YAMAHA

GTS1000AF
GTS1000AFC

SUPPLEMENTARY SERVICE MANUAL

LIT-11616-09-19

4HH-28197-22

FOREWORD

This Supplementary Service Manual has been prepared to introduce new service and data for the GTS1000AF/GTS1000AFC. For complete service information procedures it is necessary to use this Supplementary Service Manual together with the following manual.

GTS1000AE/GTS1000AEC SERVICE MANUAL: 4HH-28197-21 (4HH-AE1)
GTS1000AE/GTS1000AEC SERVICE MANUAL –NEW FEATURES–: 4HH-28197-21 (4HH-AE1)

GTS1000AF/GTS1000AFC
SUPPLEMENTARY
SERVICE MANUAL
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NOTICE

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

for USA, California

This model has been designed and manufactured to perform within certain specifications in regard to performance and emissions. proper service with correct tools in necessary to ensure that the motorcycle will operate as designed. If there is any question about a service procedure, it is imperative that you contact a Yamaha dealer for any service information changes that apply to this model. This policy is intended to provide the customer with the most satisfaction from his motorcycle and to conform with federal environmental quality objectives.

Yamaha Motor Company, Ltd. is continually striving to improve all models manufactured by Yamaha. Modifications and significant changes in specifications or procedures will be forwarded to all Authorized Yamaha dealers and will, where applicable, appear in future editions of this manual.

NOTE:
For USA, California:
This Service Manual contains information regarding peroodic maintenance to the emission control system. Please read this material carefully.

PARTICULARY IMPORTANT INFORMATION

This material is distinguished by the following notation.

⚠	The Safety Alert Symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!
⚠ WARNING	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.

HOW TO USE THIS MANUAL

CONSTRUCTION OF THIS MANUAL

This manual consists of chapters for the main categories of subjects. (See "Illustrated symbols")

1st title ①: This is a chapter with its symbol on the upper right of each page.

2nd title ②: This title appears on the upper of each page on the left of the chapter symbol. (For the chapter "Periodic inspection and adjustment" the 3rd title appears.)

3rd title ③: This is a final title.

MANUAL FORMAT

All of the procedures in this manual are organized in a sequential, step-by-step format. The information has been compiled to provide the mechanic with an easy to read, handy reference that contains comprehensive explanations of all disassembly, repair, assembly, and inspections.

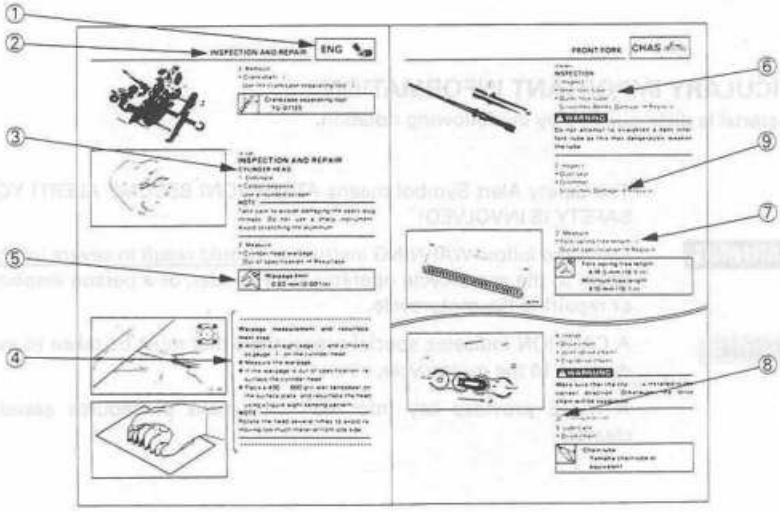
A set of particularly important procedure ④ is placed between a line of asterisks "✱" with each procedure preceded by "●".

IMPORTANT FEATURES

- Data and a special tool are framed in a box preceded by a relevant symbol ⑤.
- An encircled numeral ⑥ indicates a part name, and an encircled alphabetical letter data or an alignment mark ⑦, the others being indicated by an alphabetical letter in a box ⑧.
- A condition of a faulty component will precede an arrow symbol and the course of action required the symbol ⑨.

EXPLODED DIAGRAM

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





ILLUSTRATED SYMBOLS
(Refer to the illustration)

Illustrated symbols ① to ⑨ are designed as thumb tabs to indicate the chapter's number and content.

① General information
② Specifications
③ Periodic inspection and adjustment
④ Engine
⑤ Cooling system
⑥ Carburetion
⑦ Chassis
⑧ Electrical
⑨ Troubleshooting

Illustrated symbols ⑩ to ⑯ are used to identify the specifications appearing in the text.

⑩ Filling fluid
⑪ Lubricant
⑫ Special tool
⑬ Tightening
⑭ Wear limit, clearance
⑮ Engine speed
⑯ Ω,V,A

Illustrated symbols ⑰ to ㉓ in the exploded diagram indicate grade of lubricant and location of lubrication point.

