



YAMAHA

**DT250E
DT400E**

**Supplementary
Service Manual**

Includes DT250D/400D Service Manual changes and new material

FOREWORD

This Supplementary Service Manual for DT250E/400E has been published to supplement the Service Manual for the DT250D/400D P/No. (1MI-28197-10) and includes changes in specifications and addition to the data.

For complete information on service procedures, it is necessary to use this Supplementary Service Manual together with the Service Manual for the DT250D/400D (P/NO IMI-28197-10)

**YAMAHA DT250E/400E
SUPPLEMENTARY SERVICE MANUAL
1st EDITION, April 1977
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MOTOR COMPANY LTD., JAPAN
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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 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.

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

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

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

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

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

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

Page numbers shown in brackets correspond to page numbers of the DT250D/DT400D Service Manual.

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2-2 ENGINE

A. Carburetor

1. Idle mixture and idle speed adjustment
 - a. Fully warm up the engine and turn the pilot air screw in until lightly seated.
 - b. Back out pilot air screw as specified.
 - c. Turn the idle speed adjust screw until idle is at desired rpm.
 - d. Turn the pilot air screw in or out until speed is at highest rpm.
 - e. Turn the idle speed adjust screw in or out until idle speed is at specified rpm.

| | DT250E | DT400E |
|--------------------------------|-------------|-------------|
| Pilot air screw (Turns out) | 2.0 | 1½ |
| Idle speed (rpm) | 1200 - 1300 | 1300 - 1400 |

2. Throttle cable
 - d. The play in turning direction should be 5 - 8 mm (0.20 - 0.31 in) at grip flange. After adjusting, be sure to tighten the lock nut properly.

B. Air Filter

1. Cleaning method
Clean the element with solvent. After cleaning, remove the remaining solvent by squeezing the foam rubber and let dry. Then apply 30 wt motor oil. Foam should be but not dripping. Coat the sealing edges with light grease.
2. The air filter element should be cleaned once a month or every 3,200 km (2,000 miles). It should be cleaned more often if the machine is operated in extremely dusty areas.

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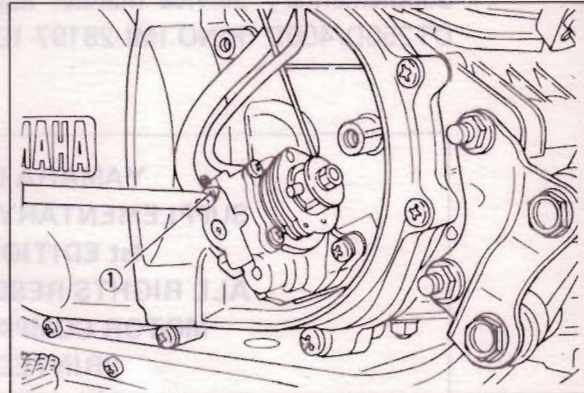
C. Autolube pump

1. Air bleeding

The Autolube Pump and delivery lines must be bled on the following occasions:

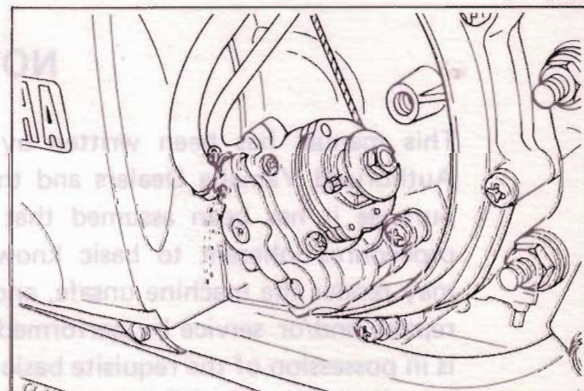
- Setting up a new machine out of the crate.

- Whenever the Autolube tank has run dry.
 - Whenever any portion of the Autolube system is disconnected.
- a. Bleeding the pump case and/or oil pipe
 - 1) Remove the pump cover and remove the bleed screw.



1. Bleed screw

- 2) Keep the oil running out until air bubbles disappear.

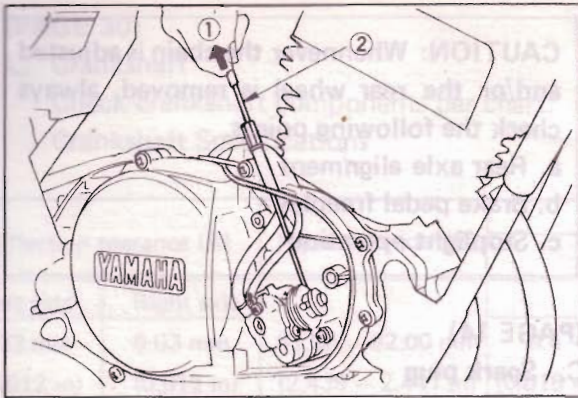


- 3) When air bubbles are expelled completely, tighten the bleed screw and install the pump cover.

NOTE:

Check the bleed screw gasket, and if damaged, replace with a new one.

- b. Bleeding the pump distributor and/or delivery pipe
 - 1) Start the engine.
 - 2) Pull the pump wire all the way out to set the pump stroke to a maximum.



1. Pull 2. Pump wire

NOTE:

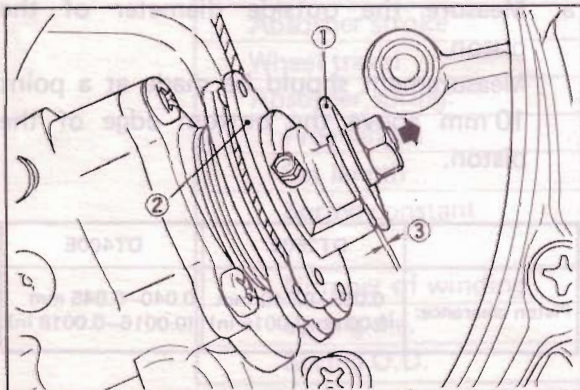
It is difficult to bleed the distributor completely with the pump stroke at a minimum, and therefore the pump stroke should be set to a maximum.

