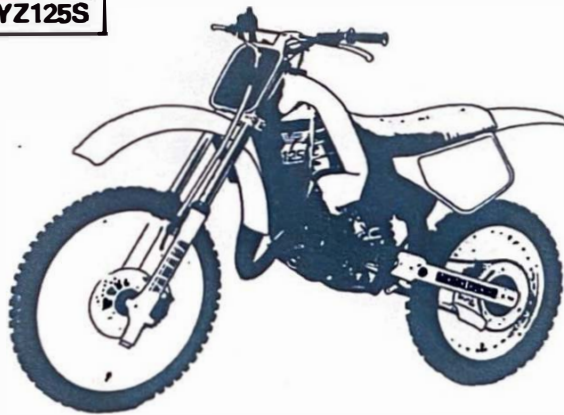




# YZ125S YZ250S YZ490S ASSEMBLY MANUAL

YZ125S



YZ250S



YZ490S




[www.legends-yamaha-enduro.com](http://www.legends-yamaha-enduro.com)

# SYMBOLS USED IN ASSEMBLY MANUAL


In order to simplify descriptions in assembly manuals, the following symbols are used:


 : Coat with lithium soap base grease.

 : Tighten to 10 Nm.  
(10 Nm = 1.0 m•kg = 7.2 ft•lb)

 : Front ward of the machine.

 : Provide a clearance.

 : Install so that the arrow mark faces upward.

 : Apply a motor oil.

 : Made of rubber or plastics.

A	B	C	D	E

A: Ref No. (indicating the order or operations.)

B: Part name

C: Quantity of parts per machine.

D: Place where parts are held.

V: Stored in vinyl bag.

C: Stored in carton box.

S: Fixed inside the crate and/or contained in the styrofoam tray (upper or lower).

\*: Temporarily installed or secured.

E: Size or material of parts.

d/D: Diameter of part.

ℓ : Length of part.



ex. 5 (0.2) = 5 mm (0.2 in)

## FOREWORD

This Assembly Manual contains the information required to reassembly of the Yamaha machines correctly prior to delivery to the customer. Since some external parts of the machine have been removed at the Yamaha factory for convenience of packing, assembly by the Yamaha dealer is required. It should be noted that the reassembled machine should be thoroughly cleaned, inspected, and adjusted prior to delivery to the purchaser.

## NOTICE

The service specifications given in this assembly manual are based on the model as manufactured. Modifications and significant changes in specifications and/or procedures will be forwarded to Authorized Yamaha Dealers. The procedures below are described in the order that the procedures are carried out correctly and completely. Failure to do so can result in poor performance and possible harm to the machine and/or rider.

**CONCERNING CRATE DAMAGE:** \_\_\_\_\_  
Follow the instructions in the Dealer warranty handbook, Procedure section.

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

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

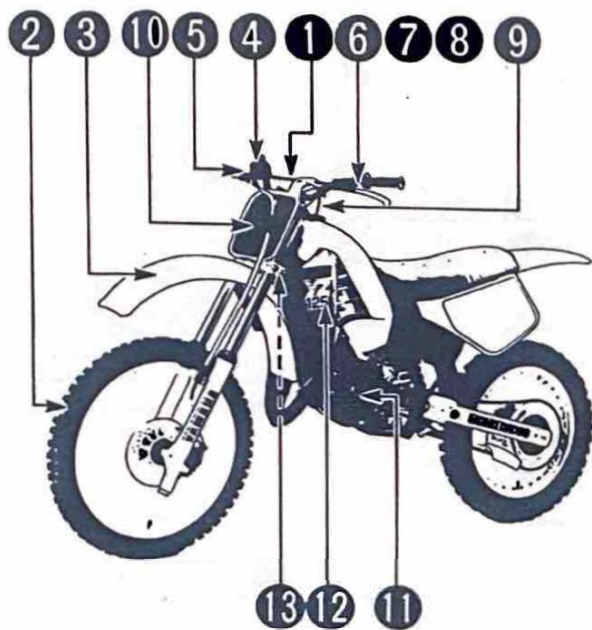
**CAUTION:** A CAUTION indicates special procedures that must be followed to avoid damage to the machine.

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

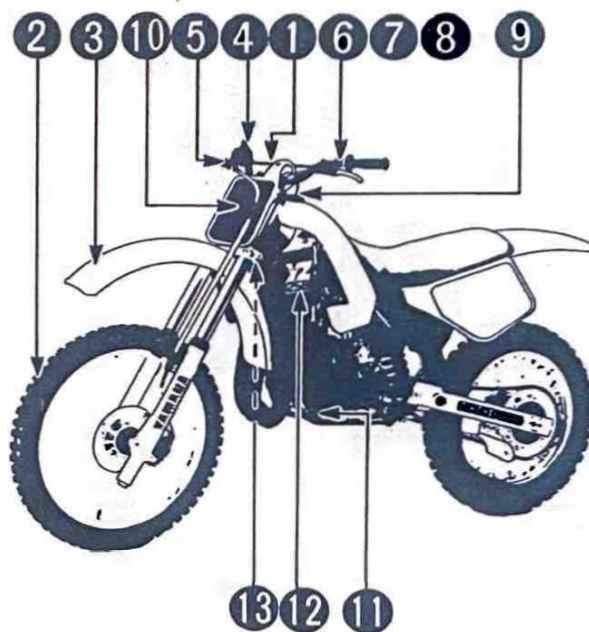
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SERVICE DIVISION  
MOTORCYCLE OPERATIONS  
YAMAHA MOTOR CO., LTD.**

# SETUP PROCEDURES

**YZ125S**



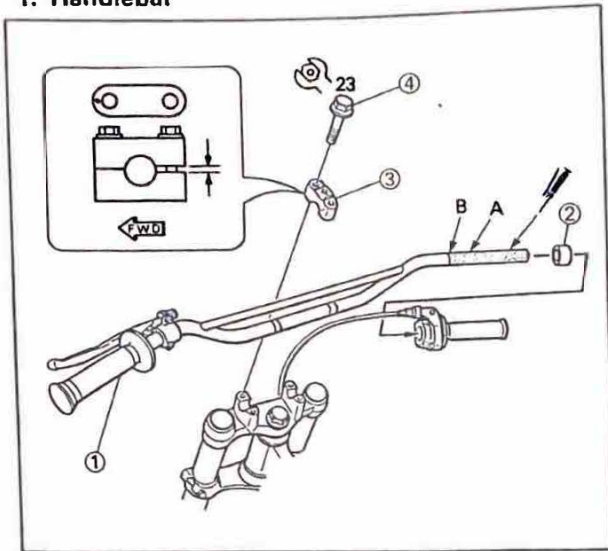
**YZ250S**



**YZ490S**



## 1. Handlebar



1	Handlebar	1	S	
2	Collar	1	V	
3	Handlebar upper holder	2	V	
4	Flange bolt	4	V	d = 8 (0.32), l = 35 (1.38)

- A: Clean the right handlebar end.  
Apply the light coat grease.
- B: Before inserting the handlebar into the throttle grip, make sure the collar is installed.

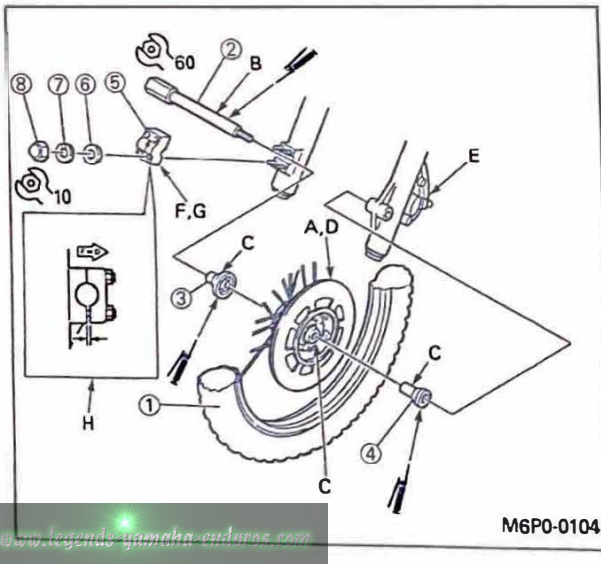
### **WARNING:**

Proper cable and lead routing is essential to assure safe machine operation. REFER TO "CABLE ROUTING".

### **NOTE:**

The throttle cables should not be twisted, and make certain the throttle grip rotates on the handlebar freely, without binding.

## 2. Front wheel



1	Front wheel	1	S	
2	Front wheel axle	1	*	d = 15 (0.59), l = 187 (7.3)
3	Collar 1	1	V	d = 15 (0.59)
4	Collar 2	1	V	d = 15 (0.59)
5	Front wheel axle holder	1	*	
6	Plain washer	4	*	d = 6 (0.24)
7	Spring washer	4	*	d = 6 (0.24)
8	Cap nut	4	*	d = 6 (0.24)

- A: Clean the brake disc.  
B: Clean the front wheel axle.  
C: Clean the collar.

### **D: WARNING:**

Take care not to put grease on the brake disc or inner surface of the brake pads. If you do so, clean using a rag dampened with a solvent. Foreign material on braking surface can cause impaired braking action.

- F: Make sure the arrow mark with the axle holder is pointed upward.

- G: Tighten the pinch nuts temporarily tightening the axle.

