



OWNER'S MANUAL

FJR

FJR1300N

5JW-28199-20

Congratulations on your purchase of the Yamaha FJR1300. This model is the result of Yamaha's vast experience in the production of fine sporting, touring, and pacesetting racing machines. It represents the high degree of craftsmanship and reliability that have made Yamaha a leader in these fields.

This manual will give you an understanding of the operation, inspection, and basic maintenance of this motorcycle. If you have any questions concerning the operation or maintenance of your motorcycle, please consult a Yamaha dealer.

IMPORTANT MANUAL INFORMATION

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



The Safety Alert Symbol means **ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!**



Failure to follow **WARNING** instructions could result in severe injury or death to the motorcycle operator, a bystander, or a person inspecting or repairing the motorcycle.

CAUTION:

A **CAUTION** indicates special precautions that must be taken to avoid damage to the motorcycle.

NOTE:

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

NOTE: _____

- This manual should be considered a permanent part of this motorcycle and should remain with it even if the motorcycle is subsequently sold.
 - Yamaha continually seeks advancements in product design and quality. Therefore, while this manual contains the most current product information available at the time of printing, there may be minor discrepancies between your motorcycle and this manual. If you have any questions concerning this manual, please consult your Yamaha dealer.
-

IMPORTANT MANUAL INFORMATION

EW000002

 **WARNING**

PLEASE READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE OPERATING THIS MOTORCYCLE.

IMPORTANT MANUAL INFORMATION

EAU03337

**FJR1300N
OWNER'S MANUAL
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1 SAFETY INFORMATION	1
2 DESCRIPTION	2
3 INSTRUMENT AND CONTROL FUNCTIONS	3
4 PRE-OPERATION CHECKS	4
5 OPERATION AND IMPORTANT RIDING POINTS	5
6 PERIODIC MAINTENANCE AND MINOR REPAIR	6
7 MOTORCYCLE CARE AND STORAGE	7
8 SPECIFICATIONS	8
9 CONSUMER INFORMATION	9
INDEX	

Safe riding 1-1
Protective apparel 1-3
Modifications 1-3
Loading and accessories 1-3
Gasoline and exhaust gas..... 1-5
Location of important labels 1-7

MOTORCYCLES ARE SINGLE TRACK VEHICLES. THEIR SAFE USE AND OPERATION ARE DEPENDENT UPON THE USE OF PROPER RIDING TECHNIQUES AS WELL AS THE EXPERTISE OF THE OPERATOR. EVERY OPERATOR SHOULD KNOW THE FOLLOWING REQUIREMENTS BEFORE RIDING THIS MOTORCYCLE.

HE OR SHE SHOULD:

1. OBTAIN THOROUGH INSTRUCTIONS FROM A COMPETENT SOURCE ON ALL ASPECTS OF MOTORCYCLE OPERATION.
2. OBSERVE THE WARNINGS AND MAINTENANCE REQUIREMENTS IN THE OWNER'S MANUAL.
3. OBTAIN QUALIFIED TRAINING IN SAFE AND PROPER RIDING TECHNIQUES.
4. OBTAIN PROFESSIONAL TECHNICAL SERVICE AS INDICATED BY THE OWNER'S MANUAL AND/OR WHEN MADE NECESSARY BY MECHANICAL CONDITIONS.

Safe riding

1. Always make pre-operation checks. Careful checks may help prevent an accident.
2. This motorcycle is designed to carry the operator and a passenger.
3. The failure of motorists to detect and recognize motorcycles in traffic is the predominating cause of automobile/motorcycle accidents. Many accidents have been caused by an automobile driver who did not see the motorcycle. Making yourself conspicuous appears to be very effective in reducing the chance of this type of accident.

Therefore:

- a. Wear a brightly colored jacket.
- b. Use extra caution when you are approaching and passing through intersections, since intersections are the most likely places for motorcycle accidents to occur.
- c. Ride where other motorists can see you. Avoid riding in another motorist's blind spot.

4. Many accidents involve inexperienced operators. In fact, many operators who have been involved in accidents do not even have a current motorcycle license.
 - a. Make sure that you are qualified and that you only lend your motorcycle to other qualified operators.
 - b. Know your skills and limits. Staying within your limits may help you to avoid an accident.
 - c. We recommend that you practice riding your motorcycle where there is no traffic until you have become thoroughly familiar with the motorcycle and all of its controls.
5. Many accidents have been caused by error of the motorcycle operator. A typical error made by the operator is veering wide on a turn due to EXCESSIVE SPEED or undercornering (insufficient lean angle for the speed).
 - a. Always obey the speed limit and never travel faster than warranted by road and traffic conditions.
 - b. Always signal before turning or changing lanes. Make sure that other motorists can see you.
6. The posture of the operator and passenger is important for proper control.
 - a. The operator should keep both hands on the handlebar and both feet on the operator footrests during operation to maintain control of the motorcycle.
 - b. The passenger should always hold onto the operator, the seat strap or grab bar, if equipped, with both hands and keep both feet on the passenger footrests.
 - c. Never carry a passenger unless he or she can firmly place both feet on the passenger footrests.
7. Never ride under the influence of alcohol or other drugs.
8. This motorcycle is designed for on-road use only. It is not suitable for off-road use.

SAFETY INFORMATION

Protective apparel

The majority of fatalities from motorcycle accidents are the result of head injuries. The use of a safety helmet is the single most critical factor in the prevention or reduction of head injuries.

1. Always wear an approved helmet.
2. Wear a face shield or goggles. Wind in your unprotected eyes could contribute to an impairment of vision that could delay seeing a hazard.
3. The use of a jacket, heavy boots, trousers, gloves, etc., is effective in preventing or reducing abrasions or lacerations.
4. Never wear loose-fitting clothes, otherwise they could catch on the control levers, footrests, or wheels and cause injury or an accident.
5. Never touch the engine or exhaust system during or after operation. They become very hot and can cause burns. Always wear protective clothing that covers your legs, ankles, and feet.
6. A passenger should also observe the above precautions.

Modifications

Modifications made to this motorcycle not approved by Yamaha, or the removal of original equipment, may render the motorcycle unsafe for use and may cause severe personal injury. Modifications may also make your motorcycle illegal to use.

Loading and accessories

Adding accessories or cargo to your motorcycle can adversely affect stability and handling if the weight distribution of the motorcycle is changed. To avoid the possibility of an accident, use extreme caution when adding cargo or accessories to your motorcycle. Use extra care when riding a motorcycle that has added cargo or accessories. Here are some general guidelines to follow if loading cargo or adding accessories to your motorcycle:

Loading

The total weight of the operator, passenger, accessories and cargo must not exceed the maximum load limit of 208 kg. When loading within this weight limit, keep the following in mind:

1. Cargo and accessory weight should be kept as low and close to the motorcycle as possible. Make sure to distribute the weight as evenly as possible on both sides of the motorcycle to minimize imbalance or instability.
2. Shifting weights can create a sudden imbalance. Make sure that accessories and cargo are securely attached to the motorcycle before riding. Check accessory mounts and cargo restraints frequently.
3. Never attach any large or heavy items to the handlebar, front fork, or front fender. These items, including such items as sleeping bags, duffel bags, or tents, can create unstable handling or a slow steering response.