3) Keep the engine running at about 2,000 rpm for two minutes or so, and both distributor and delivery pipe can be completely bled.

2. Minimum pump stroke check and adjustment

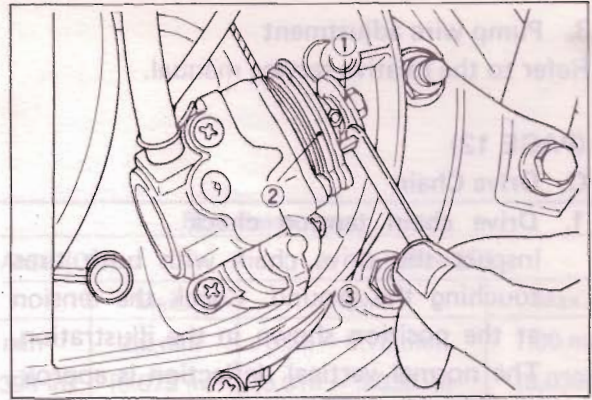
Normally the checking and adjustment of the pump stroke are *not required*, but if any sign of trouble resulting from an incorrect minimum pump stroke is noticed (e.g., excessive engine oil consumption or engine seizure), proceed as follows:

- a. Remove the pump cover and start the engine.
- b. While running the engine idle, observe the pump adjust plate carefully, and stop the engine the moment that the adjust plate moves out to the limit.



1. Adjust plate 2. Adjust pulley 3. Minimum pump stroke

c. Measure the gap with the thickness gauge between the raised boss on the pump adjust pulley and the adjust plate.



1. Adjust plate 2. Adjust pulley 3. Feeler gauge

d. Repeat steps b and c above a few times. When the gap measured is the largest, the pump stroke is considered to be a minimum.

NOTE:

When inserting the thickness gauge between the adjusting plate and the adjusting pulley, be careful so that either the plate or the pulley is not moved. In other words, do not force the thickness gauge into the gap.

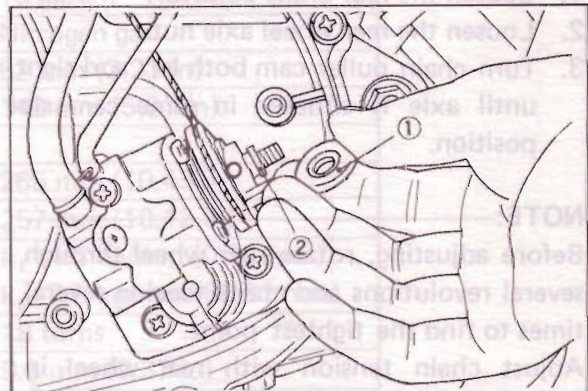
Minimum pump stroke:

0.25-0.30 mm (0.010-0.012 in)

Maximum pump stroke:

1.85-2.05 mm (0.073-0.081 in)

e. If clearance is not correct, remove the adjust plate lock nut and the adjust plate.



1. Adjust plate 2. Adjust shim

f. Remove or add an adjust shim as required.
g. Reinstall adjust plate and lock nut. Tighten the lock nut. Re-measure gap. Repeat procedure as required.

3. Pump wire adjustment
Refer to the relative service manual.

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C. Drive Chain

1. Drive chain tension check

Inspect the drive chain with both tires touching the ground. Check the tension at the position shown in the illustration. The normal vertical deflection is approximately 40 – 50 mm (1.6 – 2.0 in). If the deflection exceeds 50 mm (2.0 in) adjust the chain tension.

NOTE:

Tension inspection and adjustment should be made with the tensioner in the relaxed position.



2. Drive chain tension adjustment

1. Loosen the rear brake adjuster.
2. Loosen the rear wheel axle nut.
3. Turn chain puller cam both left and right, until axle is situated in same cam slot position.

NOTE:

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

4. Tighten the rear axle nut.

CAUTION: Whenever the chain is adjusted and/or the rear wheel is removed, always check the following points.

- a. Rear axle alignment
- b. Brake pedal freeplay
- c. Stoplight operation

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C. Spark plug

Spark plug type:

NGK B-8ES, or Champion N-2

Plug gap:

0.7-0.8 mm (0.028-0.031 in)

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E. Headlight

2. Replacing the headlight bulb

Delete the photo in this section.

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B. Cylinder/E. Piston

| | DT250E | DT400E |
|---------------------|----------------|----------------|
| Cylinder bore | 70.00–70.02 mm | 85.00–85.02 mm |
| Max. | 70.1 mm | 85.1 mm |
| Cylinder taper Max. | 0.08 mm | 0.08 mm |

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E. Piston

5. Wash piston in solvent and wipe dry.
 - a. Measure the outside diameter of the piston.
Measurement should be made at a point 10 mm above the bottom edge of the piston.

