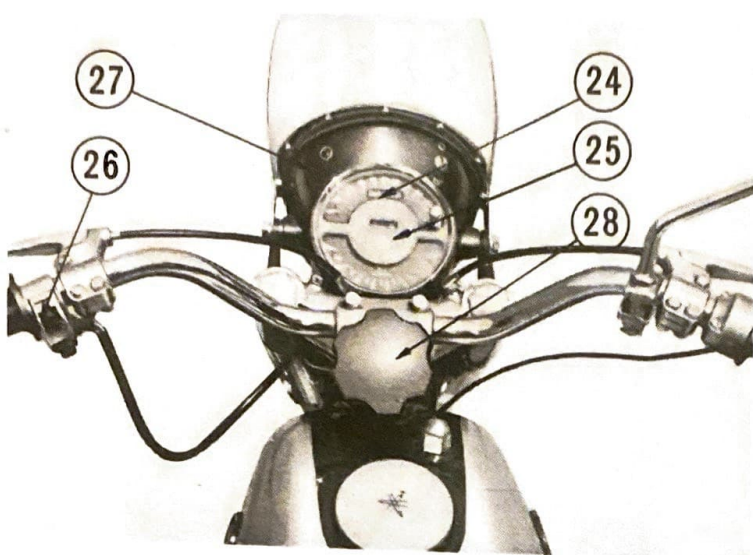
- |                      |                   |
|----------------------|-------------------|
| ①Clutch Lever        | ④Accelerator Grip |
| ②Brake Lever         | ⑤Tank Cap         |
| ③Handle              | ⑥Foot Rest Arm    |
| ⑦Spare Foot Rest Arm |                   |

- ⑧ Gearshift Pedal
- ⑨ Kick Pedal
- ⑩ Main Stand
- ⑪ Side Stand
- ⑫ Horn
- ⑬ Battery
- ⑭ Fuel Cock
- ⑮ Brake Drum (Front)
- ⑯ Brake Drum (Rear)



- ⑰ Head Lamp
- ⑱ Fuel Tank
- ⑲ Seat
- ⑳ Front Fork
- ㉑ Rear Cushion Unit
- ㉒ Muffler
- ㉓ Tail Lamp





②4 Speedometer

②5 Trip Totalizer

②6 Change-over Switch

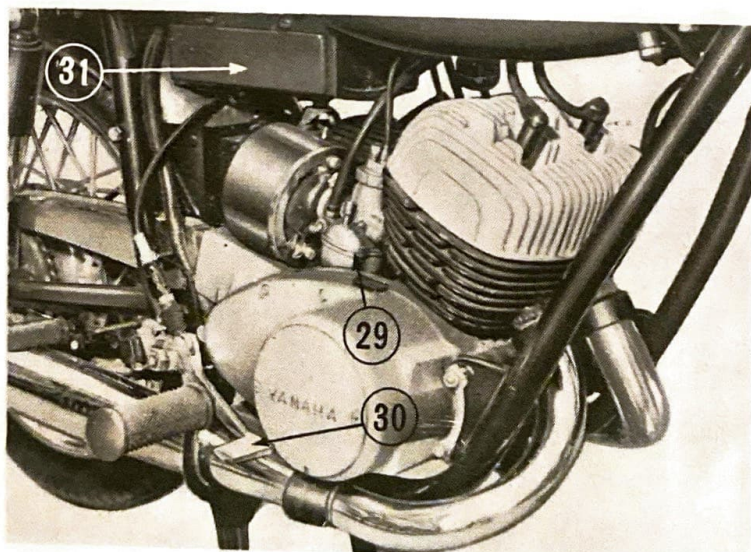
②7 Charge Lamp

②8 Damper

②9 Carburetor

③0 Brake Pedal

③1 Tool Box



### (3) Specifications

<b>Name</b>	<b>Yamaha</b>	
<b>Model</b>	<b>YDS2</b>	
<b>Dimensions:</b>		
Overall Length	1,990mm	(78.4")
Overall Width	615mm	(24.2")
Overall Height	935mm	(36.8")
Wheelbase	1,290mm	(50.8")
Ground Clearance	130mm	(4.1")
<b>Performance:</b>		
Maximum Speed	145km/h	(90MPH)
Fuel Consumption	40km/l / 45km/h	
Climbing Ability		1 / 2
<b>Engine:</b>		
Name & Model	Yamaha D6	
Type	2-cycle, Gasoline, Air-cooled	
Number of Cylinder	2, Parallel	
Bore × Stroke	56 × 50mm	
Total Displacement	246cc	
Compression Ratio	7.5 : 1	
Maximum Horse Power	25 hp at 7,500rpm	
Ignition System	Battery Ignition	
Starting System	Kick Starter	
<b>Transmission:</b>		
Transmission System (Primary)	Gear	
Transmission System (Secondary)	Chain	
Clutch	Multiple disk, wet	
Type of Transmission	9 speed foot operated with constant mesh	
Gear Ratio (1st)	19,805	
(2nd)	13,203	
(3rd)	9,723	
(4th)	7,605	
(5th)	5,941	
<b>Brakes:</b>		
Front	Internal Expanding Type	Wire Handbrake
Rear	Internal Expanding Type	Wire Footbrake
<b>Suspension System:</b>		
Front	Telescopic	
Rear	Swing Arm	
<b>Shock Absorbers:</b>		
Front	Coil Spring, Oil Damper	
Rear	Coil Spring, Oil Damper	
<b>Tires:</b>		
Front	2.75-18-4PR	
Rear	3.00-18-4PR	
Caster	65°	
Trail	75mm	
<b>Fuel:</b>		
Fuel Tank Capacity	15.5 liter	
Fuel Ratio	20 : 1	



## (4) How to Operate

### (1) Inspections before driving

Inspections before driving will keep your Machine in the Top condition, checking the following points and parts. To enjoy your driving.

#### (a) Gasoline and Oil

Check quantity of properly mixed fuel in the tank.

#### (b) Front and Rear Brakes

Check front and rear brakes by practising the front brake lever rear brake pedal.

#### (c) Pneumatic pressure of the Tires

Check the pneumatic pressure of the Tires of your **YAMAHA SPORTS 250** and adjust them according to the tire ssure list as shown below.

	Pneumatic Pressure for Front Tire	Pneumatic Pressure for Rear Tire
One man Riding	1.5kg/cm <sup>2</sup> (28lb)	2.0kg/cm <sup>2</sup> (28lb)
Two men Riding	1.5kg/cm <sup>2</sup> (22lb)	2.3kg/cm <sup>2</sup> (32lb)

Then you will be able to enjoy a comfortable driving without stiff handling, or any shaking of the rear-wheel and to keep your tires long in use.

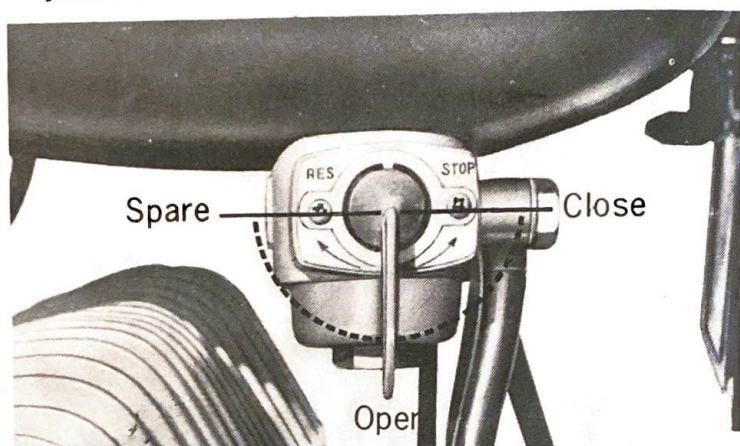
#### (d) Lamps

Check the lamps such as head, tail and stop lights.

## (2) How to Start Engine

The powerful Engine of YAMAHA SD25 will be set in running by the following steps.

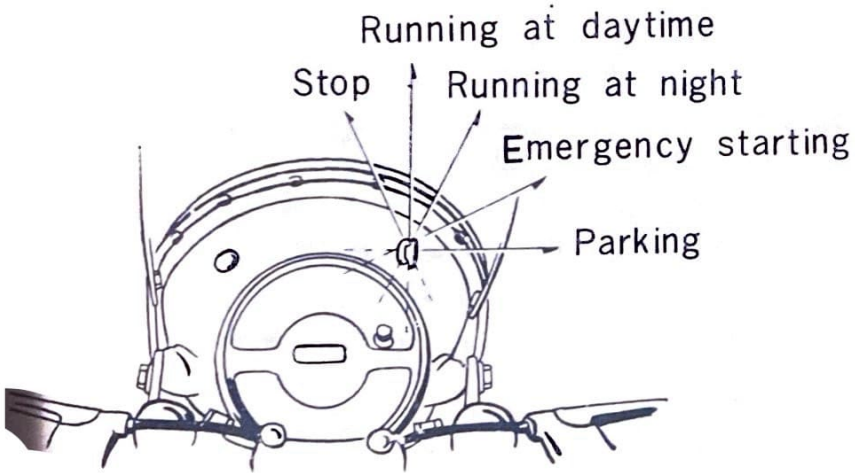
- (a) Turn fuel cock lever to its "Open" position. (Illustration 7-1)



- (b) Push Tickler 2 or 3 times on each side.
- (c) Push down Kick pedal a little to make sure the gearshift to be in Neutral position, if it is not in Neutral your Machine will be easy to go running forward.
- (d) Close the choke shutter in between a full-closed and a  $3/4$  closed positions (when it is under freezing temperature in winter.)
- (e) Turn Throttle Grip to a  $1/4$  open position and push down Kick pedal 2 or 3 times, by this fuel will run supplied more into cylinder and this practice will give much help to starting Engine.
- (f) Turn Main Switch to "Day Time" position (Illustration 7-2)
- (g) Give a strong Kick on Kick pedal after making sure that Kick pedal be in Kick Gear.
- (h) Open choke shutter slowly, when Engine begins to start.