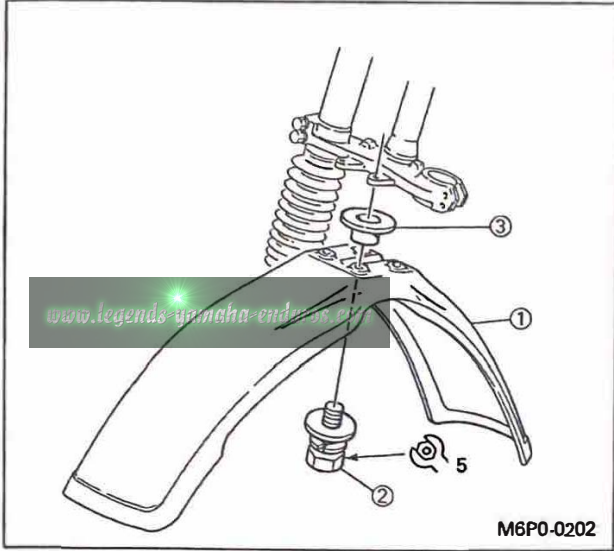
- H: Secure the wheel axle with the axle holder.

### **CAUTION:**

First tighten the nuts on the upper side of the axle holder, and then tighten the nuts on the lower side.

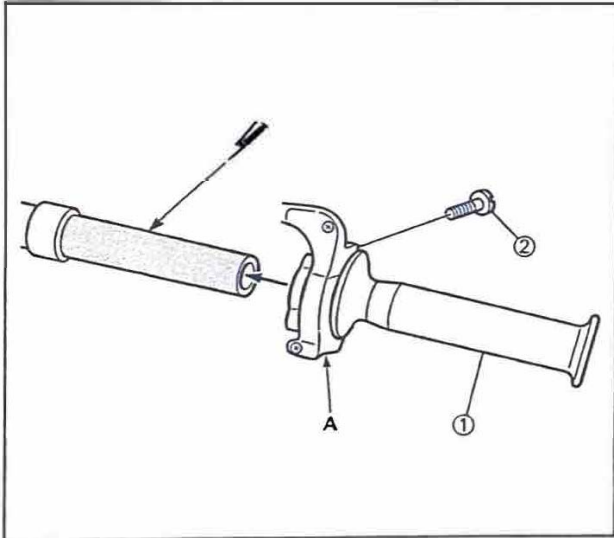
- E: Do not depress the brake lever when the wheel is off the machine as the brake pads will be forced to shut.

### 3. Front fender



1	Front fender	1	S	
2	Hexagon bolt with spring washer and plain washer	4	V	d = 6 (0.24), ℓ = 20 (0.78)
3	Collar	4	V	d = 6 (0.24)

### 4. Throttle grip

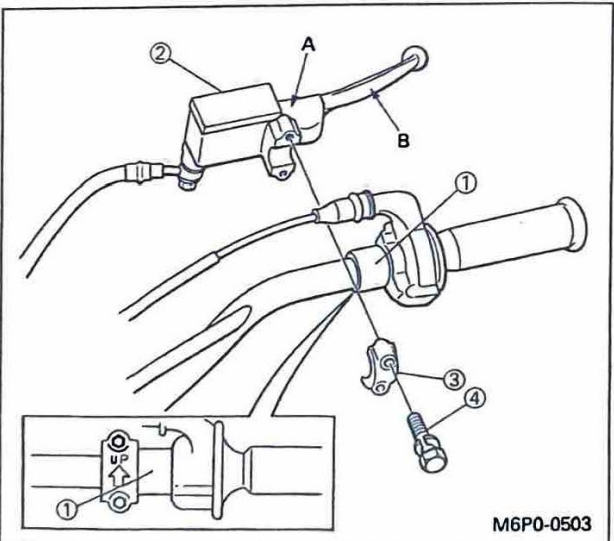


1	Throttle grip	1	*	
2	Panhead screw	2	*	d = 5 (0.20)

A: Slip the throttle grip over the right handlebar to the limit and slide it back about 2 mm (0.08 in).

**WARNING:**  
CHECK THE THROTTLE GRIP FOR SMOOTH ACTION!

### 5. Front brake master cylinder



1	Collar	1	*	
2	Front brake master cylinder	1	*	
3	Master cylinder bracket	1	V	d = 6 (0.24), ℓ = 25 (0.98)
4	Hexagon bolt with spring washer	2	V	

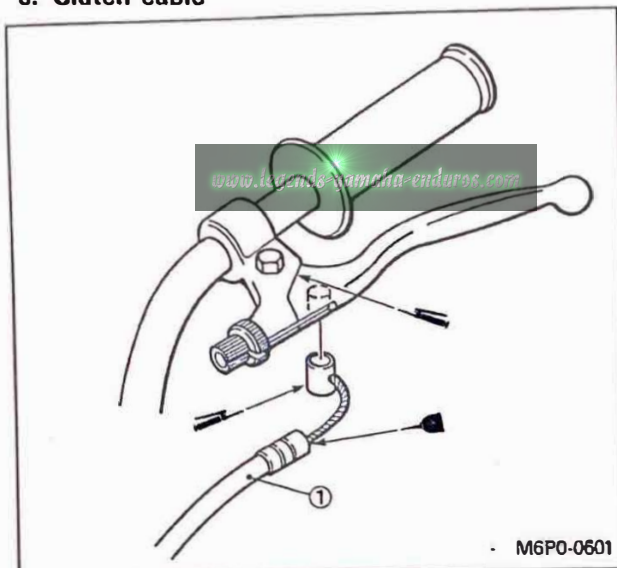
A: Lubricate the pivoting part of the brake lever.

Recommended lubricants:  
Yamaha cable lube

B: Check the brake lever for smooth action.

**WARNING:**  
Proper hose routing is essential to assure safe machine operation. REFER TO "CABLE ROUTING."

## 6. Clutch cable



1	Clutch cable	1	*	
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A: Lubricate the pivoting part of the clutch lever.

**Recommended lubricants:**  
Yamaha Cable Lube or motor oil

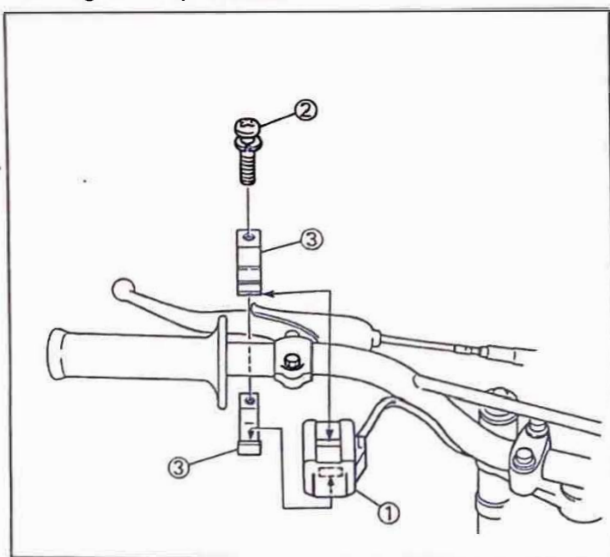
**NOTE:**  
Check the clutch lever for smooth action. REFER TO "ADJUSTMENT AND PREDELIVERY SERVICE."

**WARNING:**  
Proper cable routing is essential to assure safe machine operation. REFER TO "CABLE ROUTING."

B: To install the clutch cable, be sure to proceed as follows:

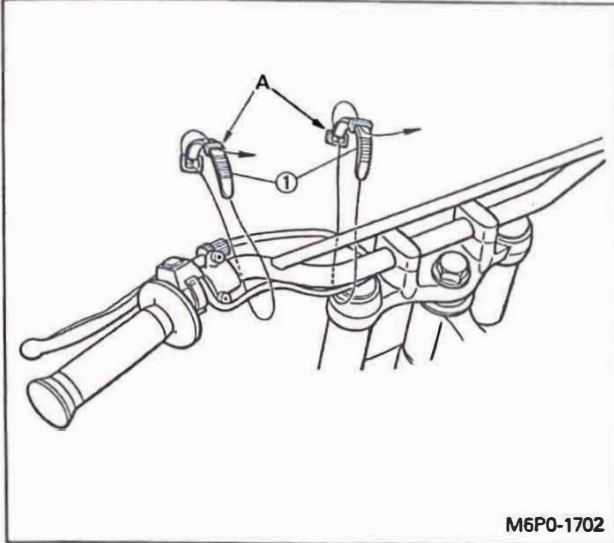
- a. Fully loosen the locknut on the lever holder, and screw in the adjuster on the lever holder until tight. Next, align the slit in the adjuster and locknut with the slit in the lever holder.
- b. Insert the cable end into the lever hole, and hook the outer cable end onto the locknut, then squeeze the lever. Next, while pulling the outer cable in the direction opposite to the lever, release the lever quickly while releasing it seat the outer cable into the adjuster.

