

# YAMAHA

## YT125 AND YT175

NOTE: Metric fasteners are used throughout vehicle.

### CONDENSED SERVICE DATA

MODELS	YT125G, YT125H, YT125J, YT125K, YT125L, YT125N	YT175J, YT175K
<b>General</b>		
Engine Make .....	Own	Own
Engine Type .....	Air-Cooled, Two-Stroke	
Number of Cylinders .....	1	1
Bore .....	56 mm (2.2 in.)	66 mm (2.6 in.)
Stroke .....	50 mm (2.0 in.)	50 mm (2.0 in.)
Displacement .....	123 cc (7.51 cu. in.)	171 cc (10.43 cu. in.)
Compression Ratio .....	6.4:1	6:1
Engine Lubrication .....	Oil Injection	
Engine Oil Recommendation .....	Air-Cooled, Two-Stroke Engine Oil	
Transmission Oil Recommendation .....	SAE 10W-30, API SE	
Forward Speeds .....	5	5
Drive Chain:		
Type .....	520*	520
Number of Links .....	48*	48
Tire Size .....	22 x 11	22 x 11
Tire Pressure (cold) .....	14.7 kPa (2.2 psi)	14.7 kPa (2.2 psi)
Dry Weight (Approx.) .....	112 kg. (246 lbs.)	119 kg. (262 lbs.)

\*On YT125G and YT125H models the drive chain type is 428 and the number of links is 59.

### Tune-Up

Engine Idle Speed .....	1550 rpm	1550 rpm
Spark Plug:		
Champion .....	N10Y	N10Y
Electrode Gap .....	(0.7-0.8 mm (0.028-0.031 in.))	(0.7-0.8 mm (0.028-0.031 in.))
Ignition:		
Type .....	CDI	CDI
Timing .....	15° BTDC @ 2000 rpm	
Carburetor:		
Make .....	Mikuni	Mikuni
Model .....	VM20SS	....
Bore Size .....	20 mm (0.787 in.)	....

**YT125G, YT125H,  
YT125J, YT125K,  
YT125L, YT125N**

**YT175J, YT175K**

**MODELS**

**Tune-Up (Cont.)**

Float Height .....	21 mm (0.827 in.)	25 mm (0.984 in.)
Jet Needle .....	See Text	....
Clip Position .....	3rd From Top	....
Throttle Cut-Away .....	See Text	2.5
Pilot Jet .....	See Text	....
Needle Jet .....	See Text	N-8
Main Jet .....	See Text	....
Throttle Cable Free-Play .....	See Text	....

**Sizes-Clearances**

Piston-to-Cylinder Wall Clearance .....	0.035-0.040 mm (0.0014-0.0016 in.)	0.035-0.040 mm (0.0014-0.0016 in.)
Maximum Cylinder Bore Taper .....	0.05 mm (0.002 in.)	0.05 mm (0.002 in.)
Out-of-Round .....	0.01 mm (0.0004 in.)	0.01 mm (0.0004 in.)
Piston Ring End Gap: Top .....	0.30-0.50 mm (0.012-0.020 in.)	0.30-0.50 mm (0.012-0.020 in.)
Second .....	0.30-0.50 mm (0.012-0.020 in.)	0.30-0.50 mm (0.012-0.020 in.)
Piston Ring Side Clearance: Top .....	0.02-0.06 mm (0.0008-0.0024 in.)	0.02-0.06 mm (0.0008-0.0024 in.)
Second .....	0.03-0.07 mm (0.0012-0.0028 in.)	0.03-0.07 mm (0.0012-0.0028 in.)
Connecting Rod Side Clearance .....	0.35-0.55 mm (0.014-0.022 in.)	0.35-0.55 mm (0.014-0.022 in.)
Connecting Rod Small End Side Shake .....	0.4-2.0 mm (0.016-0.079 in.)	0.4-2.0 mm (0.016-0.079 in.)
Crankshaft Runout at Main Bearing Journal (Max.) ...	0.03 mm (0.0012 in.)	0.03 mm (0.0012 in.)
Clutch Friction Plate Thickness (Min.) .....	2.1 mm (0.083 in.)	2.1 mm (0.083 in.)
Clutch Steel Plate Warpage Limit .....	0.06 mm (0.002 in.)	0.06 mm (0.002 in.)

**Capacities**

Fuel Tank .....	7 L (1.8 gal.)	8.4 L (2.2 gal.)
Transmission Sump .....	800-900 mL (0.84-0.95 qt.)	800-900 mL (0.84-0.95 qt.)
Engine Oil Tank .....	1.3 L (1.37 qt.)	1.3 L (1.37 qt.)