Accessories

Genuine Yamaha accessories have been specifically designed for use on this motorcycle. Since Yamaha cannot test all other accessories that may be available, you must personally be responsible for the proper selection, installation and use of non-Yamaha accessories. Use extreme caution when selecting and installing any accessories.

Keep the following guidelines in mind, as well as those provided under “Loading” when mounting accessories.

1. Never install accessories or carry cargo that would impair the performance of your motorcycle. Carefully inspect the accessory before using it to make sure that it does not in any way reduce ground clearance or cornering clearance, limit suspension travel, steering travel or control operation, or obscure lights or reflectors.

SAFETY INFORMATION

- a. Accessories fitted to the handlebar or the front fork area can create instability due to improper weight distribution or aerodynamic changes. If accessories are added to the handlebar or front fork area, they must be as lightweight as possible and should be kept to a minimum.
 - b. Bulky or large accessories may seriously affect the stability of the motorcycle due to aerodynamic effects. Wind may attempt to lift the motorcycle, or the motorcycle may become unstable in cross winds. These accessories may also cause instability when passing or being passed by large vehicles.
 - c. Certain accessories can displace the operator from his or her normal riding position. This improper position limits the freedom of movement of the operator and may limit control ability, therefore, such accessories are not recommended.
2. Use caution when adding electrical accessories. If electrical accessories exceed the capacity of the motorcycle's electrical system, an electric failure could result, which could cause a dangerous loss of lights or engine power.

Gasoline and exhaust gas

1. GASOLINE IS HIGHLY FLAMMABLE:
 - a. Always turn the engine off when refueling.
 - b. Take care not to spill any gasoline on the engine or exhaust system when refueling.
 - c. Never refuel while smoking or in the vicinity of an open flame.
2. Never start the engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always operate your motorcycle in an area that has adequate ventilation.

3. Always turn the engine off before leaving the motorcycle unattended and remove the key from the main switch. When parking the motorcycle, note the following:
 - a. The engine and exhaust system may be hot, therefore, park the motorcycle in a place where pedestrians or children are not likely to touch these hot areas.
 - b. Do not park the motorcycle on a slope or soft ground, otherwise it may fall over.
 - c. Do not park the motorcycle near a flammable source (e.g., a kerosene heater, or near an open flame), otherwise it could catch fire.
4. When transporting the motorcycle in another vehicle, make sure that it is kept upright. If the motorcycle should lean over, gasoline may leak out of the fuel tank.
5. If you should swallow any gasoline, inhale a lot of gasoline vapor, or allow gasoline to get into your eyes, see your doctor immediately. If any gasoline spills on your skin or clothing, immediately wash the affected area with soap and water and change your clothes.

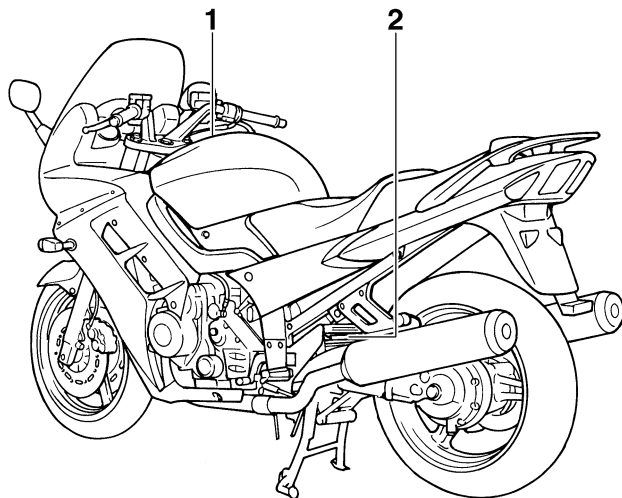
SAFETY INFORMATION

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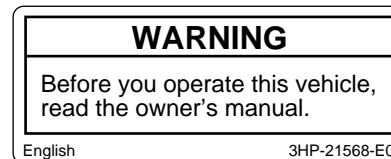
Location of important labels

Please read the following important labels carefully before operating this motorcycle.

1



1

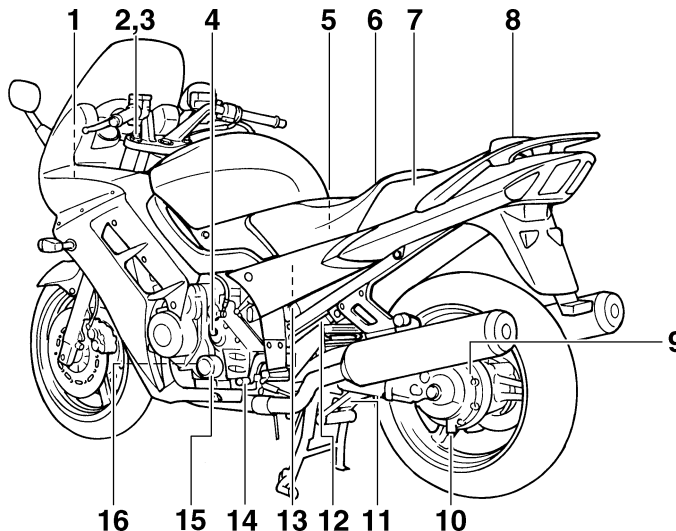


2



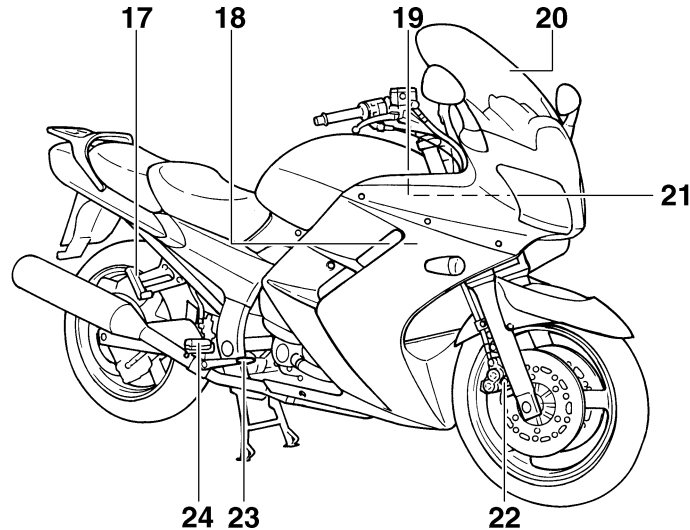
Left view	2-1
Right view.....	2-2
Controls and instruments	2-3