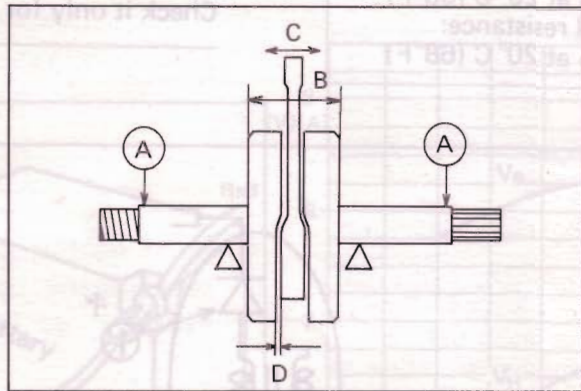
| | DT250E | DT400E |
|-------------------|--------------------------------------|--------------------------------------|
| Piston clearance: | 0.035–0.040 mm (0.0014–0.0016 in) | 0.040–0.045 mm (0.0016–0.0018 in) |

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L. Crankshaft

Check crankshaft components per chart.
Crankshaft Specifications

| Deflection toerance (A) | | Flywheel width(B) | Rod clearance | | | |
|-------------------------|-----------------------|--|-------------------------------------|----------------------|--------------------------------------|---------------------|
| | | | Axial (C) | | Side (D) | |
| Left side | Right side | | New | Max. | New | Max. |
| 0.03 mm (0.012 in) | 0.03 mm (0.012 in) | 61.95 – 62.00 mm (2.439 – 2.441 in) | 0.4 – 1.0 mm (0.016 – 0.0394 in) | 2.0 mm (0.079 in) | 0.25 – 0.75 mm (0.010 – 0.030 in) | 1.00 mm (0.0394) |



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G. Cylinder

2. Tighten cylinder holding nuts.

Tightening torque:
10 mm nut
4.0 m-kG (29 ft-lb)

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4-3. REED VALVE ASSEMBLY

Delete the photo in this section.

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E. REAR SHOCK ABSORBER Service Data:

| | |
|-------------------|---|
| Gas pressure | 15 kg/cm ² |
| Gas properties | Nitrogen gas |
| Absorber stroke | 82 mm (3.23 in) |
| Wheel travel | 140 mm (5.51 in) |
| Absorber spring: | |
| Free length | 265 mm (10.43 in) |
| Set length | 257 mm (10.12 in) |
| Spring constant | k ₁ = 4.5 kg/mm (0-62 mm) k ₂ = 7.5 kg/mm (62-82 mm) |
| Number of winding | 18 turns |
| Spring dia. | 9.5 mm (0.37 in) |
| Spring O.D. | 58 mm (2.28 in) |

NOTE:

These curves are an example when the battery is fully charged.

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6-1. IGNITION SYSTEM

C. Direct Current Resistance Test

a. DT400E

Use a pocket tester or equivalent ohmmeter to determine resistance and continuity of primary and secondary coil windings.

Standard values:

Primary coil resistance:
 $1.0\Omega \pm 10\%$ at 20°C (68°F)

Secondary coil resistance:
 $5.9\Omega \pm 20\%$ at 20°C (68°F)

b. DT250E

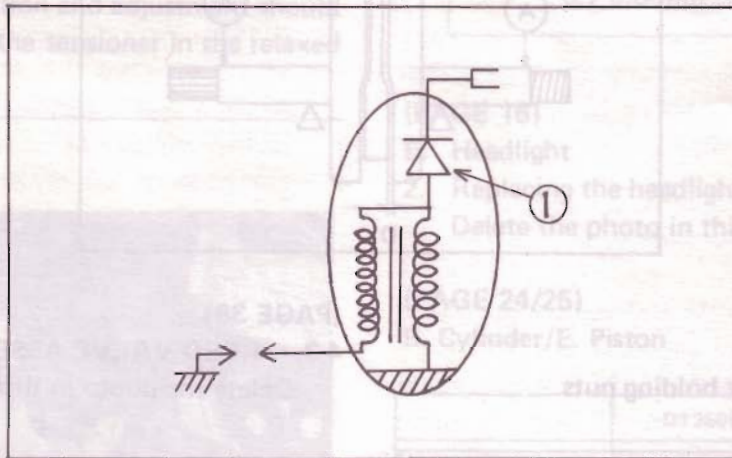
Determine resistance and continuity of secondary coil windings.

$5.9\text{ K}\Omega \pm 20\%$ at 20°C (68°F)

NOTE:

The primary coil circuit has a rectifier built in it for prevention of reverse revolution, and its DC resistance value cannot be specified.

Check it only for continuity.



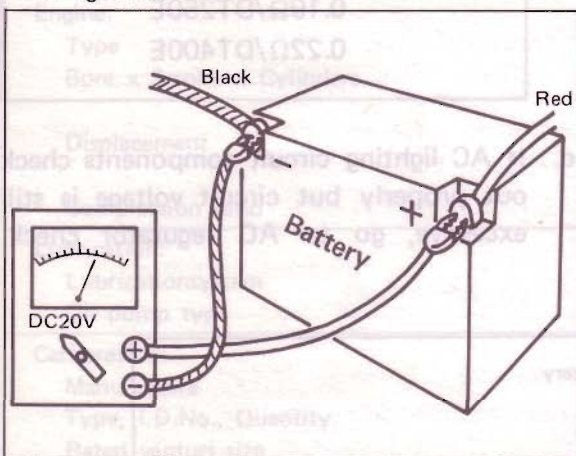
1. Rectifier for prevention of reverse revolution

6-2. CHARGING SYSTEM

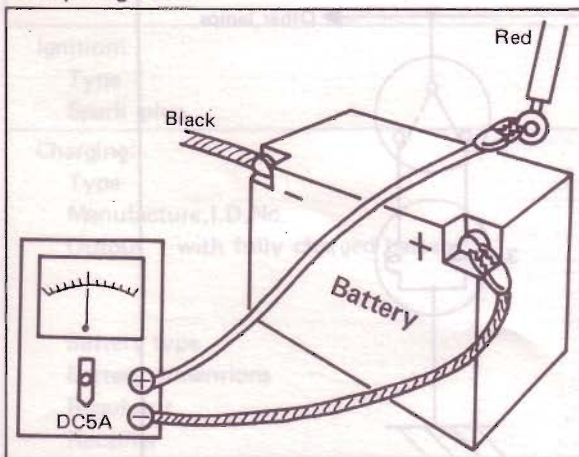
A. Charging Output Test

1. Voltage test
 - a. Remove left sidecover and locate red battery wire connection.
 - b. Connect DC voltmeter (or Yamaha Pocket Tester) as shown.

