

CHAPTER 2.

PERIODIC INSPECTIONS AND ADJUSTMENTS

INTRODUCTION	2-1
MAINTENANCE INTERVALS CHARTS	2-1
PERIODIC MAINTENANCE EMISSION CONTROL SYSTEM	2-1
GENERAL MAINTENANCE/LUBRICATION	2-2
ENGINE	2-4
VALVE CLEARANCE ADJUSTMENT	2-4
CRANKCASE VENTILATION SYSTEM INSPECTION	2-7
FUEL LINE INSPECTION	2-7
INTAKE MANIFOLD INSPECTION	2-8
EXHAUST SYSTEM INSPECTION	2-8
IDLING SPEED ADJUSTMENT	2-8
THROTTLE CABLE ADJUSTMENT	2-8
ENGINE OIL LEVEL INSPECTION	2-10
ENGINE OIL REPLACEMENT	2-11
OIL PRESSURE INSPECTION	2-13
DECOMPRESSION CABLE ADJUSTMENT	2-14
COMPRESSION PRESSURE MEASUREMENT	2-15
CHASSIS	2-17
FUEL COCKS CLEANING	2-17
ENGINE OIL TANK STRAINER CLEANING	2-17
AIR FILTER CLEANING	2-18
BRAKE FLUID LEVEL INSPECTION	2-19
FRONT AND REAR BRAKE PAD INSPECTION	2-20
FRONT BRAKE ADJUSTMENT	2-20
REAR BRAKE ADJUSTMENT	2-21
CLUTCH ADJUSTMENT	2-21
DRIVE CHAIN SLACK CHECK	2-23
DRIVE CHAIN SLACK ADJUSTMENT	2-24
DRIVE CHAIN LUBRICATION	2-25
CABLE INSPECTION AND LUBRICATION	2-25
BRAKE AND CHANGE PEDALS/BRAKE AND CLUTCH LEVERS LUBRICATION	2-26
SIDESTAND LUBRICATION	2-26
SWINGARM LUBRICATION	2-26
FRONT FORK OIL CHANGE	2-26
REAR SHOCK ABSORBER ADJUSTMENT	2-28
STEERING HEAD INSPECTION	2-29
STEERING HEAD ADJUSTMENT	2-29
WHEEL BEARINGS CHECK	2-30
TIRES CHECK	2-31
WHEELS CHECK	2-33
FUEL TANK BREATHER HOSE INSPECTION	2-33
CANISTER INSPECTION (FOR SRX600SC ONLY)	2-34

ELECTRICAL 2-35

IGNITION TIMING CHECK 2-35

BATTERY INSPECTION 2-35

BRAKE LIGHT SWITCH ADJUSTMENT 2-37

SPARK PLUG INSPECTION 2-37

HEADLIGHT BULB REPLACEMENT 2-38

HEADLIGHT BEAM ADJUSTMENT 2-39

CIRCUIT BREAKER INSPECTION 2-39



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

Proper periodic maintenance is important. Especially important are the maintenance services related to emissions control. These controls not only function to ensure cleaner air but are also vital to proper engine operation and maximum performance. In the following maintenance tables, the services related to emissions control are grouped separately.

PERIODIC MAINTENANCE EMISSION CONTROL SYSTEM

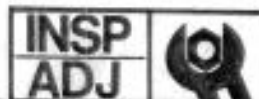
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			1,000 km or 1 month (600 mi)	**1 7,000 km or 7 months (4,400 mi)	**2 13,000 km or 13 months (8,200 mi)	19,000 km or 19 months (12,000 mi)	25,000 km or 25 months (15,800 mi)	**3 31,000 km or 31 months (19,600 mi)
1*	Valve clearance	Check and adjust valve clearance when engine is cold.	○	○	○	○	○	○
2	Spark plug	Check condition. Adjust gap and clean. Replace at 13,000 km (or 13 months) and thereafter every 12,000 km (or 12 months).		○	Replace	○	Replace	○
3*	Crankcase ventilation system	Check ventilation hose for cracks or damage. Replace if necessary.		○		○		○
4*	Fuel line	Check fuel hose and vacuum pipe for cracks or damage. Replace if necessary.		○	○	○	○	○
5*	Exhaust system	Check for leakage. Retighten if necessary. Replace gasket(s) if necessary.		○	○	○	○	○
6*	Idle speed	Check and adjust engine idle speed. Adjust cable free play.		○	○	○	○	○
7*	Decompression	Check and adjust decompression cable free play after valve clearance maintenance.		○	○	○	○	○

* It is recommended that these items be serviced by a Yamaha dealer or other qualified mechanic.

NOTE:

For farther odometer reading, repeat the above maintenance at the period established; **1: Every 6,000 km (3,800 mi), **2: Every 12,000 km (7,600 mi) and **3: Every 30,000 km (19,000 mi) intervals.

MAINTENANCE INTERVALS CHARTS



GENERAL MAINTENANCE/LUBRICATION

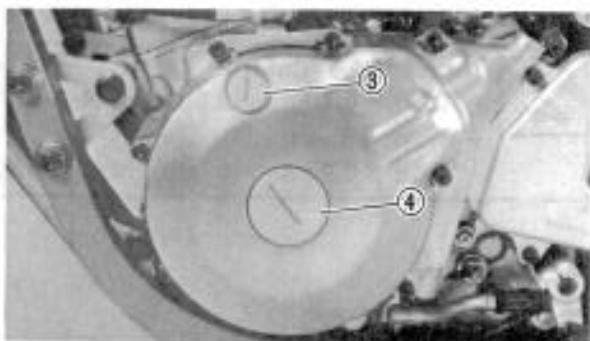
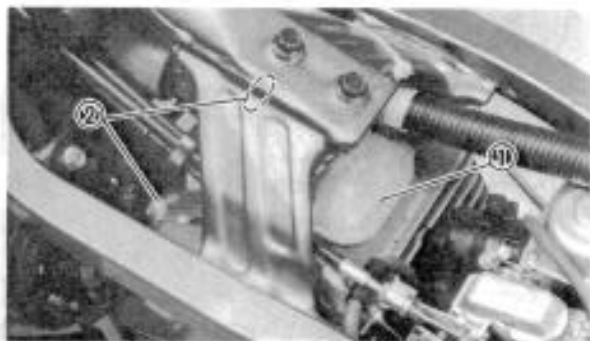
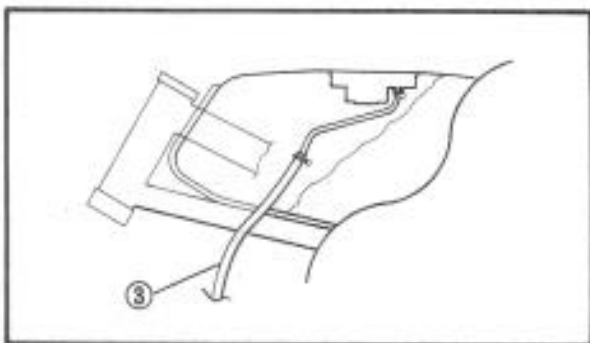
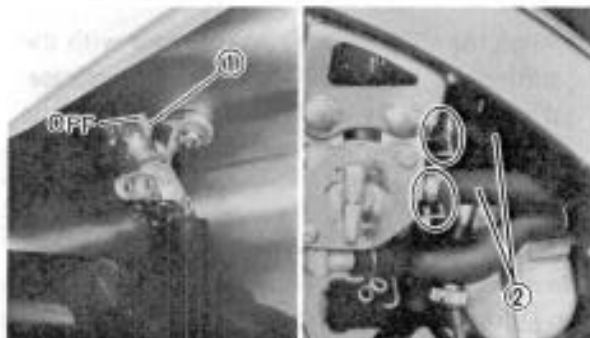
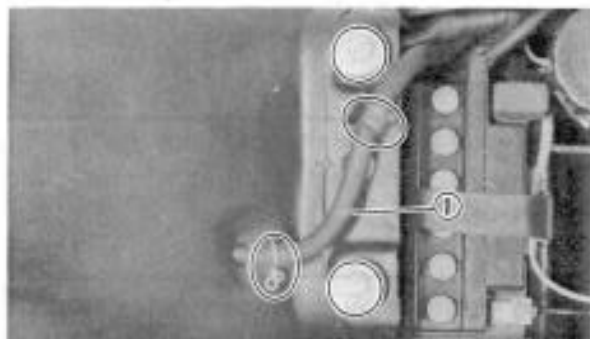
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				1,000 km or 1 month (600 mi)	**1 7,000 km or 7 months (4,400 mi)	**2 13,000 km or 13 months (8,200 mi)	19,000 km or 19 months (12,000 mi)	**3 25,000 km or 25 months (15,800 mi)	31,000 km or 31 months (19,600 mi)
1	Engine oil	Warm-up engine before draining.	See NOTE.	○	○	○	○	○	○
2*	Oil filter/ strainer	Replace filter element and clean oil strainer. Replace oil strainer if damage.	—	○		○		○	
3*	Air filter	Clean with compression air. Replace if necessary.	—		○	○	○	○	○
4*	Brake system	Adjust free play Replace pads if necessary.	—	○	○	○	○	○	○
5	Clutch	Adjust free play.	—	○	○	○	○	○	○
6	Drive chain	Check chain condition. Adjust and lubricate chain thoroughly.	SAE 30W ~ 50W motor oil	Every 500 (300)					
7	Control and meter cable	Apply chain lube thoroughly.	Yamaha chain and cable lube or SAE 10W30 motor oil.	○	○	○	○	○	○
8*	Rear arm pivot bearing	Apply grease lightly.	Lithium soap base grease.					○	
9	Brake/ Clutch lever pivot shaft	Apply chain lube lightly.	Yamaha chain and cable lube or SAE 10W30 motor oil		○	○	○	○	○
10	Brake pedal and change pedal shaft	Lubricate. Apply chain lube lightly.	Yamaha chain and cable lube or SAE 10W30 motor oil		○	○	○	○	○
11*	Sidestand pivot and kick crank boss	Check operation and lubricate. Apply chain lube lightly.	Yamaha chain and cable lube or SAE 10W30 motor oil		○	○	○	○	○
12*	Front fork oil	Check operation and leakage.	—		○	○	○	○	○

No.	Item	Remarks	Type	Initial	Odometer reading					
				1,000 km or 1 month (600 mi)	**1 7,000 km or 7 months (4,400 mi)	**2 13,000 km or 13 months (8,200 mi)	19,000 km or 19 months (12,000 mi)	**3 25,000 km or 25 months (15,800 mi)	31,000 km or 31 months (19,600 mi)	
13*	Steering bearings	Check bearings assembly for looseness. Moderately repack every 24,000 km (15,200 mi).	Medium weight wheel bearing grease		○	○	○		Repack	○
14*	Wheel bearings	Check bearings for smooth rotation.	—		○	○	○	○	○	○
15*	Battery	Check specific gravity and breather pipe for proper operation.	—		○	○	○	○	○	○
16*	Sidestand switch	Check and clean or replace if necessary.	—	○	○	○	○	○	○	○

* It is recommended that these items be serviced by a Yamaha dealer or other qualified mechanic.