## 7. Engine stop switch



1	Engine stop switch	1	*	
2	Panhead screw with spring washer	1	V	d = 3 (0.12), l = 14 (0.55)
3	Engine stop switch holder (Upper and lower)	2	V	

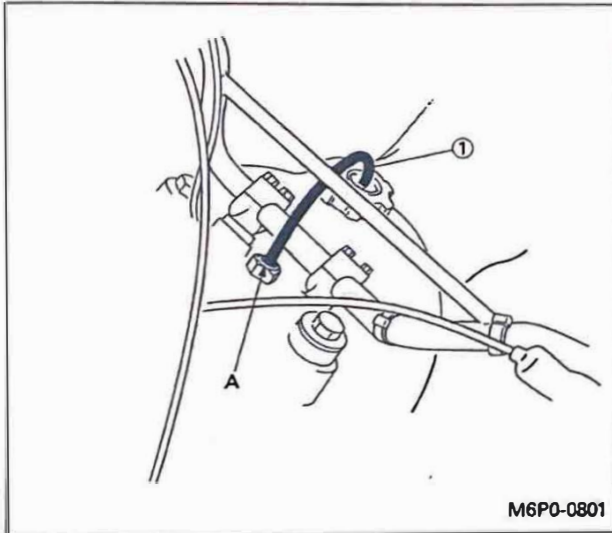
## 8. Handlebar band



1	Handlebar band	2	V	
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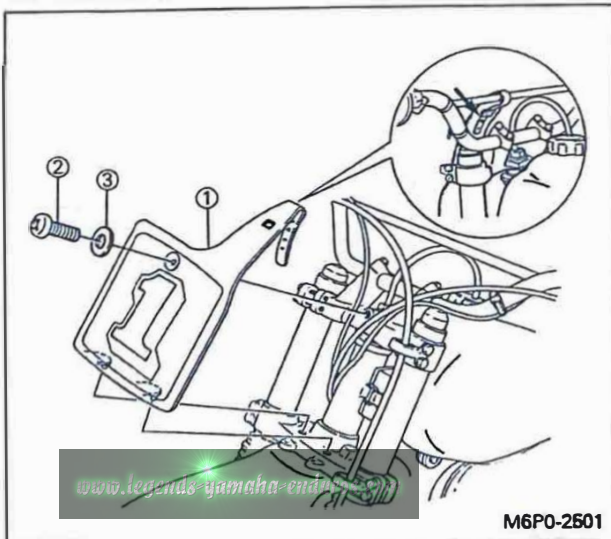
A: Clamp the engine stop switch lead.

## 9. Fuel tank breather hose



1	Fuel tank breather hose	1	C	Rubber
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## 10. Number plate

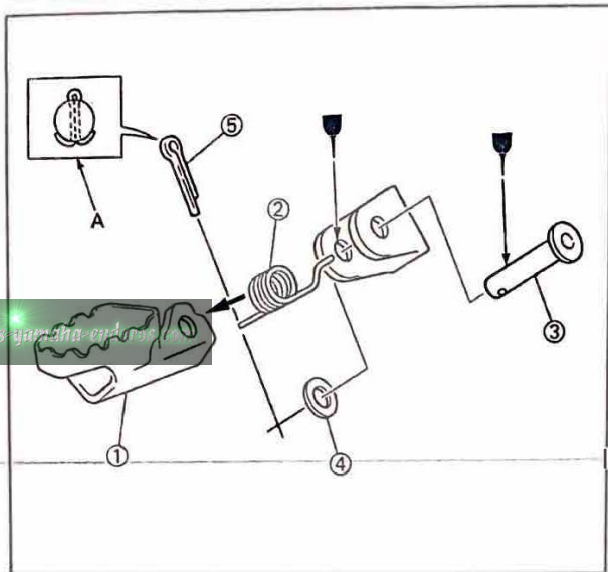


1	Number plate	1	S	
2	Panhead screw	1	V	d = 6 (0.24), ℓ = 16 (0.62)
3	Plain washer	1	V	d = 6 (0.24)



**FOR YZ125S/250S**

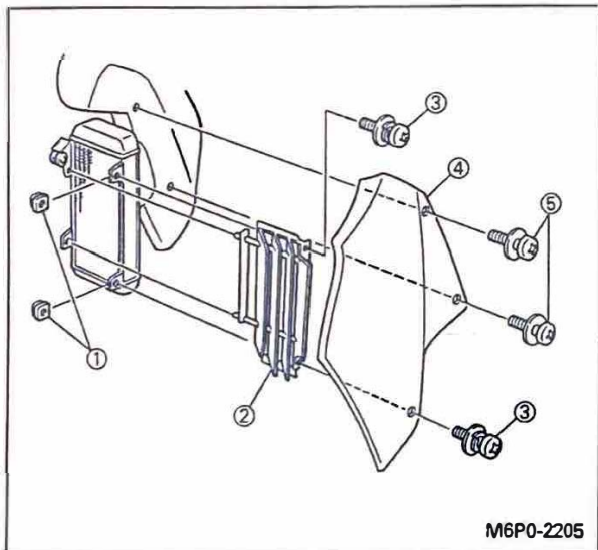
**11. Footrest (Right)**



1	Footrest	1	V	
2	Clevis pin	1	V	d = 10 (0.39)
3	Return spring	1	V	
4	Plain washer	1	V	d = 10 (0.39), D = 18 (0.62)
5	Cotter pin	1	V	

A: Bend the end of cotter pin.

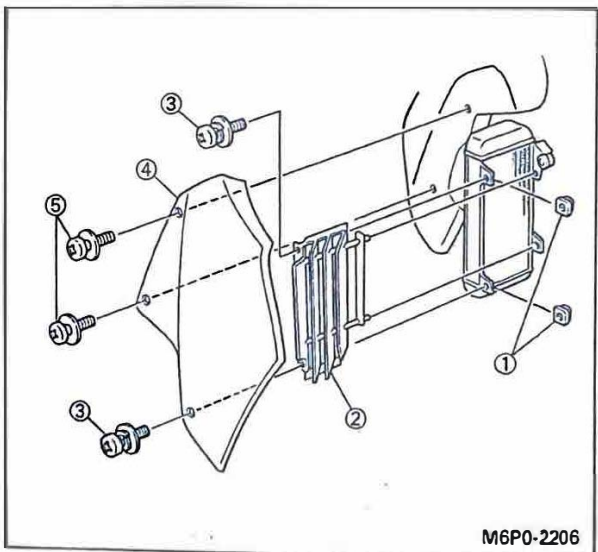
**12. Radiator cover (Left)**



M6P0-2205

1	Spring nut	2	✳	d = 6 (0.24)
2	Plate	1	C	
3	Panhead screw with spring washer and plain washer	2	V	d = 6 (0.24), ℓ = 16 (0.63)
4	Radiator cover (Left)	1	S	
5	Panhead screw with plain washer	2	V	d = 5 (0.20), ℓ = 16 (0.63)

**13. Radiator cover (Right)**

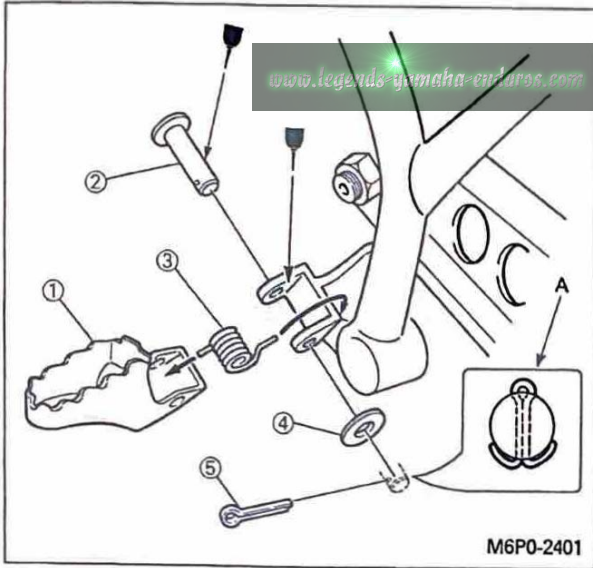


M6P0-2206

1	Spring nut	2	V	d = 6 (0.24)
2	Plate	1	C	
3	Panhead screw with spring washer and plain washer	2	V	d = 6 (0.24), ℓ = 16 (0.63)
4	Radiator cover (Right)	1	S	
5	Panhead screw with plain washer	2	V	d = 5 (0.20), ℓ = 16 (0.63)

**FOR YZ490S**

**11. Footrest (Left)**



1	Footrest	1	V	
2	Clevis pin	1	V	d = 10 (0.39)
3	Return spring	1	V	
4	Plain washer	1	V	d = 10 (0.39), D = 16 (0.62)
5	Cotter pin	1	V	