<b>MODELS Tightening Torques</b>	<b>YT125G, YT125H, YT125J, YT125K, YT125L, YT125N</b>	<b>YT175J, YT175K</b>
Axle Nut:		
Front .....	50 N·m (36 ft.-lbs.)	50 N·m (36 ft.-lbs.)
Rear—		
20 mm .....	100 N·m (73 ft.-lbs.)	100 N·m (73 ft.-lbs.)
32 mm .....	135 N·m (98 ft.-lbs.)	135 N·m (98 ft.-lbs.)
Chain Sprockets:		
Drive .....	55 N·m (40 ft.-lbs.)	55 N·m (40 ft.-lbs.)
Driven .....	45 N·m** (33 ft.-lbs.)	45 N·m (33 ft.-lbs.)
Clutch Nut .....	40 N·m (29 ft.-lbs.)	40 N·m (29 ft.-lbs.)
Cylinder Base Nut .....	35 N·m (25 ft.-lbs.)	35 N·m (25 ft.-lbs.)
Cylinder Head Nut .....	30 N·m (22 ft.-lbs.)	30 N·m (22 ft.-lbs.)
Engine Mounting Nuts:		
8 mm .....	31 N·m (22 ft.-lbs.)	31 N·m (22 ft.-lbs.)
10 mm .....	42 N·m (30 ft.-lbs.)	42 N·m (30 ft.-lbs.)
Engine Sprocket Nut .....	55 N·m (40 ft.-lbs.)	55 N·m (40 ft.-lbs.)
Flywheel Nut .....	70 N·m (51 ft.-lbs.)	70 N·m (51 ft.-lbs.)
Steering Bracket .....	34 N·m (25 ft.-lbs.)	34 N·m (25 ft.-lbs.)
Steering Stem:		
Cap Nut .....	34 N·m (25 ft.-lbs.)	34 N·m (25 ft.-lbs.)
Slotted Nut .....	65 N·m*** (47 ft.-lbs.)	65 N·m (47 ft.-lbs.)
Wheel Retaining Nut .....	45 N·m (33 ft.-lbs.)	45 N·m (33 ft.-lbs.)

\*\*Tightening torque is 34 N·m (25 ft.-lbs.) for YT125G and YT125H.  
 \*\*\*Tightening torque is 50 N·m (36 ft.-lbs.) for YT125G and YT125H.

## LUBRICATION

### All Models

**ENGINE.** The engine is lubricated by oil injected into the fuel:air mixture at the carburetor. An oil pump mounted on the right side of the engine pumps oil from the oil tank to the carburetor. Oil is metered by the pump in direct relation to engine speed and throttle setting.

Recommended oil is Yamalube or a good quality oil designed for air-cooled, two-stroke engines. Oil tank capacity is 1.3 L (1.37 qts.).

Refer to OIL PUMP section if pump control cable adjustment or bleeding of the oil system is required. Note that bleeding of the oil system is required if the oil tank is run dry, if lines are disconnected or if the vehicle lies on its side.

**TRANSMISSION.** The transmission and clutch are lubricated by oil contained in the gearcase. Recommended oil is a good quality SAE 10W-30 automotive oil with API classification SE.

To check oil level, warm up engine for a few minutes then stop engine. With vehicle on a level surface, oil should just flow out of hole after removing plug (G—Fig. Y4-1). If needed, add oil through fill plug (P) opening.

Transmission oil should be drained and refilled with recommended oil after every six months. To drain oil, unscrew drain plug on underside of engine. Note that all oil will not drain out; some oil will remain in compartments of gearcase. The amount of oil needed to fill gearcase is 700-800 mL (0.7-0.8 qt.) if oil is drained. If transmission or engine is disassembled for repair, the amount of oil needed to fill gearcase is 800-900 mL (0.84-0.95 qt.).

**DRIVE CHAIN.** Models YT125G and YT125H are equipped with standard type chain while all other models are equipped with endless, sealed chain.

The drive chain on Models YT125G and YT125H should be lubricated with a good quality chain lubricant. Apply lubricant depending on riding conditions and operation.

The drive chain on all models except YT125G and YT125H uses "O" rings as a part of the chain assembly to retain lubricant in the inner components. The chain lubricant must be designed for use on "O" ring type drive chains or the "O" rings may be damaged. SAE 30-50 automotive oil or chain lubricants specifically designed for "O" ring type chain may be used. Do not use gasoline, cleaning solutions or solvents to clean the chain as the "O" rings will be damaged.

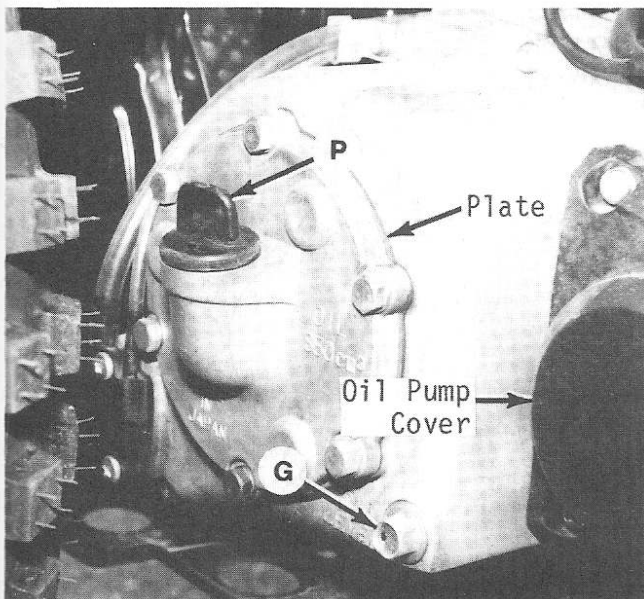


Fig. Y4-1—Remove plug (P) and pour oil through opening to fill transmission. Oil should reach level of plug (G) hole.

**WHEEL BEARINGS.** Wheel bearings should be packed with wheel bearing grease once each year. Disassemble components as described in appropriate service section for access to bearings.

**STEERING BEARINGS.** Steering bearings should be lubricated with wheel bearing grease once every two years. Disassemble steering components as outlined in STEERING section for access to bearing.

**CABLES AND LEVERS.** Depending on use and riding conditions, lubricate all cables with cable lubricant or light oil. Lubricate lever pivot pins and cable ends.

## AIR CLEANER ELEMENT

### All Models

All models are equipped with a foam type air cleaner element located underneath the seat. The air cleaner element should be removed and cleaned after every month of use, or more frequently if usage is severe.

