

(Top) Just undo one screw and the air filter can be inspected. (Above) The level of electrolyte in the battery should be checked regularly so that it does not fall below the bottom line.

ANYONE who has even an inkling of mechanical knowledge will realize when examining the Yamaha at close quarters that the standards maintained throughout manufacture are remarkably high. On top of this, the machine has been laid out in a thoughtful manner designed to take a lot of the aches and pains out of normal maintenance. The same care that has been lavished on the design should be applied with any mechanical work which the Yamaha requires.

The Yamaha owner certainly gets good encouragement when he opens his tool roll. Better than average, it includes two open-ended spanners and a much smaller one to which two feeler gauges are fitted, a two-ended ring spanner for heavier work, two box spanners, a pair of pliers and a screwdriver. The latter is worthy of particular mention for it has a double blade with facilities for unscrewing conventional and Phillips-headed screws, plus a further blade for loosening larger Phillips screws. Built into the handle is a nut head which makes it a simple matter to apply extra leverage on a stubborn screw, by using an open-ended spanner. All the tools are contained in a capacious and handy wallet.

# A LUNCH HOUR CHECK

In a compartment on the offside, is the battery. This is on the large size because it has to drive the starter motor as well. Although the instructions printed on the outside are in Japanese, the only thing of interest to the English rider are the two yellow lines running across the battery horizontally near the top. Every week, a check should be made to ensure that the level of the electrolytic fluid has not dropped below the lower line. If it has, top up with water until the level matches the upper line; distilled water is recommended.

## Electric Terminals

At regular intervals the battery terminals should be inspected for corrosion. This usually manifests itself with a white deposit and the terminals and pinch-bolt connectors should be scraped clean and covered in petroleum jelly. Pay particular attention to the earthing lead which attaches one of the terminals to the frame nearby. The connection must be kept tight at all times otherwise there will be a serious loss of output from the battery.

The corresponding compartment on the other side of the machine contains the voltage regulator, the ignition switch and a whole host of wires with snap connectors. In the event of the electrics failing suddenly this is the place to look as the main fuse is located here. The fuse is held in a glass envelope which in turn is contained within a plastics holder. The envelopes on either side contain spare fuses but, in the event of a blown fuse, always remember to check the wiring to ensure that there is no obvious short circuit which will promptly blow the replacement.

Under the excellent, large fuel tap there is a small bowl with a knurled rim. This should be unscrewed at weekly intervals with the fuel turned off and any sludge that has accumulated, washed out. After about six months make a running check with the fuel on to see that no leaks are developing at this point.

## Gearbox Oil

As a two-stroke, the Yamaha takes on engine lubrication in the conventional manner via the petrol. However, in view of its high performance characteristics there should be a constant check on the level of oil in the gearbox. Towards the rear offside top of the crankcase

is all the time you need  
to spend on the  
easy-to-maintain Yamaha

there is a 17mm. nut which acts as filler cap to the gearbox. The dipstick is supplied separately and should be carried with the small set of spares, also supplied with the machine, on the little tray in the nearside compartment. When draining the gearbox, loosen the filler cap nut as well as the 17mm. nut below in the centre of the crankcase base.

The legshields and engine fairings are all one piece of plastics material which is held to the frame by four 10mm. bolts with associated large cup-washers containing circlips of rubber. The plastics material is flexible, helps to deaden what little vibration there is when the engine is running hard, but the securing nuts and washers should always be kept tight.

Replacing the legshields and fairings is rather more tricky than taking it off, and the upper bolts should be inserted first. Note that both these bolts also hold small lugs for routing the control cables and these should be properly located before the bolts are tightened. The lower bolts engage with a plastics deflector plate installed below the horizontally inclined and deeply finned cylinder head.

Carburettor stripping is likely to be kept at a minimum because of the sludge trap below the fuel tap, but in any case its monobloc construction ensures that there are few complications when dismantling. Both fuel and air supply are very well protected to prevent dirt blocking the systems. The air supply is filtered by means of a paper element held in a canister attached to the frame and connected to the carburettor by a length of black rubber hose. The top of the canister lifts off and the element should be cleaned periodically, preferably with a garage air-line.