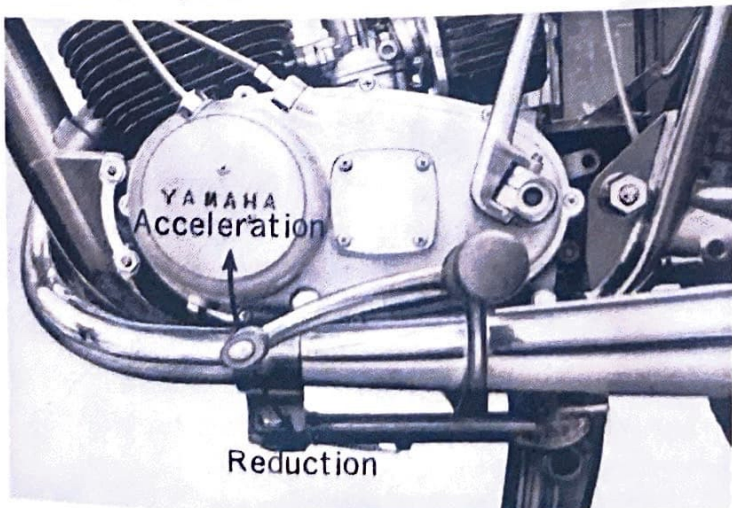
- (i) Acknowledge the extinguishing of Charge lamp (Red Lamp) and Exhaust air on each side of the Machine.  
Then start.



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### 3. How to Shift Gear

The Transmission of your YAMAHA SPORTS is of the new Kick-up type. Neutral position is located between the first speed and the second. Important: Gear should be placed positively into neutral. Kick up the pedal for acceleration. Tread the pedal for deceleration.



### (3) How to Drive

Your new YAMAHA Transmission has five speeds, the fourth of which corresponds to the top of the conventional four speed one.

The fifth speed is named "Over Top" and its gear ratio is smaller than the ordinary top's. The fourth speed is preferable to the fifth at around 40 km/h, because the RPM is too low for the fifth. This is clearly shown in the table below: the engine in the fourth speed works most efficiently within the range 40 to 50 km/h (25 to 31 mile/h).

	gear Speed	1st speed	2nd speed	3rd speed	4th speed	5th speed
1 9 mile/h	3 0 km/h	4,500 rpm	3,500 rpm	2,500 rpm	2,000 rpm	1,500 rpm
2 5	4 0	6,300	4,500	3,500	2,000	2,000
3 1	5 0	7,800	5,800	4,400	3,300	2,600
3 7	6 0	—	7,000	5,300	4,000	3,100
	7 0	—	8,000	6,000	4,700	3,700

When driving on uphill, your machine will be able to get through with the fourth. However, when encountering a steep hill or riding double, place the gear into the second or third. Shift it promptly and positively, or your machine will not be able to climb by inertia. What is more, another deceleration may be necessary. When running down a hill, use the engine brake according to its slope grade.



On a log down-hill, several releasings of the accelerator grip wiii prevent the engine from overheating. If the grip is left closed over a long period, it may cause the engine to scorch.

### (5) Stopping and Parking i

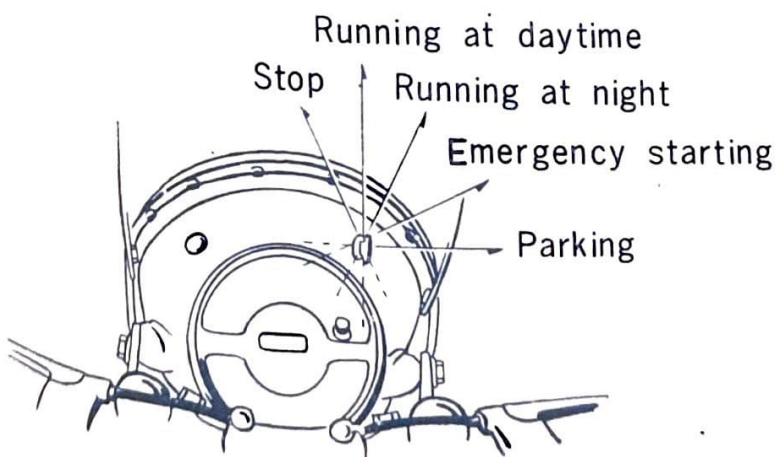
The habit should be acquired of placing geae into 'Neutral' after driving.

The fuel cock should be closed at a rather long time parking. The steering key locked at every parking (see "How to Lock Steering Key").

### (6) Emergency Starting

Emergency Starting does mean to start Engine by pushing forward the machine when Battery is discharged off and this technics essential to all drivers is clearly tought as follows.

1. Turn the Main Switch to the 'Emergency Starting' position.
2. Do the same operations with 'Fuel cock lever', 'Choke-shutter' and 'Tickler' as in Ordinary Starting, (and 2 or 3 times trial kicks for more gas into cylinder would be more effective to start Engine.)



3. Place gear into 'Third speed'.
4. Push forward the machine, gripping tight the Clutch.
5. When the machine begins to run at a considerable speed, release the Clutch, pushing the machine further.
6. As soon as the engine to start, grip the clutch and stop the machine to shift gear into 'Neutral' position and to return the Main Switch to its proper position; and this emergency starting would be more easily done on a descent or with a helper.

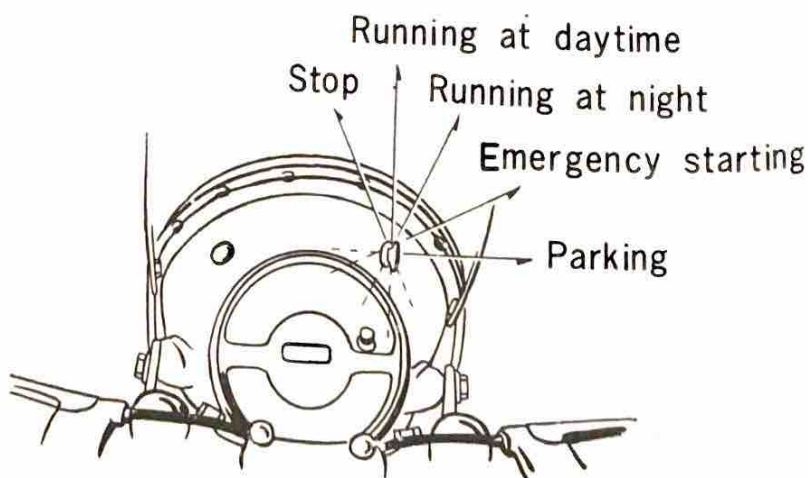
## (7) How to Use Main Switch

### [Main Switch]

The Key Angles of Main Switch can be varied in four ways: Normal Driving (Day Driving), Night Driving, Night Parking and Emergency Starting.

#### (a) Normal Driving (Day Driving) Position:

Connects ignition system with battery and makes it possible to use Horn, Flasher Lamp and Stop Lamp;





Night (b) Night Driving Position:

In addition, connects lamp circuit with battery and makes it possible to use Head Lamp, Tail Lamp and Meter Lamp;

(c) Emergency Starting pPosition:

Connects armature circuit and ignition system with battery;

(d) Night Parking Position:

Changes Tail Lamp into Parking Lamp. The key can be pulled out. To keep the key in this position for a long time may overdischarge the battery.

### [Tachometer]

YAMAHA SPORTS YDS 2 is equipped with Tachometer in addition to Speedometer. When running, Tachometer determines the correct gear and speed of your motorcycle. For instance, a racer for which running at top speed is required at all times, must keep its engine RPM over 7,500, because of its maximum horse power of 25hp at 7,500 rpm. The Tachometer is necessary to shift the gear into the correct speed without reducing the recommended RPM.

