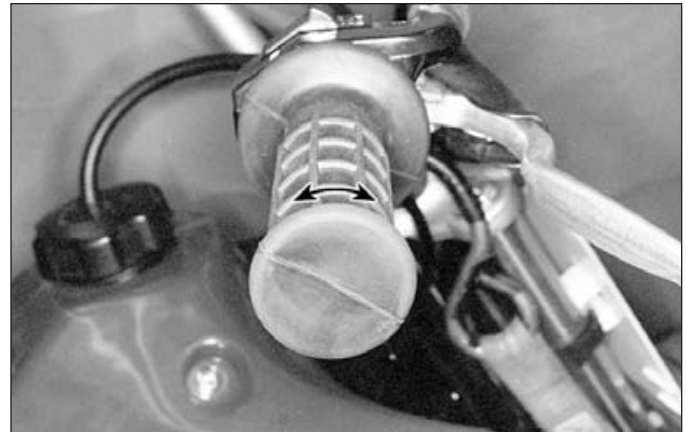




2.1 Decals on the motorcycle include maintenance and safety information



4.2 Measure throttle freeplay at the grip

2 Introduction to tune-up and routine maintenance

Refer to illustration 2.1

This Chapter covers in detail the checks and procedures necessary for the tune-up and routine maintenance of your motorcycle. Section 1 includes the routine maintenance schedule, which is designed to keep the machine in proper running condition and prevent possible problems. The remaining Sections contain detailed procedures for carrying out the items listed on the maintenance schedule, as well as additional maintenance information designed to increase reliability. Maintenance and safety information is also printed on decals, which are mounted in various locations on the motorcycle (**see illustration**). Where information on the decals differs from that presented in this Chapter, use the decal information.

Since routine maintenance plays such an important role in the safe and efficient operation of your motorcycle, it is presented here as a comprehensive check list. For the rider who does all of the bike's maintenance, these lists outline the procedures and checks that should be done on a routine basis.

Deciding where to start or plug into the routine maintenance schedule depends on several factors. If you have owned the bike for some time but have never performed any maintenance on it, then you may want to start at the nearest interval and include some additional procedures to ensure that nothing important is overlooked. If you have just had a major engine overhaul, then you may want to start the maintenance routine from the beginning. If you have a used machine and have no knowledge of its history or maintenance record, you may desire to combine all the checks into one large service initially and then settle into the maintenance schedule prescribed.

The Sections which outline the inspection and maintenance procedures are written as step-by-step comprehensive guides to the actual performance of the work. They explain in detail each of the routine inspections and maintenance procedures on the check list. References to additional information in applicable Chapters are also included and should not be overlooked.

Before beginning any actual maintenance or repair, the machine should be cleaned thoroughly, especially around the oil filler plug, radiator cap, air filter cover, carburetor, etc. Cleaning will help ensure that dirt does not contaminate the engine and will allow you to detect wear and damage that could otherwise easily go unnoticed.

3 Engine kill switch - check

Start the engine, then use the kill switch to shut it off. If it doesn't shut off or if the engine doesn't start, refer to Chapter 5 and the wiring diagrams at the end of the book to test the switch.

4 Throttle and choke operation/grip freeplay - check and adjustment

Throttle check

Refer to illustration 4.2

1 Make sure the throttle twistgrip 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 twistgrip (**see illustration**) and compare the freeplay to the value listed in this Chapter's Specifications.

