A-5-1

YAMAHA

RD350/350F '85

57V-AE1

SUPPLEMENTARY SERVICE MANUAL

FOREWORD

This Supplementary Service Manual has been prepared to introduce new service and new data for the RD350/350F. For complete information on service procedures, it is necessary to use this Supplementary Service Manual together with following manual:

RD250LC/350LC Service Manual 31L-28197-80

RD350/350F
SUPPLEMENTARY SERVICE MANUAL

1st Edition, October 1984

NOTICE

This manual was written by the Yamaha Motor Company primarily for use by Yamaha dealers and their qualified mechanics. It is not possible to put an entire mechanic's education into one manual, so it is assumed that persons using this book to perform maintenance and repairs on Yamaha motorcycles have a basic understanding of the mechanical concepts and procedures inherent in motorcycle repair technology. Without such knowledge, attempted repairs or service to this model may render it unfit to use and/or unsafe.

Yamaha Motor Company, Ltd. is continually striving to improve all models manufactured by Yamaha. Modifications 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.

TECHNICAL PUBLICATIONS
SERVICE DIVISION
MOTORCYCLE OPERATIONS
YAMAHA MOTOR CO., LTD.

HOW TO USE THIS MANUAL

PARTICULARLY IMPORTANT INFORMATION

This material is distinguished by the following notation.

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 motorcycle.

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

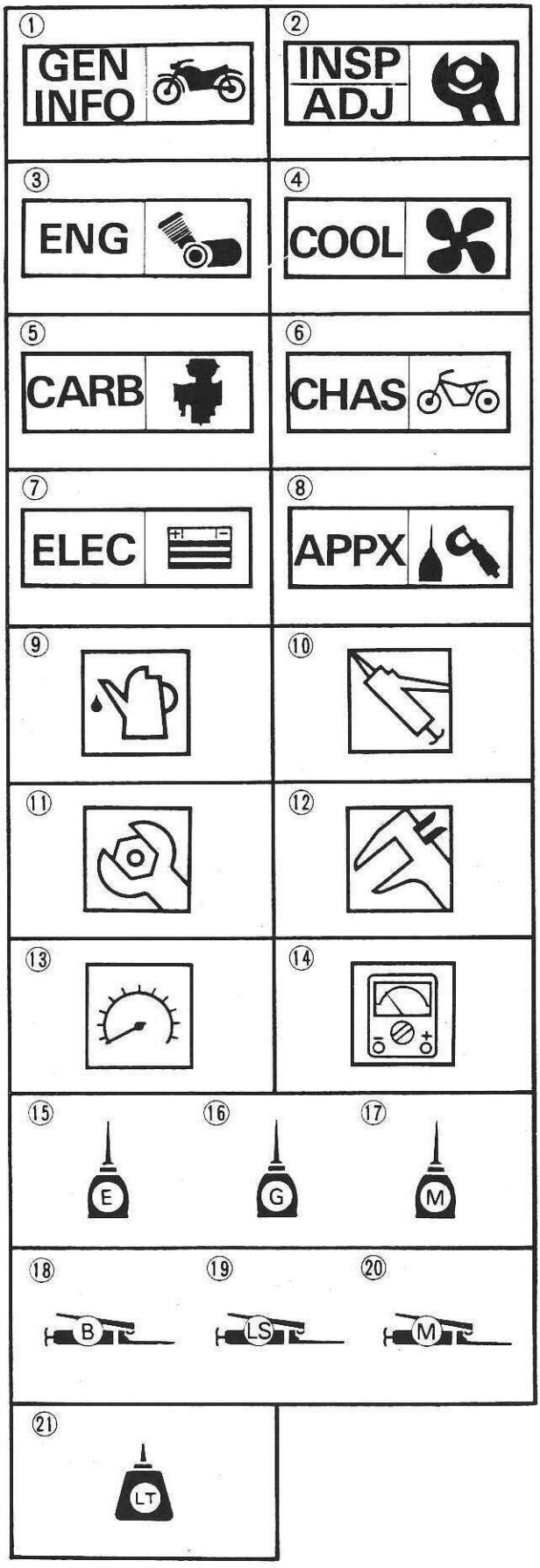
MANUAL FORMAT

All of the procedures in this manual are organized in a sequential, step-by-step format. The information has been compiled to provide the mechanic with an easy to read, handy reference that contains comprehensive explanations of all disassembly, repair, assembly, and inspection operations.
In this revised format, the condition of a faulty component will precede an arrow symbol and the course of action required will follow the symbol, e.g.,

- Bearings
  Pitting/Damage→Replace.

EXPLODED DIAGRAM

Each chapter provides exploded diagrams before each disassembly section for ease in identifying correct disassembly and assembly procedures.



ILLUSTRATED SYMBOLS (Refer to the illustration)

Illustrated symbols ① to ⑧ are designed as thumb tabs to indicate the chapter's number and content.

① General information
② Periodic inspection and adjustment
③ Engine
④ Cooling system
⑤ Carburetion
⑥ Chassis
⑦ Electrical
⑧ Appendices

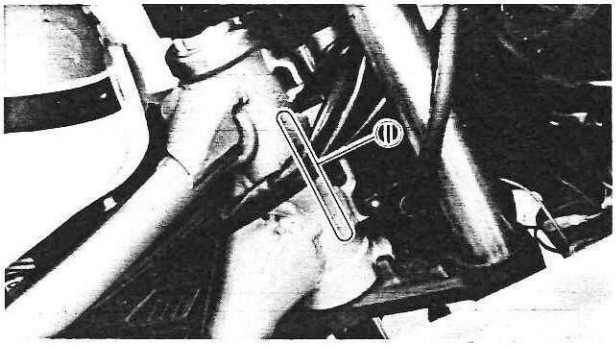
Illustrated symbols ⑨ to ⑭ are used to identify the specifications appearing in the text.

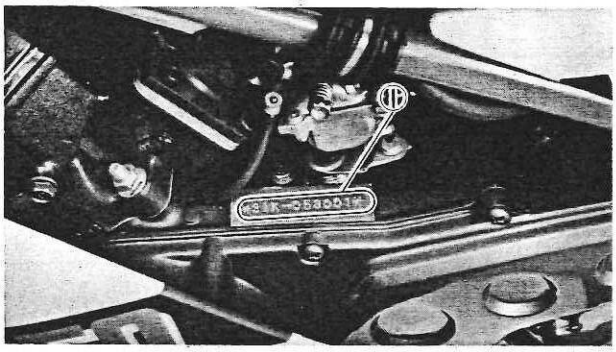
⑨ Filling fluid
⑩ Lubricant
⑪ Tightening
⑫ Wear limit, clearance
⑬ Engine speed
⑭ Ω, V, A

Illustrated symbols ⑮ to ㉑ in the exploded diagram indicate grade of lubricant and location of lubrication point.

⑮ Apply engine oil
⑯ Apply gear oil
⑰ Apply molybdenum disulfide oil
⑱ Apply wheel bearing grease
⑲ Apply lightweight lithium-soap base grease
⑳ Apply molybdenum disulfide grease
㉑ Apply locking agent (LOCTITE®)

CONTENTS





GENERAL INFORMATION

MOTORCYCLE IDENTIFICATION

FRAME SERIAL NUMBER

The frame serial number ① is stamped into the right side of the steering head pipe.

ENGINE SERIAL NUMBER

The engine serial number ① is stamped into the elevated part of the left rear section of the engine.

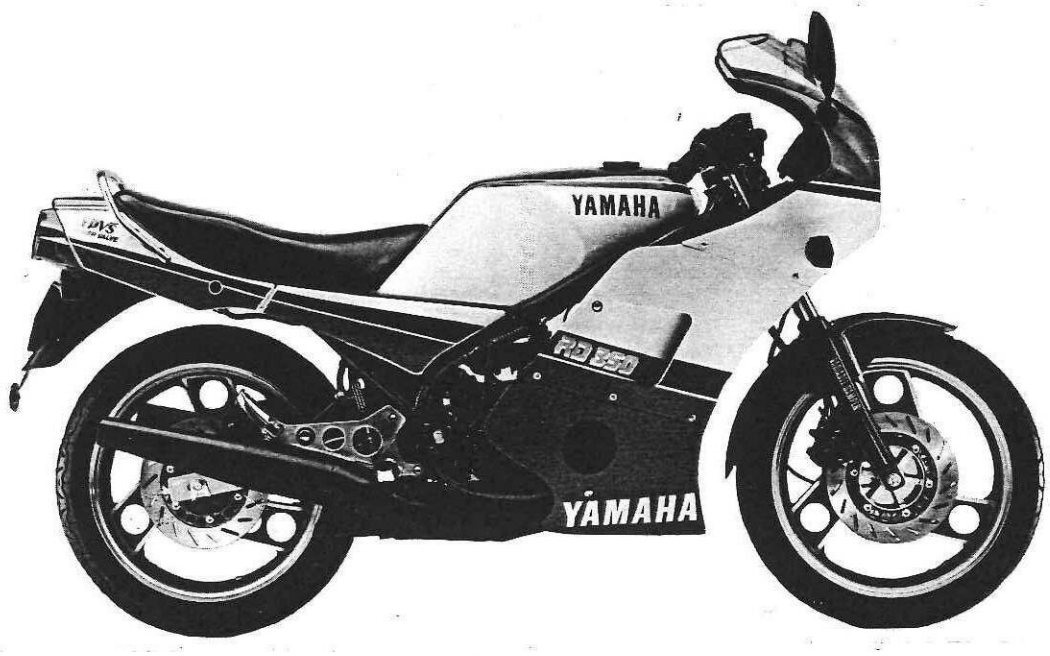
NOTE:

The first three digits of these numbers are for model identifications; the remaining digits are the unit production number.

Starting Serial Number:		
RD350	1JF	31K-077101
	1JG	31K-085101
RD350F	57V	31K-053101
	1AF	31K-072101

NOTE:

Designs and specifications are subject to change without notice.



PERIODIC INSPECTIONS AND ADJUSTMENTS

INTRODUCTION

This chapter includes all information necessary to perform recommended inspections and adjustments. These preventive maintenance procedures, if followed, will ensure more reliable vehicle operation and a longer service life. The need for costly overhaul work will be greatly reduced. This information applies to vehicles already in service as well as new vehicles that are being prepared for sale. All service technicians should be familiar with this entire chapter.

MAINTENANCE INTERVALS CHARTS

PERIODIC MAINTENANCE/LUBRICATION

Unit: km (mi)

ITEM	REMARKS	BREAK-IN 1,000 (600)	EVERY 6,000 (4,000) or 6 Months	EVERY 12,000 (8,000) or 12 Months
Spark plug(s)	Check condition. Clean or replace if necessary.	○	○	○
Air filter	Clean. Replace if necessary.		○	○
Carburetor*	Check idle speed (/synchronization)/ starter operation. Adjust if necessary.	○	○	○
Fuel line*	Check fuel hose (and vacuum pipe) for cracks or damage. Replace if necessary.		○	○
Transmission oil*	Check oil level/oil leakage. Correct if necessary. Replace every 24,000 (16,000) or 24 months. (Warm engine before draining.)	REPLACE	○	○
Autolube pump*	Check operation. Correct if necessary. Air bleeding.	○	○	○
Brake*	Check operation/fluid leakage/See NOTE. Correct if necessary.		○	○
Clutch	Check operation. Adjust if necessary.		○	○
Rear arm pivot*	Check rear arm assembly for looseness. Correct if necessary. Moderately repack every 24,000 (16,000) or 24 months.			○
Rear suspension link pivots*	Check operation. Apply grease lightly every 24,000 (16,000) or 24 months.			○
Wheels*	Check balance/damage/runout. Repair if necessary.		○	○
Wheel bearings*	Check bearings assembly for looseness/ damage. Replace if damaged.		○	○
Steering bearing*	Check bearings assembly for looseness. Correct if necessary. Moderately repack every 24,000 (16,000) or 24 months. **	○		○
Front forks*	Check operation/oil leakage. Repair if necessary.		○	○
Rear shock absorber*	Check operation./oil leakage. Repair if necessary.		○	○

MAINTENANCE INTERVALS CHARTS

Unit: km (mi)

ITEM	REMARKS	BREAK-IN 1,000 (600)	EVERY 6,000 (4,000) or 6 Months	EVERY 12,000 (8,000) or 12 Months
Cooling system	Check coolant leakage. Repair if necessary. Replace coolant every 24,000 (16,000) or 24 months.		○	○
Drive chain	Check chain slack/alignment. Adjust if necessary. Clean and lube.	EVERY 500 (300)		
Fittings/Fasteners*	Check all chassis fittings and fasteners. Correct if necessary.	○	○	○
Center and sidestand*	Check operation. Repair if necessary.	○	○	○
Battery*	Check specific gravity. Check breather pipe for proper operation. Correct if necessary.		○	○

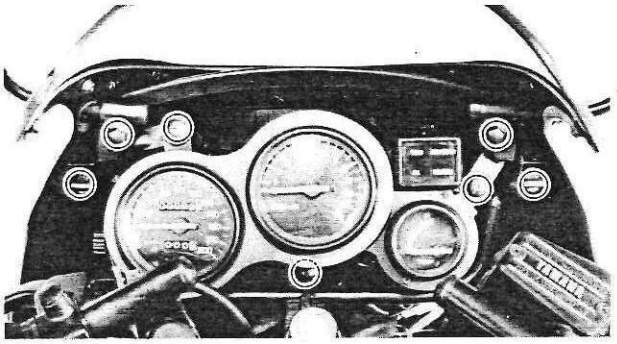
*: It is recommended that these items be serviced by a Yamaha dealer.
**: Medium weight wheel bearing grease.
***: Lithium soap base grease.

NOTE:

Brake fluid replacement:

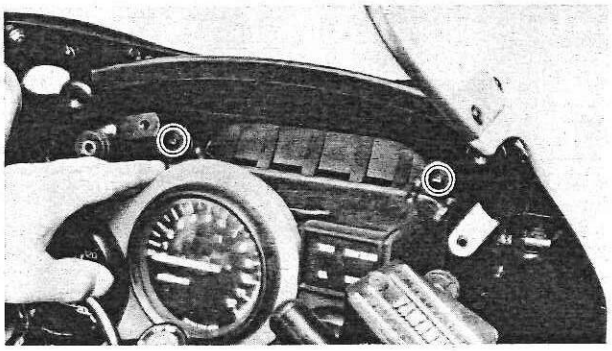
1. When disassembling the master cylinder or caliper cylinder, replace the brake fluid. Normally check the brake fluid level and add the fluid as required.
2. On the inner parts of the master cylinder and caliper cylinder, replace the oil seals every two years.
3. Replace the brake hoses every four years, or if cracked or damaged.