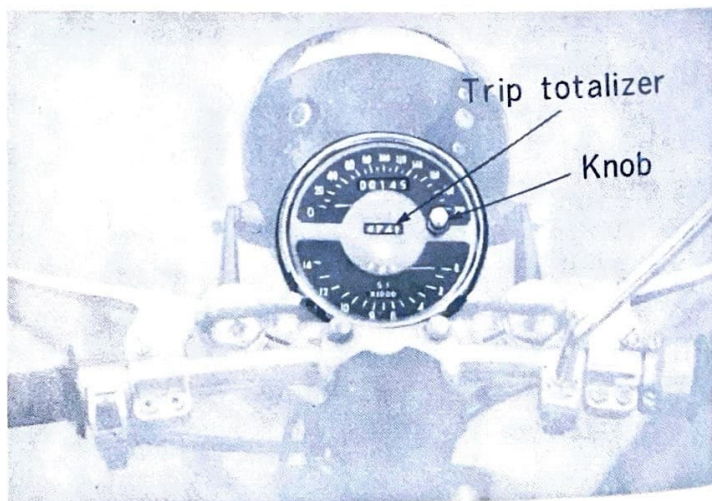
This engine has been known to run most efficiently at 2,500 to 3,500 rpm and, if the gear is placed into the fifth speed at that moment, it runs over its speed limit of 40 km/h. In such case the Tachometer determines the correct gear.

The following table shows the relationship between RPM and Speed, of course, some considerations should be taken as for the resistances of wind and road against speed.

gear rpm	1st speed	2nd speed	3rd speed	4th speed	5th speed
2,000	15km/h	20km/h	25km/h	30km/h	40km/h
3,000	20	25	35	45	60
4,000	25	35	45	60	75
5,000	30	45	60	75	95
6,000	40	50	70	90	115
7,000	—	60	80	105	135
8,000	—	70	90	120	150

### 【Trip Totalizer】

The new YAMAHA speedometer is provided with Trip Totalizer in addition to the conventional integrating meter. This Trip Totalizer can sum up daily distance driven by your motorcycle and also can measure a distance between any two places on a touring. Pull a knob in the middle of the meter and turn it to the right. Return it in place so as to make a fresh start.





### **[Damper ]**

Damper checks the handle vibration caused by muddy or gravel road. The knob of Damper is located in the middle of the handlebar. Turning this knob to the right makes your handling more tight and to the left more loose. Adjust it properly to the road conditions. The notch-sound made by turning this knob helps you to know the tightness of the handlebar.



### **[Steering Key]**

This key is for the steering key located on the back of the head lamp.



## (5) Running on the New Machine

The first 1,500 km (930 miles) on your new motorcycle is very important, for proper running over this period gives favorable influence on the life of your engine and other moving parts. The following general rules will keep long the life of your new machine:

- (a) Keep your engine RPM under 4,000 for the first 1,500 km;
  - (b) Do not drive at top speed for more than one minute from the first 1,500 -km up to 2,000 km (1,240 miles);
  - (c) Do not suddenly accelerate or decelerate;
  - (d) Use fuel mixture of 15 : 1 to 18 : 1
- Note: Fuel ratio after the first 1,500 km is 20 : 1.



## (6) Gasoline and Oil

YAMAHA SPORTS 250 (260) uses fuel mixture for its 2-cycle engine.

The standard fuel ratio of gasoline and oil is

20 : 1

(gasoline : oil).

Use gasoline of usual octane and SAE #40 motor oil. "Shell 2T", "Nisseki Supper Bike" and "Showa Parrot" are available.

The correct gasoline-oil ratio should be maintained at all times. The well shaken fuel in the recommended ratio prolongs the life of your engine.

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Gasoline (liter)	Oil (cc)	Gasoline+Oil (liter)
14	700	14.7
12	600	12.6
10	500	10.5
8	400	8.4
6	300	6.3
4	200	4.2

Note : Fuel tank capacity is 15.5 liter.

## (7) Inspection and Adjustment

Regular and periodical inspection helps keep your motorcycle in top condition.

Do not wait until something goes wrong.

### **【Daily inspection】**

Points to be checked before daily use or touring are:

- (a) Lubricating oil  
Check the quantity of lubricating oil.  
The normal quantity is 1.4 liter.
- (b) Drive chain  
Check the slack and lubrication of the drive chain.
- (c) Lamps and horn  
Give trial test to Head lamp, Meter lamp, Stop lamp and Horn.
- (d) Clutch  
Check the clutch lever, especially its allowance.
- (e) Brakes  
Check the front and rear brakes and their allowance.
- (f) Tire pressure  
Check the pneumatic pressure both in front and rear tires.
  
- (g) Spark plug  
Check the spark plug is clean.
- (h) Battery  
Check the battery fluid level.

### **【Hints on Inspection and Adjustment】**

This section covers how to inspect and adjust your motorcycle for yourself.

#### **【Lubricating oil】**

Replace the oil at the first 500 km (300 miles), 1,500 km (930 miles) and 3,000 km



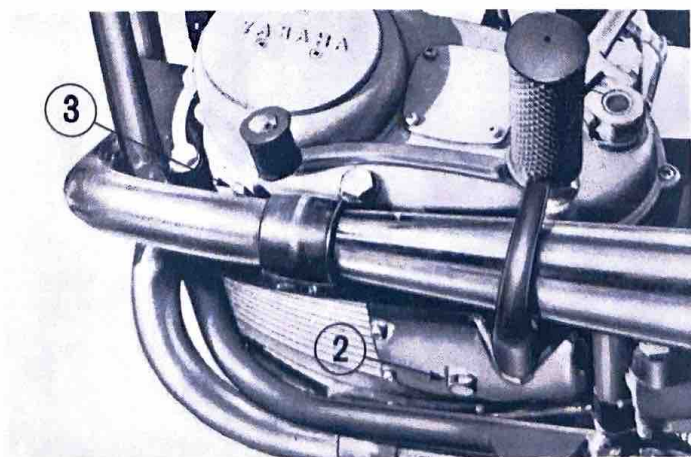
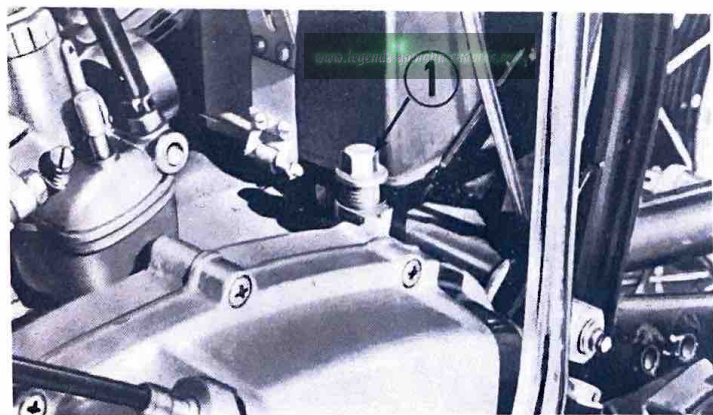
1,850 miles), and thereafter at least at every 3,000 km (1,850 miles).

Motor oil (MS or DG class) or gear oil # 30 is recommendable. The correct quantity of oil is 1.3 liter.

To drain the old oil, remove the plug (2) on the bottom of the engine after warming up the engine a little.

To pour the new oil, remove the fill plug (1) on the left back of the engine and pour in oil.

To check the oil quantity, remove the oil level plug (3) on the left bottom of the engine. If necessary, pour in oil until the oil level rises up to the plug.

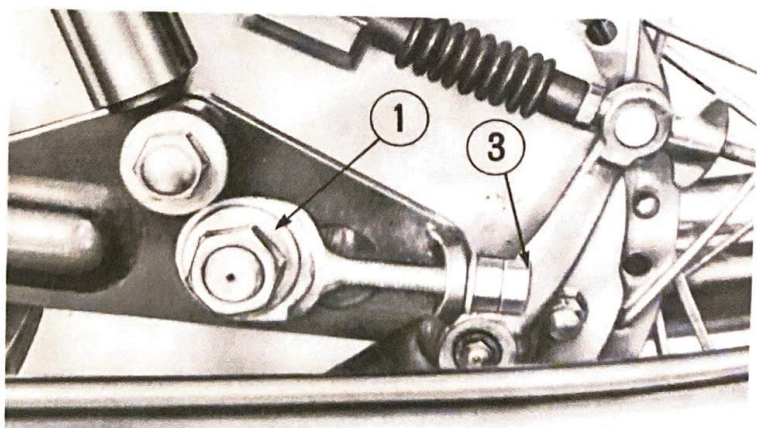
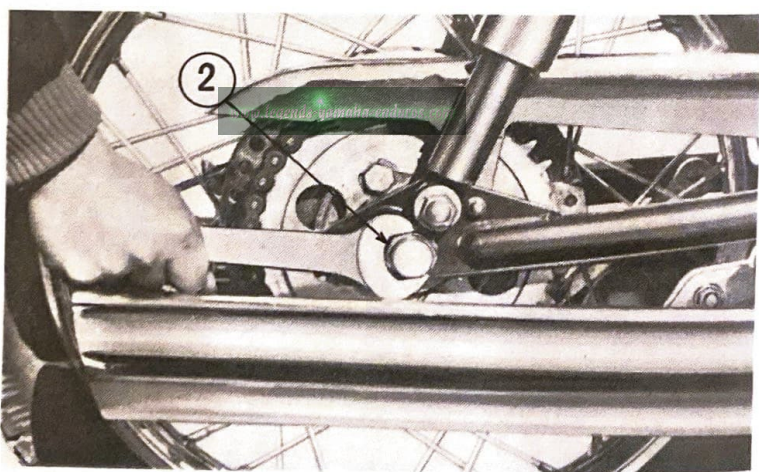


## 【Adjustment and Lubrication of Drive Chain】

The slackness of the drive chain should have a play of 20mm up and down with front and rear wheels on the ground.

