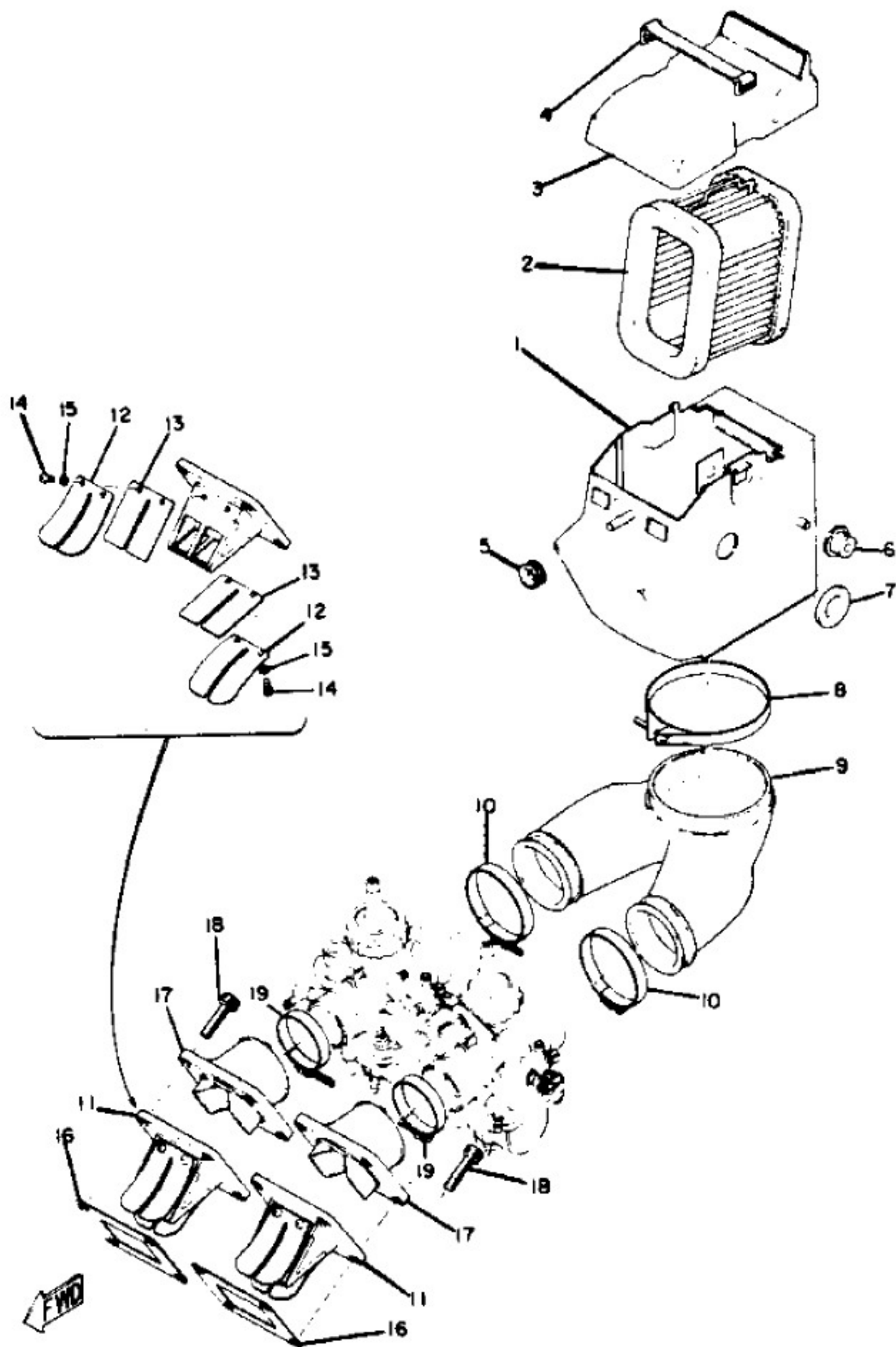
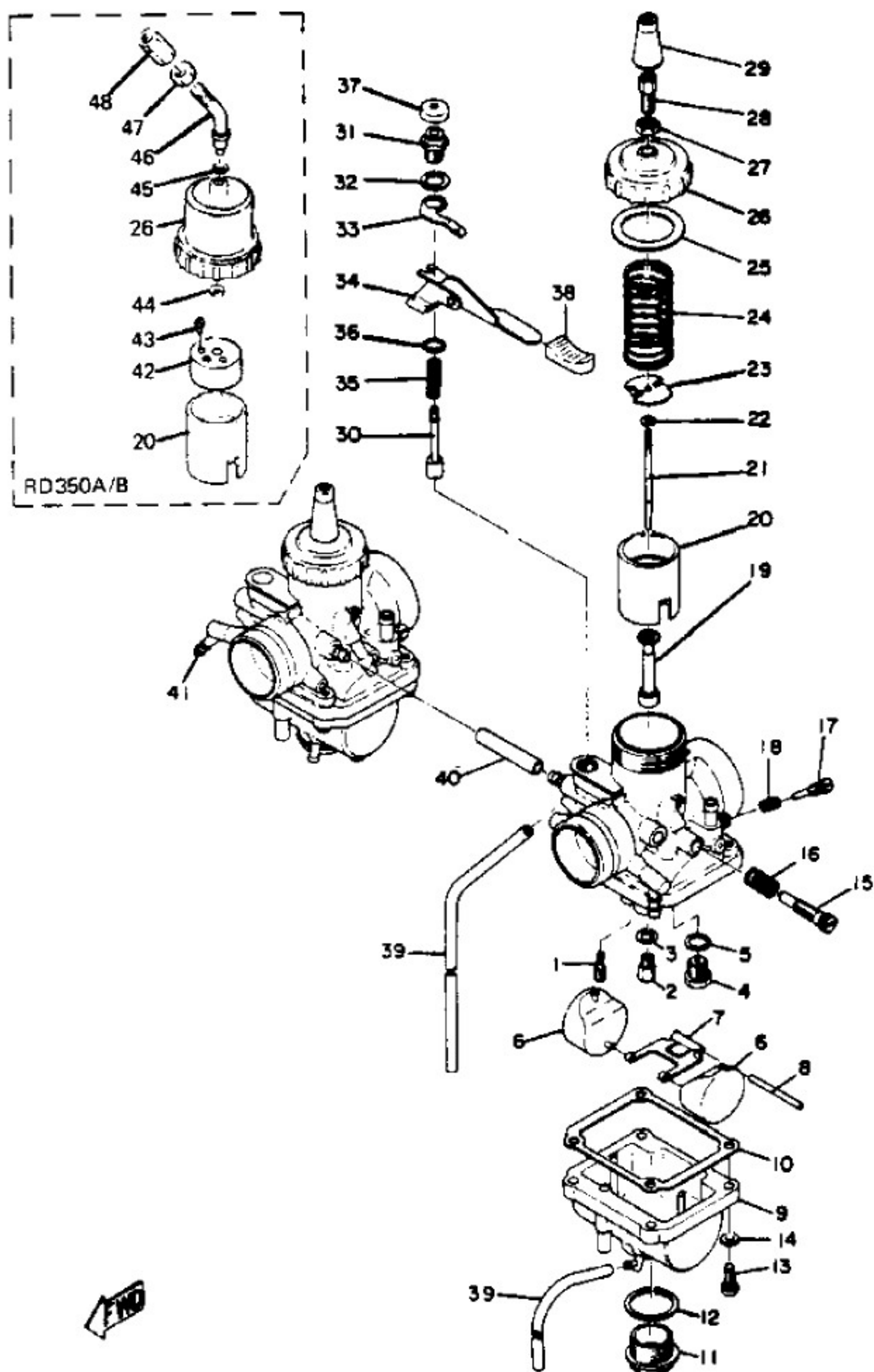