⑰ Apply engine oil
⑱ Apply gear oil
⑲ Apply molybdenum disulfide oil
⑳ Apply wheel bearing grease
㉑ Apply lightweight lithium-soap base grease
㉒ Apply molybdenum disulfide grease
㉓ Apply locking agent (LOCTITE®)
㉔ Use new one

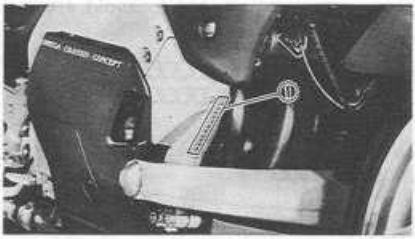
CONTENTS

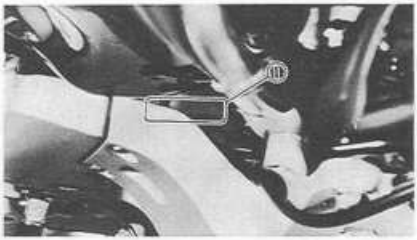
GENERAL INFORMATION 1
- MOTORCYCLE IDENTIFICATION 1
  - VEHICLE IDENTIFICATION NUMBER 1
  - ENGINE SERIAL NUMBER 1
- SPECIAL TOOLS 2
  - FOR CHASSIS SERVICE 2

SPECIFICATIONS 3
- GENERAL SPECIFICATIONS 3
- MAINTENANCE SPECIFICATIONS 4
  - CHASSIS 4

CHASSIS 7
- FRONT WHEEL 7
  - DYNAMIC WHEEL BALANCE ADJUSTMENT 7
- REAR WHEEL 8
  - INSTALLATION 8
- REAR SHOCK ABSORBER AND SWINGARM 10
  - HANDLING NOTES 11
  - NOTES ON DISPOSAL 11
  - REMOVAL 11
  - INSPECTION 16
  - INSTALLATION 17

ELECTRONIC FUEL INJECTION (EFI) 20
- TROUBLE SHOOTING 20





GENERAL INFORMATION

MOTORCYCLE IDENTIFICATION

VEHICLE IDENTIFICATION NUMBER (For E)

The vehicle identification number ① is stamped into the frame.

Starting serial number:
JYA4HHE0*RA003101 (USA)
JYA4HHC0*RA004101 (California)
JYA4HHN0*RA005101 (CDN)
JYA4HJT0*RA001101 (AUS, NZ)

NOTE:
The vehicle identification number is used to identify your motorcycle and may be used to register your motorcycle with the licensing authority in your state.

ENGINE SERIAL NUMBER

The engine serial number ① is stamped into crankcase.

Starting serial number:
4HH-003101 (USA)
4HH-004101 (California)
4HH-005101 (CDN)
4HJ-001101 (AUS, NZ)

NOTE:
- The first three digits of these numbers are for model identification; the remaining digits are the unit production number.
- Designs and specifications are subject to change without notice.

SPECIAL TOOLS

The proper special tools are necessary for complete and accurate tune-up and assembly. Using the correct special tool will help prevent damage caused by the use of improper tools or improvised techniques. The shape and part number used for the special tool differ by country, so two types are provided.

FOR CHASSIS SERVICE

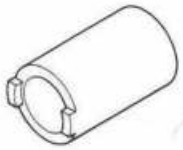
Refer to the list provided to avoid errors when placing an order.

PN. YM- □□□□□, YU-□□□□□
YS- □□□□□, YK-□□□□□
ACC-□□□□□
} For Us, CDN

P/N. 90890-□□□□□
} Except for US, CDN

1

Pivot shaft wrench
P/N. YM-01457
90890-01457



This tool is used to remove and install the swingarm.

SPECIFICATIONS

GENERAL SPECIFICATIONS

Model	GTS1000AF/GTS1000AFC
Model code number:	GTS1000AF: 4HH4 (USA) GTS1000AFC: 4HH5 (California) GTS1000AF: 4HH6 (CDN) GTS1000AF: 4HJ2 (AUS) (NZ)
Vehicle identification number:	JYA4HHE0*RA003101 (USA) JYA4HHC0*RA004101 (California) JYA4HHN0*RA005101 (CDN) JYA4HJT0*RA001101 (AUS)(NZ)
Engine starting number:	4HH-003101 (USA) 4HH-004101 (California) 4HH-005101 (CDN) 4HJ-001101 (AUS)(NZ)

MAINTENANCE SPECIFICATIONS

CHASSIS

Model		GTS1000AF/GTS1000AFC
Front suspension:		
Shock absorber travel		57.5 mm (2.26 in)
Fork spring free length		191.5 mm (7.5 in)
Spring rate	(K1)	60 N/mm (6.0 kg/mm 336 lb/in)
	(K2)	100 N/mm (10.0 kg/mm 560 lb/in)
Stroke	(K1)	0 ~ 45 mm (0.00 ~ 1.77 in)
	(K2)	45 ~ 57.5 mm (1.77 ~ 1.97 in)
Spring color code		BLACK
Optional spring		No
Oil grade		Suspension oil "01" or equivalent
Enclosed gas / air pressure (STD)		1,000 kPa (10 kg/cm², 142 psi)