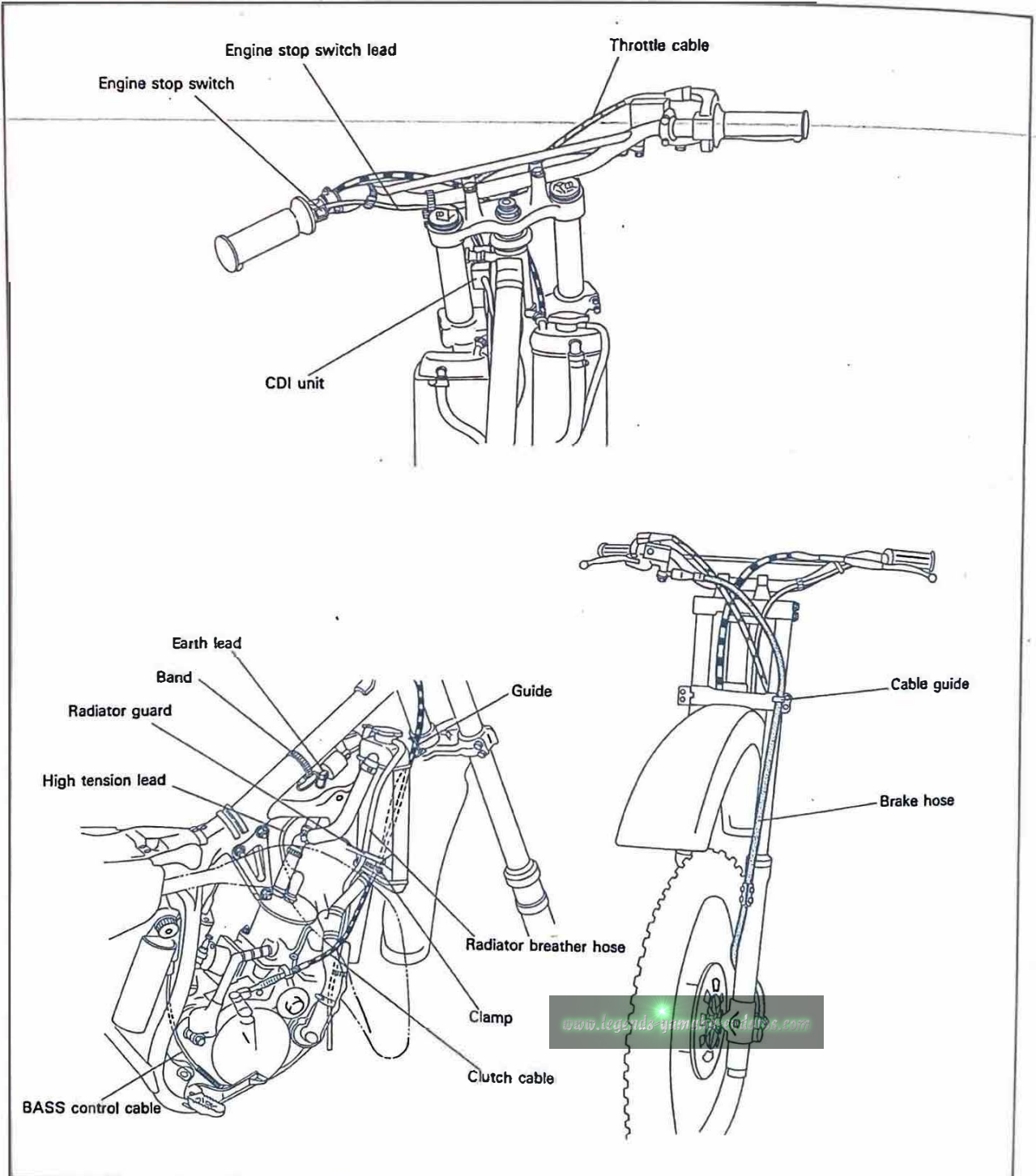
A: Bend the end of cotter pin.

# CABLE ROUTING

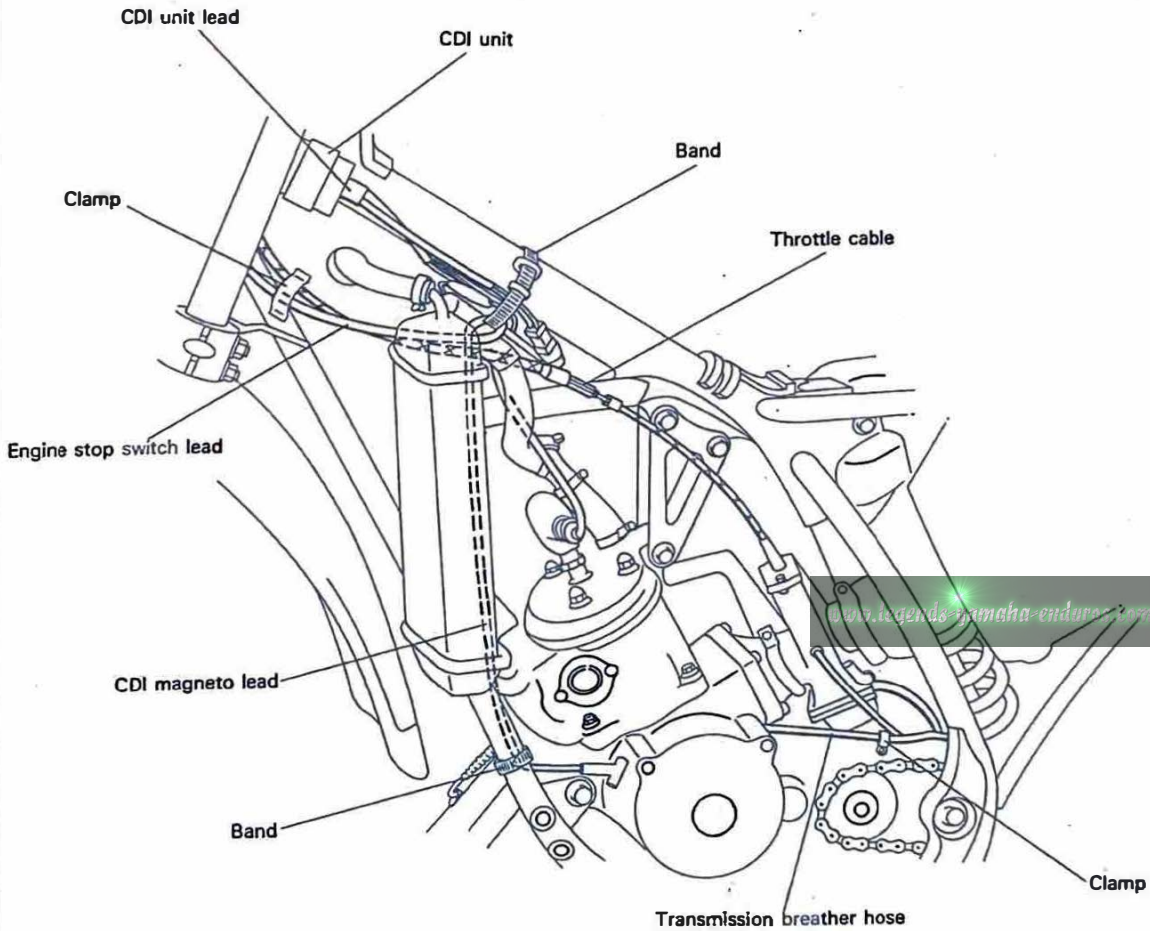
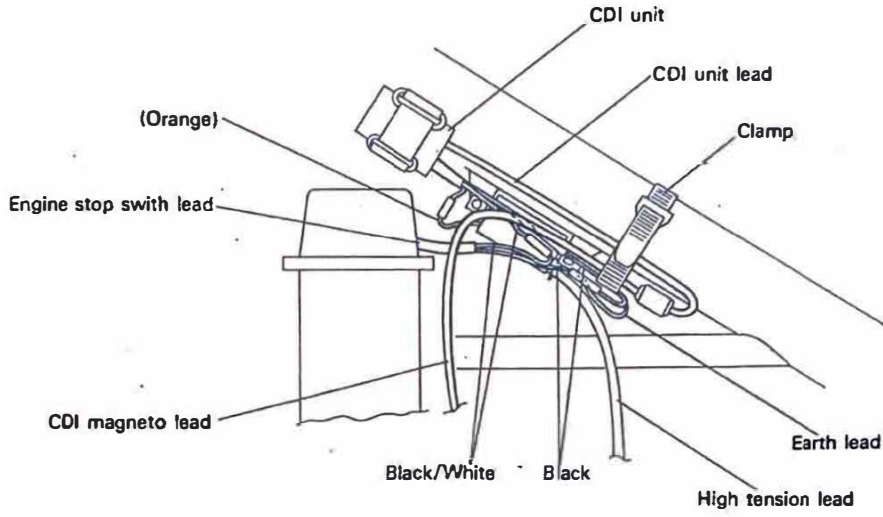
**CAUTION:**

Proper cable and lead routing is essential to insure safe machine operation.

