YAMAHA

OWNER'S MANUAL

XTZ 125K
XTZ 125E

5YM-F8199-E0

IDENTIFICATION NUMBERS RECORD

Record the frame serial number and engine serial number in the spaces provided for assistance when ordering spare parts from a Yamaha dealer or reference in case the vehicle is stolen.

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1st edition, April 2003

Printed in Brazil.

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INTRODUCTION

Congratulations on your purchase of the YAMAHA XTZ 125K / XTZ 125E. This model is the result of Yamaha's vast experience in the production of fine sporting, touring, and pacesetting racing machines. It represents the high degree of craftmanship and reliability that have made Yamaha a leader in these fields.

This manual will give you an understanding of the operation, inspection, and basic maintenance of this motorcycle.

If you have any questions about the operation or maintenance of your motorcycle, please consult a Yamaha dealer.

YAMAHA MOTOR DA AMAZÕNIA LTDA.

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Particularly important information is distinguished in this manual by the following notations:

NOTE: A NOTE provides key information to make procedures easier or clearer.

CAUTION: A CAUTION indicates special precautions that must be taken to avoid damage to the machine.

WARNING: Failure to follow WARNING instructions **could result in severe injury or death** to the machine operator, a bystander or a person inspecting or repairing the machine.

NOTE:

This manual should be considered a permanent part of this machine and should remain with it even if the machine is subsequently sold.

Yamaha continually seeks advancements in product design and quality. Therefore, while this manual contains the most current product information available at the time of printing. There may be minor discrepancies between your machine and this manual.

If there is any question concerning this manual, please consult your Yamaha dealer.

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PLEASE READ THIS MANUAL CAREFULLY AND COMPLETELY BEFORE OPERATING THIS MACHINE. DO NOT ATTEMPT TO OPERATE THIS MOTORCYCLE UNTIL YOU HAVE ATTAINED A SATISFACTORY KNOWLEDGE OF ITS CONTROLS AND OPERATING FEATURES AND UNTIL YOU HAVE BEEN TRAINED IN SAFE AND PROPER RIDING TECHNIQUES. REGULAR INSPECTIONS AND CAREFUL MAINTENANCE, ALONG WITH GOOD RIDING SKILLS WILL ENSURE THAT YOU SAFELY ENJOY THE CAPABILITIES AND THE RELIABILITY OF THIS MOTORCYCLE.

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SAFETY INFORMATION

TWO-WHEELED Machines ARE SINGLE TRACK VEHICLES. THEIR SAFE USE AND OPERATION ARE DEPENDENT UPON THE USE OF PROPER RIDING TECHNIQUES AS WELL AS THE EXPERTISE OF THE OPERATOR.

EVERY OPERATOR SHOULD KNOW THE FOLLOWING REQUIREMENTS BEFORE RIDING. HE OR SHE SHOULD.

1. OBTAIN THOROUGH INSTRUCTIONS FORM A COMPETENT SOURCE ON ALL ASPECTS OF MACHINE OPERATION.
2. OBSERVE THE WARNINGS AND MAINTENANCE REQUIREMENTS IN THE OWNER'S MANUAL.
3. OBTAIN QUALIFIED TRAINING IN SAFE AND PROPER RIDING TECHNIQUES.
4. OBTAIN PROFESSIONAL TECHNICAL SERVICE AS INDICATED BY THE OWNER'S MANUAL AND/OR WHEN MADE NECESSARY BY MECHANICAL CONDITIONS.

SAFE RIDING

1. Always make pre-operation checks. Careful checks may help prevent an accident.
2. Many accidents involve inexperienced operators.
   a. Know your skills and limits. Staying within your limits may help you to avoid an accident.
   b. Only lend your machine to experienced operators.
3. Many machine accidents have been caused by machine operator errors. A typical error made by the operator is veering wide on a turn due to EXCESSIVE SPEED or undercornering (insufficient lean angle for the speed). Never travel faster than warranted by conditions.
4. Ride cautiously in unfamiliar areas. You may encounter hidden obstacles which could cause an accident.
5. The operator's posture is important for proper control. The operator should keep both hands on the handlebars and both feet on the operator footrests during operation to maintain control of the machine.
6. Never ride under the influence of alcohol or drugs.

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PROTECTIVE APPAREL

The majority of fatalities from machine accidents are the result of head injuries. The use of a safety helmet is the single most critical factor in the prevention or reduction of head injuries.

1. Always wear an approved helmet.
2. Wear a face shield or goggles. Wind on your unprotected eyes could contribute to an impairment of vision which could delay seeing a hazard.
3. The use of heavy boots, jacket, trousers, gloves, etc. is effective in preventing or reducing abrasions or lacerations.
4. Never wear loose fitting clothing. It could catch on the control levers, footrests, or wheels and cause injury or accident.
5. Never touch the engine or exhaust system during or after operation. They become very hot and can cause burns. Always wear protective clothing that covers your legs, ankles and feet.
6. Always use clear clothes to make your visualization easier.
7. Items above must also be followed by pillion rider.

MODIFICATION

Modifications made to the machine not approved by Yamaha, or the removal of original equipment, may render your machine unsafe for use and may cause severe personal injury. Modifications may also make your machine illegal to use.

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ACCESSORIES AND LOADING

Adding accessories or cargo to your machine can adversely affect stability and handling if the weight distribution of the machine is changed. To avoid the possibility of an accident, extreme caution should be used if adding cargo or accessories to your machine.

Use extra care if riding a machine which has added cargo or acessories. Genuine Yamaha accessories have been specifically designed for use on this machine. Since Yamaha cannot test all other accessories which may be available, you must personally be responsible for the proper selection, installation and use of non-Yamaha accessories.

You should use extreme caution when selecting and installing any accessories. Keep in mind these guidelines for mounting accessories in addition to those provided under “LOADING”.

1. Never install accessories or carry cargo that would impair the performance of your machine. Carefully inspect the accessory before using it to make sure it does not in any way reduce ground clearance or cornering clearance, limit suspension travel, steering travel or control operation, or obscure lights or reflectors.
   a. Accessories fitted to the handlebar or the front fork area can create instability due to improper weight distribution or aerodynamic changes. If accessories are added to the handlebar or front fork area, they must be as lightweight as possible and should be kept to a minimum.
   b. Bulky or large accessories may seriously affect the stability of the machine due to aerodynamic effects. Wind may attempt to lift the machine, or the machine may become unstable in cross winds. These accessories may also cause instability when being passed by or passing large vehicles.
   c. Certain accessories can displace the operator from his or her normal riding position. This improper position limits the freedom of movement of the operator and may limit control ability. Therefore such accessories are not recommended.
2. Caution must be used if adding electrical accessories. If these accessories exceed the capacity of the machine’s electrical system, an electric failure could result, which could cause a dangerous loss of lights or engine power.

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GASOLINE AND EXHAUST GAS

1. GASOLINE IS HIGHLY FLAMMABLE:
   a. Always turn off the engine when refueling.
   b. Take care not to spill any gasoline on the engine or exhaust system when refueling.
   c. Never refuel while smoking or in the vicinity of an open flame.
2. Never start the engine or let it run for any length of time in a closed area. The exhaust fumes are poisonous and may cause loss of consciousness and death within a short time. Always operate your motorcycle in an area that has adequate ventilation.
3. Always turn off the engine before leaving the machine unattended and remove the ignition key. When parking the machine, note the following:
   a. The engine and exhaust system may be hot. Park the machine in a place where pedestrians or children are not likely to touch these hot areas.
   b. Do not park the machine on a slope or soft ground; the machine may fall over.
   c. Do not park the machine near a flammable source, e. g. a kerosene heater, or near an open flame. The machine could catch fire.
4. When transporting the machine in another vehicle, be sure it is kept upright and that the fuel cock is turned to “ON” or “RES” (for vacuum type) / “OFF” (for manual type).
   If it should lean over, gasoline may leak out of the carburetor or fuel tank.
5. If you should swallow any gasoline, inhale a lot of gasoline vapor, or allow gasoline to get in your eyes, see your doctor immediately. If any gasoline spills on your skin or clothing, immediately wash it off with soap and water and change your clothes.

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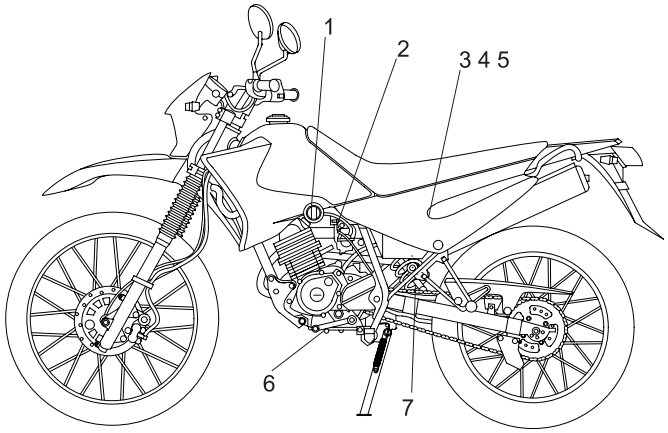
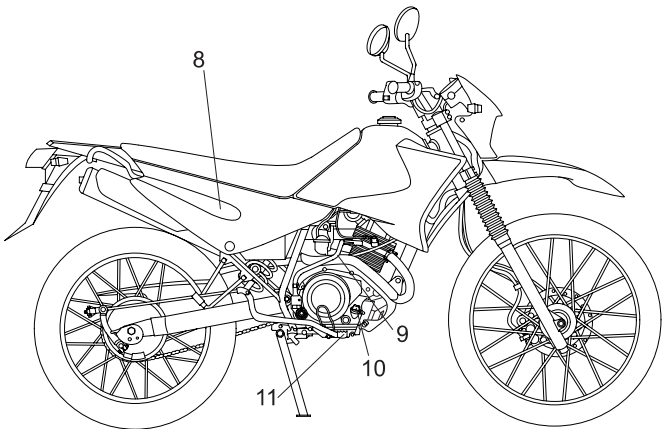
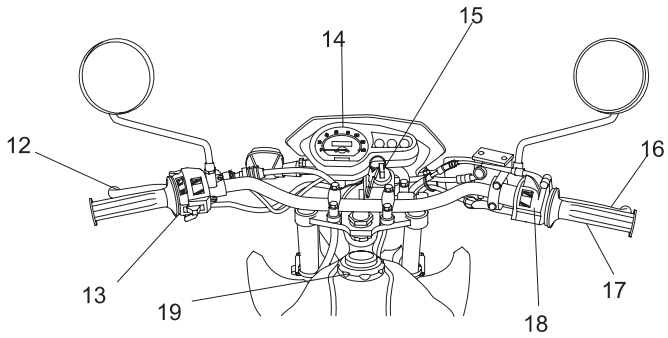
DESCRIPTION XTZ 125K







01. Fuel cock
02. Starter lever
03. Battery
04. Fusible
05. Tool kit
06. Shift pedal
07. Shock absorber
08. Air filter
09. Kick starter
10. Dispstick
11. Rear brake pedal
12. Clutch lever
13. Handlebar switches over right
14. Speedometer
15. Main switch
16. Front brake lever
17. Throttle grip
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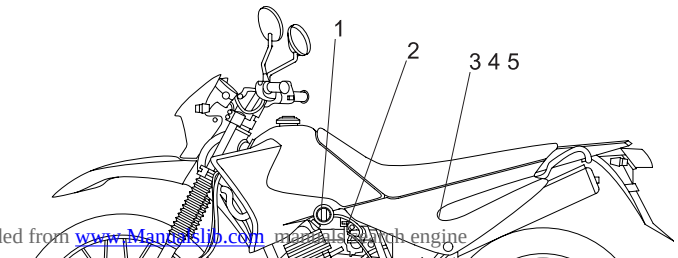
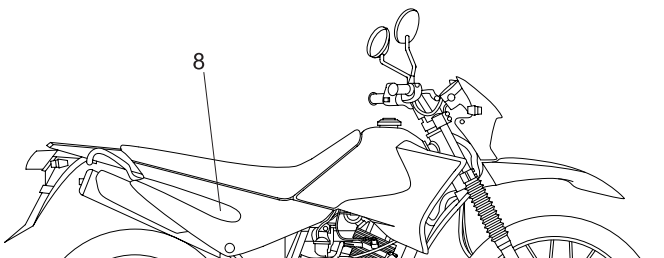
19. Fuel tank cap

DESCRIPTION XTZ 125K





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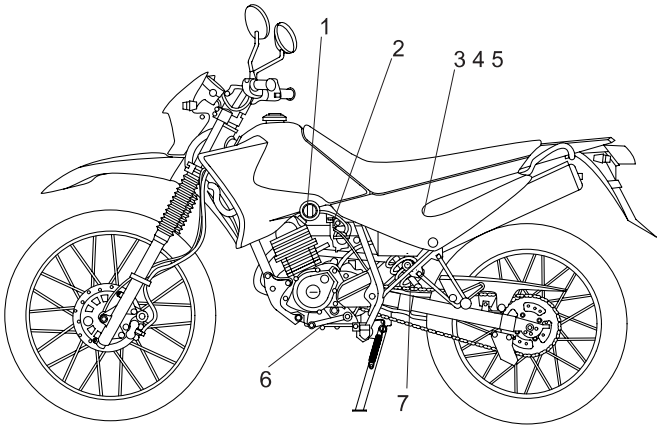

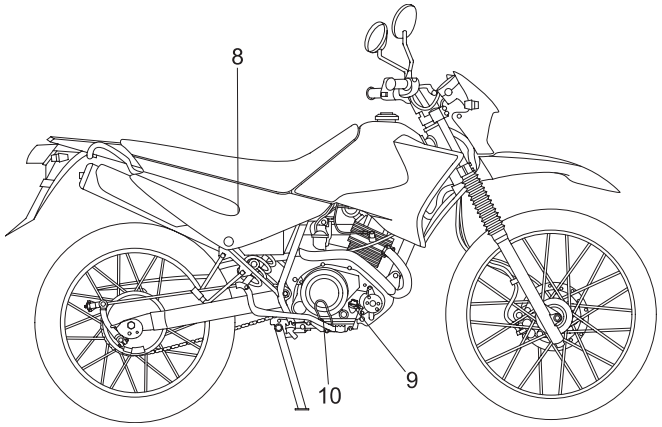

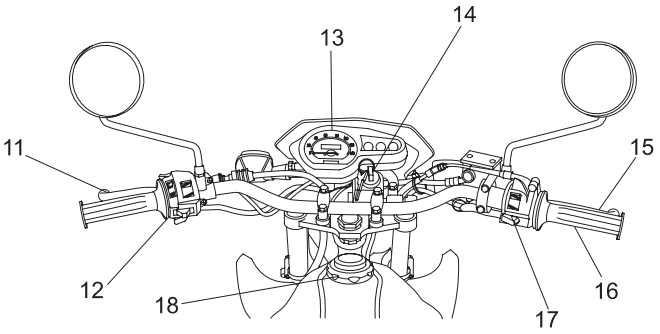

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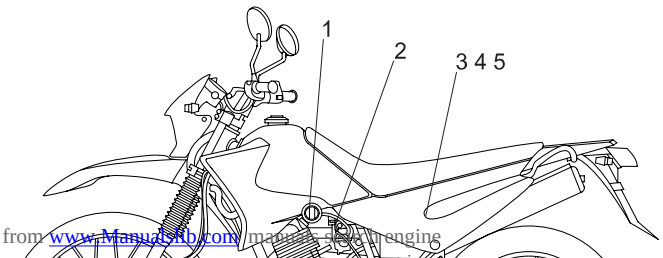
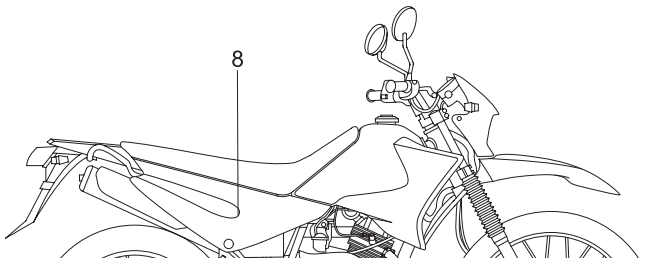
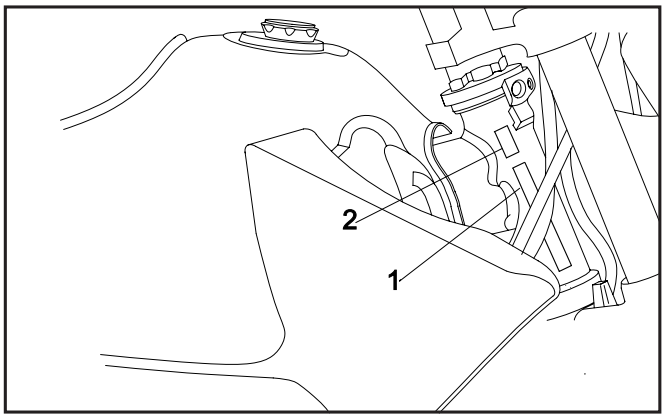




MACHINE IDENTIFICATION

Vehicle identification number



1. Frame number 2. Production year

The vehicle identification number is stamped into the steering head pipe.Record this number in the space provided.

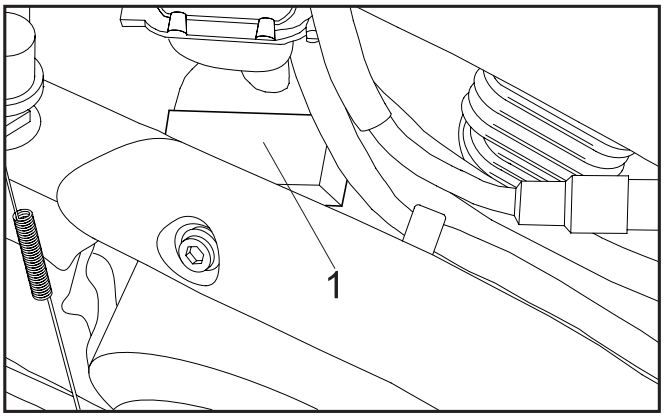
NOTE:

□□□□□□□□□□□□□□□□□

Ⓐ Ⓑ

Model code is indicated by 4th to 8th Ⓐ digits and serial number is indicated by 12th to 17th digits Ⓑ. Record these numbers for reference in case of ordering parts from a Yamaha dealer.

Engine serial number

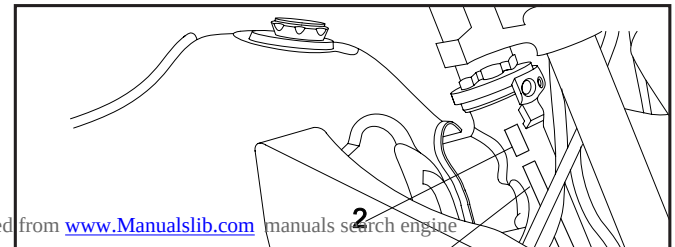


1. Engine serial number

The engine serial number is stamped on right-hand engine crankcase.

MACHINE IDENTIFICATION

Vehicle identification number



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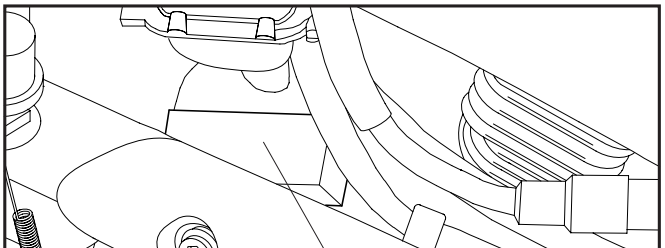
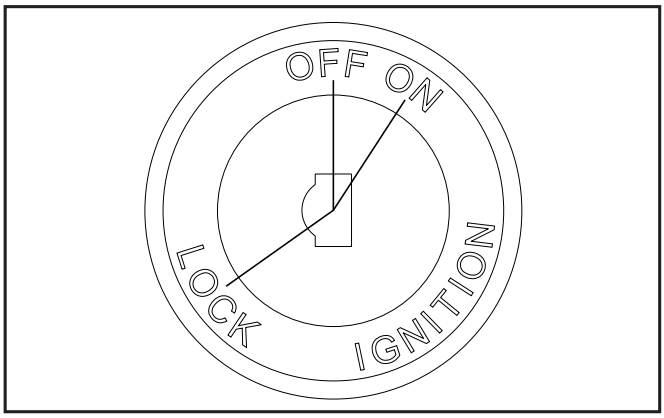


CONTROL FUNCTIONS

Main switch



The main switch controls the ignition and the electrical system. It's operation is described below.

ON:
Electrical circuits are switched on. Engine can be started. The key cannot be removed.

OFF:
All electrical circuits are switched off. The key can be removed.

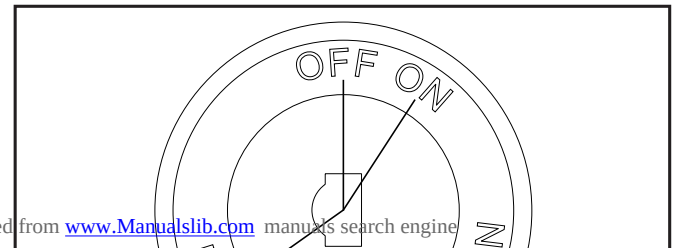
LOCK:
The steering is locked and all electrical circuits are switched off. The key can be removed. Refer to page (3-11) "Steering lock" for instructions.

NOTE:

Always turn the main switch to "OFF" or "LOCK" and remove the key when the motorcycle is unattended.

CONTROL FUNCTIONS

Main switch



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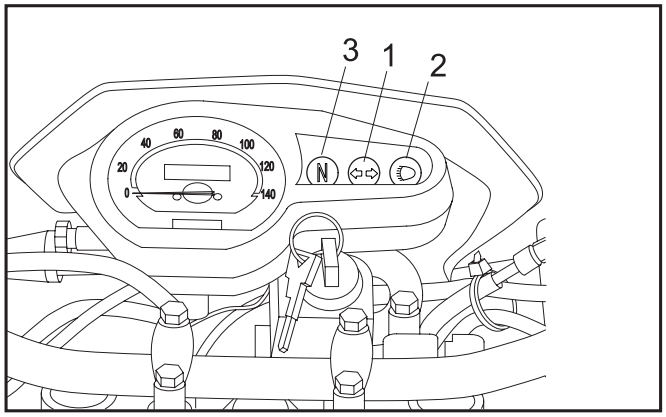
Indicator lights



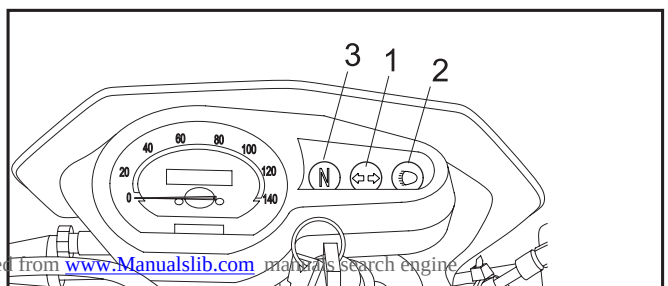
1. Turn indicator lights " ⇦⇨ "
2. High beam indicator light "≡D"
3. Neutral indicator light "N"

TURN INDICATOR LIGHTS " ⇦ ⇨ "
The corresponding indicator fhashes when the turn switch is moved to the " ← " or " →".