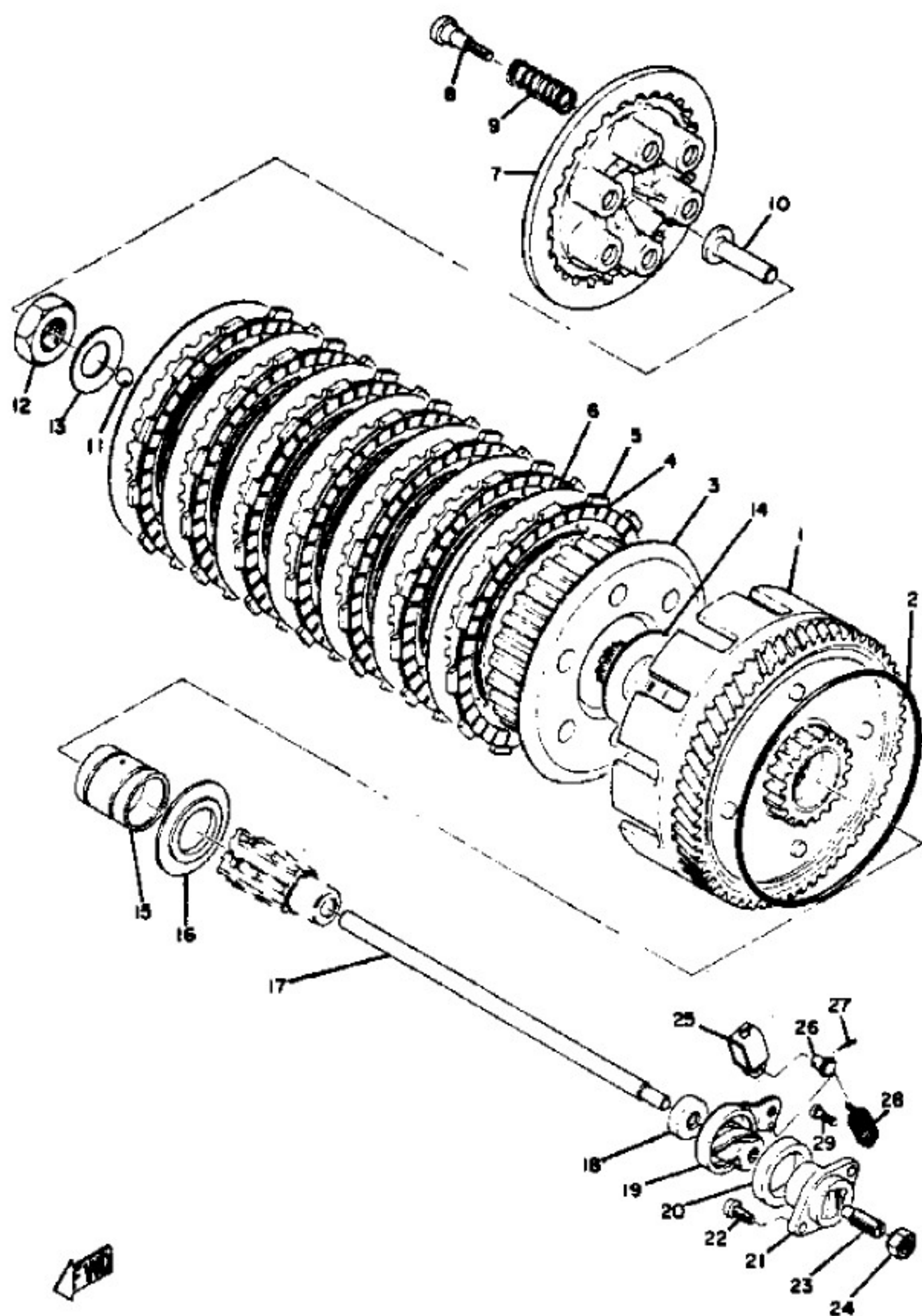
Air filter



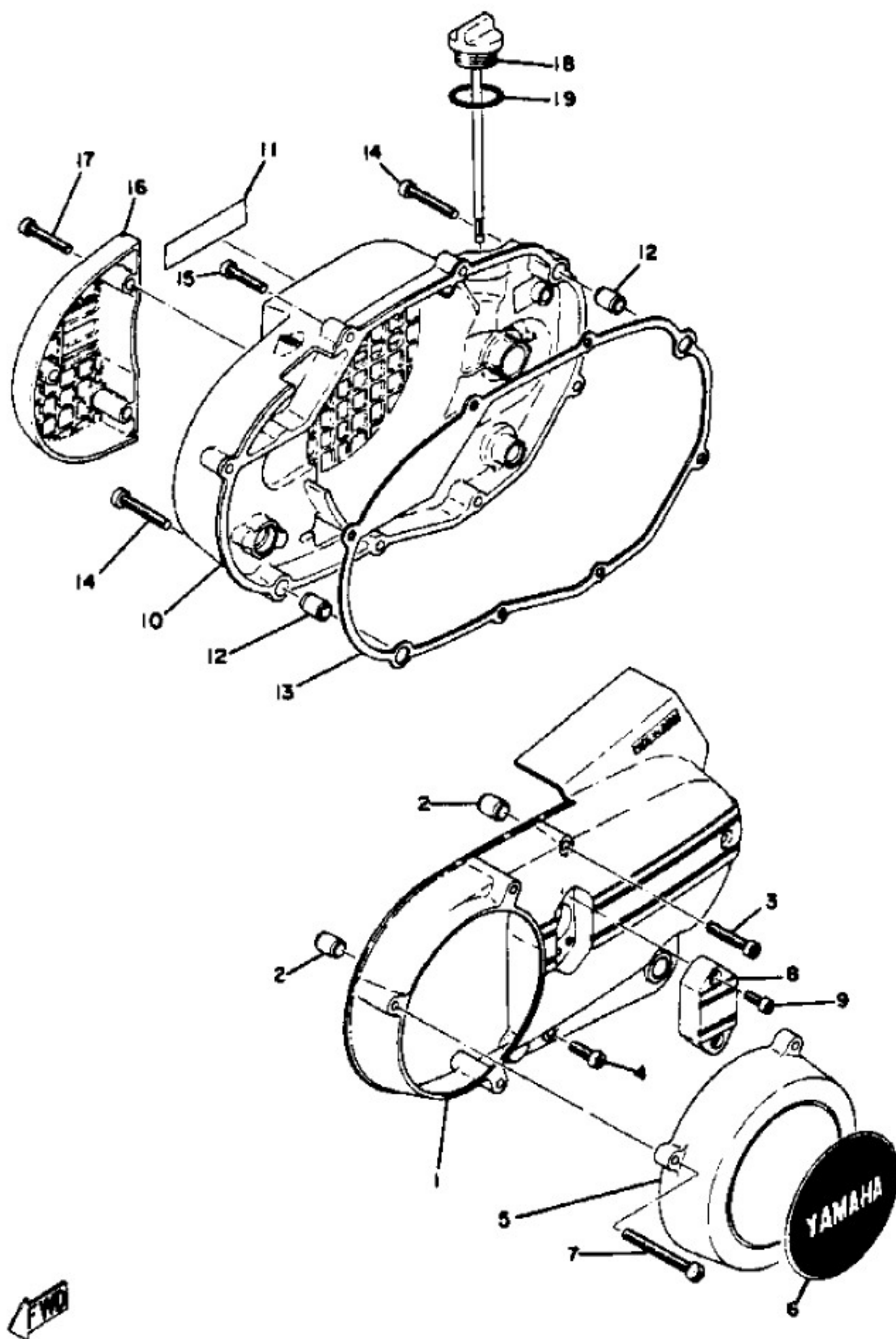
Carburetor



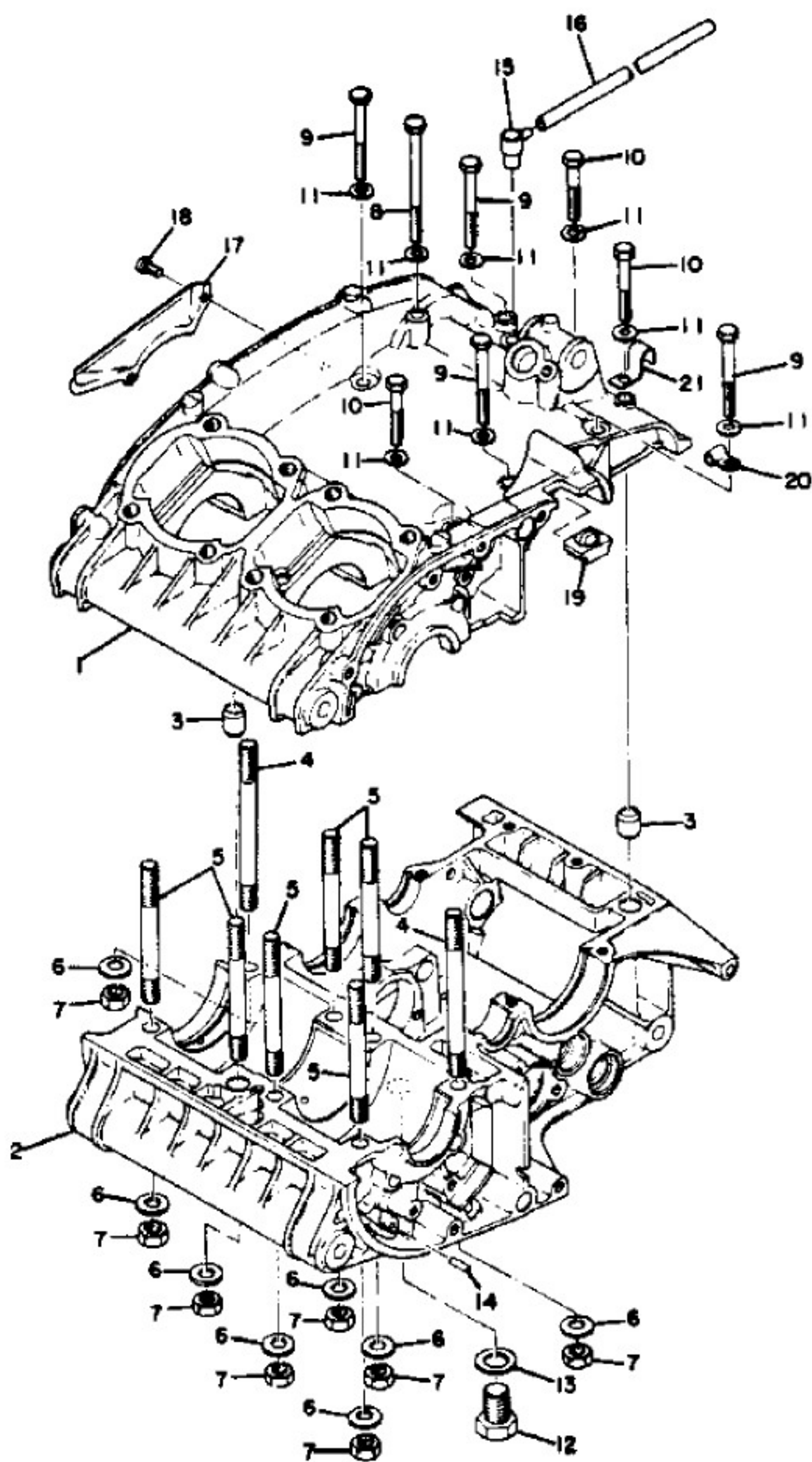
Clutch



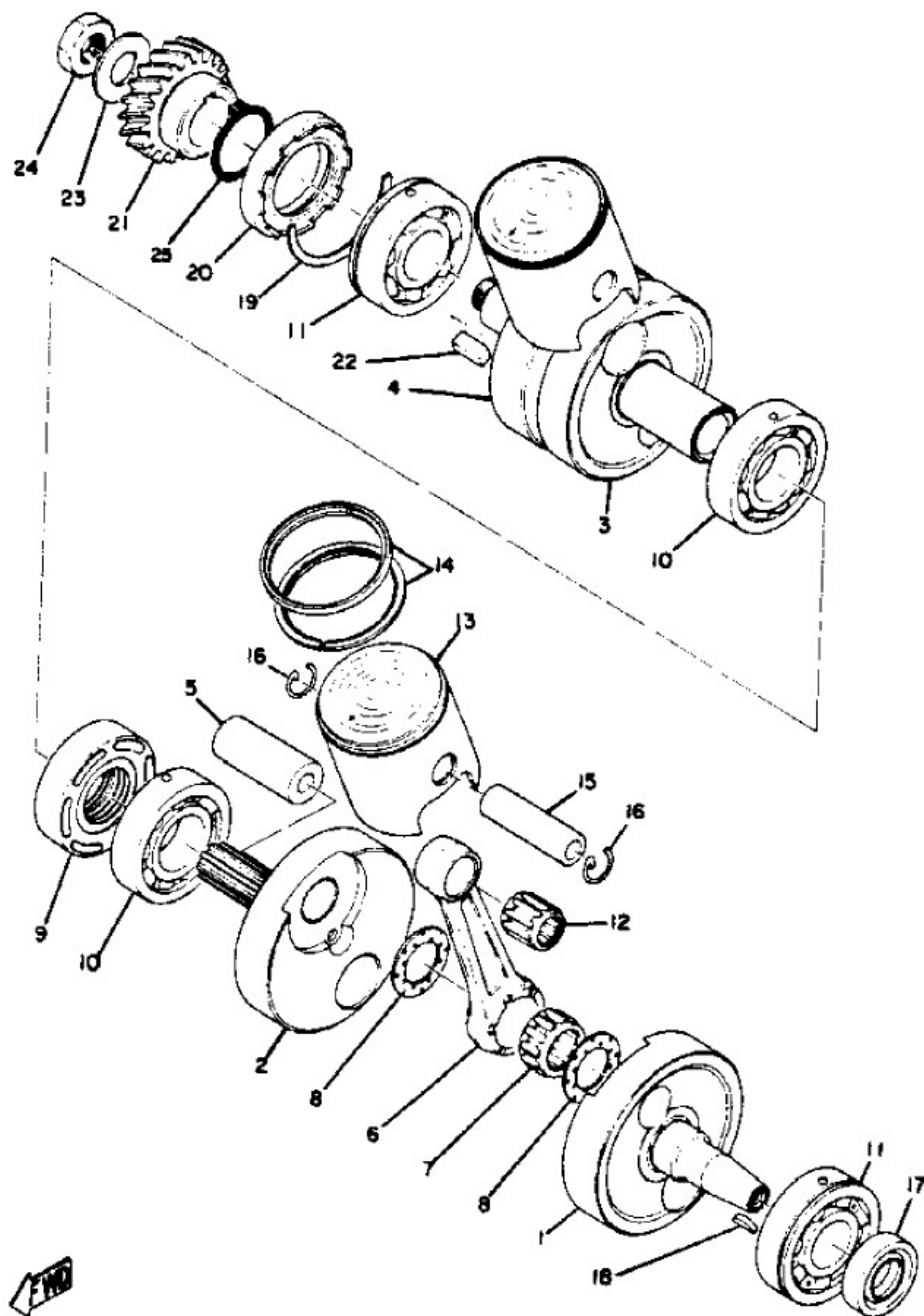
Crankcase cover



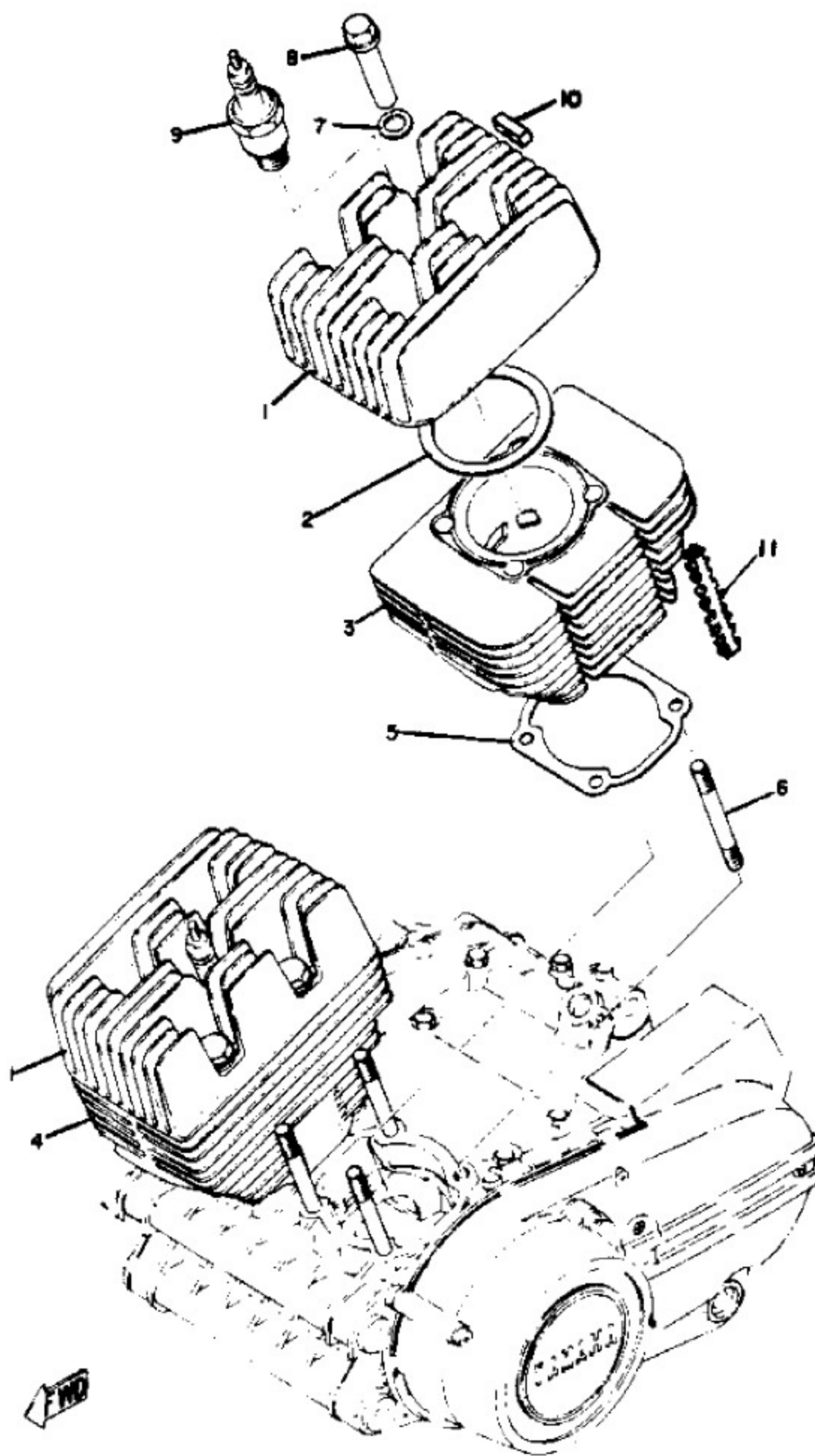
Crankcase



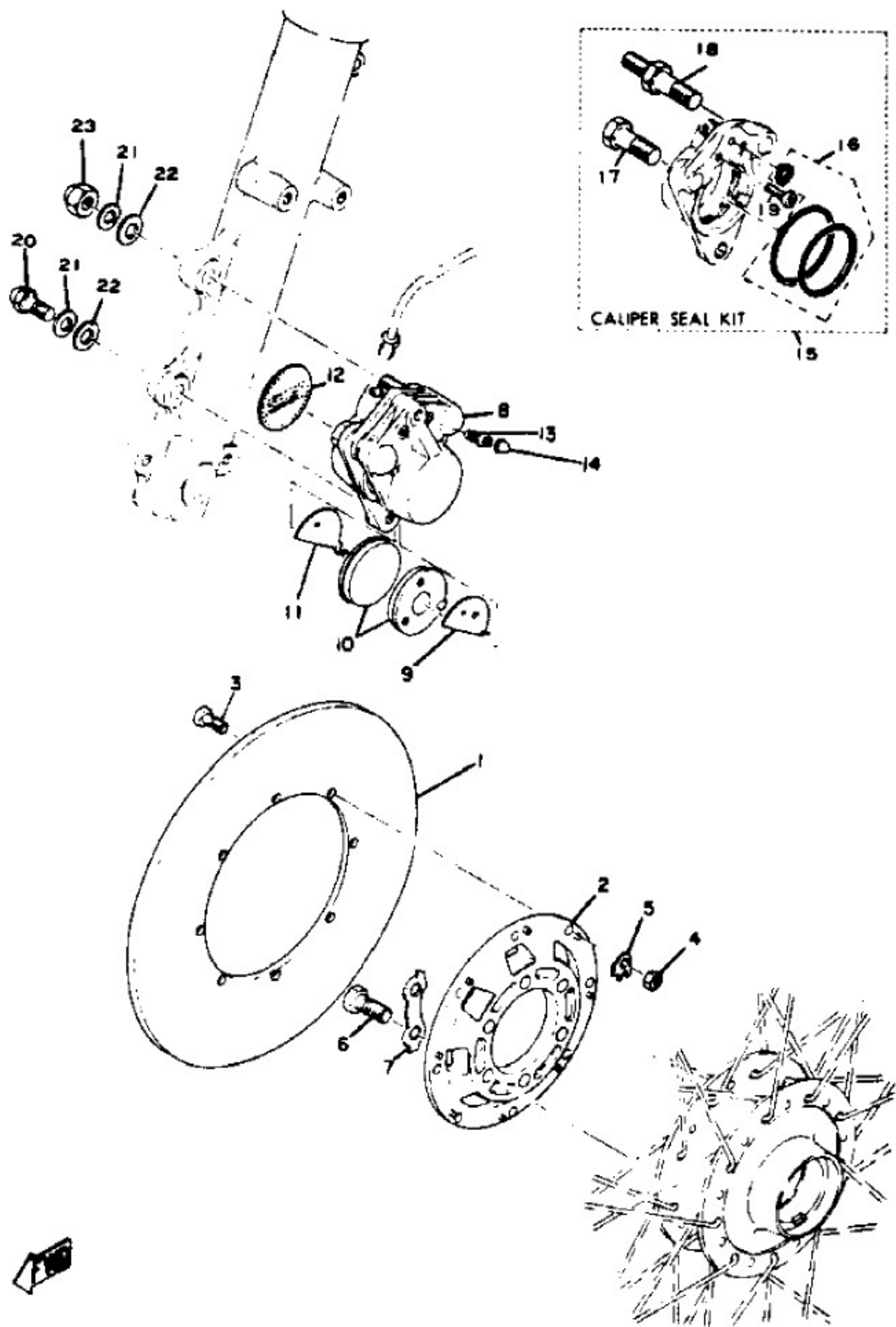
Crankshaft piston



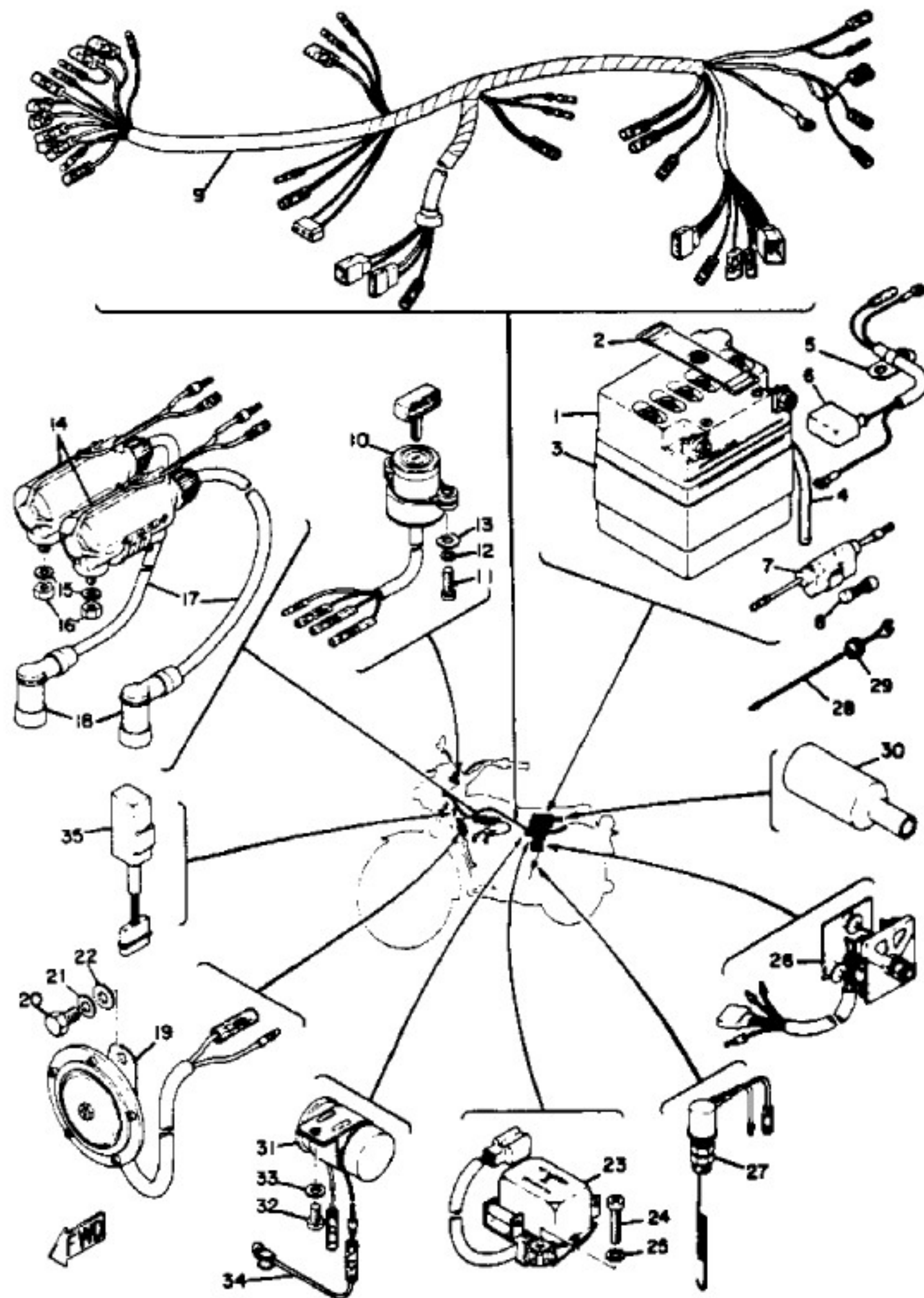
Cylinder head-cylinder



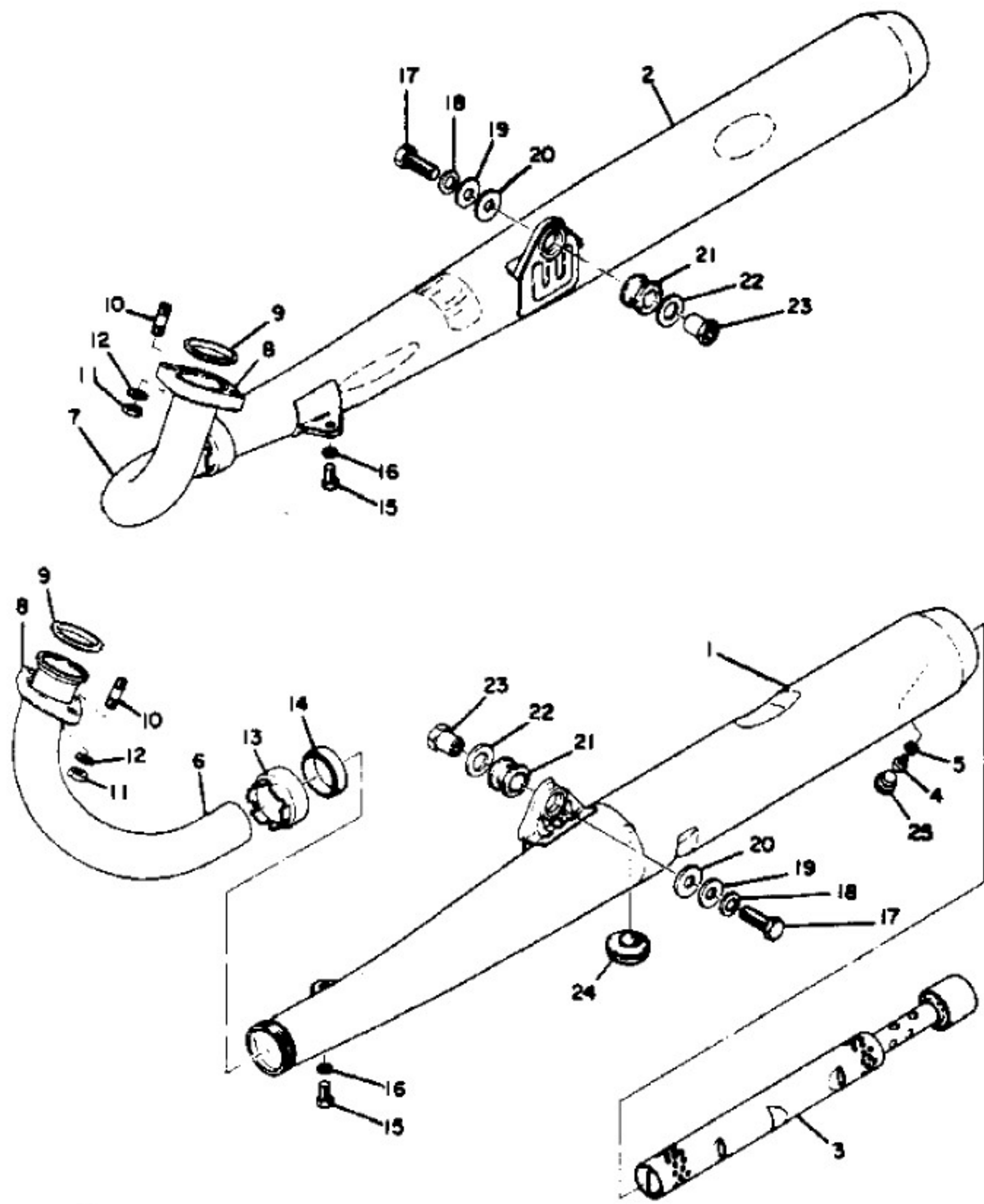
Disc brake-caliper



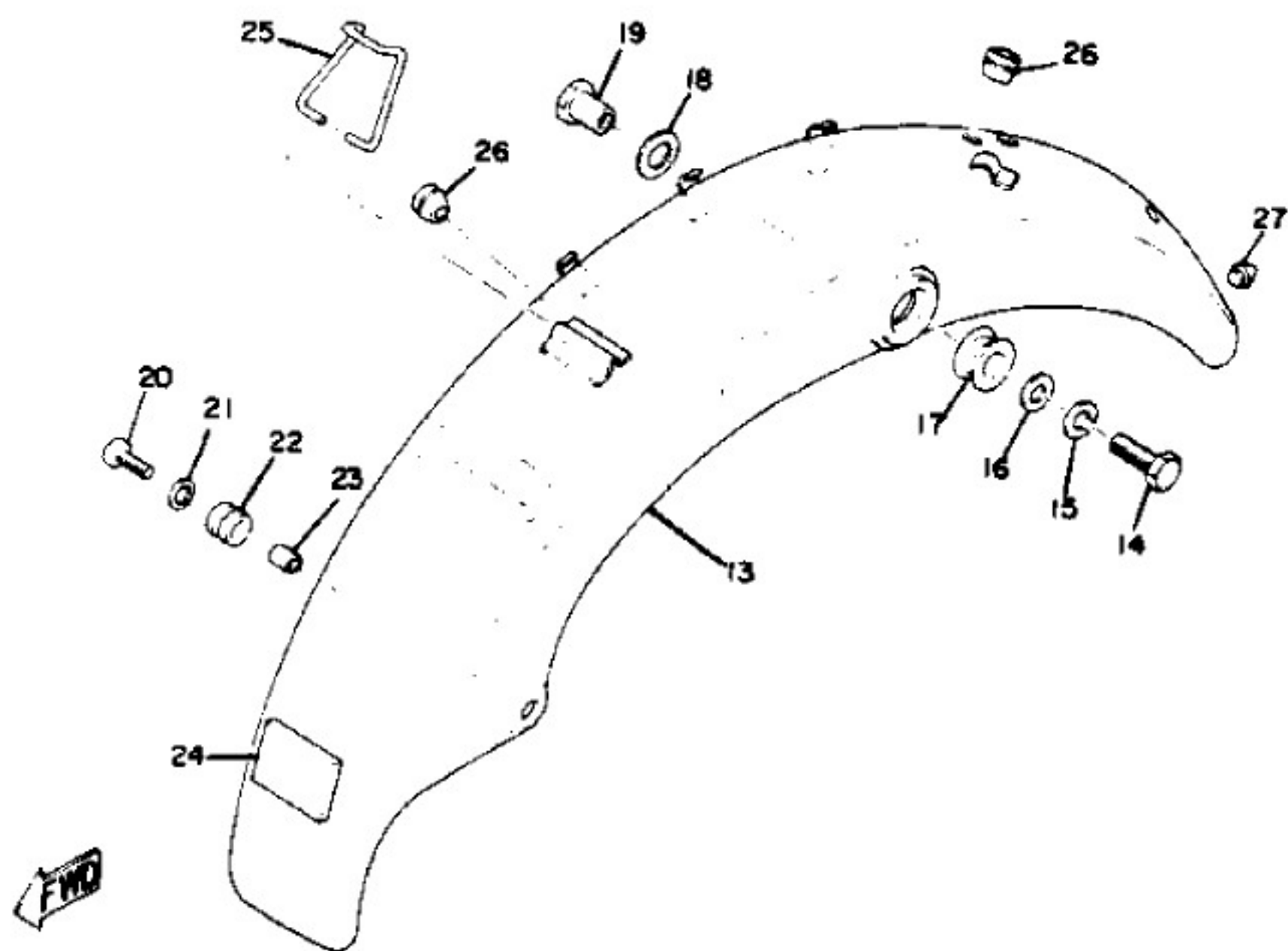
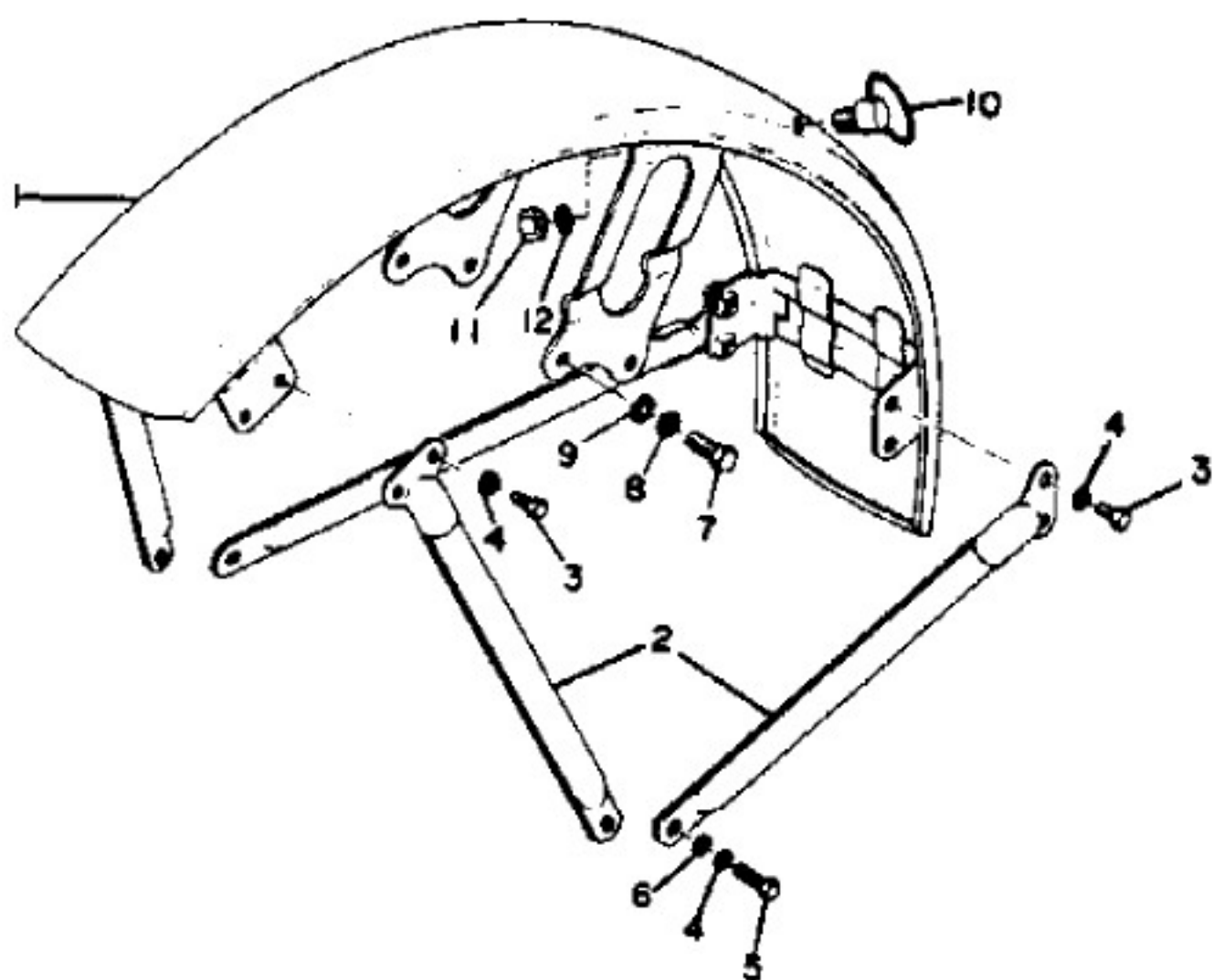
Electrical