Tightening torques

Part to be tightened	Thread size	Tightening torque			Remarks
		Nm	m-kg	ft-lb	
Lower arm and frame (L)	M18	105	10.5	75	
Lower arm and frame (R)	M16	105	10.5	75	
Camber adjuster locknut	M18	23	2.3	17	Use lock washer
Upper arm and frame	M10	40	4.0	29	
Front shock absorber and lower arm	M10	40	4.0	29	
Front shock absorber and frame	M16	105	10.5	75	
Ball joint #1 and knuckle arm	M12	53	5.3	38	
Ball joint #1 and upper arm	M10	40	4.0	29	
Ball joint #2 and knuckle arm	M12	78	7.8	56	
Ball joint #2 and lower arm	M12	78	7.8	56	
B. ,oint #2 stopper bolt	M6	6.5	0.65	4.7	
Steering tube connecting plate (upper and lower)	M8	23	2.3	17	
Steering stem ring nuts	M25	18	1.8	13	See NOTE
Handle crown and steering stem	M22	110	11.0	80	
Handle crown and pinch bolt	M6	11	1.1	8.0	
Handle crown and handlebar	M8	28	2.8	20	
Master cylinder holder (brake and clutch)	M6	9	0.9	6.5	
Engine mounting:					
Mounting bolt (rear lower)	M10	55	5.5	40	
Mounting bolt (front upper)	M10	55	5.5	40	
Bolt (mounting bracket)	M10	40	4.0	29	
Mounting bolt (rear upper)	M10	55	5.5	40	
Bolt (main frame center beam)	M10	40	4.0	29	④
Bolt ain frame center beam-steering frame)	M10	55	5.5	40	
Bolt (reinforcement tube-front)	M10	55	5.5	40	
Bolt (reinforcement tube-rear)	M10	49	4.9	35	⑤
Mounting bolt (center)	M10	40	4.0	29	
Mounting bolt (front lower)	M10	55	5.5	40	
Pinch bolt (rear upper)	M8	15	1.5	11	
Pinch bolt (center)	M8	15	1.5	11	
Pinch bolt (cross tube)	M8	28	2.8	20	
Cover (main frame)	M8	10	1.0	7.2	
Front frame and frame	M10	55	5.5	40	
Rear frame and frame	M10	55	5.5	40	
Pivot shaft (swingarm)	M18	130	13.0	94	
Relay arm and frame	M10	47	4.7	34	
Relay arm and connecting arm	M12	50	5.0	36	
Swingarm and connecting arm	M12	50	5.0	36	
Rear shock absorber and relay arm	M10	40	4.0	29	
Rear shock absorber and frame	M10	40	4.0	29	

Part to be tightened	Thread size	Tightening torque			Remarks
		Nm	m·kg	ft·lb	
Chain case and swingarm	M6	7	0.7	5.1	
Chain case and rear fender	M6	7	0.7	5.1	
Rear fender and swingarm (front)	M6	7	0.7	5.1	
Rear fender and swingarm (rear)	M8	19	1.9	13	
Fuel tank (front)	M8	23	2.3	17	
Fuel tank (rear)	M8	16	1.6	11	
Fuel pump and fuel tank	M5	4	0.4	2.9	
Fuel sender and fuel tank	M5	4	0.4	2.9	
Drain bolt (fuel tank)	M8	16	1.6	11	
Front foot rest and frame	M8	28	2.8	20	
Rear foot rest and bracket (foot rest)	M8	28	2.8	20	
Bracket (foot rest) and frame	M10	40	4.0	29	
Bracket (foot rest) and rear frame	M10	54	5.4	39	
Rear master cylinder and bracket	M8	23	2.3	17	
Rear brake pedal and brake shaft	M6	8	0.8	5.8	
Shift pedal link and shift shaft	M10	40	4.0	29	
Sidestand	M10	46	4.6	33	
Sidestand locknut	M10	39	3.9	28	
Centerstand bracket	M10	55	5.5	40	
Centerstand	M10	55	5.5	40	
Front wheel axle	M24	90	9.0	65	
Front wheel	M12	95	9.5	68	
Rear wheel axle	M18	150	15.0	110	
Front brake caliper	M12	67	6.7	48	
Rear brake caliper	M10	35	3.5	25	
Break disc (front)	M8	20	2.0	14	
Brake disc (rear)	M8	22	2.2	16	
Rear wheel sprocket and hub	M10	60	6.0	43	
Brake hose union bolt	M10	25	2.5	18	
Chain puller locknut	M8	16	1.6	11	
Rear brake caliper bracket and swingarm	M8	49	4.9	35	
Front fender (upper and lower)	M6	6	0.6	4.3	
Front fender bracket and knuckle arm	M6	8	0.8	5.8	
Front wheel sensor	M8	23	2.3	17	
Rear wheel sensor	M8	23	2.3	17	GTS1000A
Hydraulic unit and bracket	M8	23	2.3	17	GTS1000A
Hydraulic unit and rear tank bracket	M8	16	1.6	11	GTS1000A
Hydraulic unit bracket and rear frame	M8	16	1.6	11	GTS1000A

NOTE:

1. First, tighten the ring nut approximately 52 Nm (5.2 m • kg, 37 ft • lb) by using the torque wrench, then loosen the ring nut one turn.
2. Retighten the ring nut to specification.

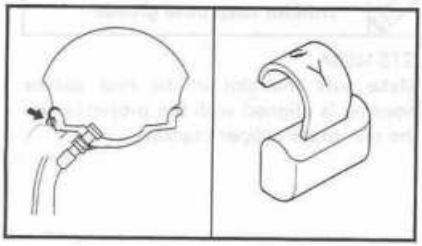
CHASSIS

FRONT WHEEL

DYNAMIC WHEEL BALANCE ADJUSTMENT

NOTE:

- After replacing the trie and/or wheel, wheel balance should be adjusted.
- Check and adjust the dynamic wheel balance with a general balancing machine.