How to Adjust

- (a) Loosen the rear wheel nut(1) and the rear axle nut-right(2) a little.
- (b) Give an equal turning to the nuts(3) to move the rear axle towards rear, and the chain is tightened. Equal turning is essential to keep the rear wheel in proper position.





- (c) After adjusting the chain slackness, tighten all the nuts.  
Important: Be sure to adjust the chain with your motorcycle on the main stand, knowing that the tension will change with the stand off.
- (d) when the chain becomes remarkably loose remove a pair of the chain piece at your YAMAHA dealer.
- (e) After adjusting, be sure to readjust the brake pedal allowance.

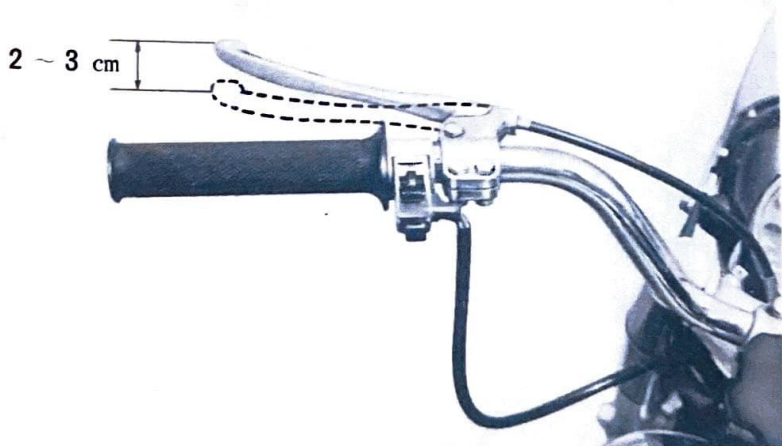
#### How to Lubricate and Clean

Since the mud and dust on the chain is apt to cause wear and scorch, clean it in the light oil or gasoline besides the periodical maintenace.

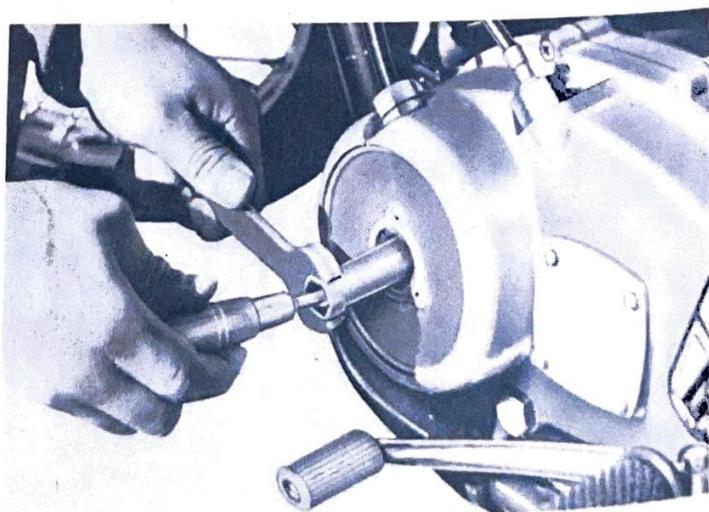
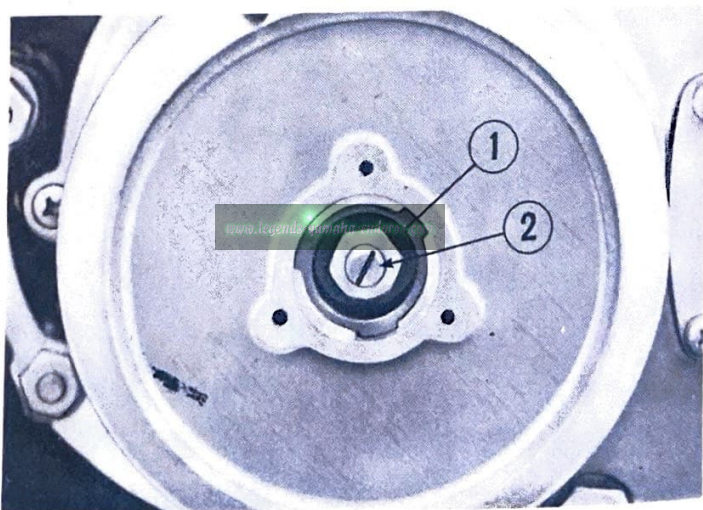
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#### 【Adjustmet of Clutch】

The clutch lever should have a play of 2 - 3mm. If not so, adjust it as indicated below:



- (a) Remove the clutch cover.
- (b) Loosen the clutch adjusting screw lock nut (1) by using a spanner as shown in Illustration 19-1.
- (c) Turn the adjusting screw (2):  
Turning the screw to the left for much play ;  
Turning the screw to the right for less pray.
- (d) After adjusting, tighten the lock nut, while keeping adjusting screw where, it is by using a screw driver.



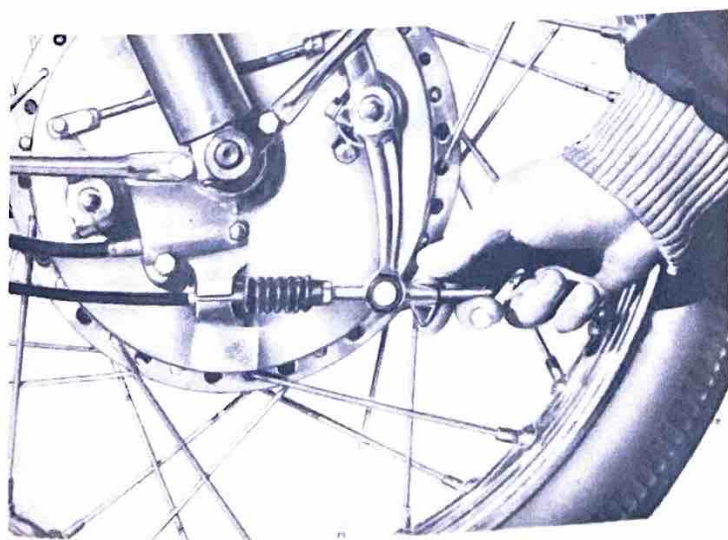
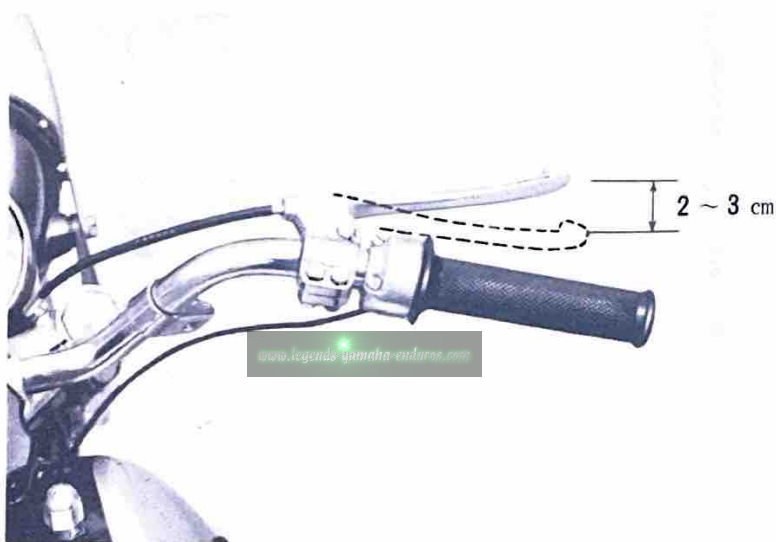