HIGH BEAM INDICATOR LIGHT " ≡D "
This indicator comes on when the headlight high beam is used.

NEUTRAL INDICATOR LIGHT " N"
This indicator comes on when the transmission is in neutral.

Indicator lights



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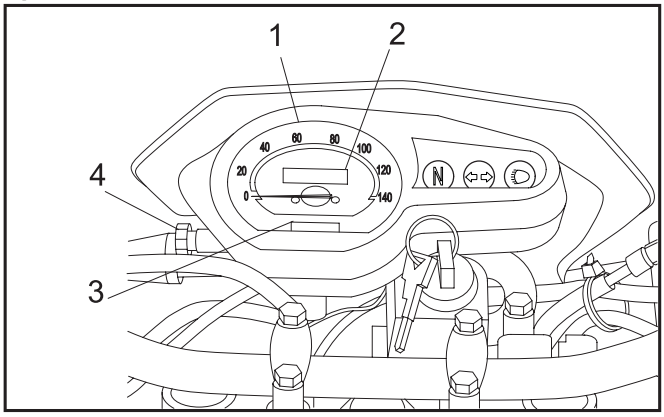
NEUTRAL INDICATOR LIGHT " N"

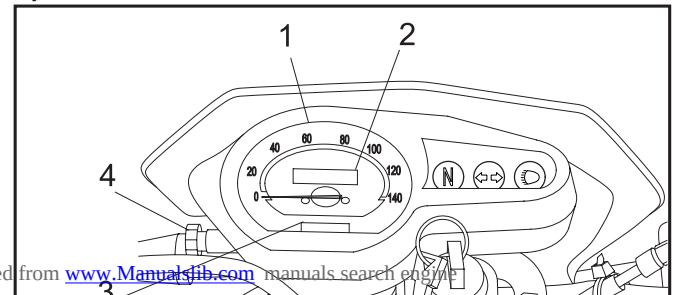
Speedometer



1. Speedometer
2. Odometer
3. Trip meter
4. Adjusting knob

The speedometer shows riding speed.
This speedometer is equipped with an odometer and a trip meter.
The trip meter can be returned to zero by using the adjusting knob.
Use the trip meter to estimate how for you can ride on a tank of fuel.
This information will enable you to plan fuel stops in the future.

Speedometer



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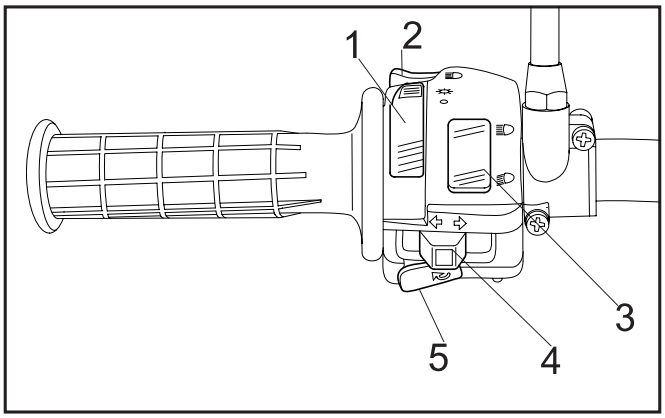
Handlebar switches over left:



1. Light switch
2. Pass switch
3. Dimmer switch
4. Turn signal switch
5. Horn switch

LIGHTS SWITCH

Turning the light switch to " ", turns on the meter lights and tail-lights. Turning the light switch to " ", turns the headlight on also.

PASS SWITCH " "

Press the switch to operate the passing light.

DIMMER SWITCH

Turn the switch to " " for the high beam and to " " for the low beam.

TURN SIGNAL SWITCH " "

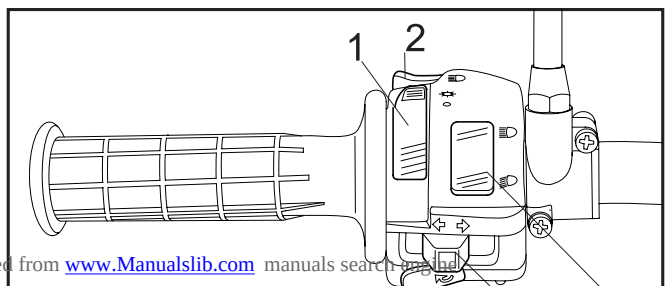
To signal a right-hand turn, push the switch to " " ; to signal a left-hand turn, push the switch to " " .

Once the switch is released it will return to the center position. To cancel the signal, push the switch in after it has returned to the center position.

HORN SWITCH " "

Press the switch to sound the horn.

Handlebar switches over left:



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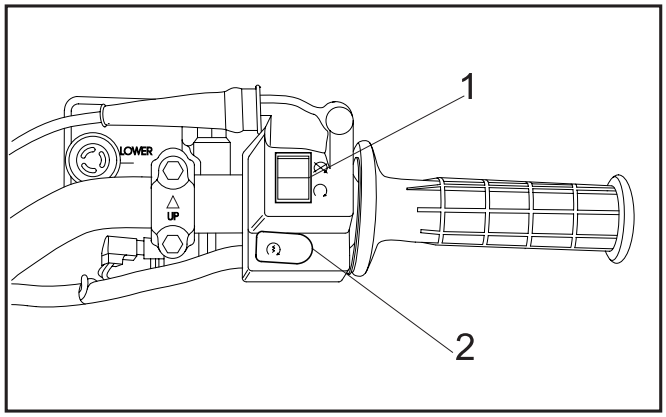


1. “ENGINE STOP” switch, shuts the engine off
2. Starter switch (XTZ 125E)

“ENGINE STOP” SWITCH

The engine stop switch is a safety device for use in an emergency such as when the motorcycle overturns or if trouble occurs in the throttle system. Turn the switch to “ ” to start the engine, and turn the switch to “ ” to stop the engine.

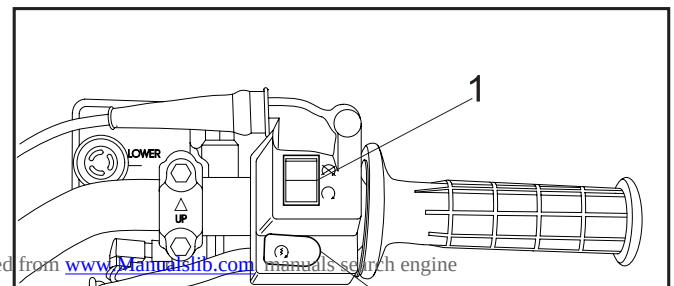
STARTER SWITCH “ ”

The starter motor cranks the engine when pushing the starter switch.

CAUTION:

See starting instructions prior to starting the engine.

Handlebar switches over right:



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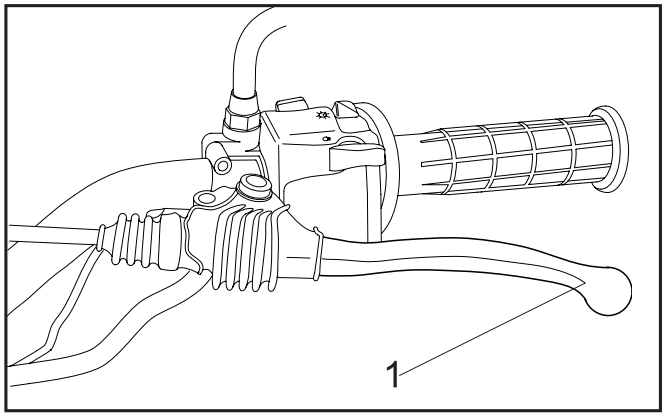
STARTER SWITCH “ ”

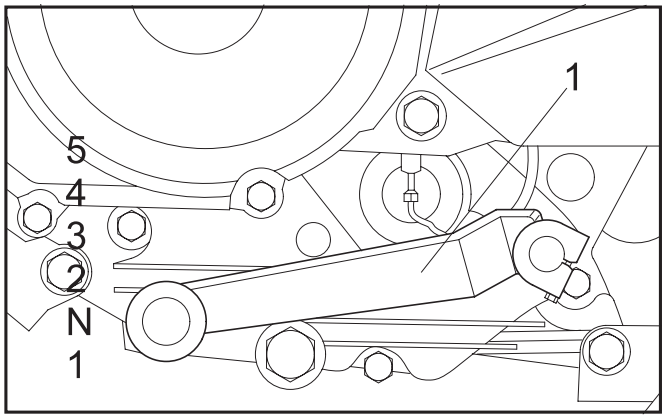
Clutch lever



1. Clutch lever

The clutch lever is located on the left handlebar, and the starting circuit cut off switch is incorporated in the clutch lever holder. Pull the clutch lever to the handlebar to disengage the clutch, and release the lever to engage the clutch. The lever should be pulled rapidly and released slowly for smooth clutch operation.

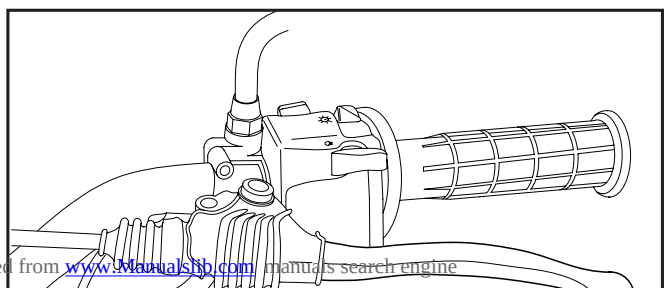
Shift pedal



1. Shift pedal

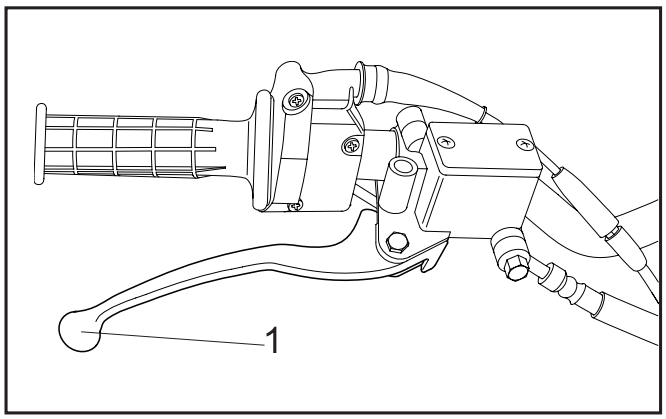
This motorcycle is equipped with a constant-mesh 5-speed transmission.
The shift pedal is located on the left side of the engine and is used in combination with the clutch when shifting.

Clutch lever



The clutch lever is located on the left handlebar, and the starting circuit cut off switch is incorporated in the clutch lever holder. Pull the clutch lever to the handlebar to disengage the clutch, and release the lever to engage the clutch. The lever should be pulled rapidly and released slowly for smooth clutch operation.

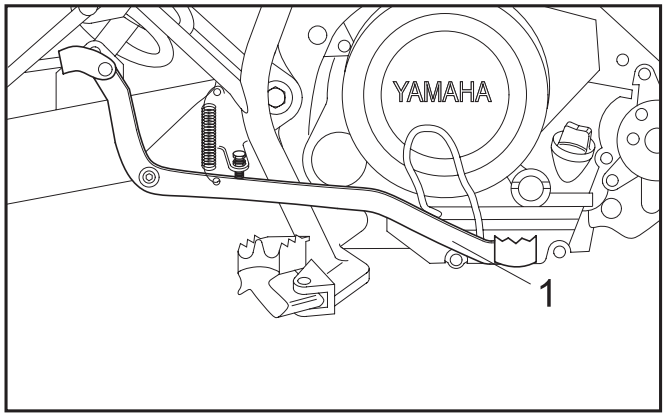
Front brake lever



1. Front brake lever

The front brake lever is located on the right handlebar. Pull it toward the handlebar to apply the front brake.

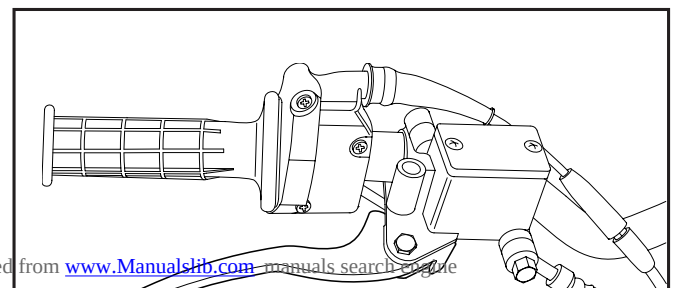
Rear brake pedal



1.Rear brake pedal

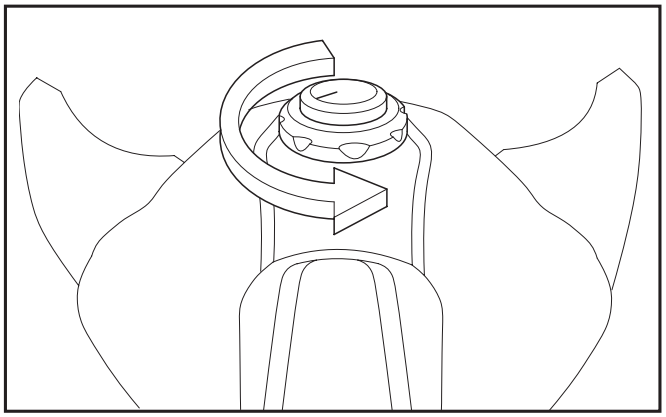
The rear brake pedal is on the right side of the motorcycle. Press down the brake pedal to apply the rear brake.

Front brake lever



The front brake lever is located on the right handlebar. Pull it toward the handlebar to apply the front brake.

Fuel tank cap



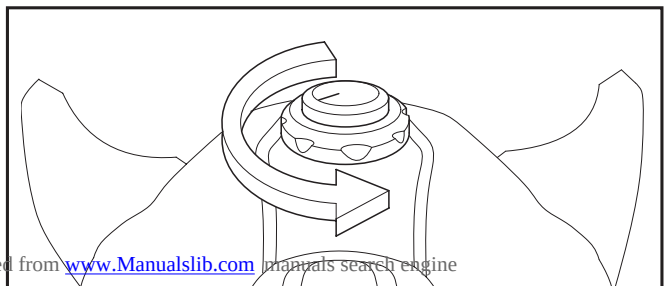
TO OPEN:
Insert the key and turn it 1/2 turn counterclockwise. The lock will be released and the cap can be opened.

TO CLOSE:
Push the tank cap into position with the key inserted. To remove the key, turn it clockwise to the original position.

WARNING:

Be sure the cap is properly installed and locked in place before riding the motorcycle.

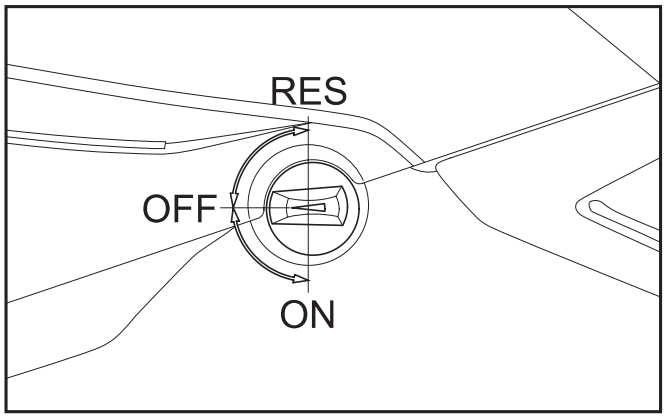
Fuel tank cap



TO OPEN:
Insert the key and turn it 1/2 turn counterclockwise. The lock will be released and the cap can be opened.

TO CLOSE:
Push the tank cap into position with the key inserted. To remove the key, turn it clockwise to the original position.

Fuel cock



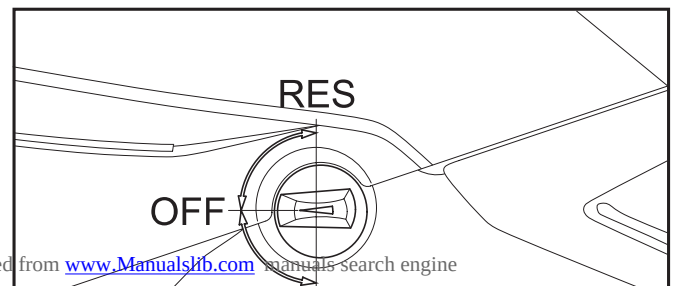
The fuel cock supplies fuel from the tank to the carburetor while filtering it also.
The fuel cock has three positions:

OFF:
With the fuel cock in this position, fuel will not flow. Always set the fuel cock to this position when the engine is not running.

ON:
With the fuel cock in this position, fuel flows to the carburetor. Set the fuel cock to this position when starting the engine and while riding.

RES:
This indicates reserve. If you run out of fuel while riding, set the fuel cock to this position.
Fill the tank at the first opportunity. Be sure to set fuel cock back to “ON” after refueling!

Fuel cock



The fuel cock supplies fuel from the tank to the carburetor while filtering it also.
The fuel cock has three positions:

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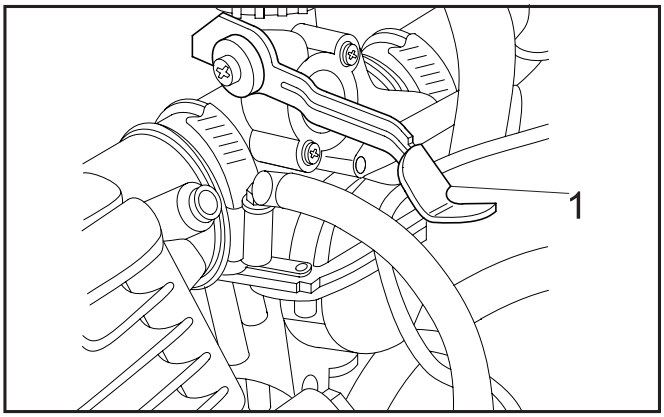
Starter lever

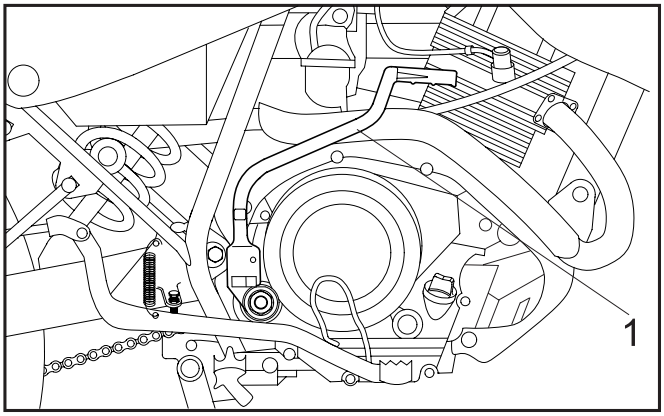


1. Starter lever

Starting a cold engine requires a richer air-fuel mixture. A separate starter circuit supplies the mixture.

Pull the starter knob up to open the circuit for starting. When the engine has warmed up, push the knob down to close the circuit.

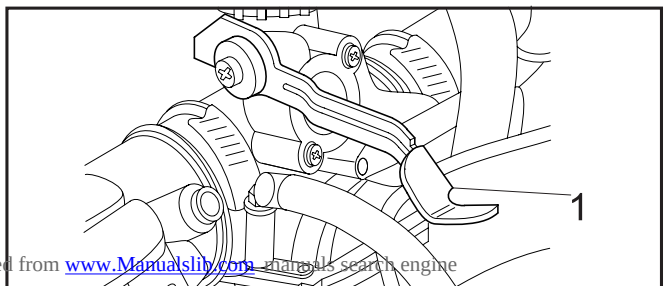
Kick starter



1. Kick starter (XTZ 125K)

Rotate the kick starter away from the engine. Push the starter down lighty with your foot until the gears engage, then kick smoothly and forcefully to start the engine.
Shift to neutral before starting.

Starter lever



Starting a cold engine requires a richer air-fuel mixture. A separate starter circuit supplies the mixture.

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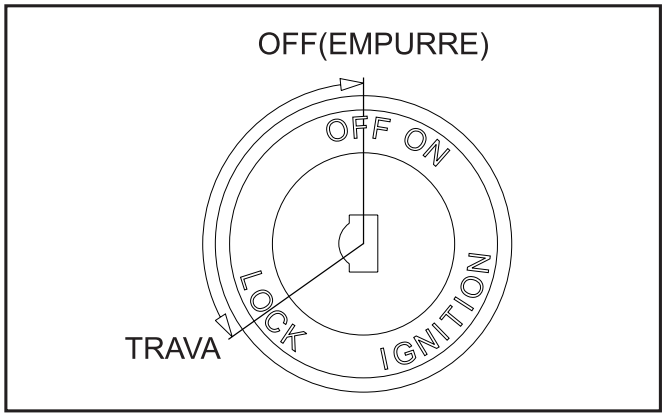
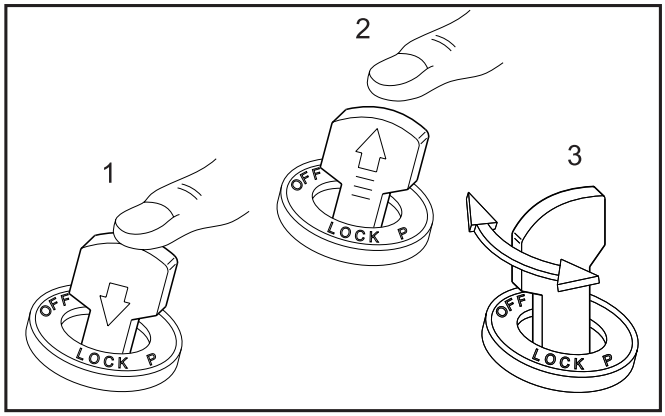
Steering lock



The steering is locked when the main switch is turned to “LOCK”. To lock the steering, turn the handlebars all the way to the left. With the key at “OFF” position, push it into the main switch and release it, turn it counterclockwise to “LOCK”, and remove the key. To release the lock, turn the key to “OFF”.