COWLING REMOVAL

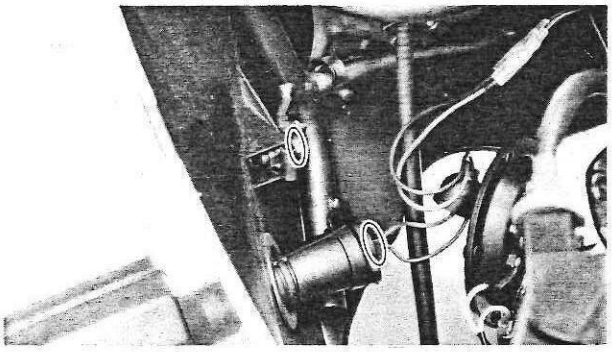


UPPER COWLING

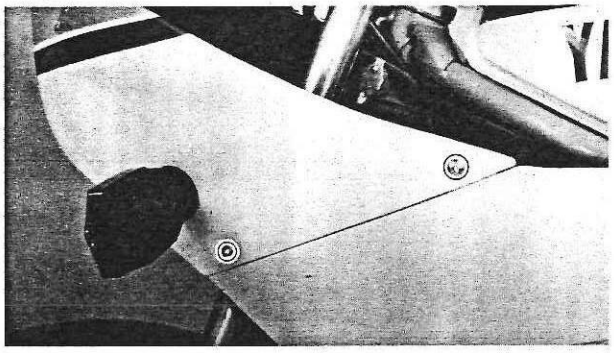
1. Remove:
   - Rear view mirrors
   - Mounting bolts
   - Speedometer



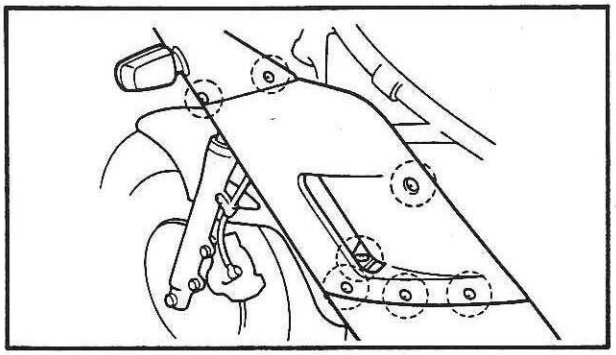
2. Remove:
   - Mounting bolts



3. Remove:
   - Flasher lights
   - Mounting bolts

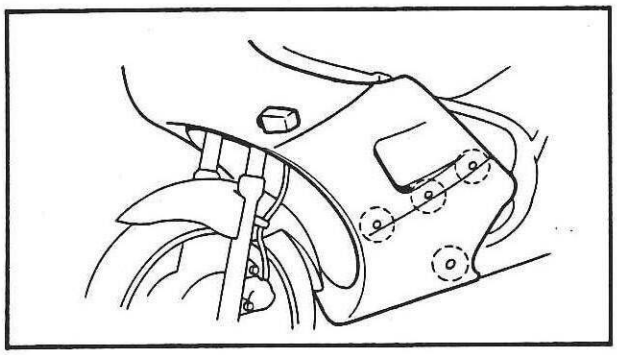


4. Remove:
   - Mounting bolts
   - Upper cowling



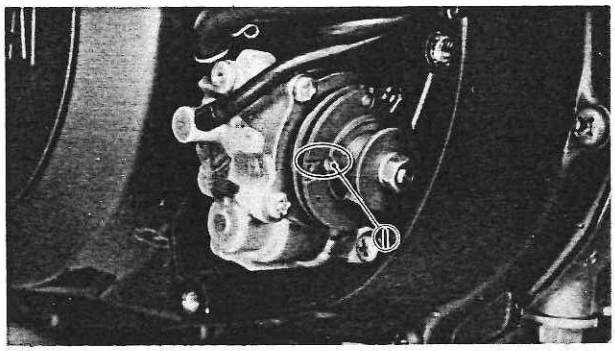
CENTER COWLING

1. Remove:
   - Mounting bolts
   - Center cowling



LOWER COWLING

1. Remove:
   - Mounting bolts
   - Lower cowling

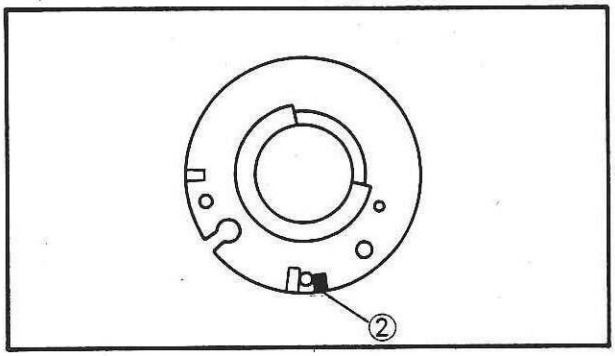


ENGINE

OIL PUMP

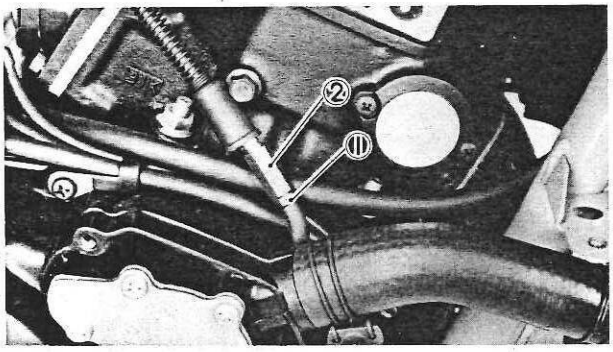
Oil Pump Cable Adjustment

1. Remove:
   - Lower cowling
   - Pump cover
2. Check:
   - Oil pump control position
     Not aligned→Adjust.



Oil pump cable adjustment steps:

- Rotate the throttle grip slightly until all slack is removed from all cables. Hold this position.
- Check to see that Autolube pump plunger pin ① is aligned with the mark ② on the Autolube pump pulley.
- If the mark and pin are not in alignment, loosen cable length adjuster locknut ① and adjust cable length until alignment is achieved.



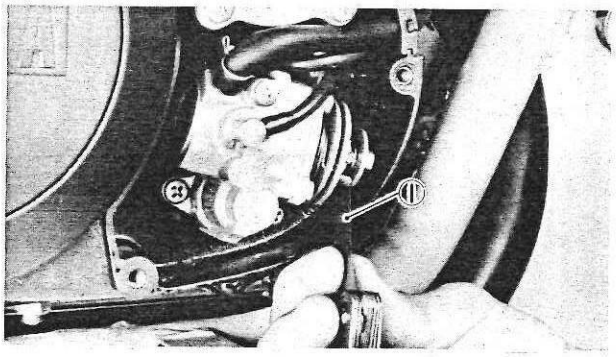
② Adjuster

Minimum Pump Stroke Adjustment

1. While running the engine at idle, observe the pump adjust plate carefully. Stop the engine moment that the adjust plate moves out to its limit.

2. Measure:
   - Gap (Between the raised boss on the pump adjust pulley and adjust plate)

Minimum Pump Stroke:
0.10 ~ 0.15 mm (0.004 ~ 0.006 in)

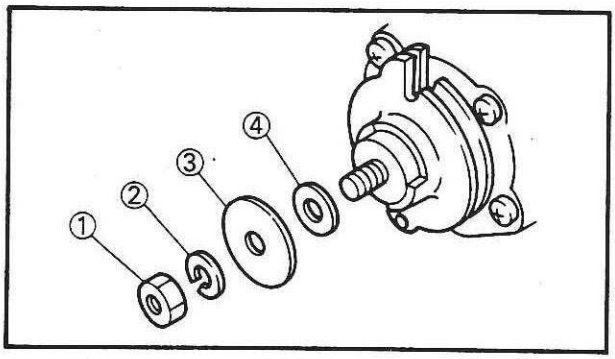


NOTE:

When inserting the thickness gauge between the adjust plate and the adjust pulley, be careful so that neither the plate nor the pulley is moved. In other words, do not force the thickness gauge into the gap.

① Thickness gauge

3. Repeat steps "2" and "3" above a few times. When the gap measured is the largest, the pump stroke is considered to be at a minimum.
4. If clearance is not correct, adjust as follows:



a. Remove:
   - Locknut ①
   - Spring Washer ②
   - Adjust plate ③

b. Remove or add:
   - Adjust shim ④

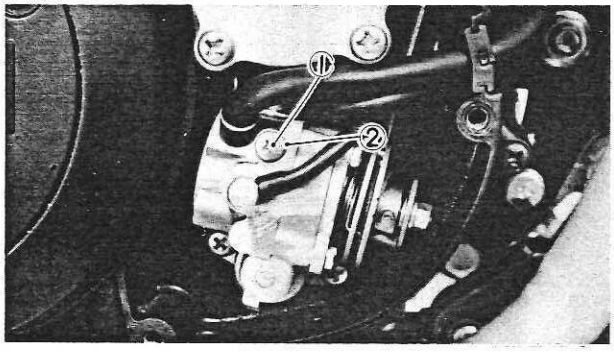
c. Install:
   - Components in above list (step "a")

d. Measure:
   - Gap

Autolube Pump Air Bleeding

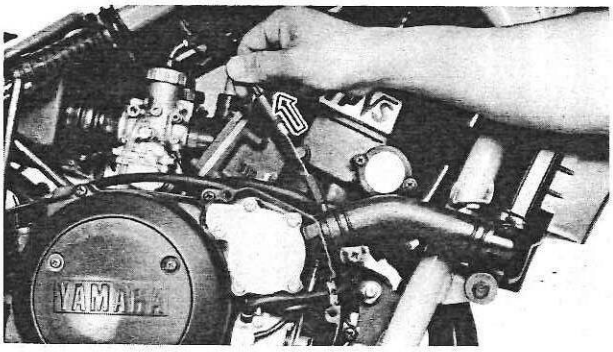
The Autolube pump and delivery line must be bled on the following occasions:

- Setting up a new motorcycle out of the crate.
- Whenever the Autolube tank has run dry.
- Whenever any portion of the Autolube system is disconnected.



[Bleeding the pump case and/or oil pipe]

1. Remove:
   - Pump cover
   - Bleed screw ①
2. Keep the oil running out until air bubbles disappear.
3. Inspect:
   - Bleed screw gasket ②
     Damage → Replace.
4. Install:
   - Components in above list



[Bleeding the pump distributor and/or delivery pipe]

1. Start the engine.
2. Pull the pump cable all the way out to set the pump stroke to a maximum.

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.

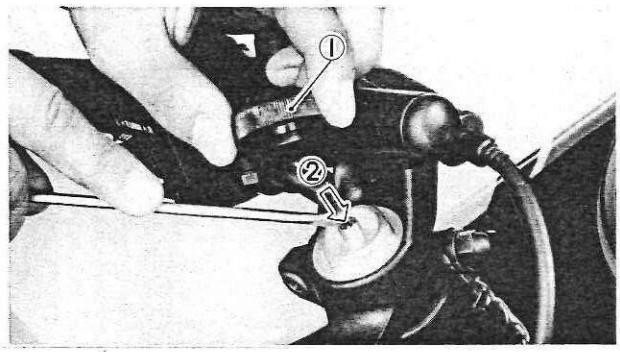
3. Keep the engine running at about 2,000 r/min for two minutes or so, and both distributor and delivery pipe can be completely bled.

CHASSIS

FRONT FORK OIL CHANGE

WARNING:

1. Fork oil leakage can cause loss of stability and safe handling. Have any problem corrected before operating the motorcycle.
2. Securely support the motorcycle so there is no danger of it falling over.



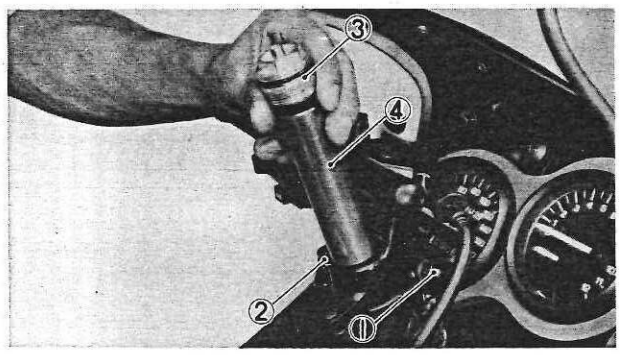
1. Place a suitable stand under the engine to raise the front wheel off the ground.

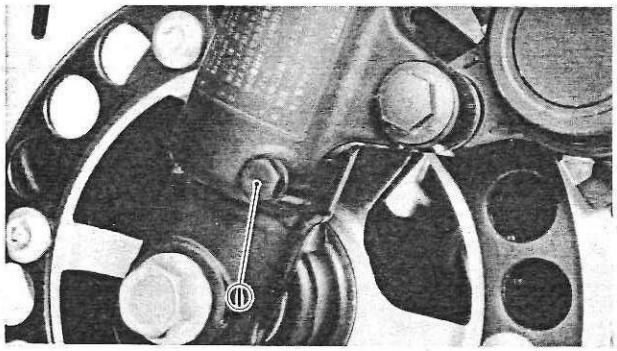
2. Remove:
   • Air valve cap ①

NOTE:

Keep the valve open by pressing it for several seconds so that the air can be let out of the inner tube.

② Push



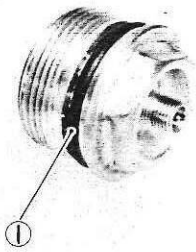


3. Loosen:
   • Pinch bolts (Handle crown ① and handlebar ②)
4. Remove:
   • Cap bolt ③
   • Spacer ④

5. Remove:
   • Drain bolt ①
   Drain the fork oil.

WARNING:

Do not allow any oil to contact the disc brake components. If oil is discovered, be sure to remove it, otherwise diminished braking capacity and damage to the rubber components of the brake assembly will occur.