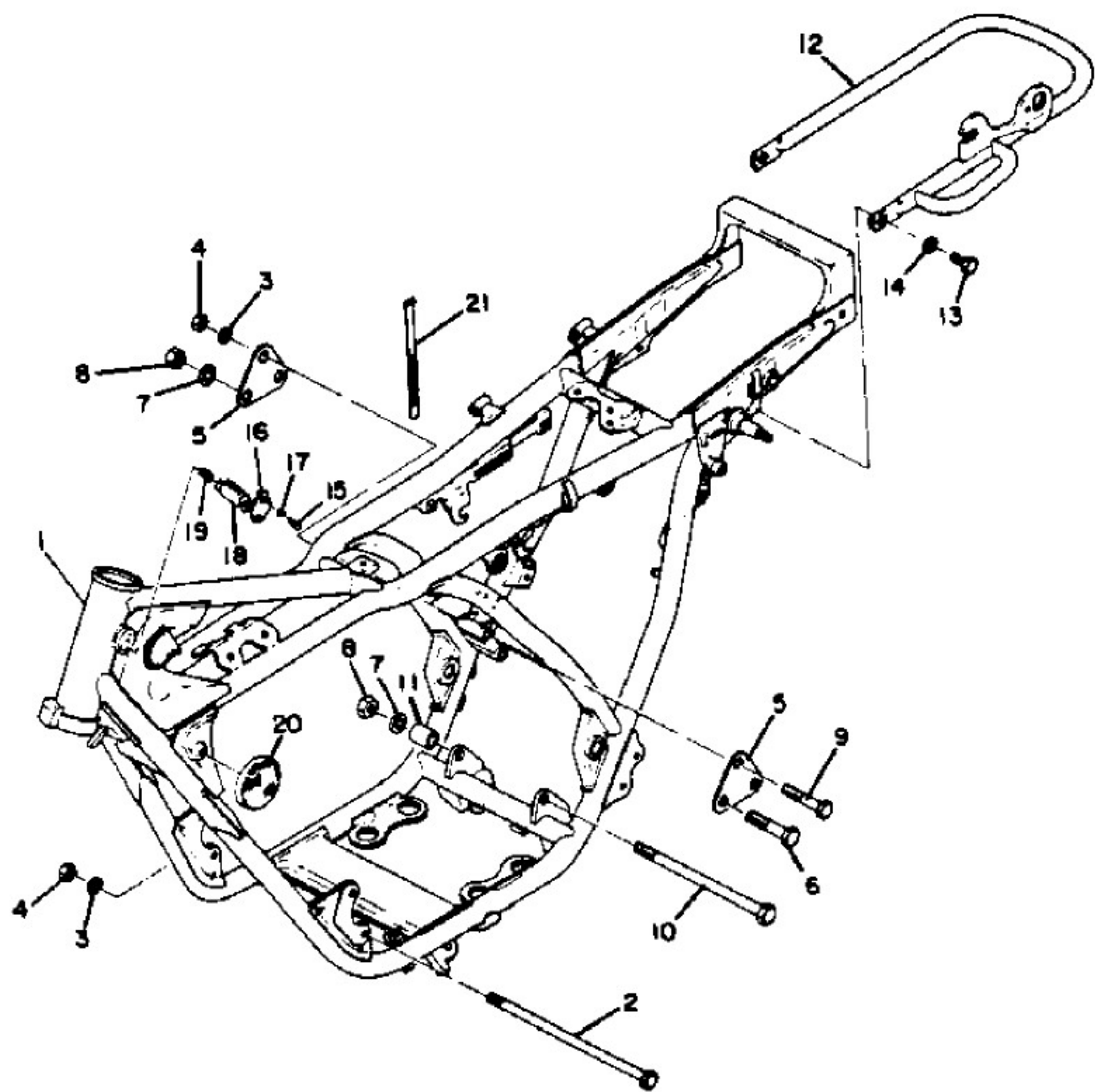
Exhaust



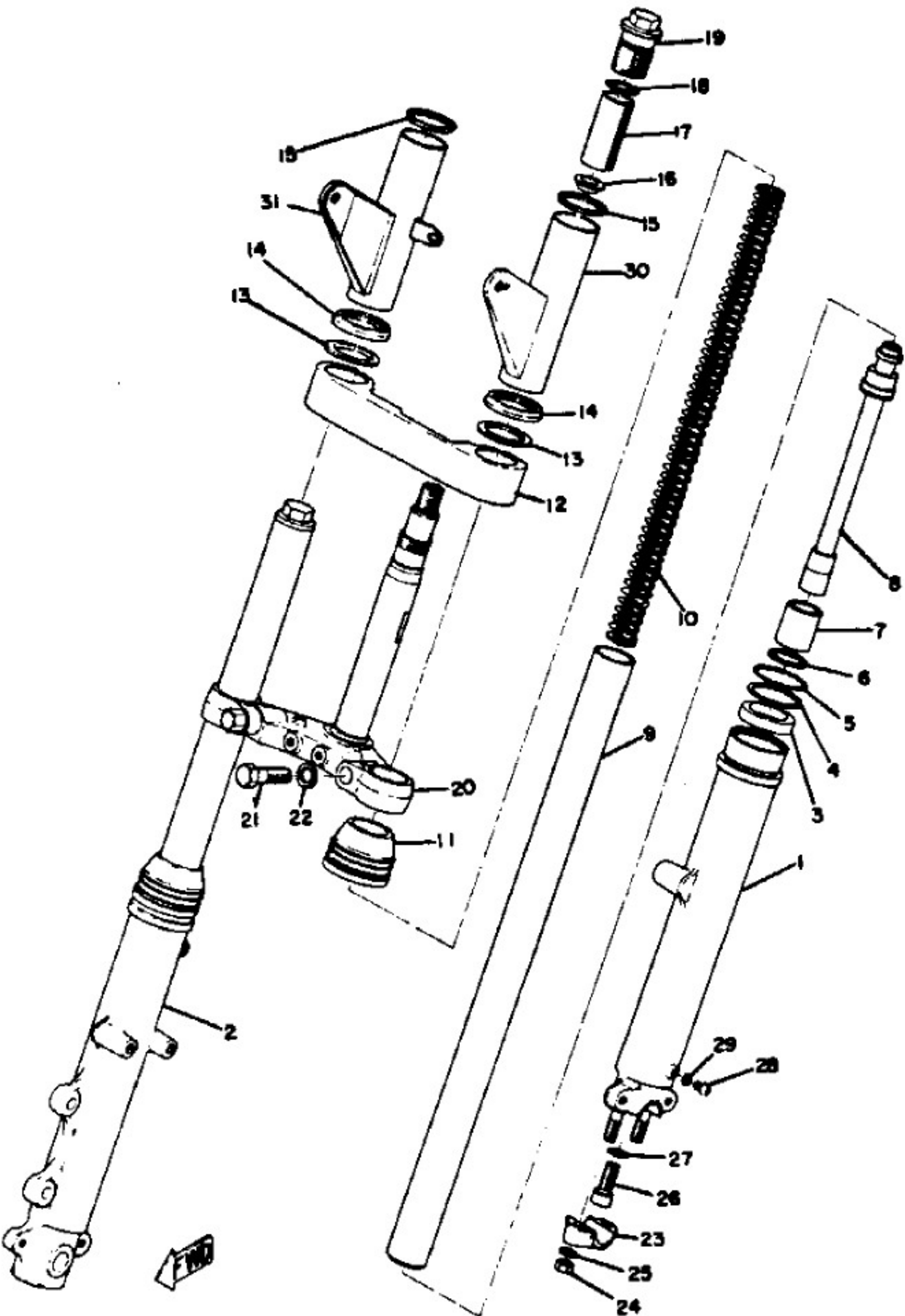
Fender



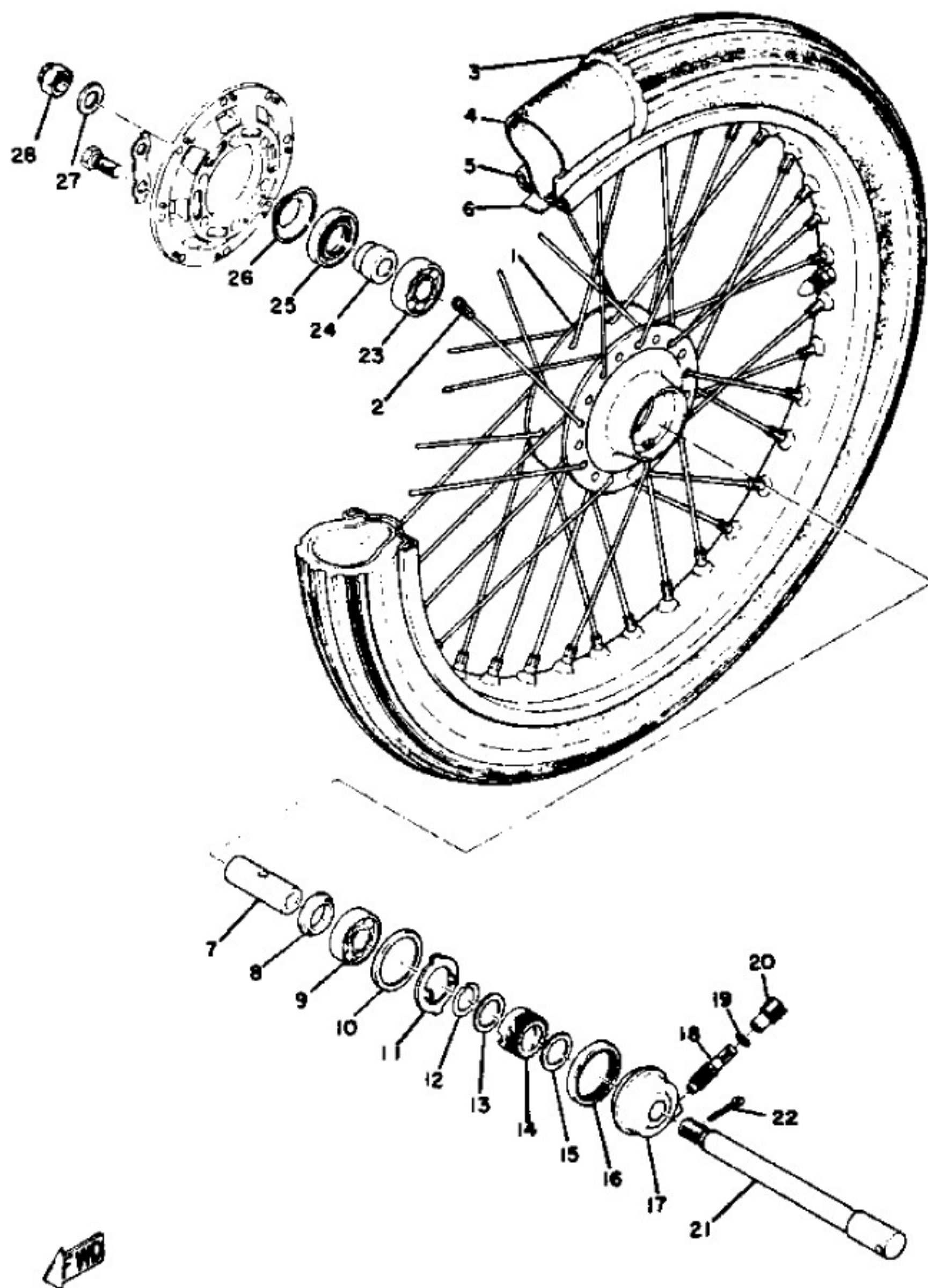
Frame



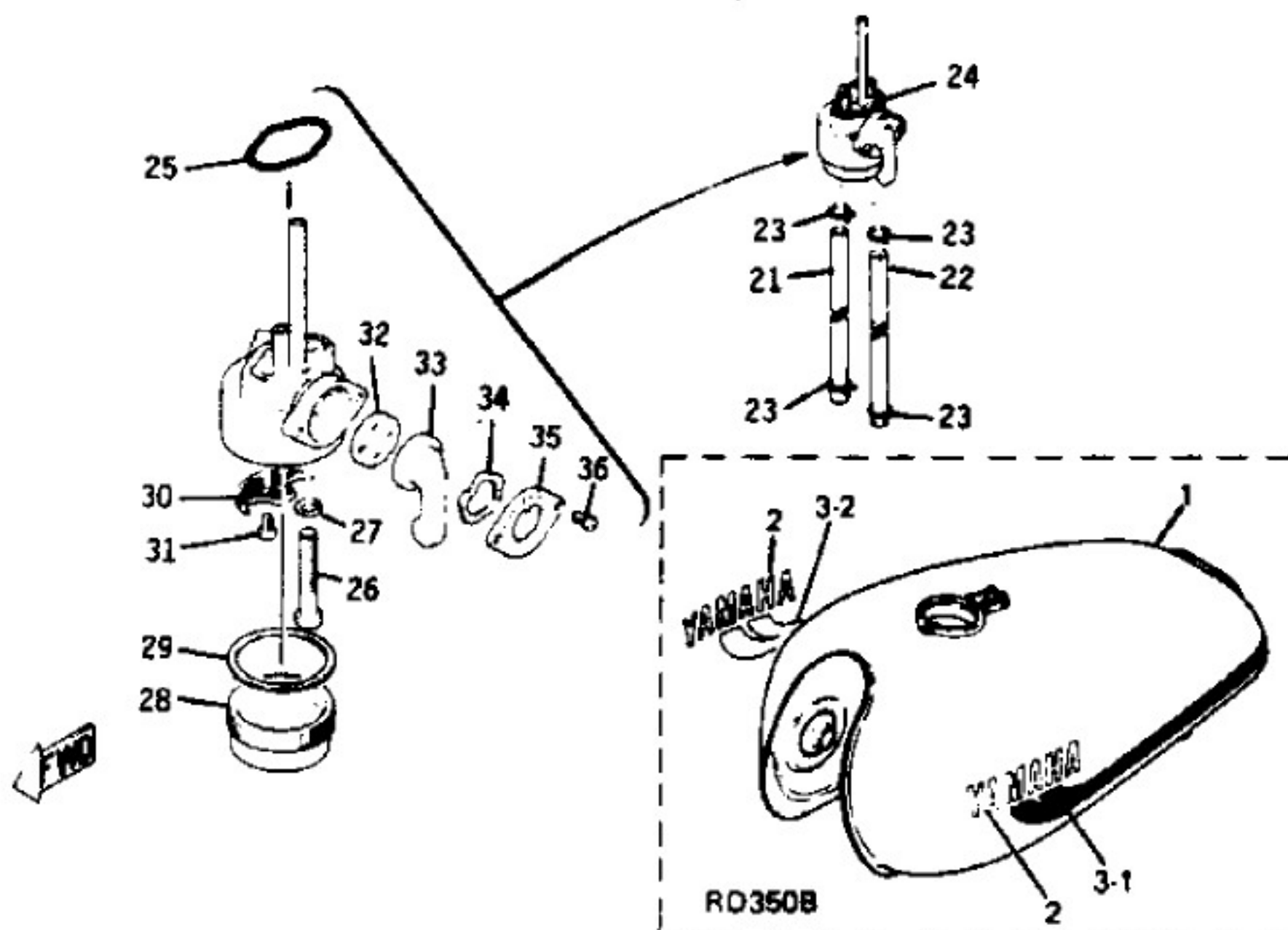
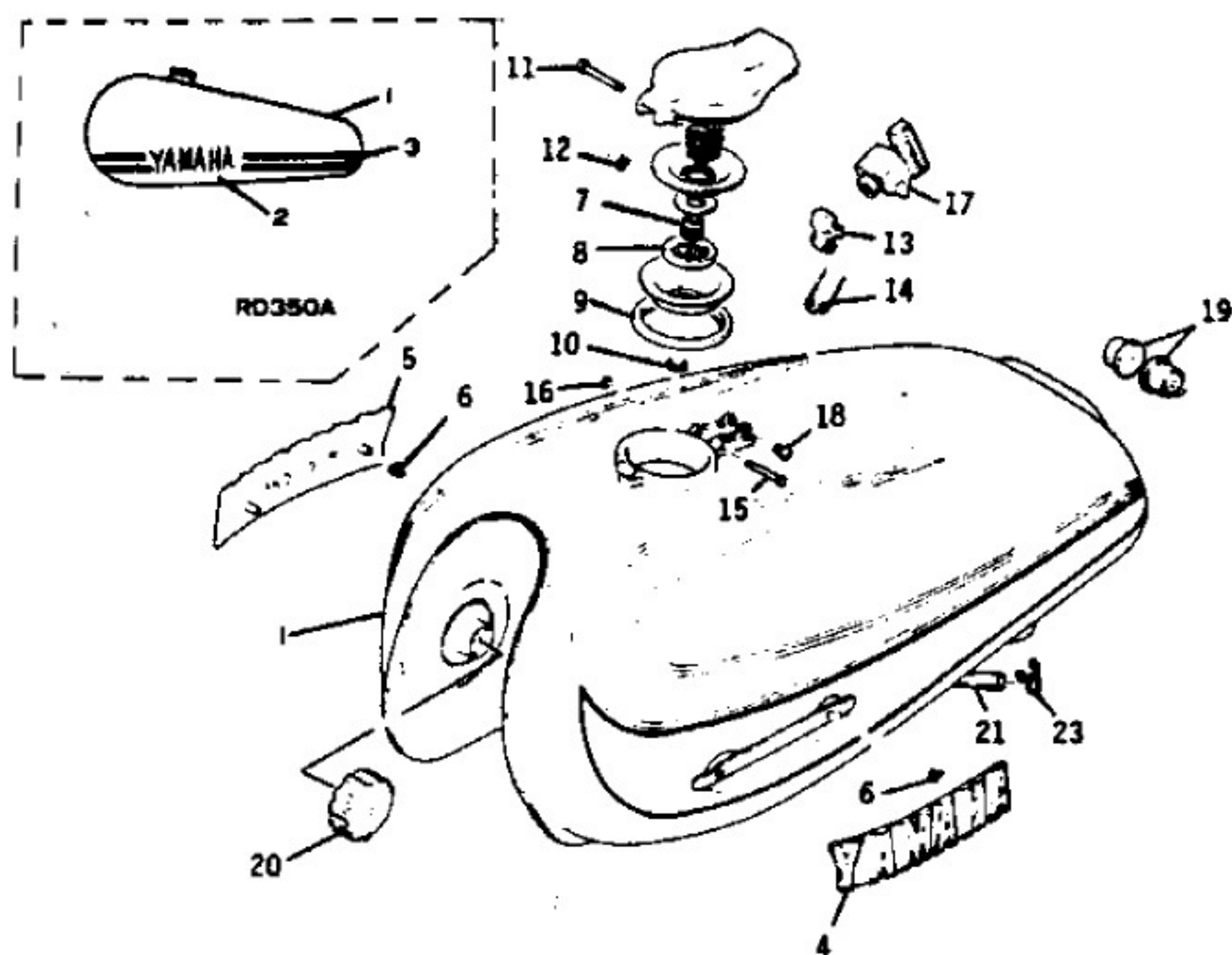
Front fork