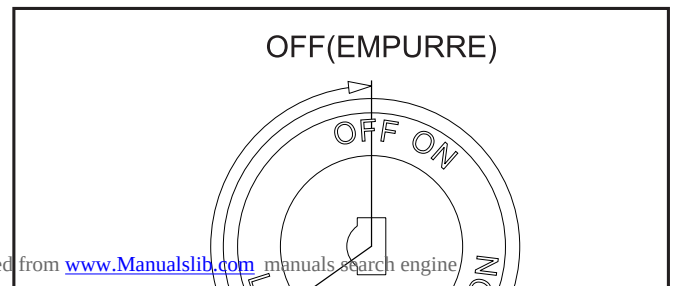
WARNING:

Never turn the key to “LOCK” position when the motorcycle is moving.



1. Push 2. Release 3. Turn

Steering lock



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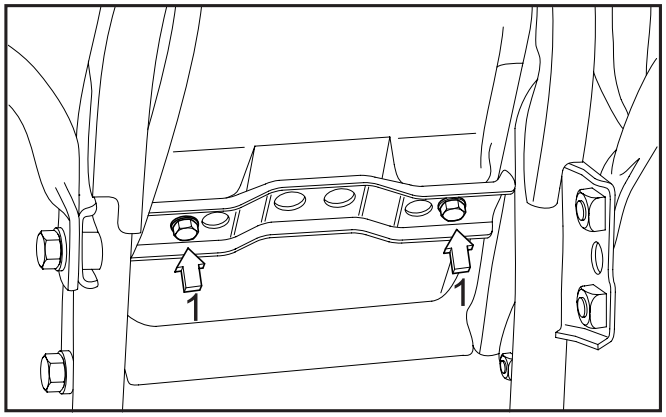
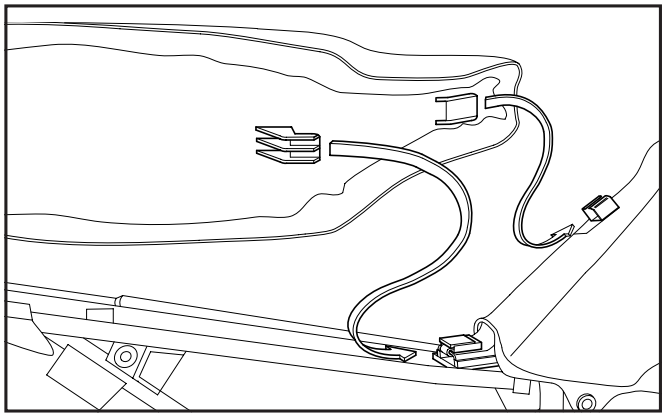
WARNING:

Seat



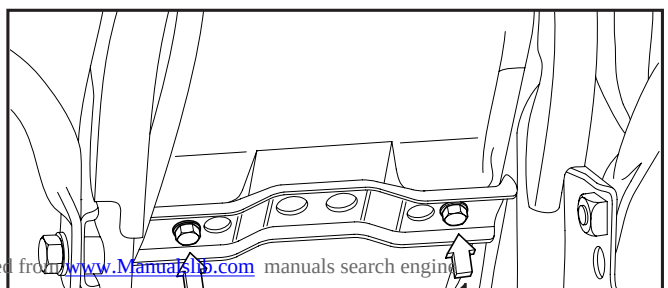
1. Bolts



To remove the seat, remove the bolts.
To reinstall the seat, insert the lobes in to the receptacle on the frame and fuel tank, then tighten the bolts.
Reinstall the side covers.

NOTE:
Make sure the seat is securely fitted.

Seat



To remove the seat, remove the bolts.
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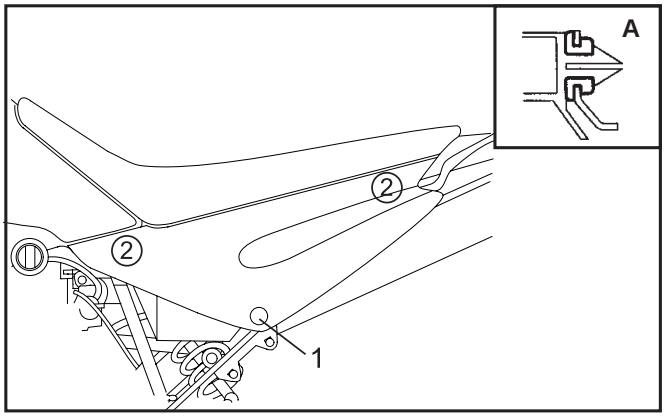
Reinstall the side covers.

NOTE:
Make sure the seat is securely fitted.

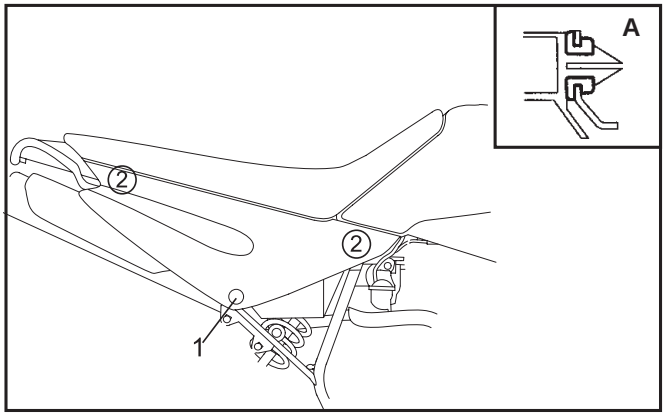
Side covers



1. Lock the side cover 2. Pull A. Pin

Insert the key and turn it 1/4 clockwise. Pull the cover to release the pins.

To reinstall, reverse the removal procedures.

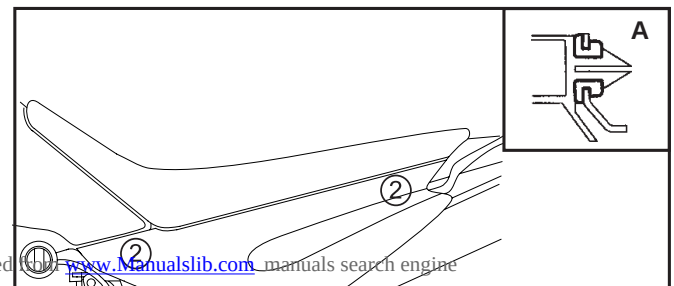


1. Screw 2. Pull 3. Pin

Remove the screw and then pull the cover to release the pins

To reinstall, reverse the removal procedures.

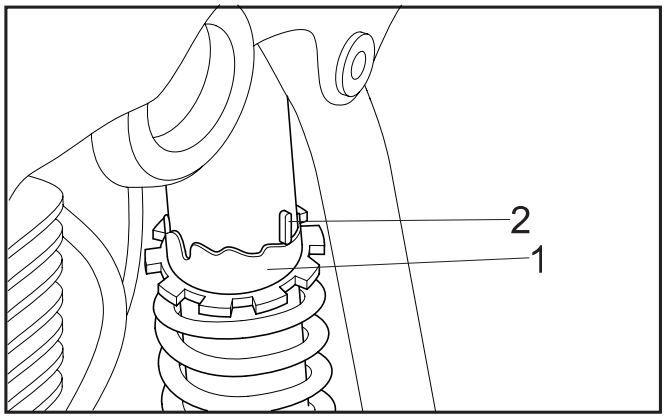
Side covers



Insert the key and turn it 1/4 clockwise. Pull the cover to release the pins.

To reinstall, reverse the removal procedures.

Rear shock absorber

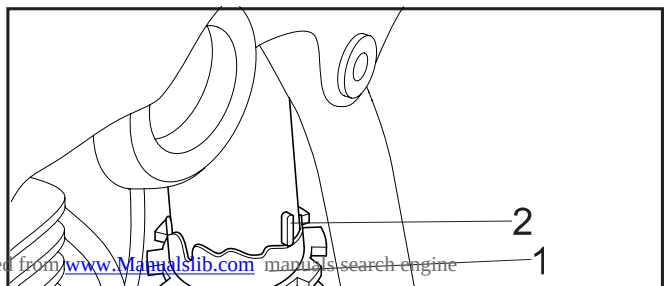


1. Spring preload adjusting ring
2.Position indicator

	Soft		Standard	Hard			
Adjusting position	1	2	3	4	5	6	7

The spring prelod can be adjusted to suit the motorcycle's load (ex: optional accessories, etc.) and riding conditions. Refer to page 6-30 for proper adjustment procedures.

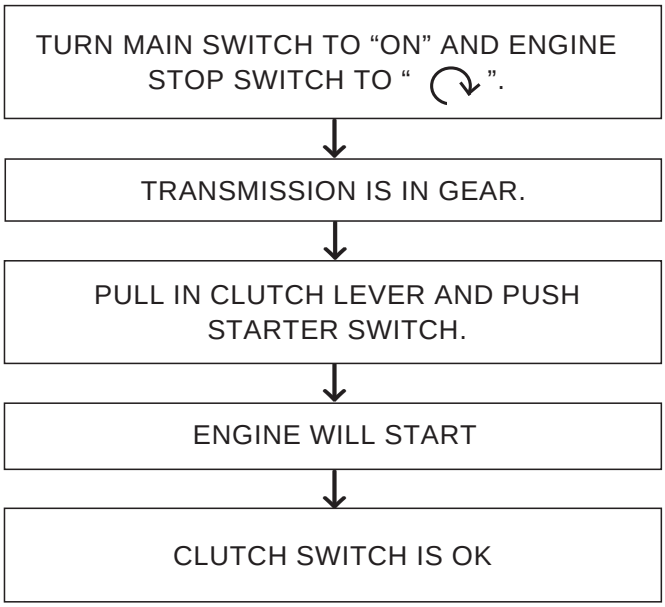
Rear shock absorber



The spring prelod can be adjusted to suit the motorcycle's load (ex: optional accessories, etc.) and riding conditions. Refer to page 6-30 for proper adjustment procedures.

*** Clutch switch operation check**

Check the operation of the clutch switch against the information below.



WARNING:

If improper operation is noted, consult a Yamaha dealer or other qualified mechanic immediately.

* Obs.: XTZ 125E

*** Clutch switch operation check**

Check the operation of the clutch switch against the information below.

TURN MAIN SWITCH TO “ON” AND ENGINE STOP SWITCH TO “ ”.

WARNING:

If improper operation is noted, consult a Yamaha dealer or other qualified mechanic immediately.

PRE-OPERATION CHECKS

Before using this motorcycle, check the following points:

ITEM	ROUTINE	PAGE
Front brake	Check operation, free play, fluid level and fluid leakage. Top-up with DOT #4 (or DOT #3) brake fluid if necessary.	4-3 ~ 4-4 6-17 ~ 6-23
Rear brake	Check operation, condition and free play. Adjust if necessary	
Clutch	Check operation, condition and free play. Adjust if necessary	4-8 , 6-16
Throttle grip / cable	Check for smooth operation. Lubricate / Adjust if necessary	4-8 , 6-14 , 6-27
Engine oil	Check oil level / add oil as necessary	4-4 , 6-6 , 6-9
Drive chain	Check chain slack and condition. Lubricate if necessary Adjust if necessary.	6-24 ~ 6-26
Air filter	Clean and oil it frequently.	6-10 ~ 6-11
Wheels / Tires	Check tire pressure, wear, damage and spoke tightness	4-5 ~ 4-8
Control and meter cable	Check for smooth operation. Lubricate if necessary	6-26

PRE-OPERATION CHECKS

Before using this motorcycle, check the following points:

ITEM	ROUTINE	PAGE
Front brake	Check operation, free play, fluid level and fluid leakage. Top-up with DOT #4 (or DOT #3) brake fluid if necessary.	4-3 ~ 4-4 6-17 ~ 6-23

ITEM	ROUTINE	PAGE
Rear brake and shift pedal shafts	Check for smooth operation. Lubricate if necessary	6-27
Front brake and clutch lever pivots	Check for smooth operation. Lubricate if necessary	6-27
Sidestand	Check for smooth operation. Lubricate if necessary	6-28
Fittings / Fasteners	Check all chassi fittings and fasteners. Tighten / Adjust, if necessary	4-8 , 6-5
Fuel tank	Check fuel level / top up as required.	4-9
Lights, signals and switches	Check for proper operation	4-8 , 6-35 ~ 6-36
Battery	Check electrolyte level. Replenish with “distilled water” if necessary.	6-32 ~ 6-34

NOTE:

Pre-operation checks should be made each time the motorcycle is used. Such an inspection can be thoroughly accomplished in a very short time; and the added safety it assures is more than worth the time involved. If any maintenance service or adjustment is needed, consult the chart above to refer to the pages in which the service or adjustment is described.

WARNING:

1. **The engine, exhaust pipe, and muffler will be very hot after the engine has been run.**
   Be careful not to touch them or to allow any clothing item to contact them during inspection or repair.
2. **If any item is not working properly, have it inspected and repaired before operating the motorcycle.**

ITEM	ROUTINE	PAGE
Rear brake and shift pedal shafts	Check for smooth operation. Lubricate if necessary	6-27
Front brake and clutch lever pivots	Check for smooth operation. Lubricate if necessary	6-27
Sidestand	Check for smooth operation. Lubricate if necessary	6-28

Brakes (See page 6-17 for details)

1. Brake lever and brake pedal
   Check for correct free play in the front brake lever and rear brake pedal and adjust if necessary. Make sure the brakes are working properly by checking at low speed shortly after starting out.

WARNING:

A soft, spongy feeling in the brake lever indicates a failure in the brake system. Do not operate the motorcycle until the failure in the brake system is corrected. Ask a Yamaha dealer or other qualified mechanic for immediate repairs. A soft, spongy feeling could indicate a hazardous condition in the brake system.

2. Brake fluid
   Check the brake fluid level. Add fluid if necessary.

RECOMMENDED BRAKE FLUID: DOT #4

NOTE:

If DOT #4 is not available, #3 can be used.

3. Check the disc pads.
   Refer to page 6-20
4. Check the brake shoes.
   Refer to page 6-20

NOTE:

When a brake service is necessary, consult a Yamaha dealer or other qualified mechanic.

Brakes (See page 6-17 for details)

1. Brake lever and brake pedal
   Check for correct free play in the front brake lever and rear brake pedal and adjust if necessary. Make sure the brakes are working properly by checking at low speed shortly after starting out.

WARNING:

2. Brake fluid
   Check the brake fluid level. Add fluid if necessary.

RECOMMENDED BRAKE FLUID: DOT #4

NOTE:

If DOT #4 is not available, #3 can be used.

Brake fluid leakage

Apply the brake for several seconds. Check to see if any brake fluid leaks out from the pipe joints or the master cylinder.

CAUTION:

Brake fluid may deteriorate painted surfaces or plastic parts. Never spill any fluid. If spilled, clean it up immediately.

WARNING:

If brake fluid leakage is found, ask a Yamaha dealer or other qualified mechanic for immediate repairs. Such leakage could indicate a hazardous condition.

Engine oil (See page 6-6 for details)

Make sure the engine oil is at the specified level. Add oil as necessary.

OIL QUANTITY:

Total amount:
1.2 L (0.264 Imp gal, 0.317 US gal)
Periodic oil change:
1.0 L (0.220 Imp gal, 0.264 US gal)

CAUTION:

Check the oil level in a daily manner and top it up if necessary.

Brake fluid leakage

Apply the brake for several seconds. Check to see if any brake fluid leaks out from the pipe joints or the master cylinder.

CAUTION:

Brake fluid may deteriorate painted surfaces or plastic parts. Never spill any fluid. If spilled, clean it up immediately.

Engine oil (See page 6-6 for details)

Make sure the engine oil is at the specified level. Add oil as necessary.

OIL QUANTITY:

Total amount:
1.2 L (0.264 Imp gal, 0.317 US gal)

Tires

To ensure maximum performance, long service, and safe operation, note the following:

1. Tire air pressure
   Always check and adjust the tire pressure before operating the machine.

WARNING:

Tire inflation pressure should be checked and adjusted when the temperature of the tire equals the ambient air temperature.
Tire inflation pressure must be adjusted according to total weight of cargo, rider, passenger and accessories (fairing, saddlebags, etc. if approved for this model), and vehicle speed.

Basic weight: With oil and without fuel	XTZ 125K 113 Kg (249 lb) XTZ 125E 114 Kg (251 lb)	
Maximum load*:	150 Kg (330 kg)	
Cold tire pressure:	Front	Rear
up to 90 Kg (198 lb) load*:	1.5 kg/cm^2 22 PSI / 147 kpa	1.5 kg/cm^2 22 PSI / 147Kpa
90 Kg (198 lb) ~ maximum load*:	1.5 kg/cm^2 22 PSI / 145 Kpa	2.0 kg/cm^2 28 PSI / 200 Kpa

* Load is the total weght of cargo, rider, passenger and accessories.

Tires

To ensure maximum performance, long service, and safe operation, note the following:

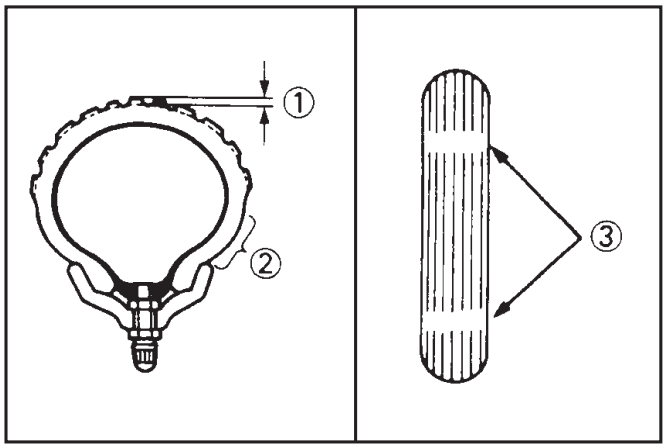
1. Tire air pressure
   Always check and adjust the tire pressure before operating the machine.

WARNING:

WARNING:

Proper loading of your motorcycle is important for the handling, braking, and other performance and safety characteristics of your motorcyle. Do not carry loosely packed items that can shift. Securely pack your heaviest items close to the center of the motorcycle, and distribute the weight evenly from side to side. Properly adjust the suspension for your load, and check the condition and pressure of your tires. NEVER OVERLOAD YOUR MOTORCYCLE. Make sure the total weight of the cargo, rider, passenger, and accessories (fairing, saddlebags, etc. if approved for this model) does not exceed the maximum load of the motorcycle. Operation of an overloaded motorcycle could cause tire damage, an accident, or even injury.

2. Tire inspection
   Always check the tires before operating the motorcycle. If a tire tread shows crosswise lines (minimum tread depth), if the tire has a nail or glass fragments in it, or if the side wall is cracked, contact a Yamaha dealer or other qualified mechanic and have the tire replaced.



1.Tread depth 2. Side wall 3. wear indicator

WARNING:

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   Always check the tires before operating the motorcycle. If a tire tread shows crosswise lines (minimum tread depth), if the tire has a nail or glass fragments in it, or if the side wall is cracked, contact a Yamaha dealer or other qualified mechanic and have the tire replaced.

WARNING:

After extensive tests, the tires listed below have been approved by Yamaha for this model. The front and rear tires should always be by the same manufacturer and of the same design. No guarantee concerning handling characteristics can be given if a tire combination other than one approved by Yamaha is used on this motorcycle.

	Manufacturer	Size	Type
FRONT	PIRELLI	80/90 - 21	48T MT 60
REAR	PIRELLI	110/80 - 18	58T MT 60

Minimum tire tread depth (from and rear)	0,8 mm (0.0315 in)

WARNING:

1. **It is dangerous to ride with a worn-out tire. When the tire tread begin to show signs of wear, replace the tire immediately. Brakes, tires and related wheel parts should be left to a Yamaha dealer.**
2. **Patching a punctured tube is not recommended. If it is absolutely necessary to do so, use great care and replace the tube as soon as possible with a good quality replacement.**

WARNING:

After extensive tests, the tires listed below have been approved by Yamaha for this model. The front and rear tires should always be by the same manufacturer and of the same design. No guarantee concerning handling characteristics can be given if a tire combination other than one approved by Yamaha is used on this motorcycle.

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2. **Patching a punctured tube is not recommended. If it is absolutely necessary to do so, use great care and replace the tube as soon as possible with a**

Clutch (See page 6-16 for details)
Check the free play in the clutch lever, and make sure the lever operates properly. If the free play is incorrect, adjust it.

Throttle grip (See page 6-14 for details)
Turn the throttle grip to see if it operates properly, and check the free play.

Make sure the grip returns by spring force when released. Ask a Yamaha dealer or other qualified mechanic to make any necessary adjustments.

Fitting/Fasteners
Alway check the tightness of chassis fittings and fasteners before a ride. Use the chart on page 6-5 to find the correct torque.

Switches
Check the operation of the starter switch, main switch, “Engine Stop” switch.

Wheels

To ensure maximum performance, long service, and safe operation, note the following:

1. Always inspect the wheels before a ride. Check for cracks, bends, or warpage of the wheel; be sure the spokes are tight and undamaged. If any abnormal condition exists in a wheel, consult a Yamaha dealer or other qualified mechanic. Do not attempt even small repairs to the wheel. If a wheel is deformed or cracked, it must be replaced.
2. Tires and wheels should be balanced whenever either one is changed or replaced. Failure to have a wheel balanced can result in poor performance, adverse handling characteristics, and shortened tire life.
3. After installing a tire, ride conservatively to allow the tire to seat itself on the rim properly. Failure to allow proper seating may cause tire failure, resulting in damage to the motorcycle and injury to the rider.

Clutch (See page 6-16 for details)
Check the free play in the clutch lever, and make sure the lever operates properly. If the free play is incorrect, adjust it.

Throttle grip (See page 6-14 for details)
Turn the throttle grip to see if it operates properly, and check the free play.

Wheels

To ensure maximum performance, long service, and safe operation, note the following:

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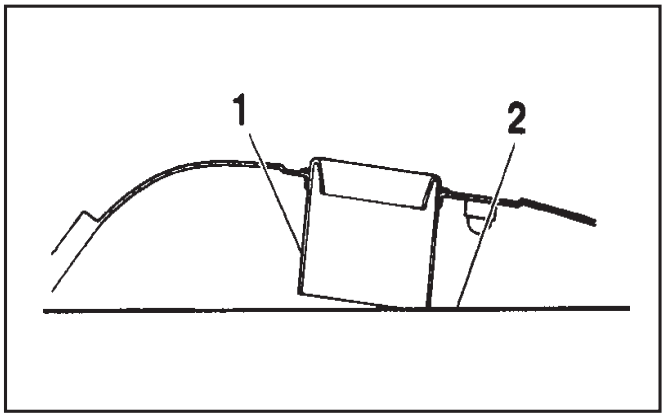
Fuel



1. Fuel level 2. Filler tube

Make sure there is sufficient fuel in the tank.