NOTE:

- For farther odometer reading, repeat the above maintenance at the period established; **1: Every 6,000 km (3,800 mi), **2: Every 12,000 km (7,600 mi), and **3: Every 24,000 km (15,200 mi) intervals.
- 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 it cracked or damaged.
- Engine oil: Yamalube 4-cycle oil or SAE 20W40 type SE motor oil

**ENGINE****VALVE CLEARANCE ADJUSTMENT****Removal**

1. Remove:
 - Seat
 - Bolts (Fuel tank)
2. Disconnect:
 - Breather hose (Fuel tank – Rear) ①
 Slowly lift up the fuel tank.
3. Turn the sub fuel cock lever ① to "OFF".
4. Disconnect:
 - Fuel hoses (Main fuel cock) ②
 - Breather hose (Fuel tank – Front) ③
(For California)
5. Remove:
 - Fuel tank

intake .002 - .004

ex .005 - .007

6. Remove:

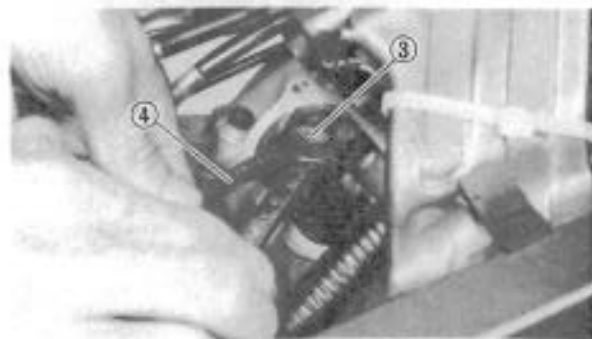
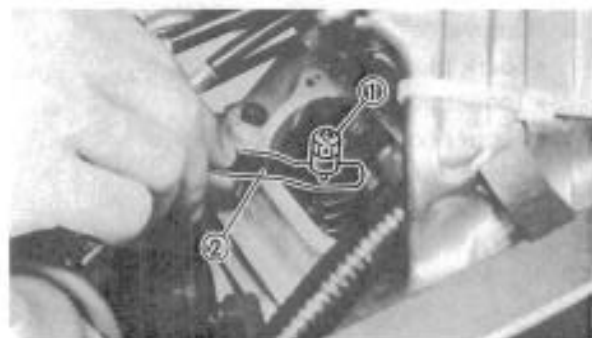
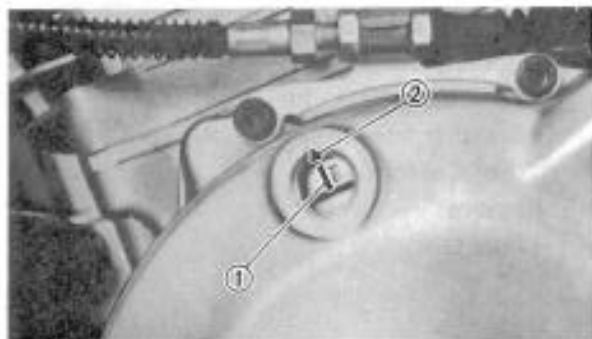
- Spark plug
- Tappet cover (Intake) ①
- Tappet covers (Exhaust) ②
- Timing plug ③
- Crankcase cover plate ④



Measurement and Adjustment

1. Measure:

- Valve clearance



Valve clearance measurement steps:

- Turn the crankshaft counterclockwise with wrench.

NOTE:

Valve clearance must be measured when the engine is cool to the touch.

- Align the "T" mark ① on the rotor with the stationary pointer ② on the crankcase. When the "T" mark is aligned with the stationary pointer, the piston is at Top Dead Center (TDC).

NOTE:

Be sure piston is at Top Dead Center (TDC) on compression stroke when measuring clearance.

- Measure the valve clearance using a Feeler Gauge ③.
Out of specification → Adjust clearance.



Intake Valve (Cold):
0.05 ~ 0.10 mm (0.002 ~ 0.004 in)
Exhaust Valve (Cold):
0.12 ~ 0.17 mm (0.005 ~ 0.007 in)

2. Adjust:

- Valve clearance

Valve clearance adjustment steps:

- Loosen the locknut ①.
- Insert a Feeler Gauge ② between the adjuster end and the valve end.
- Turn the adjuster ③ clockwise or counterclockwise with the Valve Adjusting Tool ④ (YM-08035) until proper clearance is attained.



Intake Valve (Cold):
0.05 ~ 0.10 mm (0.002 ~ 0.004 in)
Exhaust Valve (Cold):
0.12 ~ 0.17 mm (0.005 ~ 0.007 in)

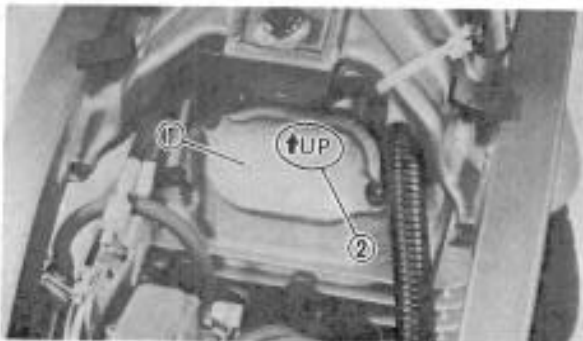
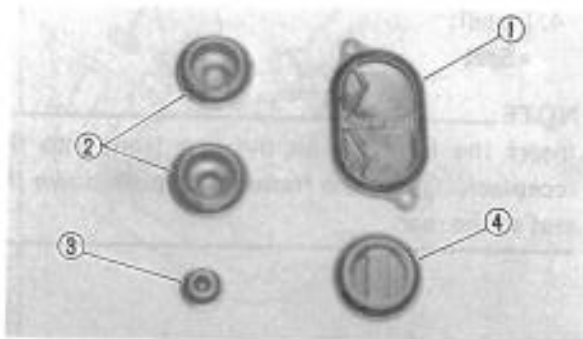


- Hold the adjuster to prevent it from moving and thoroughly tighten the locknut.



Valve Clearance Adjusting Locknut:
14 Nm (1.4 m·kg, 10 ft·lb)

- Measure the valve clearance.
- If the clearance is incorrect, repeat above steps until the proper clearance is obtained.



Assembly

When installing the seat, reverse the removal procedure. Note the following points.

1. Inspect:

- O-ring (Intake tappet cover) ①
 - O-ring (Exhaust tappet covers) ②
 - O-ring (Timing plug) ③
 - O-ring (Crankcase cover plate) ④
- Damage → Replace.

2. Install:

- Tappet cover (Intake) ①
- Tappet covers (Exhaust)

NOTE:

Arrow mark ② on the cover should face toward the upper side.



Tappet Cover (Intake):
10 Nm (1.0 m·kg, 7.2 ft·lb)

Tappet Cover (Exhaust):
10 Nm (1.0 m·kg, 7.2 ft·lb)

Spark Plug:
17.5 Nm (1.75 m·kg, 12.5 ft·lb)

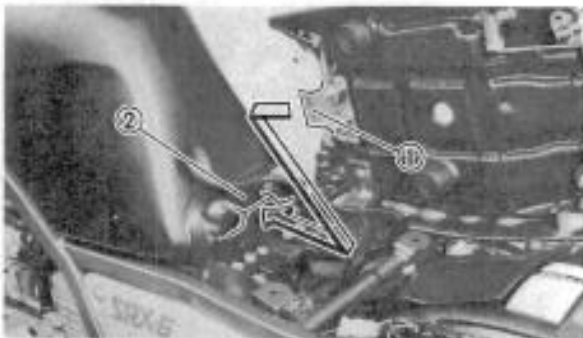


3. Connect:

- Breather hose (Fuel tank – Rear)
- Breather hose (Fuel tank – Front)
(For California)

NOTE:

- When installing the fuel tank, be sure the breather hose is routed correctly.
Refer to "FUEL TANK BREATHER HOSE INSPECTION" section.
- Turn the sub fuel cock lever ① to "ON".

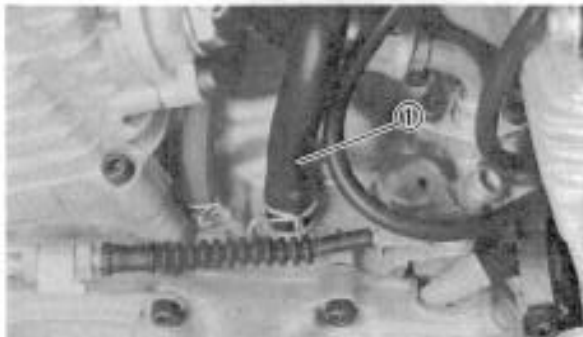


4. Install:

- Seat

NOTE:

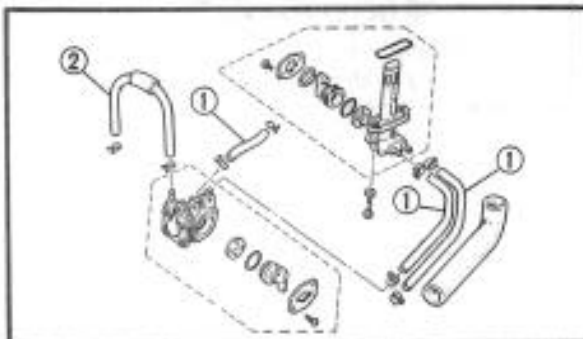
Insert the lobe ① on the seat front into the receptacle ② on the frame, then push down the seat at the rear.



CRANKCASE VENTILATION SYSTEM INSPECTION

1. Inspect:

- Crankcase ventilation hose ①
Cracks/Damage → Replace.



FUEL LINE INSPECTION

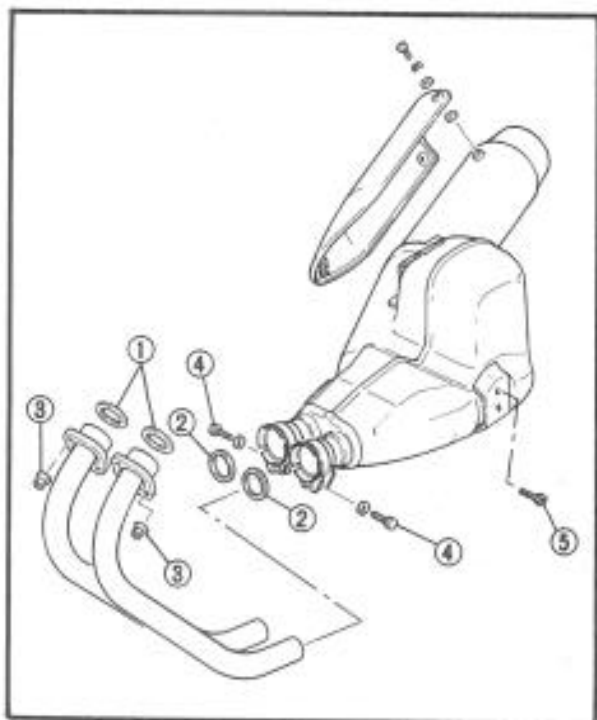
1. Inspect:

- Fuel hoses ①
- Vacuum hose ②
Cracks/Damage → Replace.



INTAKE MANIFOLD INSPECTION

1. Tighten:
 - Clamps (Carburetor)
 - Bolts (Carburetor joint)
2. Inspect:
 - Carburetor joints
 - O-rings (Carburetor joints)
 Cracks/Damage → Replace.