CAUTION:

- **Attach the balancing weight on the spoke side of the rim.**
- **Use only genuine Yamaha parts. Genuine Yamaha balancing weights are marked with a punched-in "Y".**

Balancer weight parts number	Weight
4BH-25398-30	5 g (0.18 oz)
4BH-25398-40	10 g (0.35 oz)
4BH-25398-50	15 g (0.53 oz)
4BH-25398-60	20 g (0.71 oz)
4BH-25398-70	25 g (0.88 oz)
4BH-25398-80	30 g (1.06 oz)

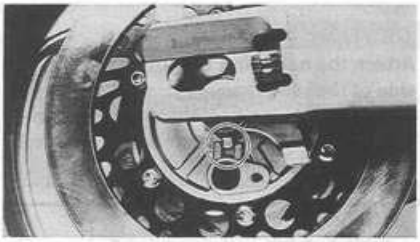
REAR WHEEL

INSTALLATION

Reverse the "Removal" procedure.
Note the following points.

1.Lubricate:
- Rear whell axle
- Bearings
- Oil seals

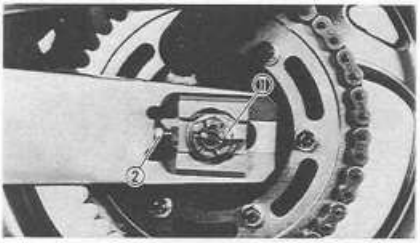
Recommended lubricant:
Lithium soap base grease



2.GTS1000A
Make sure the slot in the rear sensor housing is aligned with the projection on the rear brake caliper bracket.

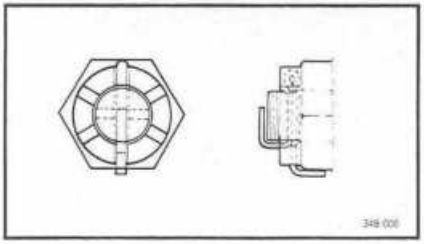
3.Adjust:
- Drive chain slack
  Refer to "DRIVE CHAIN SLACK ADJUSTMENT" in CHAPTER 3.

Drive chain slack:
10 ~ 20 mm (0.4 ~ 0.8 in)



4.Tighten:
- Axle nut ① (rear wheel)
- Lock nut ② (chain adjuster)

Axle nut (rear wheel):
150 Nm (15.0 m • kg, 110 ft • lb)
Lock nut (chain adjuster):
16 Nm (1.6 m • kg, 11 ft • lb)

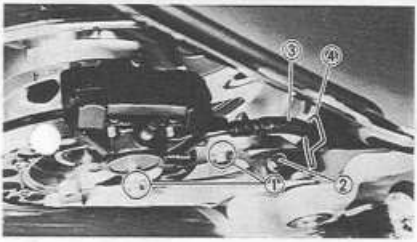


NOTE:
- Do not loosen the axle nut after torque tightening.
- If the axle nut groove is not aligned with the wheel axle cotter pin hole, align the groove to the hole by tightening up on the axle nut.

5. Install:
- Cotter pin

⚠ WARNING

Always use a new cotter pin on the axle nut.



6. Tighten:
- Bolts ① (brake caliper)
- Bolt ② (caliper bracket)

Bolt (brake caliper):
35 Nm (3.5 m • kg, 25 ft • lb)
Bolt (caliper bracket):
49 Nm (4.9 m • kg, 35 ft • lb)

⚠ WARNING

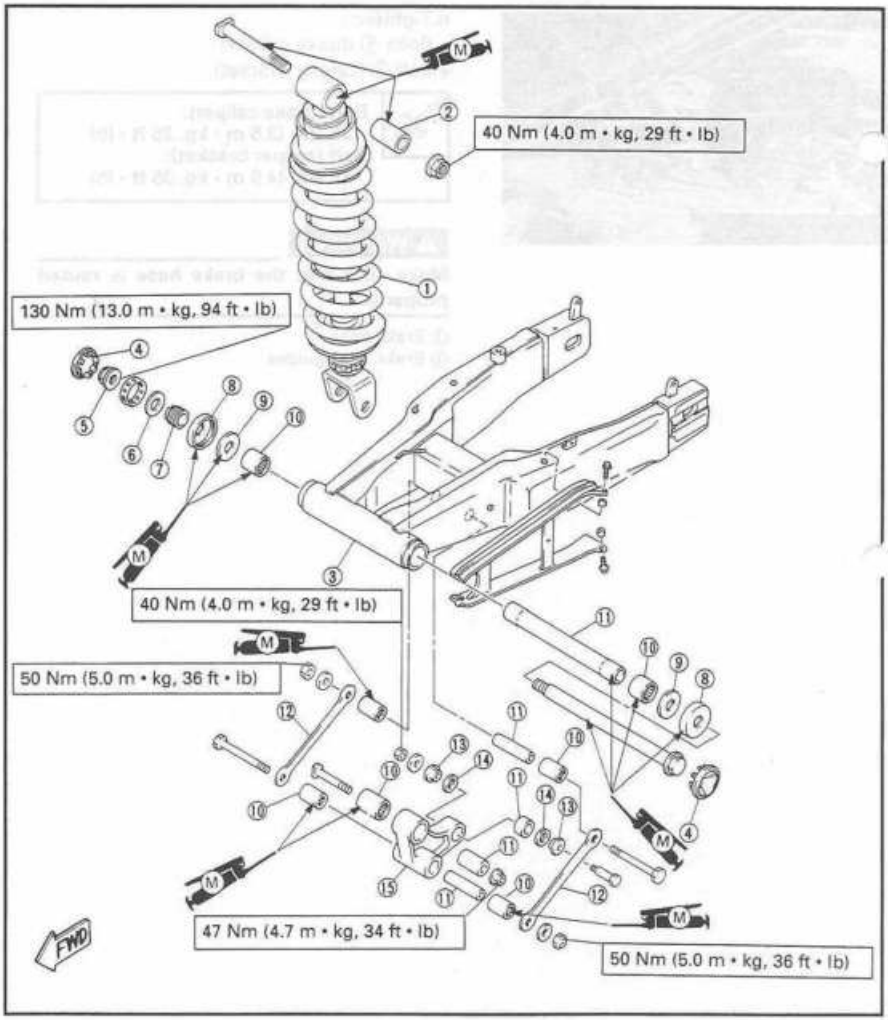
Make sure that the brake hose is routed properly.