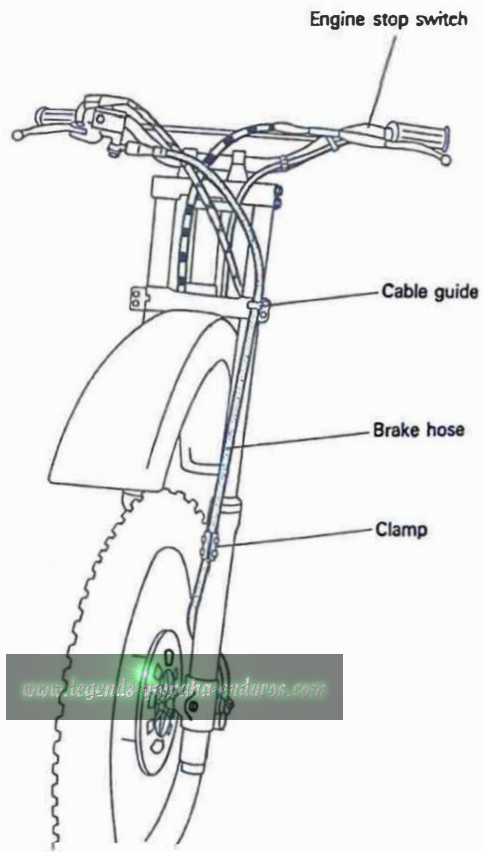
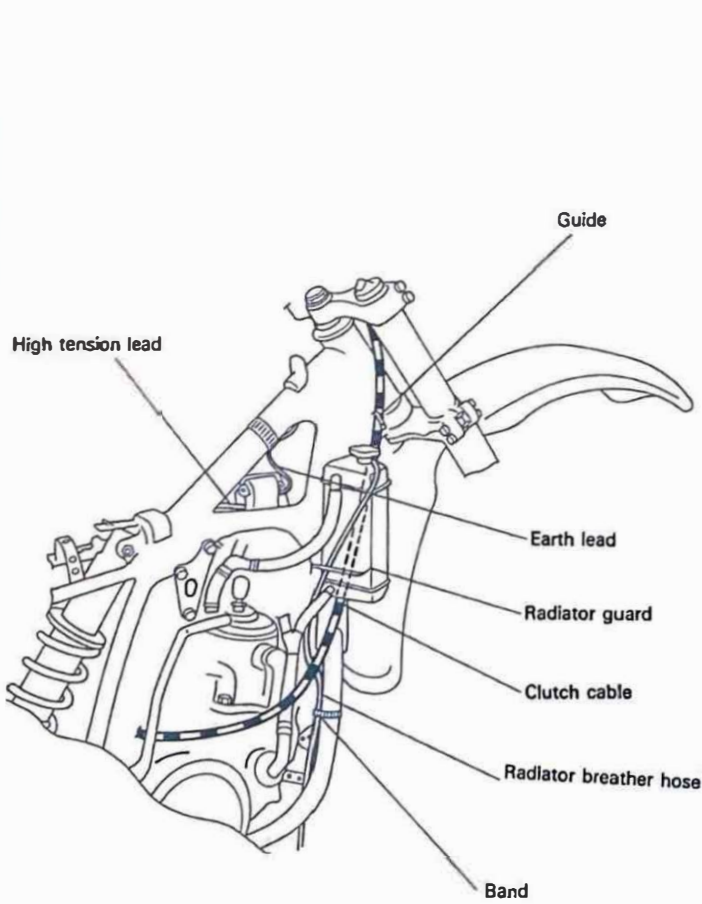
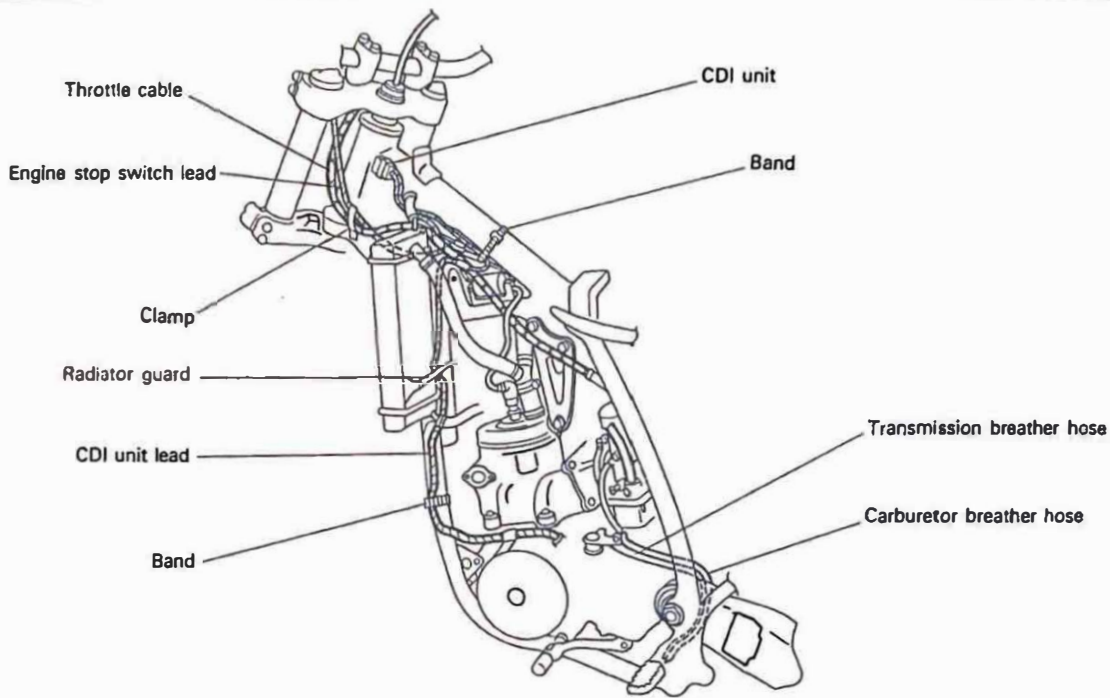
**FOR YZ125S**



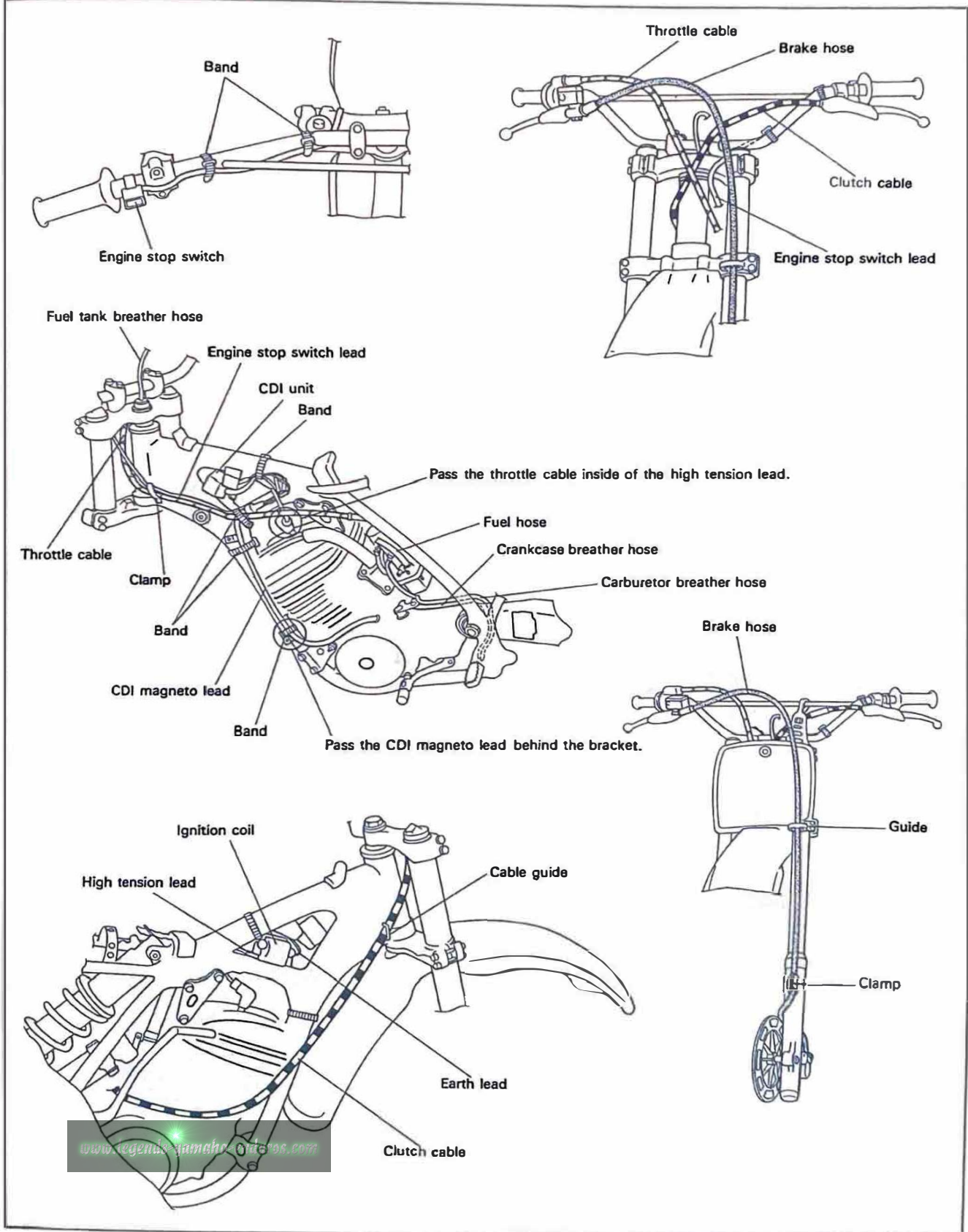
**FOR YZ125S**



**FOR YZ250S**

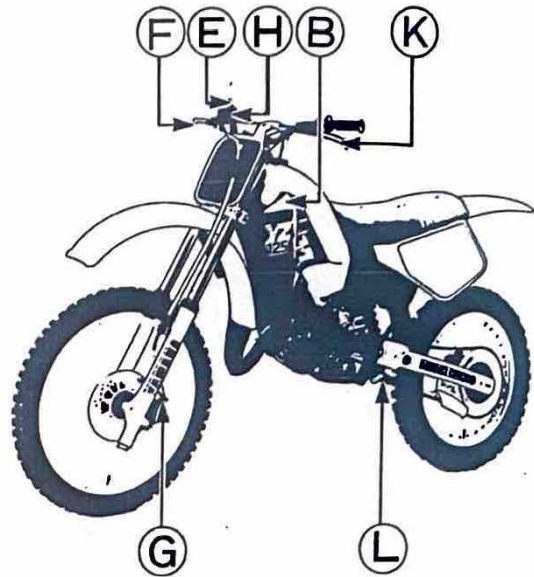
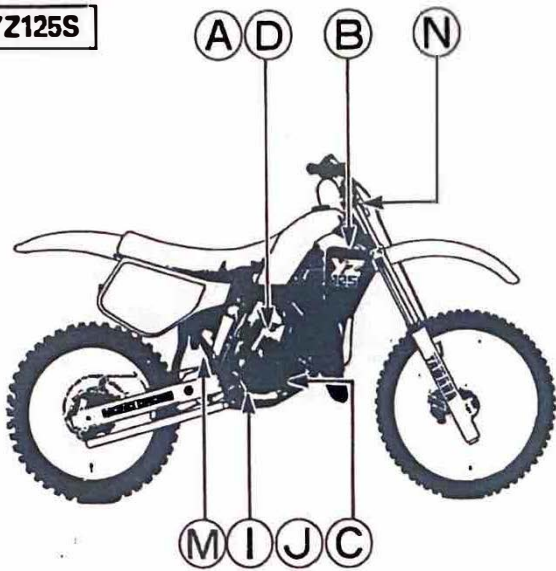