## [Adjustment of Brakes]

### Front Brake:

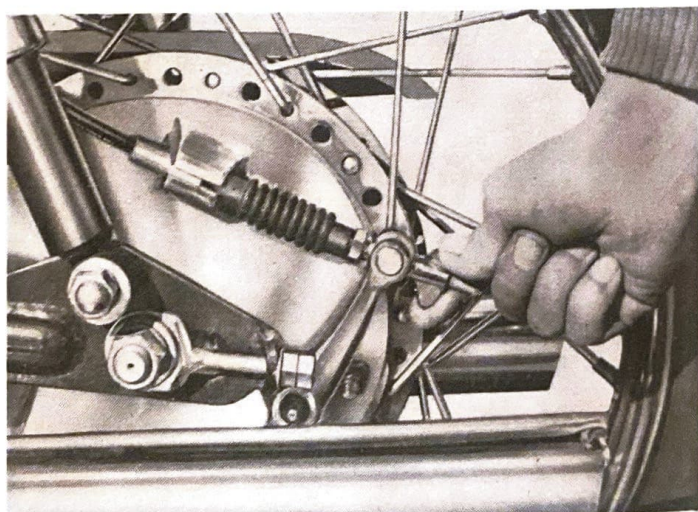
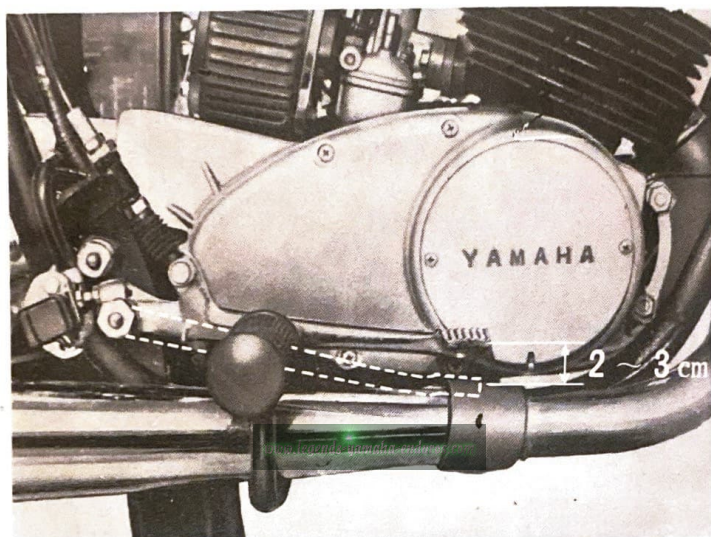
The play of the front brake lever should be 2 to 3cm (See Illustration 20-1).

To adjust this play, turn half by half the brake wire adjusting nut located at the end of the brake wire.



### Rear Brake:

The rear brake should have a play of 2 to 3cm, too. To adjust this play, turn the brake wire adjusting nut half by half.





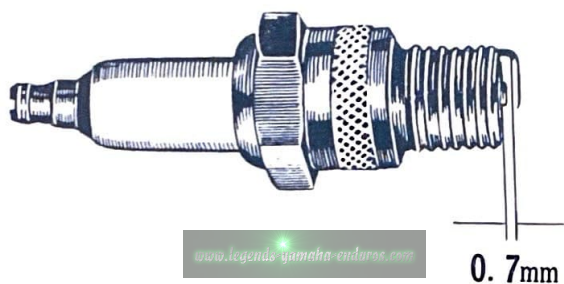
## 【Inspection and Adjustment of Spark Plug】

The standard spark plug of your YAMAHA SPORTS is

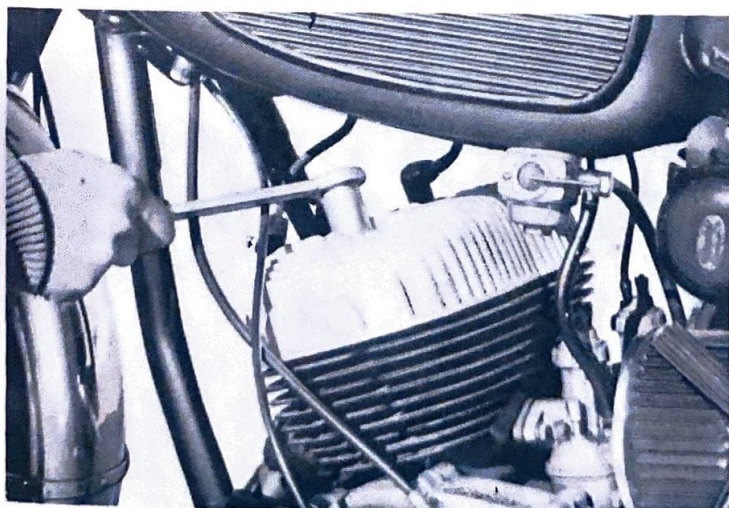
B-7H

Remove the spark plug, clean its electrodes and adjust the spark gap.

The correct spark gap is 0.6 to 0.7mm. To clean the plug, the plug cleaner is best, but a wire or pen-knife also is available to remove carbon.

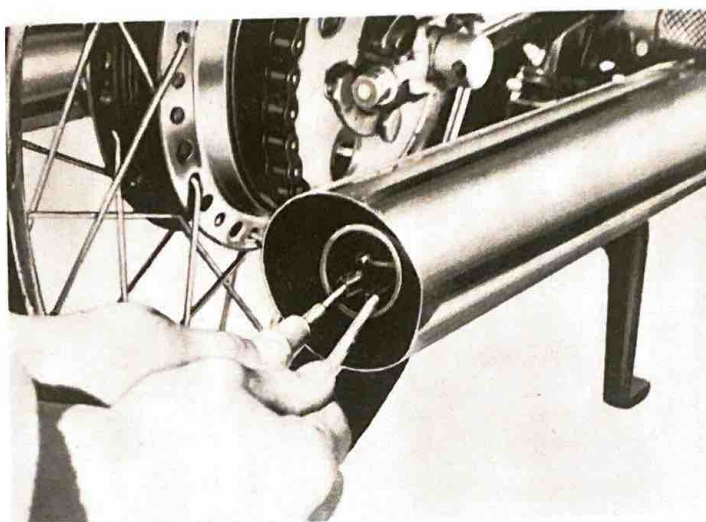


To remove the plug, the two tools such as box spanner and hexagonal spanner should be used as illustrated above.



## **[Cleaning of Maffler ]**

Remove the clip at the end of the muffler and pull out the inner cylinder by using a plier.



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Remove accumulated carbon from the inner cylinder by tapping it and wash it in gasoline.

Note: The hole of inner part of the cylinder may be clogged.

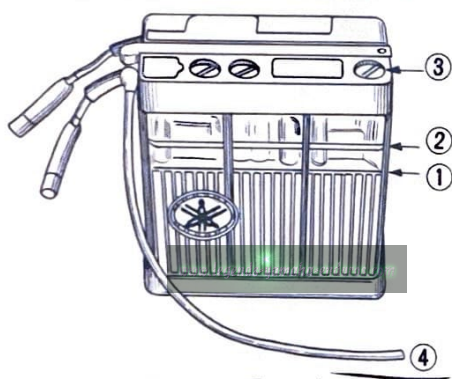




## 【Inspection and Filling up of Battery Solution】

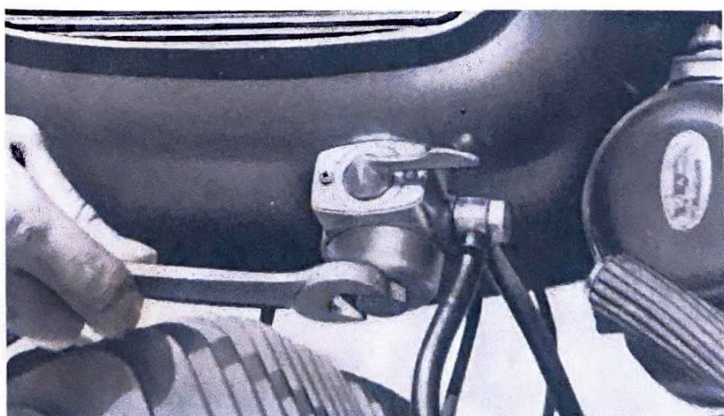
If the battery solution should be below the minimum level line (1), fill with distilled water up to the full level line (2). To fill with distilled water, remove the fill plug (3) on the battery and be sure to fill up the three cells up to the same level.

Not: Make sure that the vent pipe is not be choked or crushed.



## Cleaning of Fuel Cock

Clean the fuel cock sometimes, since impurities and sediment in the fuel tank accumulate in the cock strainer. To clean the fuel cock, remove the strainer out of the cock as shown in Illustration 23-1 and remove its inner wire gauze to be washed.



## [ Adjustment of Carburetor ]

Since the setting of the carburetor has been decided for your YAMAHA SPORTS by our technical staff after years of experiments and tests, it must not be changed with or without reason. If changed, it reduces the performance of your motor cycle.

### How to Adjust Carburetors

#### (1) Idling :

- a. Turn the pilot air screw ① the right and tighten it fully.
- b. Loosen the screw from the closed position:  
2 ½ open in summer ;  
open in winter .

The adjustment above should be applied to the right and left carburetors.

- c. Turn the throttle adjusting screws ② to determine the low RPM. Be sure to turn equally. Otherwise the same sound and color of exhaust can not be produced.

