

When installing the rear wheel, be sure the splines on the wheel hub fit into the final gear case. Make sure there is an enough gap between the disc pads for the brake disc.

Always use a new cotter pin when re-assembling rear axle nut.

Axle nut: 15.0 m-kg (108 ft-lb)
Axle pinch bolt: 0.60 m-kg (4 ft-lb)



A. Charging Circuit Diagram

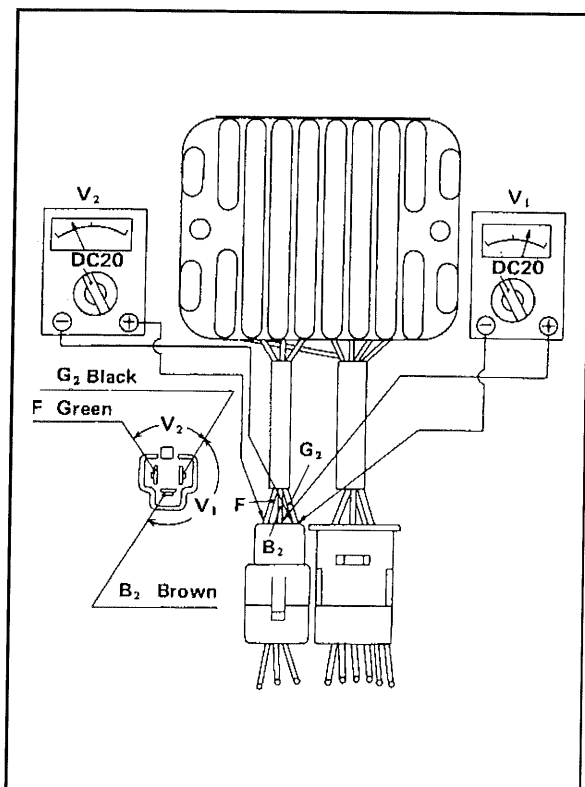
Rectifier is combined with the Voltage Regulator in the same housing.



The regulator has been changed from a mechanical-point type to an IC(Integrated Circuit) type. The IC Voltage Regulator is a small and normally very reliable component. Due to its construction, it is lightweight and free from the wear and misadjustment associated with mechanical voltage regulators. If the following inspection reveals that the regulator is faulty, it cannot be adjusted and must be replaced.

1. Measure the specific gravity of the battery fluid. If it is **less** than 1.26, remove the battery and recharge until it is more than 1.26.
2. Remove the left hand side cover.
3. Check the battery terminals and couplers for looseness.
4. Connect two Yamaha pocket testers to the regulator coupler as illustrated.

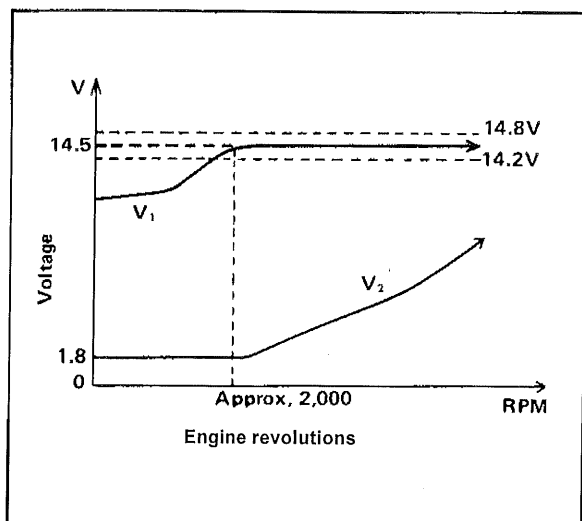
Beware of short-circuiting when connecting tester lead wires to the coupler.



5. Turn the main switch on. Make sure that V2 is less than 1.8V.

NOTE: _____
Do not turn on lights or signals.

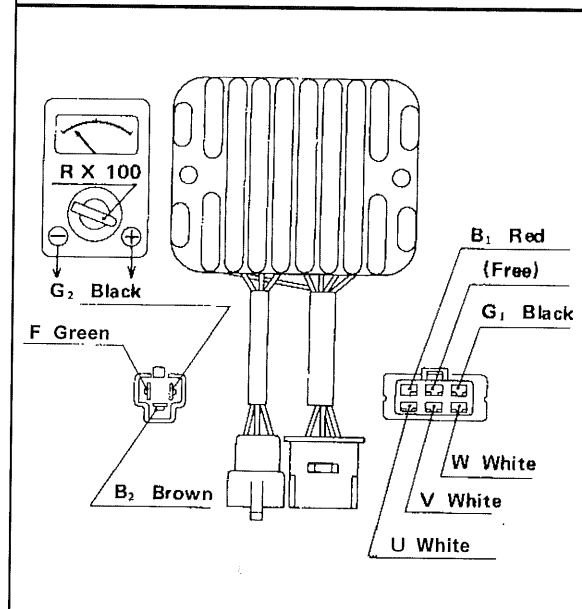
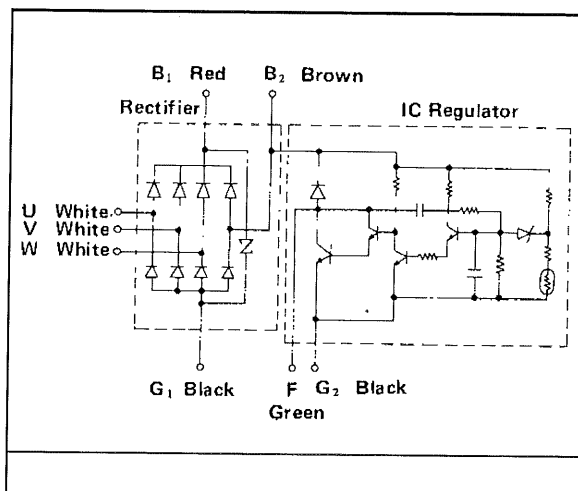
6. Make sure that V2 gradually increases up to 9 ~ 11V when the engine is started and its revolutions go up.
7. Make sure that V1 keeps the level of 14.2 ~ 14.8V even when engine revolutions increase.



8. If these levels are not maintained, the regulator is defective and must be replaced.

Checking Silicon Rectifier

1. Check silicon rectifier as specified using Yamaha pocket tester.



Checking element	Pocket tester connecting point		Good	Replace (element shorted)	Replace (element opened)
	(+) Red	(-) Black			
D ₁	B ₁	U	O	O	X
	U	01	X	O	X
D ₂	B ₁	V	O	O	X
	V	B ₁	X	O	X
D ₃	B ₁	W	O	O	X
	W	B ₁	X	O	X