## No Hand Pump

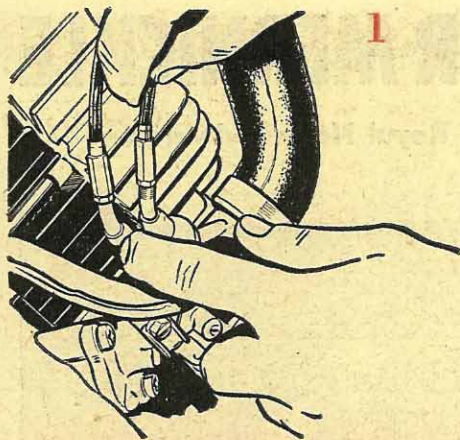
On the subject of garage air-lines, I noticed that the inner tube valves will fit a typical installation and so there should be no difficulty in keeping the tyres at their correct pressure. This is particularly gratifying in view of the fact that the Yamaha is supplied without a hand pump.

Brake adjustment is very simple and merely a matter of screwing up large knurled knobs at the end of the cable beyond the end of the brake pivot arm. The chain is tensioned by instantly recognizable adjusters.

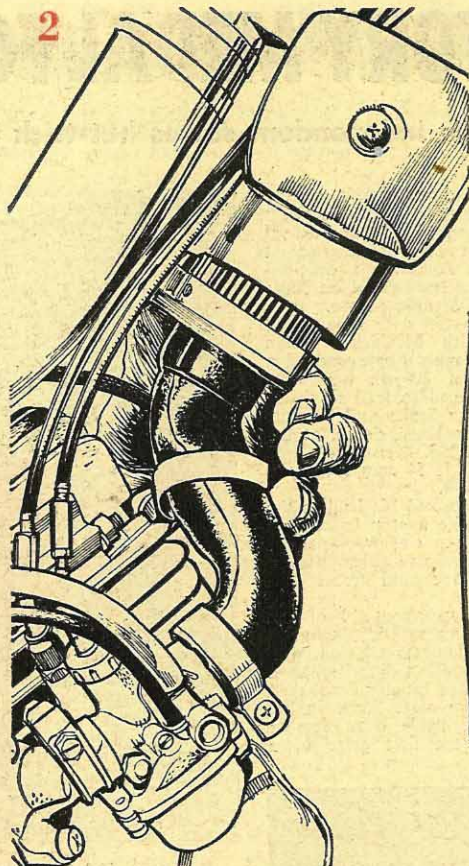
Both front and rear wheels are quickly detachable and once the nuts have been removed on the offside of each wheel the spindle can be withdrawn by putting a tommy-bar or strong screwdriver blade through the hole in the thickened nearside end of the spindle and pulling.

The Yamaha is one of the fastest mopeds tested by CYCLING AND MOPEDS and should be kept in good trim. This means, because it is a two-stroke, regular decarbonization. The cylinder does not present any problems and the silencer can be dismantled by disconnecting it from the exhaust pipe and loosening the small screw which points towards the nearside at the very top of the silencer.

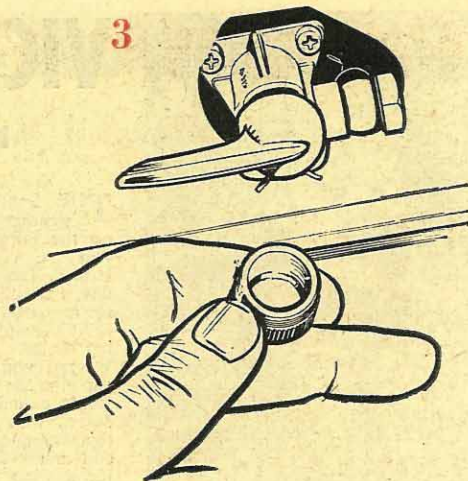
CENTAUR



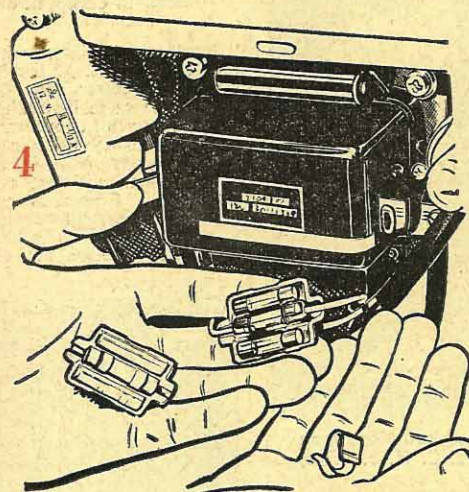
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# KNOW YOUR YAMAHA

George Grainger looks at more facets of maintaining this Japanese 'mokick'

1 These two stud-nuts adjust the cables which control throttle and engine tick-over settings. They will be easier to get at if the legshields are removed first.