Disengage seat and fender assembly from frame, then remove air cleaner box cover for access to filter element (Fig. Y4-2). Clean the filter element in a nonflammable solvent. Carefully squeeze solvent out of filter. To prevent tearing, do not wring or twist the filter. Inspect the filter element for tears, holes or other damage. Allow the filter to dry, then pour SAE 10W-30 oil into the filter. Work the oil into the filter by squeezing so oil permeates the whole filter. Squeeze out any excess oil. Too much oil in the filter may affect the fuel:air ratio.

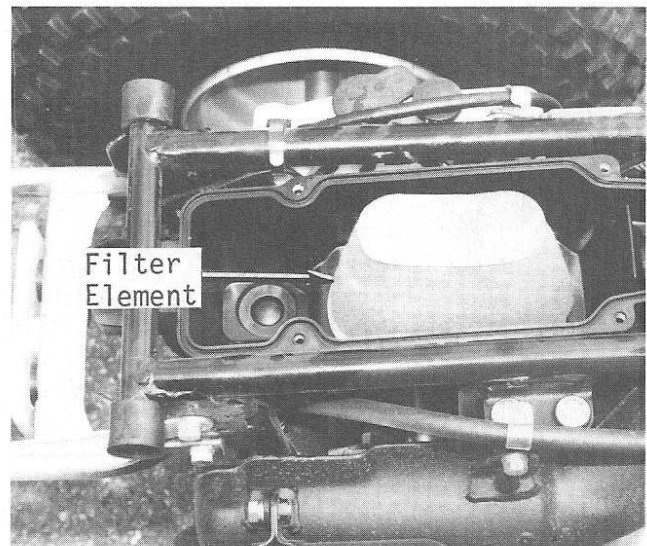


Fig. Y4-2—View showing location of air cleaner filter element.

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## FUEL SYSTEM

### All Models

**CARBURETOR.** The carburetor is connected to the throttle lever by a cable. Cable and throttle lever free play must be adjusted for proper operation. Loosen locknut (N—Fig. Y4-3), then rotate cable adjuster (A) so cable free play is 0.0-0.5 mm (0.0-0.02 in.). Retighten locknut. Throttle lever free play should be 3-5 mm (0.12-0.20 in.). Adjust throttle lever free play by loosening locknut (T—Fig. Y4-5) then rotating adjuster (J). Retighten locknut.

Initial setting of the idle mixture screw (M—Fig. Y4-3) is 1½ turns out from a lightly seated position. Final adjustment should be performed with engine running at normal operating temperature. The idle mixture screw meters air and turning the screw counterclockwise will lean the idle mixture. Adjust the idle speed screw (S) so

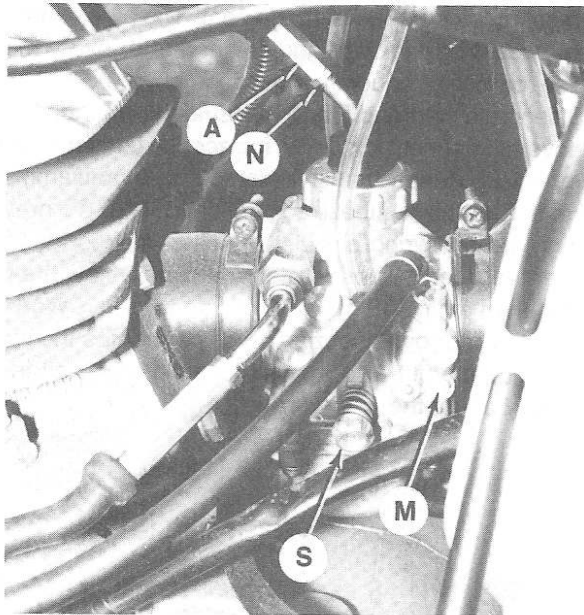


Fig. Y4-3—View of carburetor. Refer to text for carburetor adjustments.

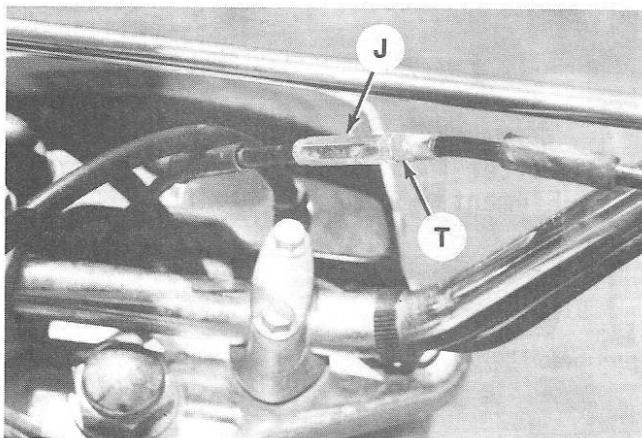


Fig. Y4-5—Loosen locknut (T) and turn adjuster (J) to adjust throttle lever free play.

idle is approximately 1550 rpm. After adjusting carburetor, check throttle lever and cable free play as outlined in previous paragraph.

Carburetor float height must be measured with the carburetor at an angle as shown in Fig. Y4-6. The float assembly should close the inlet valve without compressing the spring in the valve. See CONDENSED SERVICE DATA for recommended float height. Adjust float height by bending float arm tang (T).

Refer to Fig. Y4-7 when overhauling carburetor. Note that jet needle clip (9) should be in third groove from top. Refer to CONDENSED SERVICE DATA and following tables for carburetor specifications.