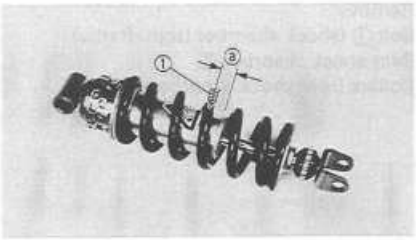
③ Brake hose
④ Brake hose guides

REAR SHOCK ABSORBER AND SWINGARM

① Shock absorber
② Collar
③ Swingarm
④ Pivot shaft cover
⑤ Nut
⑥ Washer
⑦ Fitting bolt
⑧ Thrust cover
⑨ Washer
⑩ Bearing
⑪ Collar
⑫ Connecting arm
⑬ Collar
⑭ Oil seal
⑮ Relay arm

NOTE:
Coat the bearings, bushings, thrust covers, oil seals, and collars with a liberal amount of molybdenum disulfide grease before installing. After installing, thoroughly wipe off excess grease.





HANDLING NOTES

⚠ WARNING

This shock absorber contains highly compressed nitrogen gas. 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.

1. **Do not tamper or attempt to open the cylinder assembly.**
2. **Do not subject shock absorber to an open flame or other high heat. This may cause the unit to explode due to excessive gas pressure.**
3. **Do not deform or damage the cylinder in any way. Cylinder damage will result in poor damping performance.**

NOTES ON DISPOSAL

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Shock absorber disposal steps:

Gas pressure must be released before disposing of the shock absorber. To do so, drill ① a 2 ~ 3 mm (0.08 ~ 0.12 in) hole through the cylinder wall at a point ⓐ 30 ~ 35 mm (1.2 ~ 1.4 in) from the end of the gas chamber.

⚠ WARNING

Wear eye protection to prevent eye damage from escaping gas and/or metal chips.

****

REMOVAL

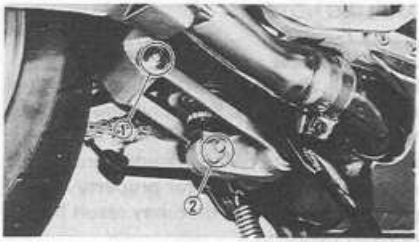
Rear shock absorber

⚠ WARNING

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

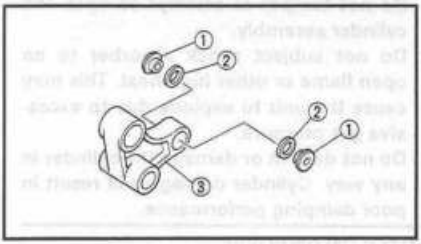
1. Place the motorcycle on the centerstand.
2. Remove:
   - Seat
   - Side covers

   Refer to "COWLINGS" in CHAPTER 3.



3.Remove:
- Bolt ① (connecting arm-swingarm)
- Bolt ② (relay arm-shock absorber (lower))

NOTE:
When removing the bolt ① (connecting arm -swingarm), hold the swingarm so that it does not drop downwards.



4.Remove:
- Collars ①
- Oil seals ② (from relay arm ③)



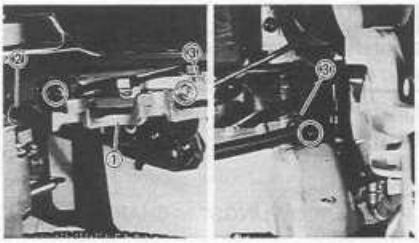
5.Remove:
- Bolt ① (shock absorber (top) -frame)
- Rear shock absorber ②
- Collars (rear shock absorber)

Swingarm

⚠ WARNING

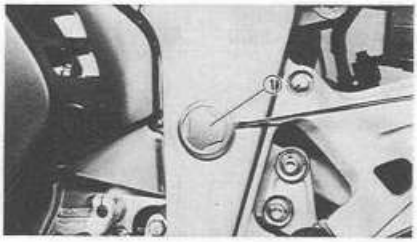
Securely support the motorcycle so there is no danger of it falling over.

1.Place the motorcycle on the centerstand.



2.Remove:
- Rear wheel
  Refer to "REAR WHEEL".
- Rear shock absorber
  Refer to "Rear Shock Absorber".