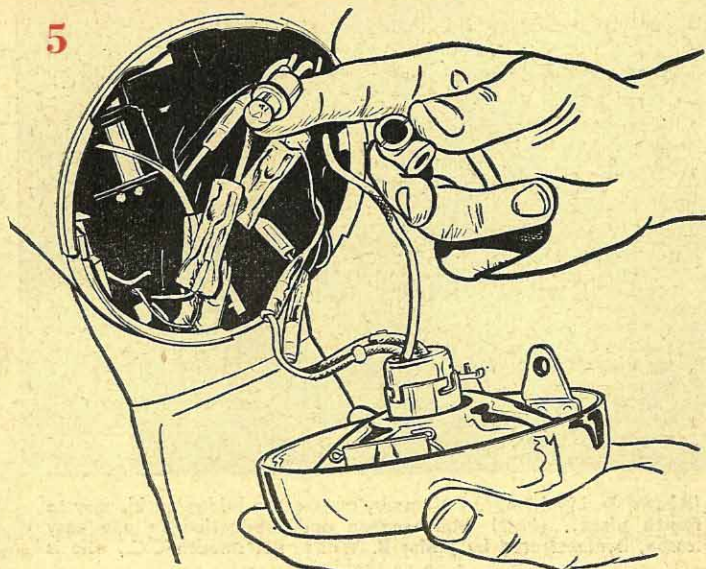
2 The air-filter, at first sight frighteningly impressive, may be removed for cleaning by undoing the single screw located at the bottom of the filter. The element should be washed in petrol.

3 Here is something unusual: a special sludge trap attached to the fuel tap. Remove and clean once a fortnight.

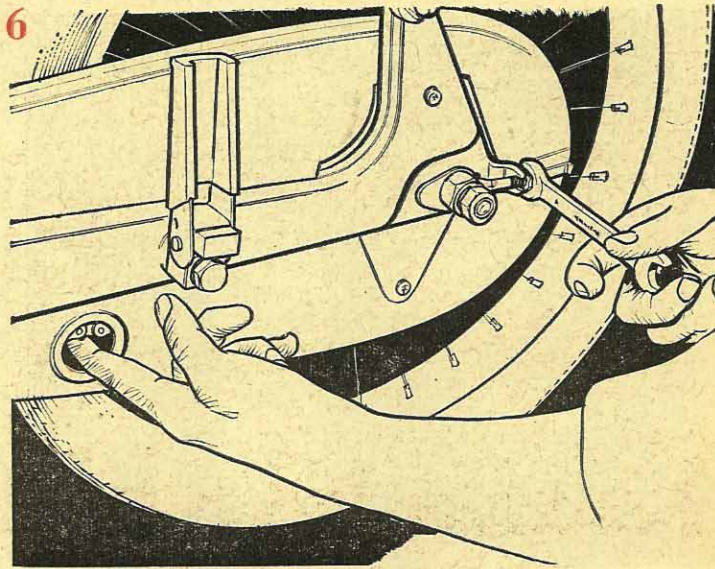
4 If lights or starter mysteriously fail, try the fuse box, located in the battery container. You will find two spare fuses inside the plastic fuse box.

5 Should the gearbox neutral indicator light fail, undo the single screw which retains the headlamp assembly and pull out the bulb which is embedded in a rubber grommet. The grommet can be pulled away and the bulb changed.

6 The chain is adjusted by the method used on most mopeds. Loosen the rear wheel spindle both sides and tighten up the chain adjusters by the same number of turns each side of the wheel. There should be  $\frac{3}{8}$  in. play in the chain when it is correctly tensioned.

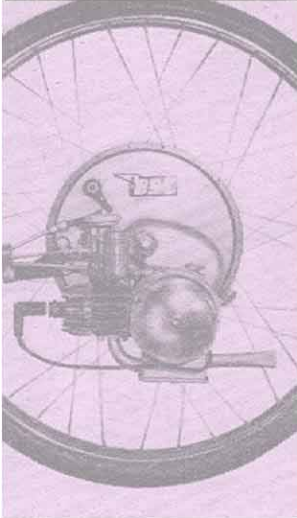
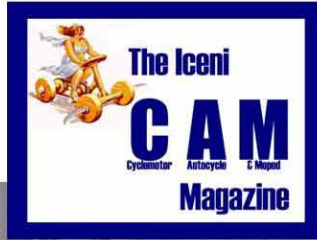


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