6. Inspect:
   • O-ring ① (Cap bolt)
   Wear/Damage → Replace.
7. Install:
   • Drain bolt
8. Fill:
   • Front fork

Each Fork:
297 cm³(10.48 Imp oz, 10.04 US oz)
Fork Oil 10 wt or equivalent
After filling pump the forks slowly up and down to distribute the oil.

9. Install:
   • Cap bolt
   • Pinch bolts (Handle crown and handlebar)

Cap Bolt:
23 Nm (2.3 m•kg, 17 ft•lb)
Pinch Bolt (Steering Crown):
20 Nm (2.0 m•kg, 14 ft•lb)

10. Adjust:
    • Front fork air pressure
    Refer to "Front fork and rear shock absorber setting" section.

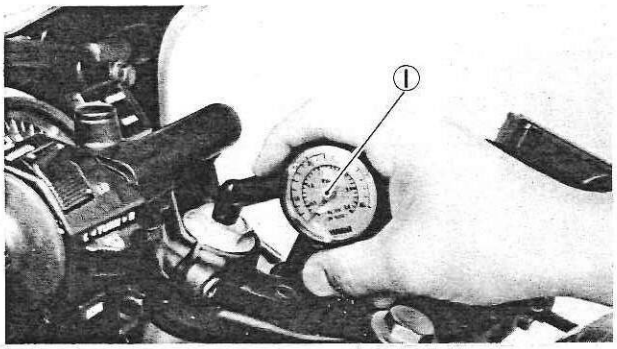
FRONT FORK ADJUSTMENT

WARNING:

Always adjust each air pressure to the same setting. Uneven adjustment can cause poor handling and loss of stability.

1. Elevate the front wheel by placing the motorcycle on the centerstand.

FRONT FORK ADJUSTMENT



NOTE:

When checking and adjusting the air pressure, there should be no weight on the front end of the motorcycle.

2. Adjust:
   - Air pressure

Air pressure adjustment steps:

1. Remove the valve caps.
2. Using the air check gauge ①, check and adjust the air pressure.

Stiffer→Increase the air pressure (Use an air pump or pressurized air supply)

Softer→Decrease the air pressure (Release the air by pushing the valve)

Standard Air Presure:
39.2 kPa (0.4 kg/cm², 5.7 psi)
Maximum air Pressure:
78.5 kPa (0.8 kg/cm², 11 psi)
Minimum Air Pressure:
Zero

CAUTION:

Never exceed the maximum pressure, or oil seal damage may occur.

WARNING:

The difference between both the left and right tubes should be 9.81 kPa (0.1 kg/cm, 1.4 psi) or less.

3. Install the valve caps securely.

FRONT FORK AND REAR SHOCK ABSORBER SETTINGS

Use this table as a guide for specific riding and motorcycle load conditions.

	Front fork	Rear shock absorber	Loading condition			
	Air pressure	Spring seat	Solo rider	With accessory equipment	With passenger	With accessory equipment and passenger
1.	39.2 kPa (0.4 kg/cm^2, 5.7 psi)	2	○			
2.	58.8 kPa (0.6 kg/cm^2, 8.5 psi)	3		○		
3.	78.5 kPa (0.8 kg/cm^2, 11.4 psi)	4			○	
4.	98.1 kPa (1.0 kg/cm^2, 14.2 psi)	5				○

CHASSIS

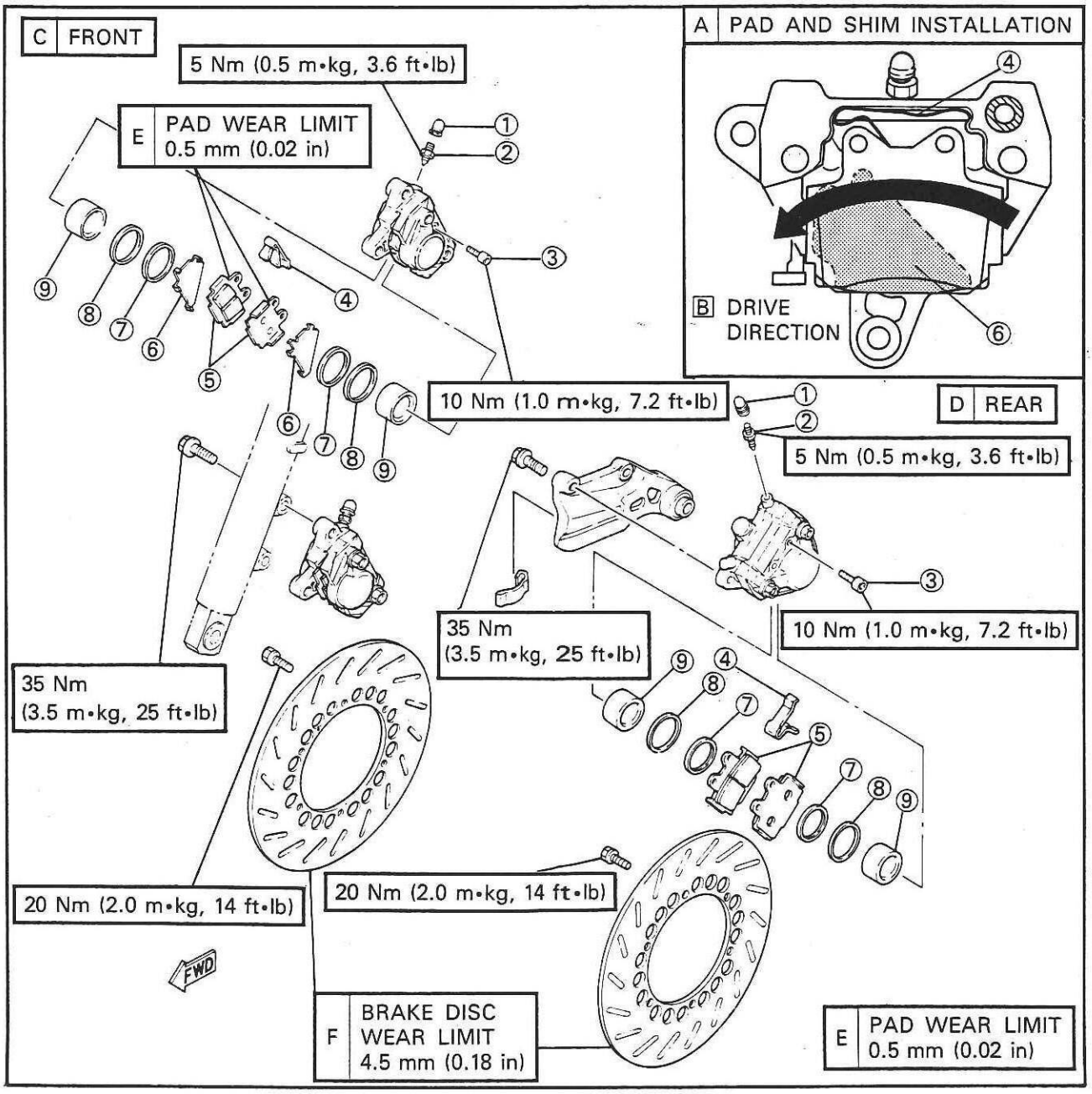
FRONT AND REAR BRAKE

CALIPER PAD REPLACEMENT

① Rubber cap
② Bleed screw
③ Retaining bolt
④ Pad spring
⑤ Pad
⑥ Shim
⑦ Dust seal
⑧ Piston seal
⑨ Piston

NOTE:

FRONT BRAKE:
Install the pad spring with its longer tangs * facing towards the disk rotation direction.
FRONT AND REAR BRAKE:
Be sure to position the shim so that its arrow mark points in the direction of the disk plate rotation.



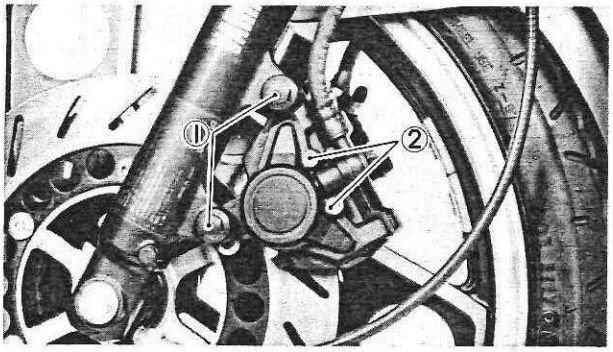
Brake Inspection and Repair

Recommended Brake Component Replacement Schedule:	
Brake pads	As required
Piston seal, dust seal	Every two years
Brake hoses	Every four years
Brake fluid	Replace only when brakes are disassembled

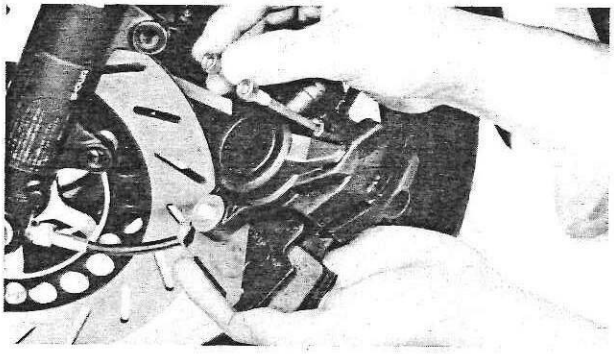
CALIPER PAD REPLACEMENT (FRONT AND REAR)

NOTE:

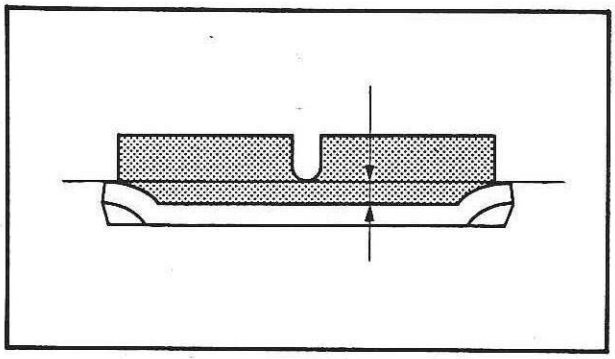
It is not necessary to disassemble the brake caliper and brake hose to replace the brake pads.



1. Remove:
   - Caliper bolts ①
   - Retaining bolts ②



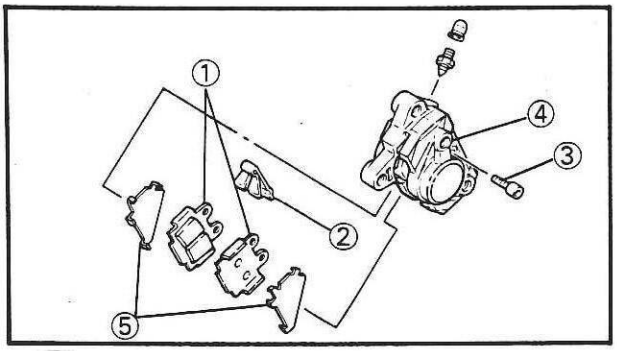
2. Remove:
   - Pads

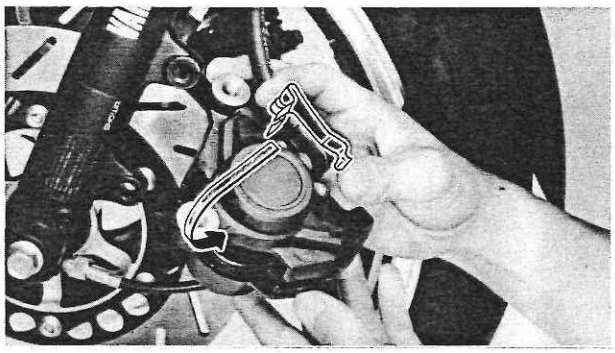


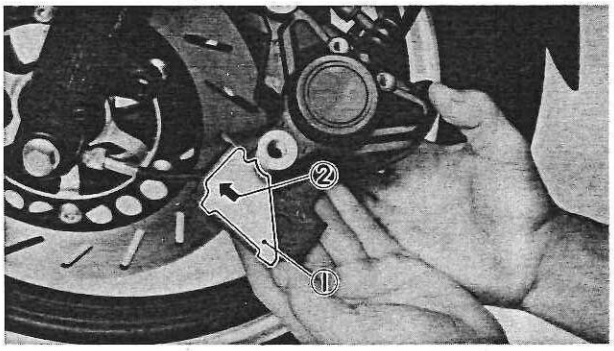
NOTE:

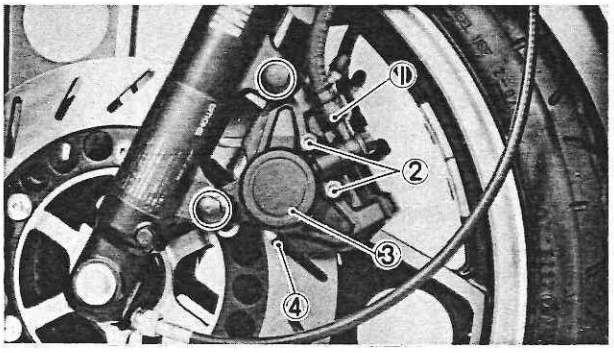
Replace the pads as a set if either is found to be worn to the wear limit.

Pad Wear Limit:
0.5 mm (0.02 in)









3. Install:
   - Pads (New) ①
   - Pad spring ②
   - Retaining bolts ③
   - Caliper ④
   - Shim ⑤

Caliper:
35 Nm (3.5 m•kg, 25 ft•lb)
Retaining Bolt:
10 Nm (1.0 m•kg, 7.2 ft•lb)

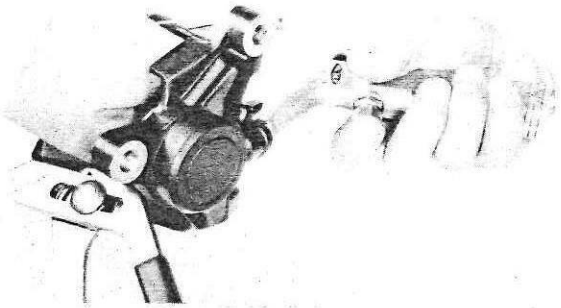
NOTE:
Install the pad spring indirection shown in the phote.