Throttle adjustment

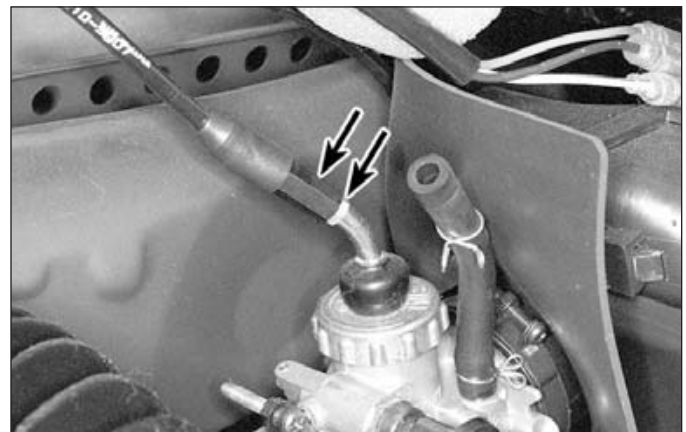
1986 through 1992 YZ80

Refer to illustration 4.5

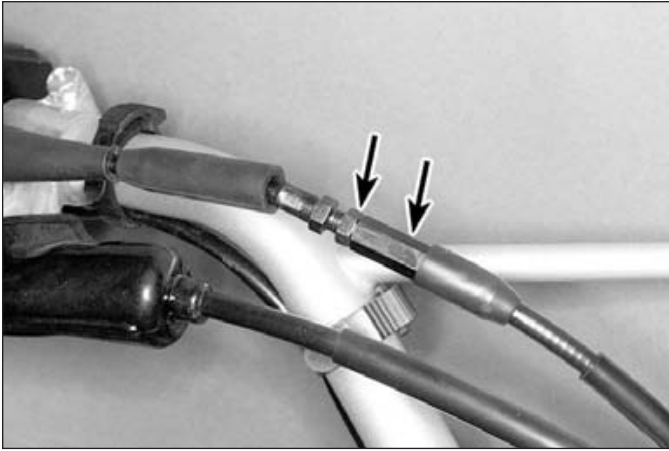
3 Locate both adjusters, one at the carburetor and one partway along the cable.

4 Loosen the locknut on the mid-cable adjuster. Turn the adjuster all the way in, then tighten the locknut.

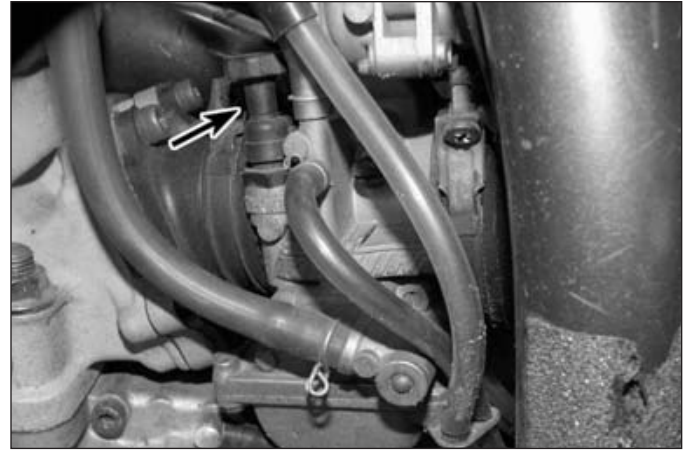
5 Loosen the locknut at the carburetor (**see illustration**). Turn the adjuster to obtain the freeplay listed in this Chapter's Specifications, then tighten the locknut.



4.5 Loosen the locknut (right arrow) and turn the adjuster (left arrow) to obtain the specified freeplay



4.9 Loosen the locknut (left arrow) and turn the adjuster right arrow) to adjust freeplay



4.10 The choke knob (arrow) should operate smoothly

1986 and 1987 YZ125/250

6 On these models, minor adjustments are made at the twistgrip end of the accelerator cable and major adjustments are made at the carburetor end of the cable.

7 Pull back the rubber cover from the adjuster and loosen the locknut or lockwheel on the cable. Turn the adjuster until the specified freeplay is obtained, then retighten the lockwheel.

8 If freeplay can't be adjusted at the grip end, loosen the locknut at the carburetor end of the cable (see illustration 4.5). Turn the adjuster to set freeplay, then tighten the locknut securely.

