

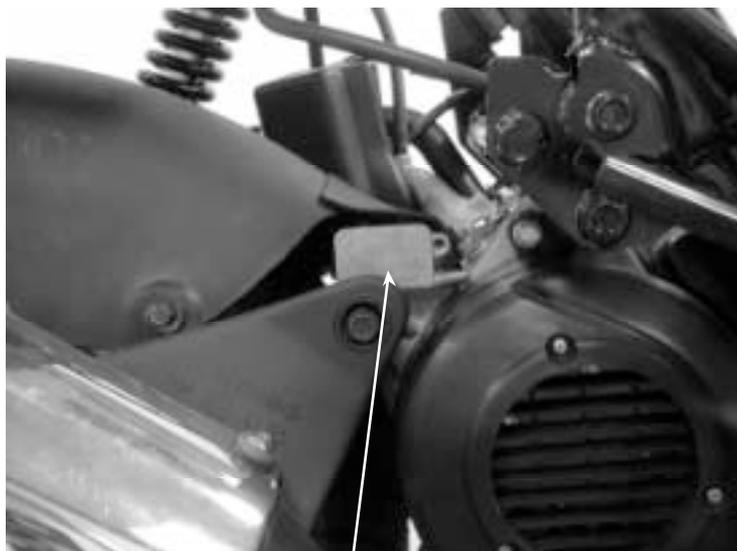
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**GENERAL INFORMATION**

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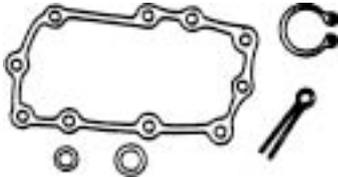
### ENGINE SERIAL NUMBER/IDENTIFICATION



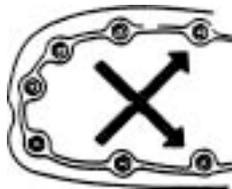
Location of Engine Serial Number

### SERVICE PRECAUTIONS

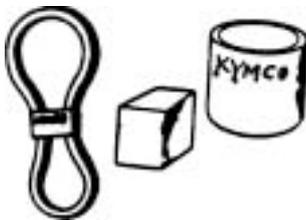
- Make sure to install new gaskets, O-rings, circlips, cotter pins, etc. when reassembling



- When tightening bolts or nuts, begin with larger-diameter to smaller ones at several times, and tighten to the specified torque diagonally.



- Use genuine parts and lubricants.



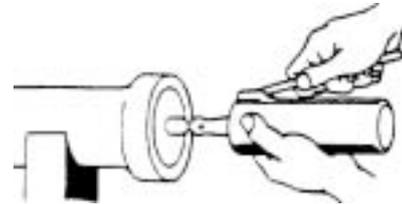
- When servicing the motorcycle, be sure to use special tools for removal and installation.



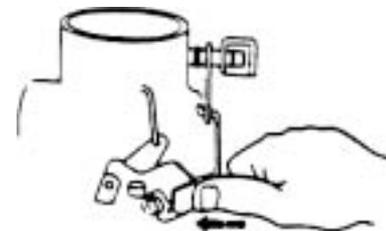
- After disassembly, clean removed parts. Lubricate sliding surfaces with engine oil before reassembly.



- Apply or add designated greases and lubricants to the specified lubrication points.



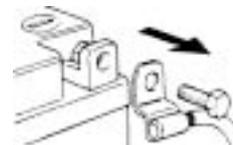
- After reassembly, check all parts for proper tightening and operation.



- When two persons work together, pay attention to the mutual working safety.

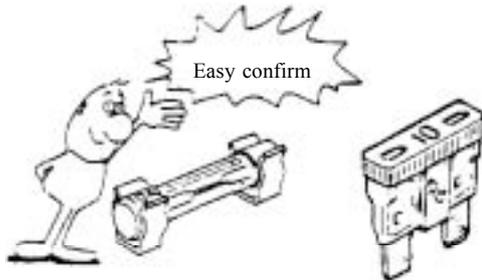


- Disconnect the battery negative (-) terminal before operation.
- When using a spanner or other tools, make sure not to damage the motorcycle surface.