### YT125G And YT125H

Jet needle .....	4E16
Main jet .....	#110
Needle jet .....	0-6
Pilot jet .....	#20
Throttle slide cutaway .....	1.5

### YT125J, YT125K, YT125L And YT125N

Jet needle .....	4E16
Main jet .....	#200
Needle jet .....	0-0
Pilot jet .....	#25
Throttle slide cutaway .....	1.5

### YT175J And YT175K

Jet needle	
YT175J .....	4K4
YT175K .....	4I4
Main jet	
YT175J .....	#165
YT175K .....	#170
Needle jet .....	N-8
Pilot jet	
YT175J .....	#40
YT175K .....	#35
Throttle slide cutaway .....	2.5

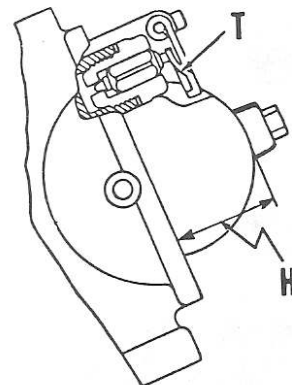


Fig. Y4-6—Tilt carburetor when measuring float height so tang (T) just touches inlet valve and valve spring is not compressed. Float height (H) should be 21 mm (0.83 in.). Bend tang (T) to adjust float height.



**FUEL STRAINER.** The fuel valve has filter screens and a sediment bowl to prevent foreign material from reaching the carburetor. The sediment bowl may be unscrewed from the bottom of the fuel valve with the valve in the "OFF" position. The fuel tank must be drained for access to the filter screens as the fuel valve must be removed from the fuel tank.

## IGNITION AND ELECTRICAL

### All Models

**IGNITION SYSTEM.** All models are equipped with a pointless, capacitor discharge ignition system. A charge coil located behind the flywheel provides electrical power for the ignition system. The trigger coil is also located behind the flywheel. The CDI unit and ignition coil are attached to the frame assembly.

Ignition timing is not adjustable. Ignition timing should be correct if all components are in good working condition.

Some ignition components can be checked using an ohmmeter. To check the trigger coil, disconnect the white/red wire between the engine and CDI unit. Connect one ohmmeter lead to the white/red wire leading to the engine and connect the other ohmmeter lead to ground. The ohmmeter reading should be 9-10 ohms.

To check the charge coil, disconnect the brown wire between the engine and the CDI unit. Connect one ohmmeter lead to the brown wire leading to the engine and connect the other ohmmeter lead to ground. The ohmmeter reading should be 270-330 ohms.

Ignition coil resistance readings should be 0.9-1.1 ohms for the primary windings and 4720-7080 ohms for the secondary windings.

If the ignition system malfunctions and all components test satisfactory, replace CDI unit with a new or known to be good unit and recheck the ignition system.

**ELECTRICAL SYSTEM.** A lighting coil is located behind the flywheel to provide electrical power for the lights. The lighting coil should produce at least 5.8 volts AC at 3000 rpm and at least 8.3 volts AC at 8000 rpm. The lighting coil may be checked using an ohmmeter by connecting one ohmmeter lead to the red/yellow wire leading from the engine and connecting the other ohmmeter lead to ground. The ohmmeter reading should be 0.42-0.50 ohms.

The headlight is a 6V 25W/25W unit while the taillight is a 6V 5.3W unit.

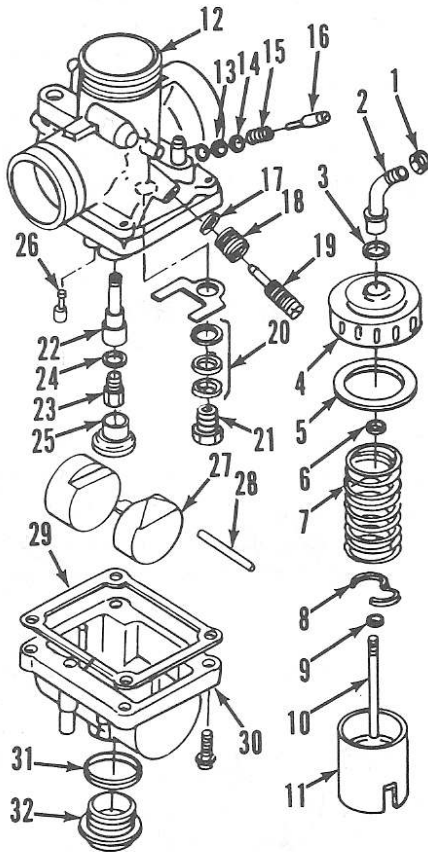


Fig. Y4-7—Typical exploded view of VM type Mikuni carburetor.

- |                    |                        |               |
|--------------------|------------------------|---------------|
| 1. Locknut         | 12. Body               | 23. Main jet  |
| 2. Cable guide     | 13. "O" ring           | 24. Washer    |
| 3. Washer          | 14. Washer             | 25. Cover     |
| 4. Cap             | 15. Spring             | 26. Pilot jet |
| 5. Washer          | 16. Idle mixture screw | 27. Float     |
| 6. "E" ring        | 17. "O" ring           | 28. Float pin |
| 7. Spring          | 18. Spring             | 29. Gasket    |
| 8. Retainer        | 19. Idle speed screw   | 30. Fuel bowl |
| 9. Jet needle clip | 20. Washers            | 31. Gasket    |
| 10. Jet needle     | 21. Inlet valve        | 32. Plug      |
| 11. Throttle slide | 22. Needle jet         |               |

## OIL PUMP

### All Models

All models are equipped with an oil pump which meters oil to the carburetor where it is injected into the air:fuel