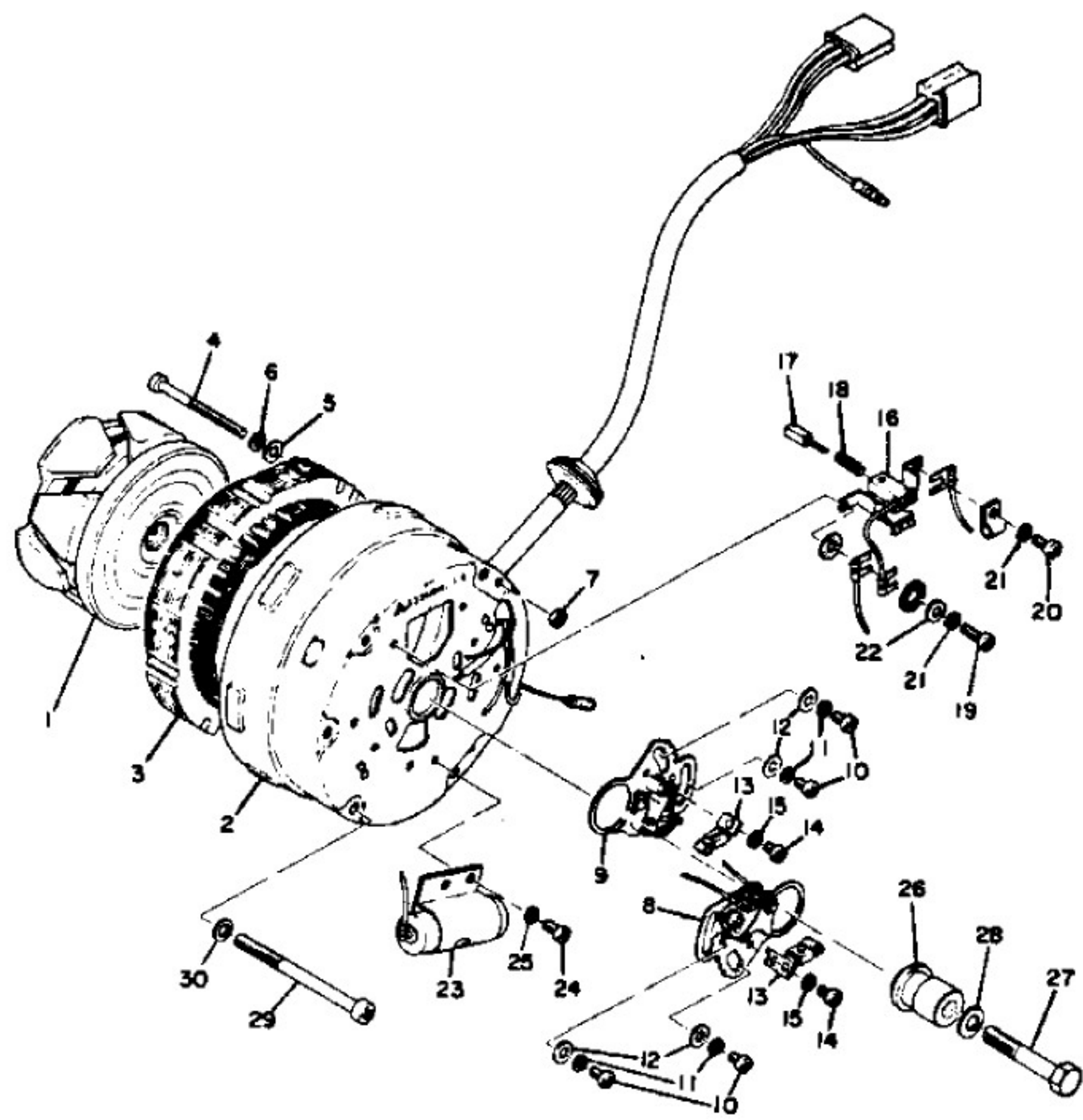
Front wheel



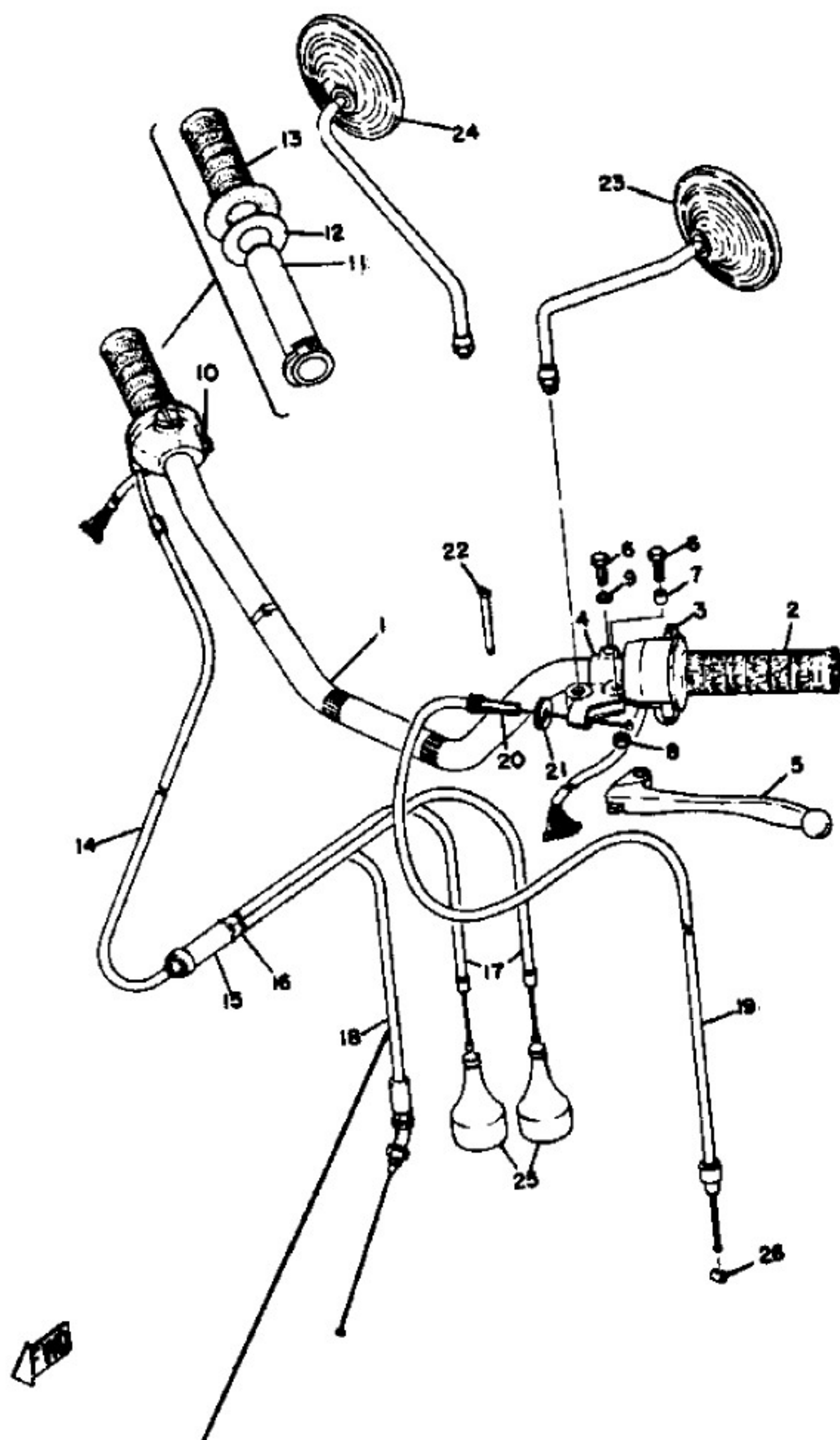
Fuel tank



Generator

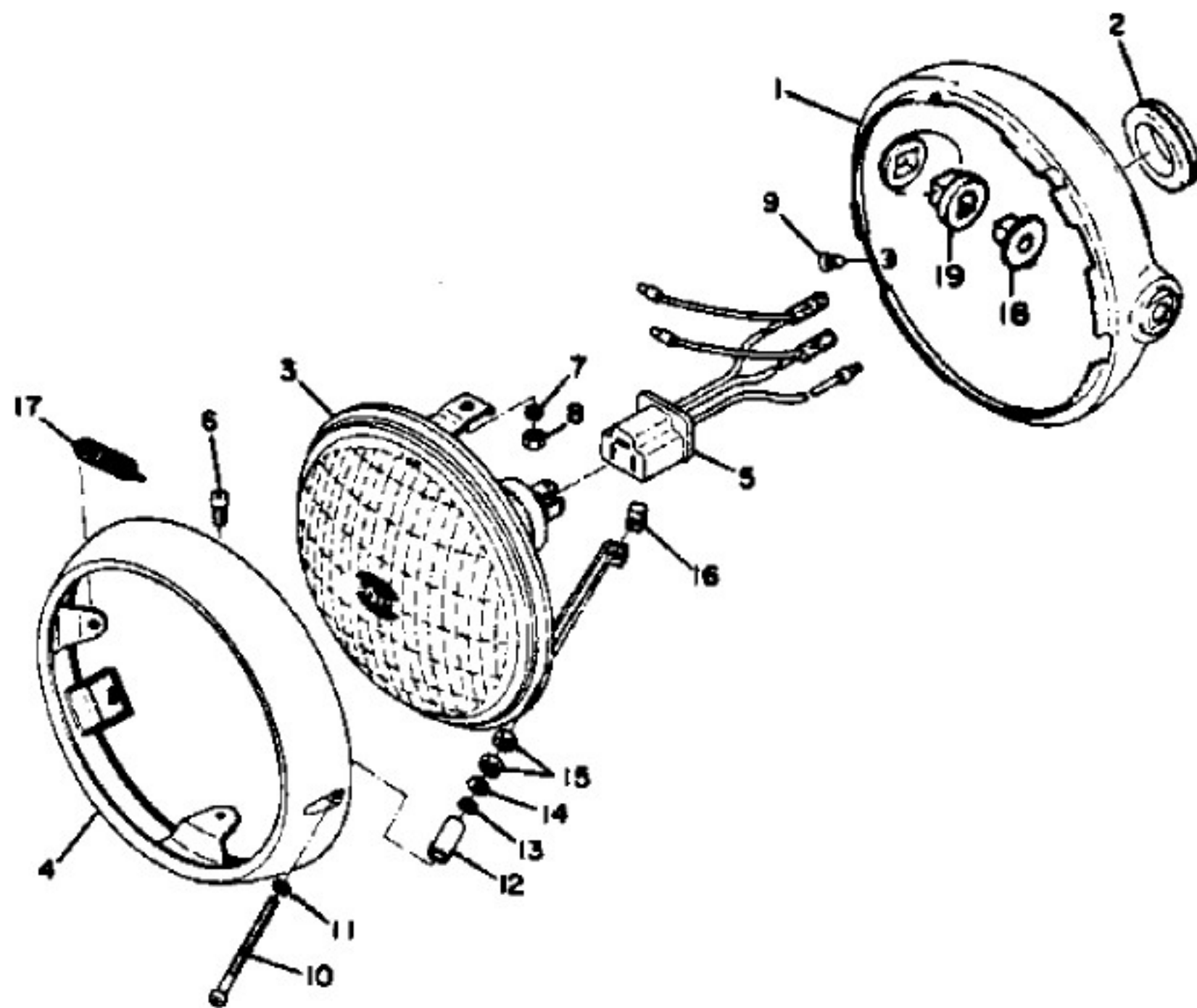


Handlebar cable

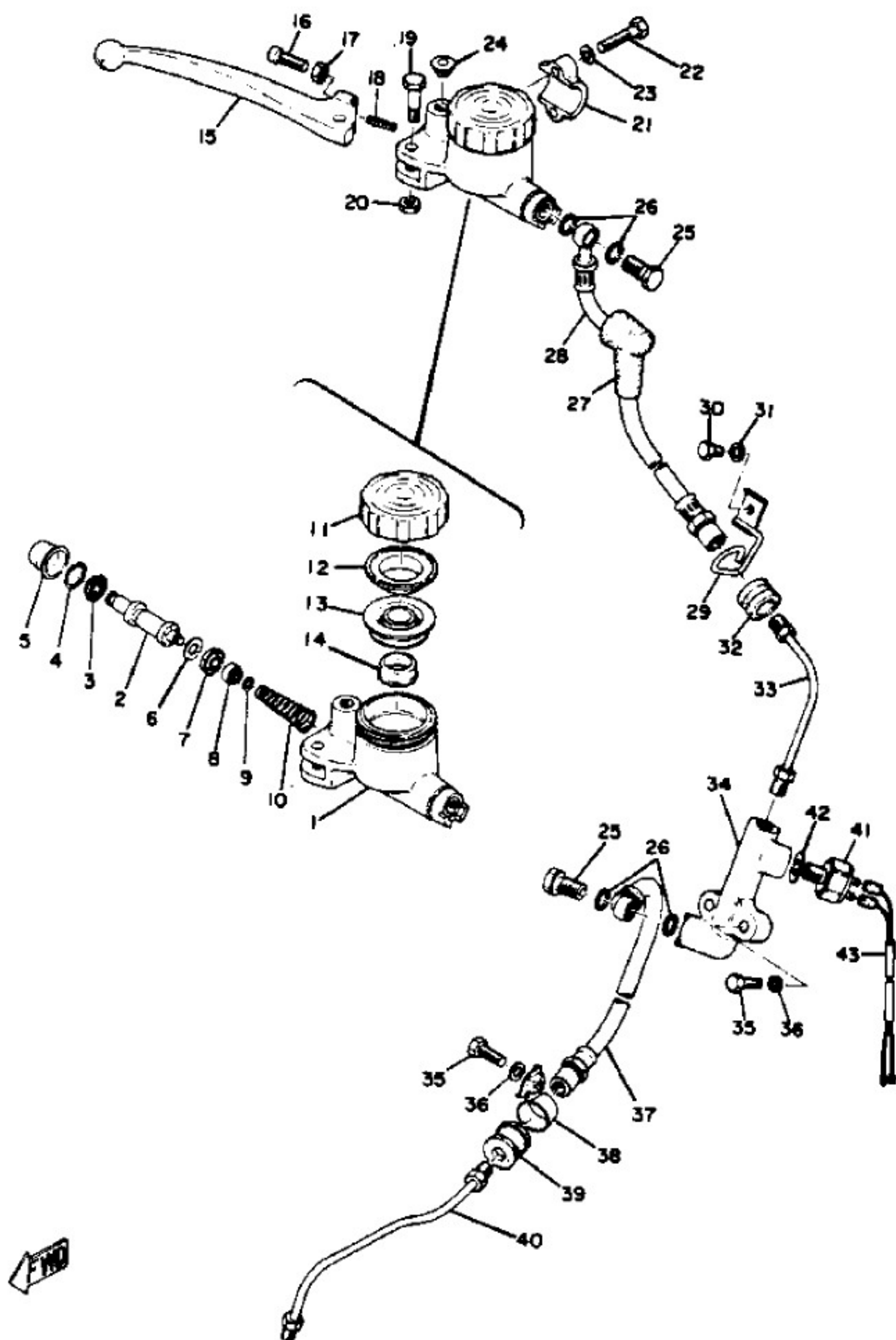


IMPORTANT For Old Style Pump:
See Tech. Bulletin
#M8-015C

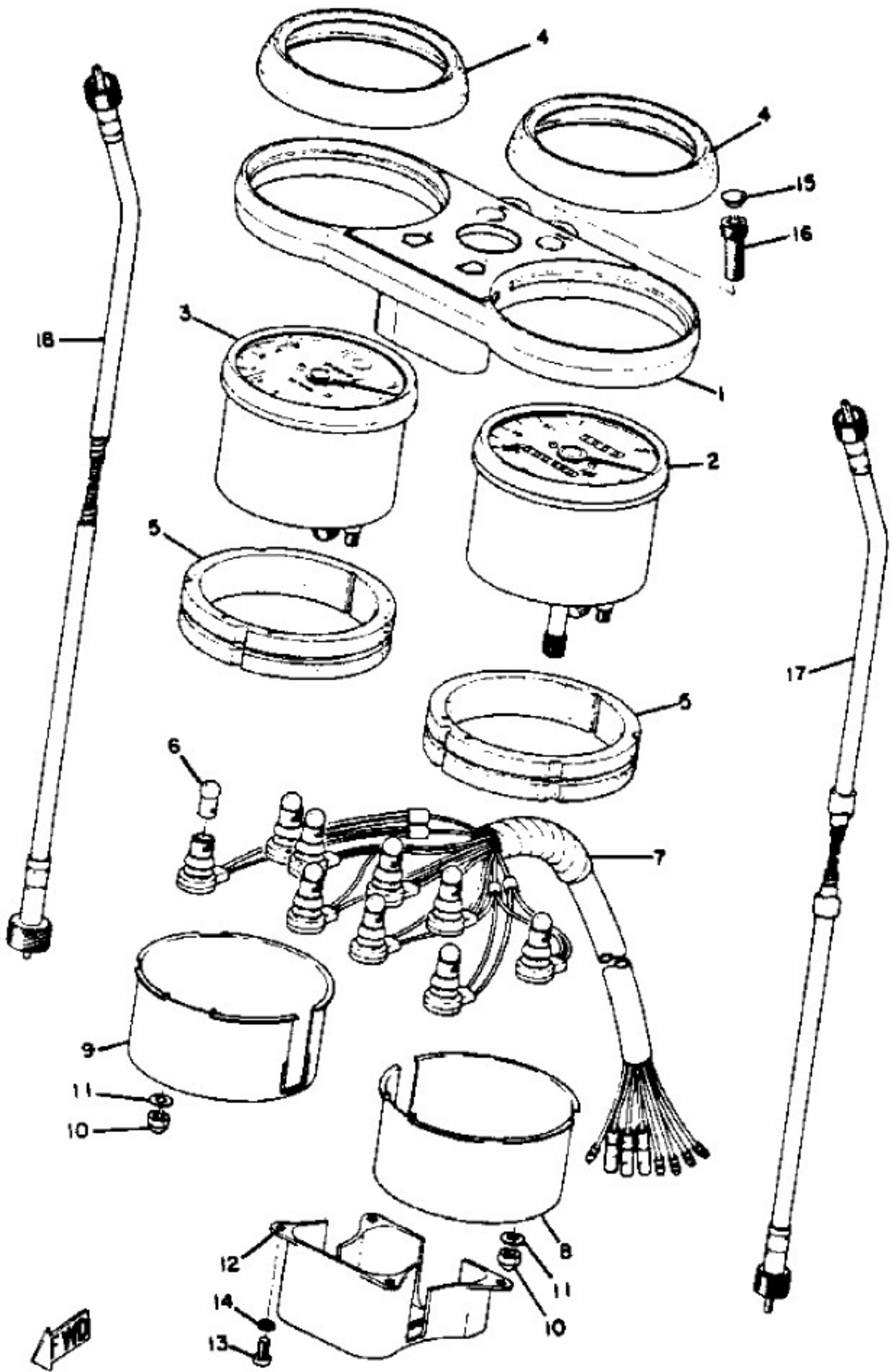
Headlight



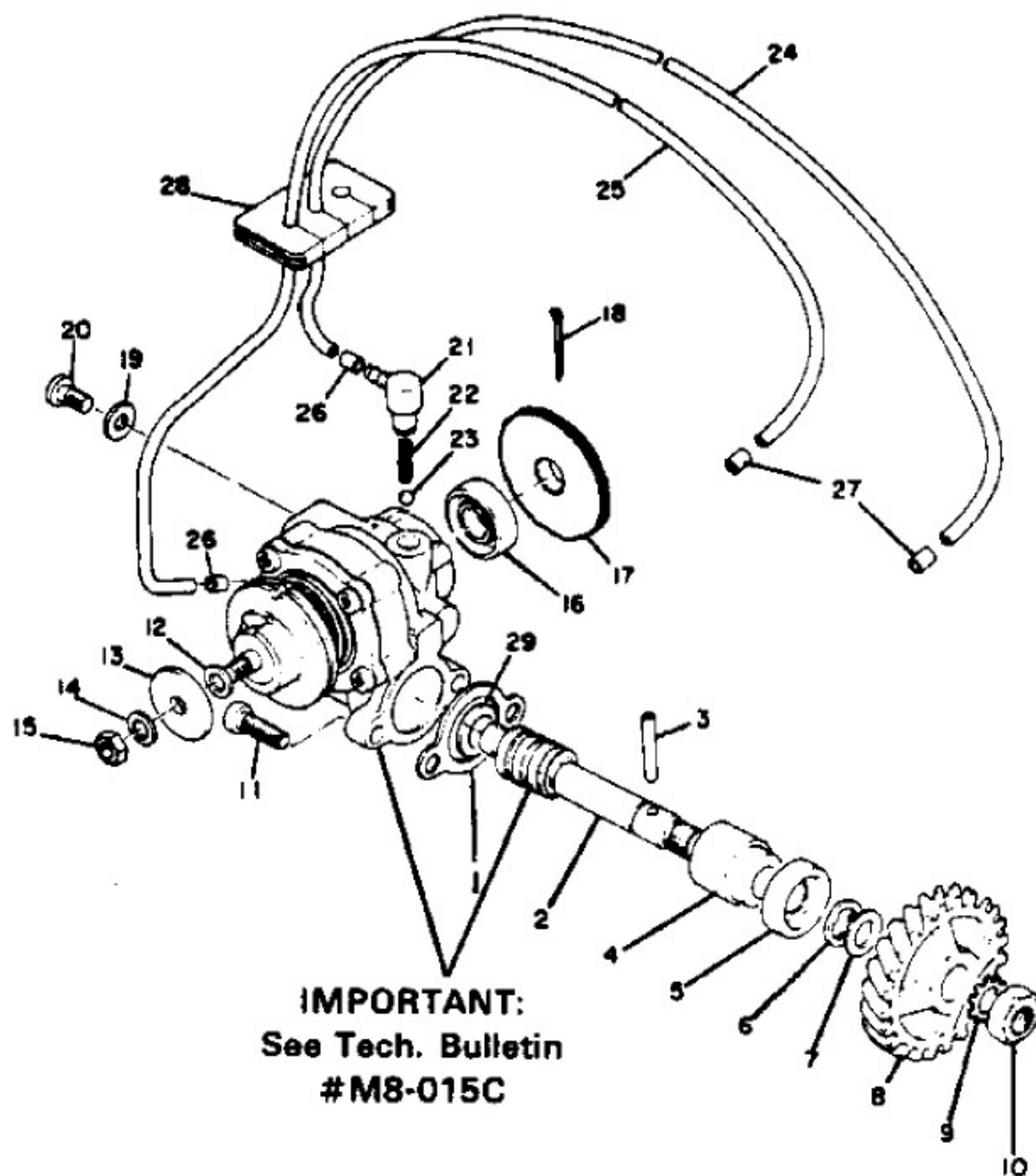
Master cylinder - brake hose



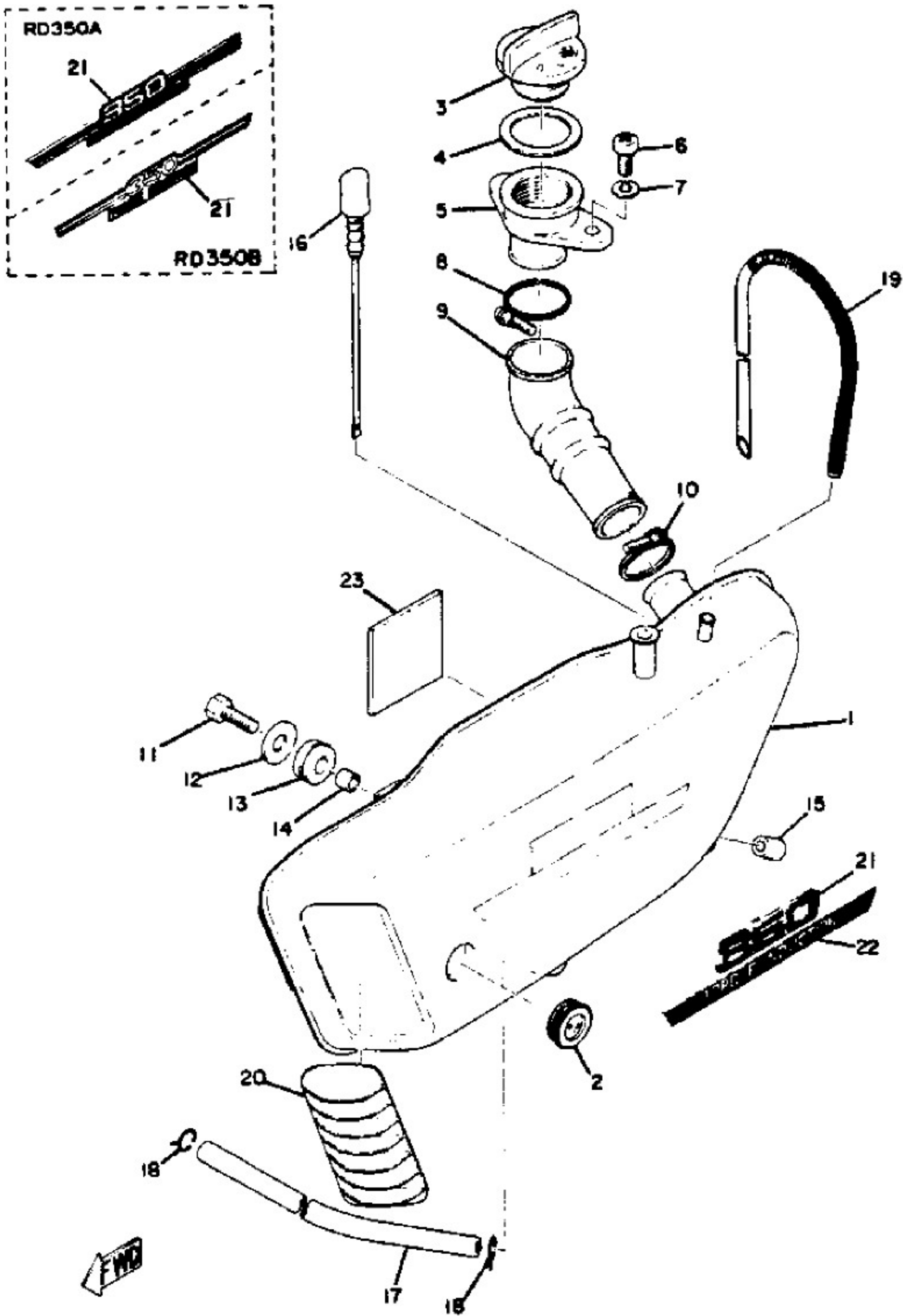
Meter



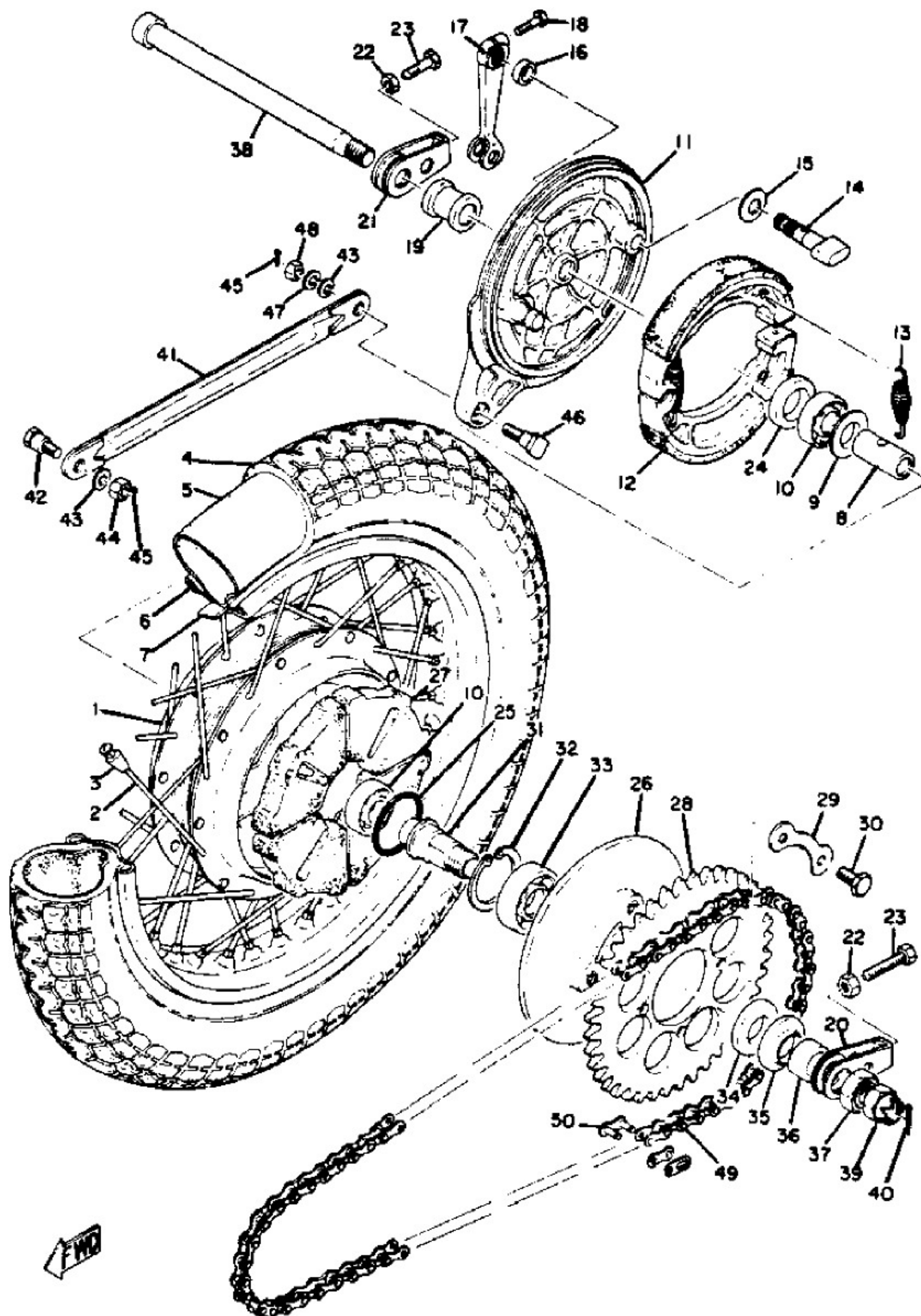
Oil pump



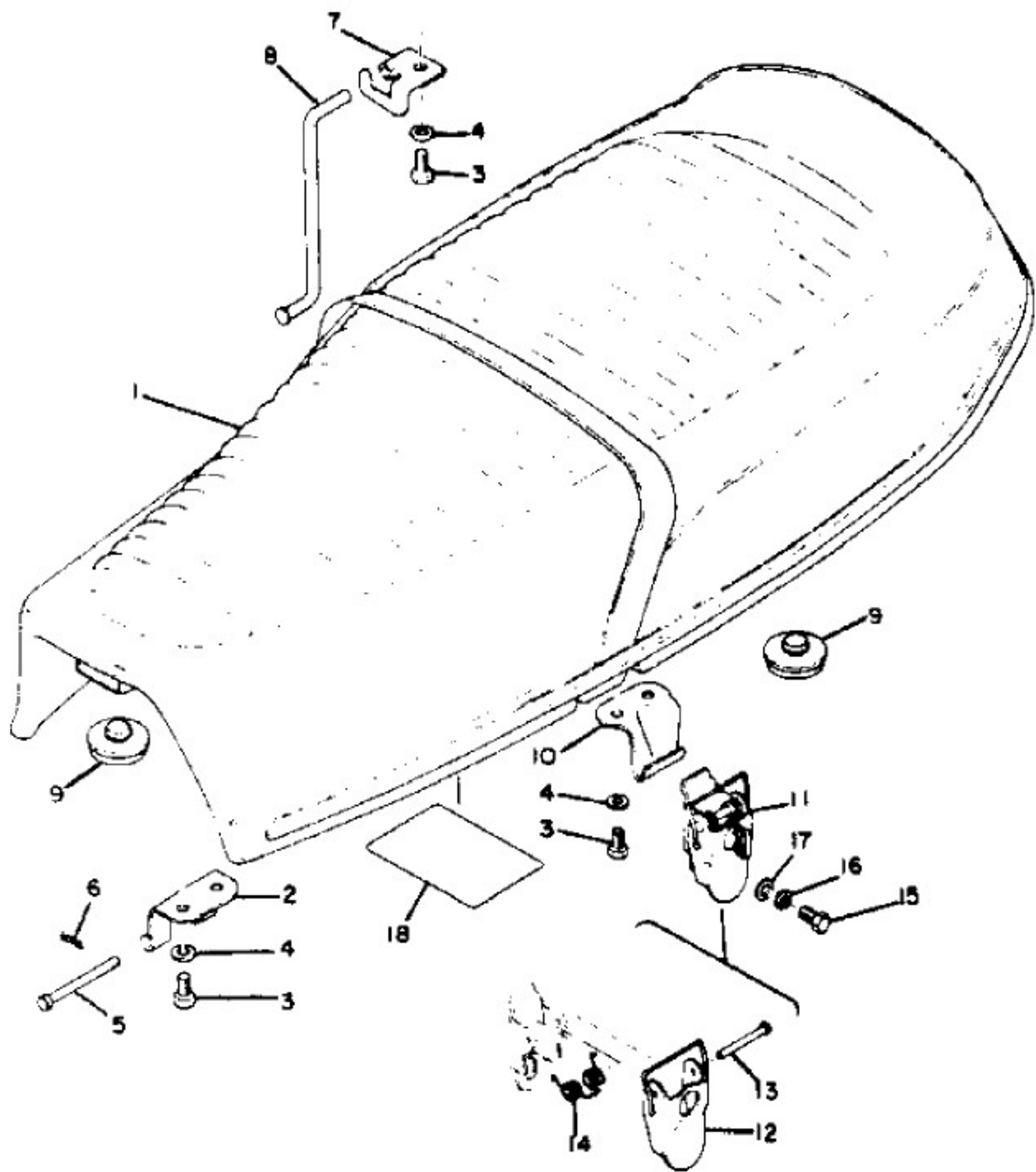
Oil tank



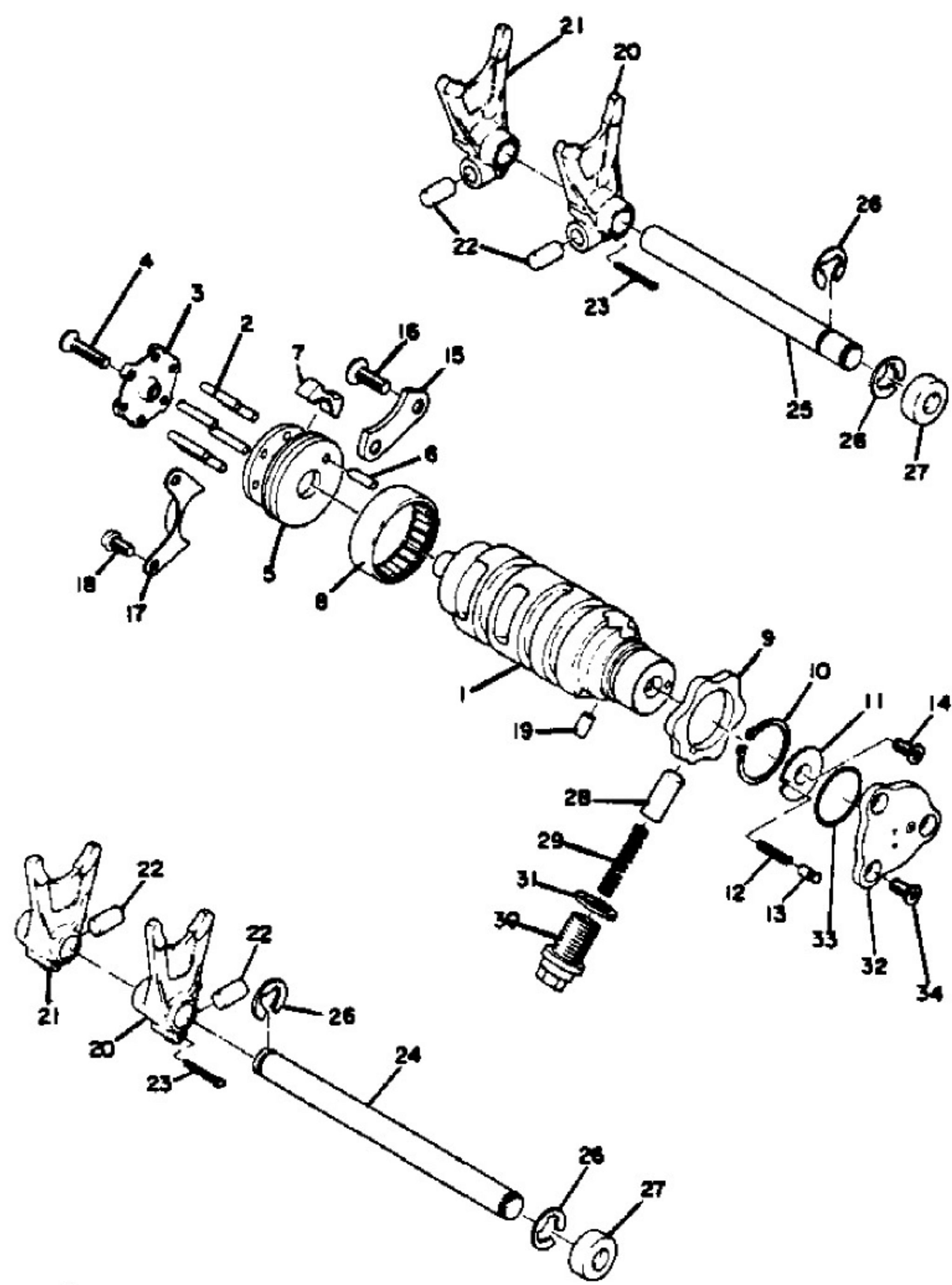
Rear wheel



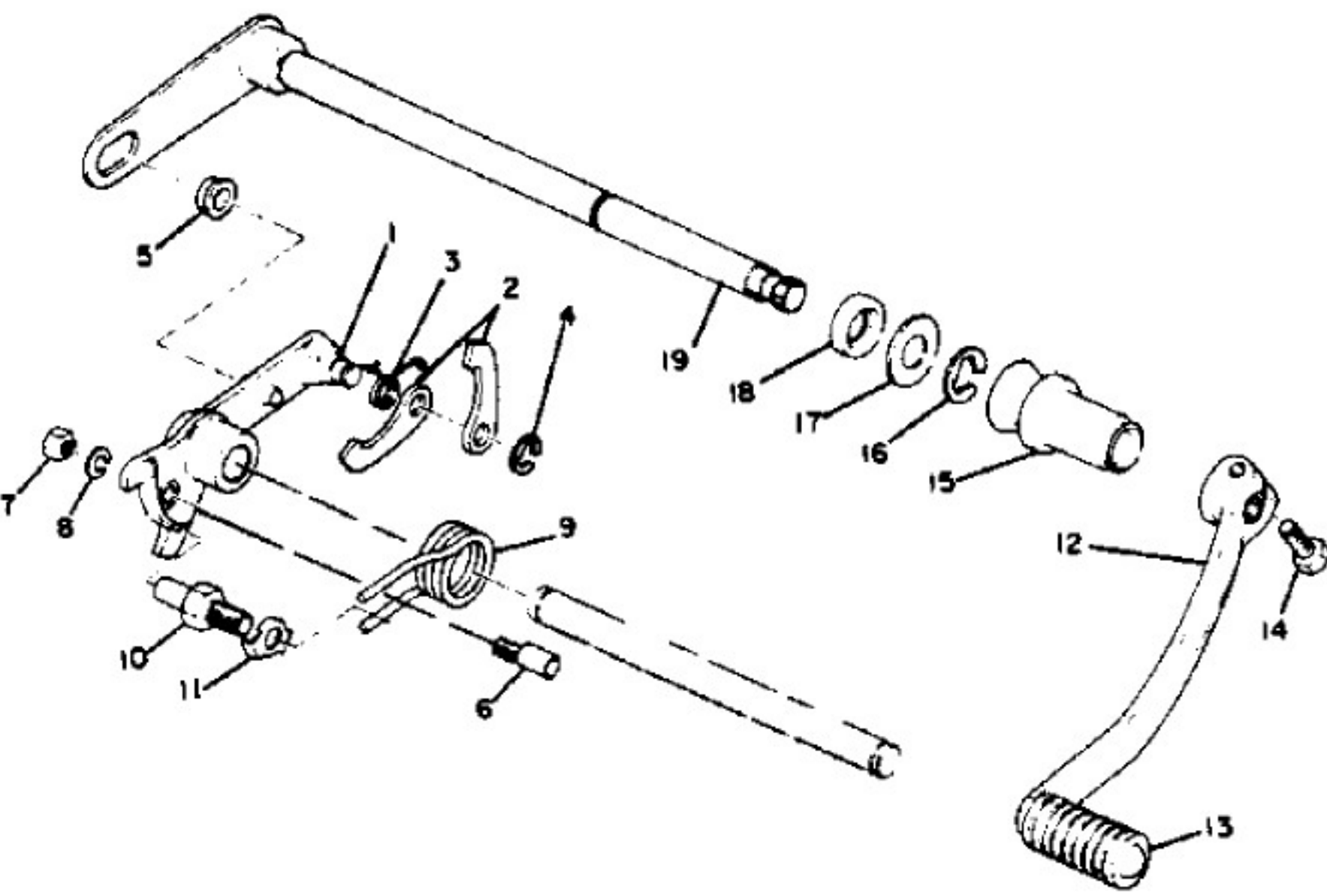
Seat



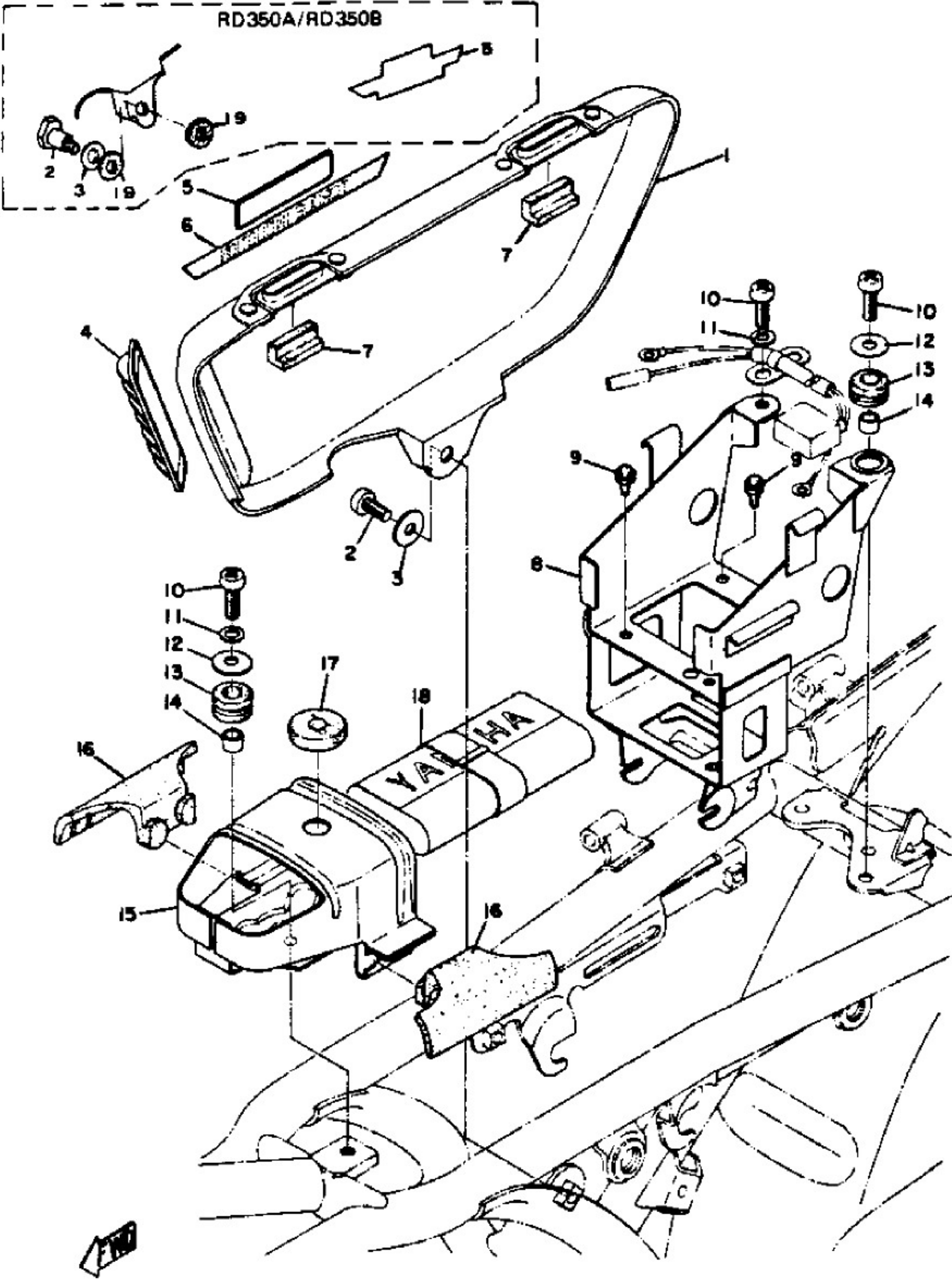
Shift cam fork



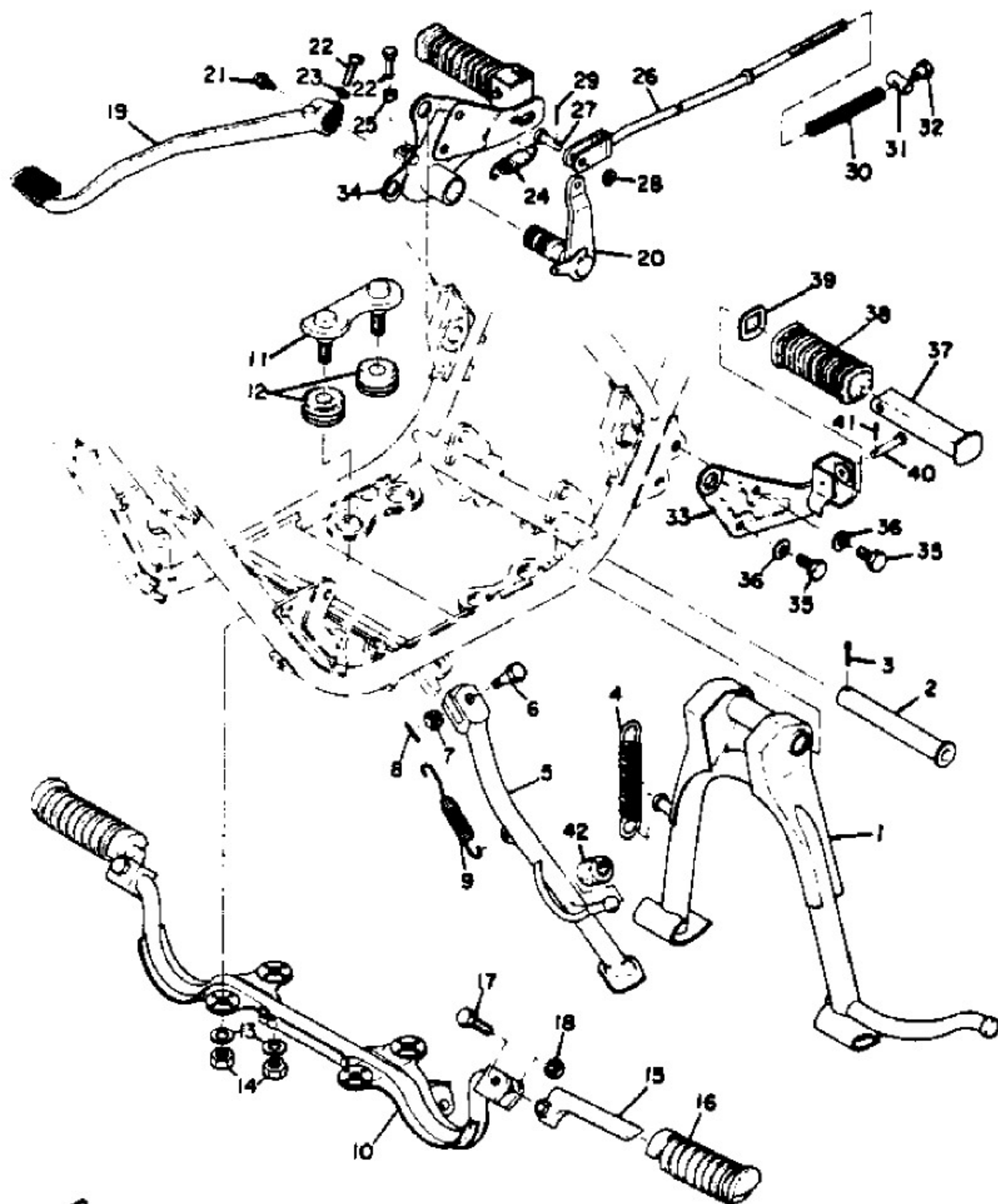
Shift shaft



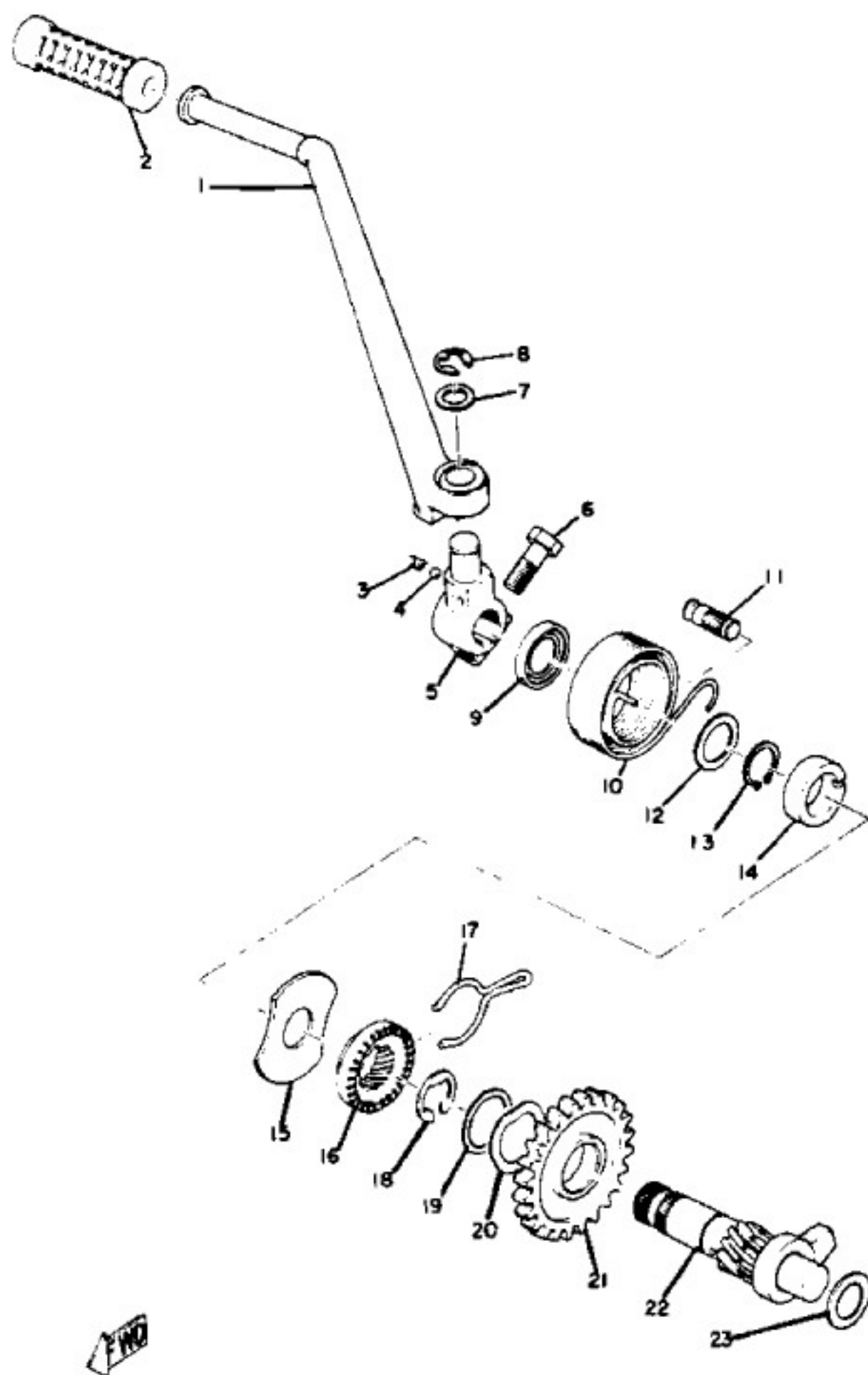
Side cover



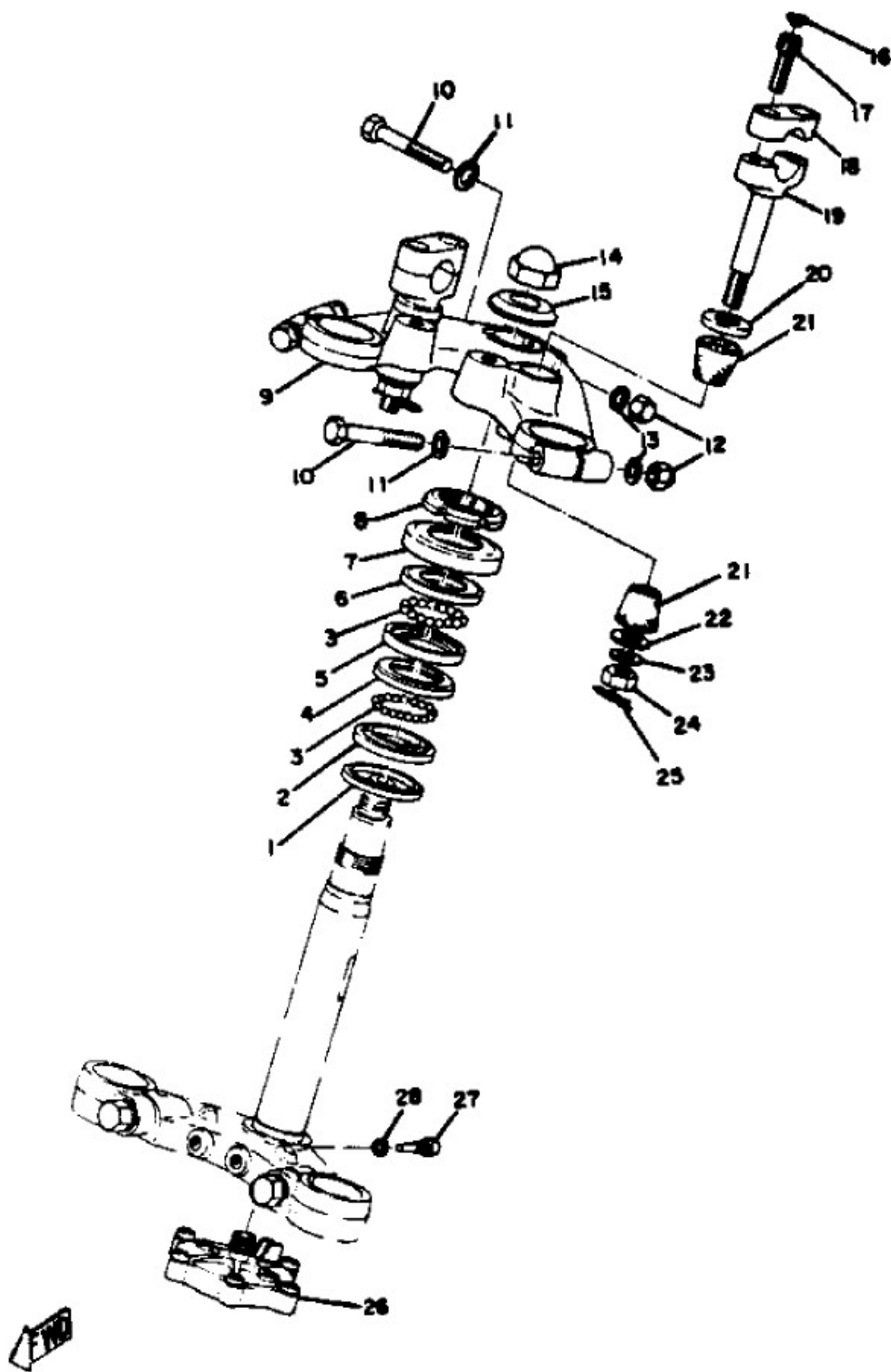
Stand footrest



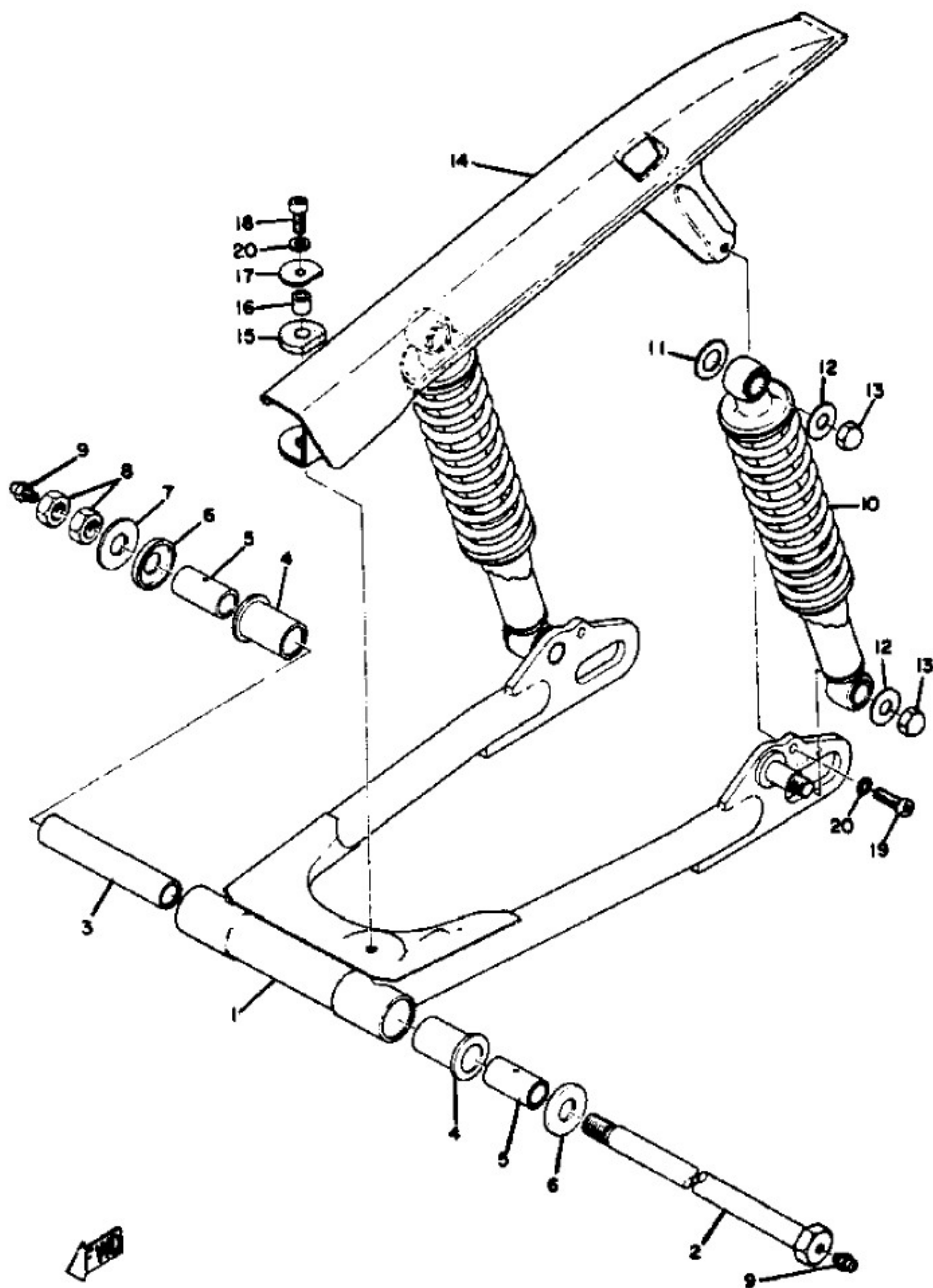
Starter



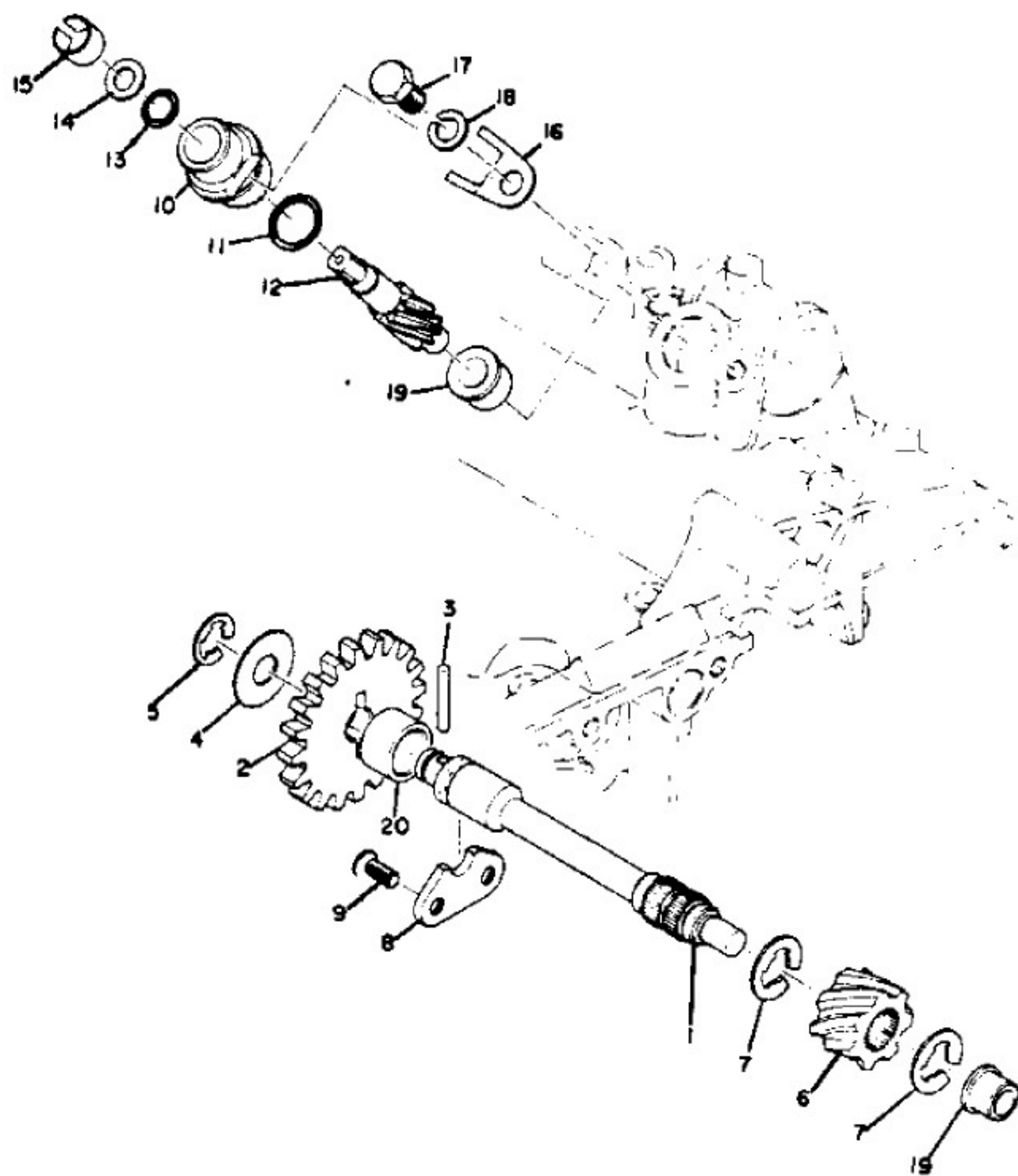
Steering



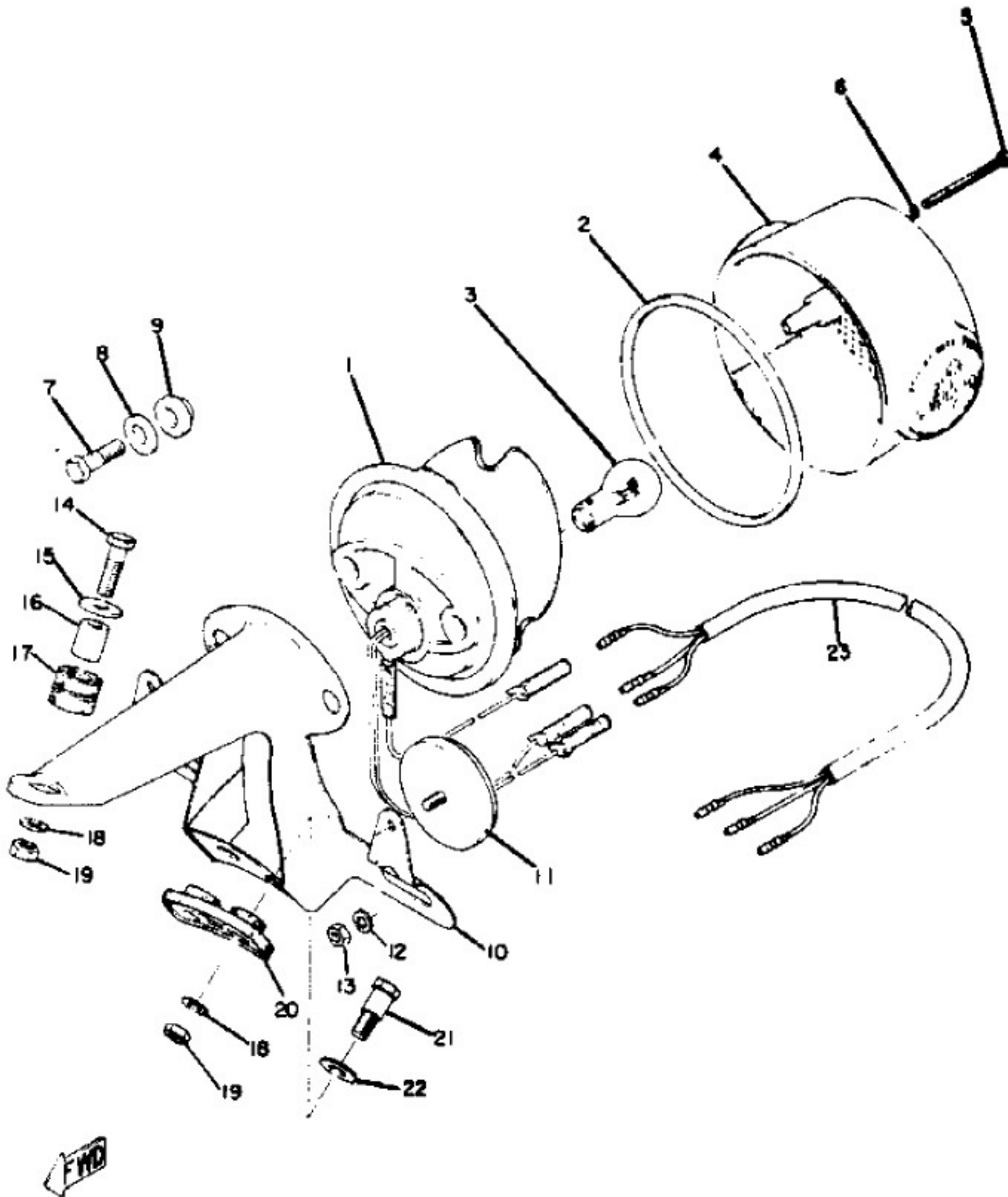
Swing arm - rear shocks - chain case



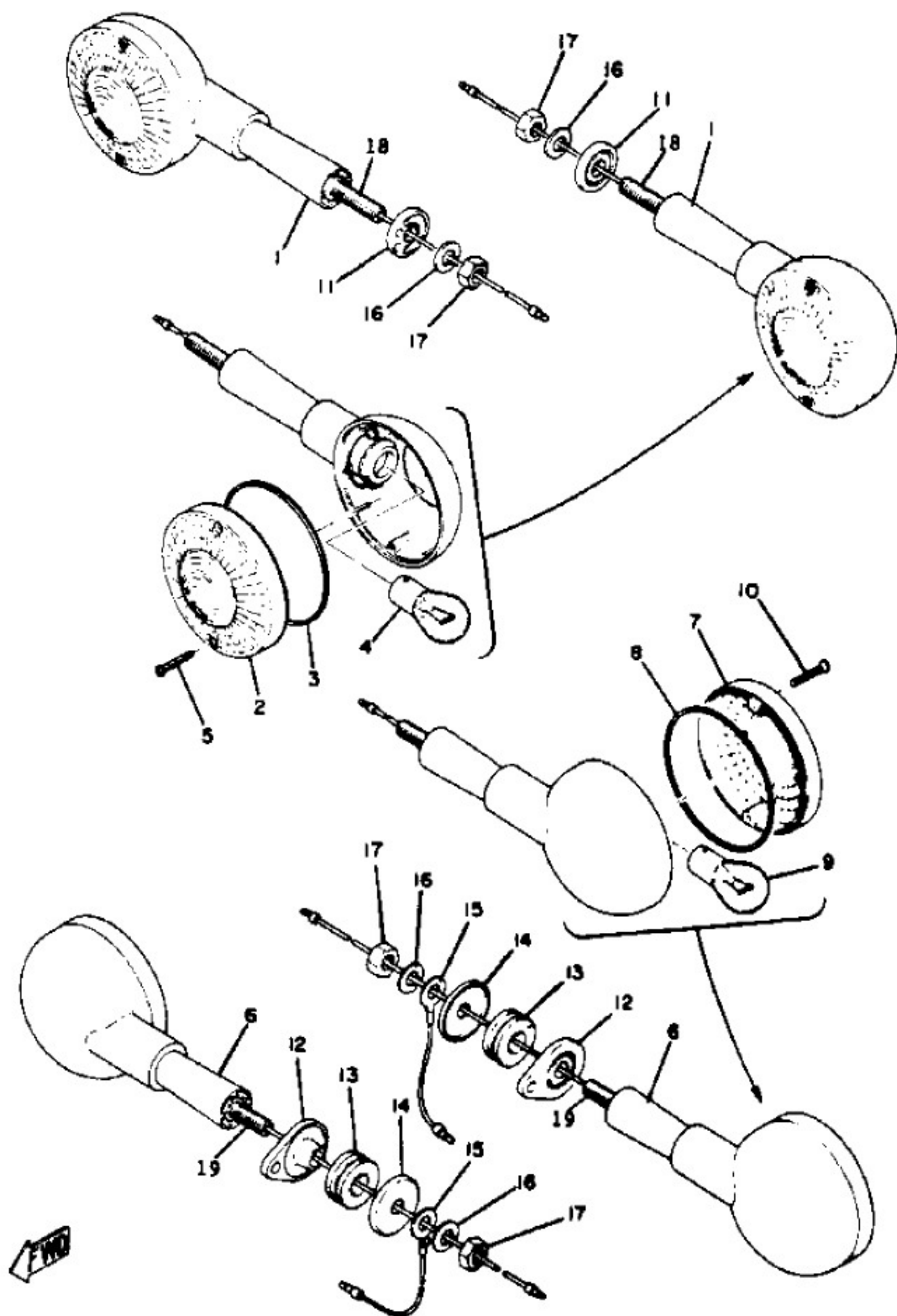
Tachometer gear



Taillight



Turnsignal



SERVICE DATA

RD350A SERVICE DATA

SNB No. 356

MODEL - IBM I.D. NUMBER	RD350	360
STARTING ENGINE/FRAME NUMBER	351-100101	
BASIC COLOR (FUEL TANK)	Brandy Red	
NET WEIGHT	311 lbs.	
ENGINE (TYPE) (INDUCTION SYSTEM)	2-stroke, 7-port, parallel twin/reed valve	
BORE/STROKE/CYLINDERS/DISPLACEMENT	64 x 54 x 2	347cc 21.18 CID
HORSEPOWER/TORQUE - FT. LBS.	39 @ 7500	28 @ 7000
COMPRESSION RATIO/NOMINAL PRESSURE	6.6:1	φ