- After operation, check all connecting points, fasteners, and lines for proper connection and installation.
- When connecting the battery, the positive (+) terminal must be connected first.
- After connection, apply grease to the battery terminals.
- Terminal caps shall be installed securely.

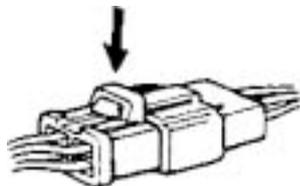
- If the fuse is burned out, find the cause and repair it. Replace it with a new one according to the specified capacity.



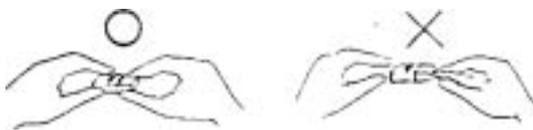
- After operation, terminal caps shall be installed securely.



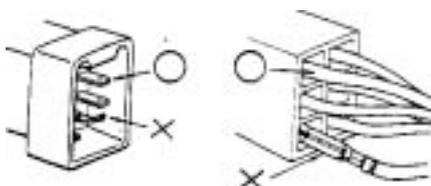
- When taking out the connector, the lock on the connector shall be released before operation.



- Hold the connector body when connecting or disconnecting it.
- Do not pull the connector wire.



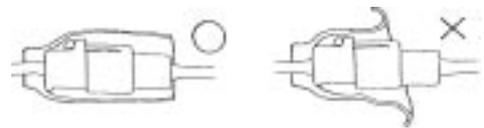
- Check if any connector terminal is bending, protruding or loose.



- The connector shall be inserted completely.
- If the double connector has a lock, lock it at the correct position.
- Check if there is any loose wire.



- Before connecting a terminal, check for damaged terminal cover or loose negative terminal.



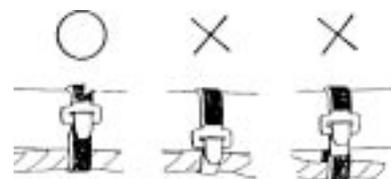
- Check the double connector cover for proper coverage and installation.



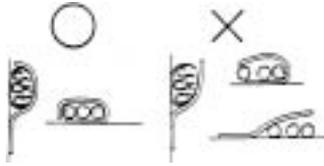
- Insert the terminal completely.
- Check the terminal cover for proper coverage.
- Do not make the terminal cover opening face up.



- Secure wire harnesses to the frame with their respective wire bands at the designated locations. Tighten the bands so that only the insulated surfaces contact the wire harnesses.



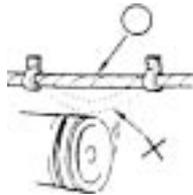
- After clamping, check each wire to make sure it is secure.



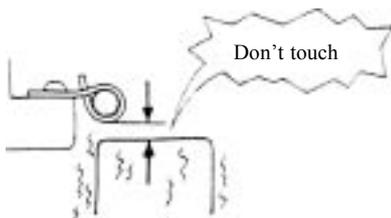
- Do not squeeze wires against the weld or its clamp.



- After clamping, check each harness to make sure that it is not interfering with any moving or sliding parts.



- When fixing the wire harnesses, do not make it contact the parts which will generate high heat.

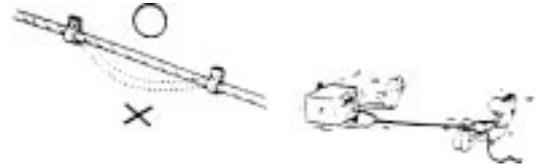


- Route wire harnesses to avoid sharp edges or corners. Avoid the projected ends of bolts and screws.

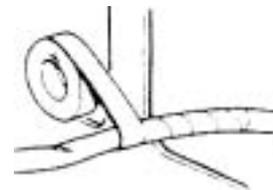
- Route wire harnesses passing through the side of bolts and screws. Avoid the projected ends of bolts and screws.