Voltage test



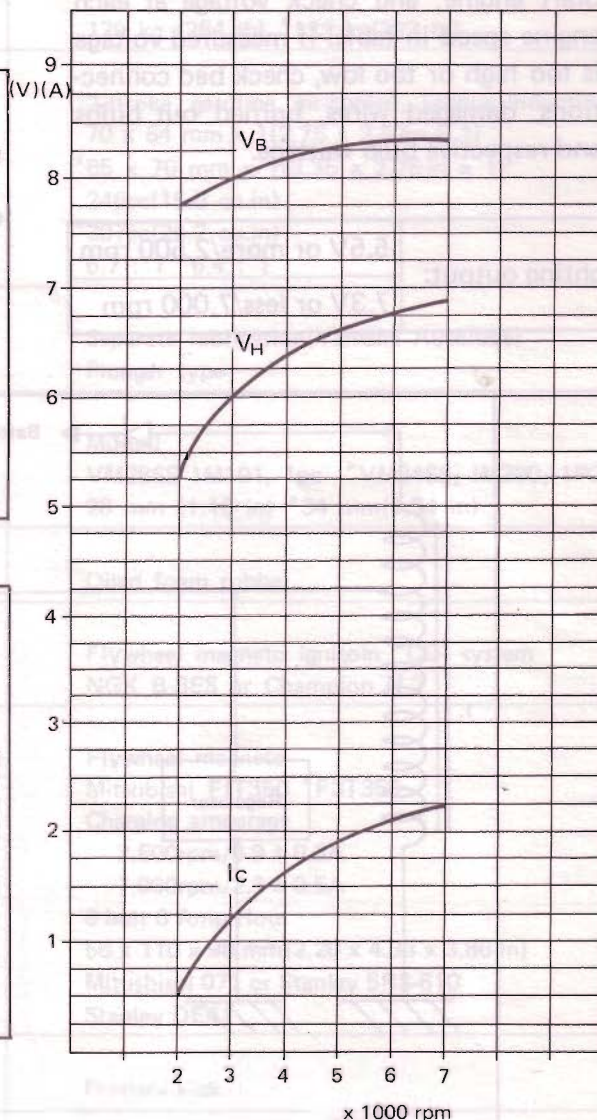
Amperage test



- c. Start engine and note voltage readings.

2. Amperage test

- a. Connect DC amperemeter as shown.
- b. Start engine and note amperage readings.



V_B = BATTERY VOLTAGE
V_H = HEADLIGHT VOLTAGE
I_c = CHARGING AMPERAGE

NOTE:

These curves are an example when the battery is fully charged.

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C. Lighting Tests and Checks (A. C. circuit)

1. A.C. circuit output test

With all A.C. lights in operation the circuit will be balanced and the voltage will be the same at all points at a given rpm.

- Switch Pocket Tester to "AC 20V" position.
- Connect positive (+) test lead to yellow connection and negative (-) test lead to a good ground.
- Start engine, and check voltage at each engine speed in table. If measured voltage is too high or too low, check bad connections, damaged wires, burned out bulbs and respective bulb wattage.

| | |
|------------------|------------------------|
| Lighting output: | 5.5V or more/2,500 rpm |
| | 7.3V or less/7,000 rpm |

2. Lighting coil resistance check

If voltage is incorrect in AC lighting circuit, check the resistance of the yellow wire windings of the lighting coil

- Switch Pocket Tester " $\Omega \times 1$ " position and zero meter.
- Connect positive (+) test lead to yellow wire from magneto and negative (-) test lead to a good ground on engine. Read the resistance on ohms scale.

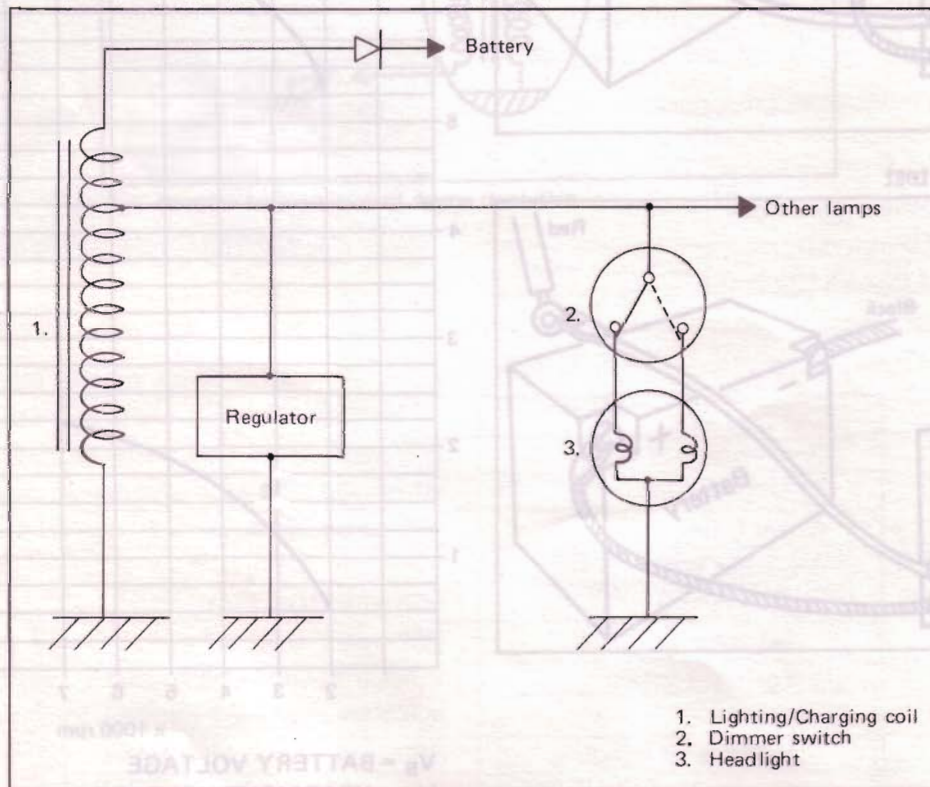
Lighting coil resistance:

Yellow-Ground:

0.19 Ω /DT250E

0.22 Ω /DT400E

- If AC lighting circuit components check out properly but circuit voltage is still excessive, go to AC regulator check.