PISTON SKIRT CLEARANCE (NOMINAL) (MAX. ALLOWABLE)	.040-.045mm .0016-.0018"/.102mm .004"	
RING END GAP (TOP) (2ND) (3RD)	.15-.35mm (All)	
RING GROOVE CLEARANCE (TOP) (2ND) (3RD)	.03-.05mm (All)	
VALVE CLEARANCE (ENG. COLD) INTAKE/EXHAUST	φ	
CARBURETOR (MFR) (TYPE) (I.D. NUMBER)	Mikuni VM28SC	360A1
MAIN JET	#130	
NEEDLE JET	0-8	
JET NEEDLE/CLIP POSITION	5J6-3	
CUT AWAY	1.5	
PILOT JET	#25	
AIR JET	0.5	
STARTER JET	#100	
AIR SCREW (TURNS OUT)	1 1/4	
FLOAT LEVEL	15mm	
AIR FILTER (TYPE) (QUANTITY)	Dry paper X1	
DRIVE - PRIMARY (TYPE) (TEETH) (RATIO)	Gear	66/23 2.869
SECONDARY (TYPE) (TEETH) (RATIO)	Chain	40/15 2.667
TRANSMISSION RATIOS 1ST (TEETH) (RATIO) (O.A.)	36/14	2.571 19.673
2ND	32/18	1.777 13.604
3RD	29/22	1.318 10.087
4TH	26/25	1.040 7.958
5TH	24/27	0.888 6.802
6TH	22/28	0.785 6.008
CAPACITIES - TRANSMISSION (QUANTITY) (TYPE)	1500 ± 50cc	SAE 10W30 "SE" motor oil
OIL TANK OR ENGINE SUMP (QUANTITY) (TYPE)	2.1 qts.	Yamalube
FUEL TANK (QUANTITY) (MINIMUM OCTANE)	3.2 gals.	
FRONT FORKS (QUANTITY) (TYPE)	140cc	SAE 10W30 or Spec. type
TIRES FRONT/REAR (SIZE) (NOMINAL PRESSURE)	3.00-18 4PR/23PSI	3.50-18 4PR/29PSI
ELECTRICAL - CHARGING SYSTEM (MFR) (TYPE)	Mitsubishi	AC Generator AZ2010N1
NO LOAD VOLTAGE ADJUSTMENT	14.5-15.5V @ 2000 RPM	
MAXIMUM OUTPUT (")	14V 17.5A @ 1900 RPM	
FIELD COIL (and/or) CHARGING COIL RESISTANCE	4.2-4.3Ω	
BATTERY (MFR) (MODEL) (RATING)	Furukawa	AYT2-12 12V 5.5AH
HEADLIGHT/TAILLIGHT RATINGS	12V35/25W	12V8/23W
IGNITION COIL SPARK GAP (MINI)/PRI. RES./SEC. RES.	7mm 4.0Ω	11KΩ
CONDENSER CAPACITY	0.22μf	
POINT GAP (NOMINAL)/SPARK PLUG (TYPE) (GAP)	.3-.4mm/NGK B-8HS	.5-.6mm/020"-0.23"
TIMING	2.0 ± .15mm BTDC	