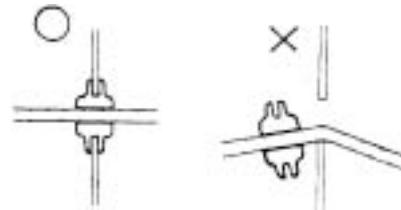
- Route harnesses so they are neither pulled tight nor have excessive slack.



- Protect wires and harnesses with electrical tape or tube if they contact a sharp edge or corner.



- When rubber protecting cover is used to protect the wire harnesses, it shall be installed securely.

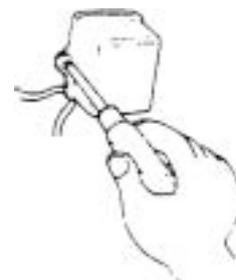


- Do not break the sheath of wire.

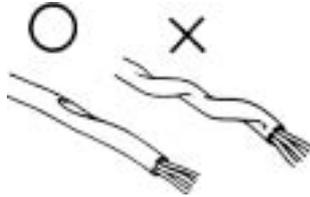
- If a wire or harness is with a broken sheath, repair by wrapping it with protective tape or replace it.



- When installing other parts, do not press or squeeze the wires.



- After routing, check that the wire harnesses are not twisted or kinked.



- Wire harnesses routed along with handlebar should not be pulled tight, have excessive slack or interfere with adjacent or surrounding parts in all steering positions.



- When a testing device is used, make sure to understand the operating methods thoroughly and operate according to the operating instructions.



- Be careful not to drop any parts.



- When rust is found on a terminal, remove the rust with sand paper or equivalent before connecting.



- Symbols:

The following symbols represent the servicing methods and cautions included in this service manual.

 : Apply engine oil to the specified points. (Use designated engine oil for lubrication.)

 : Apply grease for lubrication.

 : Use special tool.

\* : Caution

 : Warning

(⇒ 12-3) : Refer to page 12-3.

## 2. GENERAL INFORMATION

### SERVICE INFORMATION

ENGINE Item	Standard (mm)	Service Limit (mm)
	YUP 50	
Cylinder head warpage	□	0.10
Piston O.D.(5mm from bottom of piston)	38.955_ 38.970	38.90
Cylinder-to- piston clearance		0.10
Piston pin hole I.D.	12.002_ 12.008	12.03
Piston pin O.D.	11.994_ 12.0	11.98
Piston-to-piston pin clearance	□	□
Piston ring end gap (top/second)	0.10_ 0.25	0.40
Connecting rod small end I.D.	17.005_ 17.017	17.03
Cylinder bore	39.0_ 39.025	39.05
Drive belt width	18	17
Drive pulley collar O.D.	20.01_ 20.025	□
Movable drive face ID.	20.035_ 20.085	19.97
Weight roller O.D.	8.5	8.2
Clutch outer I.D.	107_ 107.2	107.5
Driven face spring free length	87.9	82.6
Driven face O.D.	□	□
Movable driven face I.D.	□	□
Connecting rod big end side clearance	□	□
Connecting rod big end radial clearance	□	□
Crankshaft runout A/B	□	□

CARBURETOR	YUP 50
Venturi dia.	14mm
Identification number	014A
Float level	5.0mm
Main jet	#75
Slow jet	#35
Air screw opening	1 ± _
Idle speed	2100±100rpm
Throttle grip free play	2_ 6mm
Jet needle clip notch	1st notch

## 2. GENERAL INFORMATION



FRAME		Standard (mm)	Service Limit (mm)
Item		YUP50	YUP50
Axle shaft runout		□	0.2
Front wheel rim runout	Radial		
	Axial		
Front shock absorber spring free length		200.0	182.8
Rear wheel rim runout			2.0
Brake drum I.D.	Front/rear	110	111
Brake lining thickness	Front/rear	4.0/4.0	2.0/2.0
Brake disk runout	Front/rear	□	0.30
Rear shock absorber spring free length		235.7	218.7