All other models

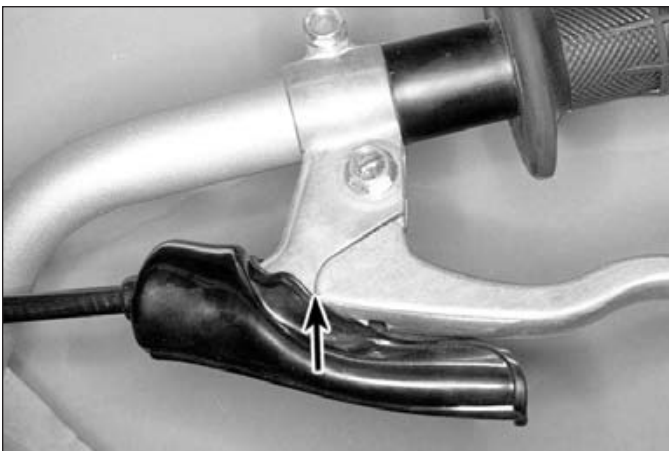
Refer to illustration 4.9

9 Throttle cable adjustments are made at the throttle grip end of the cable. Pull back the rubber cover from the adjuster and loosen the locknut or lockwheel on the cable (see illustration). Turn the adjuster until the specified freeplay is obtained, then retighten the locknut or lockwheel.

Choke - operation check

Refer to illustration 4.10

10 Check that the choke knob moves smoothly (see illustration). If not, refer to Chapter 4 and remove the choke plunger for inspection.



5.1 On some models, clutch freeplay is measured at the lever gap (see this Chapter's Specifications) . . .

5 Clutch - check and freeplay adjustment

Refer to illustrations 5.1, 5.2, 5.4a, 5.4b, 5.4c and 5.4d

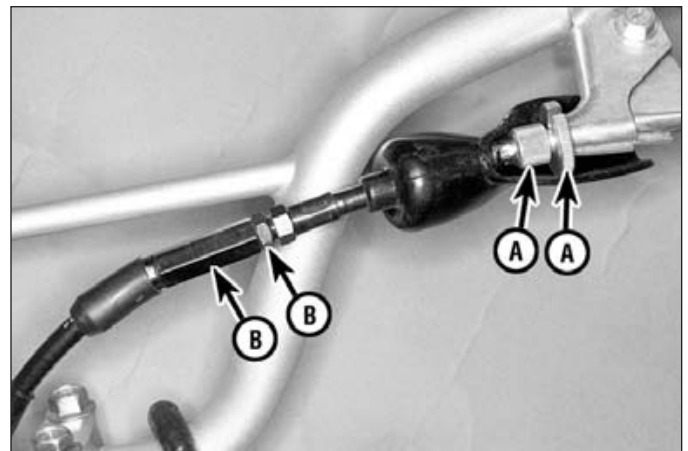
1 Operate the clutch lever and measure freeplay at the tip of the lever or in the gap between the lever and bracket, depending on model (refer to this Chapter's Specifications for the gap and measurement point) (see illustration). If it's not within the range listed in this Chapter's Specifications, adjust it as follows.

2 On all YZ80/85 models and early YZ125/250 models, pull back the rubber cover from the adjuster at the handlebar (see illustration). Loosen the lockwheel or locknut and turn the adjuster to change freeplay.

3 Some models are equipped with a mid-cable adjuster, which is several inches farther down the cable (see illustration 5.2). If freeplay can't be brought within specifications by using the handlebar adjuster, make adjustments at the mid-cable adjuster.

4 Later YZ125/250 models have a fine adjuster under the cap (see illustrations). This can be used to make very small adjustments after the freeplay has been set using the locknut and adjuster.

5 If freeplay can't be adjusted to within the specified range, the cable is probably stretched and should be replaced with a new one (see Chapter 2).



5.2 . . . to adjust it, loosen the locknut and turn the adjuster first at the handlebar adjuster (A), then at the mid-cable adjuster (if equipped) (B)