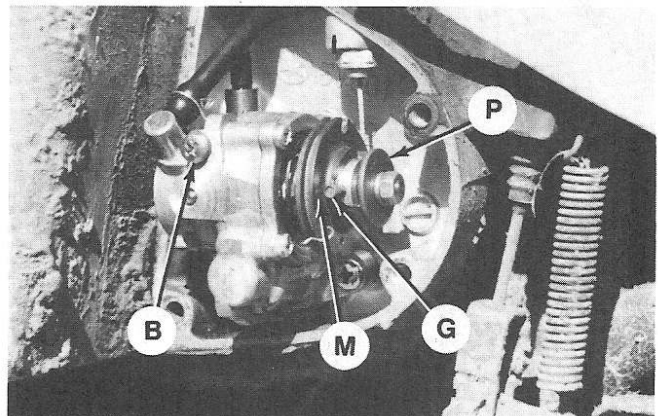


Fig. Y4-8—View of oil pump. Refer to text for pump adjustment procedure.

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mixture thereby lubricating the engine. The oil pump is located on the right side of the engine crankcase behind the cover shown in Fig. Y4-1.

**ADJUSTMENT.** Oil pump output must be matched with engine rpm by adjusting the pump cable. To check cable adjustment, remove the oil pump cover (Fig. Y4-1). Push the throttle lever until all slack is removed from cables. Guide pin (G—Fig. Y4-8) should be aligned with mark (M) on the cable pulley. If not, loosen locknut (T—Fig. Y4-9) and rotate adjuster (R) so mark and guide pin are aligned. Tighten locknut and repeat checking procedure.

Minimum pump stroke may also be checked with the pump cover removed. Start engine and run at idle while watching movement of adjusting plate (P—Fig. Y4-8). Stop engine as soon as the adjusting plate moves out to its farthestmost position. Measure the gap between the adjusting plate and the boss on the cable pulley. The gap should be 0.20-0.25 mm (0.008-0.010 in.). If gap is incorrect, unscrew locknut and remove adjusting plate. Add or delete shims behind adjusting plate so correct gap is obtained.

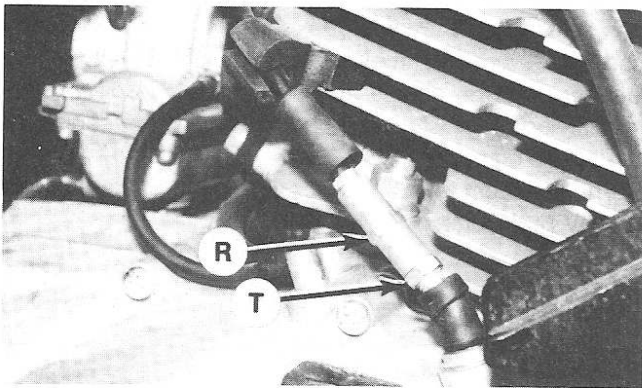


Fig. Y4-9—Rotate adjuster (R) to align oil pump mark with guide pin. See text.

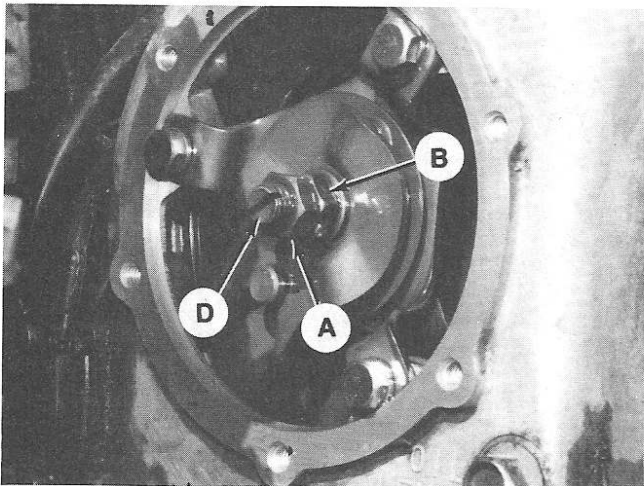


Fig. Y4-10—View of clutch release mechanism. Stud (D) should rotate with little effort but have no end play.

**BLEEDING.** The oil system must be bled if the oil tank is run dry, if oil lines are disconnected or if the oil pump is removed.

To bleed air from the oil pump and the oil line leading to the pump, unscrew bleeder screw (B—Fig. Y4-8) and allow oil to exit hole until air-free oil is present. Replace bleeder screw. To bleed delivery line to engine, run engine at idle. Pull oil control cable so cable pulley rotates to maximum output position and run engine at approximately 2000 rpm for a couple of minutes.

## CLUTCH

### All Models

All models are equipped with an automatic multiple-disc clutch that is located behind the right side cover. The clutch should engage at approximately 2300 rpm. The clutch is actuated by centrifugal force but is disengaged whenever the gear shift lever is operated.

To adjust clutch, remove right side plate shown in Fig. Y4-1; to prevent oil loss slightly tip up right side of vehicle. Slightly loosen locknuts (A & B—Fig. Y4-10). Back out adjusting stud (D) then turn in stud until slight resistance is felt. Hold position of stud and tighten locknut (B). Then tighten locknut (A). It should be possible to rotate stud with little effort but there should be no end play.