Left view



- | | | | |
|--|-------------|--|-------------|
| 1. Fuse box | (page 6-30) | 10. Final gear oil drain bolt | (page 6-12) |
| 2. Front fork spring preload adjusting bolt | (page 3-11) | 11. Shock absorber assembly rebound damping force adjusting knob | (page 3-14) |
| 3. Front fork rebound damping force adjusting knob | (page 3-12) | 12. Shock absorber assembly spring preload adjusting lever | (page 3-13) |
| 4. Engine oil filler cap | (page 6-10) | 13. Air filter element | (page 6-15) |
| 5. Owner's tool kit | (page 6-1) | 14. Shift pedal | (page 3-6) |
| 6. Rider seat | (page 3-10) | 15. Engine oil filter cartridge | (page 6-10) |
| 7. Passenger seat | (page 3-10) | 16. Engine oil level check window | (page 6-10) |
| 8. Rear carrier | | | |
| 9. Final gear oil filler bolt | (page 6-12) | | |

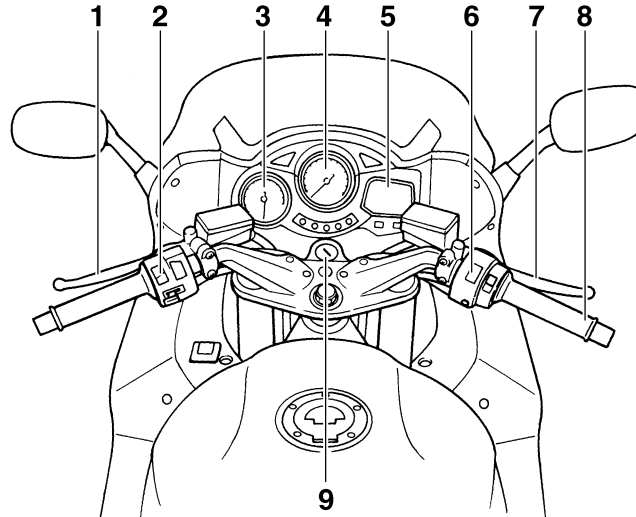
Right view



- 17. Passenger footrest
- 18. Coolant reservoir (page 6-13)
- 19. Battery (page 6-29)
- 20. Windshield
- 21. Main fuse and fuel injection system fuse (page 6-30)
- 22. Front fork compression damping force
adjusting screw (page 3-12)
- 23. Brake pedal (page 3-7)
- 24. Rider footrest

DESCRIPTION

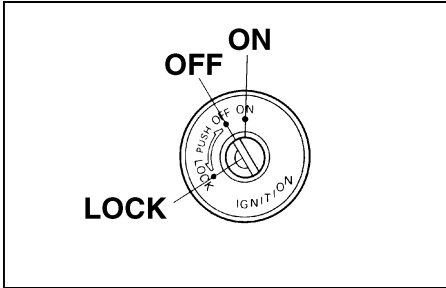
Controls and instruments



- | | |
|------------------------------|-------------|
| 1. Clutch lever | (page 3-6) |
| 2. Left handlebar switches | (page 3-5) |
| 3. Tachometer | (page 3-3) |
| 4. Speedometer | (page 3-3) |
| 5. Multi-function display | (page 3-3) |
| 6. Right handlebar switches | (page 3-5) |
| 7. Brake lever | (page 3-7) |
| 8. Throttle grip | (page 6-17) |
| 9. Main switch/steering lock | (page 3-1) |

INSTRUMENT AND CONTROL FUNCTIONS

Main switch/steering lock	3-1
Indicator and warning lights	3-2
Speedometer	3-3
Tachometer	3-3
Multi-function display	3-3
Handlebar switches	3-5
Clutch lever	3-6
Shift pedal	3-6
Brake lever	3-7
Brake pedal	3-7
Fuel tank cap	3-8
Fuel	3-9
Catalytic converter	3-9
Seats	3-10
Storage compartment	3-11
Adjusting the front fork	3-11
Adjusting the shock absorber assembly	3-13
Matching the front and rear suspension settings	3-15
Locks for the optional side cases and travel trunk	3-16
Sidestand	3-16
Ignition circuit cut-off system	3-17



EAU00029

Main switch/steering lock

The main switch/steering lock controls the ignition and lighting systems, and is used to lock the steering. The various positions are described below.

ON

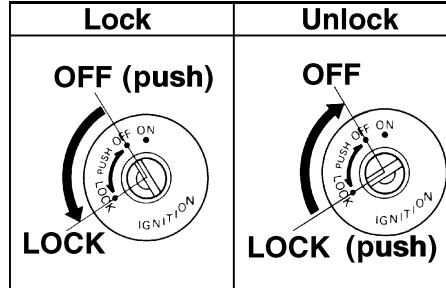
EAU00030

All electrical systems are supplied with power, and the headlight, meter lighting and taillight come on, and the engine can be started. The key cannot be removed.

OFF

EAU00038

All electrical systems are off. The key can be removed.



EAU00040

LOCK

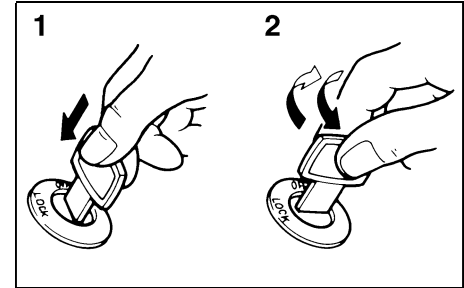
The steering is locked, and all electrical systems are off. The key can be removed.

To lock the steering

1. Turn the handlebars all the way to the left.
2. Push the key in from the "OFF" position, and then turn it to "LOCK" while still pushing it.
3. Remove the key.

To unlock the steering

Push the key in, and then turn it to "OFF" while still pushing it.



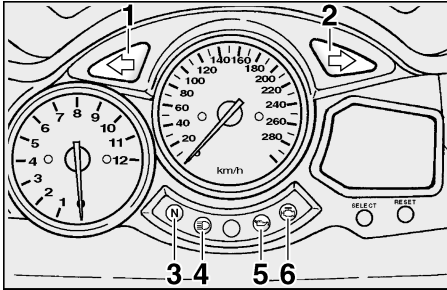
1. Push.
2. Turn.






EW000016

! WARNING

Never turn the key to "OFF" or "LOCK" while the motorcycle is moving, otherwise the electrical systems will be switched off, which may result in loss of control or an accident. Make sure that the motorcycle is stopped before turning the key to "OFF" or "LOCK".

INSTRUMENT AND CONTROL FUNCTIONS



1. Left turn signal indicator light “”
2. Right turn signal indicator light “”
3. Neutral indicator light “**N**”
4. High beam indicator light “”
5. Oil level warning light “”
6. Engine trouble warning light “”

Indicator and warning lights

Turn signal indicator lights

“” and “”

The corresponding indicator light flashes when the turn signal switch is pushed to the left or right.

Neutral indicator light “**N**”

This indicator light comes on when the transmission is in the neutral position.


High beam indicator light “”

This indicator light comes on when the high beam of the headlight is switched on.

Oil level warning light “”

This warning light comes on when the engine oil level is low.

The electrical circuit of the warning light can be checked according to the following procedure.