#### (2) Adjustment of Throttle

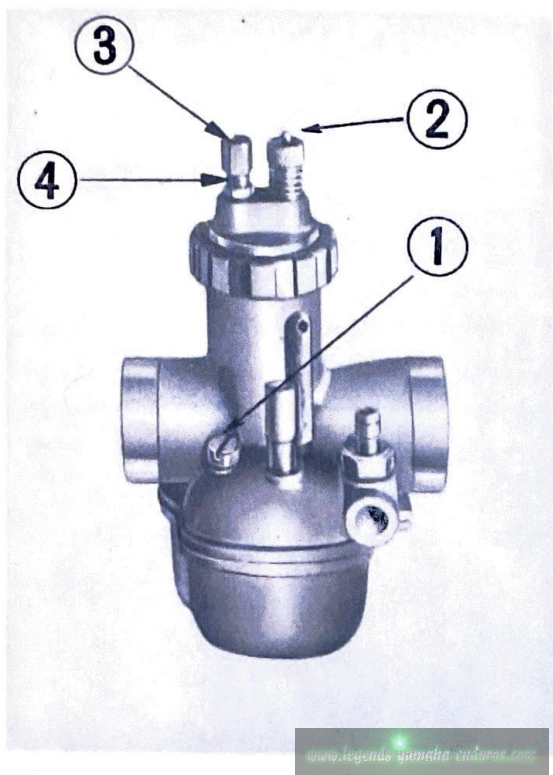
##### Open Position

By adjusting the throttle open position, the throttle valves of the right and left carburetors can be opened at the same time as the accelerator grip is tightened.

- a. Remove the air cleaner.
- b. Open the throttle valve fully and loosen the cable adjuster lock nut ④.
- c. Move the wire and turn the cable adjuster so that there can be no play.
- d. After adjusting, turn the lock nut to fix the adjuster.

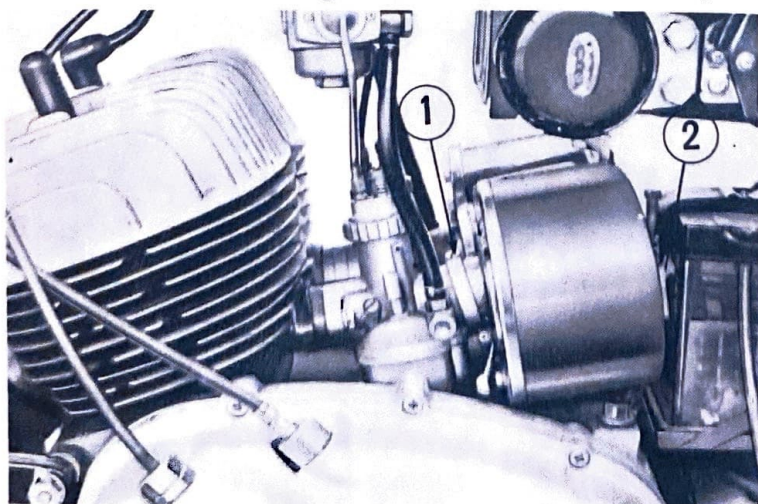
Note: The adjustment above should be applied to the right and left carburetors.





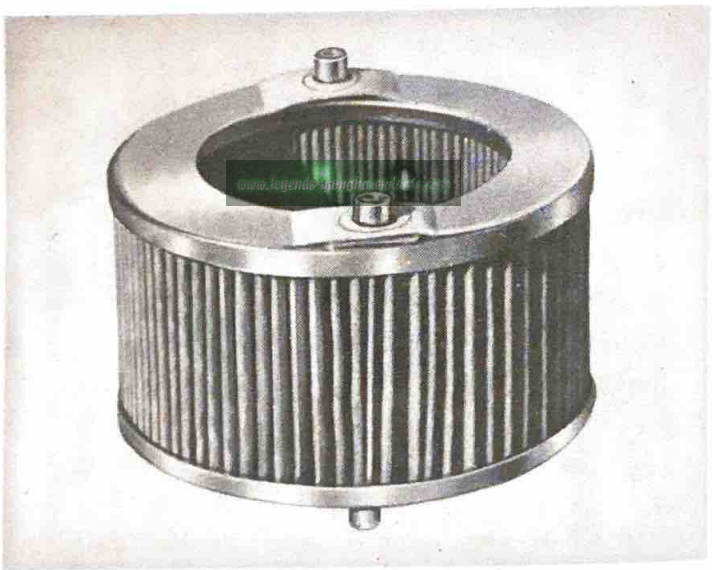
### [Cleaning of Air Cleaner]

- a. Remove the air cleaner setting bolts (1) and (2), and then the air cleaner,
- b. Detach the main parts out of the cleaner. The cleaner can be put into pieces by removing its screws.
- c. Tap the main parts to sweep off dust or soak it in gasoline to wash away



- the dust while holding the carburetor attaching part of the cleaner.
- d. Finally give blows to the cleaner from inside by using an air compressor or an air pump for bicycle.

Note : Use pure genuine gasoline that contains no oil in it when washing the main part, otherwise the air cleaner would not work effectively because of oil and moisture in the main part.



### **[Inspection of Dynamo]**

#### **a. Carbon Brush**

Check the carbon brush after 6,000km of driving. Replace it when it is found to be shorter than 12mm.

A shorter brush would cause poor charging and damage to the commutator of armature.



### b. Armature

Clean the armature after every 6,000 km of driving at your YAMAHA dealer.

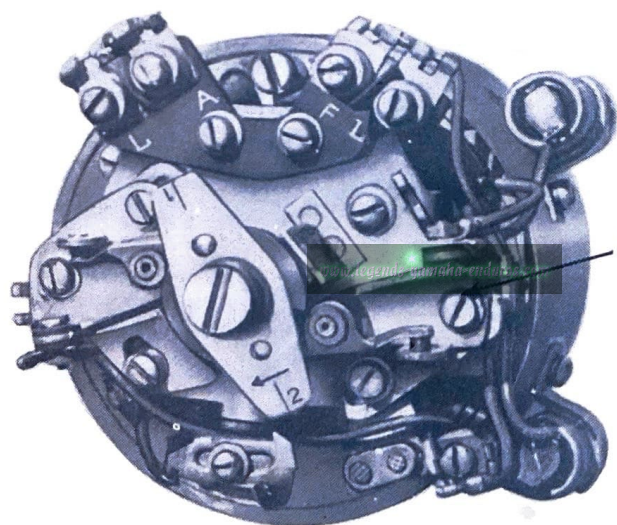
### C. Point Gap

The optimum point gap should be kept within the range of 0.3 to 0.4mm.

To adjust the point gap, loosen the screw ( ) and move the base up or down.

Move the base upward for a longer gap;

Move the base downward for a shorter gap.



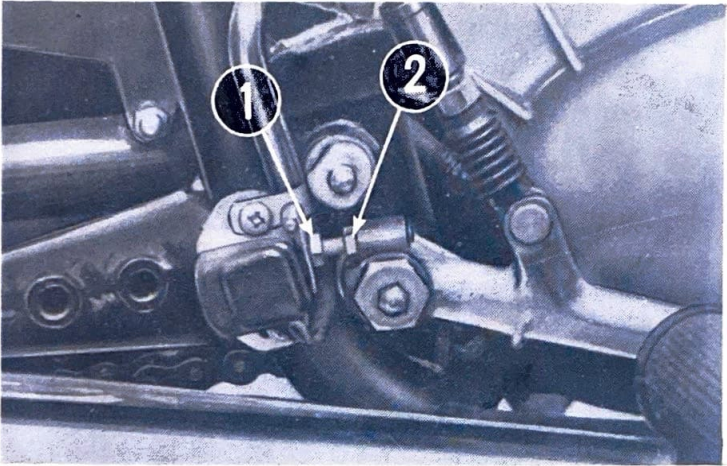
Adjustment screw

### [Adjustment of Stop Switch]

Adjust the stop switch if the stop lamp is lit when the brake pedal is in its play or only when the brake pedal is pressed down to the end. Therefore it is necessary to check the stop lamp when adjusting the brake pedal.

To adjust the stop switch, tighten or loosen the pedal stopper bolt (1) on the back of the brake pedal.

Loosen the lock nut (2) and tighten the bolt for an earlier lighting; loosen the bolt for an later lighting.

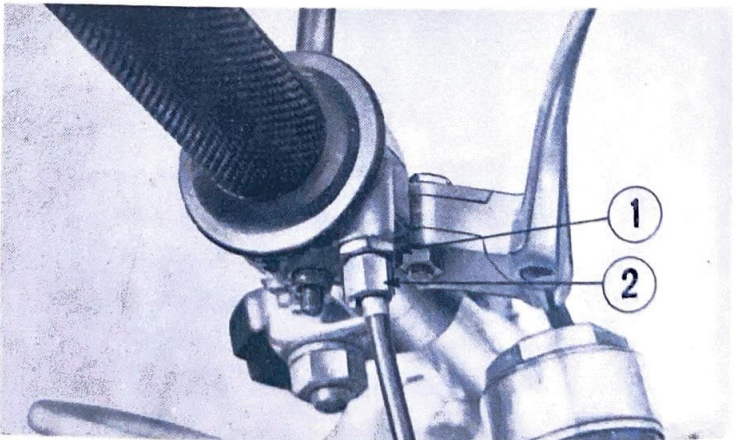


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### **[Adjustment of Throttle Wire]**

To adjust the play of the accelerator grip, tighten or loosen the adjusting nut (2) located under the grip.