NOTE:
These curves are an example when the battery is fully charged.

7-1. SPECIFICATIONS

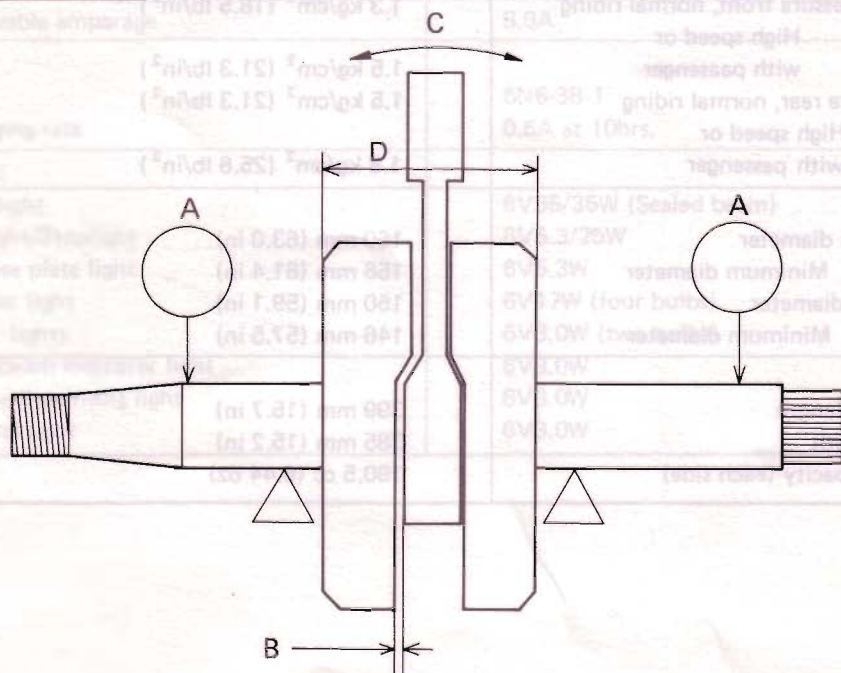
A. General Specifications

| | |
|-----------------------------------|--|
| Model | DT250E *DT400E |
| Dimensions: | |
| Overall length | 2,185 mm(86.0 in) |
| Overall width | 870 mm(34.3 in) |
| Overall height | 1,165 mm(45.9 in) |
| Seat height | 855 mm (33.7 in) |
| Wheelbase | 1,420 mm(55.9 in) *1,415 mm(55.7 in) |
| Minimum ground clearance | 255 mm(10.0 in) |
| Caster | 60° |
| Trail | 135 mm(5.3 in) |
| Weight: | |
| Net | 129 kg (284 lb) *133 kg(293 lb) |
| Engine: | |
| Type | 2-stroke, gasoline, air-cooled, Torque induction |
| Bore x Stroke x Cylinders | 70 x 64 mm x 1(2.76 x 2.52in x 1) *85 x 70 mm x 1(3.35 x 2.76 in x 1) |
| Displacement | 246cc(15.0 cu.in) *397cc(24.2 cu.in) |
| Compression ratio | 6.7 : 1 *6.4 : 1 |
| Lubrication: | |
| Lubricationsystem | Separate lubrication(Yamaha Autolube) |
| Oil pump type | Plunger type |
| Carburetion: | |
| Manufacture | Mikuni |
| Type, I.D.No., Quantity | VM28SS 1M101, 1pc *VM34SS, IM200, 1PC |
| Rated venturi size | 28 mm (1.10 in) *34 mm(1.34 in) |
| Air filter: | Oiled foam rubber |
| Ignition: | |
| Type | Flywheel magneto ignitoin *CDI system |
| Spark plug | NGK B-8ES or Champion N-2 |
| Charging: | |
| Type | Flywheel magneto |
| Manufacture, I.D.No. | Mitsubishi FIT350 *F3T350 |
| Output with fully charged battery | Charging amperage 2,500rpm/0.9 ± 0.3A 7,000rpm/2.3 ± 0.5A |
| Battery type | 6 bolt 6 Amp-Hour |
| Battery dimensions | 56 x 110 x 98 mm(2.20 x 4.33 x 3.86 in) |
| Regurator | Mitsubishi 071 or Stanley SRS-610 |
| Rectifier | Stanley DE41 |
| Starting: | Primary kick |
| Primary drive: | |
| Type | Helical gear |
| Teeth, ratio | 65/23 2.826 |

| | |
|---------------------------|--|
| Clutch: | Wet, multiple disc |
| Transmission: | Constantmesh, 5-speed, drum shifter |
| Type | 33/13 2.538 7.172 |
| Teeth, ratio, overall 1st | 34/19 1.789 5.056 |
| 2nd | 26/20 1.300 3.674 |
| 3rd | 23/23 1.000 2.826 |
| 4th | 20/26 0.769 2.173 |
| 5th | |
| *1st | 38/14 2.714 7.669 |
| 2nd | 34/19 1.789 5.056 |
| 3rd | 26/20 1.300 3.674 |
| 4th | 23/23 1.000 2.826 |
| 5th | 20/26 0.769 2.173 |
| Secondary drive: | Roller chain, 104 link (includes chain join) *102 |
| Type | DK520DS, Daido |
| Size, Manufacture | 47/14 3.357*43/16 2.687 |
| Reduction ratio | |
| Chassis: | |
| Frame | Tubler, double cradle |
| Suspension: | |
| Front (type, travel) | Telescopic fork, 195 mm (7.6 in) |
| Rear (type, travel) | Swing arm (Monocross suspension), 140 mm (5.5 in) 82 mm (Absorber travel) (3.23 in) |
| Tires: | |
| Front | 3.00 - 21 4PR Dunlop |
| Rear | 4.00 - 18 4PR Dunlop |
| Brakes: | |
| Front | Drum brake |
| Rear | Drum brake |
| Rims: | |
| Front | 1.60 - 21 Aluminum |
| Rear | 1.85 - 18 Aluminum |
| Primary drive: | |
| Type | Helical gear |
| Teeth, ratio | |