1. Set the engine stop switch to “” and turn the key to “ON”.
2. Shift the transmission into the neutral position or pull the clutch lever.
3. Push the start switch. If the warning light does not come on while pushing the start switch, have a Yamaha dealer check the electrical circuit.


NOTE: _____

Even if the oil level is sufficient, the warning light may flicker when riding on a slope or during sudden acceleration or deceleration, but this is not a malfunction.

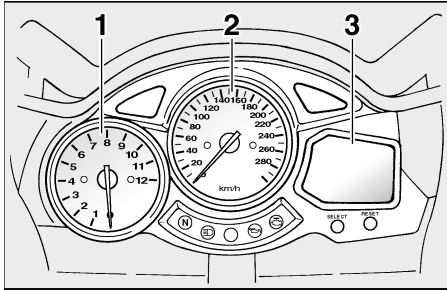
Engine trouble warning light “”

This warning light comes on or flashes when an electrical circuit monitoring the engine is defective. When this occurs, have the Yamaha dealer check the self-diagnosis system.

The electrical circuit of the warning light can be checked according to the following procedure.

1. Set the engine stop switch to “”.
2. Turn the key to “ON”. If the warning light does not come on, have a Yamaha dealer check the electrical circuit.

INSTRUMENT AND CONTROL FUNCTIONS

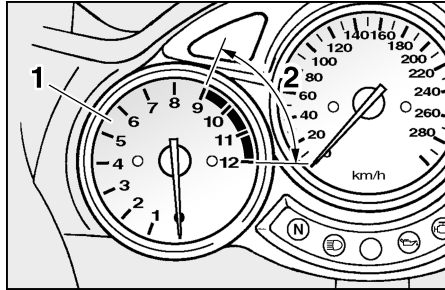


1. Tachometer
2. Speedometer
3. Multi-function display

EAU04031

Speedometer

The speedometer shows the riding speed.



1. Tachometer
2. Tachometer red zone

EAU00101

Tachometer

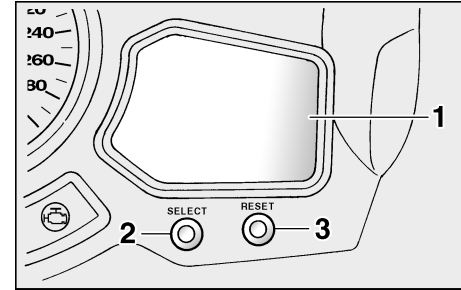
The electric tachometer allows the rider to monitor the engine speed and keep it within the ideal power range.

EC000003

CAUTION:

Do not operate the engine in the tachometer red zone.

Red zone: 9,000 r/min and above



1. Multi-function display
2. "SELECT" button
3. "RESET" button

EAU04095

Multi-function display

The multi-function display is equipped with the following:

- a fuel gauge
- a coolant temperature gauge
- an odometer (which shows the total distance traveled)
- two tripmeters (which show the distance traveled since they were last set to zero)
- a fuel reserve tripmeter (which shows the distance traveled on the fuel reserve)

- a selfdiagnosis device
- a clock

Odometer and tripmeter modes

Pushing the “SELECT” button switches the display between the odometer mode “ODO” and the tripmeter modes “TRIP” in the following order:

ODO → TRIP (top) → TRIP (bottom)
→ODO

When approximately 5 L of fuel remains in the fuel tank, the display will automatically change to the fuel reserve tripmeter mode “TRIP F” and start counting the distance traveled from that point. In that case, pushing the “SELECT” button switches the display between the various tripmeter and odometer modes in the following order:
TRIP F → TRIP (top) → TRIP (bottom)
→ ODO → TRIP F

To reset a tripmeter, select it by pushing the “SELECT” button, and then push the “RESET” button for at least one second. If you do not reset the fuel reserve tripmeter manually, it will reset itself automatically and the display will return to the prior mode after refueling and traveling 5 km.

Self-diagnosis device

This model is equipped with a self-diagnosis device for various electrical circuits.

If any of those circuits are defective, the clock will indicate a two-digit error code (e.g., 11, 12, 13).

If the clock indicates such an error code, note the code number, and then have a Yamaha dealer check the motorcycle.

CAUTION:

If the clock indicates an error code, the motorcycle should be checked as soon as possible in order to avoid engine damage.

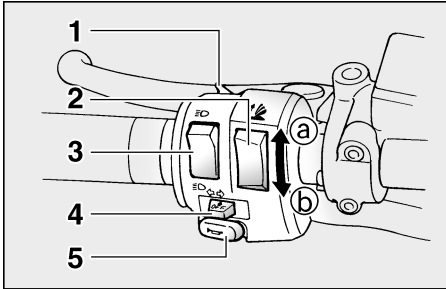
Clock mode

To set the clock:

1. Push the “SELECT” button and “RESET” button together for at least two seconds.
2. When the hour digits start flashing, push the “RESET” button to set the hours.
3. Push the “SELECT” button, and the minute digits will start flashing.
4. Push the “RESET” button to set the minutes.
5. Push the “SELECT” button and then release it to start the clock.

INSTRUMENT AND CONTROL FUNCTIONS

3



1. Pass switch “”
2. Windshield position adjusting switch “”
3. Dimmer switch “ / ”
4. Turn signal switch “ / ”
5. Horn switch “”

Handlebar switches

EAU00118

Pass switch “”

Press this switch to flash the headlight.

EAU00119

Dimmer switch “ / ”

Set this switch to “” for the high beam and to “” for the low beam.

EAU03888

Windshield position adjusting switch “”

EAU04077

To move the windshield up, push this switch in direction **(a)**. To move the windshield down, push the switch in direction **(b)**.

NOTE:

When the engine is turned off, the windshield will automatically return to the lowest position.

EAU03889

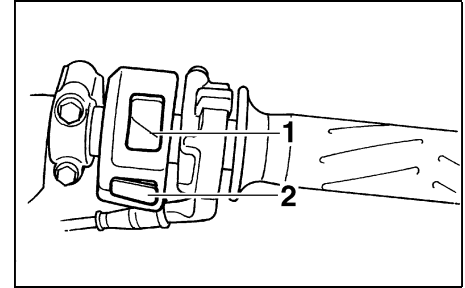
Turn signal switch “ / ”

To signal a right-hand turn, push this switch to “”. To signal a left-hand turn, push this switch to “”. When released, the switch returns to the center position. To cancel the turn signal lights, push the switch in after it has returned to the center position.

EAU00129

Horn switch “”

Press this switch to sound the horn.



1. Engine stop switch “ / ”
2. Start switch “”

EAU03890

Engine stop switch “ / ”

Set this switch to “” before starting the engine. Set this switch to “” to stop the engine in case of an emergency, such as when the motorcycle overturns or when the throttle cable is stuck.

EAU00143

Start switch “”

Push this switch to crank the engine with the starter.