Loosen the lock nut (1) and tighten the adjusting nut for a larger play; loosen the adjusting nut for a smaller play.





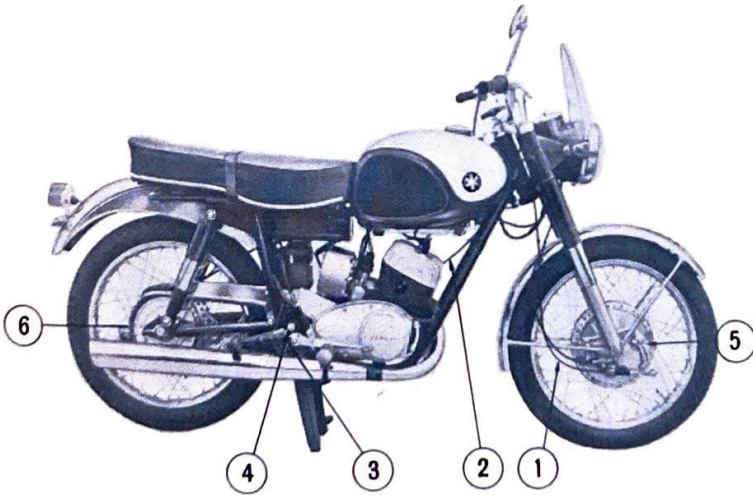
## Grease supply

Supply grease to the following 6 places after the first 1500km (930miles) and every 3000km (1850 miles) thereafter.

Names of Places to supply Grease	First Supply	Thereafter
① Brake wire	1,500km (930miles)	3,000km (1,850miles)
② Clutch wire	1,500km (930miles)	3,000km (1,850miles)
③ Brake pedal	1,500km (930miles)	3,000km (1,850miles)
④ Swing axle	1,500km (930miles)	3,000km (1,850miles)
Front brake cam	1,500km (930miles)	3,000km (1,850miles)
⑥ Rear brake cam	1,500km (930miles)	3,000km (1,850miles)

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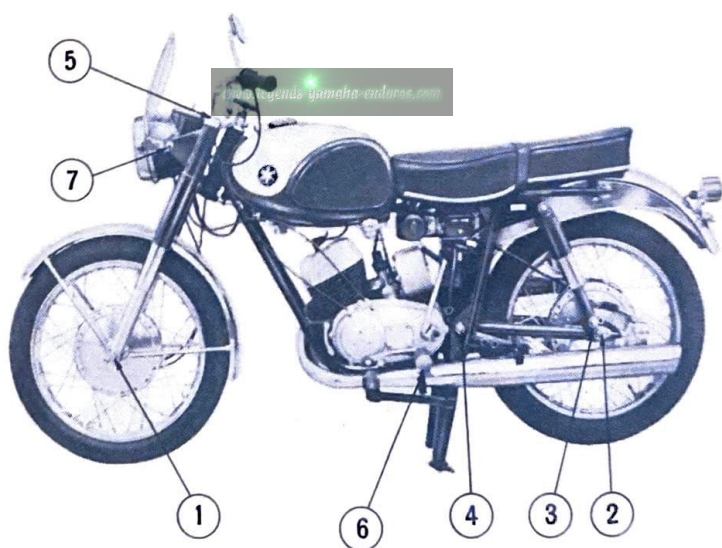
Supply grease to Grease-nipple in the outlet for Meter cable once every 10,000km.



Turning bolts and nuts more tight more often.

Bolts and nuts to be checked

1. Front axle
2. Rear axle
3. Rear cushion setting nuts
4. Swing shaft
5. Handle tightening bolt
6. Foot rest set bolts
7. Head lamp set bolt



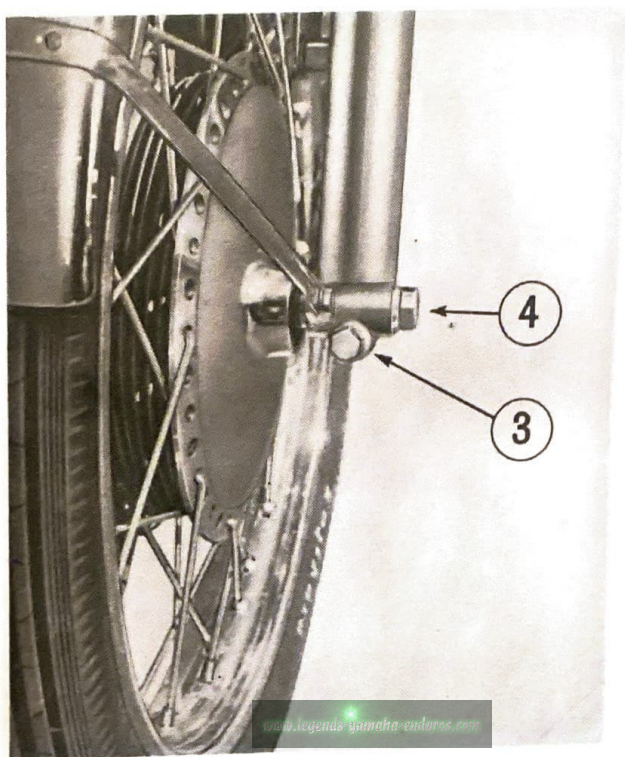


### [How to Remove Front Wheel ]

- a. Remove the split pin and loosen the nut (1) to disconnect the wire out of the wire holder.  
Loosen the meter cable tightening bolt (2) and pull out the wire.



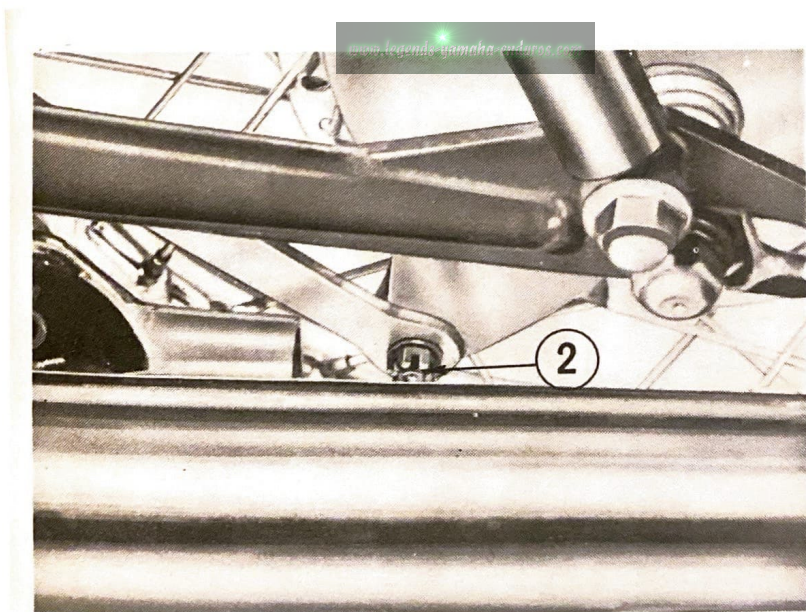
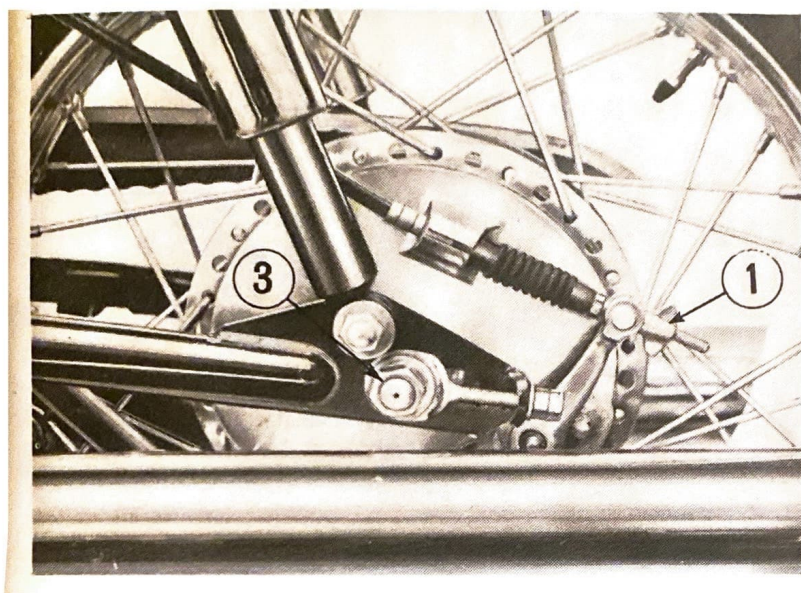
- b. Loosen the bolt (3) and loosen the wheel shaft. Then pull out it.
- c. Place a stand under the engine so as not to bring down your motorcycle.  
Loosen the wheel shaft (4) and pull out the shaft.



### **[How to Remove Rear Wheel ]**

- a. Remove the brake adjusting nut(1) and remove the wire out of the shoe plate.
- b. Remove the split pin of the tension bar check nut (2) and remove the nut.
- c. Loosen the wheel shaft nut (3)to pull out the axle, then the distance piece.
- d. Tilt your motorcycle and remove the rear wheel.