WARNING:

Do not overfill the fuel tank. Avoid spilling fuel on the hot engine. Do not fill the fuel tank above the bottom of the filler tube as shown in the illustration or it may overflow when the fuel heats up later and expands.

CAUTION:

Always wipe off spilled fuel immediately with a dry and clean soft cloth. Fuel may deteriorate painted surfaces or plastic parts.

Recommended fuel:
UNLEADED FUEL

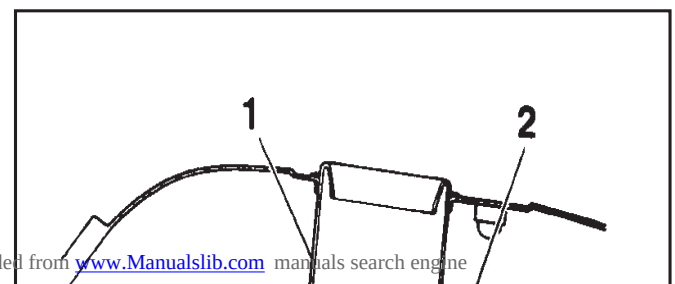
Fuel tank capacity:
Total:
10.6 l (2.33 Imp gal, 2.80 US gal)
Reserve:
1.0 l (0.220 Imp gal, 0.264 Us gal)

Your Yamaha engine has been designed to use regular unleaded gasoline with a pump octane number ([R+m]/2) of 86 or higher, or research octane number of 91 or higher. If knocking or pinging occurs, use a different brand of gasoline or premium unleaded fuel. Unleaded fuel will give you longer spark plug life and reduced maintenance cost. If unleaded gasoline is not available, then leaded regular gasoline can be used.

Gasohol

There are two types of gasohol; gasohol containing ethanol and that containing methanol. Gasohol containing ethanol can be used if ethanol content does not exceed 10%. Gasohol containing methanol is not recommended by Yamaha because it can cause fuel system damage or vehicle performance problems.

Fuel



CAUTION:

Always wipe off spilled fuel immediately with a dry and clean soft cloth. Fuel may deteriorate painted surfaces or plastic parts.

Recommended fuel:
UNLEADED FUEL

OPERATION AND IMPORTANT RIDING POINTS

CAUTION:

Before riding this motorcycle, become thoroughly familiar with all operating controls and their functions. Consult a Yamaha dealer regarding any control or function that you do not thoroughly understand.

Never start your engine or let it run for any length of time in a closed area.
The exhaust fumes are poisonous and can cause loss of consciousness and death within a short time. Always operate your machine in an area with adequate ventilation.

Before starting out, always be sure the sidestand is up. Failure to retract the sidestand completely can result in a serious accident when you try to turn a corner.

CAUTION:

1. **Be very careful if you are carrying object while riding the motorcycle**

2. **Be vareful not to put any object near battery terminals.**
   Electrical failure or acid corrosion may occur.

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   Electrical failure or acid corrosion may occur.

Starting a cold engine

XTZ 125K

1. Turn the fuel cock to “ON”.
2. Turn the main switch to “ON” and the engine stop switch to “ ↷ “.
3. Shift transmission into neutral.

NOTE:

When the transmission is in neutral, the neutral indicator light should be on. If the light does not come on, ask a Yamaha dealer to inspect it.

4. Fully open the starter (CHOKE) and completely close the throttle grip.
5. Kick the kick start to start the engine.
6. After starting the engine, turn back the starter to an intermediate position.

NOTE:

To obtain maximum engine life and service, do not ever thoroughly accelerate it while the engine is cold.

7. After warming up the engine, turn back the starter (CHOKE) completely.

NOTE:

The engine is warm when it responds normally to the throttle with the starter turned off.

XTZ 125E

1. Turn the fuel cock to “ON”.
2. Turn the main switch to “ON” and the engine stop switch to “ ↷ “.
3. Shift transmission into neutral.

NOTE:

When the transmission is in neutral, the neutral indicator light should be on. If the light does not come on, ask a Yamaha dealer to inspect it.

4. Fully open the starter (CHOKE) and completely close the throttle grip.
5. Start the engine by pushing the starter switch.

Starting a cold engine

XTZ 125K

1. Turn the fuel cock to “ON”.
2. Turn the main switch to “ON” and the engine stop switch to “ ↷ “.
3. Shift transmission into neutral.

NOTE:

When the transmission is in neutral, the neutral indicator

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3. Shift transmission into neutral.

NOTE:

When the transmission is in neutral, the neutral indicator

NOTE:

This motorcycle is equipped with a starting and an ignition circuit cut-off switch.

1. The engine can be started only under the following conditions:

a. The transmission is in neutral.

b. The transmission is in gear and the clutch is disengaged.

2. The motorcycle must not be ridden when the sidestand is down.

NOTE:

If the engine fails to start, release the starter switch, wait a few seconds, then try again. Each attempt should be as short as possible to preseve the battery. Do not crank the engine more than 10 seconds on any one attempt.

6. After starting the engine, turn back the starter to an intermediate position.

NOTE:

To obtain maximum engine life and service, do not ever thoroughly accelerate it while the engine is cold.

7. After warming up the engine, turn back the starter (CHOKE) completely.

NOTE:

The engine is warm when it responds normally to the throttle with the starter turned off.

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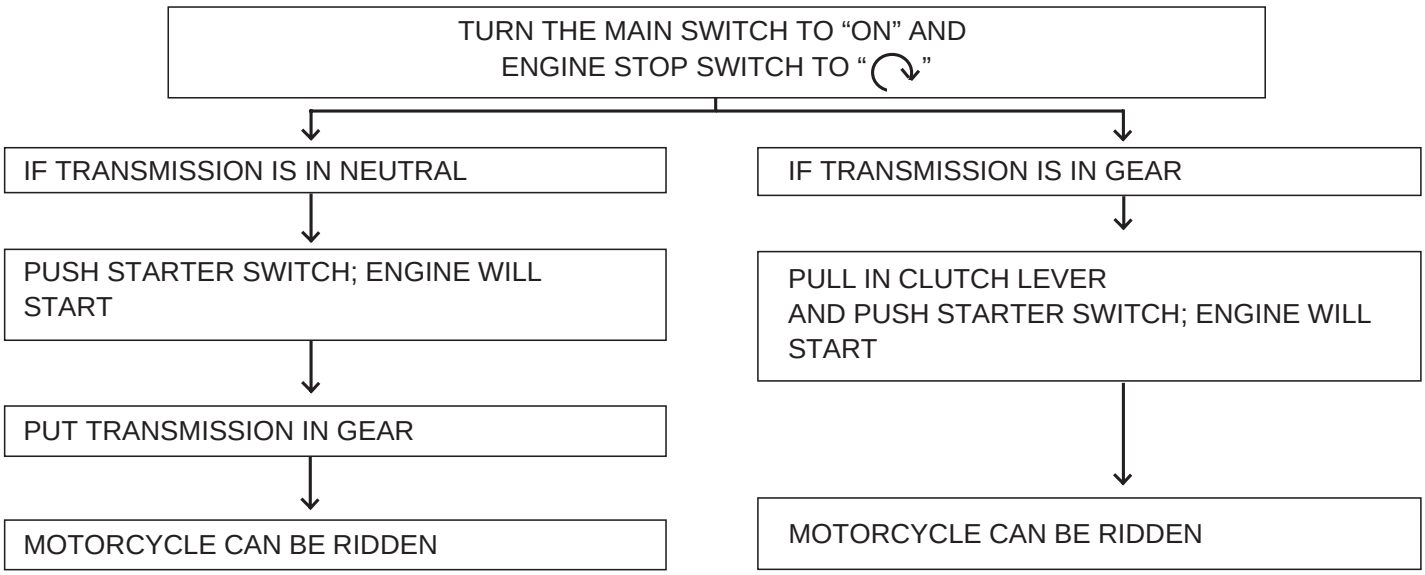
NOTE:

WARNING:

Before going through the following steps, check the function of the clutch switch (See page 3-15)



* Obs.: XTZ 125E

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Before going through the following steps, check the function of the clutch switch (See page 3-15)

TURN THE MAIN SWITCH TO “ON” AND

Starting a warm engine

The starter lever is not required when the engine is warm.

CAUTION:

If the engine fail to start with the procedures above, try to start it again with the throttle grip opened 1/4 to 1/2.

Warming up the engine

For an extended engine life always warm the engine up never accelerate hard while the engine is cold.
To check if engine temperature is normal, rev the engine with the choke closed and check to see if it responds normally.

CAUTION:

See the "Break-in section" prior to operating the motorcycle for the first time.

Starting a warm engine

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CAUTION:

Shifting

The transmission lets you control the amount of power you have available at a given speed for starting, accelerating, climbing hills, etc. The use of shift pedal is shown in the illustration (page 3-6).

To shift into NEUTRAL, depress the shift pedal repeatedly until it reaches the end of its travel (you will feel a stop when you are in first gear), then raise the pedal slightly.

CAUTION:

1. **Do not coast for long periods with the engine off, and do not tow the motorcycle a long distance. Even with gears in neutral, the transmission is only properly lubricated when the engine is running. Inadequate lubrication may damage the transmission.**
2. **Always use the clutch when changing gears. The engine, transmission, and driveline are not designed to withstand the shock of forced shifting and can be damaged by shifting without using the clutch.**

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Tips for reducing fuel consumption

Your motorcycle's fuel consumption depends to a large extent on your riding style. The following tips can help reduce fuel consumption.

1. Warm up the engine before riding.
2. Turn off the starter lever as soon as possible.
3. Shift up swiftly and avoid high engine speeds during acceleration.
4. Do not double-clutch or rev the engine while shifting down and avoid high engine speeds with no load engine.
5. Turn off the engine instead of letting it idle for an extended lenght of time, i.e. in traffic jams, at traffic lights or railroad crossings.

Engine Break-in

There is never a more important period in the life of your motorcycle than the period 1.000Km. For this reason we ask that you carefully read the following material. Because the engine is brand new, you must not put an excessive load on it for the first several hours of running.

During this period, prolonged full throttle operation, or any condition which might result in excessive heating of the engine must be avoided.

1. 0 ~ 150 Km:
   Avoid operation above 1/3 throttle. Stop the engine and let it cool for 5 to 10 minutes after every hour of operation. Vary the speed of the motorcycle from time to time. Do not operate it at one set throttle position.

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2. 150 ~ 500 Km:
   Avoid prolonged operation above 1/2 throttle. Allow the machine to rev freely through the gears, but do not use full throttle at any time.

3. 500 ~ 1,000 Km:
   Avoid cruising speeds in excess of 3/4 throttle.

CAUTION:

After 1,000Km of operation, be sure to replace the engine oil.

4. After 1,000 Km:
   Avoid prolonged full throttle operation. Vary speeds occasionally.

CAUTION:

If any engine trouble should occur during the break-in period, consult a Yamaha dealer immediately.

Parking

When parking the motorcycle, stop the engine and remove the ignition key. Turn the fuel cock to “OFF” whenever stopping the engine.

WARNING:

The muffler and exhaust pipe are hot. Park the motorcycle in a place where pedestrians or children are not likely to touch the motorcycle. Do not park the motorcycle on a slope or soft ground; the motorcycle may fall over.

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PERIODIC MAINTENANCE AND MINOR REPAIRS

Perodic inspection, adjustment, and lubrication will keep your motorcycle in the safest and most efficient condition possible. Safety is an OBLIGATION of the motorcycle owner.

The maintenance and lubrication schedule chart should be considered strictly as a guide to general maintenance and lubrication intervals. YOU MUST TAKE INTO CONSIDERATION THAT WEATHER, TERRAIN, GEOGRAPHICAL LOCATIONS, AND A VARIETY OF INDIVIDUAL USES ALL TEND TO DEMAND THAT EACH OWNER ALTER THIS TIME SCHEDULE TO SHORTER INTERVALS TO MATCH THE ENVIRONMENT.

The most important points of motorcycle inspection, adjustment, and lubrication are explained in the following pages.

CAUTION:

If you are not familiar with motorcycle service, this work should be done by a Yamaha dealer.

PERIODIC MAINTENANCE AND MINOR REPAIRS

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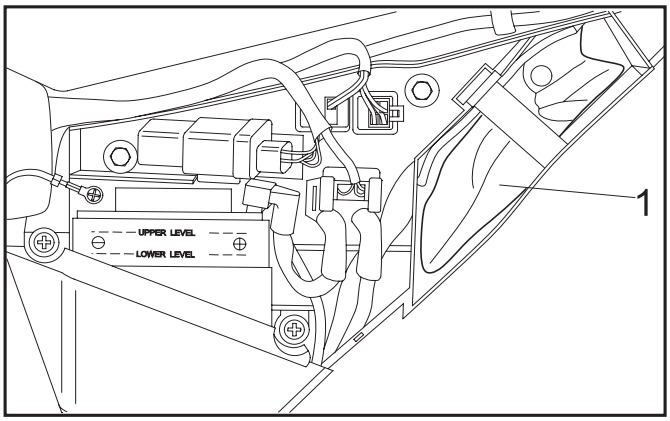
Tool kit



1. Tool kit

The tools provided in the owner's tool kit are to assist you in the performance of periodic maintenance. However, some other tools such as a torque wrench are also necessary to perform the maintenance correctly.

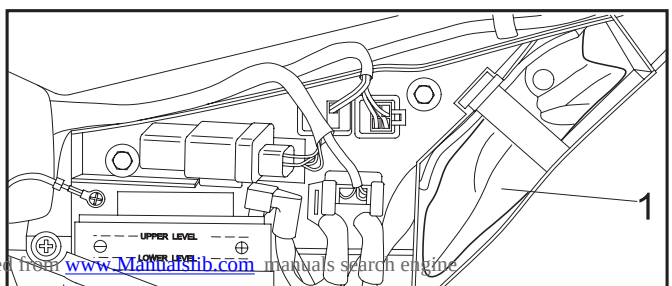
NOTE:

If you do not have necessary tools required during a service operation, take your motorcycle to a Yamaha dealer for service.

WARNING:

Modifications to this motorcycle not approved by Yamaha may cause loss of performance, excessive emissions, and render it unsafe for use. Consult a Yamaha dealer before attempting any changes.

Tool kit



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PERIODIC MAINTENANCE / LUBRICATION

ITEM	REMARKS	1,000KM	3,000KM	EVERY 3,000KM OR ERERY 6 MONTHS
Valves*	How it sounds / Adjust if necessary.	○	○	○
Spark plug	Check condition and clean if necessary. Replace if necessary every 12,000 Km.	○	○	○
Air filter	Clean or replace if necessary.	○	○	○
Fuel line	Check fuel hose, for cracks or damage.	○	○	○
Carburetor*	Adjust	○	○	○
Battery	Check electrolyte level, routing breather pipe.	○	○	○
Engine oil	Replace / Check level	○	○	○
Muffler	Check damage, Retighten.		○	○
Brakes*	Check operation, adjust. Grease the brake cam.	○	○	○
Rear arm pivot*	Check rear arm assembly for looseness. Moderately repack.***		○	○
Wheels and tires	Check tire pressure, runout and spoke tightness.	○	○	○
Wheel bearings*	Check looseness and damage.		○	○
Steering bearings*	Check loosenes. Repack every 12,000 km or 12 month.**	○	○	○

PERIODIC MAINTENANCE / LUBRICATION

ITEM	REMARKS	1,000KM	3,000KM	EVERY 3,000KM OR ERERY 6 MONTHS
Valves*	How it sounds / Adjust if necessary.	○	○	○
Spark plug	Check condition and clean if necessary. Replace if necessary every 12,000 Km.	○	○	○
Air filter	Clean or replace if necessary.	○	○	○

ITEM	REMARKS	1,000KM	3,000KM	EVERY 3,000KM OR EVERY 6 MONTHS
Front forks*	Check operation / oil leakage.	○	○	○
Rear shock absorber*	Check operation / oil leakage.	○	○	○
Drive chain	Check chain slack / lubricate, adjust if necessary.	Every 500 Km		
Fittings / fasteners	Check looseness.	○	○	○
Sidestand	Check operation, looseness.	○	○	○
Control cables: throttle / clutch / front brake	Adujst / Check operation Lubricate every 12,000 Km.	○	○	○
Lights and flashers	Check operation.	○	○	○
Nuts and bolts	Check tighten.	○	○	○
Motorcycle Aspect	General Check	○	○	○

* : It is recommended that these items be serviced by a Yamaha dealer.
** : Molybdenum disulfide grease.
*** : Lithium soap based grease.

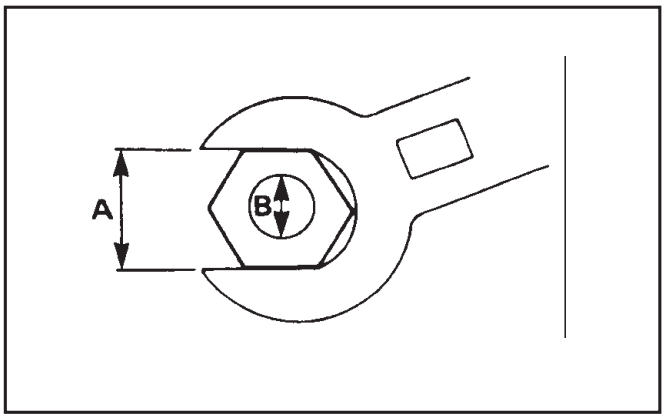
NOTE:

Brake fluid replacement:

1. When disassembling the master cylinder or caliper cylinder, replace the brake fluid. Normally check the brake fluid level and add fluid as required.
2. On the inner parts of the master cylinder and caliper cylinder, replace the oil seals every two years.
3. Replace the brake hoses every four years, or if cracked or damaged.

ITEM	REMARKS	1,000KM	3,000KM	EVERY 3,000KM OR EVERY 6 MONTHS
Front forks*	Check operation / oil leakage.	○	○	○
Rear shock absorber*	Check operation / oil leakage.	○	○	○
Drive chain	Check chain slack / lubricate, adjust if necessary.	Every 500 Km		

Torque specifications

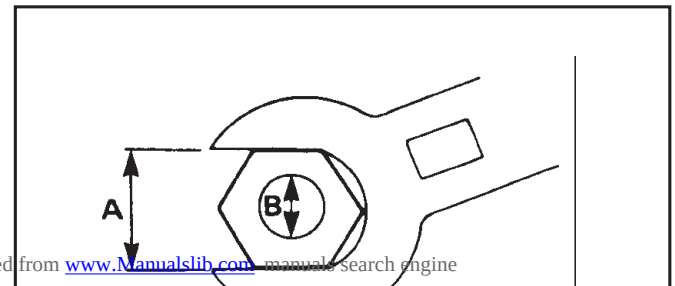


Use a torque wrench to tighten these items. It is recommended that these items be checked occasionally, specially before a long trip. Always check the tightness of these items whenever they are loosened for any reason.

A (Nut)	B (Bolt)	General torque especifications		
		Nm	kgf.m	lbf. ft
10 mm	6 mm	6	0,6	4,3
12 mm	8 mm	15	1,5	11
14 mm	10 mm	30	3,0	22
17 mm	12 mm	55	5,5	40
19 mm	14 mm	85	8,5	61
22 mm	16 mm	130	13,0	94

Item	Torque		
	Nm	Nm	kgfm
Spark plug	12.5	1.25	9.0
Engine oil drain plug	20	2.0	14.5
Oil check bolt	7	0.7	5.0
Front wheel axle nut	80	8.0	58
Rear wheel axle nut	80	8.0	58

Torque specifications



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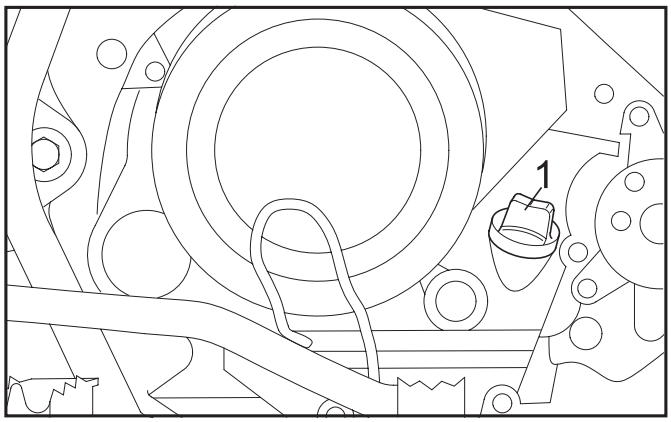
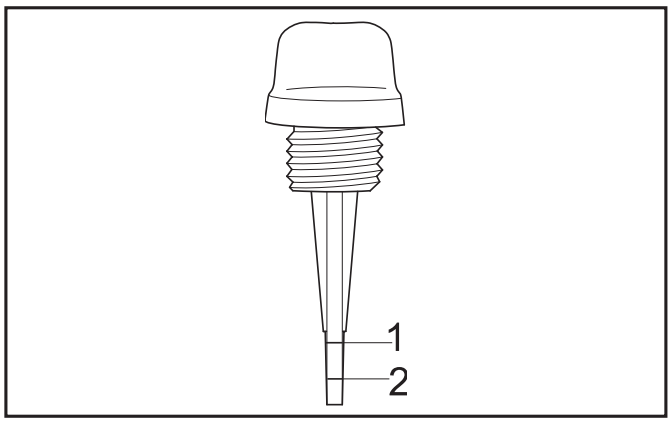
Engine oil



1. Engine oil filler cap



1. Maximum mark 2.Minimum mark

1. Oil level measurement

a. Place the motorcycle on a level place and hold it in an upright position. Warm up the engine for several minutes.

NOTE:

Be sure the motorcycle is positioned straight up when checking the oil level. A slight tilt toward the side can result in false readings.

b. With the engine stopped, with the engine stopped, unscrew the oil filler cap/ dispstick and rest it on the threads of the ok.

NOTE:

Wait a few minutes until the oil level settles before checking.

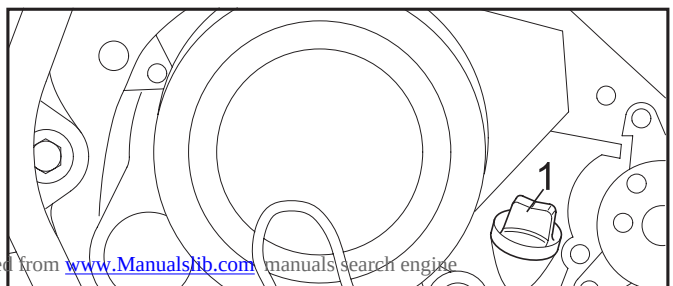
c. remove the oil filler cap/ dispstick, clean it with a dry cloth and check the oil level.