**FOR YZ490S**

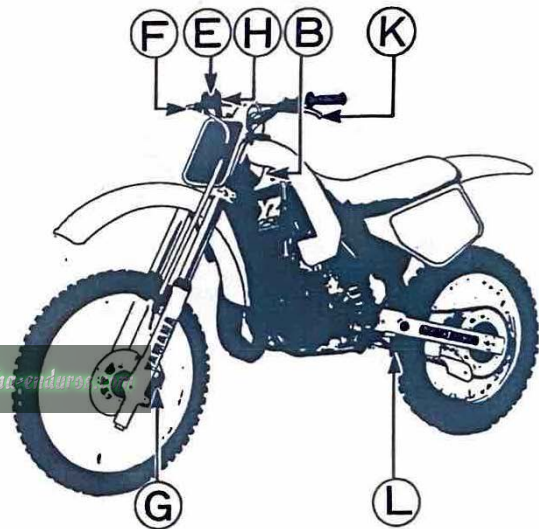
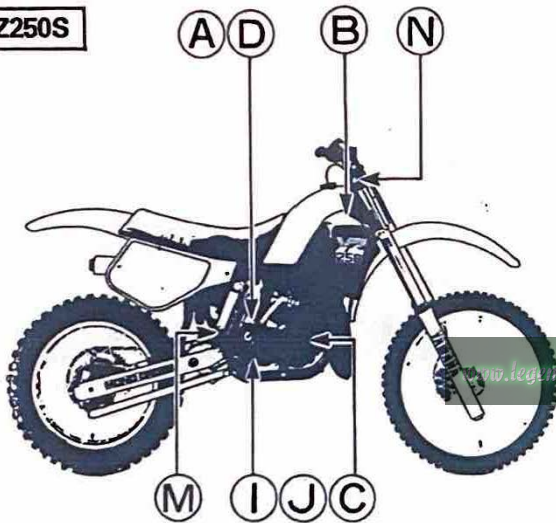


# ADJUSTMENTS AND PREDELIVERY SERVICE

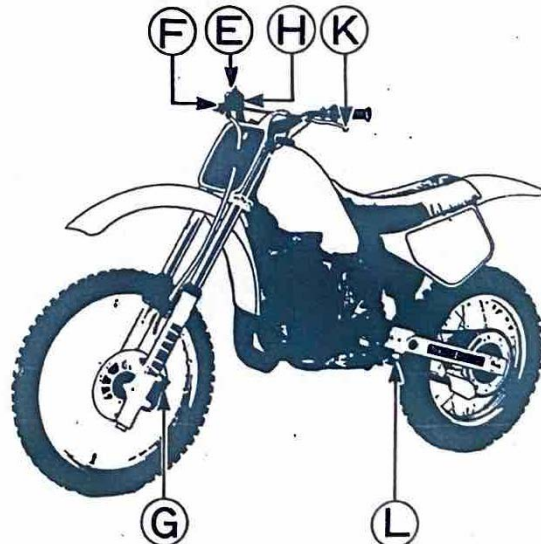
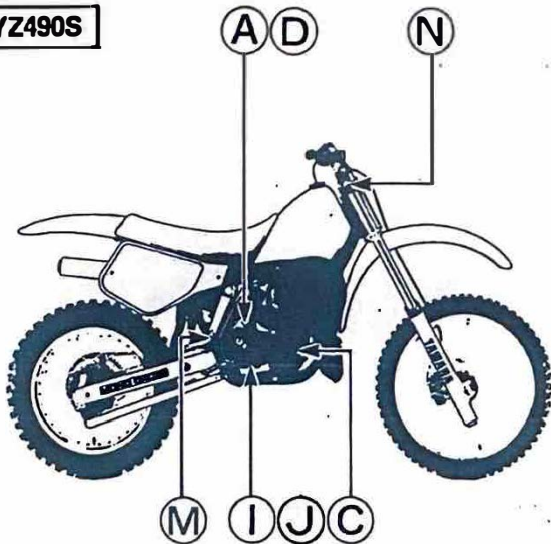
YZ125S

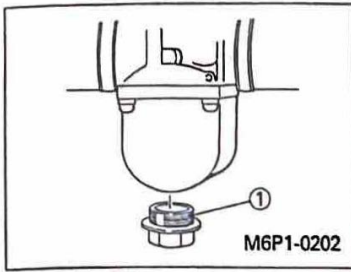


YZ250S



YZ490S





1. Drain plug

### A. Fuel draining

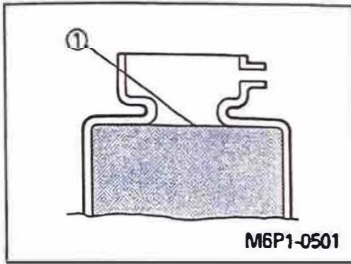
1. Turn the fuel cock to "OFF".
2. Put a rag under the carburetor so fuel does not contact the crankcase.
3. Loosen the drain plug and drain the standing fuel.

**WARNING:** \_\_\_\_\_

**FUEL IS HIGHLY FLAMMABLE:**

- Always turn off the engine when draining.
- Take care not to spill any fuel on the engine or exhaust pipe(s)/muffler(s) when draining.
- Never drain fuel while smoking or in the vicinity of an open flame.

4. Retighten the drain plug securely.



1. Coolant level

### B. Coolant level (YZ125S/250S only)

1. Check
  - a. Place the machine on a level place.
  - b. Remove the radiator cap and check the coolant level in the radiator tank when the engine is cold.

**WARNING:** \_\_\_\_\_

Do not remove the radiator cap when the engine is hot.

**NOTE:** \_\_\_\_\_

- Be sure the machine is positioned straight up when checking the coolant level; a slight tilt toward the side can produce false readings.

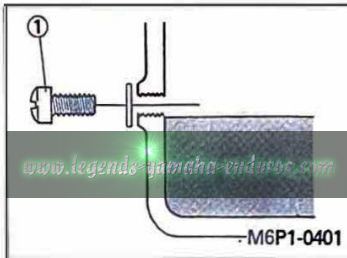
2. Adjust

To increase coolant level, add the water to proper level.

Recommended water:  
Tap water (Soft water)

**CAUTION:** \_\_\_\_\_

Hard water or salt water is harmful to the engine parts. You may use boiled water or distilled water, if soft water is unavailable.



1. Checking bolt

### C. Transmission oil level

1. Check
  - a. Place the machine on a level place.
  - b. Warm up the engine for a few minutes.
  - c. Stop the engine.
  - d. Remove the checking bolt.
  - e. The oil level is satisfactory if it is up to the hole bottom brim.

**NOTE:** \_\_\_\_\_

Be sure the machine is positioned straight up when checking the oil level.

2. Adjust

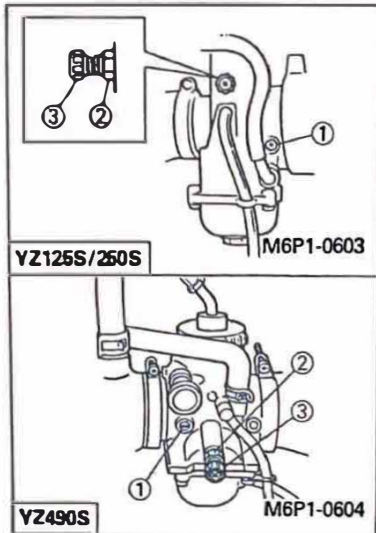
To increase oil level, add the oil to proper level.

Recommended oil:  
SAE 10W30 type SE motor oil or  
Yamalube 4-Cycle oil  
Oil capacity (Periodic change)  
0.65 L (0.57 Imp qt, 0.68 US qt)

**CAUTION:** \_\_\_\_\_

Do not add any chemical additives to the oil. The transmission oil also lubricates the clutch, and additives could cause the clutch to slip.





1. Pilot air screw
2. Locknut
3. Throttle stop screw

#### D. Idle Speed

1. Check
  - a. Start the engine and warm it up for a few minutes.
  - b. Check the engine idle speed.

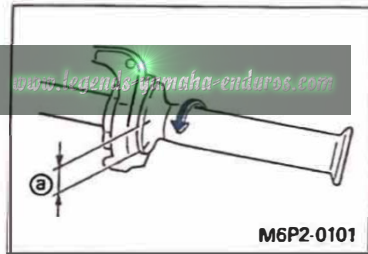
Engine idle speed: As desired

2. Adjust
  - a. Screw in the pilot air screw ① until it is lightly seated.
  - b. Back out by specified number of turns.

##### Pilot air screw:

YZ125S	1 and 3/4 turns out
YZ250S	2 and 1/4 turns out
YZ490S	2 turns out

- c. Loosen the locknut ② on the throttle stop screw ③ and turn the screw until the idle is at the desired rpm.
- d. Turn the pilot screw ① in or out in 1/8 turn increments to achieve the highest rpm with just the pilot screw.
- e. Once again, turn the throttle stop screw ③ to attain the desired idle rpm, and tighten the locknut ②.



- a. Free play

#### E. Throttle grip free play

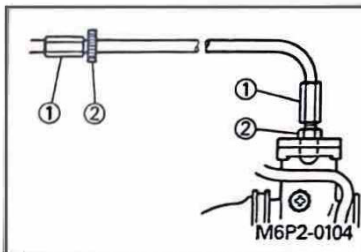
1. Check

Free play:  
3–5 mm (0.12–0.20 in)

2. Adjust
  - a. Loosen the locknut.
  - b. Turn the adjuster in or out until the adjustment is suitable.
  - c. Tighten the locknut.