EC000005

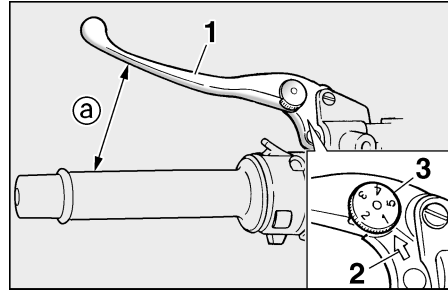
CAUTION:

See page 5-1 for starting instructions prior to starting the engine.

Clutch lever

EAU00153

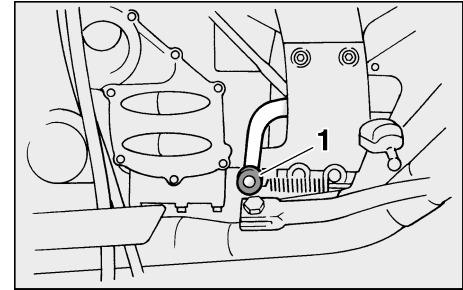
The clutch lever is located at the left handlebar grip. To disengage the clutch, pull the lever toward the handlebar grip. To engage the clutch, release the lever. The lever should be pulled rapidly and released slowly for smooth clutch operation.



1. Clutch lever
 2. Arrow mark
 3. Clutch lever position adjusting dial
- a. Distance between clutch lever and handlebar grip

The clutch lever is equipped with a clutch lever position adjusting dial. To adjust the distance between the clutch lever and the handlebar grip, turn the adjusting dial while holding the lever pushed away from the handlebar grip. Make sure that the appropriate setting on the adjusting dial is aligned with the arrow mark on the clutch lever.

The clutch lever is equipped with a clutch switch, which is part of the ignition circuit cut-off system. (See page 3-17 for an explanation of the ignition circuit cut-off system.)



1. Shift pedal

EAU00157

Shift pedal

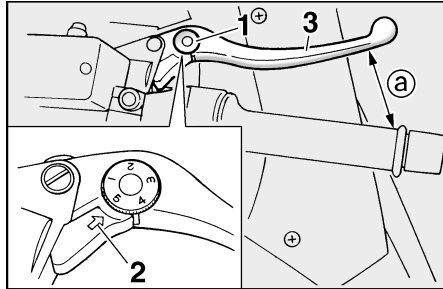
The shift pedal is located on the left side of the engine and is used in combination with the clutch lever when shifting the gears of the 5-speed constant-mesh transmission equipped on this motorcycle.

INSTRUMENT AND CONTROL FUNCTIONS

Brake lever

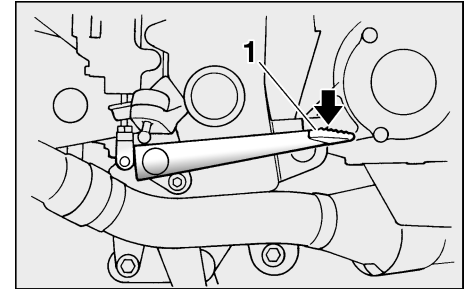
The brake lever is located at the right handlebar grip. To apply the front brake, pull the lever toward the handlebar grip.

EAU00161



1. Brake lever position adjusting dial
2. Arrow mark
3. Brake lever
- a. Distance between brake lever and handlebar grip

The brake lever is equipped with a position adjusting dial. To adjust the distance between the brake lever and the handlebar grip, turn the adjusting dial while holding the lever pushed away from the handlebar grip. Make sure that the appropriate setting on the adjusting dial is aligned with the arrow mark on the brake lever.

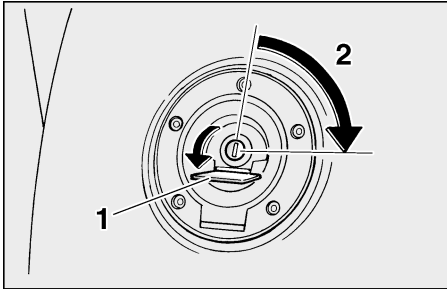


1. Brake pedal

EAU00162

Brake pedal

The brake pedal is on the right side of the motorcycle. To apply the rear brake, press down on the brake pedal.



1. Fuel tank cap lock cover
2. Unlock.

EAU04068

Fuel tank cap

To open the fuel tank cap

Open the fuel tank cap lock cover, insert the key into the lock, and then turn it 1/4 turn clockwise. The lock will be released and the fuel tank cap can be opened.

To close the fuel tank cap

1. Push the fuel tank cap into position with the key inserted in the lock.
2. Remove the key, and then close the lock cover.

NOTE: _____
The fuel tank cap cannot be closed unless the key is in the lock. In addition, the key cannot be removed if the cap is not properly closed and locked.

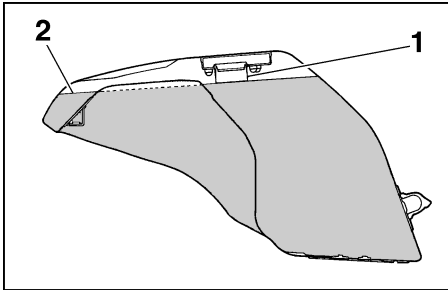
EWA00025

WARNING

Make sure that the fuel tank cap is properly closed before riding.

INSTRUMENT AND CONTROL FUNCTIONS

3



1. Fuel tank filler tube
2. Fuel level

EAU03753

Fuel

Make sure that there is sufficient fuel in the tank. Fill the fuel tank to the bottom of the filler tube as shown.

EW000130

! WARNING

- Do not overfill the fuel tank, otherwise it may overflow when the fuel warms up and expands.
- Avoid spilling fuel on the hot engine.

EAU00185

CAUTION:

Immediately wipe off spilled fuel with a clean, dry, soft cloth, since fuel may deteriorate painted surfaces or plastic parts.

EAU00192*

Recommended fuel:
Unleaded fuel only
Fuel tank capacity:
Total amount:
25 L
Reserve amount:
5 L

EAU01084

Catalytic converter

This motorcycle is equipped with a catalytic converter in the exhaust chamber.

EW000128

! WARNING

The exhaust system is hot after operation. Make sure that the exhaust system has cooled down before doing any maintenance work.

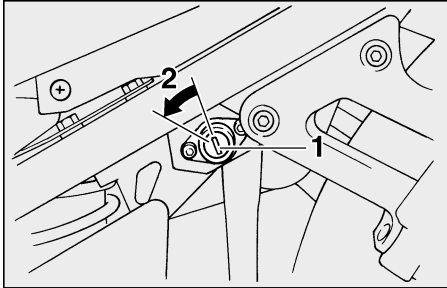
EC000114

CAUTION:

The following precautions must be observed to prevent a fire hazard or other damages.

- Use only unleaded gasoline. The use of leaded gasoline will cause unreparable damage to the catalytic converter.
- Never park the motorcycle near possible fire hazards such as grass or other materials that easily burn.
- Do not allow the engine to idle too long.