ELECTRICAL EQUIPMENT			YUP50
Battery	Capacity		12V3AH
	Voltage		13.0_ 13.2V
	Charging current	Standard	0.4A/5H
		Quick	4A/0.5H
Spark plug	(NGK)		BR8HSA
Spark plug gap			0.6_ 0.7mm
Ignition coil resistance	Primary coil		0.153_ 0.187□
	Secondary coil (with plug cap)		6.99_ 10.21K□
	Secondary coil (without plug cap)		3.24_ 3.96K□
Pulser coil resistance (20°C )			80_ 160□
Ignition timing			13.5°±2°BTDC/2000rpm

## 2. GENERAL INFORMATION

### TORQUE VALUES

#### ENGINE

Item	Thread dia. (mm)	Torque (kg-m)	Remarks
Cylinder head bolt	BF7x115	1.5_ 1.7	(cold)
Clutch drive plate nut	10	3.5_ 4.0	
Clutch outer nut	NH10	3.5_ 4.5	
Drive face nut	NH12	5.0_ 6.0	
Oil check bolt	10	1.0_ 1.5	
Engine mounting bolt	BF10x95	4.5_ 5.5	
Engine hanger bracket bolt	BF10x50	3.5_ 4.5	
Exhaust muffler joint lock nut	NC6mm	1.0_ 1.4	
Exhaust muffler lock bolt	BF8x35	3.0_ 3.6	
Spark plug		1.1_ 1.7	(cold)

#### FRAME

Item	Thread dia. (mm)	Torque (kg-m)	Remarks
Handlebar lock nut	10	4.5_ 5.0	Flange bolt/U-nut
Steering stem lock nut	25.4	6.0_ 8.0	
Steering top cone race	25.4	0.5_ 1.3	
Front axle nut	12	5.0_ 7.0	Flange U-nut
Rear axle nut	16	11.0_ 13.0	Flange U-nut
Rear brake arm bolt			Flange nut
Front shock absorber:			
upper mount bolt	8	3.3	Flange bolt/U-nut
lower mount bolt		3.3	Cross head
hex bolt		1.5_ 3.0	Apply locking agent
Front damper nut	8	1.5_ 3.0	
Front pivot arm bolt			Flange screw/U-nut
Rear shock absorber:			
upper mount bolt	10	3.5_ 4.5	Flange nut
lower mount bolt	8	2.4_ 3.0	
lower joint nut	8	1.5_ 2.5	

Torque specifications listed above are for important fasteners. Others should be tightened to standard torque values below.

#### STANDARD TORQUE VALUES

SH bolt: 8mm Flange 6mm bolt

Item	Torque (kg-m)	Item	Torque (kg-m)
5mm bolt, nut	0.45_ 0.6	5mm screw	0.35_ 0.5
6mm bolt, nut	0.8_ 1.2	6mm screw, SH bolt	0.7_ 1.1
8mm bolt, nut	1.8_ 2.5	6mm flange bolt, nut	1.0_ 1.4
10mm bolt, nut	3.0_ 4.0	8mm flange bolt, nut	2.4_ 3.0
12mm bolt, nut	5.0_ 6.0	10mm flange bolt, nut	3.5_ 4.5

### SPECIAL TOOLS

Tool Name	Tool No.	Remarks
Universal bearing puller	E030	Crankshaft bearing removal
Lock nut socket wrench	F001	Top cone race holding
Lock nut wrench,	F002	Stem lock nut tightening
Crankcase puller	E026	Crankcase disassembly
Bearing remover set, 12mm (Spindle assy, 12mm) (Remover weight)	E020	Drive shaft bearing removal/installation
Bearing remover set, 15mm (Spindle assy, 15mm) (Remover head, 15mm) (Remover shaft, 15mm)	E018	Drive shaft bearing removal/installation
Bearing outer driver, 28x30mm	E014	Bearing installation
Clutch spring compressor	E027	Driven pulley disassembly/assembly
Crankcase assembly collar	E023	Driven shaft, crankshaft & crankcase assembly
Crankcase assembly tool	E024	Crankshaft & crankcase assembly
Ball race remover	F005	Steering stem bearing races
Rear shock absorber compressor	F004	Rear shock absorber disassembly/assembly
Universal holder	E017	Flywheel holding
Flywheel puller	E001	Flywheel removal
Bearing outer driver, 32x35mm	E014	Drive shaft bearing installation Final shaft bearing installation
Bearing outer driver, 37x40mm	E014	Drive shaft bearing installation Final shaft bearing installation Crankshaft bearing installation
Universal bearing puller	E030	Crankshaft bearing removal