MODEL - IBM I.D. NUMBER	RD350A	360
STARTING ENGINE/FRAME NUMBER	351-200101	351-200101
BASIC COLOR (FUEL TANK)	Ruby Red	
NET WEIGHT	315 lbs.	
ENGINE (TYPE) (INDUCTION SYSTEM)	Air cooled, two-stroke, 7-port twin	
BORE/STROKE/CYLINDERS/DISPLACEMENT	64x54mm x 2	347cc (21.18 cu. in.)
COMPRESSION RATIO/NOMINAL PRESSURE	6.6:1	N/A
PISTON SKIRT CLEARANCE (NEW) (MAX.)	0.035 ~ 0.040mm (.0014~.0016") / .004"	
RING END GAP (TOP) (2ND) (3RD)	0.2~0.4mm(.008~.016")/0.15~0.35mm(.006~.014")/φ	
RING GROOVE CLEARANCE (TOP) (2ND) (3RD)	N/A / 0.03 ~ 0.07mm (.0012~.0028") / φ	
VALVE CLEARANCE (ENG. COLD) INTAKE/EXHAUST	φ	
AUTOLUBE - MINIMUM PUMP STROKE/COLOR CODE	0.20 ~ 0.25mm (.008 ~ .010") / Red	
CARBURETOR (MFR) (TYPE) (I.D. NUMBER)	Mikuni VM28SC	360A2
MAIN JET	No. 140	
NEEDLE JET	0-8	
JET NEEDLE/CLIP POSITION	5I4-3	
CUT AWAY	No. 2.5	
PILOT JET	No. 25	
AIR JET	0.5	
STARTER JET	No. 70	
AIR SCREW (TURNS OUT)	1 1/4	
FLOAT LEVEL	15 ± 1mm	
AIR FILTER (TYPE) (QUANTITY)	Dry, Paper x 1 pc.	
DRIVE - PRIMARY (TYPE) (TEETH) (RATIO)	Helical Gear	66/23 2.869
SECONDARY (TYPE) (TEETH) (RATIO)	DK530DS	91 Links 40/15 2.667:1
TRANSMISSION RATIOS 1ST (TEETH) (RATIO) (O.A.)	36/14	2.571 19.679
2ND	32/18	1.777 13.088
3RD	29/22	1.318 10.088
4TH	26/25	1.040 7.960
5TH	24/27	0.888 6.804
6TH	22/28	0.785 6.008
CAPACITIES - TRANSMISSION (QUANTITY) (TYPE)	1500 ± 50cc	Yamalube 4-cycle
OIL TANK OR ENGINE SUMP (QUANTITY) (TYPE)	2.1 qt.	Yamalube 2-cycle
FUEL TANK (QUANTITY) (MINIMUM OCTANE)	3.2 gal.	Low Lead
FRONT FORKS (QUANTITY) (TYPE)	140cc (4.73 fl. oz.)	SAE 10W30 Motor Oil "SE"
REAR SHOCKS (QUANTITY) (TYPE)	φ	
TIRES FRONT/REAR (SIZE) (NOMINAL PRESSURE)	3.00x18/23 psi	3.50x18/28 psi
ELECTRICAL - CHARGING SYSTEM (MFR) (TYPE)	AC Generator	Mitsubishi AZ2010N1
NO LOAD VOLTAGE ADJ. (AC & DC GENERATORS)	14V, 7.5A @ 1900 rpm	
MAX. MAGNETO OUTPUT (CHARGING) (LIGHTING)	φ	
FIELD COIL (and/or) CHARGING COIL RESISTANCE	4.2 ~ 4.3Ω @ 20°C	
BATTERY (MFR) (MODEL) (RATING)	Furukawa	AYT-12 12V 5.5A
HEADLIGHT/TAILLIGHT RATINGS	12V 35W/25W	12V 8W/27W
IGN. COIL SPARK GAP (MINI)/PRI. RES./SEC. RES.	7mm @ 500 rpm / 4.0Ω / 11.0KΩ	
CONDENSER CAPACITY	0.22μf	
POINT GAP (NOMINAL)/SPARK PLUG (TYPE) (GAP)	0.3 ~ 0.4mm (.012~.016") / NGK B-8HS	0.6~0.7mm
TIMING (ADVANCED) (RETARDED)	2.0mm BTDC	

N/A = Information Not Available

φ = Does Not Apply to this Model

RD350B

MOTORCYCLE
M4-069

1975 SERVICE DATA

MODEL - IBM I.D. NUMBER	RD350B	380
Starting Engine and Frame Number	351-300101	
Basic Color (fuel tank)	Portuguese Orange	
Net Weight	315 lbs.	
ENGINE (type, induction system)	2-stroke, 7-port, Twin, Reed Valve, Air-cooled	
Bore x Stroke x Cylinder Displacement	64 x 54mm x 2	347cc (21.18 CID)
Compression Ratio	6.8:1	
Piston Skirt Clearance (new/max.)	.035 ~ .040mm (.0014 ~ .0016")/0.1mm (.004")	
Ring End Gap (top/2nd/3rd)	0.2~0.4mm(.008~.0016")/0.15~0.35mm(.008~.014")/φ	
Ring Groove Clearance (top/2nd/3rd)	.03 ~ .08mm (.0012 ~ .0032")/Same/φ	
Valve Clearance (eng. cold) Intake/Exhaust	φ	
AUTOLUBE - Minimum Pump Stroke/Color Code	0.20 ~ 0.25mm (.008 ~ .010")	Red
CARBURETOR (mfr) (type) (I.D. number)	Mikuni	VM28SC 36002
Main Jet	No. 140	
Needle Jet	0-8	
Jet Needle/Clip Position	5/4-4	
Cut Away	2.5	
Pilot Jet	No. 25	
Air Jet	0.6	
Starter Jet	No. 70	
Air Screw (turns out)	1 1/2	
Float Level	15 ± 1.0mm	
Air Filter (type x quantity)	Dry Paper x 1	
DRIVE - Primary (type) (teeth) (ratio)	Helical Gear	66/23 2.889
Secondary (type) (teeth) (ratio)	DID530DS, 91L	40/15 2.667
Transmission Ratios 1st (teeth) (ratio) (O.A.)	36/14	2.571 19.679
2nd	32/18	1.777 13.801
3rd	29/22	1.318 10.088
4th	26/25	1.040 7.980
5th	24/27	0.888 6.804
6th	22/28	0.785 6.008
CAPACITIES - Transmission	1500cc (51 oz.) SAE 10W/30 Oil (Yamalube 4-cycle)	
Oil Tank or Engine Sump	2.1 qts. Yamalube 2-cycle	
Fuel Tank	3.2 gals. Unleaded or Low Lead (Regular)	
Front Forks	140cc (4.7 oz.) 10, 20 or 30 wt. Fork Oil*	
Rear Shocks	φ	
Tires (size/nominal pressure)	Front: 3.00-18/23psi Rear: 3.50-18/28psi	
ELECTRICAL - Charging System (mfr) (type)	Mitsubishi	AZ2010N1 AC Generator
No Load Voltage Adj. (AC & DC generators)	14.5 ~ 15.5V @ 2000rpm	
Max. Generator (Magneto) Output	14V12A	
Field Coil (and/or) Charging Coil Resistance	4.3 ± 0.5Ω (Rotor) 0.32 ± 0.03Ω (Stator)	
Battery (mfr) (model) (rating)	FB or YUASA	12N5.5A-3B 12V5.5AH
Headlight/Taillight Ratings	12V35W/25W 12V8W/27W	
Ign. Coil Min. Spark Gap/Pri. Res./Sec. Res.	6mm 4.0Ω 11.0KΩ	
Condenser Capacity	0.22 μf	
Point Gap /Spark Plug (type/gap)	0.3 ~ 0.4mm (.012 ~ .016")/NGK B-8HS/0.6 ~ 0.7mm	
Timing (advanced) (retarded)	2.0mm BTDC/φ	

N/A = Information Not Available

φ = Does Not Apply to This Model

*Available from Yamaha Parts Distributors, Inc.

TECHNICAL BULLETIN

SERVICE DATA

CRANKSHAFT SPECIFICATIONS

The following information is to be used in conjunction with your 1971-1972 Crankshaft Data Sheet, P/N LIT 11650 30 72.

MODEL	DISP. (cc)	* DEFLECTION TOLERANCE				* FLYWHEEL WIDTHS		* ROD CLEARANCE		
		1	2	3	4	F	A	New	Max	Min Max
RD60	55	0.03	---	---	0.03	38 ^{+0.05} _{-0.10}	---	0.8	2	0.2~0.5
RD250	247	0.03	---	---	0.03	52 ⁺⁰ _{-0.05}	154 ^{+0.05} _{-0.10}	0.8	2	0.1~0.3
RD350	347	0.03	---	---	0.03	52 ⁺⁰ _{-0.05}	154 ^{+0.05} _{-0.10}	0.8	2	0.1~0.3
TX650	653	0.03	---	---	0.03	66 ^{+0.05} _{-0.10}	186 ⁺⁰ _{-0.3}	0.8	2	0.3~0.6
°TX750	743	0.03	---	---	0.03	---	---	°See Below		0.3~0.6
GT1	72	0.03	---	---	0.03	38 ^{+0.05} _{-0.10}	---	0.8	2	0.2~0.5
LT3	97	0.03	---	---	0.03	50 ^{+0.05} _{-0.10}	---	0.8	2	0.4~0.5
AT3	123	0.03	---	---	0.03	56 ^{+0.05} _{-0.10}	---	0.8	2	0.4~0.5
CT3	171	0.03	---	---	0.03	56 ^{+0.05} _{-0.10}	---	0.8	2	0.4~0.5
DT3	246	0.03	---	---	0.03	62 ⁺⁰ _{-0.05}	---	0.8	2	0.4~0.6
RT3	351	0.03	---	---	0.03	62 ⁺⁰ _{-0.05}	---	0.8	2	0.4~0.6
GTMX	72	0.03	---	---	0.03	38 ^{+0.05} _{-0.10}	---	0.8	2	0.2~0.5
LTMX	97	0.03	---	---	0.03	50 ^{+0.05} _{-0.10}	---	0.8	2	0.4~0.5
ATMX	123	0.03	---	---	0.03	56 ^{+0.05} _{-0.10}	---	0.8	2	0.4~0.5
MX250	246	0.03	---	---	0.03	64 ⁺⁰ _{-0.05}	---	0.8	2	0.4~0.5
MX360	351	0.03	---	---	0.03	64 ⁺⁰ _{-0.05}	---	0.8	2	0.4~0.5
SC500	496	0.03	---	---	0.03	64 ⁺⁰ _{-0.05}	---	0.8	2	0.4~0.5

°Plain bearing
"billet" crank.

*All Dimensions are in MM.

AUTOLUBE ADJUSTMENT

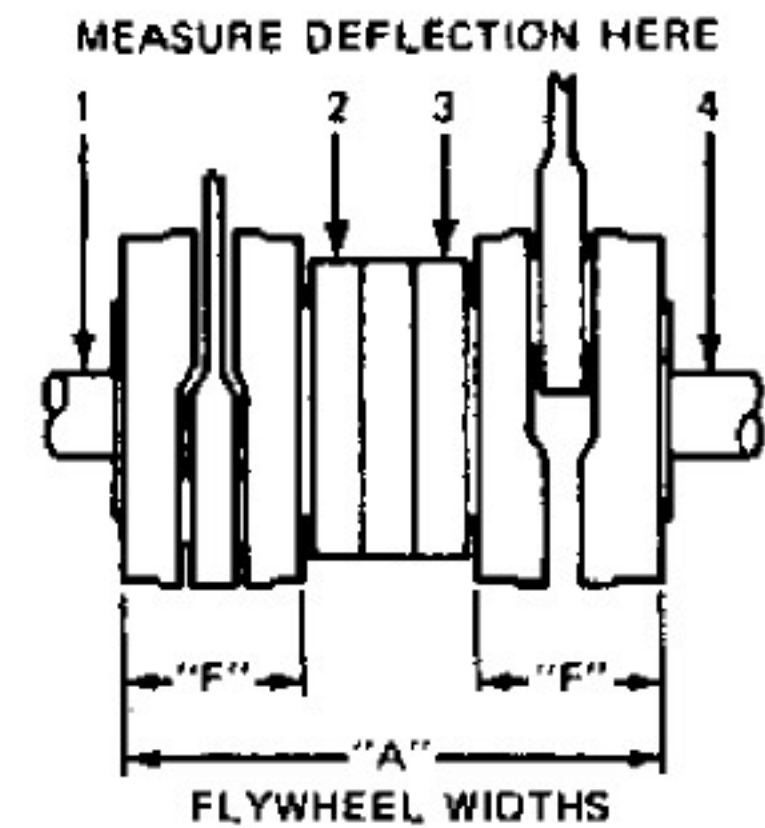
MODEL	STROKE(mm) MIN/MAX
GT1	0.30-0.35/1.65-1.80
GTMX	0.30-0.35/1.65-1.80
LT3	0.20-0.25/1.85-2.05
LTMX	0.20-0.25/1.85-2.05
AT3	0.20-0.25/1.85-2.05
ATMX	0.20-0.25/1.85-2.05
CT3	0.20-0.25/1.85-2.05
DT3	0.20-0.25/1.85-2.05
MX250	φ φ
RT3	0.20-0.25/1.85-2.05
MX360	φ φ
SC500	φ φ
RD60	0.30-0.35/1.65-1.85
RD250	0.20-0.25/2.05-2.27
RD350	0.20-0.25/2.05-2.27

TORQUE SPECIFICATIONS

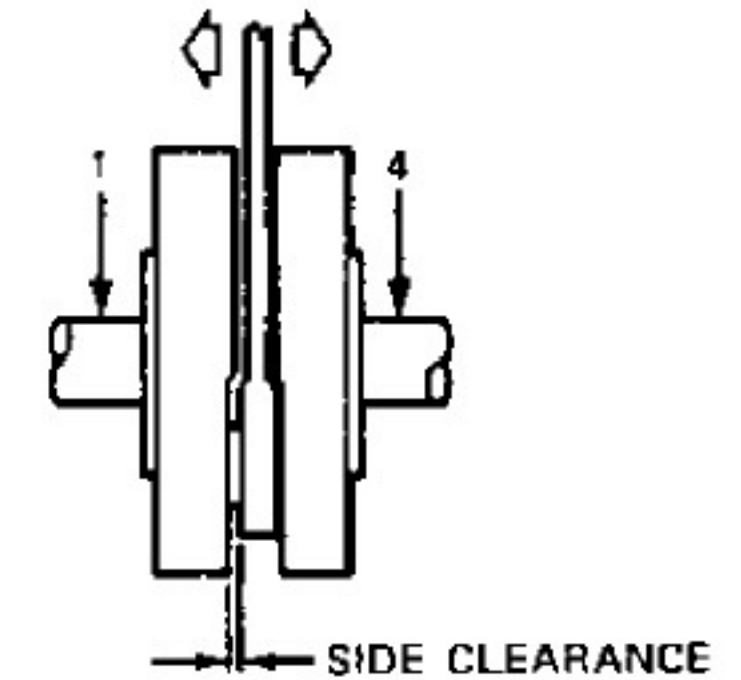
Size	Kg/M	Ft. Lbs.	In. Lbs.
6mm	1.0	7	90
7mm	1.5	11	135
8mm	2.0	15	180
10mm	3.5-4.0	26-29	300-350
12mm	4.0-4.5	29-33	350-400
14mm	4.5-5.0	33-37	400-450
17mm	5.8-7.0	40-50	500-600
Sp. Pl.	27-29	19-21	230-250

FLOAT LEVEL

Float level on units equipped with splash guard around mixing chamber (MX's) can be estimated by setting float arm level with carburetor float bowl gasket surface.



AXIAL CLEARANCE



MODEL	DISP. (cc)	* DEFLECTION TOLERANCE				* FLYWHEEL WIDTHS		* ROD CLEARANCE		
		1	2	3	4	F	A	New	Max	Min Max
RD350	347	0.03	---	---	0.03	52 ⁺⁰ _{-0.05}	154 ^{+0.05} _{-0.10}	0.8	2	0.1~0.3

MODEL	DISP. (cc)	DEFLECTION TOLERANCE				FLYWHEEL WIDTHS		ROD CLEARANCE			
		1	2	3	4	F	A	New	Max	Max	Min
RD350A	347	0.03	0.05	0.05	0.03	52 ⁺⁰ _{-0.05}	154 ^{+0.05} _{-0.10}	0.8~1.0	2.0	0.3	0.1
RD350B	347	0.03	0.05	0.05	0.03	52 ⁺⁰ _{-0.05}	154 ^{+0.05} _{-0.10}	0.8~1.0	2.0	0.5	0.2

TECHNICAL BULLETIN

DS7, R5's, RD250, RD350

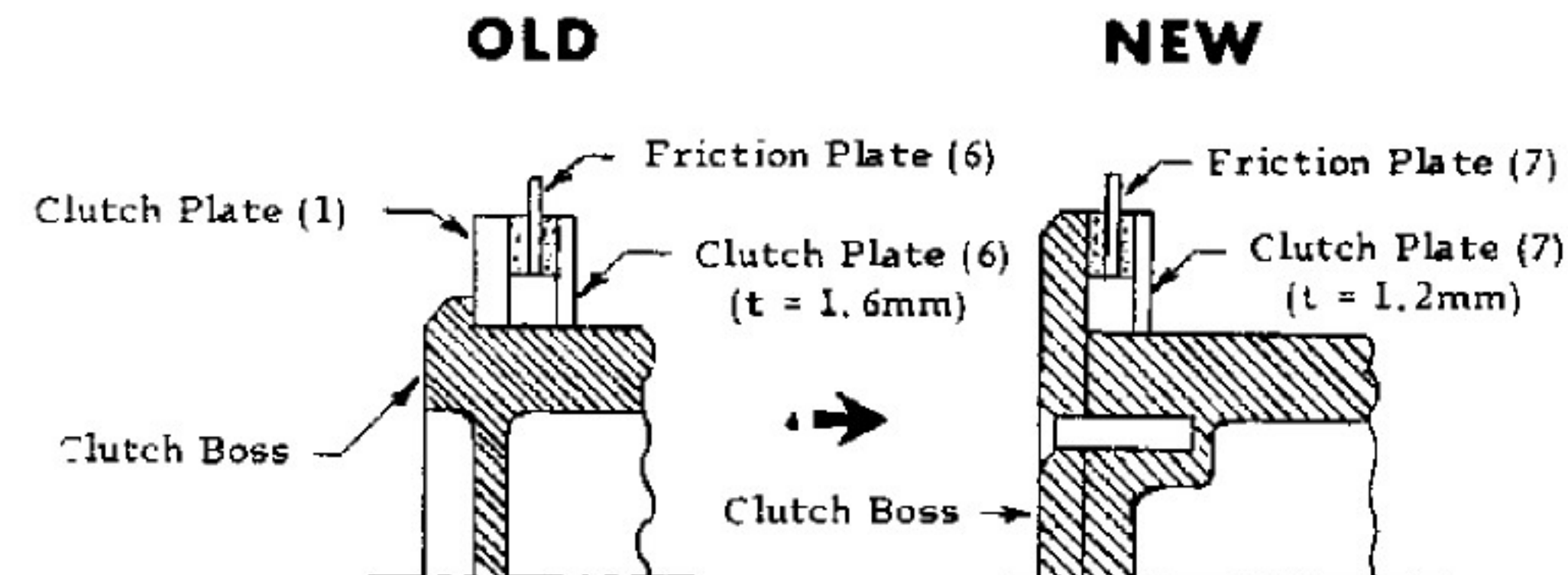
CLUTCH, Elimination of Slipping

Clutch assemblies on above models have been redesigned to reduce clutch slippage. This change consists of replacing the clutch boss and clutch plates and increasing the number of friction plates from six (6) to seven (7). See table below for both old and new parts list.

REF. NO.	OLD ASSEMBLY PART NUMBERS	NEW ASSEMBLY PART NUMBERS	DESCRIPTION	NEW QTY.	REMARKS
5-2, 5-3*	278-16371-00	360-16371-00	BOSS, clutch	1	New part
5-3, 5-4*	214-16324-00	-----	PLATE, clutch 1	0	Deleted
5-4, 5-5*	168-16367-00	168-16367-00	RING, cushion	7	6 → 7
5-5, 5-6*	168-16321-00	168-16321-00	PLATE, friction	7	6 → 7
5-6, 5-7*	168-16325-00	360-16325-00	PLATE, clutch 2	7	6 → 7
*RD250, RD350.					
NOTE: See also M/C PNB #363 for additional information.					

INSTALLATION INSTRUCTIONS

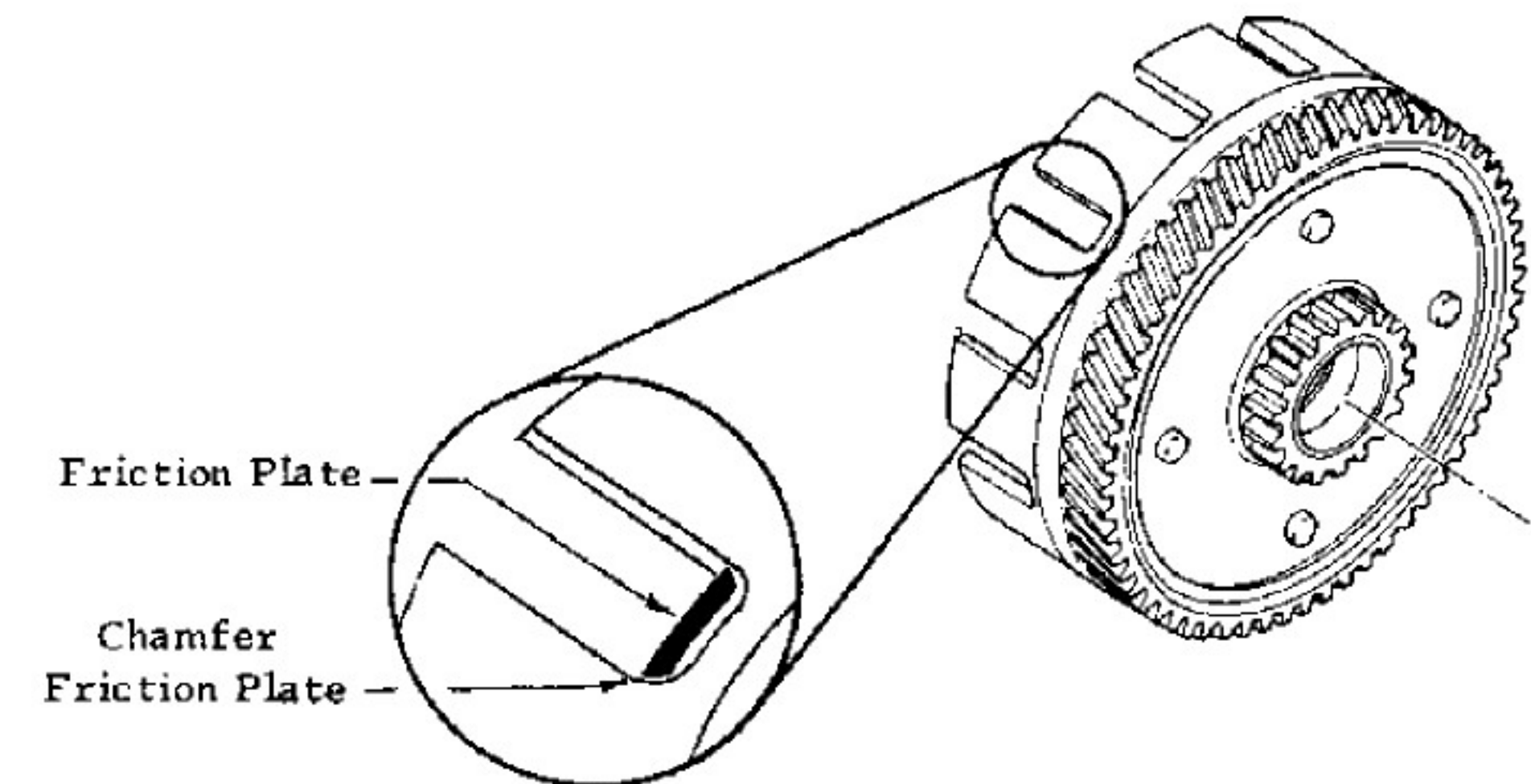
The clutch must be assembled with the first friction plate against clutch boss. See drawings below.



DS7, R5's, RD250, RD350

CLUTCH, Elimination of Slipping (cont.)

When clutch is fully assembled with pressure plate and spring screws installed, check to see if first friction plate is touching clutch hub (Primary Driven Gear Complete). If friction plate is touching, it will be necessary to chamfer edges of friction plate to provide clearance. Do not remove metal from corners of clutch hub. See drawing below.



AFFECTED MACHINES

The improved clutch assembly is installed on 1973 production units as follows:

RD250: E/N 104791 ~

RD350: E/N 116081 ~

WARRANTY INFORMATION

Standard warranty allowance will apply for machines having verified chronic clutch slippage problems during warranty period. Use Job Code #2600 at 1.0 hours.

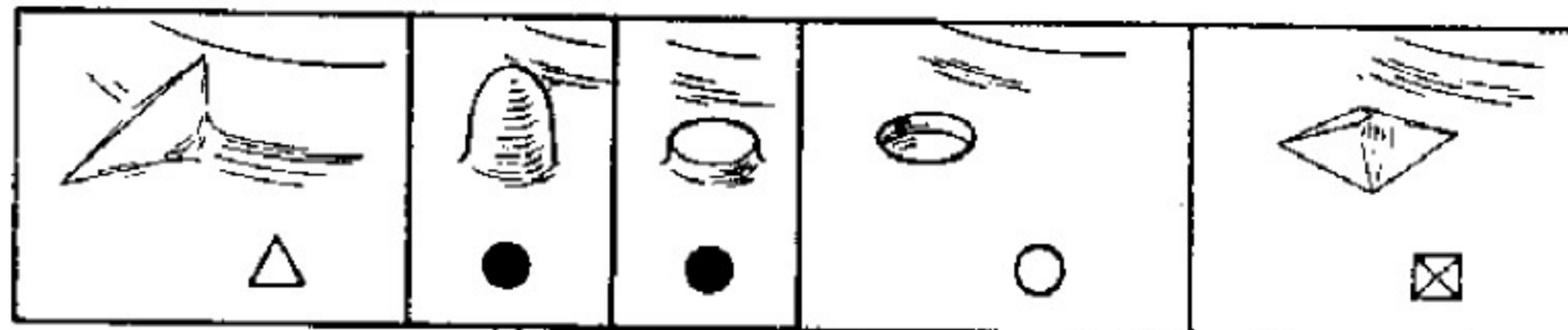
AUTOLUBE PULLEY MARKING CODE

ALL 1974 - AUTOLUBE PUMP PULLEY MARKING CODE, Correct Adjust Point

The factory manufactures nearly one-hundred domestic, export, and U.S. models. To reduce the number of pump assemblies required, they have a limited number of pulleys with different adjustment points and corresponding marking codes. To properly adjust pump cable, use following code.

MODEL	PUMP ASSY. P/N (XXX-13101-XX)	PULLEY NUMBER	PULLEY MARKINGS	ALIGN PIN AT
RD60A	353-00	181	△ ●	●
RD200A	397-00	174	△ ○	△
RD250A	361-00	364	⊠ ●	⊠
RD350A	360-00	364	⊠ ●	⊠
GT80A	353-00	181	△ ●	●
GTMXA	353-00	181	△ ●	●
DT100A	427-00	174	△ ○	○
DT125A	248-00	364	⊠ ●	⊠
DT175A	402-00	364	⊠ ●	●
DT250A	438-00	364	⊠ ●	⊠
DT360A	445-00	363	⊠	⊠
MX100A	427-00	174	△ ○	○
MX125A	402-00	364	⊠ ●	⊠
MX175A	402-00	364	⊠ ●	●
MX250A	364-00	364	⊠ ●	⊠
MX360A	363-00	363	⊠	⊠
SC500A	363-00	363	⊠	⊠
TY80A	353-00	181	△ ●	●
TY250A	434-00	364	⊠ ●	⊠
YZ80A	353-00	181	△ ●	●

LEGEND



AUTOLUBE PUMP ADJUSTMENT

NOTE: Throttle adjustment must be made prior to Autolube pump adjustments.