3.Remove:
- Caliper bracket ①
- Brake hose guide ②
- Holder ③

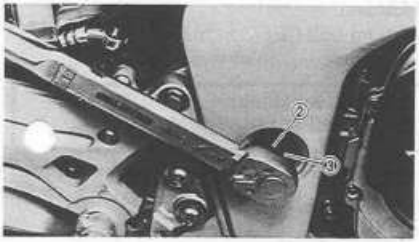


4.Check:
- Swingarm free play

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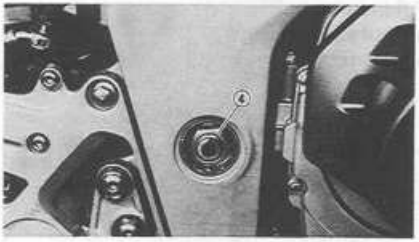
Inspection steps:

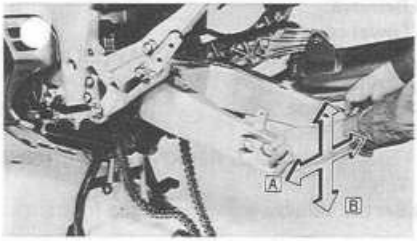
- Remove the pivot shaft covers ① (left and right), using a thin screw driver.



- Check the tightening torque of the fitting bolt ② and pivot shaft (swingarm) securing nut ④.
  Use the pivot shaft wrench ③

	Pivot shaft wrench: **YM-01457/90890-01457**
	Fitting bolt: **20 Nm (2.0 m • kg, 14 ft • lb)** **Nut (swingarm-pivot shaft):** **130 Nm (13.0 m • kg, 94 ft • lb)**



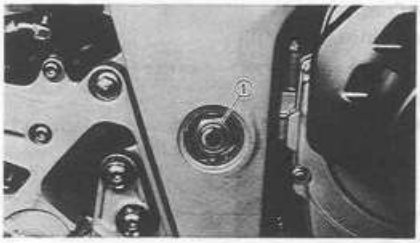


- Check the swingarm side play [A] by moving it from side to side.
  If side play is noticeable, check the collar, bearing, washer and thrust cover.

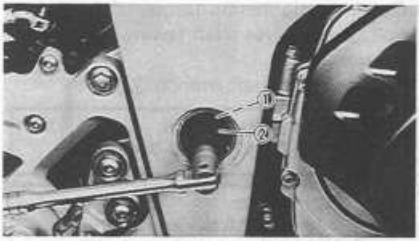
	Side play (at end of swingarm): **1.0 mm (0.04 in)**

- Check the swingarm vertical movement [B] by moving it up and down.
  If vertical movement is tight, binding or rough, check the collar, bearing, washer and thrust cover.

****

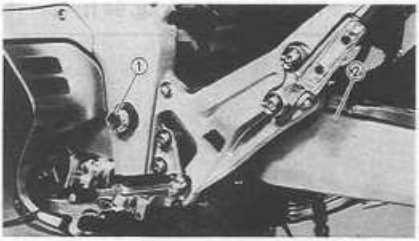


5.Remove:
- Nut ① (pivot shaft)
- Washer



6.Loosen:
- Fitting bolt ①
  Use the pivot shaft wrench ②

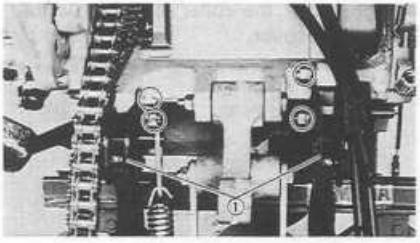
	Pivot shaft wrench: **YM-01457/90890-01457**



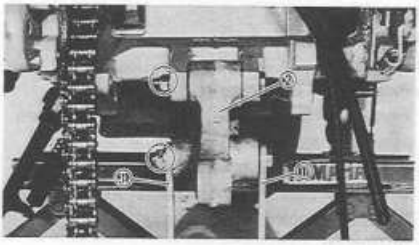
7.Remove:
- Pivot shaft ①
- Swingarm ②

8.Remove:
- Lower cowling
  Refer to "COWLINGS" in CHAPTER 3.
- Muffler
- Exhaust pipe
- Exhaust chamber
  Refer to "ENGINE REMOVAL" in CHAPTER 4.

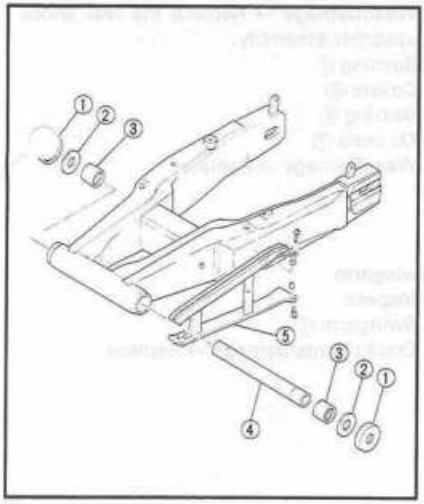
9.Set the suitable stand under the frame