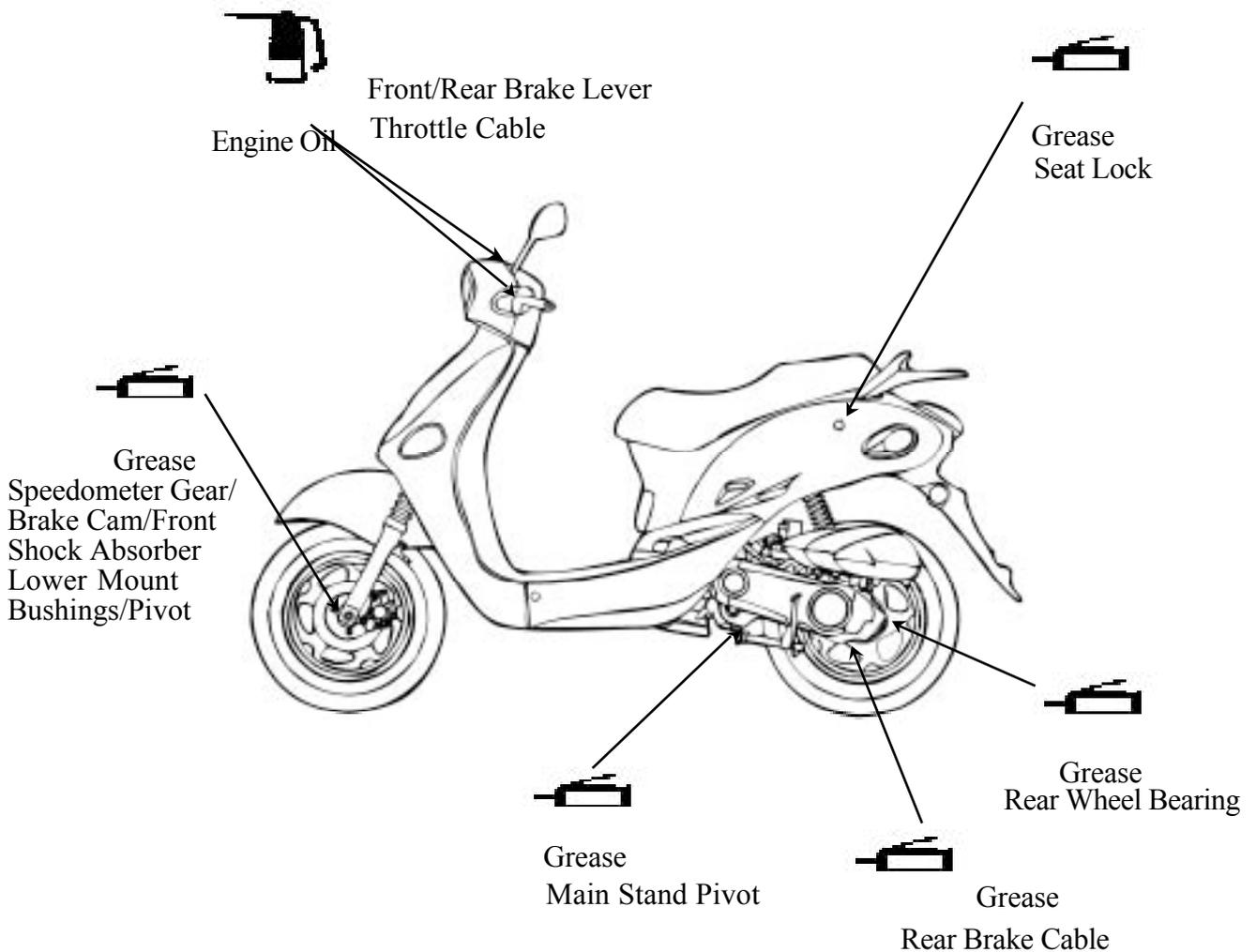
## LUBRICATION POINTS

### ENGINE

NO.	Lubrication Points	Lubricant	Remarks
1	Crankcase sliding & movable parts	JASO-FC or API-TC	
2	Cylinder movable parts	JASO-FC or API-TC	
3	Transmission gear (final gear)	SAE-90#	
4	Kick starter spindle bushing	Grease	
5	Drive pulley movable parts	Grease	
6	Starter pinion movable parts	Grease	

