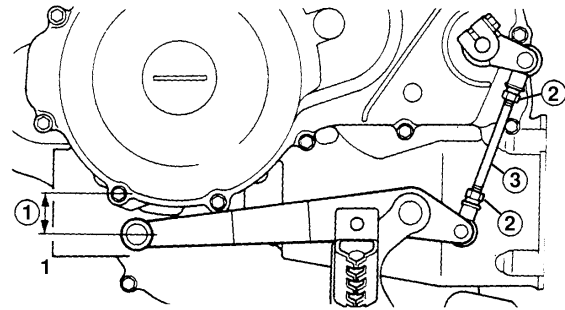
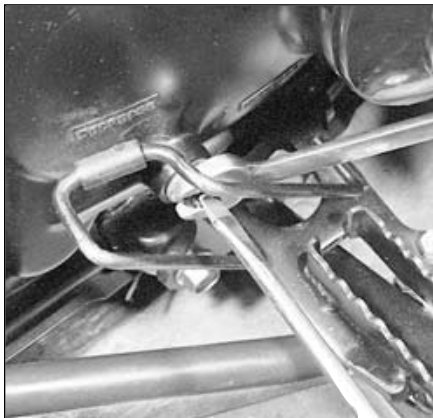


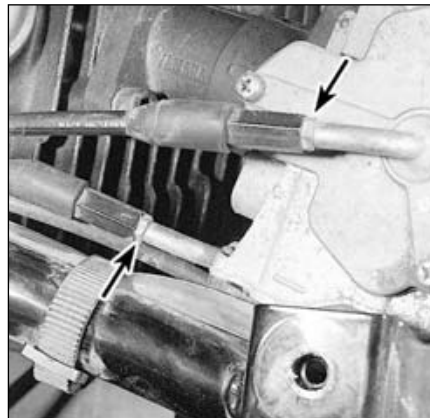
8.22 ... eliminate cable slack by loosening the locknut (3) and turning the adjuster (4)



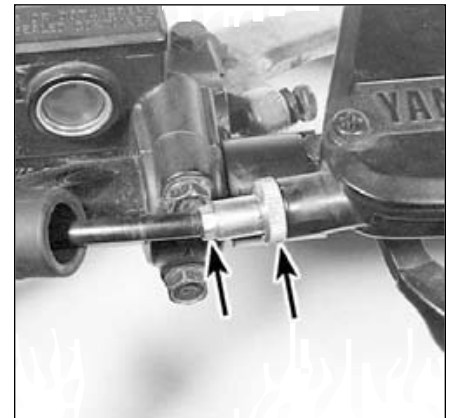
8.23 If pedal height (1) is incorrect, loosen the locknuts (2) and turn the shift pedal rod (3)



9.2 Loosen the locknut, then hold it with a wrench while you turn the adjusting screw



10.4 Make sure the adjusters (arrows) at the carburetor ends of the cables aren't loose



10.5 Loosen the lockwheel (right arrow) and turn the adjuster (left arrow) to adjust throttle freeplay

slack, then tighten the locknut (see illustration).

23 Measure the dimension from the shift pedal to the lower forward engine cover bolt (see illustration). If it's not within the range listed in this Chapter's Specifications, loosen the locknuts and turn the shift pedal rod to change the pedal height, then tighten the locknuts.

9 Clutch - check and freeplay adjustment

Refer to illustration 9.2

1 The clutch release mechanism on these models disengages the secondary clutch automatically when the shift lever is operated, so there is no clutch lever. If shifting gears becomes difficult, the clutch may be in need of adjustment.

2 Loosen the locknut on the right side of the engine. Carefully turn the adjusting screw counterclockwise (anti-clockwise) until you feel resistance, then turn it back in 1/8 turn while holding the locknut with a wrench (see illustration). Hold the screw in this position and tighten the locknut to the torque listed in this Chapter's Specifications.

10 Throttle freeplay and speed limiter - check and adjustment

Throttle check

1 Make sure the throttle lever moves easily from fully closed to fully open with the front wheel turned at various angles. The grip should return automatically from fully open to fully closed when released. If the throttle sticks, check the throttle cable for cracks or kinks in the housings. Also, make sure the inner cable is clean and well-lubricated.

2 Check for a small amount of freeplay at the lever and compare the freeplay to the value listed in this Chapter's Specifications.

Throttle adjustment

YFM350ER and YFM350FW models

Refer to illustrations 10.4 and 10.5

3 Before making adjustments, check and adjust idle speed (see Section 20).

4 Check the adjusters on the carburetor end of the throttle cables to make sure they're tightened securely (see illustration).

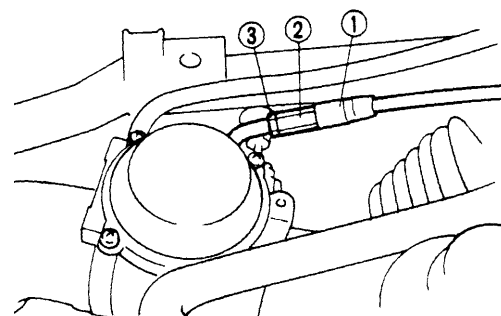
5 Freeplay adjustments can be made at the throttle lever end of the accelerator cable. Loosen the lockwheel on the cable (see illustration) and turn the adjuster until the desired freeplay is obtained, then retighten the lockwheel.