EXHAUST SYSTEM INSPECTION

1. Inspect:
 - Gaskets (Exhaust pipes) ①
 - Gaskets (Muffler clamp) ②
 Damage → Replace.
Exhaust gas leakage → Repair.
2. Tighten:
 - Bolts (Exhaust pipes)
 - Bolts (Muffler)



- Exhaust Pipe Flange ③ :
10 Nm (1.0 m·kg, 7.2 ft·lb)
- Muffler Clamp ④ :
20 Nm (2.0 m·kg, 14 ft·lb)
- Muffler Bracket ⑤ :
27 Nm (2.7 m·kg, 19 ft·lb)



IDLING SPEED ADJUSTMENT

1. Adjust:
 - Idle speed
 Warm up the engine and turn the throttle stop screw ① to adjust.



Idle Speed:
1,250 ~ 1,350 r/min



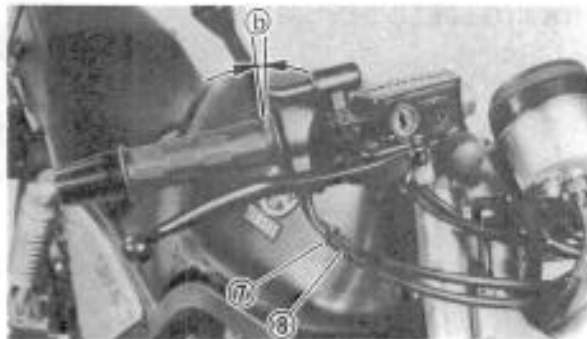
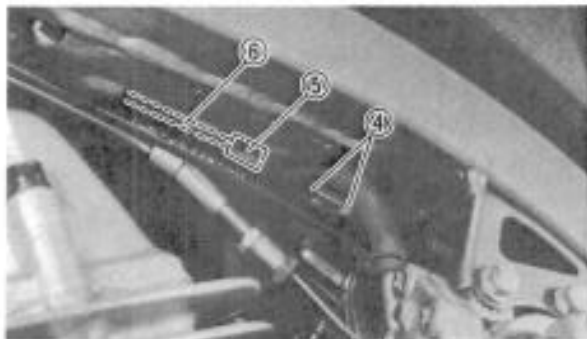
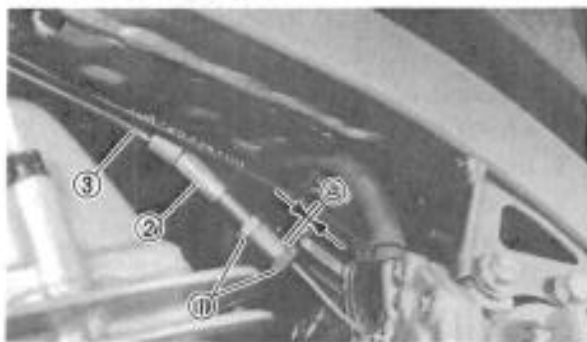
THROTTLE CABLE ADJUSTMENT

NOTE: _____
Before adjusting the throttle cable free play, the engine idling speed should be adjusted.

1. Check:
 - Throttle cable free play ②
 Out of specification → Adjust.



Throttle Cable Free Play ② :
3 ~ 7 mm (0.12 ~ 0.28 in)



2. Adjust:
- Throttle cable free play

Throttle cable adjustment steps:

First step:

- Loosen the locknuts (Throttle cable 2) ① .
- Turn the adjuster (Throttle cable 2) ② clockwise or counterclockwise until the specified free play ③ .



Throttle Cable 2 Free Play ③ :
Zero mm (Zero in)

③ Throttle cable 2

- Tighten the locknuts ① .

Second step:

- Loosen the locknuts (Throttle cable 1) ④ .
- Turn the adjuster (Throttle cable 1) ⑤ clockwise or counterclockwise until proper free play (Throttle grip) is attained.



Throttle Cable Free Play (Throttle Grip):
3 ~ 7 mm (0.12 ~ 0.28 in)

⑥ Throttle cable 1

- Tighten the locknuts ④ .

Final step:

- If the free play is incorrect, adjust the throttle cable free play with the adjuster (Throttle grip side).
- Loosen the locknut (Throttle cable 1 – Throttle grip side) ⑦ .
- Turn the adjuster (Throttle cable 1 – Throttle grip side) ⑧ clockwise or counterclockwise until proper free play (Throttle grip) ⑨ is attained.



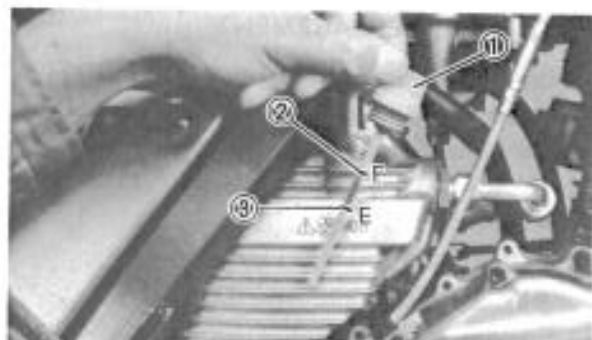
Throttle Cable Free Play (Throttle Grip) ⑨ :
3 ~ 7 mm (0.12 ~ 0.28 in)

- Tighten the locknut ⑦ .

ENGINE OIL LEVEL INSPECTION

1. Inspect:

- Engine oil level
Oil level low → Add sufficient oil.

**Engine oil level inspection steps:**

- Place the motorcycle on a level place.

NOTE:

Be sure the motorcycle is positioned straight up and on both wheels.

- Remove the oil tank cap (1) completely out, and then just rest the cap in the hole.

NOTE:

When checking, do not screw the oil level gauge into the oil tank. Insert the gauge lightly.

- Pull up the cap, and inspect the oil level whether or not it is between maximum (2) and minimum level (3).

Sufficient oil → Start the engine.

Insufficient oil → Add the oil up to the minimum level and start the engine.

**Recommended Oil:**

Yamalube 4-cycle oil or
SAE 20W40 type SE motor oil

Oil Tank Capacity:

1.8 L (1.6 Imp qt, 1.9 US qt)

NOTE:

Recommended engine oil classification; API Service "SE", "SF" type or equivalent (e.g. "SF-SE", "SF-SE-CC", "SF-SE-SD" etc).

CAUTION:

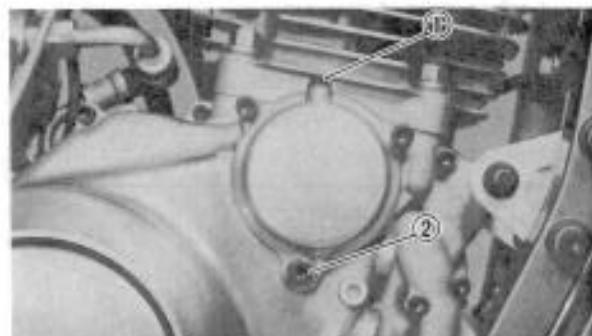
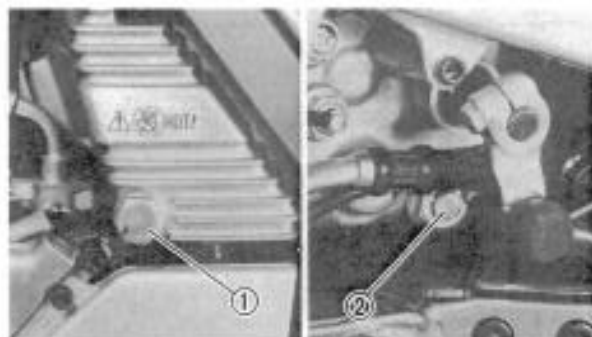
When the oil tank is empty, never start the engine.

- Warm up until the oil temperature rises to approximately 60°C (140°F).
- Idle the engine more than 10 seconds while keeping the motorcycle upright, and stop the engine.
- Inspect the oil level with the oil tank cap, and apply the engine oil to the maximum level.



WARNING:

Never attempt to remove the oil tank cap just after high speed operation. The heated oil could spout out, causing danger. Wait until the oil cools down to approximately 60°C (140°F).



ENGINE OIL REPLACEMENT

Engine Oil Replacement (Without Oil Filter)

1. Warm up the engine for several minutes, then place a receptacle under the engine.
2. Remove:
 - Oil tank cap
 - Drain plug (Oil tank) ①
 - Drain plug (Crankcase) ②
 Drain the engine oil.
3. Remove:
 - Air bleed screw ①
 - Filter cover screw (Lower) ②
 Drain the engine oil.

NOTE:

The oil filter cover is secured by three screws. The lower one should be removed so that the filter cavity will drain.

4. Inspect:
 - Gasket (Oil tank – Drain plug)
 - Gasket (Crankcase – Drain plug)
 - Gasket (Air bleed screw)
 Damage → Replace.
5. Tighten:
 - Components in above list (Steps "2 & 3)

	Drain Plug (Crankcase):
	30 Nm (3.0 m·kg, 22 ft·lb)
	Drain Plug (Oil tank):
	30 Nm (3.0 m·kg, 22 ft·lb)
	Filter Cover Screw:
10 Nm (1.0 m·kg, 7.2 ft·lb)	
Air Bleed Screw:	
5 Nm (0.5 m·kg, 3.6 ft·lb)	

6. Fill:
 - Oil tank



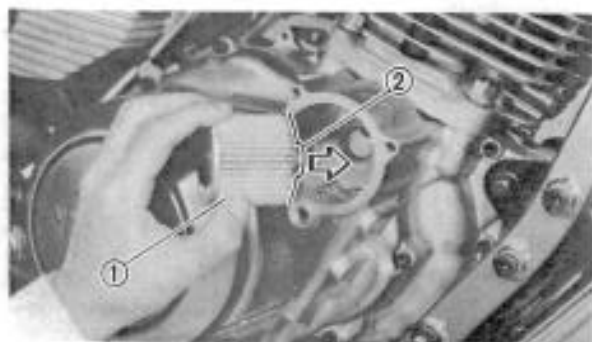
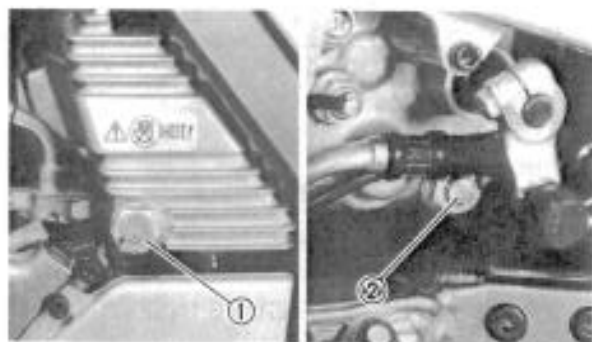
Recommended Oil:
Yamalube 4-cycle oil or
SAE 20W40 type SE motor oil

Periodic Oil Change:
2.0 L (1.8 Imp qt, 2.1 US qt)

CAUTION:

Do not allow foreign material to enter the oil tank.

7. Install:
 - Oil tank cap
8. Inspect:
 - Oil leaks
 - Oil level
 - Oil pressure
 Refer to "OIL PRESSURE INSPECTION" section.

**Engine Oil Replacement (With Oil Filter)**

1. Warm up the engine for several minutes, then place a receptacle under the engine.
2. Remove:
 - Oil tank cap
 - Drain plug (Oil tank) ①
 - Drain plug (Crankcase) ②
 Drain the engine oil.
 - Oil filter cover ③
 - Oil filter ④
3. Inspect:
 - Gasket (Oil tank – Drain plug)
 - Gasket (Crankcase – Drain plug)
 - O-rings ⑤
 Damage → Replace.
4. Install:
 - Oil filter (New)
 - Oil filter cover

NOTE:

Install the oil filter ① with its projection ② facing towards the engine.



5. Tighten:

- Components in above list (Step "2")



Drain Plug (Crankcase):
30 Nm (3.0 m·kg, 22 ft·lb)
Drain Plug (Oil Tank):
30 Nm (3.0 m·kg, 22 ft·lb)
Filter Cover Screw:
10 Nm (1.0 m·kg, 7.2 ft·lb)

6. Fill:

- Oil tank



Recommended Oil:
Yamalube 4-cycle oil or
SAE 20W40 type SE motor oil
With Oil Filter Replacement:
2.1 L (1.9 Imp qt, 2.2 US qt)

CAUTION:

Do not allow foreign material to enter the oil tank.

7. Install:

- Oil tank cap

8. Inspect:

- Oil leaks
- Oil level
- Oil pressure

Refer to "OIL PRESSURE INSPECTION" section.

OIL PRESSURE INSPECTION

1. Remove:

- Air bleed screw ①

2. Start the engine and keep it idling for several minutes.

3. Inspect:

- Oil condition of the bleed hole
Oil flows out → Oil pressure is good.
No oil comes out → Oil pressure is bad.