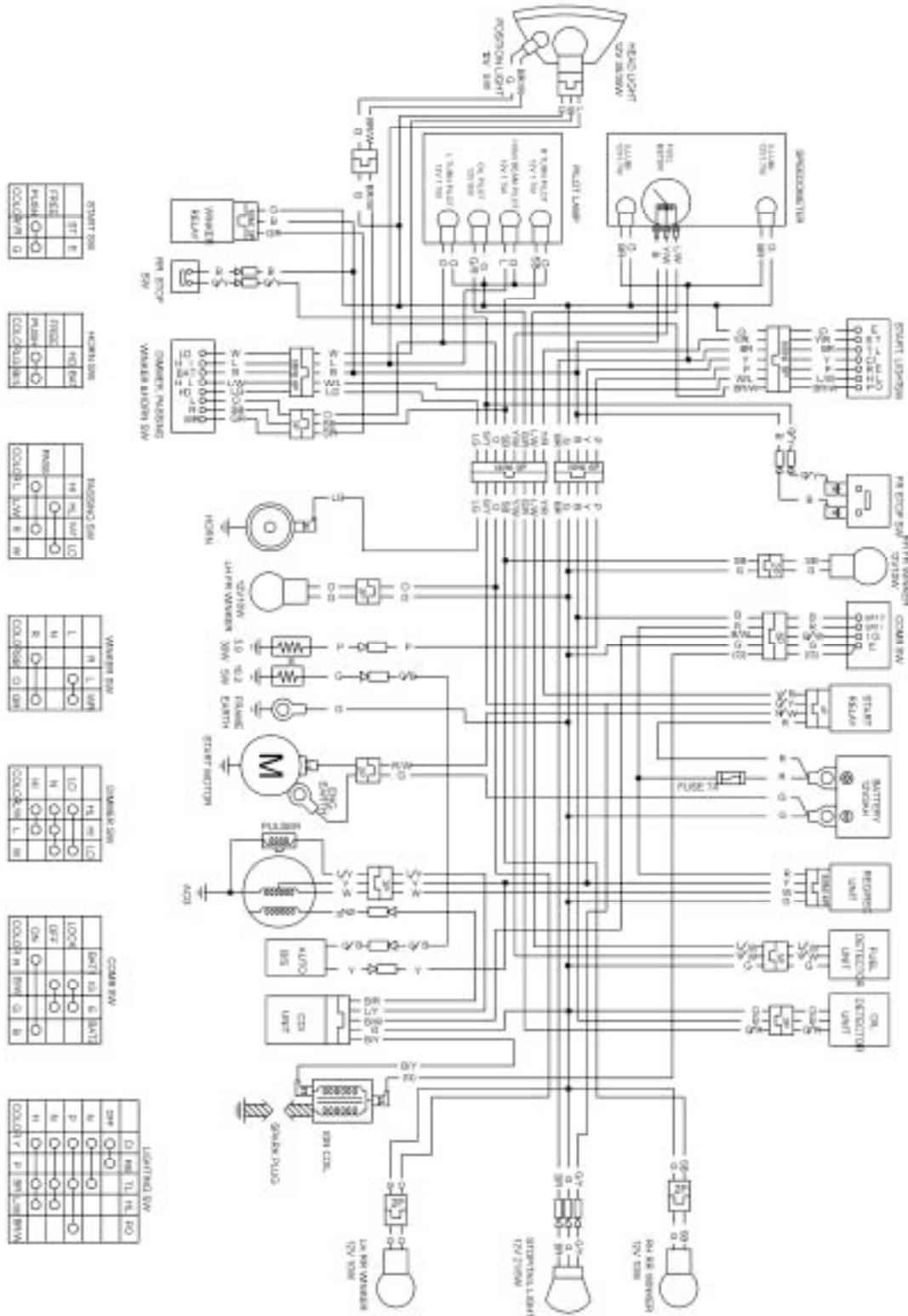
### FRAME

Apply clean engine oil or grease to cables and movable parts not specified. This will avoid abnormal noise and rise the durability of the motorcycle.