## ① Service Tools

Service Tools for your YAMAHA SPORTS are as follows:

- 1 Tire lever-ended spanner 29mm
- 2 Tire lever-ended hexagonal spanner 23mm
- 3 Double-ended spanner I 21mm×19mm
- 4 Double-ended spanner II 17mm×14mm
- 5 Double-ended spanner III 12mm×10mm
- 6 Double-ended spanner IV 9mm×8mm
- 7 ⊕ Screw Driver
- 8 ⊕⊖ Screw Driver (shown in Picture)
- 9 Pliers www.legend-yamaha-enduros.com
- 10 Box spanner I 23mm×19mm
- 11 Box spanner II 14mm×16mm
- 12 Air pump
- 13 Grease gun



1



2



3



4



5



6

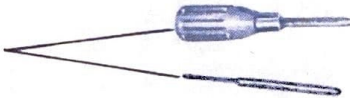


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7



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## (8) Periodical Inspection

In order to keep your Yamaha Sports Motor Cycle in top condition, we would suggest you to have the Yamaha dealer inspect your machine periodically.

Be careful to the following points.

- ① Gear oil change
- ② Chain adjustment
- ③ Brake adjustment
- ④ Plug cleansing
- ⑤ Bolt & nut check up  
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- ⑥ Battery inspection
- ⑦ Distributor inspection
- ⑧ Carburetor inspection
- ⑨ Air cleaner inspection
- ⑩ Muffler cleansing
- ⑪ Cylinder, piston head cleansing
- ⑫ Grease injection
- ⑬ Carburetor overhaul



## (9) YAMAHA GENUINE PARTS

YAMAHA GENUINE PARTS composing Yamaha motor cycles have been closely chosen after many careful examinations and have been trusted widely in the world in their qualities and stability.

Moreover, YAMAHA' are willingly to serve you with Genuine Parts in case of repairing your machine in the long end.

YAMAHA GENUINE PARTS have been being produced and tested by the same Drawing and through the same Machine tools and by the same examinations.

as when the Parts of your New Machine were produced.

These YAMAHA GENUINE PARTS could maintain your Machine in a good condition in the future.

Imitation Parts have recently been on sale which have defects in their efficiency and endurance.

We should be greatly obliged to satisfy you with YAMAHA GENUINE PARTS.

## (10) The Ten Qualities of a Good Driver

'Good Driver' is not a name which is to be given to a person who shows a mighty stunt in motorcycle riding or throws away his life only for Speed; but it is a name to be claimed by a person who can drive his machine as it should be done and can develop every efficiency his machine has. You will be a 'Good Driver' if you are in the habit of observing the following Ten Articles qualifying you as a 'Good Driver'

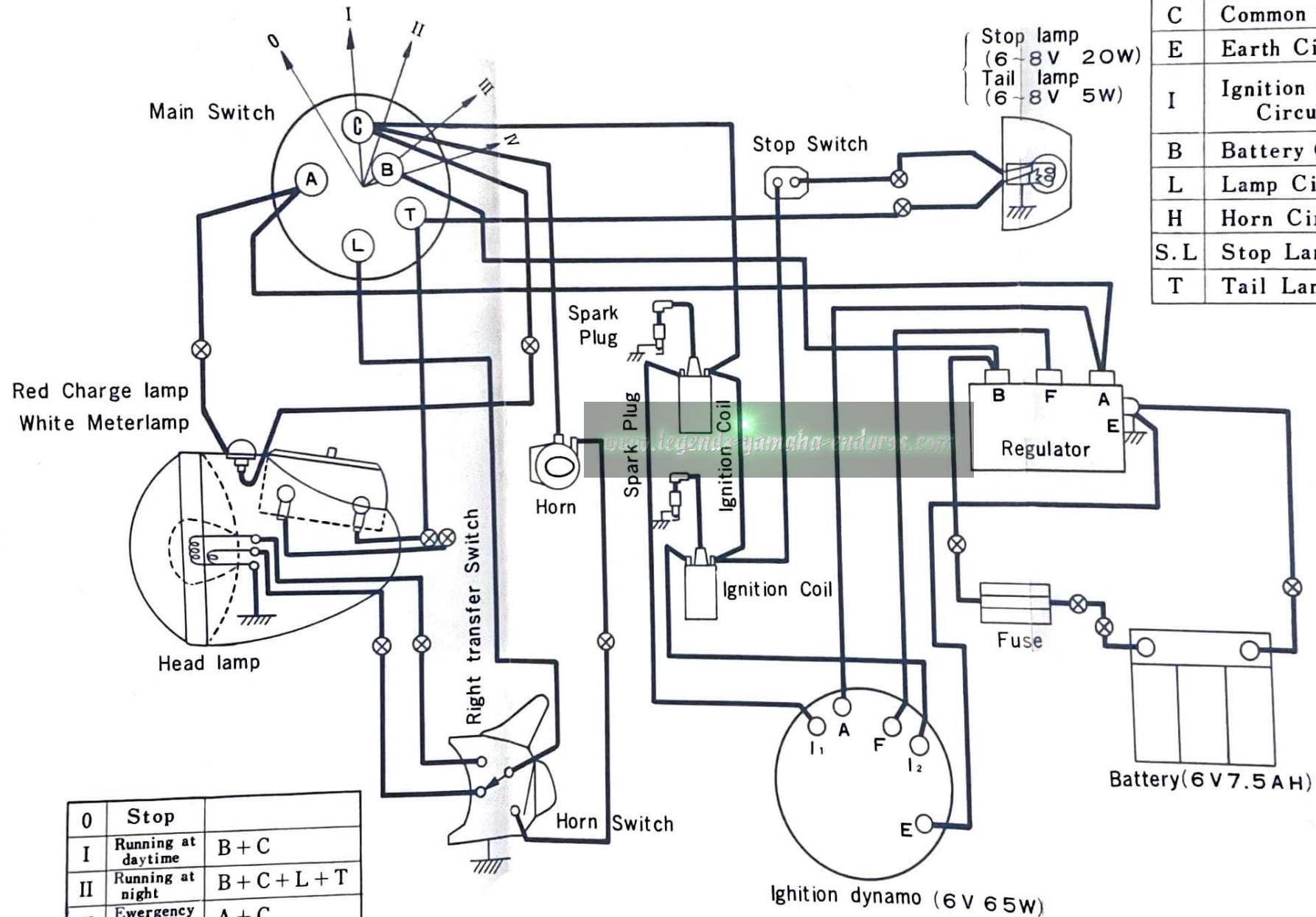
The Ten Articles of a Good Driver

- 1 To observe the Traffic Regulations.
- 2 To check the pneumatic pressure of the Tires and To use the fuel mixture in the correct ratio.
- 3 To drive **your machine** very carefully during the period of New Riding.
- 4 To put Engine in 'Neutral' without fail when you want to stop Engine.
- 5 To practise One Minute 'Warming-Up' of Engine before you start.
- 6 To put on the brakes, both simultaneous-ly on Front and Rear brakes.
- 7 To make 'Change' both in a proper order and in accordance with speed.
- 8 To keep Periodical Inspections without fail.
- 9 To switch off and pull out the Key when you want to stop to park.
- 10 To lock the Steering Key when you want to park.



# YDS2 CIRCUIT

A	Amature Circuit	White
F	Field Circuit	Green
C	Common Circuit	Light Brown
E	Earth Circuit	Black
I	Ignition Coil I1 I2	Orange Grey
B	Battery Circuit	Red
L	Lamp Circuit	Blue
H	Horn Circuit	Pink
S.L	Stop Lamp Circuit	Yellow
T	Tail Lamp Circuit	Blue



0	Stop	
I	Running at daytime	B + C
II	Running at night	B + C + L + T
III	Emergency Starting	A + C
IV	Parking	B + T

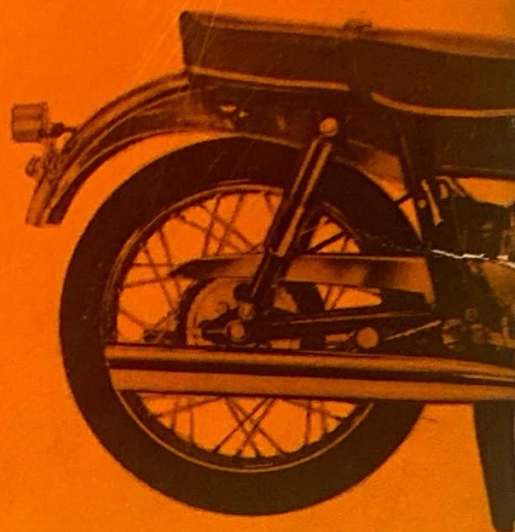
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		Tel (	)

Number of Body		Registration Number of Motor cycle	
Number of Engine		Insurance Number	
Number of Key to MainSwitch			

	Name	Address and Phone Number
Your Agent		
Your Parts Dealer		
Your Insurance Company		
Club		





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