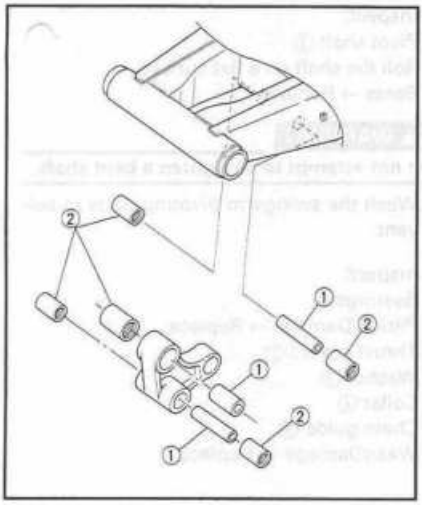
10.Remove:
- Centerstand ①



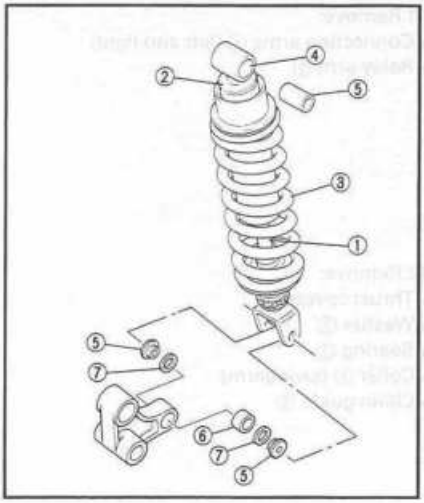
11.Remove:
- Connecting arms ① (left and light)
- Relay arm ②



12.Remove:
- Thrust covers ①
- Washer ②
- Bearing ③
- Coller ④ (swingarm)
- Chain guide ⑤



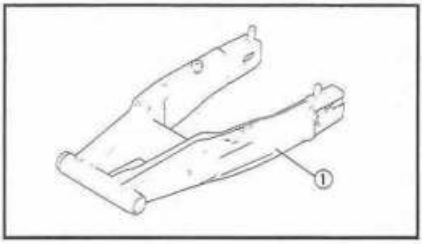
13.Remove:
- Collars ①
- Bearings ②



INSPECTION

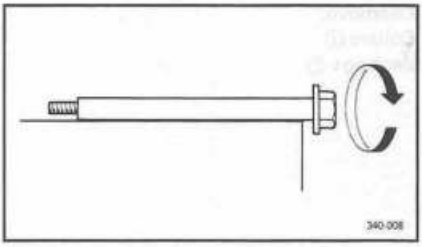
Rear Shock Absorber

1. Inspect:
- Rear shock absorber rod ①
  Bents/Damage → Replace the rear shock absorber assembly.
- Rear shock absorber ②
  Oil leaks/Gas leaks/Damage → Replace the rear shock absorber assembly.
- Spring ③
  Wear/Damage → Replace the rear shock absorber assembly.
- Bushing ④
- Collars ⑤
- Bearing ⑥
- Oil seals ⑦
  Wear/Damage → Replace.



Swingarm

1. Inspect:
- Swingarm ①
  Cracks/Bents/Damage → Replace.

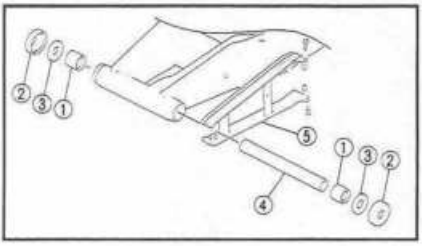


2. Inspect:
- Pivot shaft ①
  Roll the shaft on a flat surface.
  Bents → Replace.

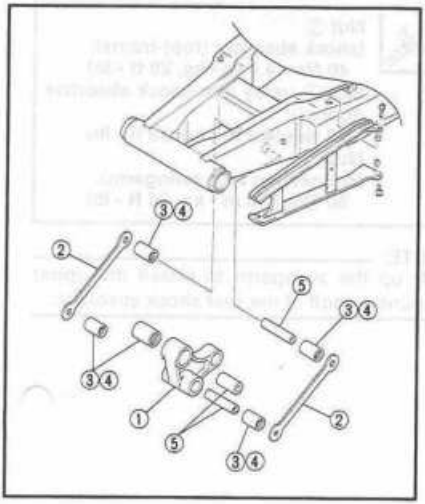
⚠ WARNING

Do not attempt to straighten a bent shaft.

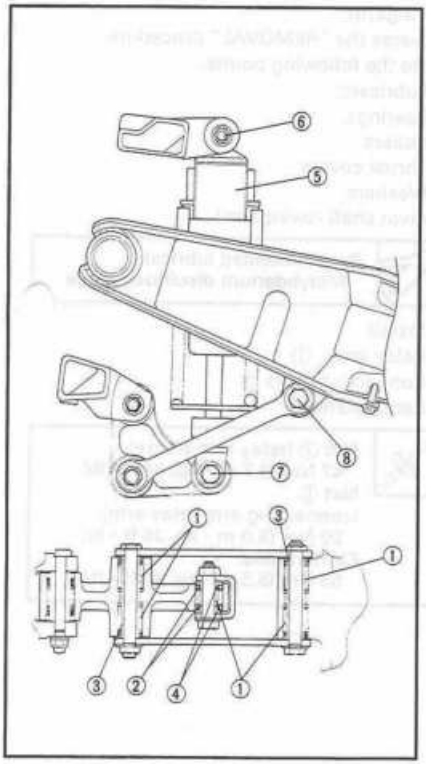
3. Wash the swingarm pivoting parts in solvent.



4. Inspect:
- Bearings ①
  Pitting/Damage → Replace.
- Thrust covers ②
- Washer ③
- Collar ④
- Chain guide ⑤
  Wear/Damage → Replace.



5.Inspect:
- Relay arm ①
- Connecting arms ②
  Bents/Cracks/Damage → Replace.
- Bearings ③
- Oil seals ④
  Wear/Damage → Replace.
- Collars ⑤ (relay arm and connecting arm)
  Wear/Scratches/Damage → Replace.