NOTE:
FRONT BRAKE ONLY
Insert the pads with their shims ① in direction of the arrow ②.

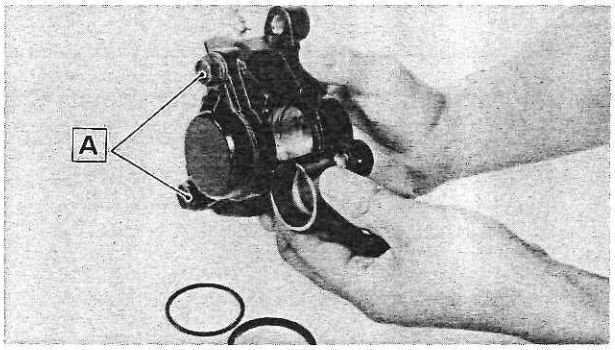
CALIPER DISASSEMBLY (FRONT AND REAR)

Disassembly

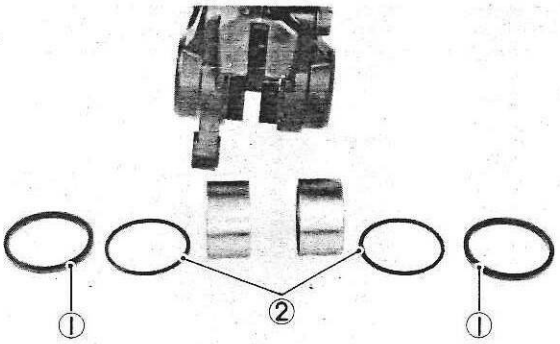
1. Remove:
   - Brake hose ①
     Place the open hose end into a container and pump the old fluid out carefully.
   - Retaining bolts ②
   - Caliper ③
   - Pads ④
2. Repeat previous step to remove the other calipers.



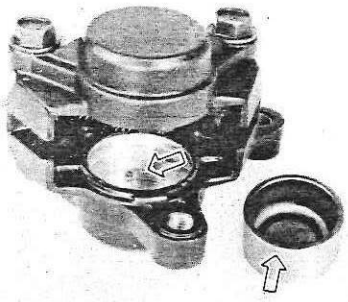
Caliper piston removal steps:
- Using a rag, lock the right side piston.
- Blow compressed air into the hose joint opening to force out the left side piston from the caliper body.
- Remove the dust and piston seals and reinstall the piston.
- Repeat previous step to force out the right side piston from the caliper body.



A DO NOT LOOSEN

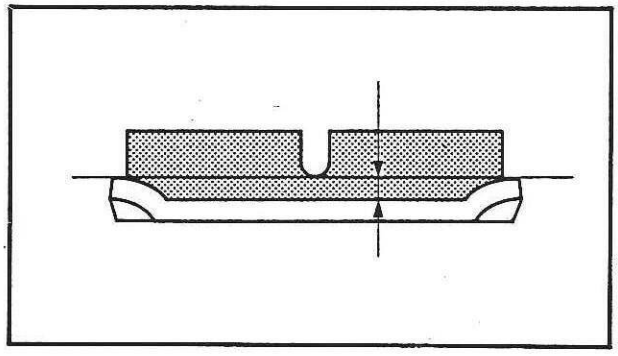


3. Remove:
   - Piston seal ①
   - Dust seal ②



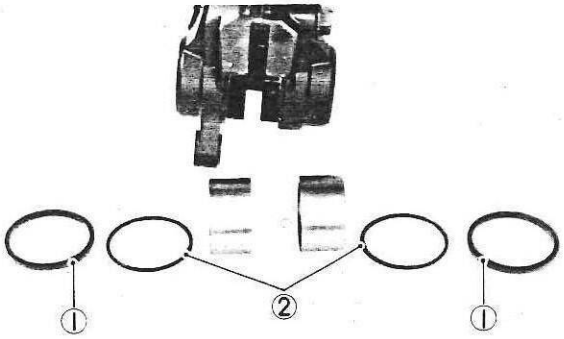
Inspection

1. Inspect:
   - Caliper piston
     Rust/Wear→Replace.
   - Caliper cylinder body
     Wear/Scratches→Replace.



- Brake pads
  Out of specification→Replace.

Pad Wear Limit:
0.5 mm (0.0197 in)



Installation

1. Assemble:
   - Brake caliper(s)

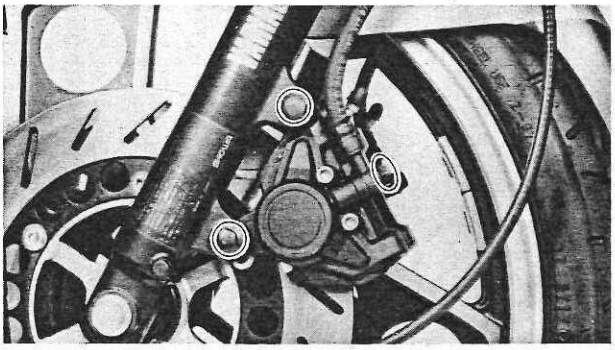
   Reverse disassembly steps

WARNING:

- **All internal parts should be cleaned in new brake fluid only.**
- **Internal parts should be lubricated with brake fluid when installed.**

Brake Fluid:
DOT #3

- **Replace the dust and piston seals whenever a caliper is disassembled.**



2. Install:
   - Brake calipers
   - Hoses

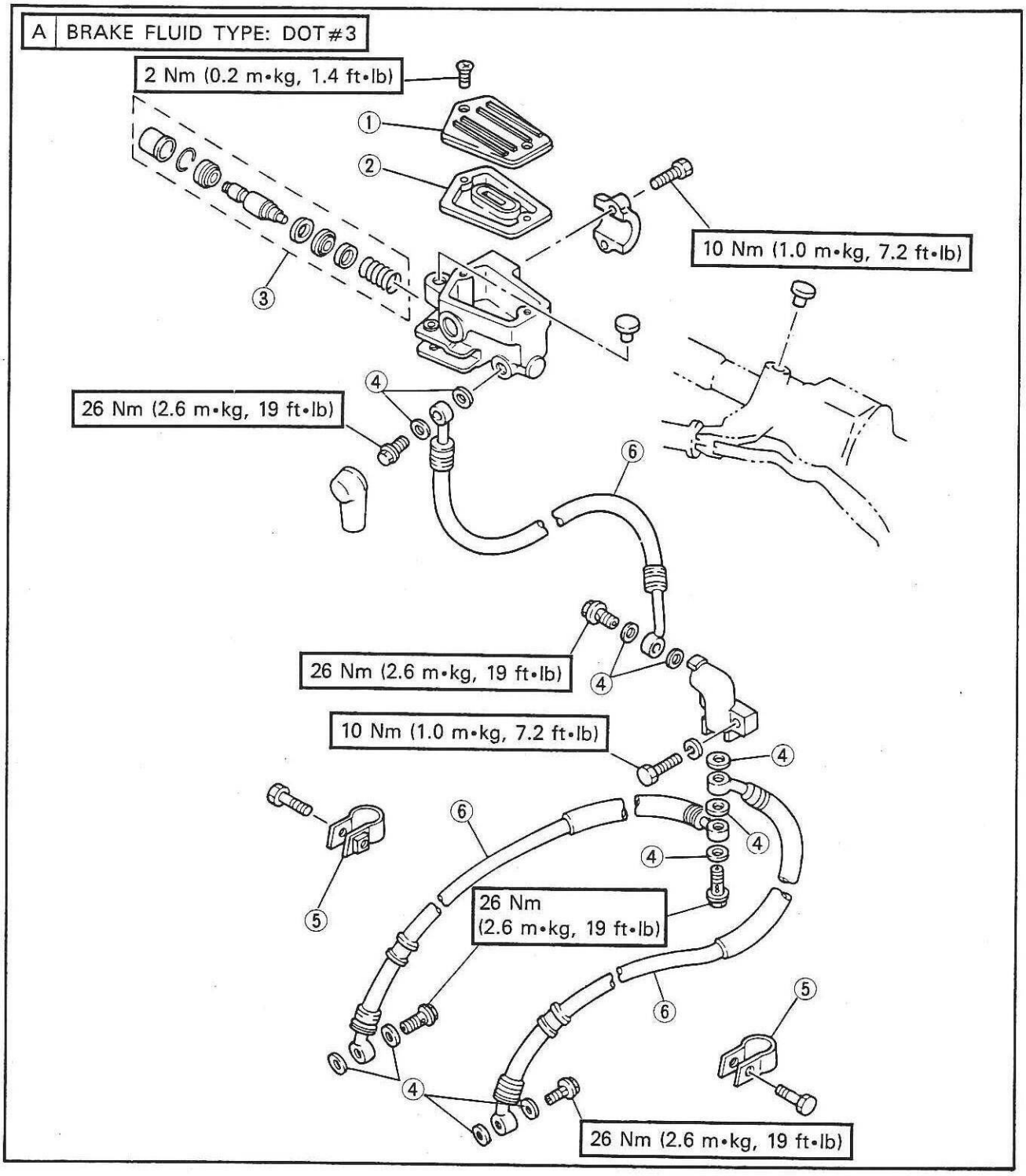
3. Tighten:
   - Caliper bolts
   - Hose union bolts (With copper washers)

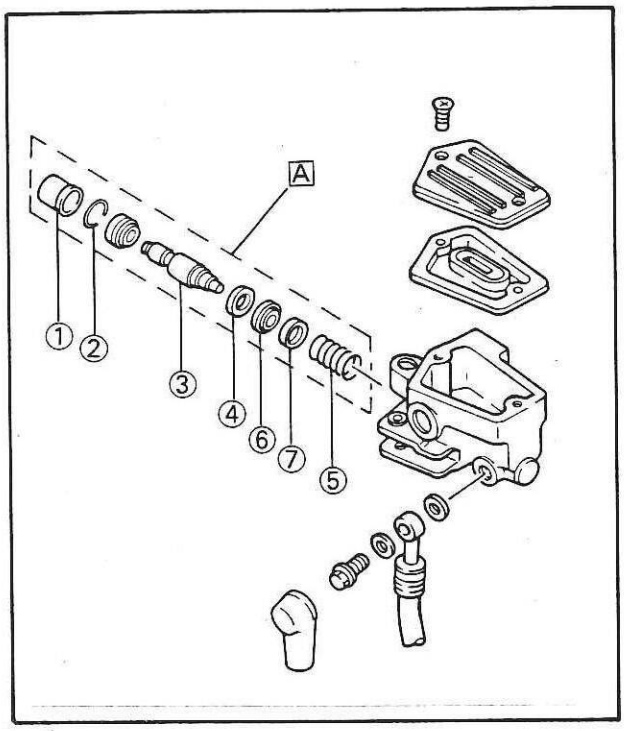
FRONT AND REAR
Brake Caliper:
35 Nm (3.5 m•kg, 25 ft•lb)
Retaining Bolt:
10 Nm (1.0 m•kg, 7.2 ft•lb)
Brake Hose:
26 Nm (2.6 m•kg, 19 ft•lb)

4. Bleed the air completely from the brake system.

BRAKE MASTER CYLINDER (FRONT)

① Master cylinder cap
② Rubber seal
③ Master cylinder kit
④ Copper washer
⑤ Brake hose holder
⑥ Brake hose



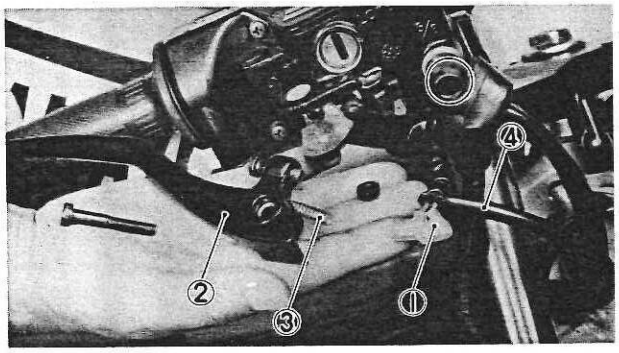


Disassembly

NOTE:

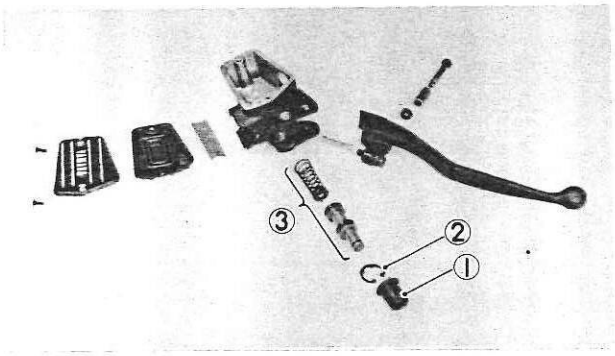
Drain the brake fluid before removing master cylinder.

① Dust boot
② Circlip
③ Piston
④ Piston cups
⑤ Return spring
⑥ Washer
⑦ Seat
Ⓐ MASTER CYLINDER KIT (Replace as a set)



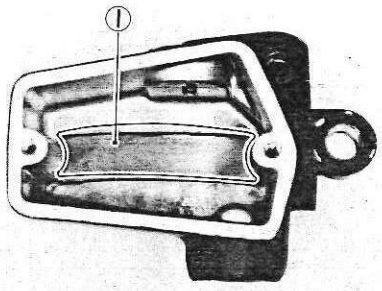
1. Remove:
   - Brake light switch leads ①
   - Brake lever ②
   - Lever spring ③
2. Disconnect:
   - Brake hose ④

   Drain the fluid



3. Remove:
   - Master cylinder
   - Master cylinder cap

   Drain the excess fluid
   - Dust boot ①
   - Circlip ②
   - Master cylinder kit ③



Inspection

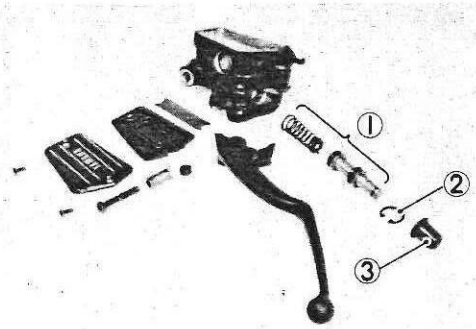
1. Inspect:
   - Master cylinder body
     Scratches/Wear→Replace.