CAUTION:

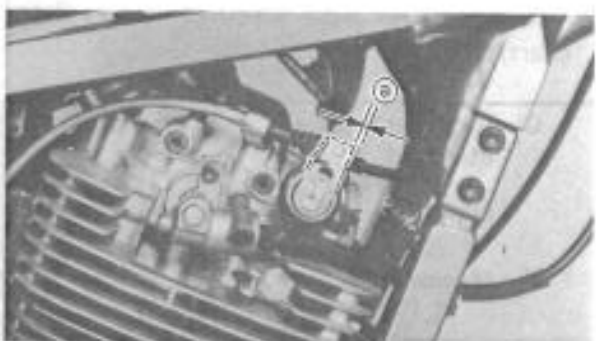
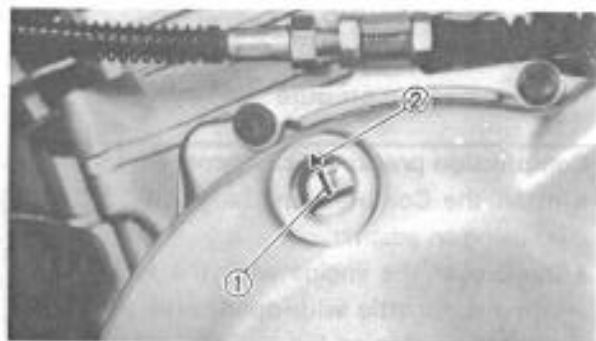
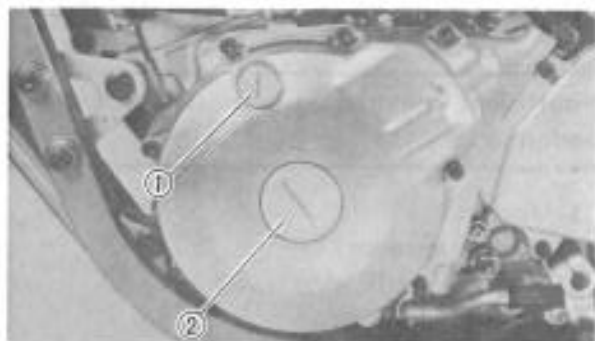
If no oil comes out after a lapse of one minute, turn off the engine immediately so it will not seize.



4. Tighten:
- Air bleed screw



Air Bleed Screw:
5 Nm (0.5 m·kg, 3.6 ft·lb)



DECOMPRESSION CABLE ADJUSTMENT

NOTE: _____
Decompression cable adjustment must follow the valve clearance adjustment.

1. Remove:
- Timing plug ①
 - Crankcase cover plate ②
2. Align the "T" mark ① on the rotor with the stationary pointer ② on the crankcase. When the "T" mark is aligned with the stationary pointer, the piston at Top Dead Center (TDC).

NOTE: _____
Be sure piston is at Top Dead Center (TDC) on compression stroke when checking and adjusting free play.

3. Check:
- Decompression cable free play ⑧
- Out of specification → Adjust.



Decompression Cable Free Play ⑧ :
3 ~ 5 mm (0.12 ~ 0.20 in)

4. Adjust:
- Decompression cable free play

Decompression cable free play adjustment:

- Loosen the locknut ① .
- Turn the adjuster ② clockwise or counter-clockwise until proper free play is attained.
- Tighten the locknut.



5. Install:
 - Timing plug
 - Crankcase cover plate

COMPRESSION PRESSURE MEASUREMENT

NOTE:

Insufficient compression pressure will result in performance loss.



1. Measure:
 - Valve clearance
Out of specification → Adjust.
2. Warm up the engine.
3. Remove:
 - Spark plug
4. Measure:
 - Compression pressure

Compression pressure measurement steps:

- Install the Compression Gauge (YU-33223) ① using an adapter.
- Crank over the engine with the kick crank with the throttle wide-open until the compression reading on the gauge stabilizes.
- Check readings with specified levels (See chart).

Compression Pressure (at sea level):

Standard:

1,079 kPa (11 kg/cm², 156 psi)

Minimum:

883 kPa (9 kg/cm², 128 psi)

Maximum:

1,177 kPa (12 kg/cm², 171 psi)

Compression →

WARNING:

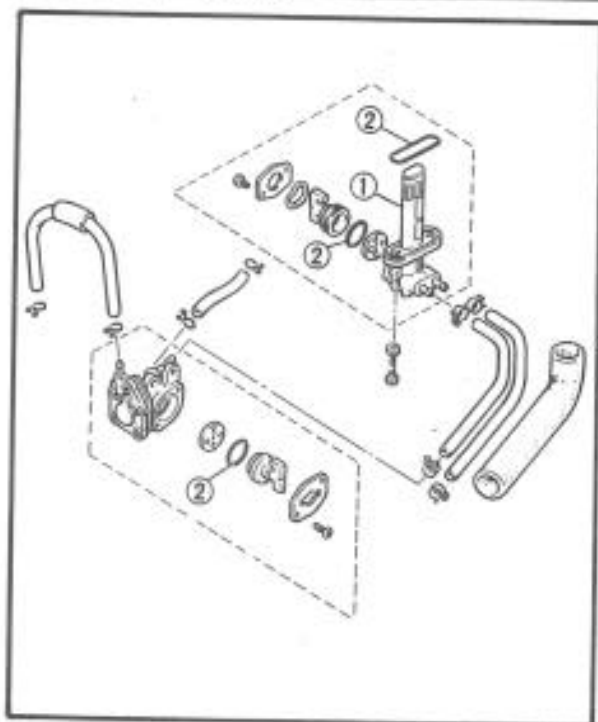
When cranking the engine, ground all of the spark plug lead to prevent sparking.

- If pressure falls below the minimum level:
 1. Squirt a few drops of oil into the affected cylinder.
 2. Measure the compression again.

Compression Pressure (with oil introduced into cylinder)	
Reading	Diagnosis
Higher than without oil	Worn or damage pistons
Same as without oil	Defective ring(s), valves, cylinder head gasket or piston is possible.
Above maximum level	Inspect cylinder head, valve surfaces, or piston crown for carbon deposits.

5. Install:
- Spark plug

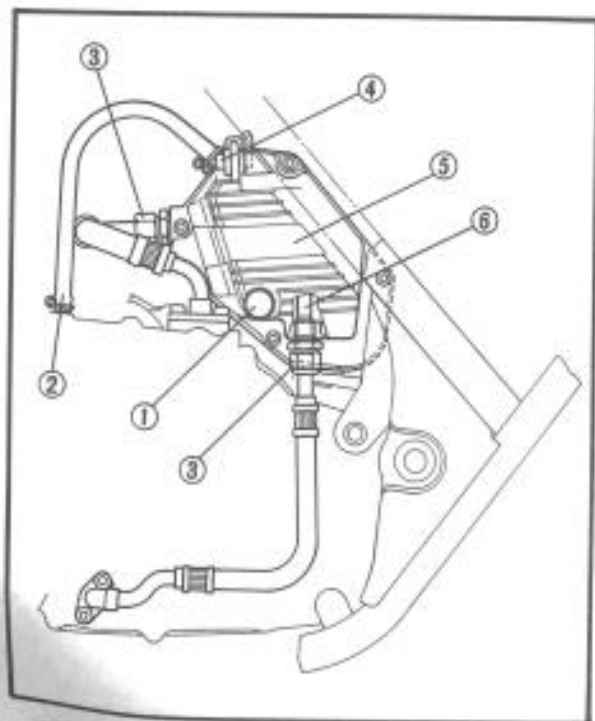
	<p>Spark Plug: 17.5 Nm (1.75 m·kg, 12.5 ft·lb)</p>
---	--

**CHASSIS****FUEL COCKS CLEANING**

1. Turn the sub fuel cock lever to the "OFF".
2. Disconnect:
 - Fuel hoses
 - Breather hose(s)
3. Remove:
 - Seat
 - Fuel tank
 - Fuel cocks (Main and sub cocks)
4. Clean:
 - Filter screen ①
Clean it with solvent.
5. Inspect:
 - Filter screen ①
 - O-rings ②
Damage → Replace.
6. Install:
 - Components in above list (Steps "3 and 2")

NOTE:

Be careful not to clamp the fuel cock too tightly as this may unseat the O-ring and lead to a fuel leak.

**ENGINE OIL TANK STRAINER CLEANING**

1. Place an oil receiver under the oil tank.
2. Remove:
 - Oil tank cap
 - Drain plug ①
Drain the engine oil.
 - Breather hose ②
 - Nuts (Oil hose) ③
 - Bolts (Oil tank) ④
 - Carburetor
 - Oil tank ⑤
 - Oil strainer ⑥

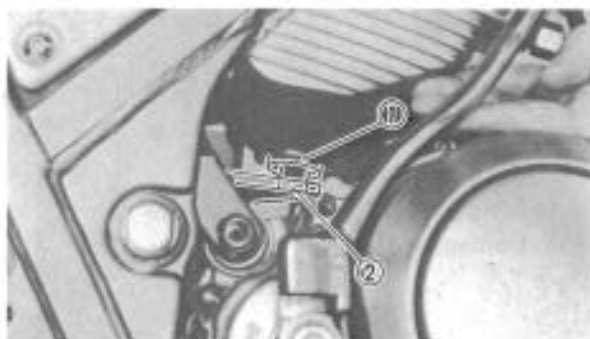
NOTE:

Do not disconnect the oil hose (Crankcase side) at this stage. If the oil hose is disconnected, air bubbles must be bled.

3. Clean:

- Oil strainer
Blow out the oil strainer with compressed air.
- Oil tank
Clean it with solvent.

NOTE: _____
After cleaning the inside of the oil tank, remove the solvent thoroughly.



4. Inspect:

- Gaskets (Oil hose)
- Gasket (Drain plug)
Damage → Replace.

5. Install:

- Components in above list (Step "1")

NOTE: _____
Insert the lobe ① on the oil tank into the hole ② on the frame.



Nut (Oil Strainer):
40 Nm (4.0 m·kg, 29 ft·lb)

Nut (Joint):
40 Nm (4.0 m·kg, 29 ft·lb)

Nuts (Oil Hose):
50 Nm (5.0 m·kg, 36 ft·lb)

Drain Plug:
30 Nm (3.0 m·kg, 22 ft·lb)

6. Apply:

- Engine oil
Refer to "ENGINE OIL REPLACEMENT" section.

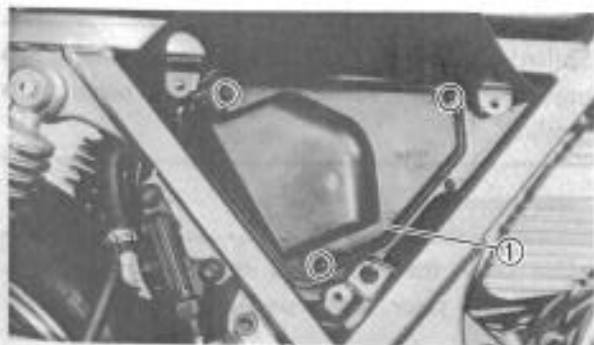
7. Check:

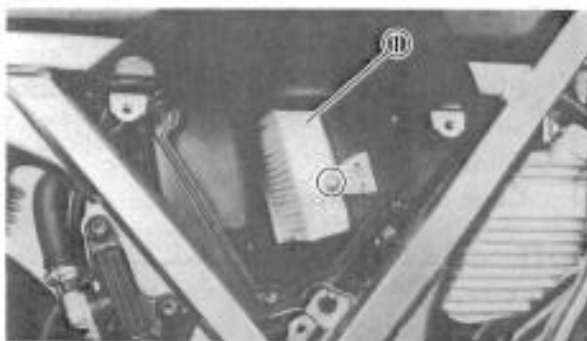
- Oil pressure
Refer to "OIL PRESSURE INSPECTION" section.