INSTRUMENT AND CONTROL FUNCTIONS



1. Rider seat lock
2. Unlock.

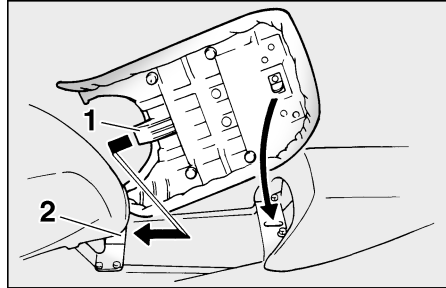
EAU03945

Seats

Rider seat

To remove the rider seat

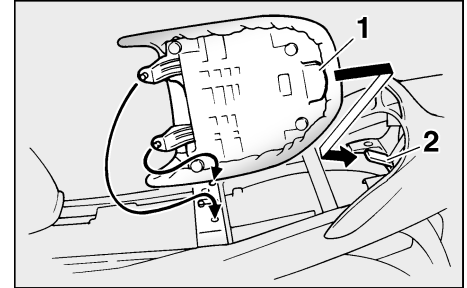
1. Insert the key into the seat lock, and then turn it as shown.
2. Pull the rider seat off.



1. Projection
2. Seat holder

To install the rider seat

1. Insert the projection on the front of the rider seat into the seat holder as shown, and then push the rear of the seat down to lock it in place.
2. Remove the key.



1. Receptacle
2. Seat holder

Passenger seat

To remove the passenger seat

1. Remove the rider seat.
2. Pull the passenger seat up.

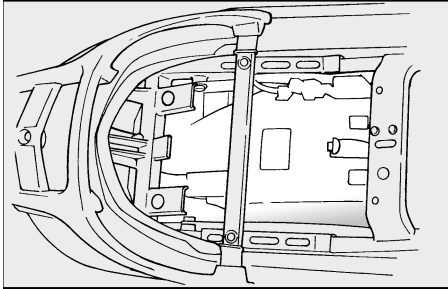
To install the passenger seat

1. Slide the receptacle on the rear of the passenger seat over the seat holder as shown, and then push the front of the seat down.
2. Install the rider seat.

NOTE: _____
Make sure that the seats are properly secured before riding.

INSTRUMENT AND CONTROL FUNCTIONS

3



EAU01242

Storage compartment

The storage compartment is located under the passenger seat. (See page 3-10 for passenger seat opening and closing procedures.)

EWA00005

⚠ WARNING

- Do not exceed the load limit of 3 kg for the storage compartment.
- Do not exceed the maximum load of 208 kg for the vehicle.

EAU03949*

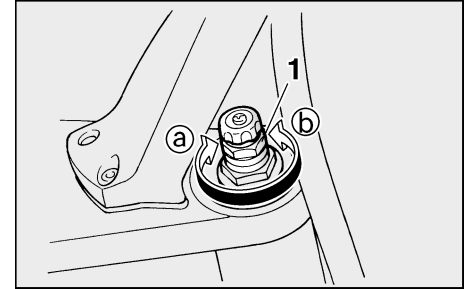
Adjusting the front fork

This front fork is equipped with spring preload adjusting bolts, rebound damping force adjusting knobs and compression damping force adjusting screws.

EW000035

⚠ WARNING

Always adjust both fork legs equally, otherwise poor handling and loss of stability may result.

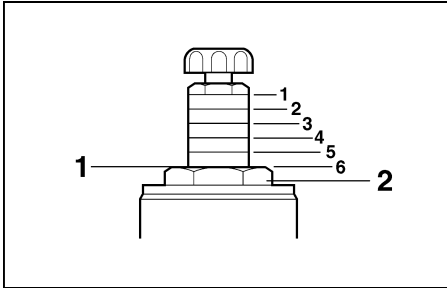


1. Rebound damping force adjusting knob
2. Spring preload adjusting bolt

Spring preload

To increase the spring preload and thereby harden the suspension, turn the adjusting bolt on each fork leg in direction Ⓐ. To decrease the spring preload and thereby soften the suspension, turn the adjusting bolt on each fork leg in direction Ⓑ.

INSTRUMENT AND CONTROL FUNCTIONS



1. Current setting
2. Front fork cap bolt

NOTE: _____
Align the appropriate groove on the adjusting mechanism with the top of the front fork cap bolt.

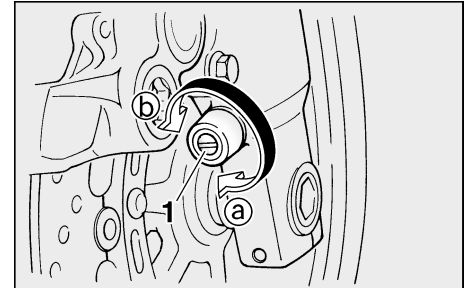
Setting	Hard		Stan- dard	Soft		
	1	2	3	4	5	6

Rebound damping force

To increase the rebound damping force and thereby harden the rebound damping, turn the adjusting knob on each fork leg in direction Ⓐ. To decrease the rebound damping force and thereby soften the rebound damping, turn the adjusting knob on each fork leg in direction Ⓑ.

Minimum (soft)	17 clicks in direction Ⓐ*
Standard	12 clicks in direction Ⓐ*
Maximum (hard)	1 click in direction Ⓐ*

* With the adjusting knob fully turned in direction Ⓐ



1. Compression damping force adjusting screw

Compression damping force

To increase the compression damping force and thereby harden the compression damping, turn the adjusting screw on each fork leg in direction Ⓐ. To decrease the compression damping force and thereby soften the compression damping, turn the adjusting screw on each fork leg in direction Ⓑ.

Minimum (soft)	21 clicks in direction Ⓐ*
Standard	12 clicks in direction Ⓐ*
Maximum (hard)	1 click in direction Ⓐ*

* With the adjusting screw fully turned in direction Ⓐ

INSTRUMENT AND CONTROL FUNCTIONS

EC000015

CAUTION:

Never attempt to turn an adjusting mechanism beyond the maximum or minimum settings.

NOTE:

Although the total number of clicks of a damping force adjusting mechanism may not exactly match the above specifications due to small differences in production, the actual number of clicks always represents the entire adjusting range. To obtain a precise adjustment, it would be advisable to check the number of clicks of each damping force adjusting mechanism and to modify the specifications as necessary.

EAU03950

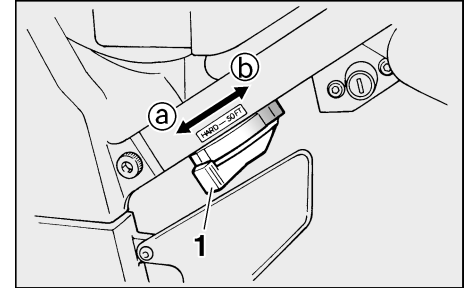
Adjusting the shock absorber assembly

This shock absorber assembly is equipped with a spring preload adjusting lever and a rebound damping force adjusting knob.

EC000015

CAUTION:

Never attempt to turn an adjusting mechanism beyond the maximum or minimum settings.