NOTE:

Clean all passages with new brake fluid.

   - Brake hoses
     Cracks/Wear/Damage→Replace.
   - Master cylinder kit
     Scratches/Wear→Replace.

① Oil baffle plate



Installation

1. Install:
   - Master cylinder kit ①

WARNING:

Internal ports should be lubricated with brake fluid when installed.

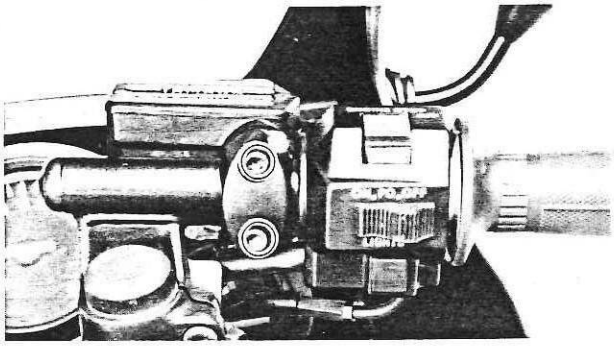
   - Circlip ②
   - Dust boot ③

2. Install:
   - Master cylinder
   - Brake hose (With copper washers)
   - Brake lever

NOTE:

Grease the pivot point.

   - Brake switch leads.



3. Tighten:
   - Master cylinder bolts
   - Brake hose

Master Cylinder:
10 Nm (1.0 m•kg, 7.2 ft•lb)
Brake Hose:
26 Nm (2.6 m•kg, 19 ft•lb)

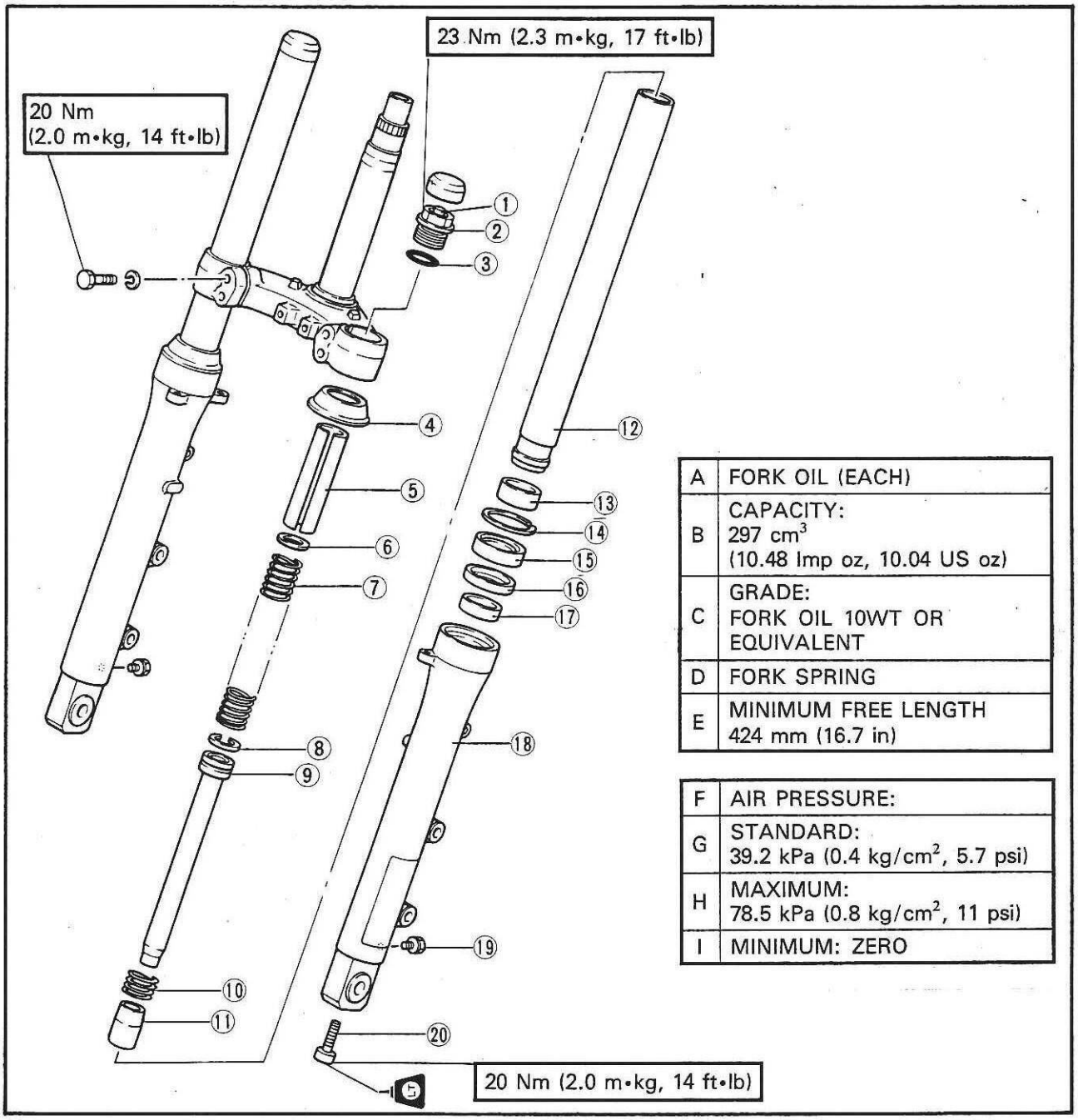
4. Bleed the air completely from the brake system
5. Tighten:
   - Master cylinder cap

2 Nm (0.2 m•kg, 1.4 ft•lb)

FRONT FORK

① Air valve
② Cap bolt
③ O-ring
④ Dust seal
⑤ Spacer
⑥ Spring seat
⑦ Fork spring
⑧ Piston ring
⑨ Damper rod
⑩ Rebound spring
⑪ Oil lock piece
⑫ Inner fork tube
⑬ Slide metal
⑭ Retaining clip
⑮ Oil seal
⑯ Plain washer
⑰ Slide metal
⑱ Outer fork tube
⑲ Drain screw
⑳ Cylinder securing bolt

T-HANDLE:
P/N. 90890-01326
DAMPER ROD HOLDER:
P/N. 90890-01294



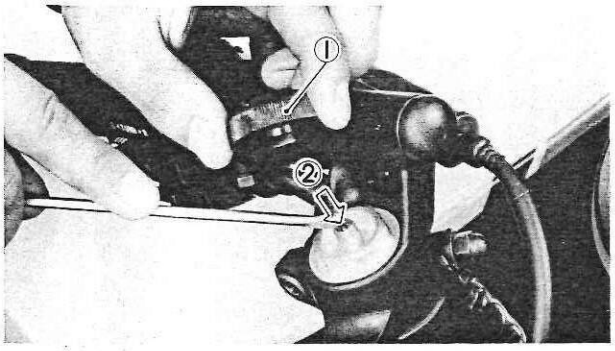
A	FORK OIL (EACH)
B	CAPACITY: 297 cm³ (10.48 Imp oz, 10.04 US oz)
C	GRADE: FORK OIL 10WT OR EQUIVALENT
D	FORK SPRING
E	MINIMUM FREE LENGTH 424 mm (16.7 in)

F	AIR PRESSURE:
G	STANDARD: 39.2 kPa (0.4 kg/cm², 5.7 psi)
H	MAXIMUM: 78.5 kPa (0.8 kg/cm², 11 psi)
I	MINIMUM: ZERO

REMOVAL

WARNING:

Securely support the motorcycle so it won't fall over when the front wheel and front forks are removed.

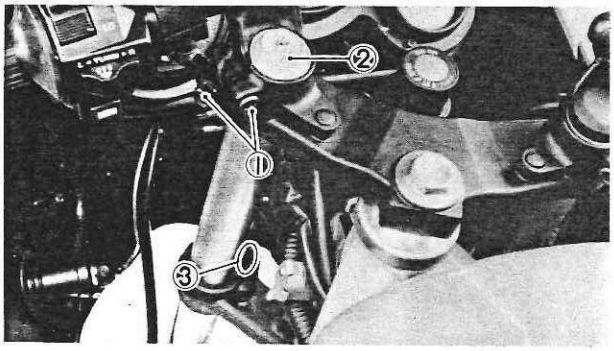


1. Remove:
   - Brake caliper
   - Front wheel
   - Front fender
   - Front fork brace
2. Remove:
   - Air valve cap ①

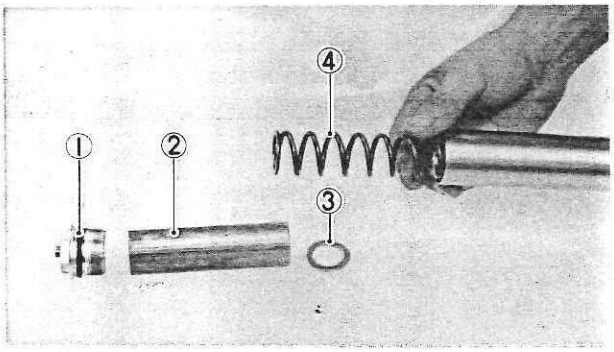
NOTE:

Keep the valve open by pressing it for several seconds so that the air can be let out of the inner tube.

② Push

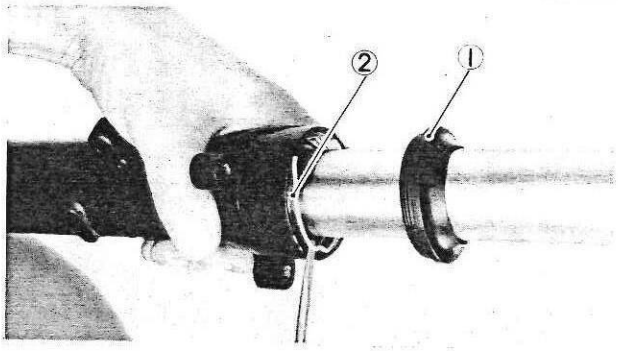


3. Loosen:
   - Pinch bolts (Handle crown and handlebar) ①
   - Cap bolt ②
   - Pinch bolts (Under bracket) ③
4. Remove:
   - Front fork

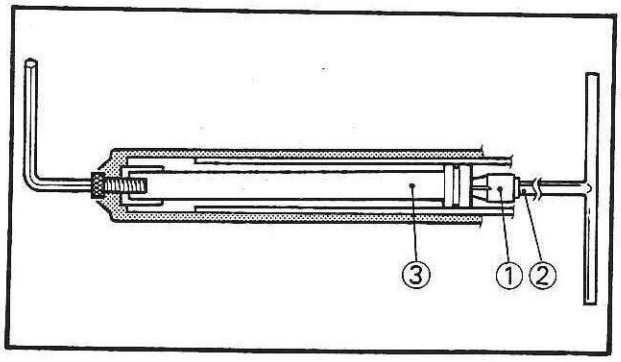


DISASSEMBLY

1. Remove:
   - Cap bolt ①
   - Spacer ②
   - Spring seat ③
   - Fork spring ④
2. Drain:
   - Fork oil

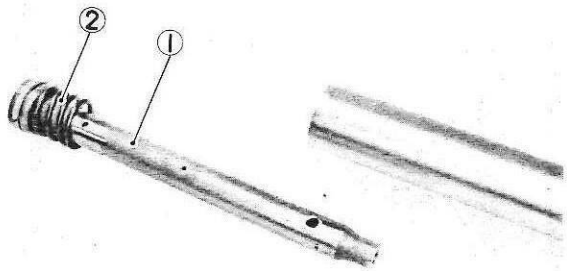


4. Remove:
   - Dust seal ①
   - Retaining clip ②

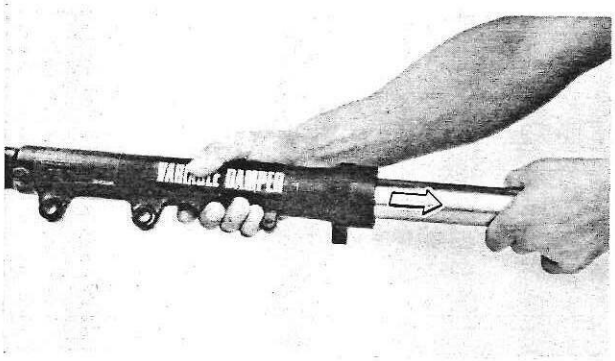


5. Remove:
   - Cylinder securing bolt

   Use the Damper Rod Holder (90890-01294) ① and T-Handle (90890-01326) ② to lock the damper rod ③.



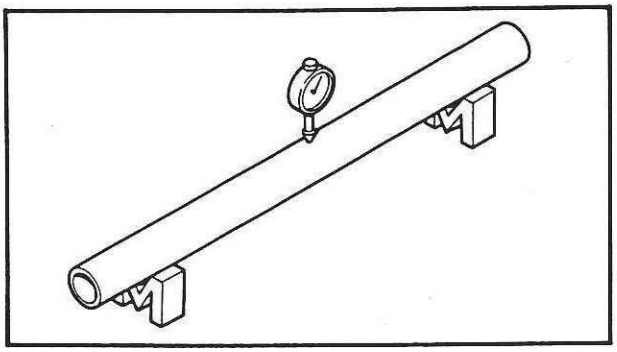
6. Remove:
   - Damper rod ①
   - Rebound spring ②

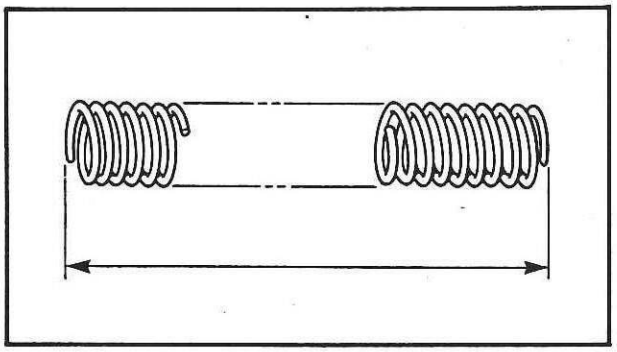


7. Remove:
   - Inner fork tube

Inner fork tube removal steps:
- Hold the fork leg horizontally.
- Pull out the inner fork tube from the outer tube by forcefully, but carefully, withdrawing the inner fork tube.