AIR FILTER CLEANING

1. Remove:

- Side cover (Right)
- Cover (Air filter) ①

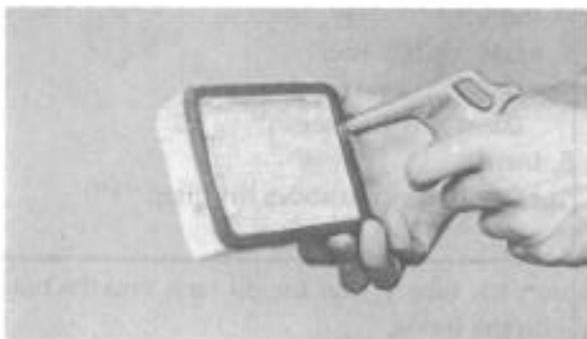




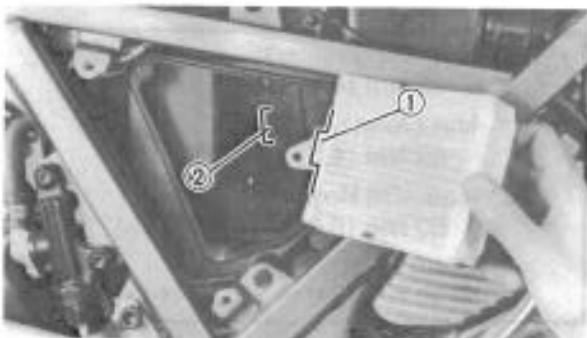
2. Remove:
 - Screw (Air filter element)
 - Element ①

CAUTION:

The engine should never be run without the air filter element installed; excessive piston and/or cylinder wear may result.



3. Eliminate:
 - Dust
Use compressed air. Blow out dust in the element from the inner surface.
4. Inspect:
 - Element
Damage → Replace.



5. Install:
 - Element

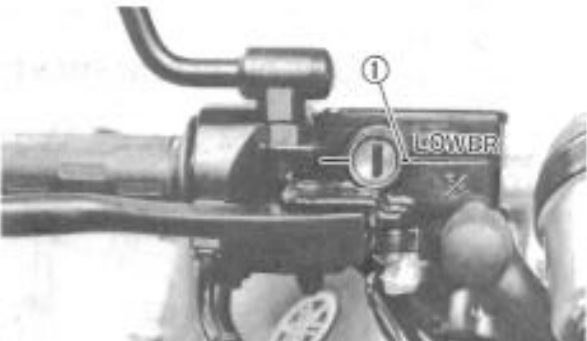
CAUTION:

Make sure the element edge ① fits into the corresponding filter case groove ②.

6. Install:
 - Components in above list (Steps "1")

BRAKE FLUID LEVEL INSPECTION

1. Inspect:
 - Brake fluid level (Master cylinder)
Level low → Replenish fluid.



	Brake Fluid: DOT #3
--	-------------------------------

- ① Lower level

NOTE:

Spilled fluid is cleaned up immediately to prevent painted surfaces or plastic parts from eroding.

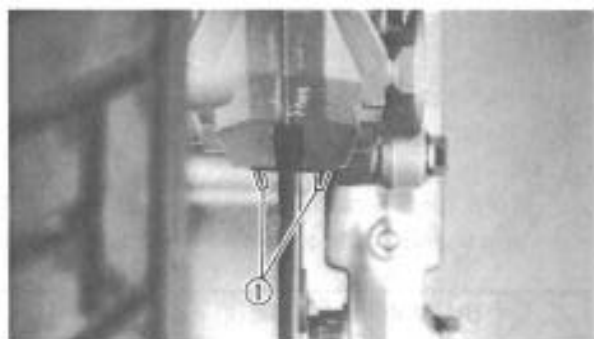
WARNING:

- Use only the designated quality brake fluid, otherwise poor brake performance will result.





- Water does not enter the master cylinder when refilling, otherwise poor brake performance.



FRONT AND REAR BRAKE PAD INSPECTION

1. Activate the brake lever or brake pedal.
2. Inspect:
 - Wear indicator ①
Indicator almost contact disc → Replace pads.
Refer to "CHAPTER 5. CHASSIS" section.

FRONT BRAKE ADJUSTMENT

1. Loosen:
 - Locknut ①
2. Adjust:
 - Free play ②
 - Turn the adjuster ② until the free play ② is within the specified limits.



Free Play ② :
2 ~ 5 mm (0.08 ~ 0.20 in)

CAUTION:

Proper lever free play is essential to avoid excessive brake drag.

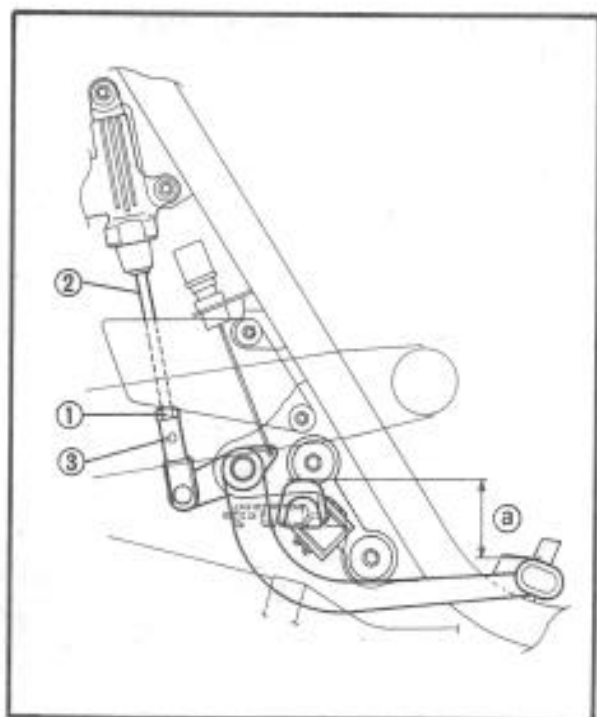
WARNING:

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 motorcycle is operated. Air in the system will cause greatly diminished braking capability and can result in loss of control and an accident. Inspect and bleed the system if necessary.

3. Tighten:
 - Locknut



REAR BRAKE ADJUSTMENT

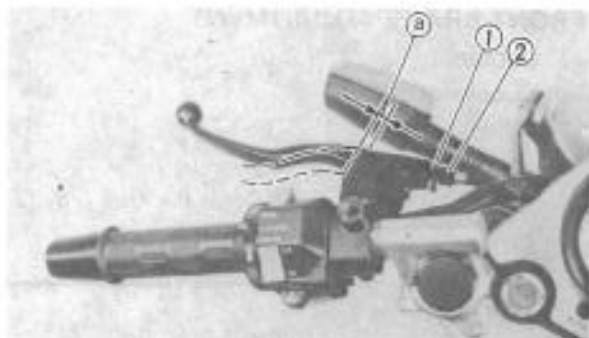
1. Loosen:
 - Locknut ①
2. Adjust:
 - Brake pedal height ②
 Turn the adjuster ② until the brake pedal position is at the specified height.



Brake Pedal Height ② :
50 mm (2.0 in)
Below the top of the footrest

WARNING:

After adjusting the brake pedal height, visually check the adjuster end through the hole ③ of the joint holder. The adjuster end must appear within this hole.



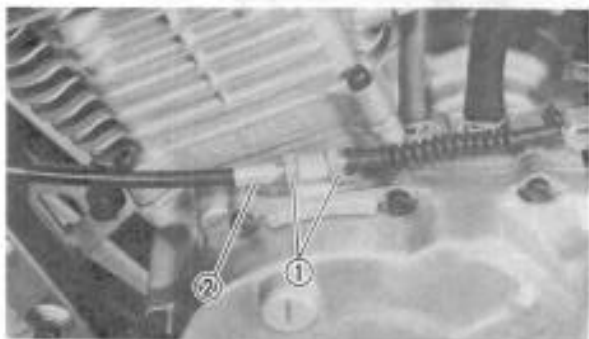
CLUTCH ADJUSTMENT

Free Play Adjustment

1. Loosen:
 - Locknuts ①
2. Adjust:
 - Free play ②
 Turn the adjusters ② until the free play is within the specified limits.



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

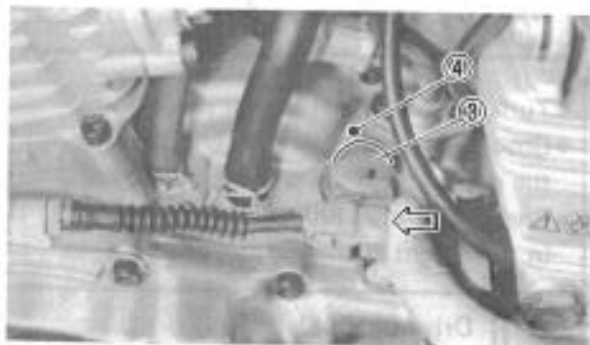
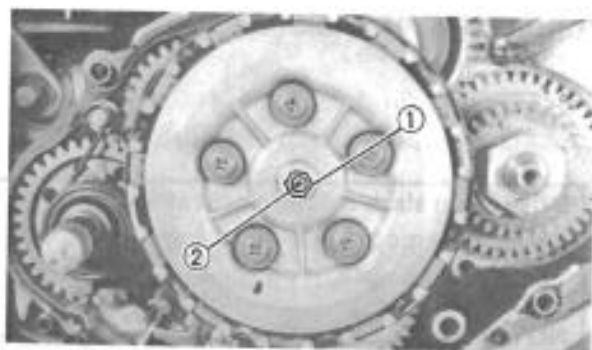




3. Tighten:
 - Locknuts

NOTE:

The above procedure provides for maximum cable free play to allow for proper clutch actuating mechanism adjustment.

**Mechanism Adjustment**

1. Loosen:
 - Cable length adjuster locknuts (Fully)
2. Tighten:
 - Cable length adjusters (Until tight)
3. Remove:
 - Kick crank ①
 - Stopper (Kickcrank) ②
 - Crankcase cover (Right) ③

Drain the engine oil.

 - Gasket
 - Dowel pins
4. Adjust:
 - Free play

Clutch mechanism free play adjustment steps:

- Loosen the locknut ①.
- Push the push lever toward the front of the engine with your finger until it stops.
- With the push lever in this position, turn the adjuster ② either in or out until the push lever mark ③ and crankcase match mark ④ are aligned.
- Tighten the locknut.



Locknut:
8 Nm (0.8 m·kg, 5.8 ft·lb)

5. Install:
 - Dowel pins
 - Gasket (New)
 - Crankcase cover (Right)



Crankcase Cover (Right):
10 Nm (1.0 m·kg, 7.2 ft·lb)



6. Install:
 - Stopper (Kick crank)
 - Kick crank



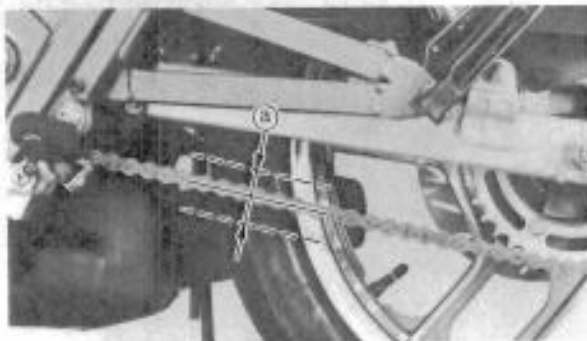
Stopper (Kick crank):
26 Nm (2.6 m·kg, 19 ft·lb)

Kick Crank:
50 Nm (5.0 m·kg, 36 ft·lb)

7. Adjust:
 - Clutch cable free play
Refer to "Free Play Adjustment" section.
8. Apply:
 - Engine oil
Refer to "ENGINE OIL REPLACEMENT" section.