B. Maintenance Specifications

| | |
|--|--|
| 1. Engine | |
| Engine oil capacity: | |
| Dry | 1,200 ± 50 cc (1.27 ± 0.05 qt) |
| Oil change | 1,100 ± 50 cc (1.16 ± 0.05 qt) |
| Recomended lubricant: | |
| If temperature does not go below 5°C (40°F) | YAMALUBE 4-cycle or SAE 20W40 SE motor oil |
| If temperature does not go above 15°C (60°F) | YAMALUBE 4-cycle or SAE 10W30 SE motor oil |
| Piston clearance: | 0.035 - 0.040 mm (0.0014 - 0.0016 in) |
| Ring end gap (installed), Top | *0.040 - 0.045 mm (0.0016 - 0.0018 in) |
| 2nd | 0.2 - 0.4 mm (0.0079 - 0.0157 in) |
| Standard bore size/standard | *0.3 - 0.5 mm (0.012 - 0.020 in) |
| Maximum | 0.2 - 0.4 mm (0.0079 - 0.0157 in) |
| Cylinder taper limit | *0.3 - 0.5 mm (0.012 - 0.020 in) |
| Cylinder out of limit | 70.00 - 70.02 mm (2.756 - 2.757 in) |
| Piston ring side clearance | *85.00 - 85.02 mm (3.347 - 3.349 in) |
| Maximum | 70.1 mm (2.760 in) *85.1 mm (3.350 in) |
| Crankshaft: | |
| Deflection tolerance (A) | 0.03 mm (0.0012 in) |
| Rod side clearance (B) | 0.25 - 0.75 mm (0.0098 - 0.030 in) (Max. 1.00mm), |
| Rod axial clearance (C) | 0.4 - 1.0 mm (0.016 - 0.039 in) (Max. 2.0 mm), 0.079 |
| Fly wheel width (D) | (Max. 2.0 mm), (0.079 in) |
| | $62^{0}_{-0.05}$ mm (2.441 ⁰ _{-0.0020} in) |



| | |
|--|---|
| Oil pump: | |
| Color code | Red *Yellow |
| Min. stroke | 0.25 - 0.30 mm (0.0098 - 0.012 in) |
| Max. Stroke | 1.85 - 2.05 mm (0.073 - 0.081 in) |
| Total reduction ratio | $18/23 \times 55/1 = 43.0$ * $18/23 \times 32/1 = 25.0$ |
| Oil discharge (Minimum stroke) | 0.50 - 0.63 cc (0.017 - 0.021 oz) |
| (Maximum stroke) | 4.65 - 5.15 cc (0.157 - 0.174 oz) |
| Pump adjustment mark | (at full throttle) |
| Clutch: | |
| Friction plate thickness standard Q'ty | 3.0 mm, (0.12 in) 7 pcs |
| Minimum | 2.7 mm (0.11 in) |
| Clutch plate warp. limit | 0.05 mm (0.002 in) |
| Clutch spring length standard | 34.9 mm, (1.374 in) 6 pcs |
| Minimum | 33.9 mm (1.335 in) |
| Clutch push rod run-out maximum | 0.2 mm (0.008 in) |
| 2. Carburetion | |
| Manufacturer | MIKUNI |
| Model, I.D.No. | VM28SS, 1M101 *VM34SS, 1M200 |
| Main jet | #150 *#190 |
| Needle jet | N-8 *0-2 |
| Pilot jet | #50 *#80 |
| Starter jet | #60 |
| Jet needle § clip position | 5DP33-3 *6F9-3 |
| Float level | 15.8 mm (0.62 in) *22.9 mm (0.90iin) |
| Pilot air acrew (turns out) | 2.0 *1-½ |
| Air jet | φ 2.5 mm (0.098 in) |
| Engine idle speed | 1,200 - 1,300 rpm *1,300 - 1,400 rpm |
| 3. Chassis | |
| Wheels and tires: | |
| Rim run-out vertival (front) | 1.0 mm (0.039 in) |
| (rear) | 0.5 mm (0.020 in) |
| horizontal (front) | 0.5 mm (0.020 in) |
| (rear) | 0.5 mm (0.020 in) |
| Tire pressure front, normal riding | 1.3 kg/cm ² (18.5 lb/in ²) |
| High speed or with paasenger | 1.5 kg/cm ² (21.3 lb/in ²) |
| Tire pressure rear, normal riding | 1.5 kg/cm ² (21.3 lb/in ²) |
| High speed or with passenger | 1.8 kg/cm ² (25.6 lb/in ²) |
| Brakes: | |
| Front drum diameter | 160 mm (63.0 in) |
| Minimum diameter | 156 mm (61.4 in) |
| Rear drum diameter | 150 mm (59.1 in) |
| Minimum diameter | 146 mm (57.5 in) |
| Front forks: | |
| Spring free length | 399 mm (15.7 in) |
| Preload length | 385 mm (15.2 in) |
| Fork oil capacity (each side) | 190.5 cc (6.44 oz) |