NOTE:
- Excessive force will damage the oil seal, plain washer and/or bushings. The oil seal and bushings must be replaced.
- Avoid bottoming the inner tube in the outer tube during the above procedure, as the oil lock piece will be damaged.





INSPECTION

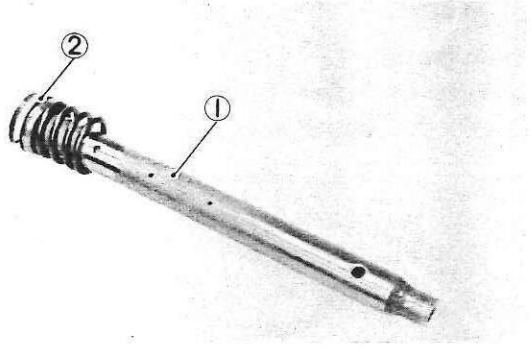
1. Inspect:
   - Inner fork tube
     Scratches/Bends→Replace.

WARNING:

Do not attempt to straighten a bent inner fork tube as this may dangerously weaken the tube.

2. Inspect:
   - Outer fork tube
     Scratches/Bends/Damage→Replace.
   - Fork spring
     Out of specification→Replace.

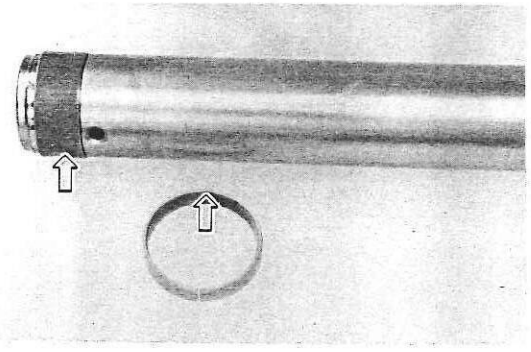
Fork Spring Free Length:
429.6 mm (16.9 in)
Minimum Free Length:
424 mm (16.7 in)



3. Inspect:
   - Damper rod ①
   - Ring ②
     Wear/Damage→Replace.

NOTE:

Blow out all oil passages with compressed air.

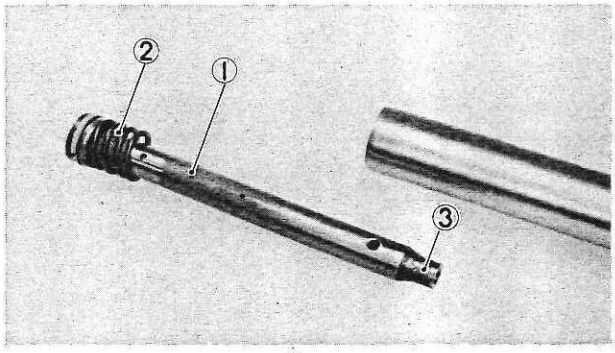


4. Inspect:
   - Slide metals
     Wear/Damage→Replace

REASSEMBLY

NOTE:

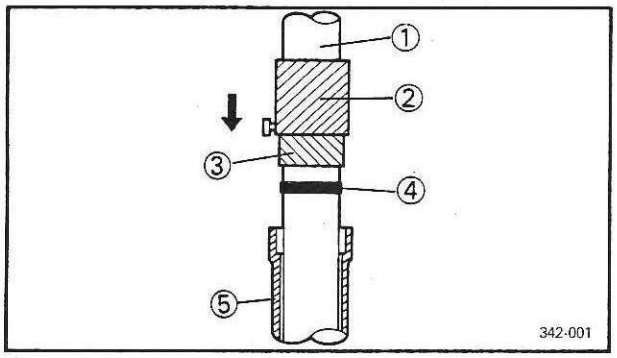
Make sure all components are clean before assembly. Always install the new oil seal and the dust seal.



1. Install:
   - Rebound spring ①
   - Damper rod ②
     Slide the damper rod into the inner fork tube from its top.
   - Oil lock piece ③
     Fit the oil lock piece over the damper rod sticking out of the inner fork tube.

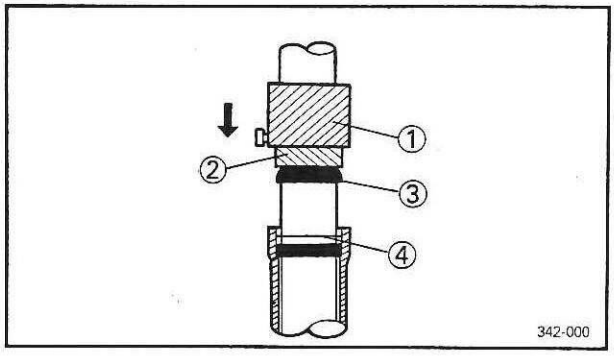
2. Install:
   - Cylinder securing bolt
     Use the Damper Rod Holder (90890-01294) and T-Handle (90890-01326) to lock the damper rod.

	20 Nm (2.0 m•kg, 14 ft•lb) **LOCTITE®**



3. Install:
   - Slide metal ④
     Use the Fork Seal Driver Weight (90890-01367) ② and Adapter (90890-01370) ③.

① Inner tube
⑤ Outer tube

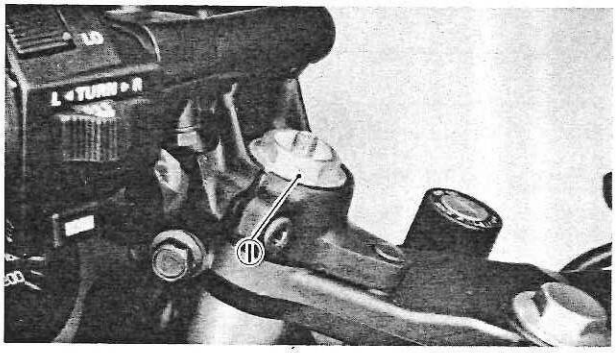


4. Install:
   - Plain washer ④
   - Oil seal ③ (New)
     Use the Fork Seal Driver Weight (90890-01367) ① and Adapter (90890-01370) ②.
   - Retaining clip
   - Dust seal

5. Fill:
   - Front fork

Each Fork:
297 cm³ (10.48 Imp oz, 10.04 US oz)
Fork Oil 10 wt or equivalent
'After filling, slowly pump the fork up and down to distribute oil.

6. Install:
   - Fork spring
     (with smaller pitch side up)
   - Spring seat
   - Spacer
   - Cap bolt (Temporarily)



INSTALLATION

1. Install:
   - Front fork(s)
     Temporarily tighten the pinch bolts.

NOTE:

Level the top of the cap bolt with the top of the handlebar.

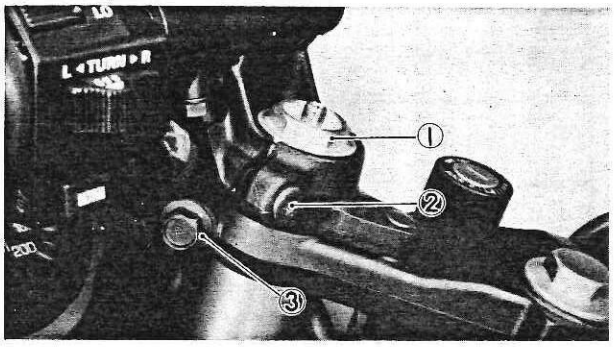
① Flush

2. Tighten:
   - Pinch bolts (Underbracket)

Pinch Bolt (Underbracket):
20 Nm (2.0 m•kg, 14 ft•lb)

NOTE:

Do not tighten the steering crown pinch bolt.



3. Tighten:
   - Cap bolt ①
   - Pinch bolts (Handle crown ② and handlebar ③)

Cap Bolt:
23 Nm (2.3 m•kg, 17 ft•lb)
Pinch Bolt (Handle Crown):
20 Nm (2.0 m•kg, 14 ft•lb)
(Handlebar)
20 Nm (2.0 m•kg, 14 ft•lb)

4. Adjust:
   - Front fork air pressure
     Refer to "Front fork and rear shock absorber setting" section.
5. Install:
   - Air valve cap
   - Front fork brace
   - Front fender
   - Front wheel
   - Brake caliper

Front Fork Brace:
10 Nm (1.0 m•kg, 7.2 ft•lb)
Front Fender:
10 Nm (1.0 m•kg, 7.2 ft•lb)
Front Wheel Axel:
75 Nm (7.5 m•kg, 54 ft•lb)
Brake Caliper:
35 Nm (3.5 m•kg, 25 ft•lb)

APPENDICES

SPECIFICATIONS

GENERAL SPECIFICATIONS

(DK): For Denmark
(S): For Sweden
(FL): For Finland
(G): For Germany

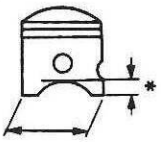
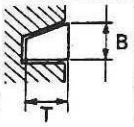
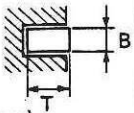
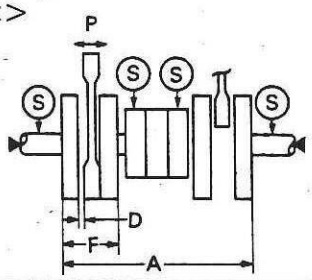
Model	RD350/350F			
Model Code Number	57V	1JF	1AF(G)	1JG(G)
Frame Starting Number	31K-053101	31K-077101	31K-072101	31K-085101
Engine Starting Number	31K-053101	31K-077101	31K-072101	31K-085101
Dimensions:				
Overall Length	2,095 mm (82.5 in) 2,120 mm (83.5 in) [G, DK, S] 2,160 mm (85.0 in) [FL]			
Overall Width	690 mm (27.2 in) [350] 670 mm (26.4 in) [350F]			
Overall Height	1,190 mm (46.9 in)			
Seat Height	800 mm (31.5 in)			
Wheelbase	1,385 mm (54.5 in)			
Minimum Ground Clearance	165 mm (6.5 in)			
Weight:				
With Oil and Full Fuel Tank	161 kg (355 lb) [350] 165 kg (364 lb) [350F]			
Minimum Turning Radius	2,700 mm (106 in)			
Engine:				
Type	Liquid cooled 2-stroke, gasoline, torque induction			
Cylinder Arrangement	Twin, forward inclined			
Displacement	347 cm^3			
Bore × Stroke	64.0 × 54.0 mm (2.520 × 2.126 in)			
Compression Ratio	6.0 : 1			
Starting System	Primary kick starter			
Lubrication System	Separate lubrication (Yamaha Autolube)			
Engine Oil:				
Type	Yamaha oil 2T or equivalent, Air cooled 2-stroke engine oil			
Tank Capacity	1.6 L (1.41 Imp qt, 1.69 Us qt)			
Transmission Oil:				
Type	SAE 10W30 type SE motor oil			
Oil Capacity Total	1.7 L (1.50 Imp qt, 1.80 US qt)			
Exchange	1.5 L (1.32 Imp qt, 1.59 US qt)			
Radiator Capacity (Including All Routes)	1.5 L (1.32 Imp qt, 1.59 US qt)			
Spark Plug:				
Type	BR8ES			
Gap	0.7 ~ 0.8 mm (0.02 ~ 0.03 in)			
Carburetor × Quantity/ Manufacturer	VM26SS × 2/ MIKUNI			
Air Cleaner	Wet foam rubber			

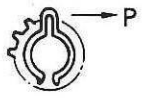
Model	RD350/350F
Clutch Type	Wet, multiple-disc
Transmission: Primary Reduction System Primary Reduction Ratio Secondary Reduction System Secondary Reduction Ratio Transmission Type Operation System	 Helical gear 66/23 (2.870) Chain 39/17 (2.294) 40/17 (2.352) (G) Constant mesh 6-speed Left foot operation
Gear Ratio 1st 2nd 3rd 4th 5th 6th	36/14 (2.571) 32/18 (1.778) 29/22 (1.318) 26/24 (1.083) 25/26 (0.962) 24/27 (0.889)
Chassis: Frame Type Caster Trail	 Double cradle 26° 96 mm (3.78 in)
Fuel: Tank Capacity, Total Reserve	 20.0 L (4.4 Imp gal, 5.28 US gal) 2.0 L (0.44 Imp gal 0.53 US gal)
Tire Front Rear	 90/90-18 51H 110/80-18 58H
Braking System: Front Rear	 Double disc brake/Right hand operation Single disk brake/Right foot operation
Suspension: Front Rear	 Telescopic fork Swing arm (New monocross suspension)
Shock Absorber: Front Rear	 Air, coil spring/oil damper Gas, coil spring/oil damper
Wheel Travel: Front Rear	 140 mm (5.51 in) 100 mm (3.94 in)
Electrical: Ignition System Generator System	 CDI A.C. generator
Battery: Type/Capacity	 12N5.5-3B/12V, 5.5AH

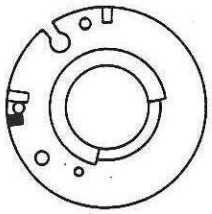
Model	RD350/350F
Bulb Wattage × Quantity:	
Headlight	60W/55W (Quartz bulb)
Tail/Brake Light	12V, 5W/21W × 2
Turn Light	12V, 21W × 4
Meter Light	12V, 3.4W × 5
Auxiliary Light	12V, 4W 3.4W (England)
Indicator Light:	
"NEUTRAL"	12V, 3.4W
"HIGH BEAM"	12V, 3.4W
"OIL"	12V, 3.4W
"TURN"	12V, 3.4W