## MANUAL STARTER

### All Models

**R&R AND OVERHAUL.** Refer to Fig. Y4-11 for an exploded view of the manual starter used on all models. To disassemble the starter, pull the rope handle to extend the rope. Hold the rope pulley, then pull the rope into the notch in the pulley edge. Release the rope pulley and

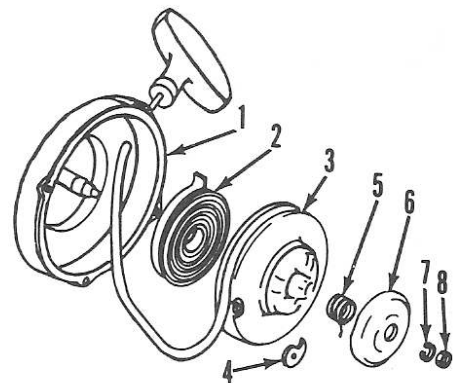


Fig. Y4-11—Exploded view of manual starter.

- |                    |               |
|--------------------|---------------|
| 1. Starter housing | 5. Spring     |
| 2. Rewind spring   | 6. Cover      |
| 3. Pulley          | 7. Lockwasher |
| 4. Pawl            | 8. Nut        |

allow the pulley to rewind until spring tension is released. Unscrew nut (8—Fig. Y4-11) and remove components (3 through 7) while being careful not to dislodge rewind spring (2). If the rewind spring must be removed, tap the housing with the spring side down against the floor or bench so the spring will dislodge and uncoil inside the housing.

To assemble the starter, install the rewind spring inside the housing. Hook the outer end of the spring to one of the spring retainer bosses and wind the spring in a counterclockwise direction from the outer end. Apply grease to the spring. Wind the rope around the rope pulley in a counterclockwise direction as viewed from pawl side of pulley. Leave approximately 37 cm (15 in.) of rope loose. Install the rope pulley so the pulley engages the rewind spring and the rope extends through the rope outlet of the housing. Pull the rope into the pulley notch and turn the pulley four turns counterclockwise to apply spring tension. The rope handle should rest snugly against the housing if the rewind spring is properly tensioned. Install remaining components. Be sure spring (5) end engages slot in drive pawl (4).

## FRONT AXLE

### All Models

The front axle is supported by two wheel bearings. The front wheel and axle assembly may be removed after supporting the front of the vehicle, removing cotter pin (C—Fig. Y4-12) and unscrewing axle nut (N).

To remove the wheel bearings, withdraw axle, then remove spacers (P) and dust seals (D). Move the inner spacer aside, then use a suitable driving tool to dislodge the wheel bearings.

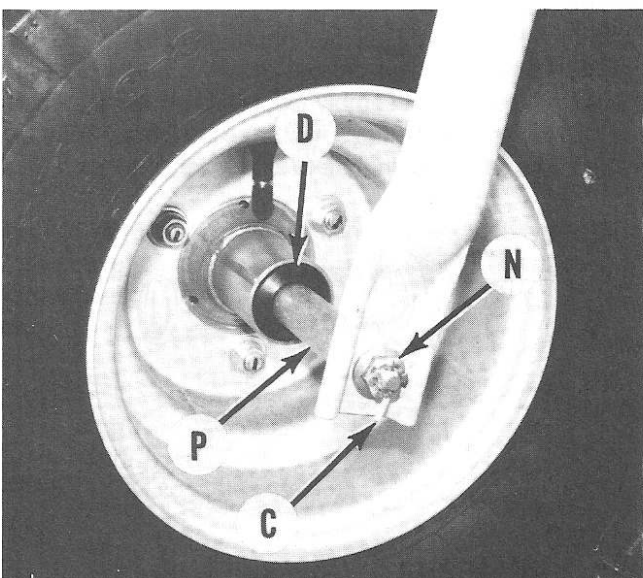


Fig. Y4-12—View of front wheel used on all models except YT175J and YT175K.

Before installation, apply a suitable grease to each wheel bearing. Install wheel bearings and inner spacer while using a suitable driving tool to seat bearings. Note that necked end of spacer (P) is toward dust seal (D). Tighten axle nut to 50 N·m (36 ft.-lbs.).

On YT175J and YT175K models, be sure the brake backing plate engages the retaining lug on the fork leg.

## FRONT BRAKE

### Model YT175J And YT175K

**BRAKE LEVER FREE PLAY.** Brake lever free play (A—Fig. Y4-13) should be 5-8 mm (0.2-0.3 in.). Brake lever free play may be adjusted by turning adjusting nut at handlebar lever or at brake lever.

**OVERHAUL.** The front brake assembly is accessible after removing the front axle and wheel. Renew the brake shoes if they are damaged or if the lining thickness is less than 2 mm (0.079 in.). Minimum allowable brake drum inside diameter is 111 mm (4.37 in.).

## STEERING

### All Models

**ADJUSTMENT.** Check the steering by supporting the vehicle so the front wheel is off the ground and the handlebars are free to turn. Attempt to move the bottom of the fork legs back and forth and check for looseness in the steering head assembly. Also rotate the handlebars and check for binding or roughness.

Adjust steering as follows: Loosen steering stem retaining nut (R—Fig. Y4-14). Rotate slotted steering stem nut to remove steering play (tighten nut) or remove binding (loosen nut). Do not over-tighten nut as binding will occur and bearings may be damaged. Do not loosen nut excessively as bearing balls may fall out. Tighten steering stem retaining nut (R) to 34 N·m (25 ft.-lbs.). Recheck steering play.

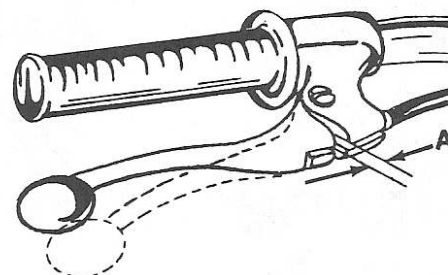


Fig. Y4-13—Brake lever free play (A) on Models YT175J and YT175K should be 5-8 mm (0.2-0.3 in.).