NOTE:

To check the oil level the oil filler cap/ dispstick can not be screwed, just lightly seated in place.

d. The oil level should be between the maximum and minimum marks. If the level is low, add oil to raise it to the indicated level, check for oil leakage.

Engine oil



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a. Place the motorcycle on a level place and hold it in an upright position. Warm up the engine for several minutes.

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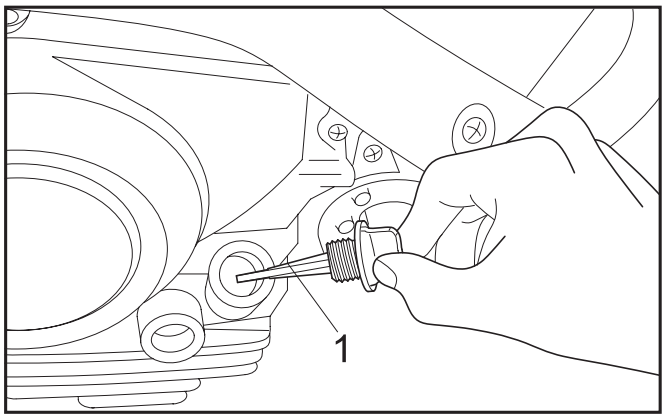
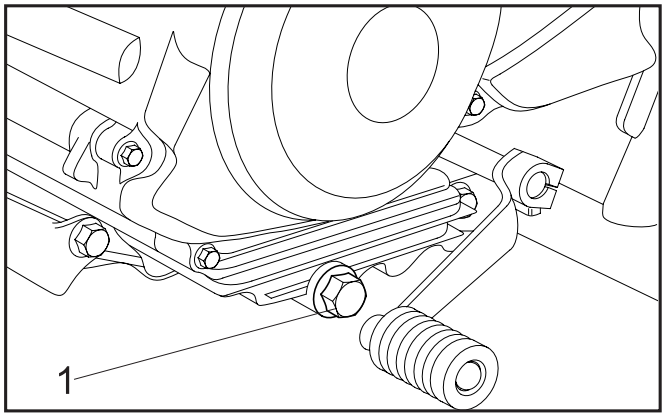
Be sure the motorcycle is positioned straight up when checking the oil level. A slight tilt toward the side can result in false readings.

2. Engine oil and filter replacement



1.Dipstick

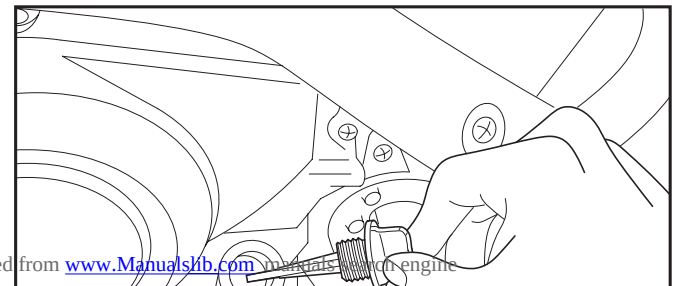


1. Engine oil drain plug

a. Warm up the engine for a few minutes.
b. Stop the engine. Place an oil pan under the engine and remove the dipstick.
c. Remove the drain plug and drain the oil.
d. Reinstall the drain plug, check if the gasket is damaged and lighten it to the specified torque.

Tightening torque:
Drain plug:
20 N.m (2.0 kgf.m, 14.5 lbf.t)

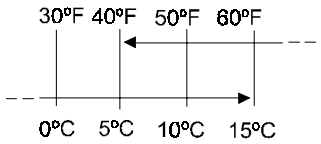
2. Engine oil and filter replacement



a. Warm up the engine for a few minutes.
b. Stop the engine. Place an oil pan under the engine and remove the dipstick.
c. Remove the drain plug and drain the oil.
d. Reinstall the drain plug, check if the gasket is damaged and lighten it to the specified torque.

e.Fill engine with oil. Install the oil filter cap and tighten.

Recommended oil:
YAMALUBE 4



Oil quantity:
Total amount:
1.2 L (0.264 Imp gal, 0.317 US gal)
Periodic oil change:
1.0 L (0.220 Imp gal, 0.264 US gal)

NOTE:
Recommended engine oil classification; API Service “SH” type or equivalent

CAUTION:
Do not put in any chemical additives. Engine oil also lubricates the clutch and additives could cause clutch slippage.

CAUTION:
Be sure no foreign material enters the crankcase.

f. Start the engine and warm up for a few minutes. While warming up, check for oil leakage. If oil leakage is found, stop the engine immediately, and check for the cause.
g. Stop the engine and check the oil level.

CAUTION:
After replacing the engine oil, be sure to check the oil pressure.

e.Fill engine with oil. Install the oil filter cap and tighten.

Recommended oil:
YAMALUBE 4

Oil quantity:
Total amount:
1.2 L (0.264 Imp gal, 0.317 US gal)
Periodic oil change:

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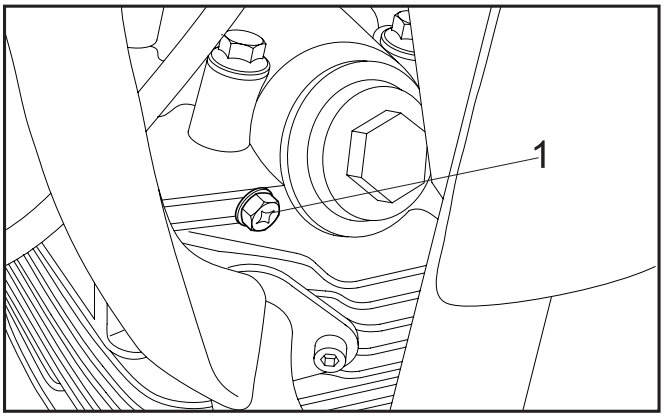
Oil pressure

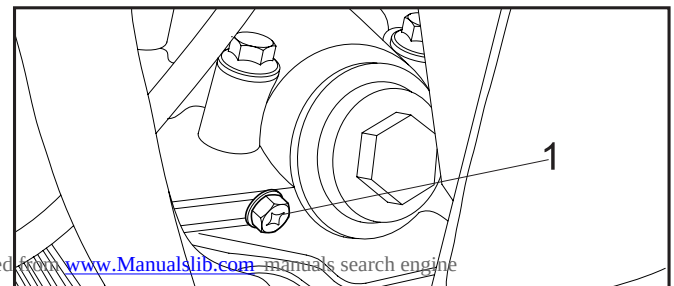


1. Check bolt

1. Remove the check bolt ① in the cylinder head.
2. Start the engine and keep it idling until oil flows out of the bleed hole. If no oil comes out after one minute, turn off the engine immediately so it will not seize. In such a case go to the nearest Yamaha dealer or other qualified mechanic for repairs.
3. After checking, tighten the check bolt to the specified torque.

Check bolt torque:
7 N.m (0.7 Kgf.m, 5.0 lbf.ft)

Oil pressure



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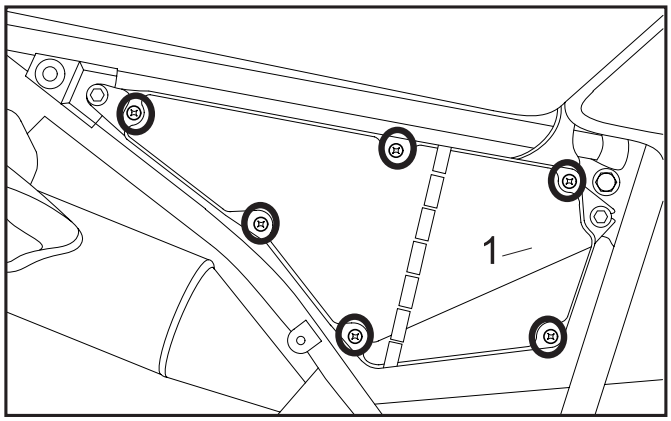
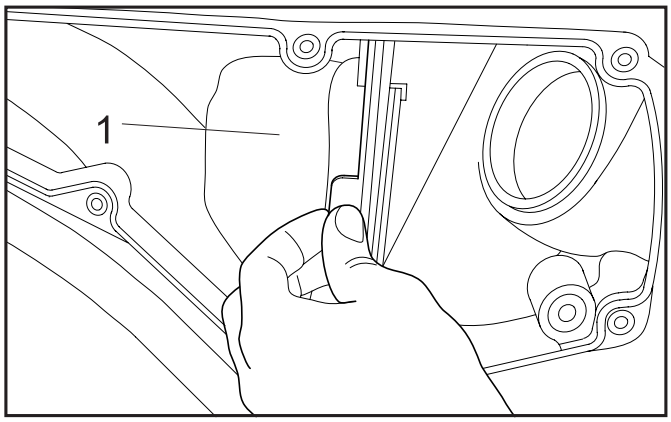
Air filter



1. Side cover 2. Bolts

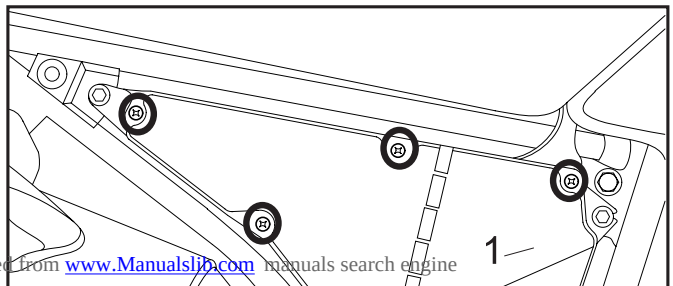


1. Air filter

The air filter should be cleaned at the specified intervals. It should be cleaned more frequently if you are riding in unusually wet or dusty areas.

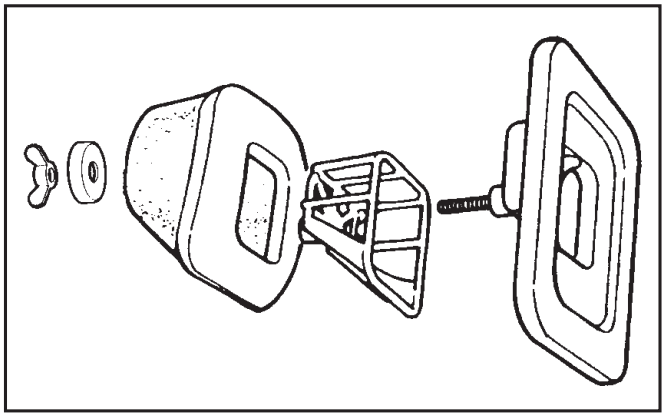
1. Remove the right side cover.(pag. 3-13)
2. Remove the air filter case cover by removing the bolts.
3. Remove the air filter from the case.

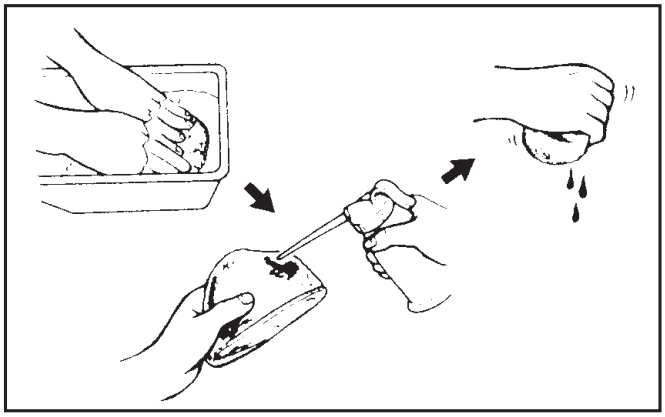
Air filter



The air filter should be cleaned at the specified intervals. It should be cleaned more frequently if you are riding in unusually wet or dusty areas.

1. Remove the right side cover.(pag. 3-13)
2. Remove the air filter case cover by removing the bolts.
3. Remove the air filter from the case.





4. Remove the air filter element from the guide and clean it with solvent. After cleaning, remove the remaining solvent by squeezing the air filter
5. Apply recommended oil to the entire surface of the filter and squeeze out the excess oil. The air filter should be wet but not dripping.

Recommended oil:
Engine oil 20W50

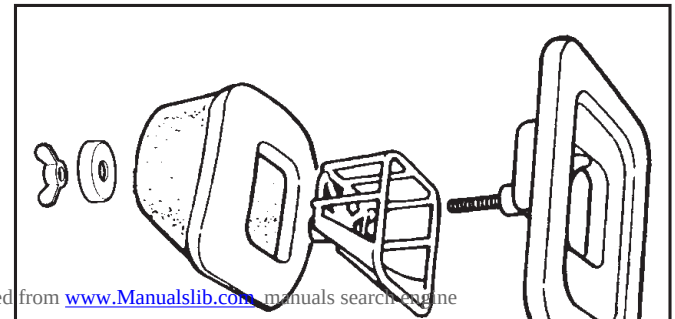
6. Reinstall the air filter in its case.
7. Install the air filter case cover and the right side cover.

CAUTION:

Make sure the element is properly seated in the air filter case.

CAUTION:

The engine should never be run without the air filter element installed; excessive piston and/or cylinder wear may result.



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Recommended oil:

Carburetor adjustment

The carburetor is a vital part of the engine. Adjusting should be left to a Yamaha dealer who has the professional knowledge, specialized data, and equipment to do so properly. However, the following may be serviced by the owner as part of routine maintenance.

CAUTION:

The carburetor was set at Yamaha factory after many tests. If the settings are changed, poor engine performance and damage may result.

Valve clearance adjustment

The correct valve clearance changes with use, resulting in improper fuel/air supply or engine noise. To prevent this, valve clearance must be adjusted regularly. This adjustment, however, should be left to a professional Yamaha service technician.

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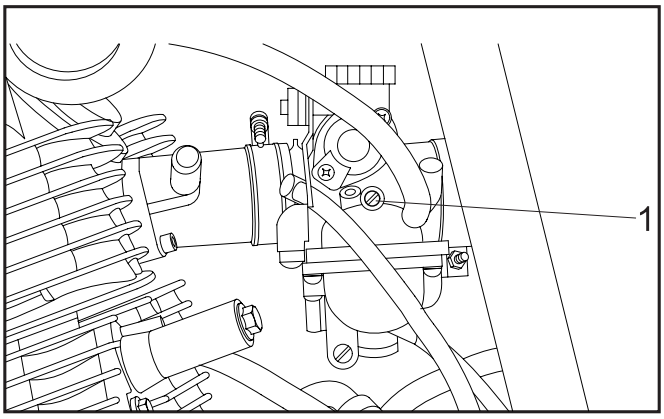
CAUTION:

Idle speed adjustment



1. Throttle stop screw

Standard idle speed:
1,300 ~ 1,500 r/min

NOTE:

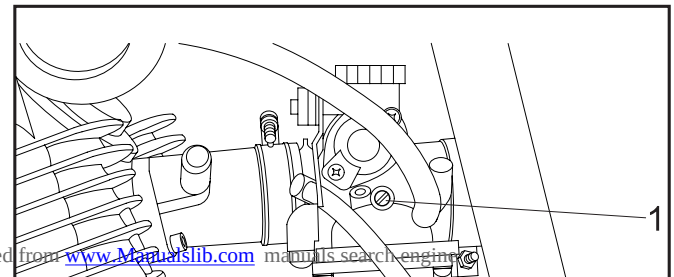
A diagnostic tachometer must be used for this procedure.

1. Attach the tachometer. Start the engine and warm it up for a few minutes (normally, 1 or 2 minutes) at approximately 1,000 to 2,000 r/min. Occasionally rev the engine to 4,000 to 5,000 r/min. The engine is warm when it quickly responds to the throttle.
2. Set the idle to the specified engine speed by adjusting the throttle stop screw; turn the screw in to increase engine speed and out to decrease engine speed.

NOTE:

If the specified idle speed cannot be obtained by performing the above adjustment, consult a Yamaha dealer.

Idle speed adjustment



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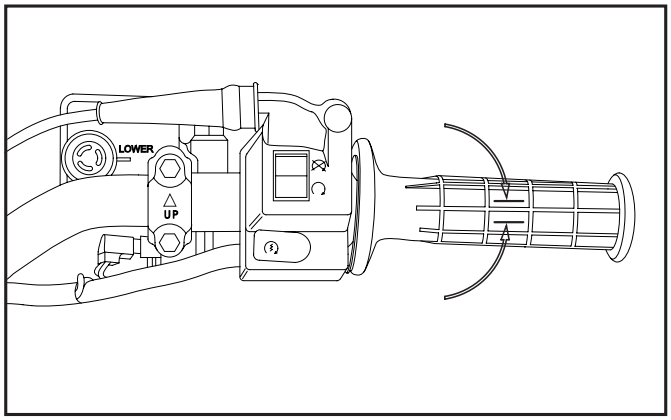
Throttle cable adjustment



1. Free play

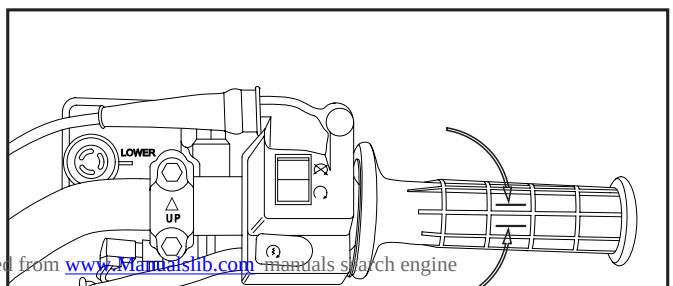
Free play:
3 ~ 5 mm (0.12 ~ 0.19 in)

NOTE:

Before checking the throttle cable free play, the engine idling speed should be adjusted.

The throttle cable should have an specified free play in the turning direction at the grip flange. If the free play is incorrect,

Throttle cable adjustment



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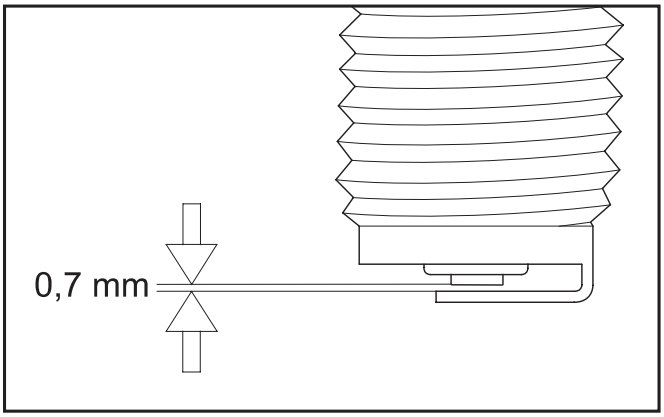
Spark plug inspection



1.Spark plug gap

The spark plug is an important engine component and is easy to inspect. The condition of the spark plug can indicate the condition of the engine.

The ideal color on the white porcelain insulator around the center electrode is a medium to light tan color for a motorcycle that is being ridden normally. Do not attempt to diagnose any problems yourself. Instead, take the motorcycle to a Yamaha dealer. You should periodically remove and inspect the spark plug because heat and deposits will cause the spark plug to slowly break down and erode.

If electrode erosion becomes excessive, or if carbon and other deposits are excessive, you should replace the spark plug with the specified plug.

Standard spark plug:
CR7HSA (NGK) and U22FSR-U (DENSO)

Before installing the spark plug, measure the electrode gap with a wire thickness gauge and adjust the gap to specification as necessary.

Spark plug gap:
0.7 mm (0.028 in)

When installing the plug, always clean the gasket surface and use a new gasket. Wipe off any grime from the threads, and torque the spark plug properly.

Spark plug torque:
12.5 N.m (1.25 Kgf.m, 9 lbf.ft)

NOTE:

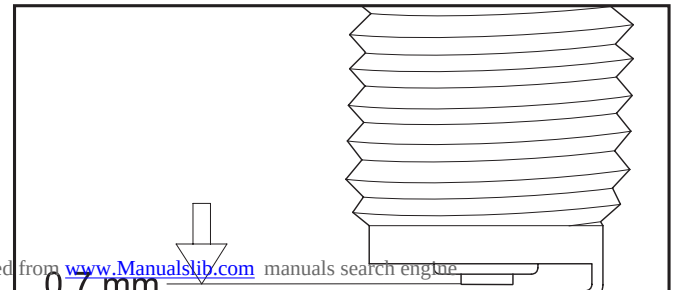
If a torque wrench is not available when you are installing a spark plug, a good estimate of the correct torque is 1/4 to 1/2 turn past finger tight. Have the spark plug torqued to the correct value as soon as possible with a torque wrench.

Spark plug inspection

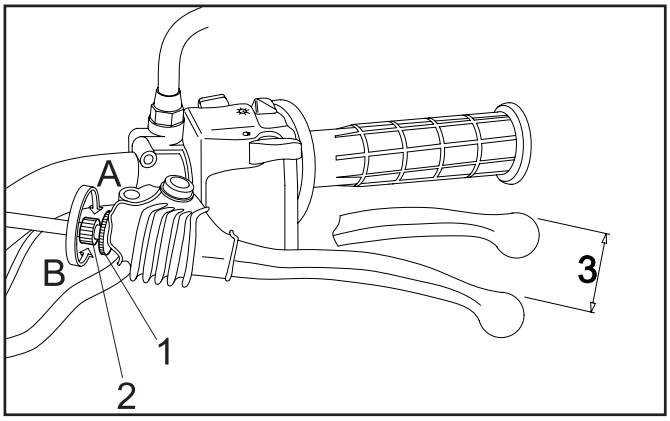
Standard spark plug:
CR7HSA (NGK) and U22FSR-U (DENSO)

Before installing the spark plug, measure the electrode gap with a wire thickness gauge and adjust the gap to specification as necessary.

Spark plug gap:



Clutch adjustment



1. Locknut 2. Adjuster a. Free play

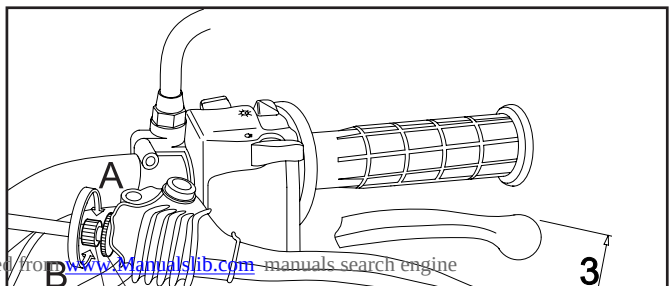
The clutch lever free play should be adjusted to 10 ~ 15 mm (0.4 ~ 0.6 in) at the clutch lever end. If the free play is incorrect, adjust as follows.