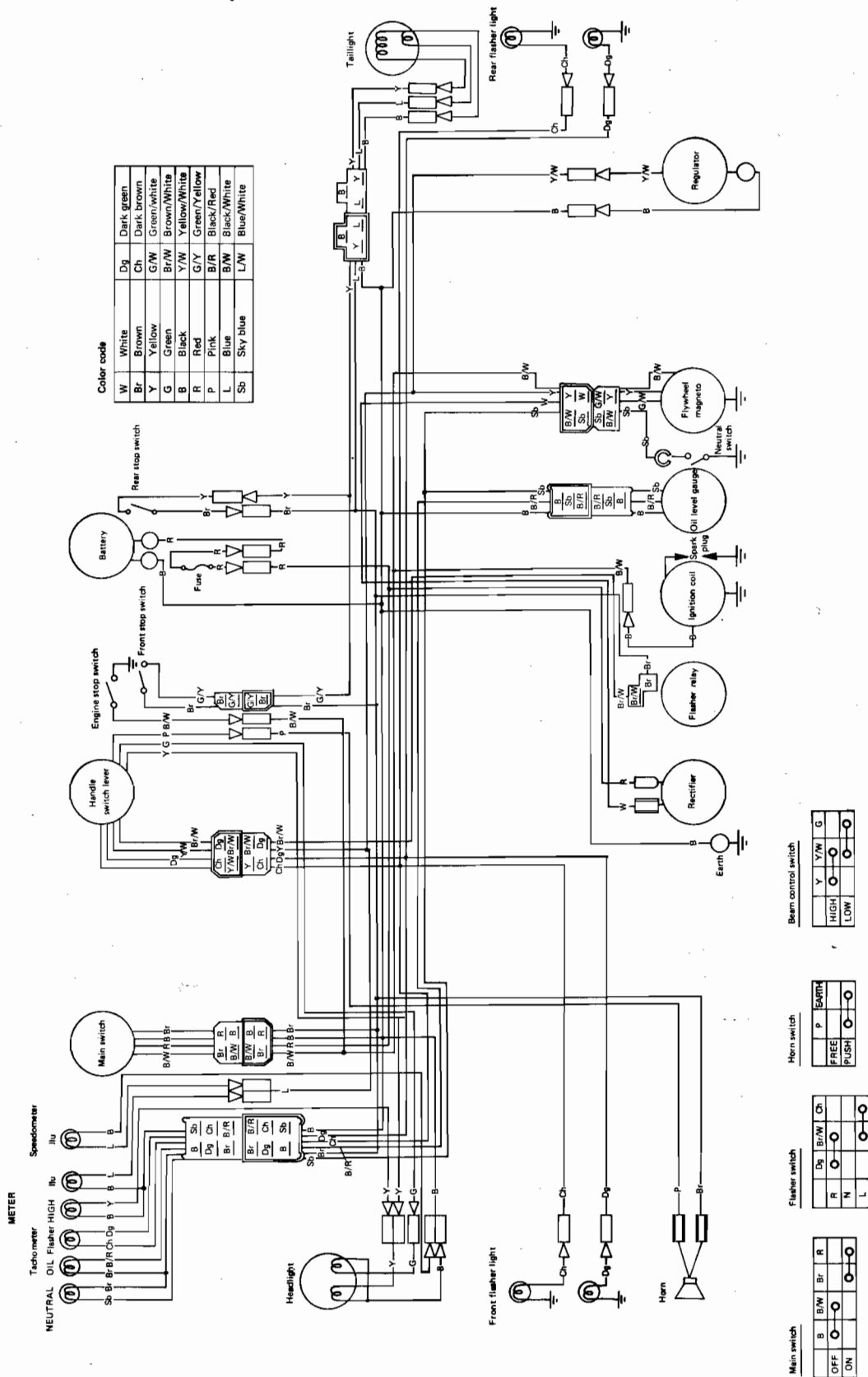
| | |
|---|---|
| Rear shock absorber: Gas pressure Absorber stroke Spring free length Preload length Spring constant | 15 kg/cm ² (213 lb/in ²) 82 mm (3.23 in) 265 mm (10.43 in) 257 mm (10.12 in) K ₁ =4.5 kg/mm (0-62 mm) K ₂ =7.5 kg/mm (62-82 mm) |
| 4. Electrical | |
| Ignition timing Point gap Condenser capacity Insulation resistance | 3.2 ± 0.15 mm (0.126 ± 0.006 in) BTDC *2.9 ± 0.15 mm (0.114 ± 0.006 in) BTDC 0.3 - 0.4 mm (0.012 - 0.016 in) 0.25μF 50MΩ or more |
| Ignition coil: Type Minimum spark gap *Primary resistance Secondary resistance | Mitsubishi F6T412 *F6T411 6 mm (0.24 in) 1.0Ω ± 10% (20°C, 68°F) 5.9 KΩ ± 20% (20°C, 68°F) |
| *CDI Unit: Type | Mitsubishi 8T00371 |
| Flywheel magneto: Type Source coil resistance Coil resistance | Mitsubishi F1T350 *F3T350 1.65Ω ± 10% (20°C, 68°F) 166Ω ± 10% |
| Flasher relay Type Manufacturer Model | Condenser NIPPONEDSO 061300-5010 |
| Charge coil resistance Lighting coil resistance | 0.33Ω ± 10% *0.38Ω ± 10% 20°C, 68°F 0.19Ω ± 10% *0.22Ω ± 10% |
| Regulator: Regulated voltage Allowable amparage | 7.0V (Mitsubishi), 7.2V (Stanley) 8.0A |
| Battery: Type Charging rate | 6N6-3B-1 0.6A at 10hrs. |
| Lighting: Headlight Taillight/Stoplight License plate light Flasher light Meter lights High beam indicator light Oil levell warning light Neutral light | 6V35/35W (Sealed beam) 6V5.3/25W 6V5.3W 6V17W (four bulbs) 6V3.0W (two bulbs) 6V3.0W 6V3.0W 6V3.0W |