YFM350U and YFM350FWB models

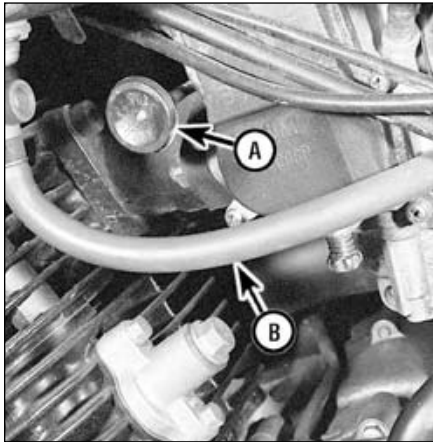
Refer to illustration 10.7

6 Before making adjustments, check and adjust idle speed (see Section 20).

7 Make the initial adjustment at the carburetor end of the cable (see

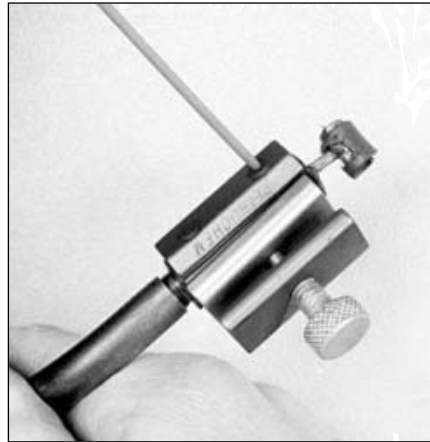


10.7 Pull back the boot (1), loosen the locknut (2) and turn the adjuster (3)



11.1 Slide the choke knob back and forth and check for smooth operation

A Choke knob B Fuel line



12.3 Lubricating a cable with a pressure lube adapter (make sure the tool seats around the inner cable)



13.6a Unscrew the oil drain plug and remove the O-ring, spring and strainer

illustration). Slide back the rubber boot, loosen the adjuster locknut and turn the adjuster. Once correct freeplay is obtained, tighten the locknut.

8 If correct freeplay can't be obtained at the carburetor end of the cable, make the adjustment at the handlebar end as described in Step 5.

Speed limiter adjustment

9 The speed limiter can be used to restrict maximum throttle opening (**see illustration 6.5a**). Turning the screw all the way in reduces the maximum throttle opening; turning it out to the maximum length listed in this Chapter's Specifications allows maximum throttle opening.

10 To make adjustments, loosen the locknut, turn the screw in or out as necessary and tighten the locknut. Screw length is measured from the underside of the screw head to the throttle housing. Never turn the screw out farther than the maximum specified length.

11 Choke - operation check

Refer to illustration 11.1

1 Operate the choke knob or lever while you feel for smooth operation (**see illustration**).

2 If the knob doesn't move smoothly, refer to Chapter 3 and remove the choke mechanism for inspection.

12 Lubrication - general

Refer to illustration 12.3

1 Since the controls, cables and various other components of a vehicle are exposed to the elements, they should be lubricated periodically to ensure safe and trouble-free operation.

2 The throttle and brake levers and brake pedal, should be lubricated frequently. In order for the lubricant to be applied where it will do the most good, the component should be disassembled. However, if chain and cable lubricant is being used, it can be applied to the pivot joint gaps and will usually work its way into the areas where friction occurs. If motor oil or light grease is being used, apply it sparingly as it may attract dirt (which could cause the controls to bind or wear at an accelerated rate).

Note: One of the best lubricants for the control lever pivots is a dry-film lubricant (available from many sources by different names).

3 The throttle, brake and shift select cables should be removed and treated with a commercially available cable lubricant which is specially formulated for use on ATV control cables. Small adapters for pressure

lubricating the cables with spray can lubricants are available and ensure that the cable is lubricated along its entire length (**see illustration**). When attaching the cable to the lever, be sure to lubricate the barrel-shaped fitting at the end with multi-purpose grease.

4 To lubricate the cables, disconnect them at the lower end, then lubricate the cable with a pressure lube adapter (**see illustration 12.3**). See Section 8 (drive select cables), Chapter 3 (throttle cable) or Chapter 6 (brake cables).

5 Refer to Chapter 5 for the following lubrication procedures:

- a) Swingarm bearing and dust seals
- b) Front driveaxle splines (4WD models)
- c) Rear driveshaft coupling spline
- d) Rear axle shaft splines

6 Refer to Chapter 6 for brake pedal removal procedures.

13 Engine/transfer case oil/filter and differential oil - change

Engine/transfer case oil/filter

Refer to illustrations 13.6a, 13.6b, 13.7, 13.9a through 13.9e, 13.10, 13.11, 13.15a and 13.15b

1 The transfer case on YFM350FW models shares a common oil supply with the engine, but has a separate drain plug. All of the other models covered in this manual have only a single drain plug for the crankcase.

2 Consistent routine oil and filter changes are the single most important maintenance procedure you can perform on a vehicle. The oil not only lubricates the internal parts of the engine, transmission, clutch and 4WD transfer case, but it also acts as a coolant, a cleaner, a sealant, and a protectant. Because of these demands, the oil takes a terrific amount of abuse and should be replaced often with new oil of the recommended grade and type. Saving a little money on the difference in cost between a good oil and a cheap oil won't pay off if the engine is damaged.

3 Before changing the oil and filter, warm up the engine so the oil will drain easily. Be careful when draining the oil, as the exhaust pipe, the engine and the oil itself can cause severe burns.

4 Park the vehicle over a clean drain pan.

5 Remove the dipstick/oil filler cap to vent the crankcase and act as a reminder that there is no oil in the engine.

6 Next, remove the drain plug from the engine (**see illustrations**) and allow the oil to drain into the pan. The O-ring, spring and strainer will probably fall out as the plug is removed, so be careful not to lose them.