INSTALLATION

Rear Shock Absorber

Reverse the "REMOVAL" procedure.
Note the following points.

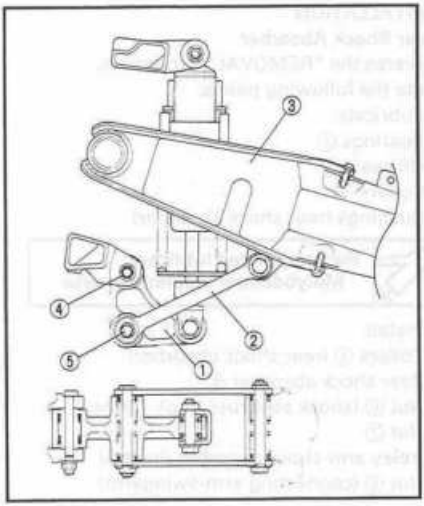
1.Lubricate:
- Bearings ①
- Oil seals ②
- Collars ③
- Bushings (rear shock absorber)

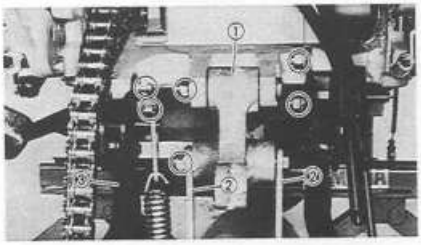
Recommended lubricant:
Molybdenum disulfide grease

2.Install:
- Collars ④ (rear shock absorber)
- Rear shock absorber ⑤
- Nut ⑥ (shock absorber (top) -frame)
- Nut ⑦
  (relay arm-shock absorber (lower))
- Nut ⑧ (connecting arm-swingarm)

Nut ⑥
(shock absorber (top)-frame):
40 Nm (4.0 m • kg, 29 ft • lb)
Nut ⑦ (relay arm-shock absorber (lower)):
40 Nm (4.0 m • kg, 29 ft • lb)
Nut ⑧
(connecting arm-swingarm):
50 Nm (5.0 m • kg, 36 ft • lb)

NOTE:
Lift up the swingarm to install the upper mounting bolt of the rear shock absorber.



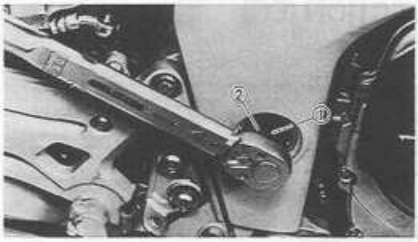


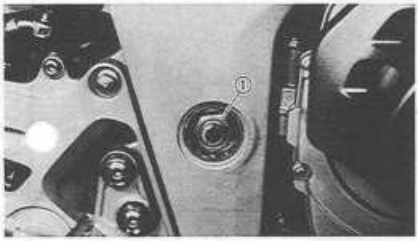
Swingarm
Reverse the "REMOVAL" procedure.
Note the following points.
1.Lubricate:
- Bearings
- Collars
- Thrust covers
- Washers
- Pivot shaft (swingarm)

Recommended lubricant:
Molybdenum disulfide grease

2.Install:
- Relay arm ①
- Connecting arms ②
- Centerstand ③

Nut ④ (relay arm-frame):
47 Nm (4.7 m • kg, 34 ft • lb)
Nut ⑤
(connecting arm-relay arm):
50 Nm (5.0 m • kg, 36 ft • lb)
Centerstand:
55 Nm (5.5 m • kg, 40 ft • lb)





3.Install:
- Swingarm
- Pivot shaft

4.Tighten:
- Fitting bolt ①

Use the pivot shaft wrench ②

	Pivot shaft wrench: **YM-01457/90890-01457**
	Fitting bolt: **20 Nm (2.0 m • kg, 14 ft • lb)**

5.Install:
- Washer
- Nut ① (pivot shaft)

	Pivot shaft: **130 Nm (13.0 m • kg, 94 ft • lb)**

6.Install:
- Rear shock absorber

Refer to "Rear shock absorber".
- Rear wheel

Refer to "REAR WHEEL".

7.Adjust:
- Drive chain slack

Refer to "DRIVE CHAIN SLACK ADJUSTMENT" in CHAPTER 3.

	Drive chain slack: **10 ~ 20 mm (0.4 ~ 0.8 in)**

ELECTRONIC FUEL INJECTION (EFI)

TROUBLE SHOOTING

D-3	INSPECTION BY THE DIAGNOSIS MODE

Diagnosis code 3	INSPECTION OF INTAKE AIR PRESSURE SENSOR	
Inspection item	Countermeasure	Reference items
Inspection method • Cancel the diagnosis mode by turning the main switch to OFF. • Turn ON the "ENGINE STOP" switch and main switch. • Start the engine and left it warm up for several minutes until the fast idling system cuts out. (950 ~ 1,050 r/min) • Stop the engine by turning the "ENGINE STOP" switch to OFF. • Set the diagnosis mode (Refer to "Method of setting the diagnosis mode in ECU": Page II-40) • Set the dignosis code 3. • Turn ON the "ENGINE STOP" switch. • Check the indication of the EFI warning light. • Turn off the "ENGINE STOP" switch. • Disconnect the fuel pump connector.	Output code (Throttle Fully close): 11 ~ 21 → Normal Other code → Check intake air pressure sensor/hose	"Conversion table" (PII-47) E-2-5