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**OVERHAUL.** To separate the steering stem and fork assembly from the frame's steering head, proceed as follows: Remove the front wheel and axle assembly, headlight and front fender. On YT175J and YT175K models, loosen the clamp screws and remove the fork legs. Remove the handlebars. Remove bracket retaining screws (S—Fig. Y4-14) and steering stem retaining nut (R). Lift off steering bracket (B). Unscrew steering stem nut (N) and separate steering stem from steering head while being careful not to lose bearing balls which are now free.

If suitable tools are available, the bearing races on the steering stem and in the steering head may be removed and installed. Be sure to inspect and install grease seals. Check the steering stem for straightness. Note that there

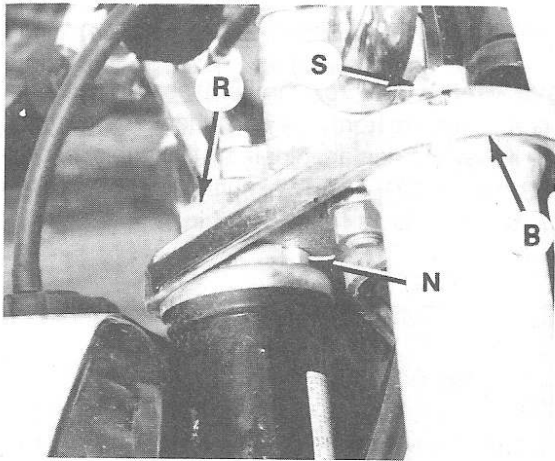


Fig. Y4-14—View of steering head assembly. Rotate slotted nut (N) to adjust steering play.

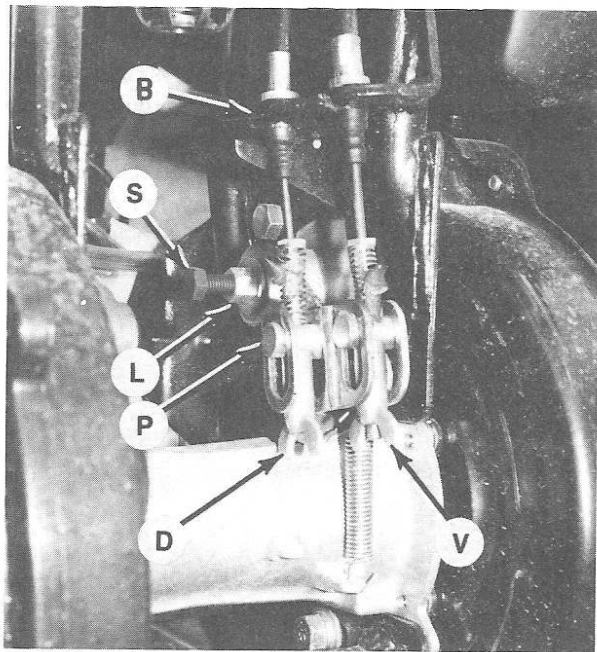


Fig. Y-15—View of rear brake cable components used on later models. Note that adjusting nuts are located at bracket (B) on early models in place of adjusters (D and V) used on later models.

are 22 bearing balls of  $\frac{3}{16}$  inch diameter located at the top of the steering stem and 19 bearing balls of  $\frac{1}{4}$  inch diameter used at the lower end of the steering stem. Use a good quality grease to lubricate the bearing balls and to hold them in place during installation. Reassemble components by reversing the removal procedure. Tighten the steering stem nut (N) to 49 N·m (36 ft.-lbs.). Tighten the steering stem retaining nut (R) to 34 N·m (25 ft.-lbs.).

## REAR BRAKE

### All Models

**ADJUSTMENT.** To adjust the rear brake, proceed as follows: Loosen the handlebar lever adjuster and both cable adjusters at the rear.

**NOTE:** Early models are equipped with an adjuster and locknuts at bracket (B—Fig. Y4-15) instead of adjusters (D and V). There must be sufficient free play in the brake lever cable so the brake lever cable does not affect adjustment of the brake pedal.

Rotate brake pedal adjuster (D) so the distance from underside of bracket (B) to center of pin (P) is 62 mm (2.4 in.). Loosen locknut (L) then turn adjusting screw (S) so brake pedal play measured at end of pedal is 6-10 mm (0.24-0.39 in.). Tighten locknut (L).

Adjust the handlebar brake lever by first rotating the rear adjuster (V) to remove as much cable free play as possible. Then rotate the adjuster at the brake lever so there is 9-15 mm (0.35-0.59 in.) free play (B—Fig. Y4-16) at lever end. It may be necessary to repeat adjustment at rear adjuster (V—Fig. Y4-15) to obtain desired free play.

**OVERHAUL.** A disc type rear brake is used on all models. The brake assembly is located on the right side of the rear axle housing. The brake assembly may be inspected after removing the brake cover.

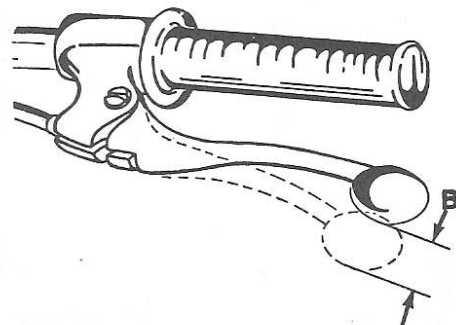


Fig. Y4-16—Brake lever free play (B) should be 9-15 mm (0.35-0.59 in.). Be sure to check and adjust brake pedal free play first.