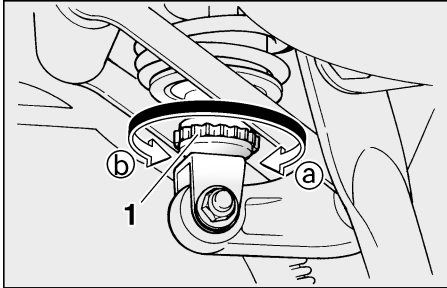


1. Spring preload adjusting lever
- a. "HARD"
- b. "SOFT"

Spring preload

For riding solo, move the spring preload adjusting lever to "SOFT". For riding with a passenger, move the spring preload adjusting lever to "HARD".

EAU00315



1. Rebound damping force adjusting knob

Rebound damping force

To increase the rebound damping force and thereby harden the rebound damping, turn the adjusting knob in direction ①. To decrease the rebound damping force and thereby soften the rebound damping, turn the adjusting knob in direction ②.

Minimum (soft)	20 clicks in direction ②*
Standard	10 clicks in direction ②*
Maximum (hard)	3 clicks in direction ①*

* With the adjusting knob fully turned in direction ①

⚠ WARNING

This shock absorber contains highly pressurized nitrogen gas. For proper handling, read and understand the following information before handling the shock absorber. The manufacturer cannot be held responsible for property damage or personal injury that may result from improper handling.

- Do not tamper with or attempt to open the gas cylinder.
- Do not subject the shock absorber to an open flame or other high heat sources, otherwise it may explode due to excessive gas pressure.
- Do not deform or damage the gas cylinder in any way, as this will result in poor damping performance.
- Always have a Yamaha dealer service the shock absorber.

INSTRUMENT AND CONTROL FUNCTIONS

EAU04075

Matching the front and rear suspension settings

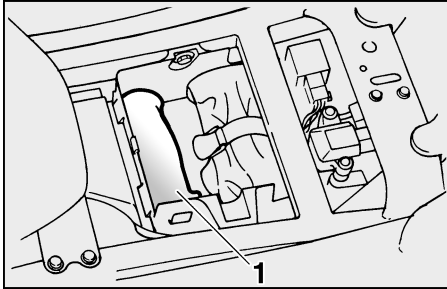
Use this table as a guide to match the suspension and damping adjustments of the front fork and shock absorber assembly according to various load conditions.

Load condition	Front fork adjustment			Shock absorber assembly adjustment	
	Spring preload	Compression damping force	Rebound damping force	Spring preload	Rebound damping force
Rider only	3	12	12	SOFT	10
With passenger or cargo	3	12	8-10	HARD	6-8

EC000015

CAUTION:

Never attempt to turn an adjusting mechanism beyond the maximum or minimum settings.



1. Plastic bag containing locks

EAU04043

Locks for the optional side cases and travel trunk

There are three locks in a plastic bag located beside the owner's tool kit. When used to replace the locks of the optional side cases and travel trunk, which can be obtained at a Yamaha dealer, these locks can be operated with the ignition key. Keep these locks in a safe place to prevent losing them.

Sidestand

The sidestand is located on the left side of the frame. Raise the sidestand or lower it with your foot while holding the motorcycle upright.

NOTE:

The built-in sidestand switch is part of the ignition circuit cut-off system, which cuts the ignition in certain situations. (See further down for an explanation of the ignition circuit cut-off system.)

! WARNING

The motorcycle must not be ridden with the sidestand down, or if the sidestand cannot be properly moved up (or does not stay up), otherwise the sidestand could contact the ground and distract the operator, resulting in a possible loss of control. Yamaha's ignition circuit cut-off system has been designed to assist the operator in fulfilling the responsibility of raising the sidestand before starting off. Therefore, check this system regularly as described below and have a Yamaha dealer repair it if it does not function properly.

INSTRUMENT AND CONTROL FUNCTIONS

EAU03741

EW000046

Ignition circuit cut-off system

The ignition circuit cut-off system (comprising the sidestand switch, clutch switch and neutral switch) has the following functions.

- It prevents starting when the transmission is in gear and the sidestand is up, but the clutch lever is not pulled.
- It prevents starting when the transmission is in gear and the clutch lever is pulled, but the sidestand is still down.
- It cuts the running engine when the transmission is in gear and the sidestand is moved down.

Periodically check the operation of the ignition circuit cut-off system according to the following procedure.

WARNING

- **The vehicle must be placed on the centerstand during this inspection.**
- **If a malfunction is noted, have a Yamaha dealer check the system before riding.**

INSTRUMENT AND CONTROL FUNCTIONS

With the engine turned off:
1. Move the sidestand down.
2. Make sure that the engine stop switch is set to “○”.
3. Turn the key to “ON”.
4. Shift the transmission into the neutral position.
5. Push the start switch.
Does the engine start?

NOTE: _____
This check is most reliable if performed with a warmed-up engine.

YES NO

The neutral switch may be defective.
The motorcycle should not be ridden until checked by a Yamaha dealer.

With the engine still running:
6. Move the sidestand up.
7. Keep the clutch lever pulled.
8. Shift the transmission into gear.
9. Move the sidestand down.
Does the engine stall?

YES NO

The sidestand switch may be defective.
The motorcycle should not be ridden until checked by a Yamaha dealer.

After the engine has stalled:
10. Move the sidestand up.
11. Keep the clutch lever pulled.
12. Push the start switch.
Does the engine start?

YES NO

The clutch switch may be defective.
The motorcycle should not be ridden until checked by a Yamaha dealer.

The system is OK. **The motorcycle can be ridden.**

Pre-operation check list 4-1

PRE-OPERATION CHECKS

The condition of a vehicle is the owner's responsibility. Vital components can start to deteriorate quickly and unexpectedly, even if the vehicle remains unused (for example, as a result of exposure to the elements). Any damage, fluid leakage or loss of tire air pressure could have serious consequences. Therefore, it is very important, in addition to a thorough visual inspection, to check the following points before each ride.

Pre-operation check list

ITEM	CHECKS	PAGE
Fuel	<ul style="list-style-type: none">• Check fuel level in fuel tank.• Refuel if necessary.• Check fuel line for leakage.	3-9
Engine oil	<ul style="list-style-type: none">• Check oil level in engine.• If necessary, add recommended oil to specified level.• Check vehicle for oil leakage.	6-9-6-11
Final gear oil	<ul style="list-style-type: none">• Check vehicle for oil leakage.	6-12
Coolant	<ul style="list-style-type: none">• Check coolant level in reservoir.• If necessary, add recommended coolant to specified level.• Check cooling system for leakage.	6-13-6-14
Front brake	<ul style="list-style-type: none">• Check operation.• If soft or spongy, have Yamaha dealer bleed hydraulic system.• Check fluid level in reservoir.• If necessary, add recommended brake fluid to specified level.• Check hydraulic system for leakage.	6-21, 6-23-6-25
Rear brake	<ul style="list-style-type: none">• Check operation.• If soft or spongy, have Yamaha dealer bleed hydraulic system.• Check fluid level in reservoir.• If necessary, add recommended brake fluid to specified level.• Check hydraulic system for leakage.	6-21-6-25