AIR BLEEDING

1. Remove pump cover and bleeder screw from pump assembly.
2. Open throttle to maximum, allowing full pump operation. Turn plastic starter plate on pump until all air bubbles are removed from system.
3. Replace bleeder screw.

CABLE ADJUSTMENT

1. Slowly open accelerator grip until all play has been taken up in throttle cable. (Just prior to throttle valve movement.)
2. Adjust pulley at pump assembly by turning adjustment nut at end of cable housing. Tighten or loosen nut until pulley guide pin is aligned with correct mark on pulley (see Page 1).

STROKE ADJUSTMENT

1. With throttle in closed position (minimum stroke), rotate plastic starter wheel until pulley gap is at widest opening.
2. With feeler gauge, measure gap at narrowest point.
3. The gap may be adjusted by inserting or removing shims under adjusting plate.
4. Recheck gap after any adjustment has been made.

NOTE: Maximum stroke can be checked as described in Step 2, with throttle fully open.

† † † †

TECHNICAL BULLETIN

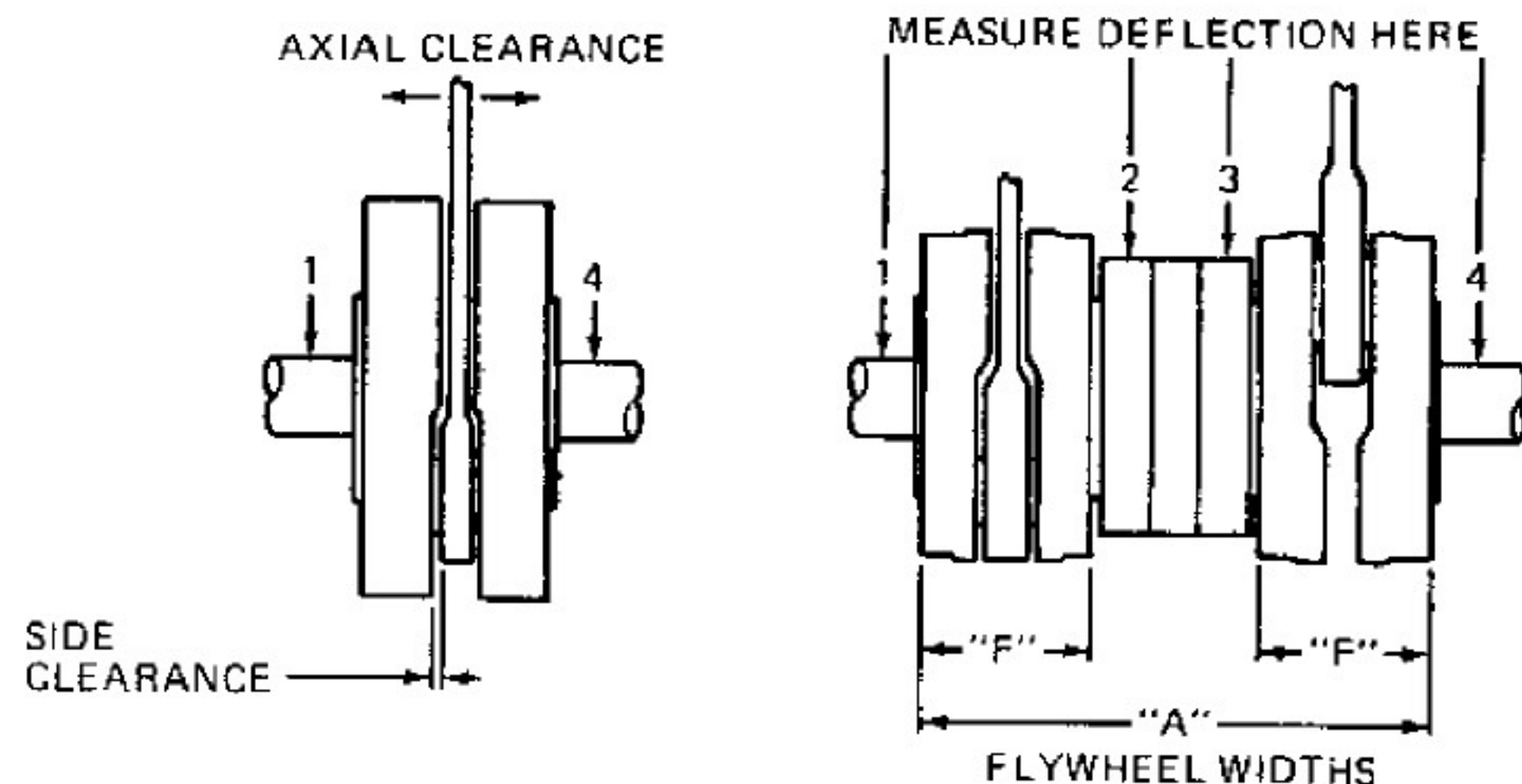
CRANKSHAFT SPECIFICATIONS

M4-021

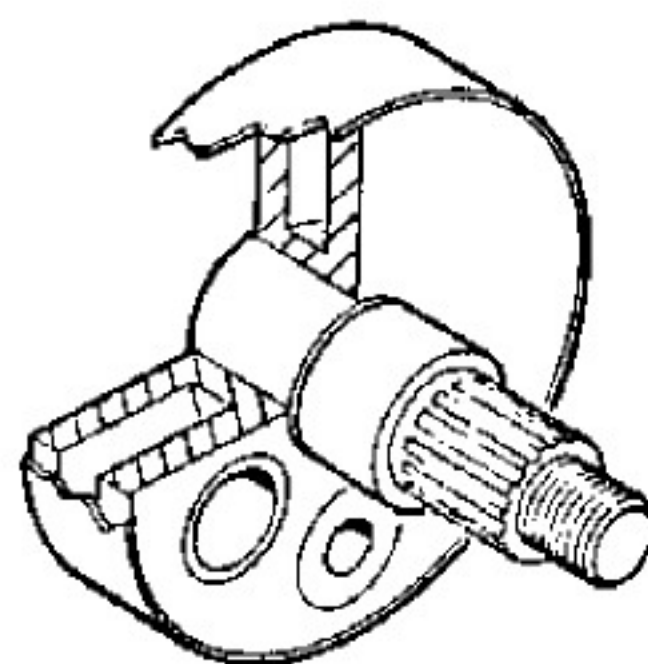
ALL 1974 MODELS — CRANKSHAFT SPECIFICATIONS

M4-021

Following is crankshaft data for all 1974 model machines. There will be no wall chart containing this information this year. However, a wall chart will be printed containing both 1974 and 1975 crankshaft data after 1975 models are released.



NOTE: On YZ250 model only, the crank wheel design has been changed to reduce weight. The crank wheels, after forging, are fly-cut and a steel band is heat-shrunk over the opening to reduce crankcase volume. For further information refer to Motorcycle Service News Bulletin No. 393.



MODEL	DISP. (cc)	DEFLECTION TOLERANCE				FLYWHEEL WIDTHS		ROD CLEARANCE			
		1	2	3	4	F	A	AXIAL		SIDE	
								NEW	MAX	MAX	MIN
RD60A	55	0.03			0.03	38 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.2
RD200A	195	0.03	0.05	0.05	0.03	47 ± 0.05 0.10	140 ± 0.20 0.10	0.8~1.0	2.0	0.3	0.1
RD250A	247	0.03	0.05	0.05	0.03	52 ± 0.05 0.10	154 ± 0.05 0.10	0.8~1.0	2.0	0.3	0.1
RD350A	347	0.03	0.05	0.05	0.03	52 ± 0.05 0.10	154 ± 0.05 0.10	0.8~1.0	2.0	0.3	0.1
TX500/A	498	— one piece plain bearing crankshaft —									
TX650A	653	0.03	0.05	0.05	0.03	66 ± 0.05 0.10	186 ± 0.03 0.10	0.8~1.0	2.0	0.6	0.3
GT80A	73	0.03			0.03	38 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
DT100A	97	0.03			0.03	50 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
DT125A	123	0.03			0.03	56 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
DT175A	171	0.03			0.03	56 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
DT250A	246	0.03			0.03	64 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
DT360A	351	0.03			0.03	64 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
GTMXA	73	0.03			0.03	38 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
MX100A	97	0.03			0.03	50 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
MX125A	123	0.03			0.03	56 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
MX175A	171	0.03			0.03	56 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
MX250A	246	0.03			0.03	64 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
MX360A	351	0.03			0.03	64 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
SC500A	496	0.03			0.03	64 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
YZ80A	73	0.03			0.03	38 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
YZ125A	123	0.03			0.03	56 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
YZ250A	246	0.03			0.03	62 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
YZ360A	351	0.03			0.03	62 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
TY80A	73	0.03			0.03	38 ± 0.05 0.10		0.8~1.0	2.0	0.5	0.4
TY250A	246	0.03			0.03	64 ± 0.05 0.10		0.8~1.0	2.0	0.6	0.4
TA125A	124	0.03	0.05	0.05	0.03	43 ± 0.05 0.10	126 ± 0.30 0.10	0.8~1.0	2.0		
TZ250A	247	0.03	0.05	0.05	0.03	52 ± 0.05 0.10	154 ± 0.05 0.10	0.8~1.0	2.0	0.3	0.1
TZ350A	347	0.03	0.05	0.05	0.03	52 ± 0.05 0.10	154 ± 0.05 0.10	0.8~1.0	2.0	0.3	0.1
TZ750A	694	0.03	0.05	0.05	0.03	52 ± 0.05 0.10	154 ± 0.05 0.10	0.8~1.0	2.0	0.3	0.1

See Page 2 for data chart.

TECHNICAL BULLETIN

RD250/A/350/A

PRIMARY DRIVE KEYWAY SEAL

To prevent oil seepage through the primary drive gear keyway into the crankcase, the factory has designed an O-ring seal for the following machines. See illustration below.

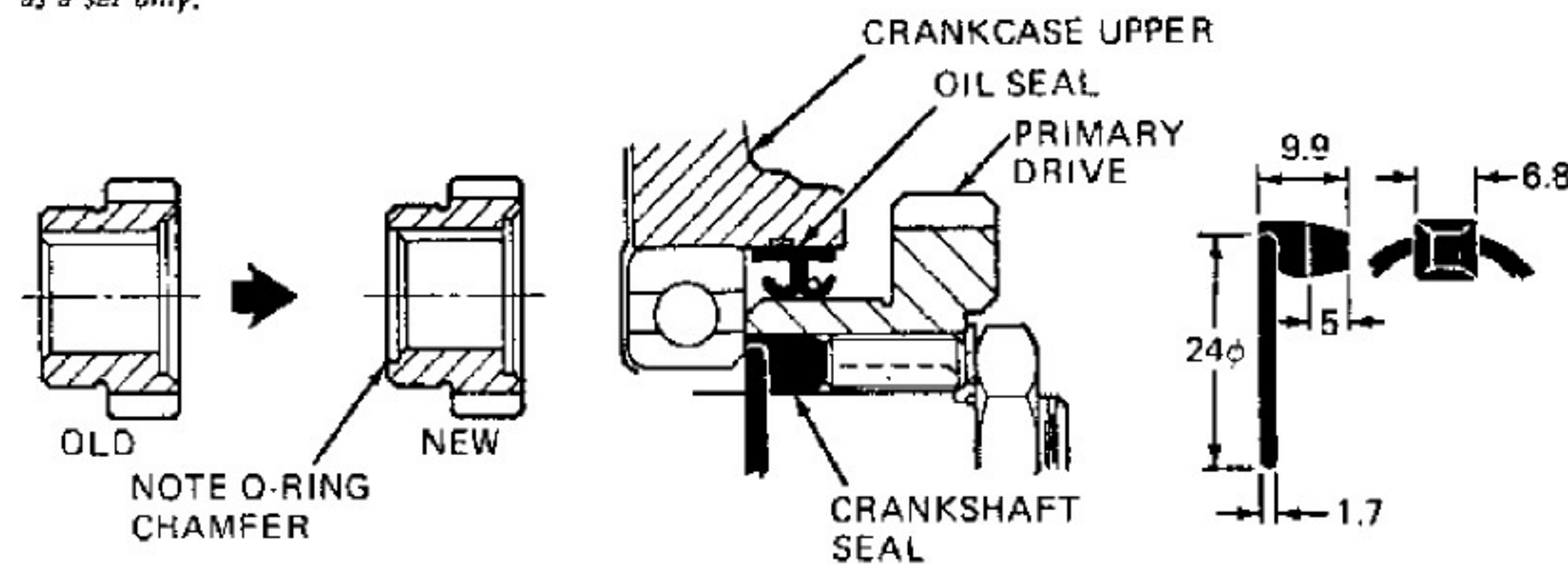


PARTS ORDERING (OLD TYPE)

REF. NO.	PART NUMBER	DESCRIPTION	PRICE	REMARKS
4-25	908-91100-41-00	O-RING	\$1.50-A	RD250A ~ No. 207569 RD350A ~ No. 218267 RD250/350, inclusive

NOTE: Above O-ring may also be used on R5 and DS7 models.

More permanent measures have been effected on the following machines and are incorporated during manufacture. This change utilizes a new primary drive gear as well as a new O-ring seal. See illustration below. *These gears and seals must be used together and are interchangeable with old type as a set only.*



PARTS ORDERING (NEW TYPE)

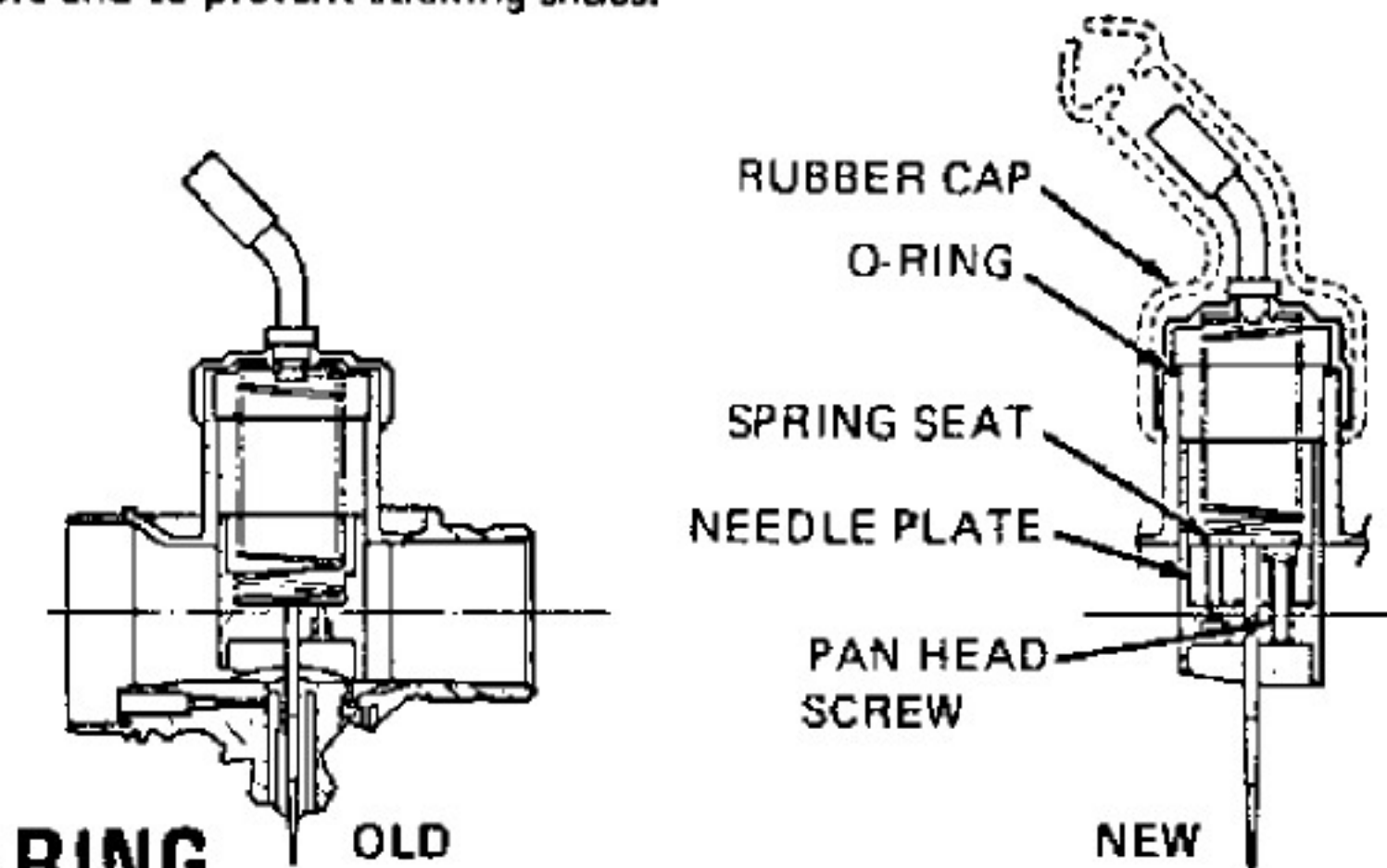
REF. NO.	PART NUMBER	DESCRIPTION	PRICE	REMARKS
4-21-1	278-16111-01-00	GEAR, primary drive		RD350A No. 218268 ~
	280-16111-01-00	GEAR, primary drive		RD250A No. 207570 ~
4-25-1	360-11526-00-00	O-RING		RD350A No. 218268 ~
				RD250A No. 207570 ~

New type parts will be available shortly. Old type will continue to be sold.

RD250A/350A

CARBURETOR MODIFICATION

The following modifications have been devised by the factory to improve the waterproof qualities of the carburetors and to prevent sticking slides.



PARTS ORDERING

NEW PART NO.	DESCRIPTION	PRICE	REMARKS
RD250A			
361-14101-02-00	CARBURETOR ASSY. (L)		New I.D. Mark
361-14102-02-00	CARBURETOR ASSY. (R)		36102
RD350A			
360-14101-02-00	CARBURETOR ASSY. (L)		New I.D. Mark
360-14102-02-00	CARBURETOR ASSY. (R)		36002
RD250A/350A			
361-14112-25-00	THROTTLE VALVE (L)		
361-14113-25-00	THROTTLE VALVE (R)		
401-14936-00-00	SEAT, spring		
361-14946-00-00	PLATE, needle set		Addition
97602-03120-00	PANHEAD SCREW		Addition
92902-03100-00	WASHER, spring		Addition
360-14158-00-33	TOP, mixing chamber		
361-14147-00-00	O-RING		Addition
360-26329-01-00	CAP, rubber		

AFFECTED MACHINES

Factory installation begins with:

RD250A E/N 206520
RD350A E/N 213364

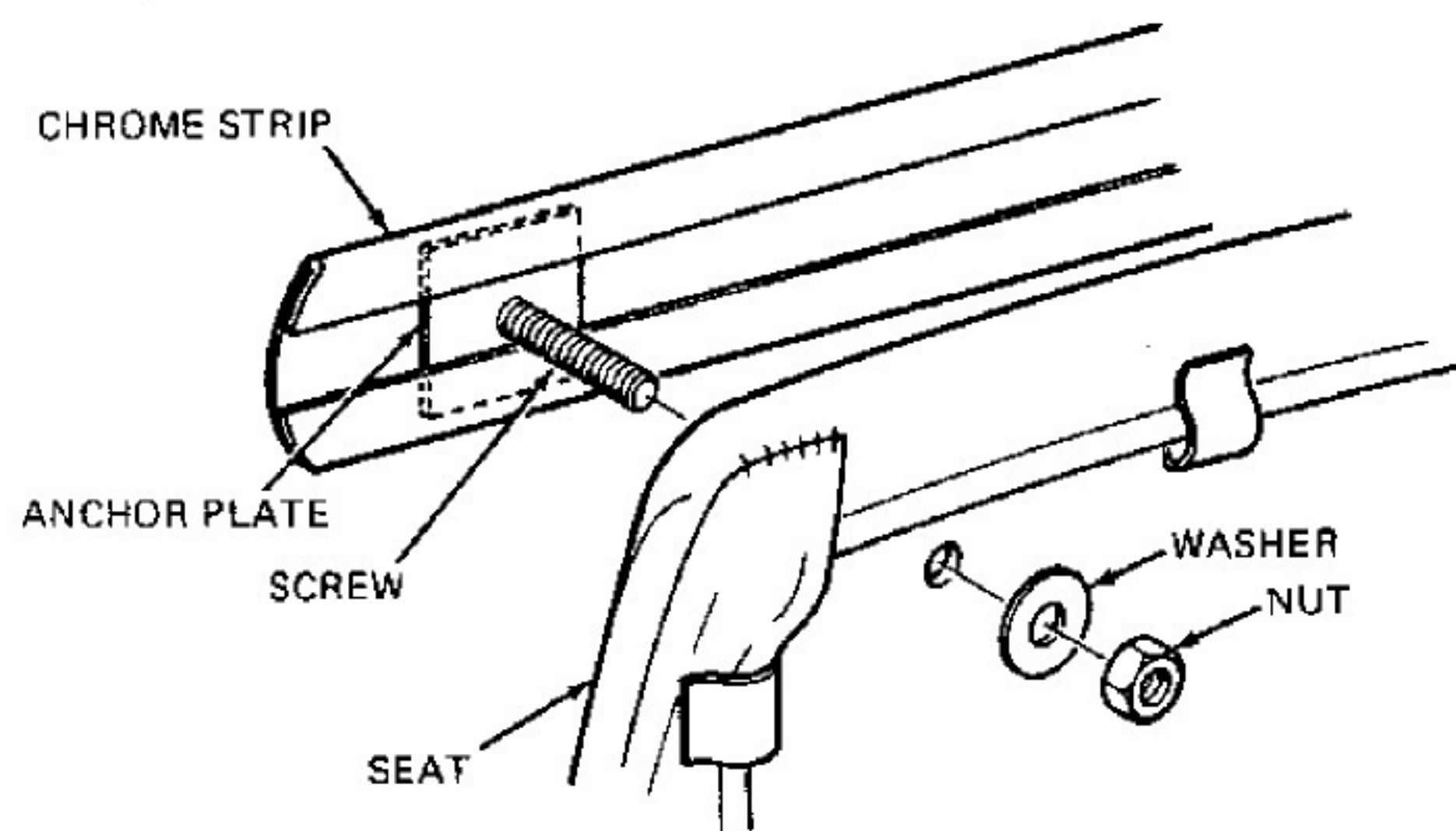
TECHNICAL BULLETIN

RD250/350

SEAT COVER AND ASSOCIATED PARTS

This bulletin supercedes Motorcycle Technical Bulletin M4-066.
Please destroy Technical Bulletin M4-066.

Replacement seat covers and associated hardware are now available. Please see drawing and ordering information below.



INSTALLATION

After new seat cover has been installed, bend end of screws over to keep nuts in place.

PARTS ORDERING

REF. NO.	PART NUMBER	DESCRIPTION	QTY.	PRICE
1	360-24731-02-00	DOUBLE SEAT COVER	1	
2	360-24700-00-00	SEAT COVER SCREW KIT*	1 Kit	

*Kit includes ten (10) each of the following: screws, anchor plates, washers and nuts.

WARRANTY

When seat cover requires warranty replacement, replace seat cover and associated hardware only; do not order seat assembly.

PROBLEM CODE: 45

JOB CODE: 5208

HOURS: 1.0 hours

RD/250/A, RD350/A SPARK PLUG FOULING CHECKLIST

RD250/A and RD350/A models, being highly tuned machines, are susceptible to spark plug fouling. This is especially true if they are operated for long intervals at slow or moderate speeds. Therefore when considering probable areas for investigation when troubleshooting chronic plug fouling problems, rider habits and education are very important.

Listed below are some probable areas of consideration when troubleshooting chronic plug fouling problems.

- ___ 1. Rider education - minimum RPM range in higher gears:
 - 3rd gear - 4500 RPM
 - 4th gear - 4500 RPM
 - 5th gear - 5000 RPM
 - 6th gear - 5000 RPM
- ___ 2. Restricted air intake due to:
 - ___ a. rider equipment stored under seat (gloves, rags, etc.)
 - ___ b. dirty air filter
 - ___ c. battery strap restricting air flow (see Technical Bulletin M4-004)
- ___ 3. Autolube pump condition and adjustment (see Technical Bulletin M4-007).
- ___ 4. Carburetor specifications (see applicable service data or service manual).
- ___ 5. Jetting for local conditions.
- ___ 6. Carburetor synchronization. (Important: set cable freeplay at 1/16" to sync. carbs & oil pur
- ___ 7. Fuel tank and petcock residue and/or petcock leakage.
- ___ 8. Float needle and seat leakage.
- ___ 9. Choke lever 'off' position not positive (see SNB 303A).
- ___ 10. Improper ignition timing.
- ___ 11. Weak spark due to:
 - ___ a. poor battery connections and ground (see SNB 303A)
 - ___ b. battery condition and regulator adjustment
 - ___ c. oil residue on points
 - ___ d. resistor caps or plug wire condition
- ___ 12. Heavy carbon buildup in combustion chamber and/or exhaust system.
- ___ 13. Primary drive gear keyway leakage (see Technical Bulletin M4-038).

For more in depth reference to these areas see bulletins previously mentioned and applicable service manuals.

RD250B/350B

MIDYEAR CARBURETOR SETTING CHANGES

Midyear carburetor setting changes are due to additional air inlet silencing. Factory installation begins with RD250B E/N 304783 and RD350B E/N 308121.

RD250B

Description	Part Numbers for E/N 300101 ~ 304782	Part Numbers for E/N 304783 ~	Qty.	Remarks
CARBURETOR ASSY. (L.H.)	361-14101-02-00	361-14101-60-00	1	I.D. No. 36160*
CARBURETOR ASSY. (R.H.)	361-14102-02-00	361-14102-60-00	1	I.D. No. 36160*
. JET, main	137-14143-24-00 (No. 120)	137-14143-18-00 (No. 90)	2	
. JET, pilot	193-14142-30-00	193-14142-25-00	2	

RD350B

Description	Part Numbers for E/N 300101 ~ 308120	Part Numbers for E/N 308121 ~	Qty.	Remarks
CARBURETOR ASSY. (L.H.)	360-14101-02-00	360-14101-60-00	1	I.D. No. 36060*
CARBURETOR ASSY. (R.H.)	360-14102-02-00	360-14102-60-00	1	I.D. No. 36060*
. JET, main	137-14143-28-00 (No. 140)	137-14143-21-00 (No. 105)	2	
SCREW, air adjusting	1 1/4 turns	1 1/4 turns	2	

*Carburetors with the new parts and setting changes will be produced under these new carburetor I.D. marks. New carburetor assemblies are not yet available.

PLEASE BRING YOUR PARTS LISTS AND SERVICE DATA SHEETS UP-TO-DATE!

TECHNICAL BULLETIN

RD250B/350B

FILTER ELEMENT INTERCHANGEABILITY

Filter elements for some RD250B/350B's are not interchangeable with the 250A/350A elements unless the following carburetion changes are made. Changes are necessary because of the additional air inlet silencing design of the 250B/350B element (P/N 360-14451-90-00).

The external design of both filters appear the same. Internal baffles identify the RD250B/350B filter element (P/N 360-14451-90-00).

RD350A/350B

IF FILTER ELEMENT IS	MAIN JET SHOULD BE	AIR SCREW SHOULD BE	REMARKS
278-14451-00-00	No. 140 137-14143-28-00	1 1/4 turns out	Std. element for RD350A & RD350B E/N 300101 ~ 308120
360-14451-90-00	No. 105 137-14143-21-00	1 1/4 turns out	Std. element for RD350B E/N 308121 ~



AFFECTED MACHINES

The following RD250B/350B's were equipped with, and the carburetors set for, the corresponding filter element:

MODEL	ENGINE NUMBER	FILTER PART NUMBER
RD250B	300101 ~ 304782	278-14451-00-00
RD250B	304783 ~	360-14451-90-00
RD350B	300101 ~ 308120	278-14451-00-00
RD350B	308121 ~	360-14451-90-00

PARTS LIST


PAGE	REF. NO.	PART NUMBER	DESCRIPTION
30	11-2	278-14451-00-00	ELEMENT
30	11-2	360-14451-90-00	ELEMENT

TECHNICAL BULLETIN

INTERCHANGEABILITY CHART

The following chart is provided as a guide for the interchangeability of speedometers and tachometers for TX650A's, XS650B's, TX500's, TX500A's, XS500B's, RD350's, RD350A's, RD350B's, RD250's, RD250A's and RD250B's.