1. Loosen the locknut at the handlebar.
2. Turn the adjuster in (A) or out (B) until proper lever free play is obtained.
3. Tighten the locknut.
4. If the free play is still incorrect, make an adjustment at the crankcase side.

NOTE:

If proper adjustment cannot be obtained or the clutch does not work correctly, ask a Yamaha dealer to inspect the internal clutch mechanism.

Clutch adjustment



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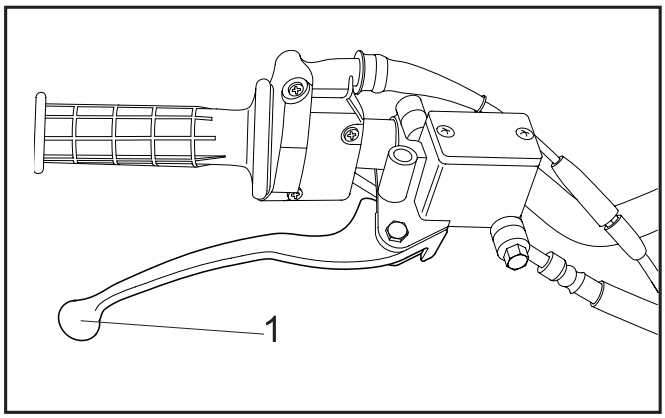
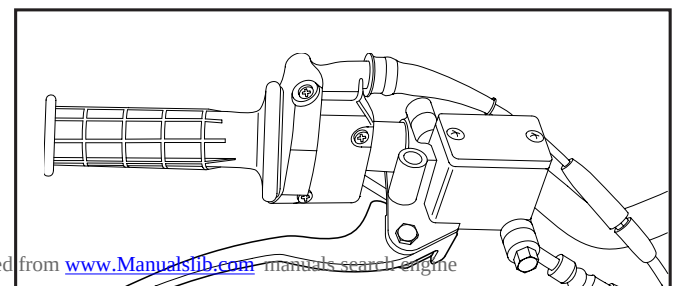
Front brake adjustment



1. Front lever

A soft or spongy feeling in the brake lever can indicate the presence of air in the brake system. This air must be removed by bleeding the brake system before the motorcycle is operated. Air in the brake system will considerably reduce braking performance and could result in a loss of control and possibly an accident. Inspect and if necessary, bleed the brake system.

Front brake adjustment



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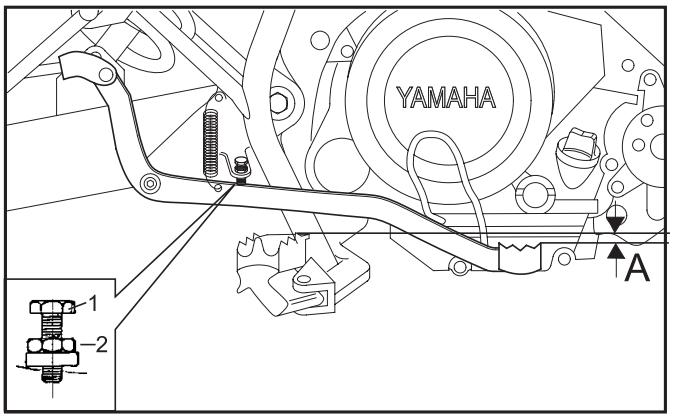
Rear brake adjustment



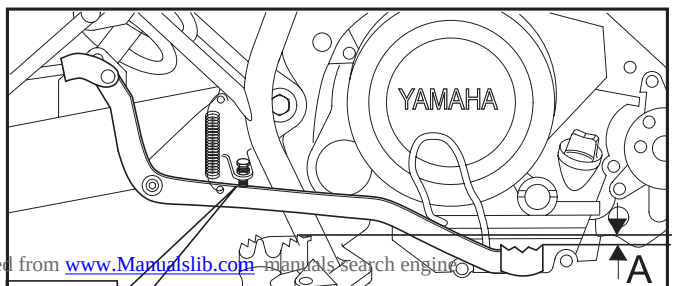
1. Adjusting nut 2. locknut
a. Pedal height: 2 mm(0.08 in)

WARNING:

For brake pedal adjustment, be sure to proceed as follows (it is advisable to have a Yamaha dealer make this adjustment.)

1. Pedal height.
a. Loosen the locknut.
b. By turning the adjuster clockwise or counterclockwise adjust the brake pedal position so that its top end is approximatelly 2 mm (0.08 in) below the footrest top end.
c. Tighten the locknut.

Rear brake adjustment



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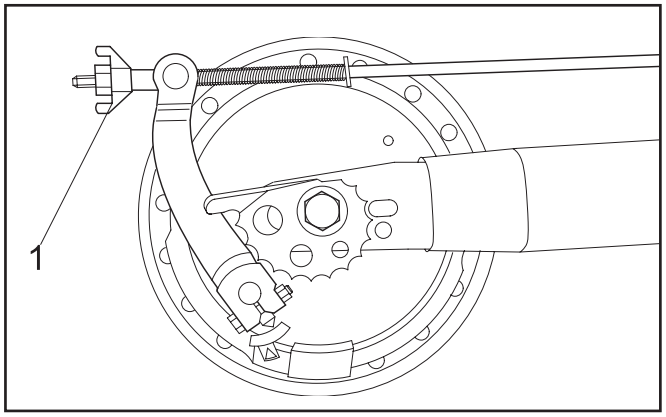
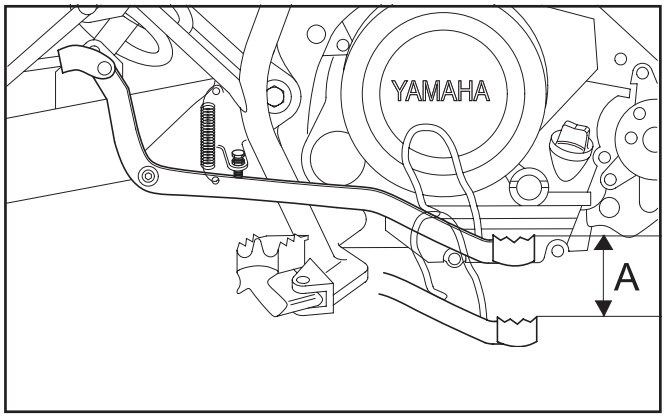


1. Adjuster



a.Free play: 20 ~ 30 mm (0.8 ~ 1.2 in)

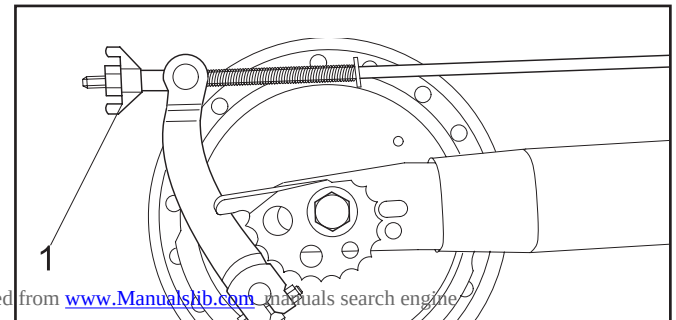
WARNING:

After adjusting the pedal height adjust brake pedal free play.

2. Freeplay.
   The rear brake pedal free play should be adjusted to 20 ~ 30 mm (0.8 ~ 1.2 in) at the brake pedal end. Turn the adjuster on the brake rod clockwise to reduce play or counterclockwise to increase play.

WARNING:

Brake pedal free play should be checked whenever the chain is adjusted or the rear wheel is removed and then reinstalled.
If it is impossible to make proper adjustment, consult a Yamaha dealer.
Check the operation of the brake light after adjusting the rear brake.



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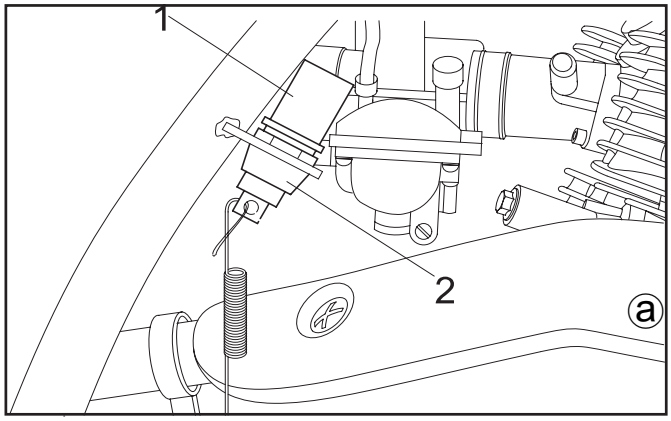
Brake light switch adjustment



1. Brake light switch 2. Adjusting nut

The rear brake light switch is activated by the brake pedal and is properly adjusted when the brake light comes on just before braking takes effect. To adjust the rear brake light switch, hold the switchbody so it does not rotate while turning the adjusting nut.

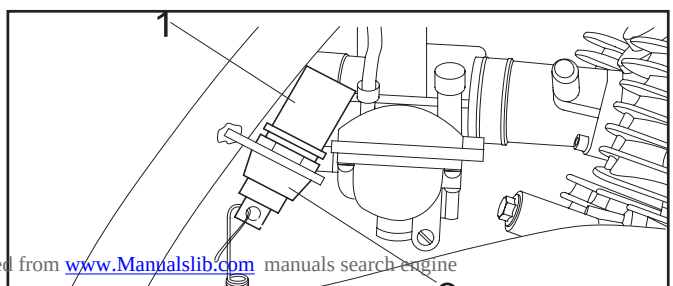
Turn the adjusting nut in direction ⓐ to make the brake light come on earlier.

Turn the adjusting nut in direction ⓑ to make the brake light come on later.

Checking the front brake pads and rear brake shoes

A wear indicator is provided on each brake. This indicator allows checking of brake pad/shoe wear without disassembling the brake.

Brake light switch adjustment



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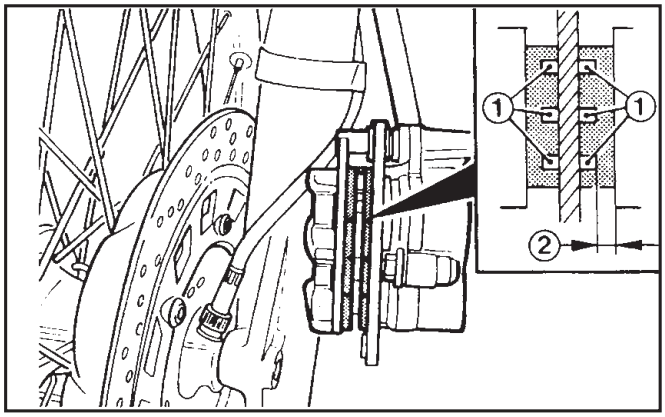
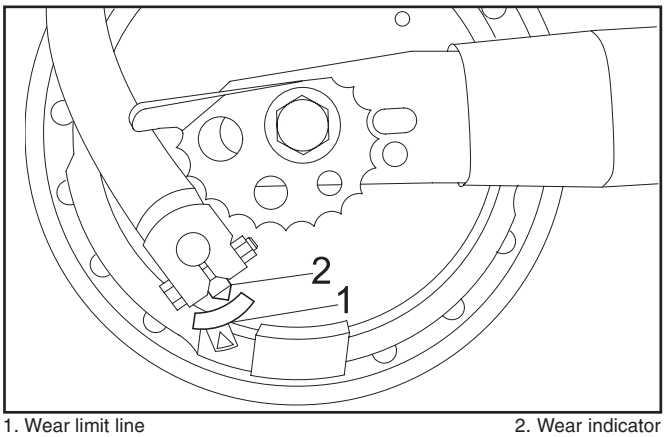
Front Brake



1. Wear indicator 2. Wear limit

Apply the brake and inspect the wear indicator. If the wear indicator is almost in contact with the disc plate, ask a Yamaha dealer to replace the pads.

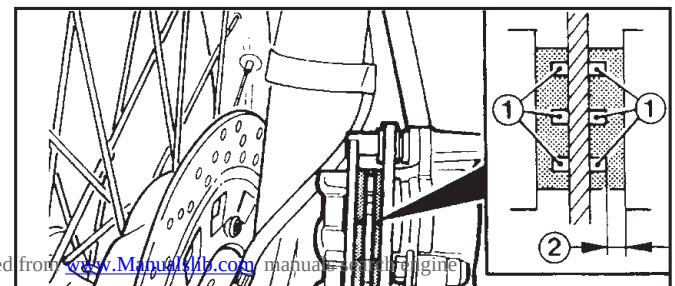
Rear Brake



1. Wear limit line 2. Wear indicator

Apply the brake and inspect the wear indicator. If the indicator reaches the wear limit line, ask a Yamaha dealer to replace the shoes.

Front Brake



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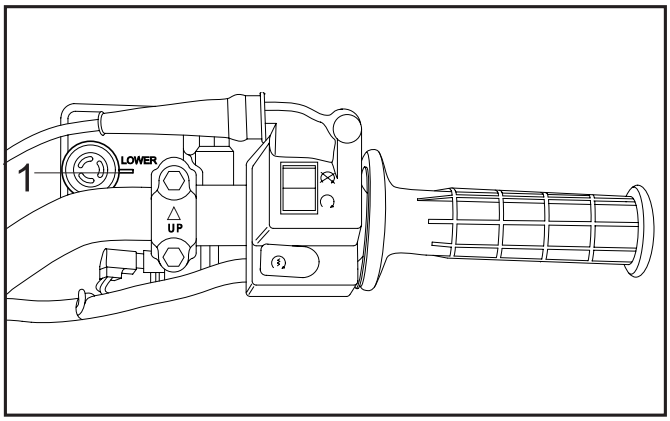
Inspecting the brake fluid level



1. Lower level

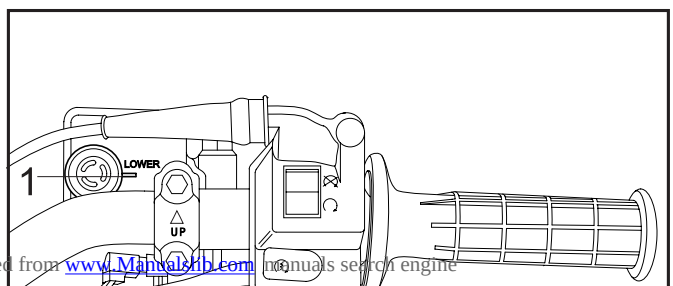
Insufficient brake fluid may let air enter the brake system, possibly causing the brakes to become ineffective. Before riding, check that the brake fluid is above the lower level and replenish when necessary. Observe these precautions:

1. When checking the fluid level, make sure the top of the master cylinder is level by turning the handlebars.
2. Use only the designated quality brake fluid. Otherwise, the rubber seals may deteriorate, causing leakage and poor brake performance.

Recommended brake fluid:
DOT #4

NOTE:
If DOT #4 is not available, #3 can be used.

Inspecting the brake fluid level



Insufficient brake fluid may let air enter the brake system, possibly causing the brakes to become ineffective. Before riding, check that the brake fluid is above the lower level and replenish when necessary. Observe these precautions:

1. When checking the fluid level, make sure the top of the master cylinder is level by turning the handlebars.
2. Use only the designated quality brake fluid. Otherwise, the rubber seals may deteriorate, causing leakage and

3. Refill with the same type of brake fluid. Mixing fluids may result in a harmful reaction and lead to poor brake performance.
4. Be careful that water does not enter the master cylinder when refilling. Water will significantly lower the boiling point of the fluid and may result in vapor lock.
5. Brake fluid may deteriorate painted surfaces or plastic parts. Always clean up spilled fluid immediately.
6. Have a Yamaha dealer check the cause if the brake fluid level goes down.

Brake fluid replacement

1. Complete fluid replacement should be done only by trained service personnel.
2. Have a Yamaha dealer replace the following components during periodic maintenance or when they are damaged or leaking.

a. Replace all rubber seals every two years.
b. Replace all hoses every four years.

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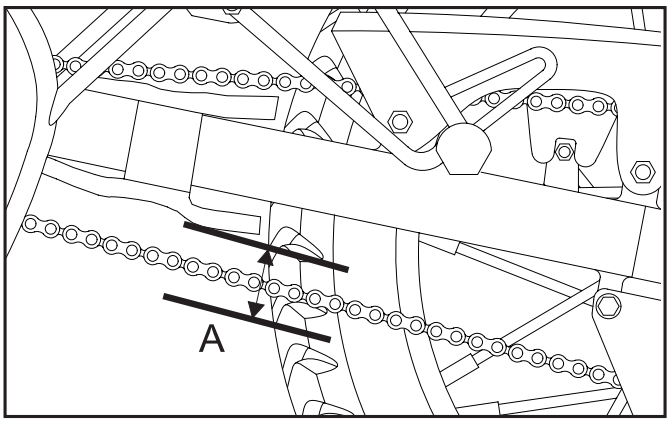
Drive chain slack check



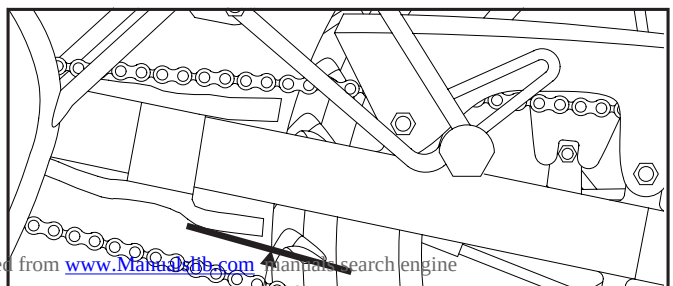
a.Free play

NOTE:

Spin the wheel several times and find the tightest position of the chain. Check and/or adjust the chain slack while it is in this tightest position.

To check the chain slack the motorcycle must be held straight up with both wheels on the ground and without rider. Check the slack at the position shown in the illustration. Normal slack is approximately 40 ~ 55 mm (1,6 ~ 2,2 in). If the slack exceeds 55 mm (2,2 in), adjust.

Drive chain slack check



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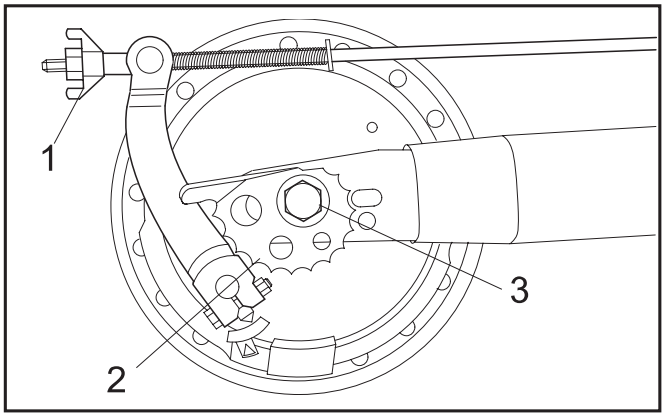
Drive chain slack adjustment



1. Adjuster 2. Chain puller 3. Axle nut

1. Loosen the rear brake adjuster.
2. Loosen the axle nut.
3. Turn both left and right chain puller the same amount.Make sure that they are in the same position for proper wheel alignment.

4. After adjusting, be sure to tighten the axle nut.

CAUTION:

Too little chain slack will overload the engine and other vital parts. Keep the slack within the specified limits.

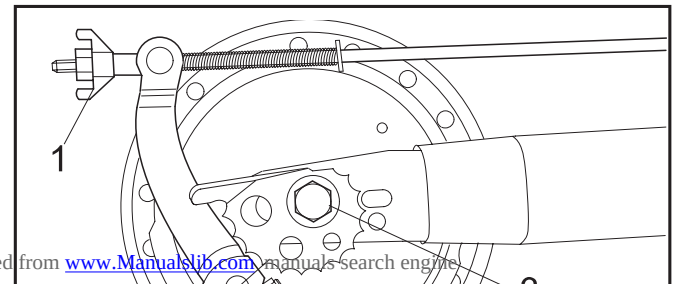
Axle nut torque:
80 N.m (8.0 Kgf.m, 58 lbf.ft)

5. Adjust the free play in the brake pedal.

CAUTION:

Check the operation of the brake light after adjusting the rear brake.

Drive chain slack adjustment



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Axle nut torque:

Drive chain lubrication

The chain consists of many parts which work with each other. If the chain is not maintained properly, it will wear out quickly. Therefore, the chain must be serviced regularly. This service is especially necessary when riding in dusty areas.

1. Use Yamaha Chain and Cable Lube or any brands of spray-type chain lubricant. First, remove all dirt and mud from the chain with a brush or cloth, then spray lubricant between both rows of side plates and on all center rollers. The chain should be lubricated every 500 km (300 mi).
2. To clean the chain, remove it from the machine, dip it in solvent, and clean out as much dirt as possible. Take the chain out of the solvent and dry it. Immediately lubricate the chain to prevent it from rusting.

Cable inspection and lubrication

WARNING:

Damage to the outer housing of cables may allow internal rusting and cause interfere with cable movement. Replace damaged cables as soon as possible to prevent unsafe conditions.

Lubricate the inner cable and the cable end. If it does not operate smoothly, ask a Yamaha dealer to replace them.

RECOMMENDED LUBRICANT:
Engine oil SAE 20W50

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Throttle cable and grip lubrication

The throttle twist grip assembly should be greased at the time the cable is lubricated, since the grip must be removed to get at the end of the throttle cable.
After removing the screws, hold the end of the cable up in the air and put in several drops of lubricant. With the throttle grip disassembled, coat the metal surface of the grip assembly with a suitable all-purpose grease.

Brake and shift pedals

Lubricate the pivoting parts.

RECOMMENDED LUBRICANT:
Engine oil SAE 20W50

Brake and clutch levers

Lubricate the pivoting parts.

RECOMMENDED LUBRICANT:
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Brake and shift pedals

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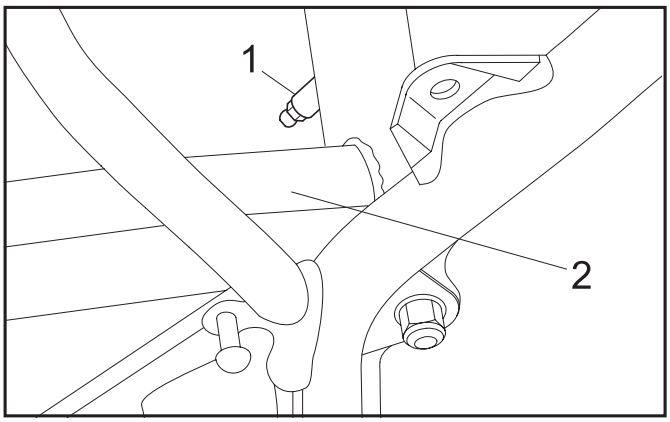
RECOMMENDED LUBRICANT:
Engine oil SAE 20W50

Brake and clutch levers

Rear suspension



1.Nipple 2. Rear suspension

Lubricate the rear suspension through the nipple.