DRIVE CHAIN SLACK CHECK

1. Measure:
 - Drive chain slack (a)
 Out of specification → Adjust.



Drive chain slack measurement steps:

- Place the motorcycle on a level place, and hold it in an upright position.

NOTE:

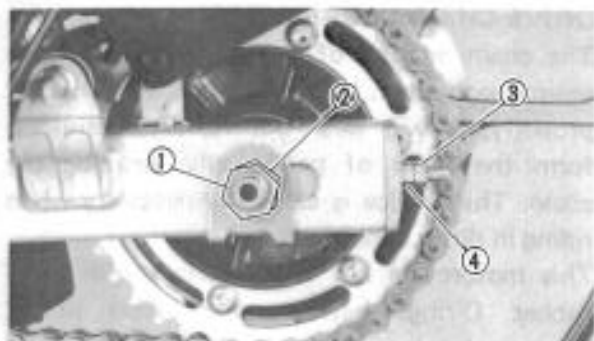
The both wheels on the ground without ride on it.

- Turn the rear wheel several times.
- Check the chain slack several times to find the point where the chain is the tightest.
- Check the chain slack when the wheel is in this "tight chain" position.



Drive Chain Slack (a):
15 ~ 20 mm (0.6 ~ 0.8 in)

- If the chain slack exceeds 20 mm (0.8 in), adjust the chain slack.



DRIVE CHAIN SLACK ADJUSTMENT

1. Adjust:

- Drive chain slack
Out of specification → Replace.

Drive chain slack adjustment steps:

- Remove the axle locknut ①.
- Loosen the axle nut ②.
- Loosen the locknuts ③.
- Adjust chain slack by turning the adjusters ④.

To Tighten → Turn adjuster ④ clockwise.

To Loosen → Turn adjuster ④ counterclockwise and push wheel forward.



Drive Chain Slack:
15 ~ 20 mm (0.6 ~ 0.8 in)

- Turn each adjuster exactly the same amount to maintain correct axle alignment. (There are marks on each side of the swing arm ⑤ and on each chain puller alignment.)

CAUTION:

Excessive chain tension will overload the engine and other vital parts; keep the tension within the specified limits.

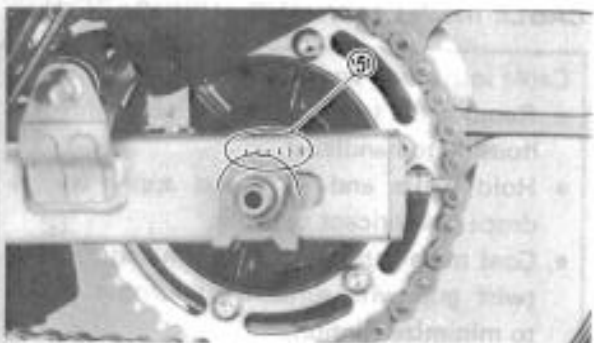
- If the chain slack can not be adjusted, replace the sprockets and drive chain as a set.
- Tighten the axle locknut, axle nut and locknuts.



Locknuts (Chain Puller):
6 Nm (0.6 m·kg, 4.3 ft·lb)

Axle Nut:
105 Nm (10.5 m·kg, 75 ft·lb)

Locknut (Rear Axle):
60 Nm (6.0 m·kg, 43 ft·lb)





DRIVE CHAIN LUBRICATION

The chain consists of many parts which work against each other. If the chain is not maintained properly, it will wear out rapidly, therefore, form the habit of periodically servicing the chain. This service is especially necessary when riding in dusty conditions.

This motorcycle has a drive chain with small rubber O-rings between the chain plates. Steam cleaning, high-pressure washes, and certain solvents can damage these O-rings. Use only kerosene to clean the drive chain. Wipe it dry, and thoroughly lubricate it with SAE 30 ~ 50W motor oil. Do not use any other lubricants on the drive chain. They may contain solvents that could damage the O-rings.

CABLE INSPECTION AND LUBRICATION

Cable inspection and lubrication steps:

- Remove the two screws that secure throttle housing to handlebar.
- Hold cable end high and apply several drops of lubricant to cable.
- Coat metal surface of disassembled throttle twist grip with suitable all-purpose grease to minimize friction.
- Check for damage to cable insulation. Replace any corroded or obstructed cables.
- Lubricate any cables that do not operate smoothly.



Yamaha Chain and Cable Lube or
SAE 10W30 Motor Oil

BRAKE AND CHANGE PEDALS/BRAKE AND CLUTCH LEVERS LUBRICATION

Lubricate pivoting parts of each lever and pedal.



Yamaha Chain and Cable Lube or
SAE 10W30 Motor Oil

SIDE STAND LUBRICATION

Lubricate sidestand at their pivot points.



Yamaha Chain and Cable Lube or
SAE 10W30 Motor Oil

SWINGARM LUBRICATION

Lubricate the swingarm at pivot point.

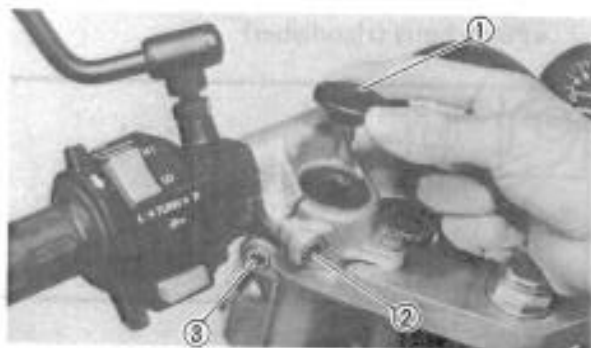


Lithium Base Waterproof Wheel
Bearing Grease

FRONT FORK OIL CHANGE

WARNING:

- Fork oil leakage can cause loss of stability and safe handling. Have any problem corrected before operating the motorcycle.
- 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:
 - Fork caps ①
3. Loosen:
 - Pinch bolts (Handlebar) ②
 - Pinch bolts (Steering crown) ③



4. Remove:
 - Cap bolt ①
Use the Front Fork Cap Socket (YM-01104) ②.
5. Place a receptacles under the drain screws.

6. Remove:
 - Drain screws 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.

7. Inspect:
 - O-rings (Cap bolt) ①
 - Gaskets (Drain screw)
Wear/Damage → Replace.
8. Install:
 - Drain screws
9. Fill:
 - Front forks



Each Fork:
321 cm³ (11.3 Imp oz, 10.9 US oz)
Yamaha fork oil 10wt or equivalent

After filling pump the forks slowly up and down to distribute the oil.

10. Tighten:
 - Cap bolt
Use the Front Fork Cap Socket (YM-01104).
 - Pinch bolts (Steering crown)
 - Pinch bolts (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)
Pinch Bolt (Handlebar):
20 Nm (2.0 m·kg, 14 ft·lb)

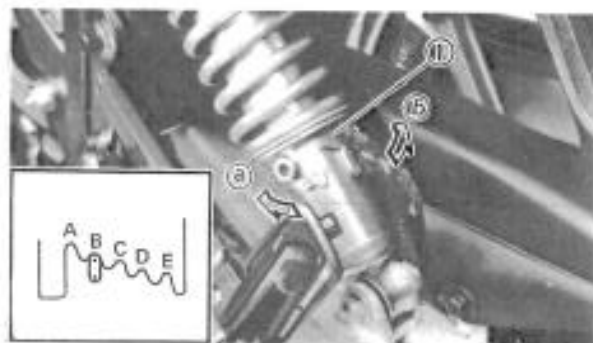
11. Install:
- Fork caps

REAR SHOCK ABSORBER ADJUSTMENT

1. Adjust:
- Spring preload

NOTE: _____
 The spring preload of the rear shock absorbers can be adjusted to suit rider's preference, weight, and the course condition.

WARNING: _____
 Always adjust rear shock absorber preload to the same setting. Uneven adjustment can cause poor handling and loss of stability.



<p>Spring preload adjustment steps:</p> <ul style="list-style-type: none"> • Using the screwdriver, adjust the spring preload.
<p>Stiffer (a) → Increase the spring preload. (Turn the spring seat ① clockwise.)</p> <p>Softer (b) → Decrease the spring preload. (Turn the spring seat ① counterclockwise.)</p>
<p>Standard Position: B Softest Position (Minimum Position): A Stiffest Position (Maximum Position): E</p>
<p>CAUTION: _____ Never attempt to turn the spring seat beyond the maximum or minimum setting.</p>



STEERING HEAD INSPECTION

WARNING:

Securely support the motorcycle so there is no danger of it falling over.

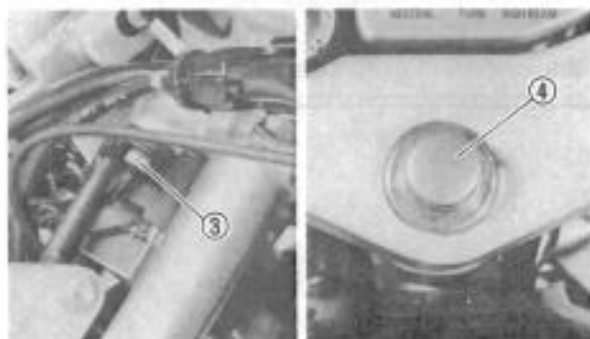
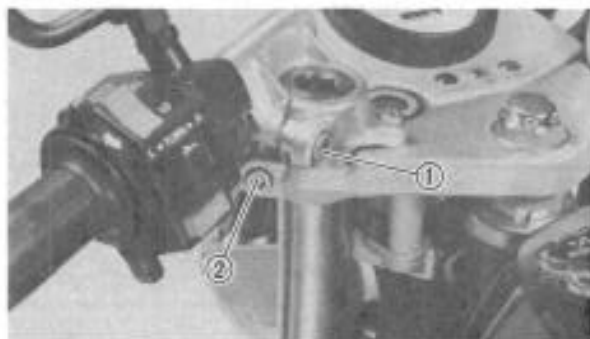
1. Elevate the front wheel by placing a suitable stand under the engine.
2. Check:
 - Steering assembly bearings
 Grasp the bottom of the forks and gently rock the fork assembly back and forth. Looseness → Adjust steering head.

STEERING HEAD ADJUSTMENT

WARNING:

Securely support the motorcycle so there is no danger of it falling over.

1. Elevate the front wheel by placing a suitable stand under the engine.
2. Adjust:
 - Steering head tightening condition

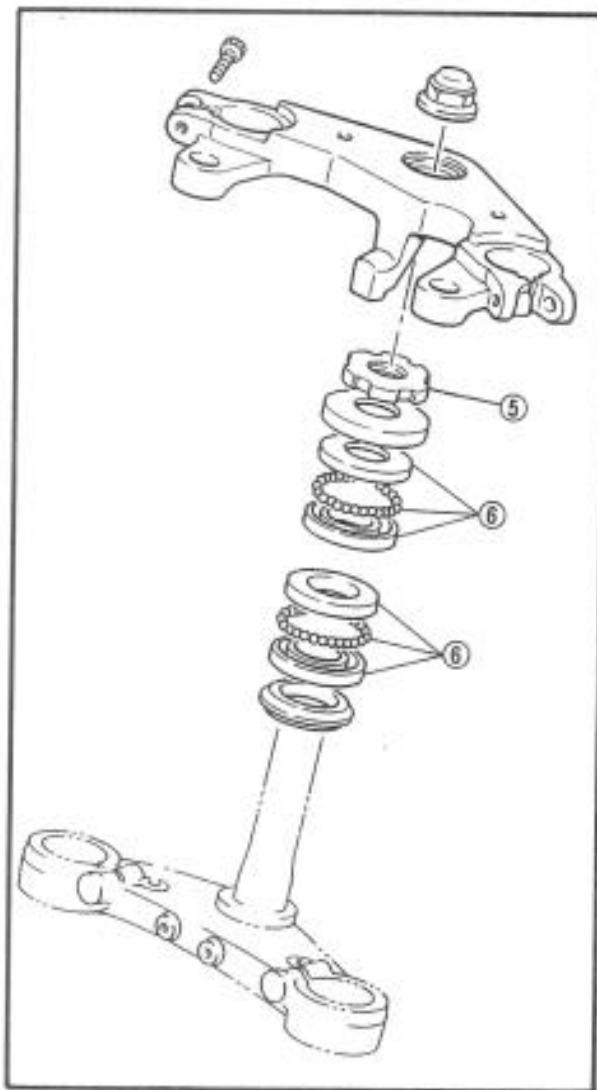
**Steering head adjustment steps:****NOTE:**

Set the Torque Wrench to the Ring Nut Wrench so that they form a right angle.