##### NOTE:

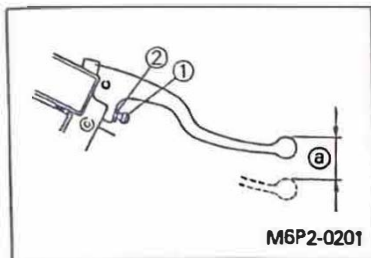
- Before adjusting the throttle cable free play, the engine idling speed should be adjusted.
- After adjustment, start the engine and check throttle operation. Turn the handlebars from lock to lock and note if the engine speeds up; if it does, the cable adjustment is too tight and must be readjusted.



1. Adjuster
2. Locknut

##### CAUTION:

After adjusting, turn the handlebar to right and left and make sure the engine idling does not run faster.



1. Adjuster
2. Locknut
- a. Free play

#### F. Front brake lever free play

1. Check

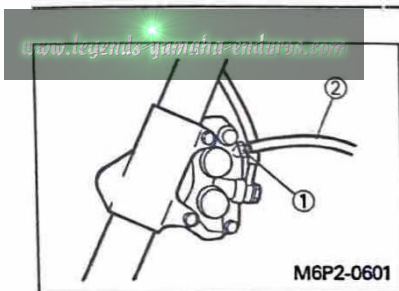
Free play:  
5–8 mm (0.20–0.32 in)

2. Adjust
  - a. Loosen the locknut.
  - b. Turn the adjuster in or out until the adjustment is suitable.
  - c. Tighten the locknut.

**NOTE:**  
Make sure the brake is working properly.

#### **WARNING:**

A soft or spongy feeling in the brake lever can indicate the presence of air in the brake system. This air must be removed by bleeding the brake system before the machine is operated. Air in the system will result in greatly diminished braking capability and can result in loss of control and an accident. Inspect and bleed the system if necessary.



1. Bleed screw
2. Transparent hose

#### G. Bleeding the brake system (Front brake)

##### **WARNING:**

Bleed the brake system if:

- The system has been disassembled.
- A brake hose has been loosened or removed.
- The brake fluid is very low.
- The brake operation is faulty.

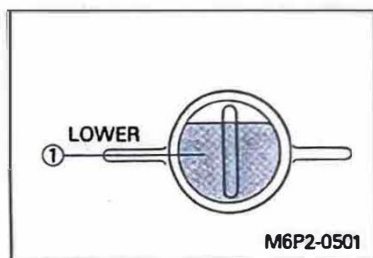
A dangerous loss of braking performance may occur if the brake system is not properly bled.

##### Air bleeding steps:

- a. Add proper brake fluid to the reservoir.
- b. Install diaphragm.  
Be careful not to spill any fluid or allow the reservoir to over flow.
- c. Connect the clear plastic hose (4.5 mm, 3/16 in inside dia.) tightly to the caliper bleed screw ①.
- d. Place the other end of the tube into a container.

- e. Slowly apply the brake lever several times.
- f. Pull the lever and hold the lever in "ON" position.
- g. Loosen the bleed screw and allow the lever to travel towards its limit.
- h. Tighten the bleed screw when the lever or pedal limit has been reached; then release the lever.
- i. Repeat steps (e) to (h) until all of the air bubbles have been removed from the system.

**NOTE:**  
If bleeding is difficult, it may be necessary to let the brake fluid system stabilize for a few hours. Repeat the bleeding procedure when the tiny bubbles in system have disappeared.



1. "LOWER" level

#### H. Brake fluid level

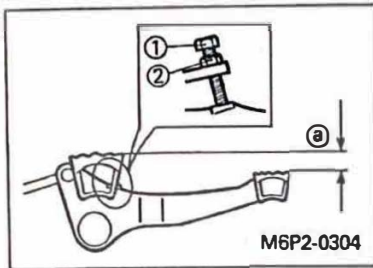
1. Check  
The brake fluid level is satisfactory if it is over the "LOWER" level.
2. Adjust  
To increase brake fluid level, add the brake fluid to proper level.

Recommended brake fluid:  
DOT #3

**NOTE:**  
Check the operation of the brake after refilling with the brake fluid.

#### **WARNING:**

- Use only designated quality brake fluid to avoid poor brake performance.
- Refill with same type and brand of brake fluid; mixing fluids could result in poor brake performance.
- Be sure that water or other contaminants do not enter master cylinder when refilling.
- Clean up spilled fluid immediately to avoid erosion of painted surfaces or plastic parts.



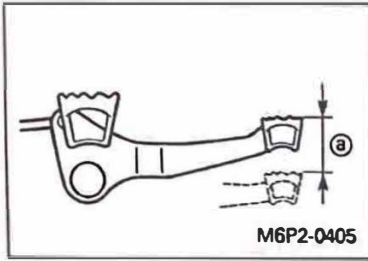
1. Adjuster
2. Locknut
- a. Pedal position

### I. Rear brake pedal position

1. Check

Brake pedal position:  
0~10 mm (0~0.39 in)

2. Adjust
  - a. Loosen the locknut
  - b. Turn the adjuster in or out until the adjustment is suitable.
  - c. Tighten the locknut



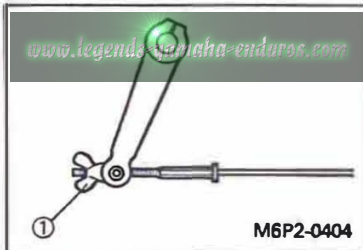
- a. Free play

### J. Rear brake pedal free play

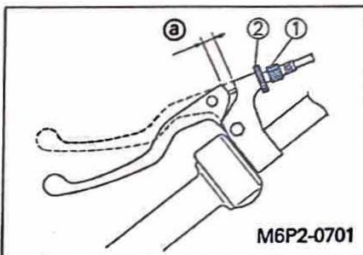
1. Check

Free play:  
20~30 mm (0.8~1.2 in)

2. Adjust
  - a. Turn the adjuster in or out until the adjustment is suitable.



1. Adjuster



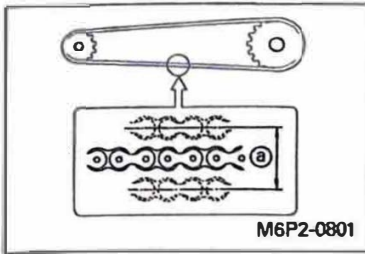
1. Adjuster
2. Locknut
- a. Free play

### K. Clutch lever free play

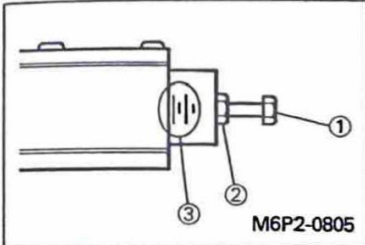
1. Check

Free play:  
2~3 mm (0.08~0.12 in)

2. Adjust
  - a. Loosen the locknut.
  - b. Turn the adjuster in or out until the adjustment is suitable.
  - c. Tighten the locknut.



a. Chain slack



1. Adjuster
2. Locknut
3. Mark for alignment

## L. Drive chain slack

1. Check

**NOTE:** Before checking the drive chain slack, rotate the rear wheel several turns and check slack at several points to find the tightest point. Check the chain slack with the rear wheel in this "tightest" position.

- a. Place the machine on a level place.

Chain slack:  
30 ~ 50 mm (1.2 ~ 2.0 in)

**NOTE:** Be sure the machine is positioned straight up without an operator on it when checking the chain tension.

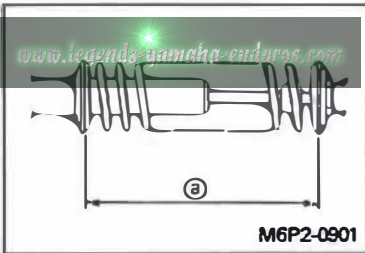
2. Adjust

- a. Loosen the rear wheel axle nut.
- b. Loosen the locknuts on each side.
- c. To loosen the chain, turn the adjuster counterclockwise and push the wheel forward.
- d. Adjust the chain slack by turning adjuster clockwise or counterclockwise.

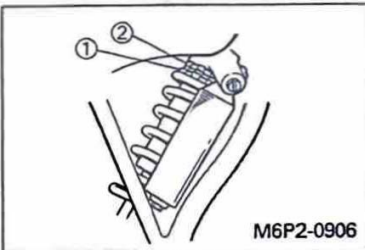
**NOTE:** Turn each adjuster exactly the same amount to maintain correct axle alignment.

- a. Tighten the locknuts.
- f. Tighten the rear wheel axle nut.

Tightening torque:  
100 Nm (10.0 m·kg, 72 ft·lb)



a. Standard length



1. Adjuster
2. Locknut

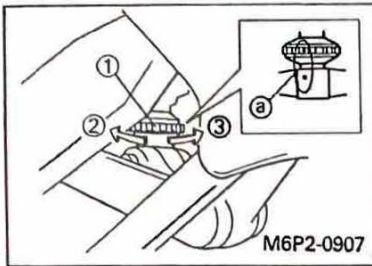
## M. Rear shock absorber

1. Check

Standard length:  
270 mm (10.63 in)  
Standard position:  
Rebound damping  
YZ125S : 8 clicks out  
YZ250S : 10 clicks out  
YZ490S : 10 clicks out  
Compression damping  
YZ125S : 8 clicks in  
YZ250S : 10 clicks in  
YZ490S : 10 clicks in

2. Adjust
  - Spring preload
  - a. Loosen the locknut.
  - b. Turn the adjuster in or out until the adjustment is suitable.
  - c. Tighten the locknut.