MAINTENANCE SPECIFICATIONS

Engine

Model	RD350/350F
Cylinder Head:	
Combustion Chamber Volume	21.3 ~ 21.9 cm^3
Distortion Limit	0.03 mm (0.0012 in)
Cylinder:	
Material	Aluminum alloy with cast iron sleeve (Cast in)
Bore Size /<Limit>	$64^{+0.02}_{-0}$ mm ($2.52^{+0.0008}_{-0}$ in)/64.1 mm (2.524 in)
Taper Limit	0.05 mm (0.0020 in)
Out of Round Limit	0.01 mm (0.0004 in)
Piston:	
Piston Size/Measuring Point* 	64.0 mm (2.520 in)/10 mm (0.39 in)
Piston Clearance	0.060 ~ 0.065 mm (0.0024 ~ 0.0026 in)
<Limit>	0.1 mm (0.004 in)
Piston Oversize	64.25, 64.50 mm (2.53, 2.54 in)
Piston Offset	0 mm (0 in)
Piston Ring:	
Piston Ring Design/B × T (Top) 	Keystone/1.2 × 2.6 mm (0.047 × 0.102 in)
(2nd)	Plain (With expander)/ 1.5 × 2.15 mm (0.059 × 0.085 in)
Ring End Gap (Installed) (Top) 	0.30 ~ 0.45 mm (0.012 ~ 0.018 in)
(2nd)	0.35 ~ 0.50 mm (0.014 ~ 0.020 in)
Ring Groove Side Clearance (Top)	0.02 ~ 0.06 mm (0.0008 ~ 0.0024 in)
(2nd)	0.03 ~ 0.07 mm (0.0012 ~ 0.0028 in)
Crankshaft:	
Crakshaft Assembly Width	
(F)	$54.00^{+0}_{-0.05}$ mm ($2.13^{+0}_{-0.002}$ in)
(A)	$156^{+0.05}_{-0.10}$ mm ($6.14^{+0.002}_{-0.004}$ in)
Crankshaft Deflection Limit (S)	0.05 mm (0.002 in)
Connecting Rod Big End	
Side Clearance (D)	0.25 ~ 0.75 mm (0.01 ~ 0.03 in)
Connecting Rod Small End Deflection (P)	0.36 ~ 0.98 mm (0.0142 ~ 0.0386 in)
<Limit> 	2.0 mm (0.08 in)
Clutch:	
Friction Plate	
Thickness/Quantity	3.0 mm (0.12 in) × 7
<Wear Limit>	2.7 mm (0.106 in)

Model	RD350/350F
Clutch Plate	
Thickness/Quantity	1.2 mm (0.047 in) × 6
<Warpage Limit>	0.05 mm (0.002 in)
Clutch Spring	
Free Length/Quantity	36.4 mm (1.43 in) × 6
Clutch Housing	
Thrust Clearance	0.07 ~ 0.12 mm (0.003 ~ 0.005 in)
Radial Clearance	0.011 ~ 0.048 mm (0.0004 ~ 0.0019 in)
Clutch Release Method	Inner push, Cam push
Push Rod Bending Limit	0.2 mm (0.008 in)
Primary Reduction Gear Back Lash	
Tolerance	154 ~ 156
Primary Drive Gear Back Lash Number	90 ~ 98
Primary Driven Gear Back Lash Number	57 ~ 65
Transmission:	
Main Axle Deflection Limit	0.08 mm (0.0031 in)
Drive Axle Deflection Limit	0.08 mm (0.0031 in)
Shifter:	
Type	Cam drum
Guide Bar Bending Limit	0.025 mm (0.001 in)
Kick Starter:	
Type	Kick and mesh type
Kick Clip Friction Force	P = 0.8 ~ 1.3 kg (1.8 ~ 2.9 lb)
	
Air Filter — Oil Grade	Foam-Air-Filter Oil or SAE 10W30 SE motor oil
Reed Valve:	
Material	SUS
Bending Limit	0.5 mm (0.02 in)
Valve Stopper Height	10.3 ± 0.2 mm (0.41 ± 0.008 in)
Carburetor:	
Type/Manufacturer/Quantity	VM26SS/MIKUNI/2
I.D. Mark	31K00
Main Jet (M.J.)	#240
Air Jet (A.J.)	ø0.7
Jet Needle - Clip Position (J.N.)	5K1-4
Needle Jet (N.J.)	P-0 (345)
Cutaway (C.A.)	2.0
Pilot Jet (P.J.)	#22.5
Air Screw (Turns Out)(A.S.)	1 and 1/4
Starter Jet (G.S.)	#80
Float Height (F.H.)	21 ± 0.5 mm (0.83 ± 0.02 in)
Engine Idling Speed	1,200 ± 50 r/min

Model	RD350/350F
Lubrication:	
Autolube Pump	
Color Code	Yellow
Minimum Stroke	0.10 ~ 0.15 mm (0.004 ~ 0.006 in)
Maximum Stroke	2.05 ~ 2.27 mm (0.08 ~ 0.09 in)
Minimum Output/200 Stroke	0.12 ~ 0.19 cm^3 (0.004 ~ 0.007 Imp oz, 0.004 ~ 0.006 US oz)
Maximum Output	2.58 ~ 2.85 cm^3 (0.091 ~ 0.101 Imp oz, 0.087 ~ 0.096 US oz)
Pulley Adjusting Position (Adjusting Mark)	At idle
	
Cooling:	
Radiator Core Size	
Width	290.6 mm (11.44 in)
Height	180 mm (7.08 in)
Thickness	16 mm (0.63 in)
Radiator Cap Opening Pressure	89.3 ± 14.7 kPa (0.9 ± 0.15 kg/cm^2, 12.8 ± 2.13 psi)
Coolant Capacity (Total)	1.5 L (1.32 Imp qt, 1.59 US qt)
Water Pump	
Type	Single-suction centrifugal pump
Reduction Ratio	32/20 (1.60)
Thermostat:	
Opening Temperature	71° ± 2°C (156 ± 35.6°F)
Full Open Temperature/Lift	85°C (185°F)/7 mm (0.28 in)

Tightening torque

Part	Thread size	Nm	m • kg	ft • lb	Remarks
Cylinder head	M 8×1.25	28	2.8	20	
Cylinder	M 8×1.25	25	2.5	18	
Spark plug	M14×1.25	20	2.0	14	
Y.P.V.S. Valve	M 5×0.8	6	0.6	4.3	
Pulley	M 6×1.0	10	1.0	7.2	
Shift pedal	M 6×1.0	16	1.6	11	
Reed valve	M 3×0.5	1	0.1	0.7	
Joint cover (Thermostatic valve)	M 6×1.0	12	1.2	8	
Housing cover	M 6×1.0	8	0.8	5.8	
Radiator cover	M 5×0.8	3	0.3	2	
Joint (Cylinder head)	M 6×1.0	12	1.2	8	
Thermosenser	M10	14	1.4	10	
Oil pump	M 5×0.8	5	0.5	3.6	⊣S
Reed valve assembly	M 6×1.0	15	1.5	11	
Primary drive gear	M16×1.0	65	6.5	47	
Clutch boss	M20×1.0	90	9.0	65	
Clutch spring	M 6×1.0	10	1.0	7.2	
Drive sprocket	M18×1.0	80	8.0	58	
Kick crank	M 8×1.25	25	2.5	18	
Shift pedal	M 6×1.0	16	1.6	11	
Flywheel magneto	M12×1.25	85	8.5	61	
Exhaust pipe	M 8×1.25	18	1.8	13	
Drain plug (Transmission)	M14×1.5	20	2.0	14	
(Coolant)	M 6×1.0	14	1.4	10	
Crankcase cover (R)	M 6×1.0	10	1.0	7.2	
(L)	M 6×1.0	7	0.7	5.1	
Crankcase (Lower)	M 8×1.25	15	1.5	10	
(Upper)	M 8×1.25	10	1.0	7.2	
Bearing cover plate	M 6×1.8	10	1.0	7.2	⊣S
Tachometer stopper plate	M 5×0.8	5	0.5	3.6	⊣S
Shift cam stopper plate	M 6×1.0	10	1.0	7	⊣S
Stopper lever	M 6×1.0	14	1.4	10	⊣S
Neutral switch	M 5×0.8	4	0.4	2.9	
Shift lever adjust screw	M 8×1.25	30	3.0	22	⊣S

Chassis

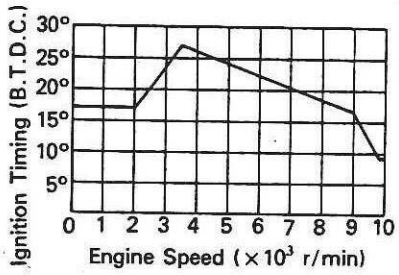
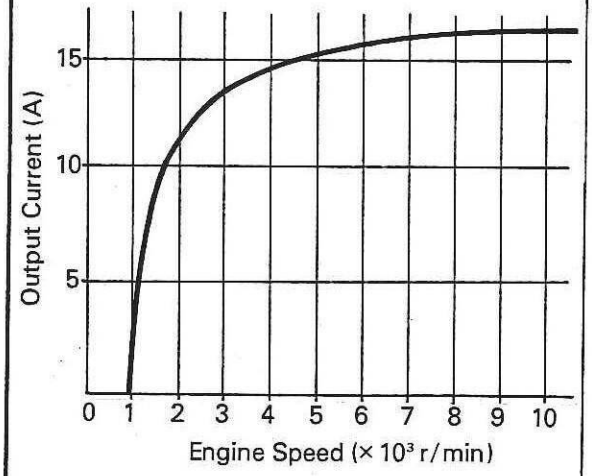
Model	RD350/350F
Steering System:	
Steering Bearing Type	Ball bearing
No. / Size of Balls	
Upper	19 pcs. 1/4 in
Lower	19 pcs. 1/4 in
Lock to Lock Angle	80°
Front Suspension:	
Front Fork Travel	140 mm (5.51 in)
Front Fork Spring	
Free Length	429.6 mm (16.9 in)
Spring Rate	K_1 = 3.33 N/mm (0.34 kg/mm, 19.0 lb/in) 0 ~ 140 mm (0 ~ 5.51 in)
Oil Capacity	297 cm^3 (10.48 Imp oz, 10.04 US oz)
Oil Level	106.1 mm (4.18 in)
Oil Grade	Fork oil 10wt or equivalent
Air Pressure (STD) (Min. ~ Max.)	39 kPa (0.4 kg/cm^2, 5.7 psi) 0 ~ 118 kPa (0 ~ 1.2 kg/cm^2, 0 ~ 17 psi)
Rear Suspension:	
Shock Absorber Travel	40 mm (1.57 in)
Rear Wheel Travel	100 mm (3.94 in)
Rear Absorber Spring	
Free Length	186 mm (7.32 in)
Spring Rate	K_1 = 103.0 N/mm (10.5 kg/mm, 588 lb/in) 0 ~ 40 mm (0 ~ 1.57 in)
Gas Properties	Nitrogen gas
Gas Pressure	1,177 kPa (12 kg/cm^2, 171 psi)
Rear Arm:	
Swing Arm Free Play	
End	1 mm (0.04 in)
Side	0.1 ~ 0.3 mm (0.004 ~ 0.012 in)
Wheel:	
Type	Cast wheel
Rim Size/Material (Front)	MT2.15 × 18/ Aluminum
Rim Size/Material (Rear)	MT2.50 × 18/ Aluminum
Rim Run Out Limit	
Vertical	1 mm (0.04 in)
Lateral	0.5 mm (0.02 in)
Drive Chain:	
Type/ Manufacturer	520V-SR/ DAIDO
Number of Links	106
Chain Slack	30 ~ 40 mm (1.18 ~ 1.57 in)

Model		RD350/350F
Disc Brake:		
Type		
Front		Dual
Rear		Single
Disc Size-Outside Dia × Thickness		267 × 5 mm (10.5 × 0.19 in)
Disc Wear Limit		4.5 mm (0.18 in)
Pad Thickness		5.5 mm (0.22 in)
Pad Wear Limit		0.5 mm (0.02 in)
Master Cylinder Inside Diameter	Front	15.87 mm (0.62 in)
	Rear	12.70 mm (0.51 in)
Caliper Cylinder Inside Diameter	Front	38.18 mm (1.5 in)
	Rear	38.18 mm (1.5 in)
Brake Fluid Type		DOT#3

Tightening torque

Part	Thread size	Nm	m • kg	ft • lb
Engine mounting bolt	M10 × 1.25	64	6.4	46
Engine mount stay	M 8 × 1.25	23	2.3	17
Tension rod	M 8 × 1.25	25	2.5	18
Handle crown -Steering shaft	M14 × 1.25	85	8.5	61
-Inner tube	M 8 × 1.25	20	2.0	14
Handle bar -Inner tube	M 8 × 1.25	20	2.0	14
Handle bar -Handle crown	M 6 × 1.0	9	0.9	6.5
Under bracket -Inner tube	M 8 × 1.25	20	2.0	14
Fork brace	M 6 × 1.0	10	1.0	7.2
Front wheel axle	M12 × 1.25	75	7.5	54
Pivot shaft	M14 × 1.5	90	9.0	65
Rear wheel axle	M14 × 1.5	105	10.5	75
Sprocket wheel	M 8 × 1.25	32	3.2	23
Rear shock -Frame	M10 × 1.25	40	4.0	29
Relay arm -Frame	M10 × 1.25	40	4.0	29
Relay arm -Arm 1, 2	M14 × 1.5	65	6.5	47
Arm 1, 2 -Swing arm	M12 × 1.25	40	4.0	29
Brake disc -Hub	M 8 × 1.25	20	2.0	14
Master cylinder	M10 × 1.25	10	1.0	7.2
Brake hose	M10 × 1.25	26	2.6	19
Retaining bolt	M 6 × 1.0	20	2.0	14
Caliper -Bracket	M10 × 1.25	35	3.5	25
-Bleed screw	M 7 × 1.0	5	0.5	3.6
Frame -Muffler bracket	M10 × 1.25	64	6.4	46
Muffler bracket -Footrest	M10 × 1.25	64	6.4	46

Electrical

Model	RD350/350F
Ignition System: Ignition Timing: (B.T.D.C.) Advanced Timing: (B.T.D.C.) 	 17° at 1,200 r/min 27° at 3,500 r/min
CDI: CDI Unit-Model/Manufacturer Pickup Coil Resistance (Color) Source Coil Resistance (Color)	 51L/NIPPONDENSO 117Ω ± 20% (White/Red — White/Green) 113Ω ± 20% (Brown — Green) 4.1Ω ± 20% (Brown — Red)
Ignition Coil: Model/Manufacturer Minimum Spark Gap Primary Winding Resistance Secondary Winding Resistance	 12900-027/NIPPONDENSO 6 mm (0.24 in) 0.33Ω ± 10% at 20°C (68°F) 3.5kΩ ± 20% at 20°C (68°F)
Spark Plug: Type/Manufacturer	 BR8ES/N.G.K.
C.D.I. Unit: Type/Manufacturer	 52Y/NIPPONDENSO
A.C. Generator: Model/Manufacturer Charging Output 	 51L/NIPPONDENSO 14V14A/5,000 r/min
Charging Coil Resistance (Color)	0.5Ω ± 20% at 20°C (68°F) (White — White)