RECOMMENDED LUBRICANT:
Molybdenum dissulfide grease

Sidestand

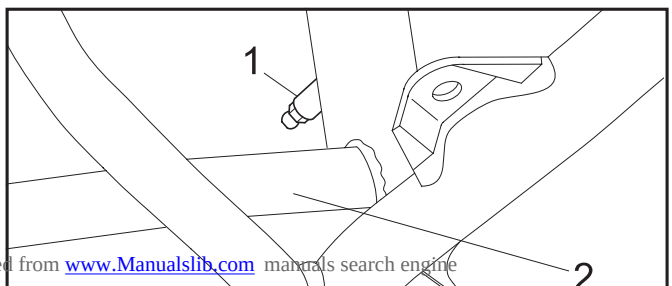
Lubricate the pivoting parts. Check to see that the sidestand moves up and down smoothly.

RECOMMENDED LUBRICANT:
Engine oil SAE 20W50

WARNING:

If the sidestand does not move smoothly, consult a Yamaha dealer.

Rear suspension



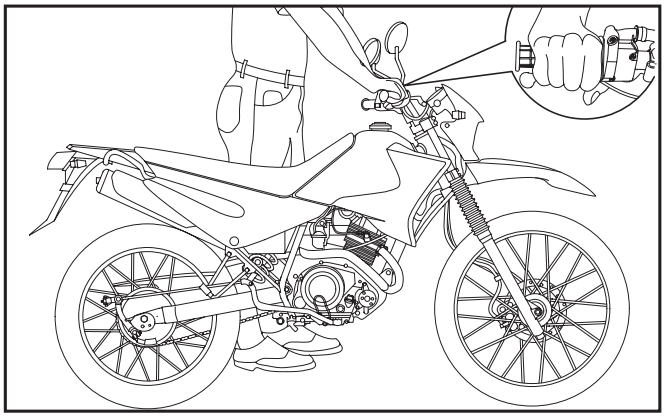
Sidestand

Lubricate the pivoting parts. Check to see that the sidestand moves up and down smoothly.

RECOMMENDED LUBRICANT:
Engine oil SAE 20W50

WARNING:

Front fork inspection



CAUTION:

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

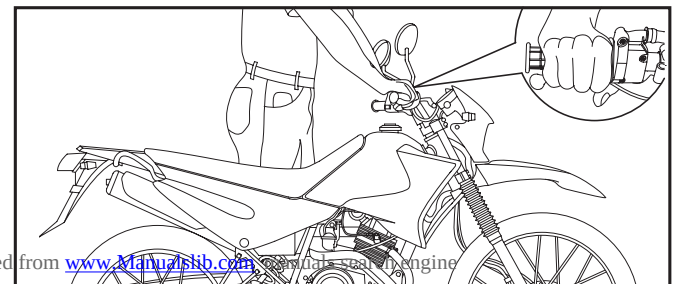
1. Visual check
   Check for scratches or damage on the inner tube and excessive oil leakage from the front fork.
2. Operation check
   Place the motorcycle on a level place.

a. Hold the motorcycle in an upright position and apply the front brake.
b. Push down hard several times and check if the fork rebounds smoothly.

WARNING:

If any damage or unsmooth movement is found with the front fork, consult a Yamaha dealer.

Front fork inspection

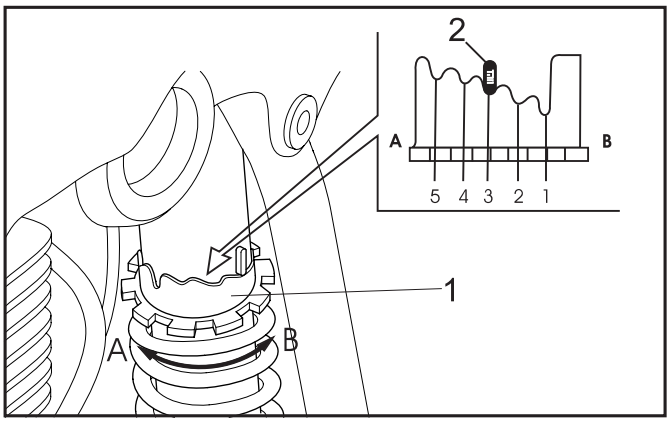


CAUTION:

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

1. Visual check
   Check for scratches or damage on the inner tube and excessive oil leakage from the front fork.
2. Operation check

Rear shock absorber adjustment



1. Spring preload adjusting ring 2.Position indicator

The spring prelod of the rear shock absorber can be adjusted to suit rider's preference, weight and course condition.
Turn the adjusting ring in direction ⓐ to increase spring preload and in direction ⓑ to decrease spring preload. Make sure that the appropriate notch in the adjusting ring is aligned with the position indicator on the rear shock absorber.

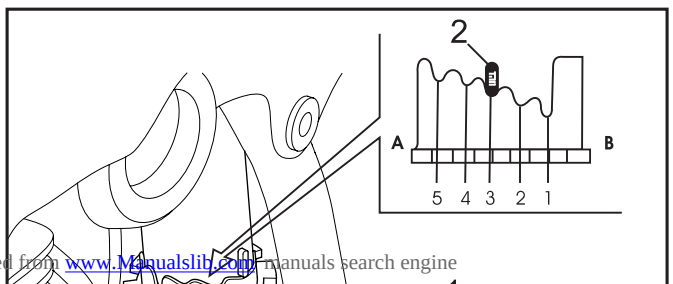
	SOFT		STANDARD	HARD			
ADJUSTING POSITION	1	2	3	4	5	6	7

WARNING:

This shock absorber contains highly pressurized 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 with or attempt to open the cylinder assembly.**
2. **Do not subject the shock absorber to an open flame or other high heat source. 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.**
4. **Take your shock absorber to a Yamaha dealer for any service.**

Rear shock absorber adjustment



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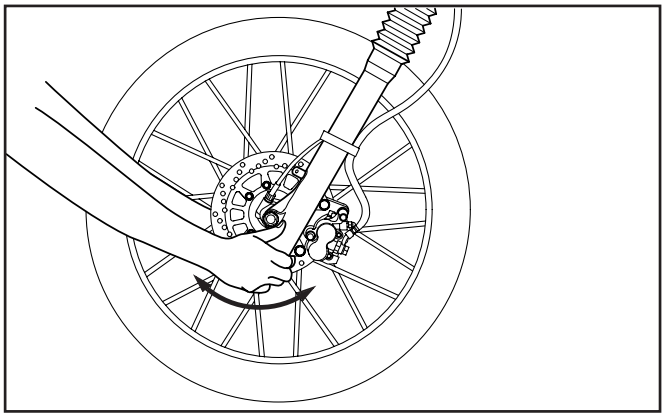
Steering inspection



Periodically inspect the condition of the steering. Worn out or loose steering bearings may be dangerous. Place a stand under the engine to raise the front wheel off the ground. Hold the lower end of the front forks and try to move them forward and backward. If any free play can be felt, ask a Yamaha dealer to inspect and adjust the steering. Inspection is easier if the front wheel is removed.

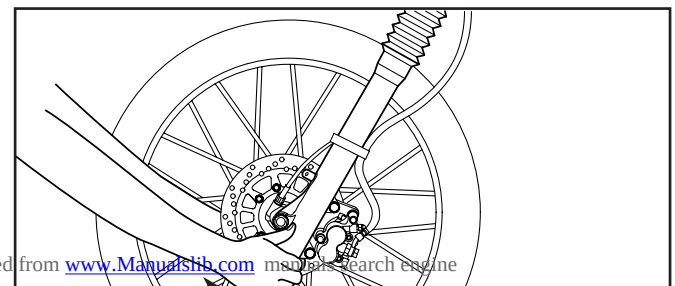
WARNING:

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

Wheel bearings

If there is play in the front or rear wheel hub or if the wheel does not turn smoothly, have a Yamaha dealer inspect the wheel bearings. The wheel bearings should be inspected according to the Maintenance Schedule.

Steering inspection



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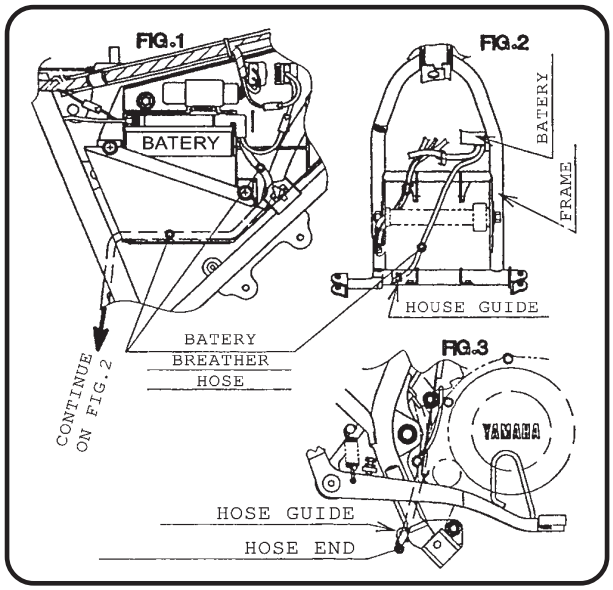
Battery

BATTERY BREATHER HOSE ROUTING



YAMAHA 5RM-F8179-00

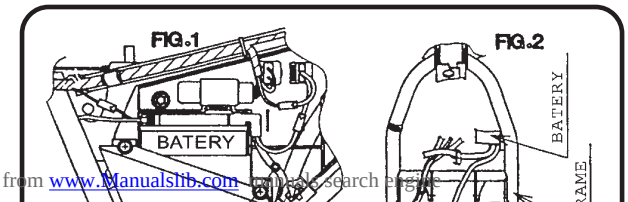
Check the level of the battery electrolyte and make sure that the terminals are tight. Add distilled water if the electrolyte level is low.

WARNING:

1. **When inspecting the battery, make sure that the battery breather pipe routing is correct. If the breather pipe touches painted parts, or if its end is in such a position that may cause gas or electrolyte leakage, it may cause structural or esthetic damages to the motorcycle.**
2. **Take care not to spill battery fluid on the chain. Battery fluid may weaken the chain causing shorter chain life and possibly result in an accident.**

Battery

BATTERY BREATHER HOSE ROUTING



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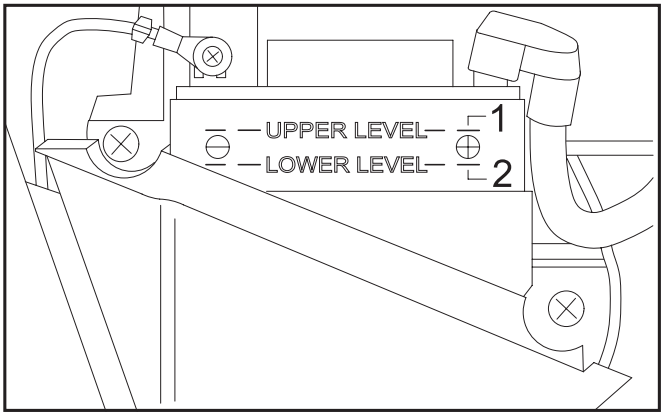
Replenishing the battery fluid



1. Maximum marks 2. Minimum marks

A poorly maintained battery will corrode and discharge quickly. The battery fluid should be checked at least once a month.

The level should be between the minimum and maximum marks. Use only “distilled water” if refilling is necessary.

WARNING:

Normal tap water contains minerals which are harmful to a battery; therefore, refill only with “distilled water”.

CAUTION:

Battery electrolyte is poisonous and dangerous, causing severe burns, etc. It contains sulfuric acid. Avoid contact with skin, eyes or clothing.

Antidote:

EXTERNAL: Flush with water.

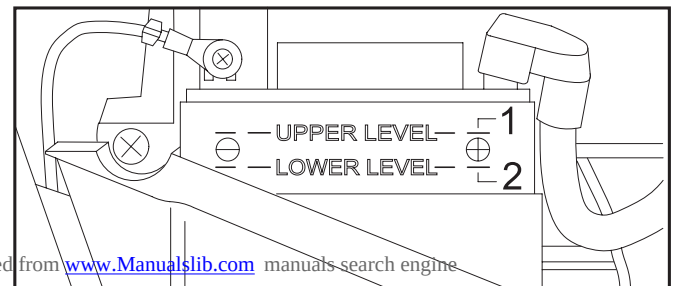
INTERNAL: Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg, or vegetable oil. Call a physician immediately.

EYES: Flush with water for 15 minutes and get prompt medical attention.

Batteries produce explosive gases. Keep sparks, flame, cigarettes, etc., away. Ventilate when charging or using it in an enclosed space. Always shield your eyes when working near batteries.

KEEP OUT OF REACH OF CHILDREN.

Replenishing the battery fluid



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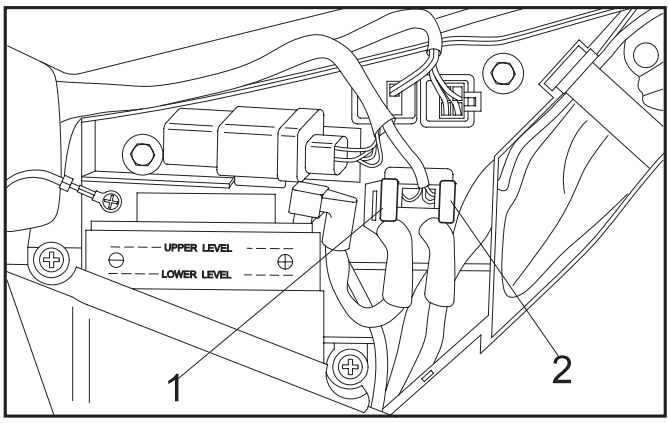
Fuse replacement



1. Fuse 2. Reserve

If a fuse is blown, turn off the ignition switch and the switch of the circuit in question. Install a new fuse of proper amperage. Turn on the switches and see if the electrical device operates. If the fuse immediately blows again, consult a Yamaha dealer.

CAUTION:

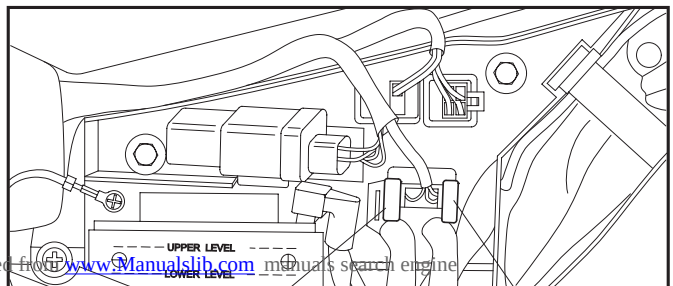
Do not use fuses of higher amperage rating than those recommended. Substitution of a fuse of improper rating can cause extensive electrical system damage and possibly a fire.

FUSE CAPACITY:10 A

Storage the battery

1. When the motorcycle is not used for a month or longer, remove the battery and store it in a cool, dark place. Completely recharge the battery before reinstallation.
2. If the baterry needs to be stored for a longer period than the period mentioned above, check the specific gravity at least once a month, and recharge it when the specific gravity is below normal.
3. Always make sure the connections are correct when reinstalling the battery. The red (positive) lead is for the + terminal and the black (negative) lead is for the - terminal. Always connect the red (positive) lead first, then connect the black (negative) lead. Make sure that the battery breather pipe is correctly routed, free of obstructions, and in good condition.

Fuse replacement



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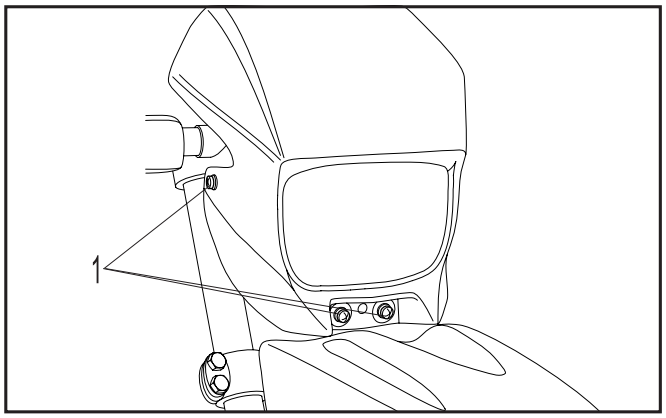
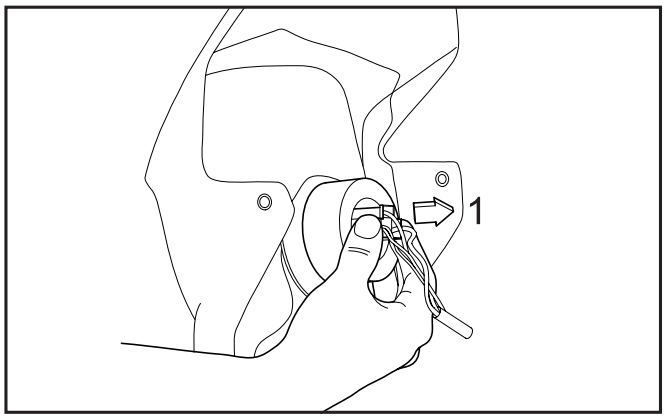
Headlight bulb replacement



1. Screw



1. Bulb connectors

This motocycle this equipped with halogen bulb on its headlight.

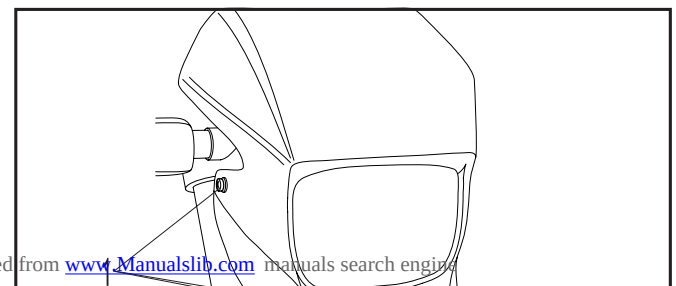
If the headlight bulb burns out, replace the bulb as follows:

1. Remove the cowling by loosing its bolts.
2. Loosen the bulb connectors.

WARNING:

Keep flammable products and your hands away from the bulb while it is on, as it is hot. Do not touch the bulb until it cools down

Headlight bulb replacement



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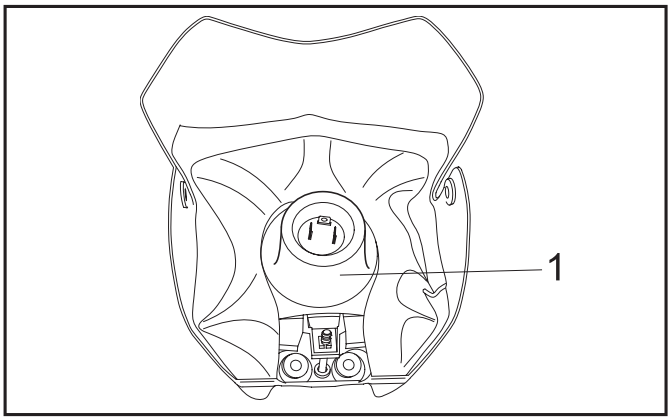
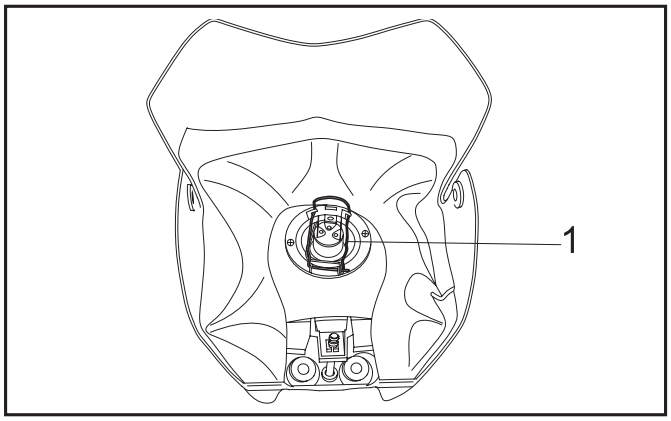


1. Rubber cover



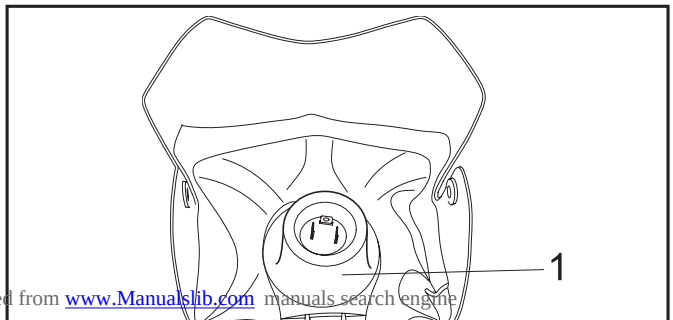
1. Clip

3. Remove the rubber cover.
4. Remove the clip by pushing its tab dow.

CAUTION:

Avoid touching the glass part of the headlight bulb to keep it free from oil, otherwise the transparency of the glass, the life of the bulb and the luminous flux will be adversely affected. If the headlight bulb gets soiled, thoroughly clean it with a cloth moistened with alcohol or lacquer thinner.

5. Put a new bulb, install the socket and the bulb rubber cover.
6. Reconnect the connectors.
7. Reinstall the headlight assy. If it is necessary to adjust the headlight beam, please consult a Yamaha dealer.



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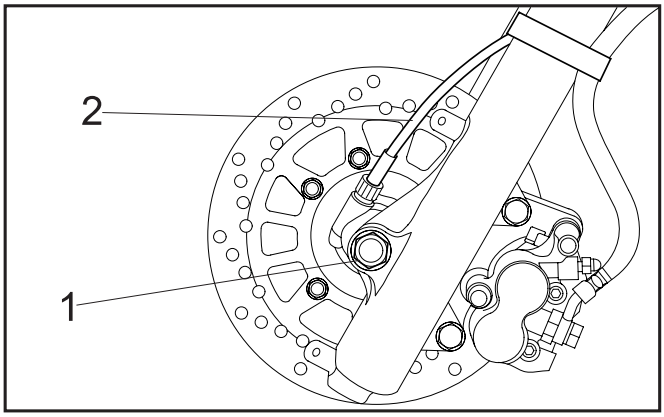
Front wheel removal



1. Axle nut 2. Speedometer cable

CAUTION:

It is advisable to have a Yamaha dealer service the wheel.