The disc pad should be renewed if the pad thickness is less than 1.0 mm (0.039 in.) on Models YT125G and YT125H or 1.5 mm (0.059 in.) on all other models. Note that pad thickness is measured with pad removed. With pad installed, the minimum allowable gap between caliper and disc must not be less than 0.5 mm (0.02 in.). Pads must be renewed as a set.

## DRIVE CHAIN AND SPROCKETS

### Models YT125G And YT125H

**ADJUSTMENT.** Drive chain tension is adjusted by relocating the idler sprocket. Remove the chain cover for access to the chain and sprockets. Drive chain tension is measured on the upper chain strand at the midpoint between the sprockets. Chain tension should be 5-15 mm (0.20-0.59 in.). Loosen the idler sprocket arm retaining screws and relocate the idler sprocket to adjust chain tension. Retighten screws then recheck chain tension.

**OVERHAUL.** The drive chain can be removed after disconnecting the chain at the master link. When installing chain, be sure the master link clip is installed as shown in Fig. Y4-17.

The rear wheel and wheel flange must be removed if the rear axle sprocket is to be removed. Tighten the rear sprocket retaining screws to 34 N·m (25 ft.-lbs.) Tighten engine sprocket nut to 50 N·m (36 ft.-lbs.). Be sure to bend locking tab against nut or screws after tightening retaining nut or rear sprocket screws.

### All Other Models

**ADJUSTMENT.** Remove the plug in the chain cover to view the drive chain. With both rear wheels on the ground, chain tension should be 5-10 mm (0.20-0.39 in.). To adjust chain tension, loosen rear axle housing screws (S—Fig. Y4-18). Turn chain tension adjuster (A—Fig. Y4-19) to obtain correct chain tension. Tighten axle housing screws and recheck chain tension.

**OVERHAUL.** The drive chain is an endless type chain. To remove the drive chain, it is necessary to remove the rear wheel.

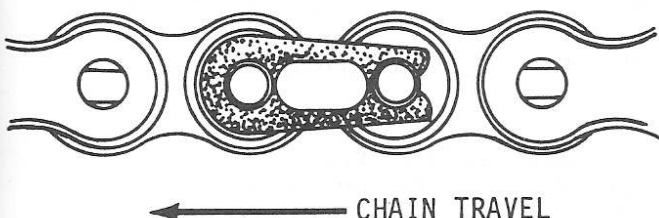


Fig. Y4-17—Install the master link clip as shown. Note that closed end of clip should be toward direction of chain travel.

The rear wheel and wheel flange must be removed if the rear axle sprocket is to be removed. Tighten the rear sprocket retaining screws to 45 N·m (33 ft.-lbs.). Tighten the engine sprocket nut to 50 N·m (36 ft.-lbs.). Be sure to bend locking tab against nut or screws after tightening retaining nut or rear sprocket screws.

## REAR AXLE, BEARINGS AND HOUSING

### All Models

**R&R AND OVERHAUL.** The rear axle is supported by ball bearings contained in the rear axle housing. The rear axle may be removed after removing the rear wheels, wheel flanges, slotted nuts, brake disc and rear sprocket. The rear axle housing may be removed after disconnecting the brake cables and removing the retaining screws. Move the inner spacer aside, then use a suitable driving tool to dislodge the wheel bearings.

Before installation, apply a suitable grease to each wheel bearing. Install wheel bearings and inner spacer while using suitable driving tool to seat bearings in housing. Tighten slotted nuts (32 mm) to 135 N·m (98 ft.-lbs.) and outer axle nuts (20 mm) to 100 N·m (73 ft.-lbs.).

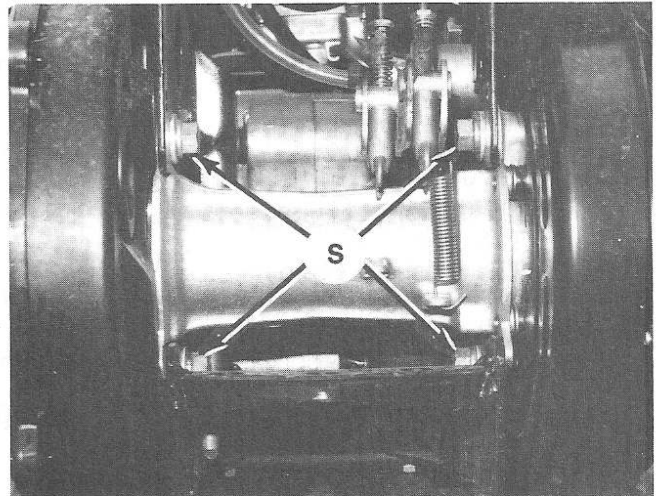


Fig. Y4-18—Loosen rear axle housing retaining screws (S) for chain adjustment on later models.

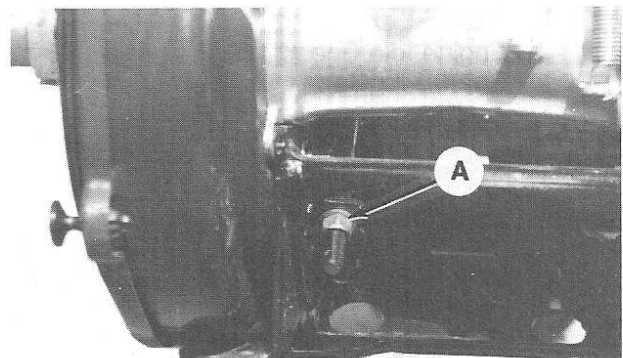


Fig. Y4-19—Rotate adjuster (A) to obtain desired chain tension on later models. Refer to text.