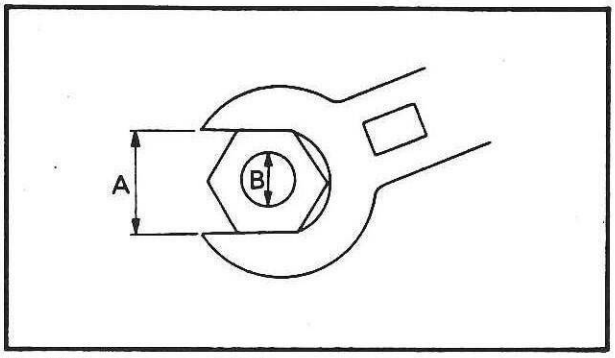
SPECIFICATIONS

Model	RD350/350F
Voltage Regulator:	
Type	Short circuit
Model/ Manufacturer	SH235-12C/ SHINDENGEN KOUGYOU
Regulating Voltage	14.5 ± 0.5V
Rectifier:	
Type	Three phase, Full wave
Model/ Manufacturer	SH235-12C/ SHINDENGEN KOUGYOU
Capacity	15A
Withstand Voltage	200V
Battery:	
Model/ Manufacturer	12N5.5-3B/ NIPPONDENSO
Charging Rate	0.55A × 10 hours
Specific Gravity	1,280
Horn:	
Model	CF-12/ NIKKO
Maximum Amperage	2.5A or less
Flasher Relay:	
Type	Semi transistor type
Model/ Manufacturer	FJ245ED/ NIPPONDENSO
Flasher Frequency	85 cycle/min
Capacity	12V, 21W × 2 + 3.4W
Thermo-unit:	
Model/ Manufacturer	YA55901NO/ NISSEI
Circuit Breaker:	
Type	Fuse
Amperage for Individual Circuit/ Quantity	
Main	20A × 1
Headlight	15A × 1
Signal	15A × 1
Y.P.V.S.	5A × 1
Reserve	20A × 1, 15A × 1, 5A × 1

GENERAL TORQUE SPECIFICATIONS

This chart specifies torque for standard fasteners with standard I.S.O. pitch threads. Torque specifications for special components or assemblies are included in the applicable sections of this book. To avoid warpage, tighten multi-fastener assemblies in a crisscross fashion, in progressive stages, until full torque is reached. Unless otherwise specified, torque specifications call for clean, dry threads. Components should be at room temperature.

A (Nut)	B (Bolt)	General torque specifications		
		Nm	m•kg	ft•lb
10 mm	6 mm	6	0.6	4.3
12 mm	8 mm	15	1.5	11
14 mm	10 mm	30	3.0	22
17 mm	12 mm	55	5.5	40
19 mm	14 mm	85	8.5	61
22 mm	16 mm	130	13.0	94



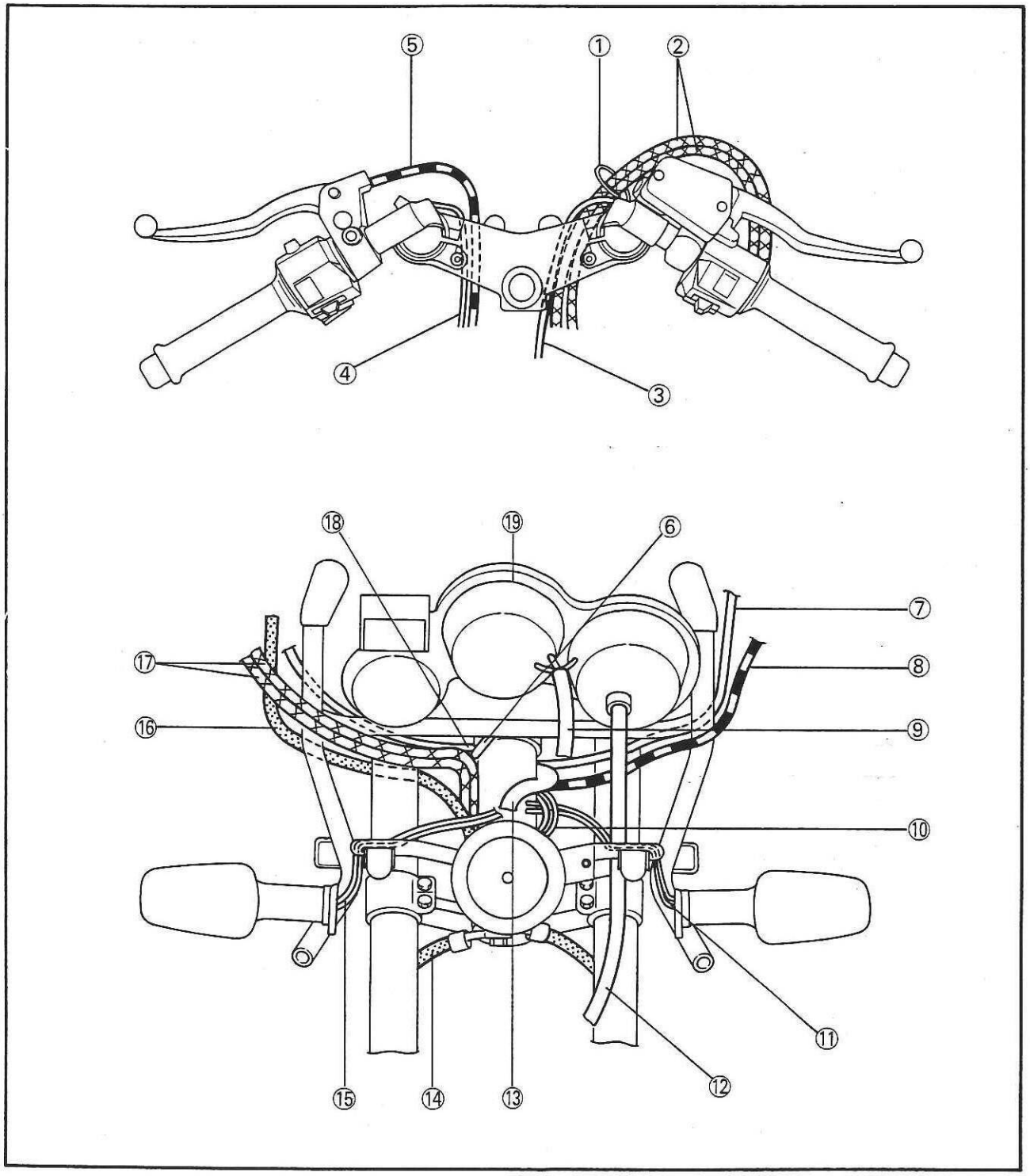
A: Distance cross flats
B: Outside thread diameter

DEFINITION OF UNITS

Unit	Read	Definition	Measure
mm cm	millimeter centimeter	10^{-3} meter 10^{-2} meter	Length Length
kg	kilogram	10^{3} gram	Weight
N	Newton	1 kg × m/sec^2	Force
Nm m·kg	Newton meter Meter kilogram	N × m m× kg	Torque Torque
Pa N/mm	Pascal Newton per millimeter	N/m^2 N/mm	Pressure Spring rate
L cm^3	Liter Cubic centimeter	—	Volume or Capacity
r/min	Rotation per minute	—	Engine Speed

CABLE ROUTING

① Cable holder
② Throttle cable 1, 2
③ Handlebar switch lead (Right)
④ Handlebar switch lead (Left)
⑤ Clutch cable
⑥ Main switch lead
⑦ Handlebar switch lead (Right)
⑧ Clutch cable
⑨ Meter lead
⑩ Horn lead
⑪ Front flasher light lead (Left)
⑫ Speedometer cable
⑬ Wire harness
⑭ Brake hose 2
⑮ Front flasher light lead (Right)
⑯ Brake hose 1
⑰ Throttle cable 1, 2
⑱ Handlebar switch lead (Right)
⑲ Meter ass'y



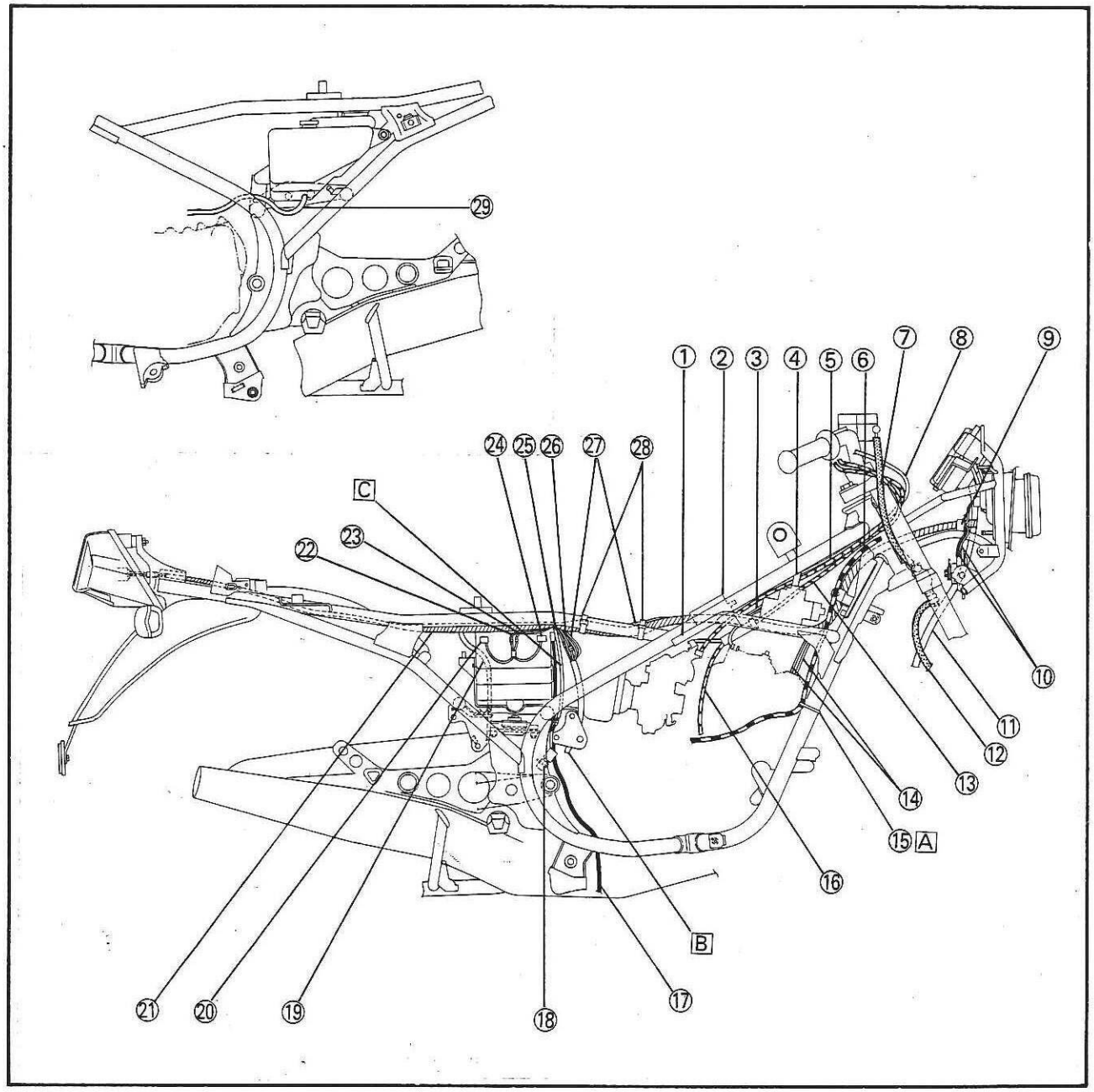
CABLE ROUTING

① Rectifier/regulator
② C.D.I. unit
③ Thermo-unit lead
④ Servomoter
⑤ Throttle cable 2
⑥ Clutch cable
⑦ Brake hose 1
⑧ Handlebar switch lead (Right)
⑨ Clamp
⑩ Horn lead (Left)
⑪ Speedometer cable
⑫ Brake hose 2
⑬ Throttle cable 1
⑭ Y.P.V.S. cable
⑮ Clamp
⑯ Pump cable
⑰ Battery breather hose
⑱ Brake switch Ass'y
⑲ Oil tank breather hose
⑳ Battery negative terminal
㉑ Wire harness
㉒ Battery negative lead
㉓ Battery positive lead
㉔ Battery positive terminal
㉕ Earth terminal
㉖ C.D.I. magneto lead
㉗ C.D.I. unit lead
㉘ Band
㉙ Oil hose

[A] HOLD THE CLUTCH CABLE WITH THE CLAMP.

[B] ROUTE THE CDI MAGNETO LEADS BEHIND THE ENGINE BRACKET, AND CONNECT THEM.

[C] ROUTE THE STOP SWITCH LEADS BEHIND THE ENGINE BRACKET.



CABLE ROUTING

① Handlebar switch lead (Right)
② Main switch lead
③ Servomotor
④ Thermo unit lead
⑤ Servomotor lead
⑥ Rectifier/regulator lead
⑦ Frame earth lead
⑧ C.D.I. unit lead
⑨ Flasher relay lead
⑩ Brake switch lead
⑪ Earth terminal
⑫ C.D.I. magneto lead
⑬ Battery positive lead
⑭ Battery negative lead
⑮ Oil level gauge lead
⑯ Y.P.V.S. control unit lead
⑰ Flasher lead (Right)
⑱ Flasher lead (Left)
⑲ Wire harness
⑳ Tail/Brake light lead
㉑ Clamp
㉒ Y.P.V.S. control unit
㉓ Fuse box
㉔ Oil tank breather hose
㉕ Flasher relay
㉖ C.D.I. unit
㉗ Rectifier/regulator lead
㉘ Plug cord
㉙ Ignition coil
㉚ Ignition coil lead
㉛ Handlebar switch lead (Left)

[A] SECURE THE LEADS WITH THE CLAMP.

[B] CONNECT THE GROUND LEAD TO THE SCREW ON THE REAR OF THE IGNITION COIL AND TIGHTEN THE SCREW.