- Loosen the pinch bolts (Handlebar) ① and pinch bolts (Steering crown) ②.
- Remove the securing nuts (Headlight stay) ③ and steering stem nut ④.
- Lift up the steering crown.

STEERING HEAD ADJUSTMENT/ WHEEL BEARINGS CHECKS

**INSP
ADJ**



- Tighten the ring nut (5) using the Ring Nut Wrench (YU-01268).



Ring Nut (Initial Tightening):
38 Nm (3.8 m·kg, 27 ft·lb)

- Loosen the ring nut one turn.
- Retighten the ring nut using the Ring Nut Wrench.

WARNING:

Avoid over-tightening.



Ring Nut (Final Tightening):
10 Nm (1.0 m·kg, 7.2 ft·lb)

- Check the steering stem by turning it lock to lock. If there is any binding, remove the steering stem assembly and inspect the steering bearings (6). See "CHAPTER 5. STEERING HEAD" for more details.
- Push down the steering stem.
- Install the securing nuts (Headlight stay) and steering stem nut.



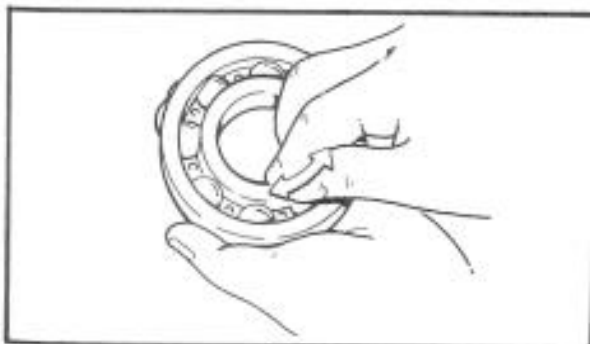
Steering Stem Nut:
110 Nm (11.0 m·kg, 80 ft·lb)

- Tighten the pinch bolts (Steering crown) and pinch bolts (Handlebar).



Pinch Bolts (Steering Crown):
20 Nm (2.0 m·kg, 14 ft·lb)

Pinch Bolts (Handlebar):
20 Nm (2.0 m·kg, 14 ft·lb)



WHEEL BEARINGS CHECK

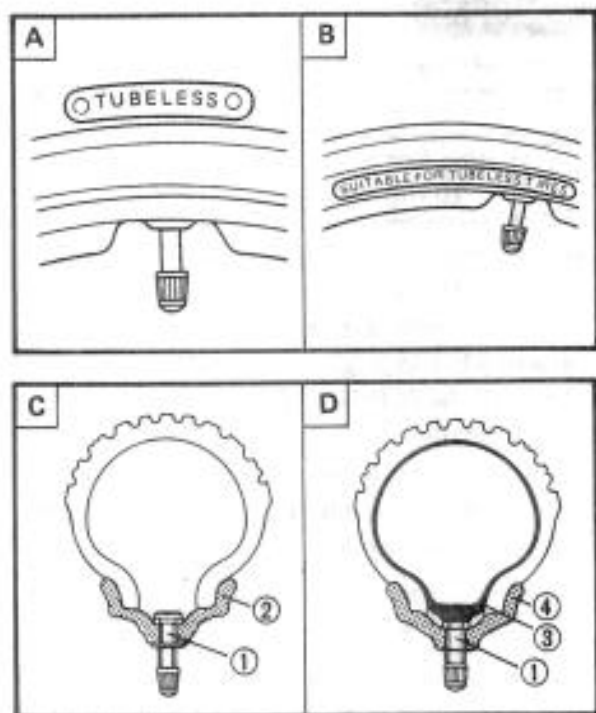
Front Wheel

1. Check:

- Front wheel bearings
Raise the front end of the motorcycle, and spin the wheel by hand. Touch the axle or front fork while spinning the wheel. Excessive vibration → Replace bearings.

Rear Wheel

1. Remove:
 - Rear wheel
2. Check:
 - Bearing movement
Rotate with the fingers,
Roughness/Wear → Replace,



TIRES CHECK

WARNING:

Do not attempt to use tubeless tires on a wheel designed for tube type tires only. Tire failure and personal injury may result from sudden deflation.

Wheel	Tire
Tube type	Tube type only
Tubeless	Tube type or tubeless

Be sure to install the correct tube when using tube type tires.

- | | |
|---|-------------------------|
| A Tire | C Tubeless tire |
| B Wheel | D Tube type tire |
| 1 Air valve | |
| 2 Aluminum wheel (Tubeless type) | |
| 3 Tube | |
| 4 Aluminum wheel (Tube type) | |

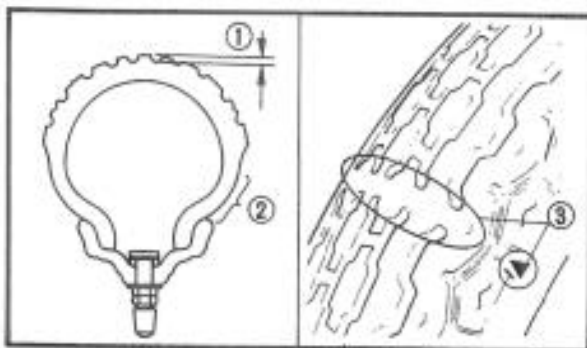
1. Measure:
 - Tire pressure
Out of specification → Adjust.

Basic weight: With oil and full fuel tank	SRX600S: 176 kg (388 lb) SRX600SC: 176.5 kg (389 lb)	
Maximum load*	SRX600S: 204 kg (450 lb) SRX600SC: 203.5 kg (449 lb)	
Cold tire pressure	Front	Rear
Up to 90 kg (198 lb) load*	177 kPa (1.8 kg/cm ² , 26 psi)	196 kPa (2.0 kg/cm ² , 28 psi)
90 kg (198 lb) ~ Maximum load*	196 kPa (2.0 kg/cm ² , 28 psi)	226 kPa (2.3 kg/cm ² , 32 psi)
High speed riding	196 kPa (2.0 kg/cm ² , 28 psi)	226 kPa (2.3 kg/cm ² , 32 psi)

* Load is the total weight of cargo, rider, passenger, and accessories.

WARNING:

- Tire inflation pressure should be checked and adjusted when the temperature of the tire equals the ambient air temperature. Tire inflation pressure must be adjusted according to total weight of cargo, rider, passenger, and accessories (fairing, saddlebags, etc. if approved for this model), and vehicle speed.
- Proper loading of your motorcycle is important for the handling, braking and other performance and safety characteristics of your motorcycle. Do not carry loosely packed items that can shift. Securely pack your heaviest items close to the center of the motorcycle, and distribute the weight evenly from side to side. Properly adjust the suspension for your load, and check the condition and pressure of your tires. **NEVER OVERLOAD YOUR MOTORCYCLE.** Make sure the total weight of the cargo, rider, passenger, and accessories (fairing, saddlebags, etc. if approved for this model) does not exceed the maximum load of the motorcycle. Operation of an overloaded motorcycle could cause tire damage, an accident, or even injury.



2. Inspect:

- Tire surfaces
Wear/Damage → Replace.



Minimum Tire Tread Depth:
(Front and Rear)
1.0 mm (0.04 in)

- ① Tread depth
- ② Side wall
- ③ Wear indicator

WARNING:

- It is dangerous to ride with a wornout tire. When a tire tread begins to show lines, replace the tire immediately.
- Patching a punctured tube is not recommended. If it is absolutely necessary to do so, use great care and replace the tube as soon as possible with a good quality replacement.



WHEELS CHECK

1. Inspect:

- Aluminum wheels
Damage/Bends → Replace.

NOTE: _____

Always balance the wheel when a tire or wheel has been changed or replaced.

WARNING: _____

Never attempt even small repairs to the wheel.

2. Tighten:

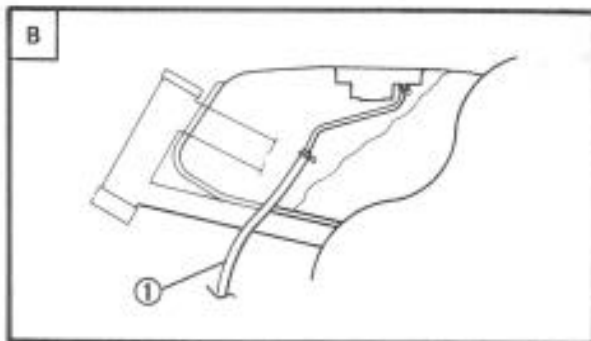
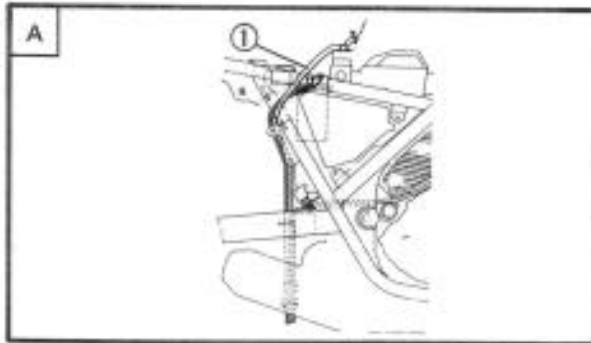
- Valve stem locknut



Valve Stem Locknut:
1.5 Nm (0.15 m·kg, 1.1 ft·lb)

WARNING: _____

Ride conservatively after installing a tire to allow it to seat itself properly on the rim.



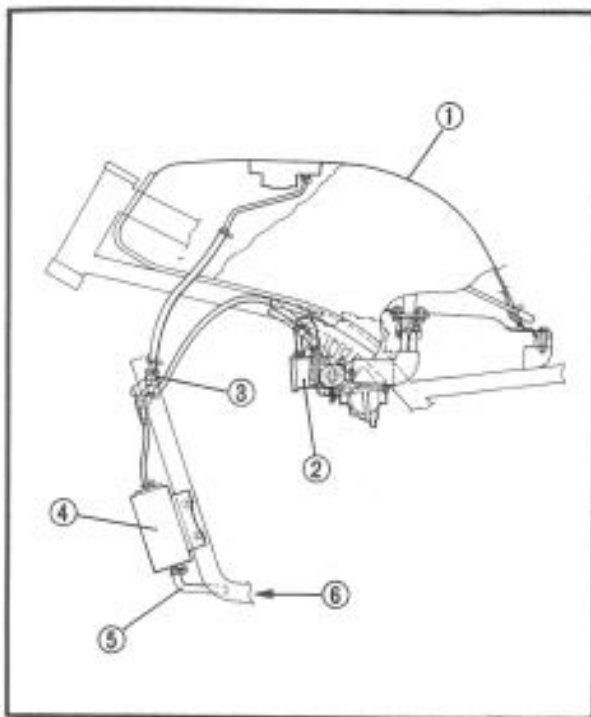
FUEL TANK BREATHER HOSE INSPECTION

1. Inspect:

- Hose connection
Poor condition → Correct.
- Breather hose(s) ①
Cracks/Damage → Replace.
Clogs → Clean.