4

PRE-OPERATION CHECKS

ITEM	CHECKS	PAGE
Clutch	<ul style="list-style-type: none"> • Check operation. • If soft or spongy, have Yamaha dealer bleed hydraulic system. • Check fluid level in reservoir. • If necessary, add recommended brake fluid to specified level. • Check hydraulic system for leakage. 	6-20, 6-25
Throttle grip	<ul style="list-style-type: none"> • Make sure that operation is smooth. • Lubricate throttle grip, housing and cables if necessary. • Check free play. • If necessary, have Yamaha dealer make adjustment. 	6-17, 6-25
Wheels and tires	<ul style="list-style-type: none"> • Check for damage. • Check tire condition and tread depth. • Check air pressure. • Correct if necessary. 	6-17-6-20
Brake and shift pedals	<ul style="list-style-type: none"> • Make sure that operation is smooth. • Lubricate pedal pivoting points if necessary. 	6-25
Brake and clutch levers	<ul style="list-style-type: none"> • Make sure that operation is smooth. • Lubricate lever pivoting points if necessary. 	6-25
Centerstand, sidestand	<ul style="list-style-type: none"> • Make sure that operation is smooth. • Lubricate pivots if necessary. 	6-26
Chassis fasteners	<ul style="list-style-type: none"> • Make sure that all nuts, bolts and screws are properly tightened. • Tighten if necessary. 	—
Instruments, lights, signals and switches	<ul style="list-style-type: none"> • Check operation. • Correct if necessary. 	—
Sidestand switch	<ul style="list-style-type: none"> • Check operation of ignition circuit cut-off system. • If system is defective, have Yamaha dealer check vehicle. 	3-16

PRE-OPERATION CHECKS

NOTE:

Pre-operation checks should be made each time the motorcycle is used. Such an inspection can be accomplished in a very short time; and the added safety it assures is more than worth the time involved.

EWA00033

⚠ WARNING

If any item in the Pre-operation check list is not working properly, have it inspected and repaired before operating the motorcycle.

OPERATION AND IMPORTANT RIDING POINTS

Starting and warming up a cold engine	5-1
Shifting	5-2
Tips for reducing fuel consumption	5-3
Engine break-in	5-3
Parking	5-4

EAU00373

EAU04096

ECA00083

⚠ WARNING

- Become thoroughly familiar with all operating controls and their functions before riding. Consult a Yamaha dealer regarding any control or function that you do not thoroughly understand.
- Never start the engine or operate it in a closed area for any length of time. Exhaust fumes are poisonous, and inhaling them can cause loss of consciousness and death within a short time. Always make sure that there is adequate ventilation.
- Before starting out, make sure that the sidestand is up. If the sidestand is not raised completely, it could contact the ground and distract the operator, resulting in a possible loss of control.

Starting and warming up a cold engine

In order for the ignition circuit cut-off system to enable starting, one of the following conditions must be met:

- The transmission is in the neutral position.
- The transmission is in gear with the clutch lever pulled and the sidestand up.

EW000054

⚠ WARNING

- Before starting the engine, check the function of the ignition circuit cut-off system according to the procedure described on page 3-18.
- Never ride with the sidestand down.

1. Turn the key to "ON" and make sure that the engine stop switch is set to "○".

CAUTION:

The oil level warning light and engine trouble warning light should come on for a few seconds, then go off. If a warning light does not go off, see pages 3-2 and 3-3 for the corresponding warning light circuit check.

2. Shift the transmission into the neutral position.

NOTE:

When the transmission is in the neutral position, the neutral indicator light should be on, otherwise have a Yamaha dealer check the electrical circuit.

3. Start the engine by pushing the start switch.

OPERATION AND IMPORTANT RIDING POINTS

EC000048

NOTE:

If the engine fails to start, release the start switch, wait a few seconds, and then try again. Each starting attempt should be as short as possible to preserve the battery. Do not crank the engine more than 10 seconds on any one attempt.

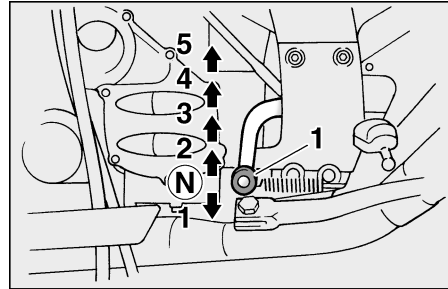
ECA00045

CAUTION:

For maximum engine life, never accelerate hard when the engine is cold!

NOTE:

The engine is warm when it quickly responds to the throttle.



1. Shift pedal
- N. Neutral position

EAU00423

Shifting

Shifting gears lets you control the amount of engine power available for starting off, accelerating, climbing hills, etc.

The gear positions are shown in the illustration.

NOTE:

To shift the transmission into the neutral position, press the shift pedal down repeatedly until it reaches the end of its travel, and then slightly raise it.

CAUTION:

- Even with the transmission in the neutral position, do not coast for long periods of time with the engine off, and do not tow the motorcycle for long distances. The transmission is properly lubricated only when the engine is running. Inadequate lubrication may damage the transmission.
- Always use the clutch while changing gears to avoid damaging the engine, transmission, and drive train, which are not designed to withstand the shock of forced shifting.

OPERATION AND IMPORTANT RIDING POINTS

Tips for reducing fuel consumption

EAU03952

Fuel consumption depends largely on your riding style. Consider the following tips to reduce fuel consumption:

- Thoroughly warm up the engine.
- Shift up swiftly, and avoid high engine speeds during acceleration.
- Do not rev the engine while shifting down, and avoid high engine speeds with no load on the engine.
- Turn the engine off instead of letting it idle for an extended length of time (e.g., in traffic jams, at traffic lights or at railroad crossings).

Engine break-in

EAU01128

There is never a more important period in the life of your engine than the period between 0 and 1,600 km. For this reason, you should read the following material carefully.

Since the engine is brand new, do not put an excessive load on it for the first 1,600 km. The various parts in the engine wear and polish themselves to the correct operating clearances. During this period, prolonged full-throttle operation or any condition that might result in engine overheating must be avoided.

0–1,000 km

EAU04032*

Avoid prolonged operation above 5,000 r/min.

1,000–1,600 km

Avoid prolonged operation above 6,000 r/min.

EC000056*

CAUTION:

After 1,000 km of operation, the engine oil and final gear oil must be changed, and the oil filter cartridge replaced.

1,600 km and beyond

The vehicle can now be operated normally.

EC000053

CAUTION:

- Keep the engine speed out of the tachometer red zone.
 - If any engine trouble should occur during the engine break-in period, immediately have a Yamaha dealer check the vehicle.
-

EAU00461

Parking

When parking, stop the engine, and then remove the key from the main switch.

EW000058

WARNING

- Since the engine and exhaust system can become very hot, park in a place where pedestrians or children are not likely to touch them.
- Do not park on a slope or on soft ground, otherwise the motorcycle may overturn.

EC000062

CAUTION:

Never park in an area where there are fire hazards such as grass or other flammable materials.

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