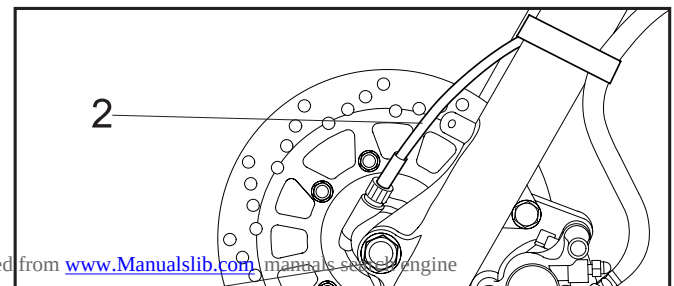
Securely support the motorcycle so there is no danger of it falling over.

1. Place a stand under the engine to raise the fornt wheel off the ground.
2. Remove the speedometer cable.
3. Remove the axle nut and axle.

NOTE:

Do not depress the brake lever when the disc is off the caliper as the brake pads will be forced shut.

Front wheel removal



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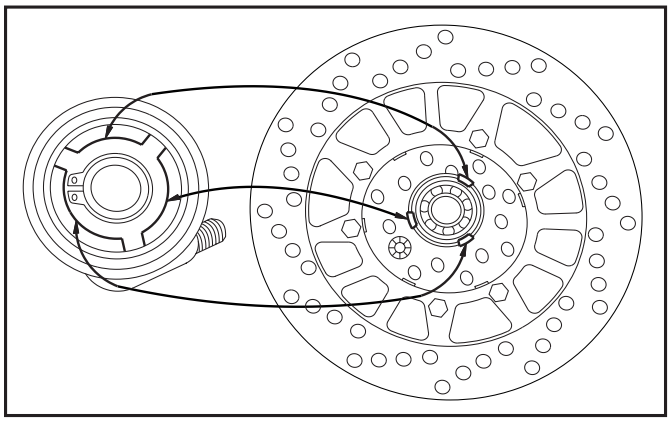
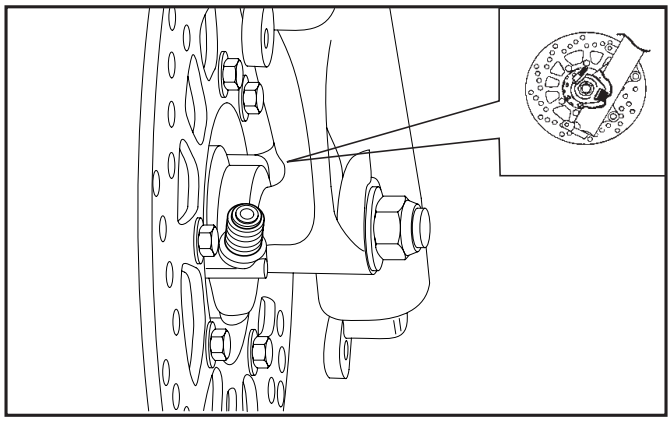
Front wheel installation





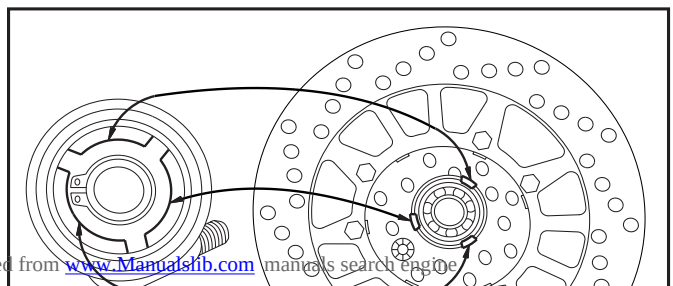
When installing the front wheel, reverse the removal procedures.

Pay attention to the following points:

1. Make sure that wheel boss and speedometer gear be installed with their projection fitted on their respective slits.
2. Make sure that front fork outer tub stopper is correctily placed on speedometer gear.
3. Make sure the axle nut is properly torqued.

Axle nut torque:
80 N.m (8.0 Kgf.m, 58 lbf.ft)

Front wheel installation



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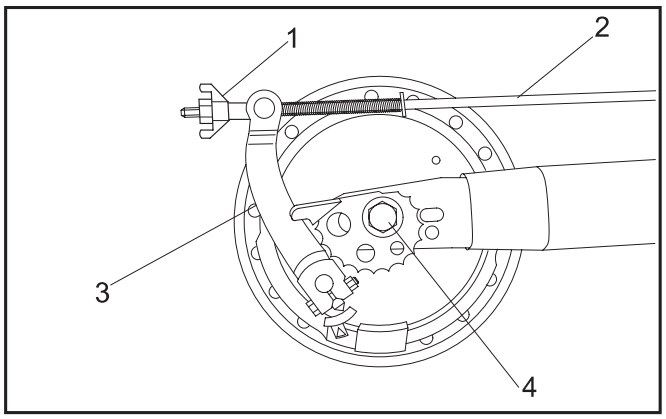
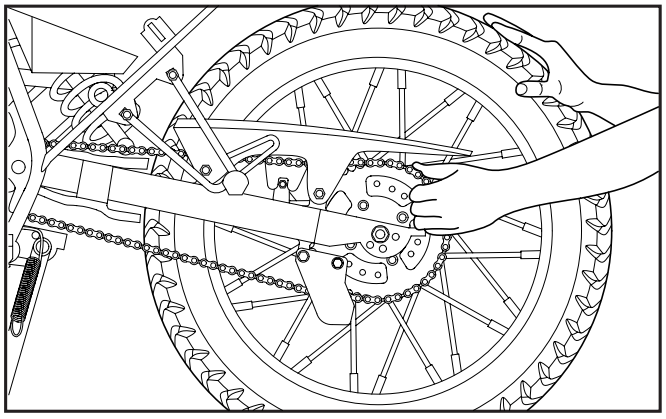
Rear wheel removal



1. Adjuster
2. Brake rod
3. Brake cam lever
4. Axle nut



CAUTION:

It is advisable to have a Yamaha dealer service the wheel.

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

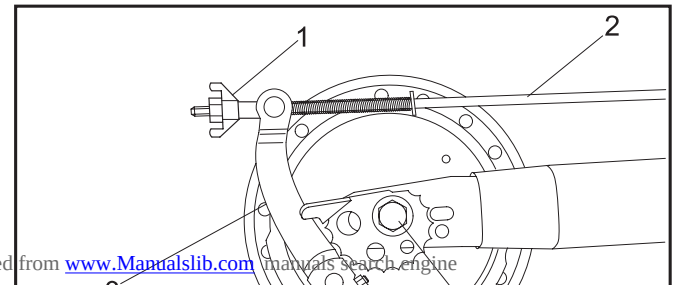
1. Remove the brake adjuster.
2. Remove the brake rod from the brake cam lever.
3. Loosen the axle nut.
4. Elevate the rear wheel by placing a stand under the engine.
5. Remove the axle nut.
6. Push the wheel forward and remove the drive chain.

NOTA:

There is no need of disassembling the drive chain to remove or reinstall the rear wheel.

7. Pull out the axle and remove the wheel assembly by pulling backward.

Rear wheel removal



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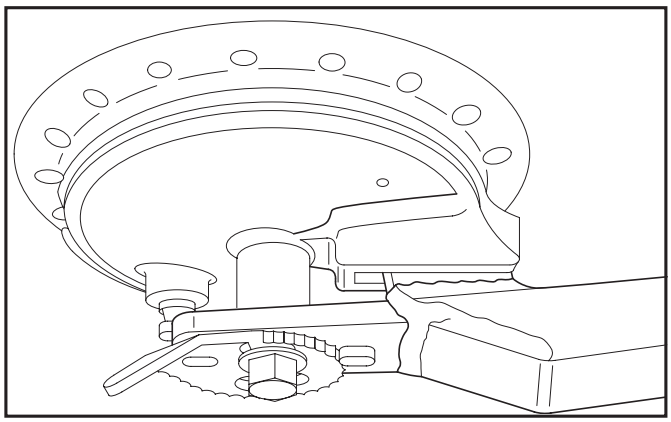
Rear wheel installation



When installing the rear wheel, reverse the removal procedures. Pay attention to the following points:

1. Be sure the slot in the brake shoe plate is fit over the stopper on the rear arm.
2. Make sure the rear wheel axl is inserted from the right-hand side and that the chain pullers are installed with the punched side outward.
3. Adjust the drive chain.
4. Make sure the axle nut is properly torqued.

Axle nut torque:
80 N.m (8.0 Kgf.m, 58 lbf.ft)

5. Adjust the rear brake.(See page 6-18)

WARNING:

Check the operation of the brake light after adjusting the rear brake

Rear wheel installation

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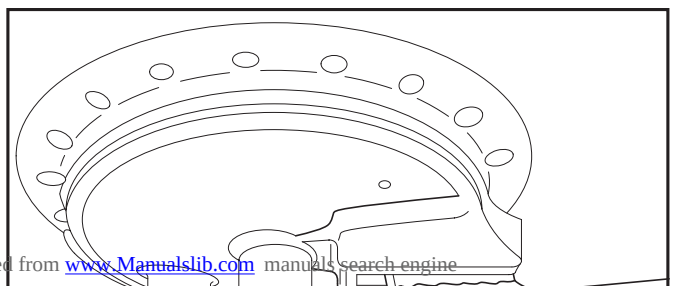

Troubleshooting

Although Yamaha motorcycles receive a rigid inspection before shipment from the factory, trouble may occur during operation. Any problem in the fuel, compression, or ignition systems can cause poor starting and loss of power. The troubleshooting chart describes a quick, easy, procedure for making checks. If your motorcycle requires any repair, bring it to a Yamaha dealer. The skilled technicians at a Yamaha dealership have the tools, experience, and know-how to properly service your motorcycle. Use only genuine Yamaha parts on your motorcycle. Imitation parts may look like Yamaha parts, but they are often inferior. Consequently, they have a shorter service life and can lead to expensive repair bills.

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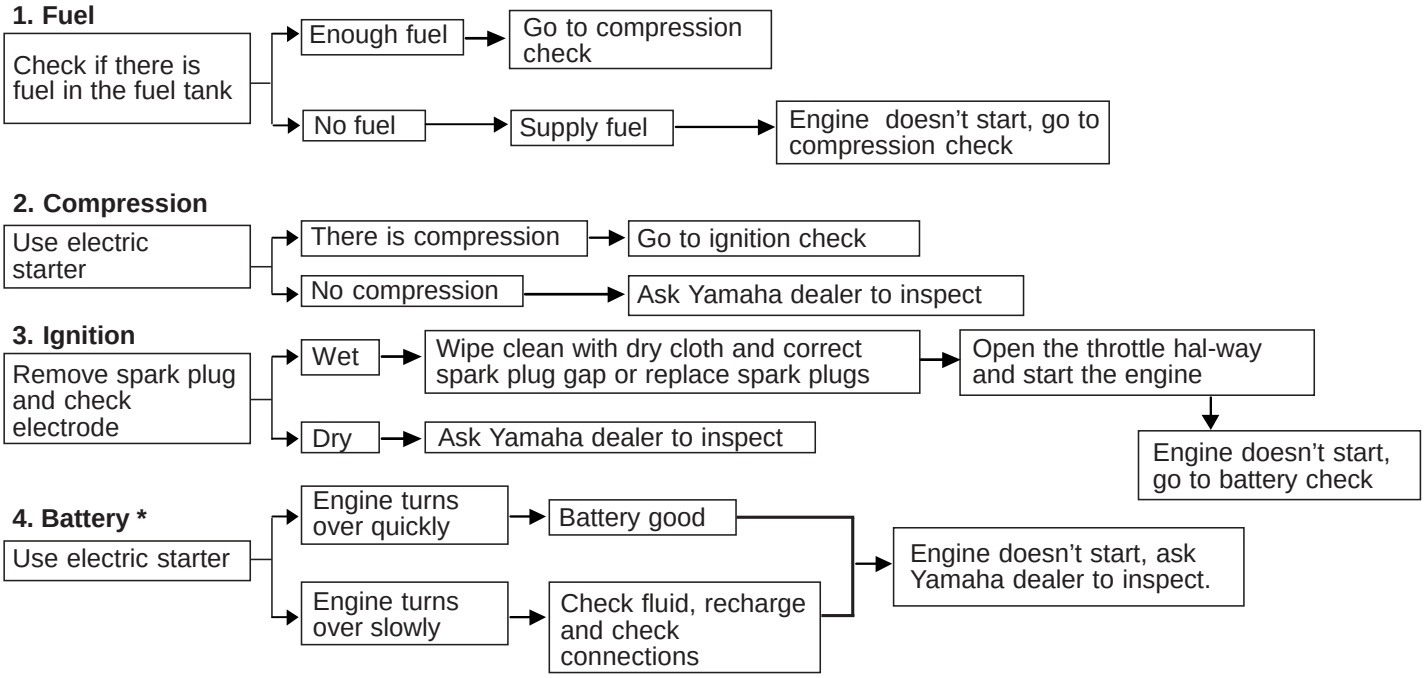
Troubleshooting chart

WARNING:

Never check the fuel system while smoking or in the vicinity of an open flame.



* Obs.: XTZ 125E

Troubleshooting chart

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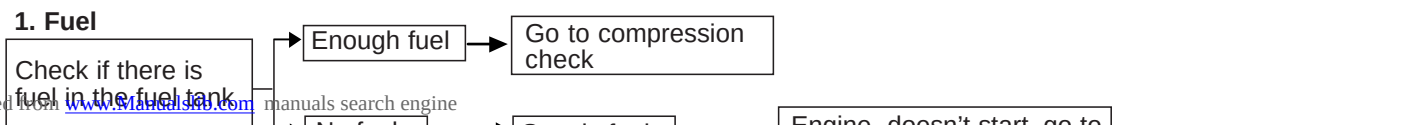

CLEANING AND STORAGE

A. Cleaning

Frequent, thorough cleaning of your motorcycle will not only enhance its appearance but will improve its general performance and extend the useful life of many components.

1. Before cleaning the motorcycle:

a. Block off the end of the exhaust pipe to prevent water entry; a plastic bag and strong rubber band may be used.

b. Make sure the spark plug and all filler caps are properly installed.

2. If the engine case is excessively greasy, apply degreaser with a paint brush. Do not apply degreaser to the chain, sprockets, or wheel axles.

3. Rinse the dirt and degreaser off with a garden hose, Use only enough pressure to do the job.

CAUTION:

Excessive hose pressure may cause water seepage and deterioration of wheel bearings, front fork, brakes, transmission seals and electrical parts.

Many expensive repair bills have resulted from improper high pressure detergent applications such as those available in coin-operated car washers.

4. Once the majority of the dirt has been hosed off, wash all surfaces with warm water and mild, detergent-type soap. An old toothbrush or bottle brush is handy for hard-to-get-at places.

5. Rinse the motorcycle off immediately with clean water and dry all surfaces with a chamois, clean towel, or soft absorbent cloth.

6. Dry the chain and lubricate it to prevent rust.

7. Clean the seat with a vinyl upholstery cleaner to keep the cover pliable and glossy.

8. Automotive-type wax may be applied to all painted and chrome-plated surfaces. Avoid combination cleaner-waxes. Many contain abrasives which may mar the paint or protective finish. When finished, start the engine and let it idle for several minutes.

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B. Storage

Long term storage (30 days or more) of your machine will require some preventive procedures to guard against deterioration. After thoroughly cleaning the machine, prepare for storage as follows:

1. Drain the fuel tank, fuel lines, and carburetor float bowl(s).
2. Remove the spark plug(s), pour about one tablespoon of SAE 20W50 motor oil in the spark plug hole(s) and reinstall the spark plug(s).
   Crank the engine over several times (with the ignition off) to coat the cylinder walls with oil.
3. Remove the drive chain. Clean it thoroughly with solvent and lubricate it.
   Reinstall the chain or store it in a plastic bag (tied to frame for safe-keeping).
4. Lubricate all control cables.
5. Block up the frame to raise both wheels off the ground.
6. Tie a plastic bag over the exhaust pipe outlet to prevent moisture from entering.
7. If storing in a humid or salt-air atmosphere, coat all exposed metal surfaces with a light film of oil. Do not apply oil to any rubber parts or the seat cover.
8. Remove the battery and charge it. Store it in a dry place and recharge it once a month. Do not store the battery in an excessively warm or cold place (less than 0ºC (30ºF) or more than 30ºC (90ºF).

NOTE:

Make any necessary repairs before storing the machine.

B. Storage

Long term storage (30 days or more) of your machine will require some preventive procedures to guard against deterioration. After thoroughly cleaning the machine, prepare for storage as follows:

1. Drain the fuel tank, fuel lines, and carburetor float bowl(s).
2. Remove the spark plug(s), pour about one tablespoon
7. If storing in a humid or salt-air atmosphere, coat all exposed metal surfaces with a light film of oil. Do not apply oil to any rubber parts or the seat cover.
8. Remove the battery and charge it. Store it in a dry place and recharge it once a month. Do not store the battery in an excessively warm or cold place (less than 0ºC (30ºF) or more than 30ºC (90ºF).

SPECIFICATIONS

MODEL	XTZ 125E	XTZ 125K
Dimension:		
Overall length	2.090 mm (82.3 in)	2.090 mm (82.3 in)
Overall width	810 mm (31.9 in)	810 mm (31.9 in)
Overall height	1.125 mm (44.3 in)	1.125 mm (44.3 in)
Seat height	840 mm (33.1 in)	840 mm (33.1 in)
Wheet base	1.340 mm (52.7 in)	1.340 mm (52.7 in)
Minimum ground clearance	265 mm (10.4 in)	265 mm (10.4 in)
Basic weight: With oil and without fuel:	104 Kg (229 lb) 114 Kg (251 lb)	103 Kg (227 lb) 113 Kg (249 lb)
Minimum turning radius:	2.100 mm (82.7 in)	2.100 mm (82.7 in)
Engine:		
Type	Air cooled, 4-stroke gasoline, SOHC	Air cooled, 4-stroke gasoline, SOHC
Cylinder arrangement	Single cylinder	Single cylinder
Displacement	123.7 cm^3	123.7 cm^3
Bore x Stroke	54 x 54 mm (2.13 x 2.13 in)	54 x 54 mm (2.13 x 2.13 in)
Compression rate	10.0 : 1	10.0 : 1
Starting system	Electric starter	Kick starter
Lubrification system	Wet sump	Wet sump

SPECIFICATIONS

MODEL	XTZ 125E	XTZ 125K
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Overall length	2.090 mm (82.3 in)	2.090 mm (82.3 in)
Overall width	810 mm (31.9 in)	810 mm (31.9 in)
Overall height	1.125 mm (44.3 in)	1.125 mm (44.3 in)
Seat height	840 mm (33.1 in)	840 mm (33.1 in)

MODEL	XTZ 125E and XTZ 125K
Engine oil: Type	YAMALUBE 4 or SAE 20W50 type SH
Capacity: Periódic oil change Total amount	 1,0 l (0,220 Imp gal, 0.264 US gal) 1,2 l (0,264 Imp gal, 0.317 US gal)
Air filter:	Wet type element
Fuel: Type Tank capacity Reserve amount	 Regular unleaded gasoline 10,6 l (2.33 Imp gal, 2.80 US gal) 1,0 l (0.220 Imp gal, 0.264 US gal)
Carburetor: Type / manufacturer	 VM 20SS / Mikuni
Spark plug: Type / manufacturer Gap	 CR7HSA / NGK or U22FSR-U / DENSO 0.7 mm (0.028 in)
Clutch type:	Wet, multi-disc

MODEL	XTZ 125E and XTZ 125K
Engine oil: Type	YAMALUBE 4 or SAE 20W50 type SH
Capacity: Periódic oil change Total amount	 1,0 l (0,220 Imp gal, 0.264 US gal) 1,2 l (0,264 Imp gal, 0.317 US gal)

MODEL	XTZ 125E and XTZ 125K
Transmission:	
Primary reducion system	Spur gear
Primary reduction rate	68 / 20
Secondary reduction system	Chain drive
Secondary reduction rate	48 / 14
Transmission type	Constant mesh 5-speed
Operatíon	Left foot operation
Gear ratio 1st	37 / 14
2nd	32 / 18
3rd	25 / 19
4th	23 / 22
5th	21 / 24
Chassis:	
Frame type	Diamond
Caster angle	26° 20’
Trail	106 mm (4,2 in)
Tire:	
Type	With tube
Size:	
Front	80 / 90-21 48T
Rear	110 / 80-18 58T

MODEL	XTZ 125E and XTZ 125K
Transmission:	
Primary reducion system	Spur gear
Primary reduction rate	68 / 20
Secondary reduction system	Chain drive
Secondary reduction rate	48 / 14
Transmission type	Constant mesh 5-speed
Operatíon	Left foot operation

MODEL	XTZ 125E and XTZ 125K
Brakes:	
Front brake type	Single, Disc brake
Operation	Right hand operation
Rear brake type	Drum brake
Operation	Right foot operation
Suspension:	
Front	Telescopic fork
Rear	Swingarm (New monocross suspension)
Shock absorber:	
Front	Coil spring, Oil damper
Rear	Gas, Coil spring. Oil damper
Wheel travel	
Front	180 mm (7.1 in)
Rear	180 mm (7.1 in)
Electrical:	
Ignition system	C.D.I.
Generator system	AC Magneto generator
Battery type / capacity	YB5L-B/ 12V 5.0 Ah

MODEL	XTZ 125E
Brakes:	
Front brake type	Single, Disc brake
Operation	Right hand operation
Rear brake type	Drum brake
Operation	Right foot operation

MODEL	XTZ 125E and XTZ 125K
Headlight type:	Halogen bulb
Bulb wattage x quantity Headlight tail / Brake light Flasher light	 12V 35W/35W (1 Pc) 12V 5W/21W (1 Pc) 12V 10W (4 Pc)
Indicator light wattage x quantity: Panel Neutral tamp Headlight Flasher light	 12V x 3,4W (1 Pc) 12V x 1,7W (1 Pc) 12V x 1,7W (1 Pc) 12V x 1,7W (1 Pc)

MODEL	XTZ 125E
Headlight type:	Halogen bulb
Bulb wattage x quantity Headlight tail / Brake light Flasher light	 12V 35W/35W (1 Pc) 12V 5W/21W (1 Pc) 12V 10W (4 Pc)

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