## REBOUND



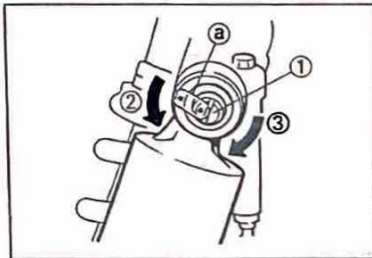
1. Rebound damping adjuster
2. SOFT
3. HARD
- a. Standard position

**NOTE:**  
The length of the spring (installed) changes 1.5 mm (0.06 in) per turn of the adjuster.

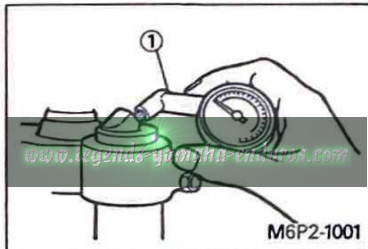
Tightening torque:  
55 Nm (5.5 m•kg, 40 ft•lb)

- Rebound damping
  - a. Turn in the adjuster stiffest position.
  - b. Turn out the adjuster specific clicks from the stiffest position.
- Compression damping
  - a. Turn out the adjuster softest position.
  - b. Turn in the adjuster specific clicks from the softest position.

## COMPRESSION



1. Compression damping adjuster
2. SOFT
3. HARD
- a. Standard position



1. Air check gauge

### N. Front fork air pressure

1. Check
  - a. Place a suitable stand under the engine to keep the front of machine raised off the floor. No weight on front wheel.
  - b. Use an air check gauge.

Standard air pressure:  
Zero kPa (Zero kg/cm<sup>2</sup>, Zero psi)  
Maximum air pressure:  
245 kPa (2.5 kg/cm<sup>2</sup>, 35.6 psi)

2. Adjust
  - To decrease air pressure  
Release air by pushing valve pin.

## APPENDICES

### SERVICE DATA

	YZ125S		YZ250S	YZ490S
Idling engine speed:	as desired		←	←
Spark plug: Type	N-84, N-84G, N-59G (CHAMPION) B9EG, E9EGV (N.G.K.)		N-86, N-86G, N-2G, N-2C (CHAMPION) B8EG, B8EGV (N.G.K.)	←
Gap	0.5~0.6 mm (0.020~0.024 in)		←	←
Fuel: Recommended fuel	Premium fuel with an octane rating of at least 90.		←	←
Fuel tank capacity	7.5 L (1.65 Imp gal, 1.98 US gal)		8 L (1.8 Imp gal, 2.1 US gal)	10 L (2.20 Imp gal, 2.64 US gal)
Engine oil: Recommended oil, Mixing ratio	<ul style="list-style-type: none"> <li>○Yamalube Racing 2-cycle oil (24:1)</li> <li>○Castrol R30 (20:1)</li> <li>          A545 (20:1)</li> <li>          A747 (20:1)</li> </ul>		←	←
Tire pressure (Cold tire pressure):	Front	Rear	←	←
	98 kPa (1.0 kg/cm <sup>2</sup> , 14 psi)	98 kPa (1.0 kg/cm <sup>2</sup> , 14 psi)		

**YZ125S****TIGHTENING TORQUE**

Parts to be tightened	Thread size	Tightening torque		
		Nm	m•kg	ft•lb
Front wheel axle	M14×1.5	60	6.0	43
Axle holder	M 6×1.0	10	1.0	7.2
Handle crown-Inner tube	M 8×1.25	23	2.3	17
-Steering shaft	M22×1.0	85	8.5	61
-Handle holder	M 8×1.25	23	2.3	17
Steering nut	M25×1.0	10	1.0	7.2
Damper rod holding bolt	M18×1.0	72	7.2	52
Cap bolt	M40×1.0	23	2.3	17
Drain screw	M 4×0.7	1	0.1	0.7
Brake disc	M 6×1.0	12	1.2	9
Caliper bolt	M 8×1.25	23	2.3	17
Caliper bracket	M 8×1.25	30	3.0	22
Brake hose	M10×1.25	26	2.6	19
Air bleed	M 7×1.25	6	0.6	4.3
Engine mount-Front, Frame	M 8×1.25	30	3.0	22
-Front, Engine	M 8×1.25	30	3.0	22
-Lower	M 8×1.25	30	3.0	22
-Rear, Upper	M 8×1.25	30	3.0	22
-Rear, Engine	M 8×1.25	30	3.0	22
Rear wheel axle	M18×1.5	100	10.0	72
Sprocket wheel-Hub	M 8×1.25	30	3.0	22
Rear shock-Frame	M10×1.25	32	3.2	23
Pivot shaft	M16×1.5	85	8.5	61
Torque arm	M 8×1.25	23	2.3	17
Brake cam lever	M 6×1.0	10	1.0	7.2
Relay arm-Frame	M10×1.25	60	6.0	43
-Rear shock	M10×1.25	32	3.2	23
-Connecting rod	M14×1.5	60	6.0	43
Connecting rod-Swingarm	M14×1.5	60	6.0	43

**OWNER'S TOOL KIT**

No.	Parts name	Q'ty
1	Owner's tool bag	1
2	Spark plug wrench	1
3	Hexagon wrench	1
4	Spoke nipple wrench	1
5	Special spanner	1

**STANDARD EQUIPMENT**

No.	Parts name	Q'ty
1	Main jet (#250)	1
2	Main jet (#290)	1



**YZ250S**

Parts to be tightened	Thread Size	Tightening torque		
		Nm	m•kg	ft•lb
Front wheel axle	M14×1.5	60	6.0	43
Axle holder	M 6×1.0	10	1.0	7.2
Handle crown-Inner tube	M 8×1.25	23	2.3	17
-Steering shaft	M22×1.0	130	13.0	94
-Handle holder	M 8×1.25	23	2.3	17
Steering nut	M25×1.0	10	1.0	7.2
Damper rod holding bolt	M18×1.0	72	7.2	52
Cap bolt	M40×1.0	23	2.3	17
Drain screw	M 4×0.7	1	0.1	0.7
Brake disc	M 6×1.0	12	1.2	9
Caliper bolt	M 8×1.25	23	2.3	17
Caliper bracket	M 8×1.25	30	3.0	22
Brake hose	M10×1.25	26	2.6	19
Air bleed	M 7×1.0	6	0.6	4.3
Engine mount-Front, Frame	M 8×1.25	32	3.2	23
-Front, Engine	M 8×1.25	32	3.2	23
-Lower	M 8×1.25	32	3.2	23
-Rear, Upper	M 8×1.25	32	3.2	23
-Rear, Engine	M10×1.25	65	6.5	47
Rear wheel axle	M18×1.5	100	10.0	72
Sprocket wheel-Hub	M 8×1.25	30	3.0	22
Rear shock-Frame	M10×1.25	32	3.2	23
Pivot shaft	M16×1.5	85	8.5	61
Torque arm-Brake shoe plate	M 8×1.25	23	2.3	17
-Frame	M 8×1.25	29	2.9	21
Brake cam lever	M 6×1.0	10	1.0	7.2
Relay arm-Frame	M10×1.25	60	6.0	43
-Rear shock	M10×1.25	32	3.2	23
-Connecting rod	M14×1.5	60	6.0	43
Connecting rod-Swingarm	M14×1.5	60	6.0	43

**OWNER'S TOOL KIT**

No.	Parts name	Q'ty
1	Owner's tool bag	1
2	Spark plug wrench	1
3	Hexagon wrench	1
4	Spoke nipple wrench	1
5	Special spanner	1

**STANDARD EQUIPMENT**

No.	Parts name	Q'ty
1	Main jet (#320)	1
2	Main jet (#360)	1

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**YZ490S**

**TIGHTENING TORQUE**

Parts to be tightened	Thread size	Tightening torque		
		Nm	m•kg	ft•lb
Front wheel axle	M14×1.5	60	6.0	43
Axle holder	M 6×1.0	10	1.0	7.2
Handle crown-Inner tube	M 8×1.25	23	2.3	17
-Steering shaft	M22×1.0	130	13.0	94
-Handle holder	M 8×1.25	23	2.3	17
Steering nut	M25×1.0	10	1.0	7.2
Brake disc	M 6×1.0	12	1.2	9
Caliper bolt	M 8×1.25	23	2.3	17
Caliper bracket	M 8×1.25	30	3.0	22
Air bleed	M 7×1.0	6	0.6	4.3
Brake hose	M10×1.25	26	2.6	19
Engine mount-Front, Frame	M 8×1.25	30	3.0	22
-Front, Engine	M 8×1.25	30	3.0	22
-Lower	M 8×1.25	30	3.0	22
-Rear, Frame	M 8×1.25	30	3.0	22
-Rear, Engine	M10×1.25	65	6.5	47
Rear wheel axle	M18×1.5	100	10.0	72
Sprocket wheel-Hub	M 8×1.25	30	3.0	22
Rear shock-Frame	M10×1.25	32	3.2	23
Pivot axle	M16×1.5	85	8.5	61
Torque arm	M 8×1.25	23	2.3	17
Brake cam lever	M 6×1.0	10	1.0	7.2
Relay arm-Frame	M10×1.25	60	6.0	43
-Rear shock	M10×1.25	32	3.2	23
-Connecting rod	M14×1.5	60	6.0	43
Swingarm-Connecting rod	M14×1.5	60	6.0	43

**OWNER'S TOOL KIT**

No.	Parts name	Q'ty
1	Owner's tool bag	1
2	Spark plug wrench	1
3	Hexagon wrench	1
4	Spoke nipple wrench	1
5	Special spanner	1

**STANDARD EQUIPMENT**

No.	Parts name	Q'ty
1	Main jet ( #440)	1
2	Main jet ( #480)	1

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