C. Torque Specifications

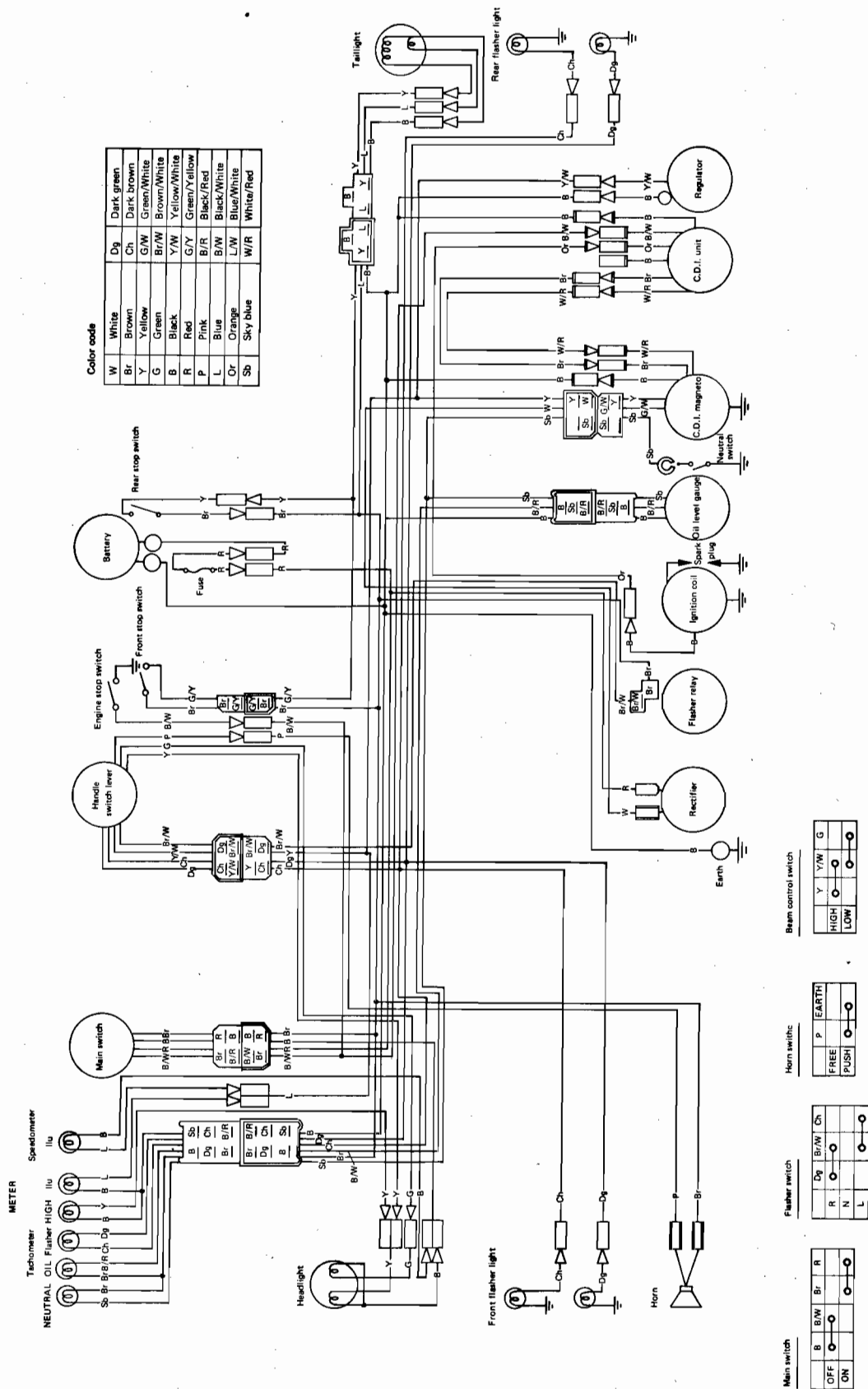
Unit: m-kg (ft-lb)

| | | |
|---------------------------|--|---------------------|
| 1. Engine | | |
| Cylinder head nut | | 2.0 (14) |
| bolt | | 2.5 (18) |
| Spark plug | | 2 (14) |
| Cylinder nut | | 4.0 (29) |
| bolt | | 4.5 (33) |
| Primary drive gear | | 7.5 (54) |
| Clutch boss | | 7.5 (54) |
| Clutch spring | | 1.0 (7) |
| Drive sprocket | | 7.5 (54) |
| Kick crank | | 2.5 (18) |
| Reed valve | | 0.1 (0.7) |
| Rotor nut | | 7.0 (51) |
| Srater | | 1.0 (7) |
| Clutch plessure plate | | 2.5 (18) |
| 2. Chassis | | |
| Engine mount front upper | | 2.5 (18) |
| front lower | | 2.5 (18) |
| rear upper | | 2.5 (18) |
| rear lower | | 5.0 (36) |
| Rivot shaft nut | | 6.5 (47) |
| Rear shock absorber front | | 5.0 (36) |
| rear | | 2.5 (18) |
| Handle crown pinch bolt | | 1.5 (11) * 2.5 (18) |
| Fitting bolt | | 5.5 (40) |
| Handle upper bracket | | 1.5 (11) |
| Under bracket pinch bolt | | 1.5 (18) * 1.9 (14) |
| Front axle bracket | | 1.0 (7) |
| Front axle nut | | 8.5 (61) |
| Rear axle nut | | 11.0 (80) |
| Driven sprocket nut | | 4.0 (29) * 3.0 (22) |
| Footrest nut | | 6.0 (43) |

DT250E CIRCUIT DIAGRAM



DT400E CIRCUIT DIAGRAM





SINCE 1887

YAMAHA MOTOR CO., LTD.

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