INTERCHANGEABILITY CHART

		ORIGINAL PART NUMBER													
		SPEEDOMETER						TACHOMETER							
		447-83570-40-00	371-83570-40-00	371-83570-41-00	371-83570-42-00	360-83570-40-00	360-83570-41-00	447-83540-00-00	371-83540-00-00	371-83540-01-00	371-83540-02-00	360-83540-00-00	360-83540-01-00	371-83507-70-00	371-83508-70-00
NEW PART NUMBER	SPEEDOMETER	371-83570-41-00	X												
		371-83570-42-00	X	X											
		371-83570-43-00			X										
		360-83570-41-00				X									
		360-83570-43-00					X								
	TACHOMETER	447-83540-02-00						X							
		371-83540-01-00							X						
		371-83540-02-00								X					
		371-83540-03-00									X				
		360-83540-01-00										X			
		360-83540-03-00											X		
	COVER, SPEEDO	371-83507-71-00													X
		371-83508-72-00	X		X										
		371-83507-09-00												X	
		360-83507-01-00					X								
		360-83507-02-00													
	COVER, TACH	371-83508-71-00								X					X
		360-83522-00-00	X		X		X	X		X		X			
	COLLAR														

Below are lists of speedometers and tachometers that will be superceded automatically when stock under original parts numbers is sold out.

SPEEDOMETERS

ORIGINAL PART NUMBER	TO BE SUPERCEDED TO
447-83570-40-00	371-83570-43-00
371-83570-41-00	371-83570-43-00
371-83570-42-00	371-83570-43-00
360-83570-41-00	360-83570-43-00

TACHOMETERS

ORIGINAL PART NUMBER	TO BE SUPERCEDED TO
447-83540-00-00	447-83540-02-00
371-83540-01-00	371-83540-02-00
371-83540-02-00	371-83540-03-00
360-83540-01-00	360-83540-03-00

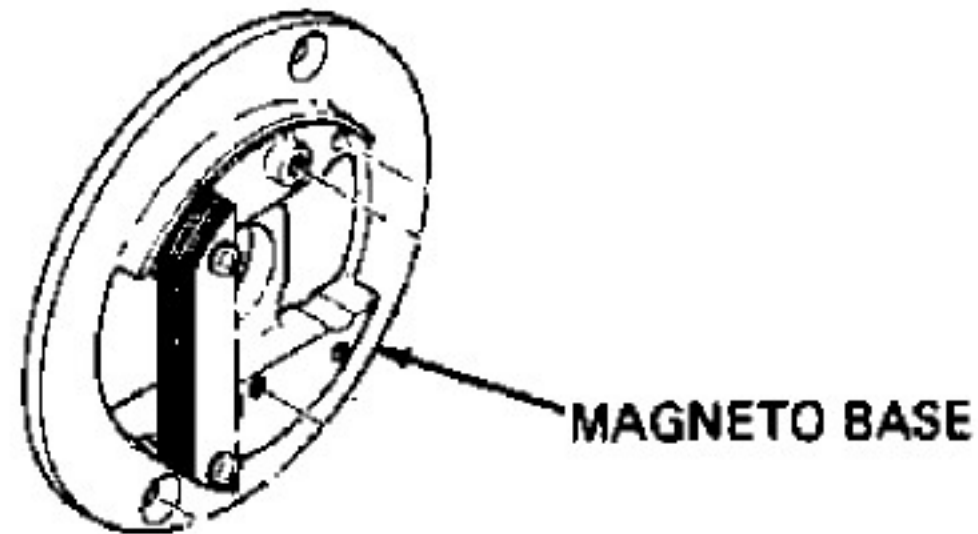
PLEASE BRING YOUR PARTS LIST UP TO DATE!

† † † † †

TECHNICAL BULLETIN GENERAL

HEAD LAMP DAMPER AND COLLAR AVAILABILITY

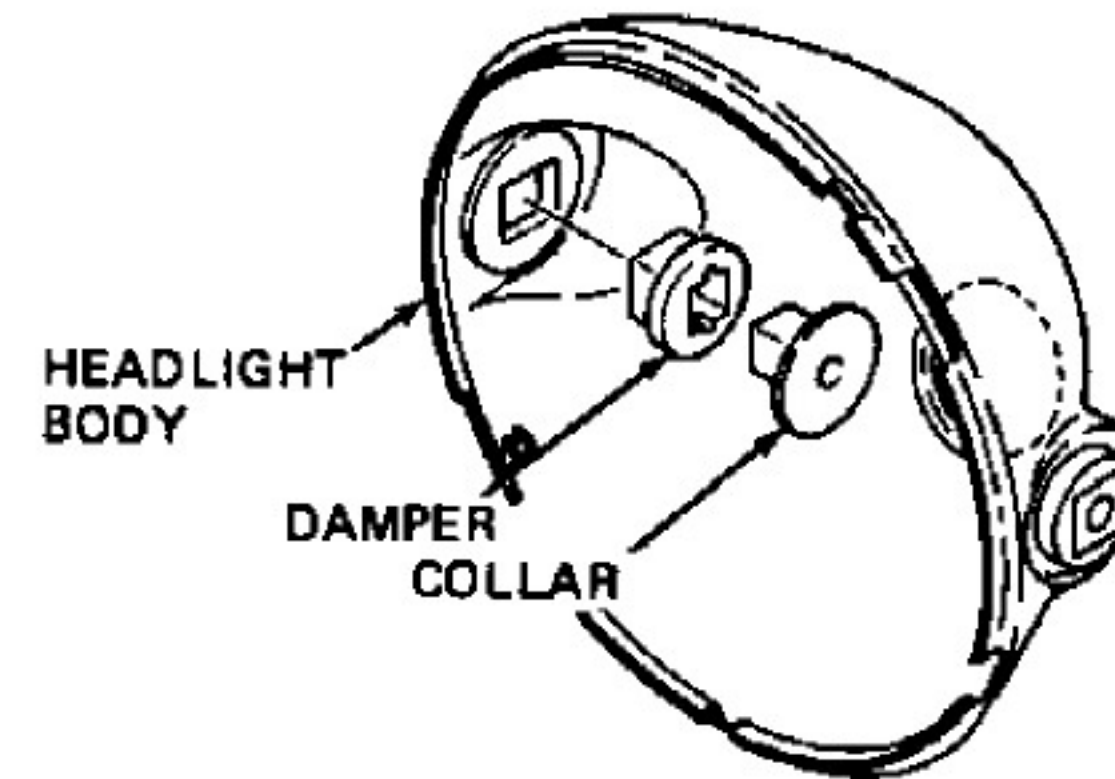
Individual magneto bases are now available for the following magneto models.



PARTS LIST

MODEL	PART NUMBER	DESCRIPTION
LT2, LT2M, LT3, LT3M	277-81309-10-00	BASE, magneto
RD60, RD60A, RD60B GT80C, GT1, GT80A GT80B	368-81309-10-00	BASE, magneto
MX100A, MX100B, MX125 MX125A, MX125B	427-81309-10-00	BASE, magneto
DT175A, DT175B	443-81309-10-00	BASE, magneto
DT2, RT2, DT3, RT3	233-81309-20-00	BASE, magneto
GTMX, GTMXA, GTMXB GTMXC, YZ80A, YZ80B	296-81309-20-00	BASE, magneto
DT100A, DT100B, DT100C	437-81309-20-00	BASE, magneto
DT250A, DT250B	438-81309-20-00	BASE, magneto

Head lamp body dampers and collars are now available for the following models.



PARTS LIST

MODEL	PART NUMBER	DESCRIPTION
RD60B, DT125B, DT175B DT250B, DT400B	214-84145-60-00 214-84143-60-00	COLLAR DAMPER
RD125B, RD125C RS100B	507-84338-60-00 214-84143-60-00	COLLAR DAMPER
RD250B, <u>RD350B</u> XS500B	214-84145-60-00 256-84345-60-00	COLLAR DAMPER
XS650B	447-84338-60-00 447-84345-60-00	COLLAR DAMPER

TECHNICAL BULLETIN

RD350B SPARK PLUG FOULING

Use this guide as a checklist to eliminate some common RD350B service problems. This includes spark plug fouling prevention, and midyear carburetor setting and air filter changes. See the RD350 Series Service Manual and RD350B Supplementary Service Manual for reference.

SPARK PLUG FOULING

Check the following items to eliminate chronic spark plug fouling in RD350B's. Many items are directly related to proper set-up.

OIL PUMP/CARBURETOR/FUEL AND AIR INTAKE:

1. Carburetor synchronization.
2. Autolube pump adjustment (after carburetor synchronization).
3. Carburetor jetting for local conditions.
4. Carburetor float level. Float needle and seat condition.
5. Fuel tank contamination. Petcock residue or damage.
6. Restricted air intake: dirty filter or rider equipment (maps, gloves) under seat.
7. Choke lever "OFF" position not positive.

EXHAUST/RESIDUE:

1. Carbon build-up in combustion chamber.
2. Exhaust system restriction, residue.

ELECTRICAL SYSTEM:

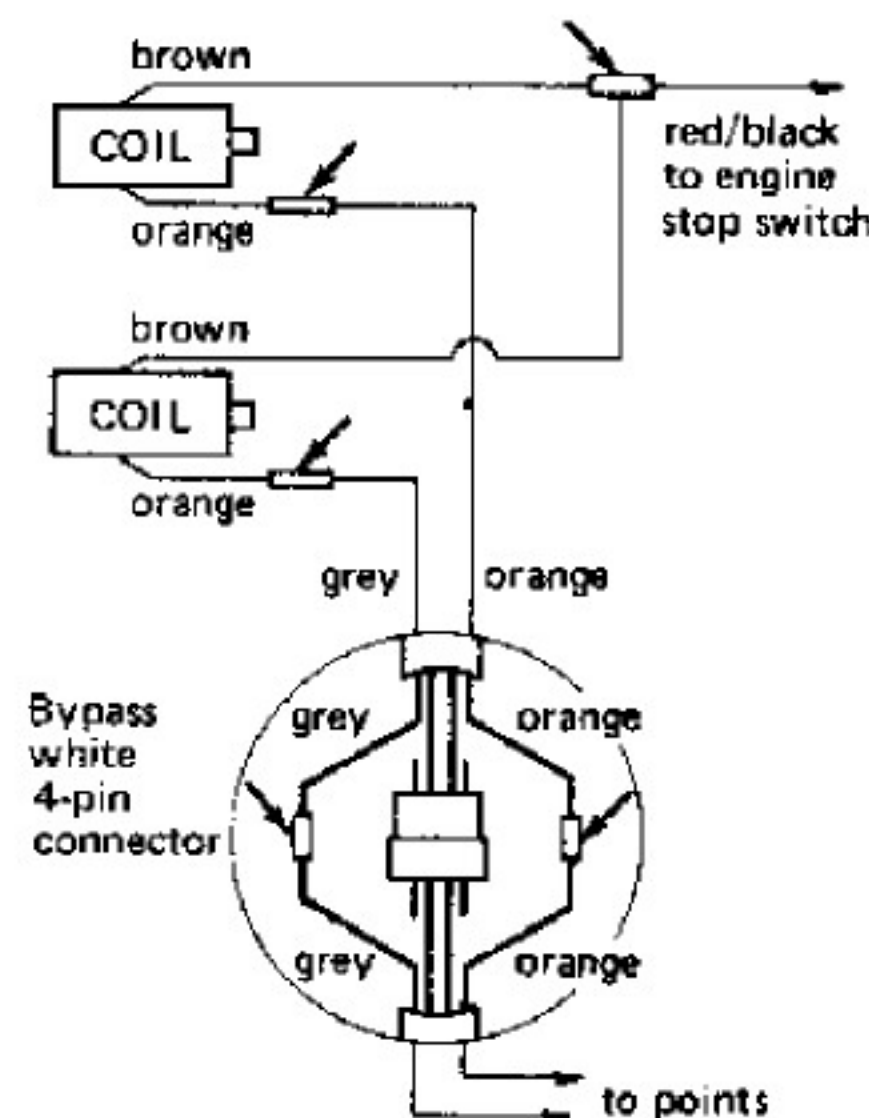
1. Battery connections: clean, tight; good ground. Main fuse connection.
2. Battery condition, charge. Proper regulator adjustment.
3. Condition, adjustment of breaker points.
4. Ignition timing.
5. Spark plug caps and plug wire condition (replace if necessary).

After completing the preceding checks, solder the ignition wires:

1. Cut couplers from wires where shown by arrows. Strip insulation 3/8" from each wire end. Solder wire ends.

NOTE: Bypass the 4-wire connector by directly soldering the orange and grey wires. Do not disturb the other wires in the connector.

2. Allow connections to cool. Insulate with electrical tape.
3. Check spark gap. Spark gap should be about 8~9mm at idle and 11 ~ 13mm at higher rpm.



CARBURETOR AND AIR FILTER CHANGES

WARNING: Early style RD350B air filter elements must be used with early carburetor specifications. New air filter elements must be used with new carburetor specifications.

EARLY		NEW	
RD350B E/N 300101~308120		RD350B E/N 308121 ~	
Air Filter	278-14451-00-00	Air Filter	360-14451-90-00
Carburetor Assembly (L)	360-14101-02-00	Carburetor Assembly (L)	360-14101-60-00
Carburetor Assembly (R)	360-14102-02-00	Carburetor Assembly (R)	360-14102-60-00
Main Jet (No. 140)	137-14143-28-00	Main Jet (No. 105)	137-14143-21-00
Air Adjusting Screw	1 1/4 turns out	Air Adjusting Screw	1 1/4 turns out



EARLY AIR FILTER
(E/N 300101~308120)



NEW AIR FILTER
(E/N 308121 ~)

GENERAL MASTER KEY SETS AND KEY BLANKS

THE FOLLOWING IS A LIST OF MASTER (PRECUT) KEY SETS AVAILABLE FOR YAMAHA MOTORCYCLES.

PART NUMBER	MODELS	MASTER KEY NO.	BLANK KEY	QTY.	PRICE
KEY-00000-00-00	'72 ~ '74 Models	1711 ~ 1725	111	15 pcs.	
		2611 ~ 2625	112	15 pcs.	
		221 ~ 227	211	7 pcs.	
		228 ~ 234	212	7 pcs.	
		1726 ~ 1746	911	20 pcs.	
		2626 ~ 2646	912	20 pcs.	
		2840 ~ 2847	511	8 pcs.	
		2750 ~ 2757	512	8 pcs.	
KEY-00000-00-75	'75 Models	1738 ~ 2638	911/912	2 pcs.	
		1741 ~ 1745	911	5 pcs.	
		1747 ~ 1750	911	4 pcs.	
		2641 ~ 2645	912	5 pcs.	
		2647 ~ 2650	912	4 pcs.	

Blank keys are not included in Master Key Sets.

THE FOLLOWING IS A LIST OF INDIVIDUAL KEY BLANKS AVAILABLE FOR YAMAHA MOTORCYCLES.

MODELS: CS5, RD250, RD250A, RD250B, RD350, RD350A, RD350B, DS7, R5, R5B, R5C, TX500, TX500A, XS500B, TX650, TX650A, XS650B, TX750, TX750A, AT2, AT3, CT2, CT3, DT2, DT3, RT2,

MASTER KEY NO.	BLANK KEY NO.	BLANK KEY PARTS NO.	PRICE
1711 ~ 1750	111	BKY-55901-01-11	
2611 ~ 2650	112	BKY-55902-01-12	

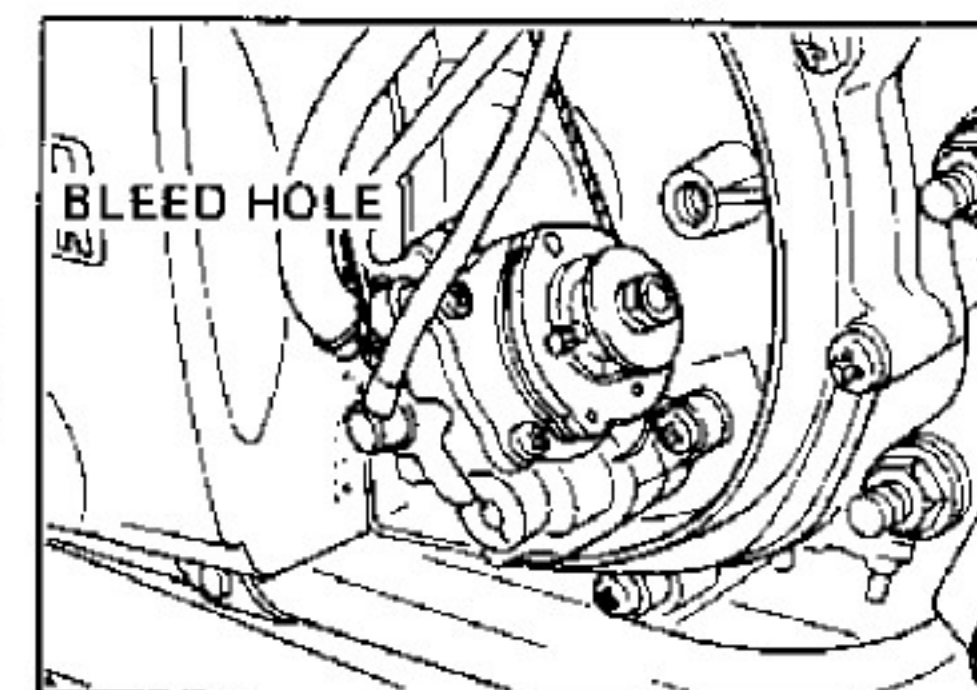
TECHNICAL BULLETIN AUTOLUBE PUMP SERVICE PROCEDURES, 1975-1977 CODES

New Yamaha Autolube models feature a new type of oil pump. The new pump does not have a starter plate. Adjustment and bleeding procedures differ slightly from procedures for earlier models. The new procedures are described in the Autolube Service Manual (LIT-11616-77-00) and are briefly outlined in Part I of this bulletin. 1975-1977 pulley adjustment codes are provided in Part II.

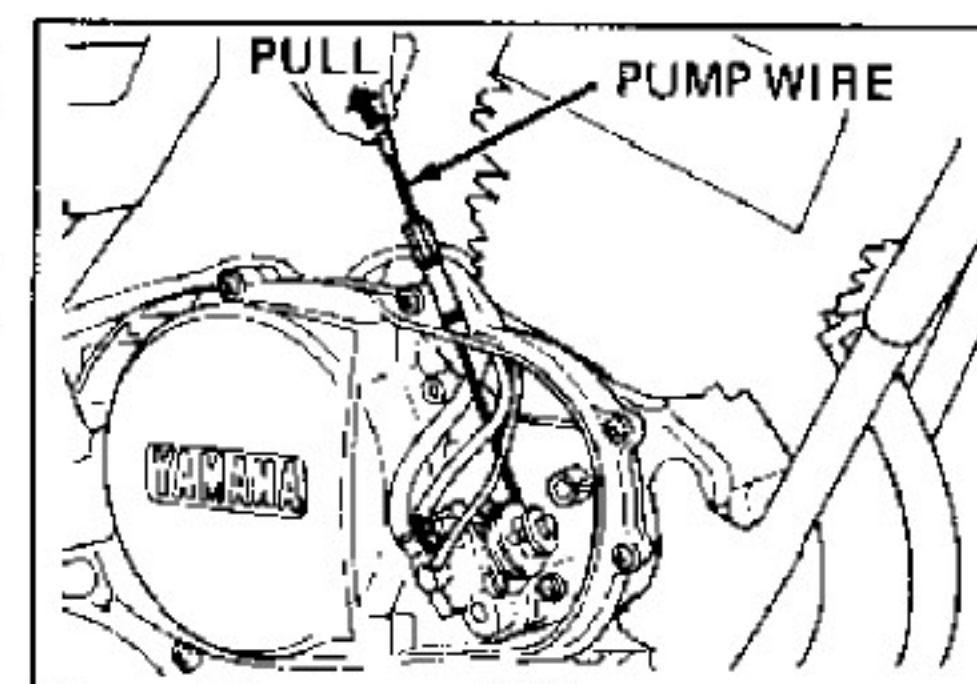
PART I

A. Air Bleeding

1. To bleed pump case, remove pump cover and bleed screw.
2. There is no starter plate. Allow oil to flow from bleed hole until all air bubbles are removed from the pump case and oil pipe. Reinstall bleed screw.

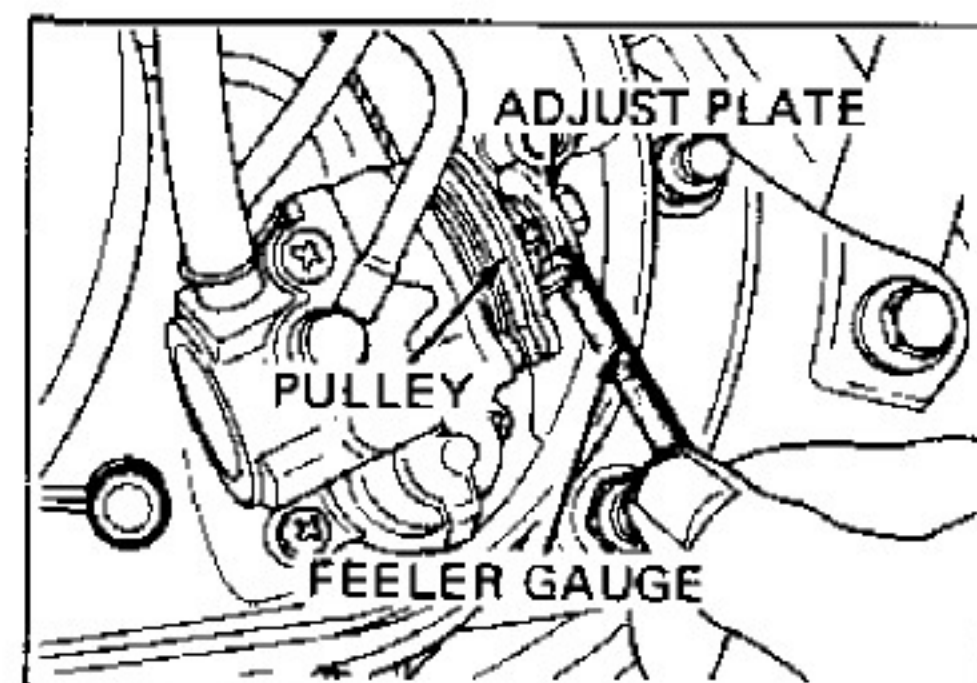


3. To bleed the pump distributor and delivery pipe, start engine. Pull the pump wire to set pump at maximum stroke.
4. Run engine at about 2,000rpm for about 2 minutes. This will bleed the delivery pipe and distributor.
5. Reinstall the pump cover.



B. Pump Stroke

1. Remove pump cover and start engine. With the engine running at idle, watch the pump adjust plate. Stop the engine when the adjust plate is at the height of the stroke. (When it has moved out of the pump body to its limit.)



PART I (con't.)

B. Pump Stroke (con't.)

2. Insert a feeler gauge between the boss on the pump and the adjust plate. Do not force the gauge into the gap or incorrect measurement will result.
3. If necessary, adjust minimum stroke by adding or removing shims under the adjust plate. Recheck gap after reassembly.

PART II PULLEY CODES AND ALIGNMENT, 1975-1977

1. Set throttle cable freeplay. To adjust the Autolube cable at idle, first slowly open the accelerator grip until all play in the cable is taken up, just prior to throttle valve opening. (Note that some models require adjustment at full throttle.)
2. To adjust the pulley at the pump (for idle or full throttle setting as specified), turn the adjustment nut on the cable housing until the pulley marker aligns with the pin. See following chart.

1975			1976			1977		
MODEL	PULLEY MARKER	POSITION	MODEL	PULLEY MARKER	POSITION	MODEL	PULLEY MARKER	POSITION
RD60B	○	idle	LB80-IIHC	⊗	idle	LB80-2D	⊗	idle
RS100B	○	idle	LB80-IIAC	⊗	idle	RD400D	⊗	full open
RD125B	△	idle	RS100C	○	idle	DT100D	△	idle
RD200B	△	idle	RD125C	⊗	idle	DT250D	⊗	full open
RD250B	⊗	idle	RD200C	△	idle	DT400D	⊗	full open
RD350B	⊗	idle	RD400C	⊗	full open			
GT80B	○	idle	GT80C	○	idle			
DT100B	○	idle	DT100C	△	idle			
DT125B	⊗	idle	DT125C	⊗	idle			
DT175B	○	idle	DT175C	●	idle			
DT250B	⊗	idle	DT250C	⊗	idle			
DT400B	⊗	idle	DT400C	⊗	idle			
GTMXB	○	idle	GTMXC	○	idle			
TY80B	○	idle	TY175C	●	idle			
TY175B	○	idle	TY250C	⊗	idle			

LEGEND



TECHNICAL BULLETIN

FILE MOTORCYCLE — 250 SECTION

DATE 2/6/81

SUL M8-015C

DS7; R5; RD250/350 REPLACEMENT OIL PUMP COMPONENTS

This bulletin replaces M8-015B.
Please remove and destroy bulletin M8-015B.

Two types of oil pumps were used in production of the affected models: Early-production units (previous to mid-1975 model year production) were equipped with pumps driven by a relatively coarse worm gear and operated by a longer pump cable; a new-style pump, installed on units in the latter part of the 1975 model production, featured finer threads on the worm gear (and, hence, the driven pump gear) and a shorter pump cable. **The old-style components and the new-style components are not individually interchangeable. All three parts must be compatible to ensure proper oil pump function.** Since old-style pumps are no longer available from Yamaha Parts Distributors Inc., replacement of an old-style pump requires the use of all new-style components. Use the information below to match and order oil pump components for the affected models.

AFFECTED MODELS

OLD-STYLE-EQUIPPED:

250 Twins: All DS7; All RD250; All RD250A;
RD250B: 352-300101 ~ 311490

350 Twins: All R5; All R5B; All R5C; All RD350; All RD350A;
RD350B: 351-300101 ~ 325050

NEW-STYLE-EQUIPPED:

250 Twins: RD250B: 352-311491 ~

350 Twins: RD350B: 351-325051 ~

PARTS INFORMATION

A. If an old-style-equipped model needs a worm gear or pump cable, either part may be replaced individually:

	PART NUMBER	DESCRIPTION	REMARKS	DEALER COST
250 Twins	275-13175-01-00	Worm Shaft	Coarse; 7 Threads	
	360-26321-00-00	Pump Cable	RD Models	
	278-26321-00-00	Pump Cable	DS7 Model	
350 Twins	278-13175-01-00	Worm Shaft	Coarse; 8 Threads	
	360-26321-00-00	Pump Cable	RD Models	
	278-26321-00-00	Pump Cable	R5 Models	

TECHNICAL BULLETIN

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B. If an old-style-equipped model needs an oil pump, the worm shaft, pump cable, and circlip must also be replaced:

	PART NUMBER	DESCRIPTION	REMARKS	DEALER COST
250 Twins	522-13101-00-00	Oil Pump Assembly	Fine Drive Gear Fine; 9 Threads	
	522-13175-01-00	Worm Shaft		
	521-26321-00-00	Pump Cable		
	93430-08006-00	Circlip		
350 Twins	521-13101-01-00	Oil Pump Assembly	Fine Drive Gear Fine; 9 Threads	
	214-13175-01-00	Worm Shaft		
	521-26321-00-00	Pump Cable		
	93430-08006-00	Circlip		

C. If a new-style-equipped model needs a worm gear, pump cable, or oil pump, these parts may be replaced individually:

	PART NUMBER	DESCRIPTION	REMARKS	DEALER COST
250 Twins	522-13101-00-00	Oil Pump Assembly	Fine Drive Gear Fine; 9 Threads	
	522-13175-01-00	Worm Shaft		
	521-26321-00-00	Pump Cable		
350 Twins	521-13101-01-00	Oil Pump Assembly	Fine Drive Gear Fine; 9 Threads	
	214-13175-01-00	Worm Shaft		
	521-26321-00-00	Pump Cable		