A REAR BREATHER HOSE

B FRONT BREATHER HOSE (FOR CALIFORNIA)



CANISTER INSPECTION (FOR CALIFORNIA)

1. Inspect:

- Hose connection
Poor condition → Correct.
- Hoses
- Canister
Cracks/Damage → Replace.
Clogs → Clean.

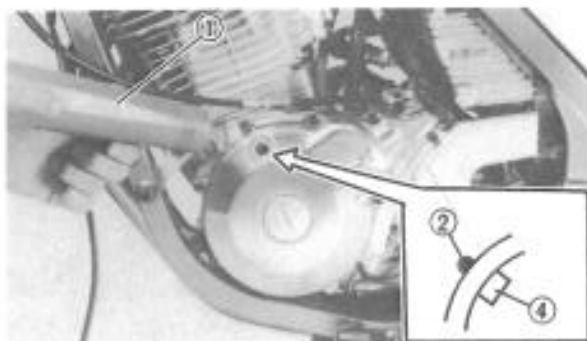
- ① Fuel tank
- ② Carburetor
- ③ Roll over valve
- ④ Canister
- ⑤ Face hose toward the backward
- ⑥ To atmosphere



ELECTRICAL

IGNITION TIMING CHECK

1. Check:
 - Ignition timing



Ignition timing check steps:

- Remove the timing plug.
- Connect the Timing Light (YM-33277) ① to cylinder spark plug lead.
- Warm up the engine and let it idle at the specified idle speed of 1,250 ~ 1,350 r/min.
- Visually check the stationary pointer ② in the timing window to verify it is within the required firing range ③ indicated on the flywheel.

Incorrect firing range → Check flywheel and/or pickup assembly (tightness damage)
Refer to CHAPTER 6, "ELECTRICAL" for further information.

there is no adjustment on timing. If timing goes out of adjustment the ignition coil must be replaced - very expensive!



BATTERY INSPECTION

1. Check:
 - Battery fluid level
Incorrect → Refill.
Fluid level should be between upper and lower level marks.

- ① Upper level
- ② Lower level

CAUTION:

Refill with distilled water only; tap water contains minerals harmful to a battery.

WARNING:

Battery electrolyte is dangerous; it contains sulfuric acid and therefore is poisonous and highly caustic.



Always follow these preventive measures:

- Avoid bodily contact with electrolyte as it can cause severe burns or permanent eye injury.
- Wear protective eye gear when handling or working near batteries.

Antidote (EXTERNAL):

- SKIN – Flush with water.
- EYES – Flush with water for 15 minutes and get immediate medical attention.

Antidote (INTERNAL):

- Drink large quantities of water or milk follow with milk of magnesia beaten egg, or vegetable oil. Get immediate medical attention.

Batteries also generate explosive hydrogen gas, therefore you should always follow these preventive measures:

- Charge batteries in a well-ventilated area.
- Keep batteries away from fire, sparks, or open flames (e.g., welding equipment, lighted cigarettes, etc.)
- DO NOT SMOKE when charging or handling batteries.

KEEP BATTERIES AND ELECTROLYTE OUT OF REACH OF CHILDREN.

2. Remove:

- Battery

3. Inspect:

- Battery fluid specific gravity
Out of specification → Charge.

CAUTION: _____

Always charge a new battery before using it to ensure maximum performance.

<p>Charging Current: 0.5 amps/10 hrs</p> <p>Specific Gravity: 1.280 at 20°C (68°F)</p>
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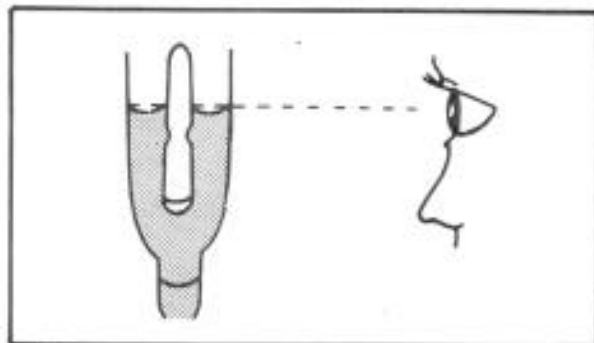
4. Install:

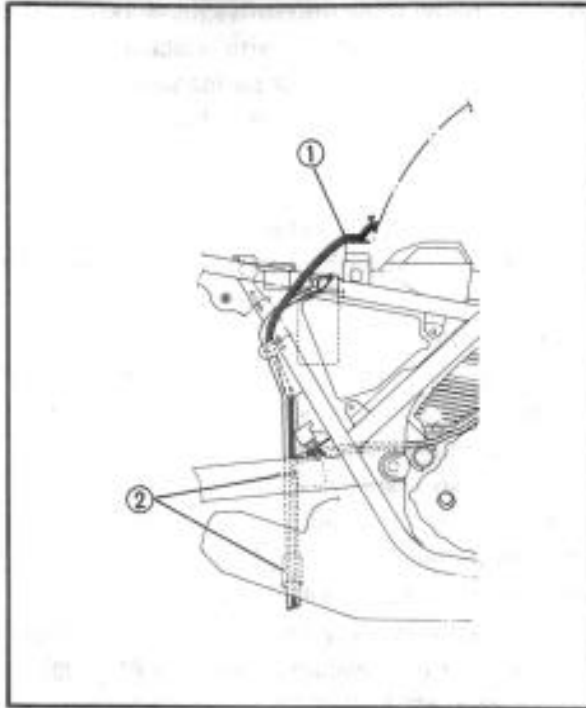
- Battery

5. Connect:

- Breather hose

Be sure the hose is properly attached and routed.





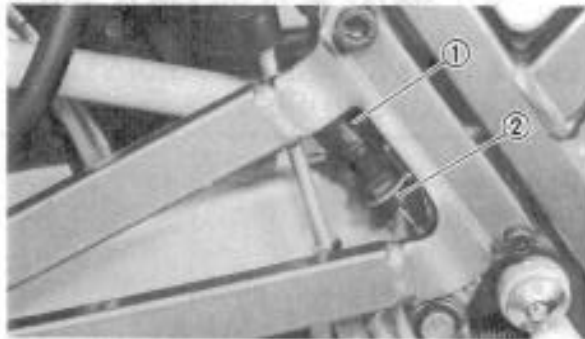
CAUTION:

When inspecting the battery, be sure the breather hose is routed correctly. If the breather hose touches the frame or exits in such a way as to cause battery electrolyte or gas to exit onto the frame, structural and cosmetic damage to the motorcycle can occur.

- ① Battery
- ② Pass through guide

6. Inspect:

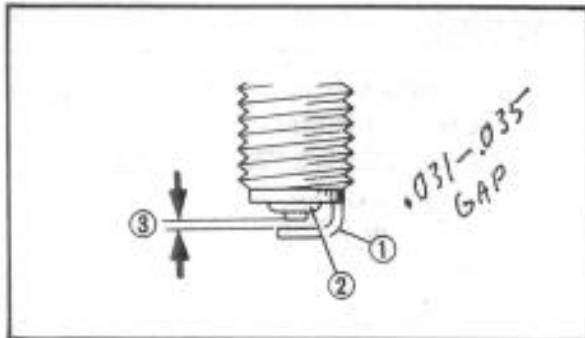
- Breather hose
Obstruction → Remove.
Damage → Replace.



BRAKE LIGHT SWITCH ADJUSTMENT

1. Adjust:

- Brake light operating timing
Hold the main body ① of the switch with your hand so that it does not rotate, and turn the adjuster ② until the operating timing is correct.



SPARK PLUG INSPECTION

1. Inspect:

- Electrode ①
Wear/Damage → Replace.
- Insulator color ②
Normal condition is a medium to light tan color.
Distinctly different color → Check the engine condition.

- ③ Spark plug gap

2. Clean:

- Spark plug
Clean the spark plug with a spark plug cleaner or wire brush.

3. Inspect:

- Spark plug type
Incorrect → Replace

Standard Spark Plug:
DP8EA-9 (NGK) or
X24EP-U9 (N.D.)

4. Measure:

- Spark plug gap
Out of specification → Regap.
Use a wire gauge.



Spark Plug Gap:
0.8 ~ 0.9 mm (0.031 ~ 0.035 in)

5. Tighten:

- Spark Plug

NOTE:

Before installing a spark plug, clean the gasket surface and plug surface.



Spark Plug:
17.5 Nm (1.75 m·kg, 12.5 ft·lb)

NOTE:

If a torque wrench is not available when you are installing a spark plug, a good estimate of the correct torque is 1/4 to 1/2 turns part finger tight. Have the spark plug torqued to the correct value as soon as possible with a torque wrench.



HEADLIGHT BULB REPLACEMENT

1. Remove:

- Headlight lens unit ①

2. Disconnect:

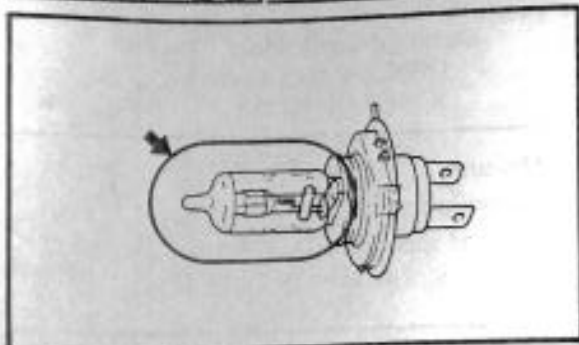
- Headlight lens unit leads

3. Remove:

- Bulb
Turn the bulb holder ① counterclockwise to release bulb.

WARNING:

Do not touch headlight bulb when it is on as the bulb generates enormous heat; keep flammable objects away.



4. Install:
 - Bulb (New)
 Secure the new bulb with the bulb holder.

CAUTION:

Avoid touching glass part of bulb. Also keep it free from oil otherwise, transparency of glass, bulb life and illuminous flux will be adversely affected. If oil gets on bulb, clean it with a cloth moistened thoroughly with alcohol or lacquer thinner.

5. Connect:
 - Headlight lens unit leads
6. Install:
 - Headlight lens unit
7. Adjust:
 - Headlight beam



HEADLIGHT BEAM ADJUSTMENT

1. Adjust:
 - Headlight beam (Horizontally)

Horizontal Adjustment	
Right	Turn adjusting screw ① clockwise
Left	Turn adjusting screw ① counterclockwise

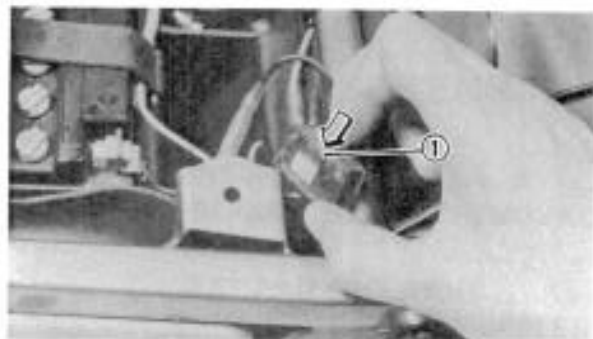
2. Adjust:
 - Headlight beam (Vertically)

Vertical adjustment steps:

- Loosen the adjusting screw ①.
- Move the headlight body up or down until proper position is attained.
- Tighten the adjusting screw.

CIRCUIT BREATHER INSPECTION

1. Remove:
 - Seat
2. Inspect:
 - Circuit breaker

**Circuit breaker inspection steps:**

- Turn off the ignition switch and switch in the circuit in question.
- Push in the breaker knob ①.

CAUTION: _____

Wait 30 seconds before resetting the circuit breaker.

- Turn on the switches and see if the electrical device operates.
Circuit breaker interrupts the circuit again →
Check electrical system.
Refer to "CHAPTER 6. ELECTRICAL" for further information.