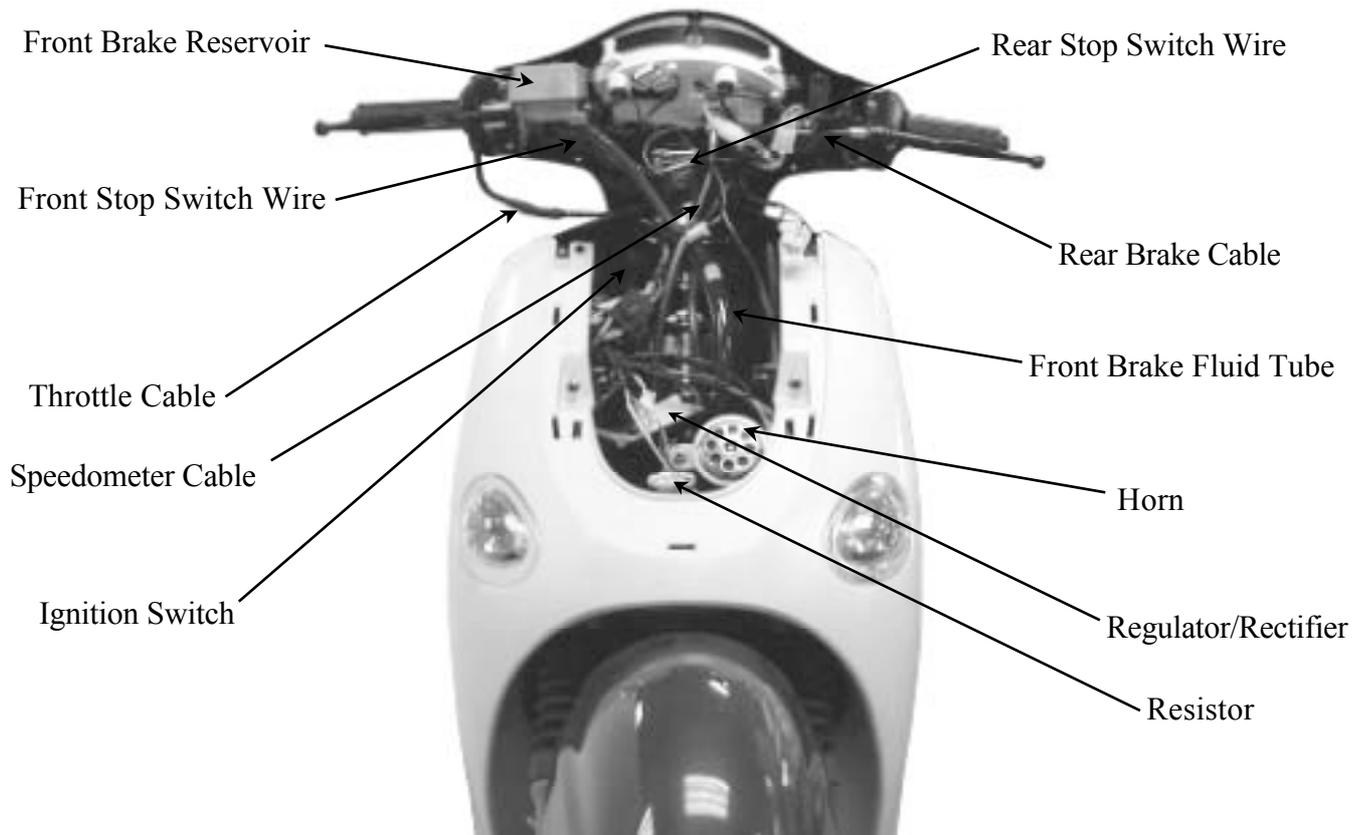


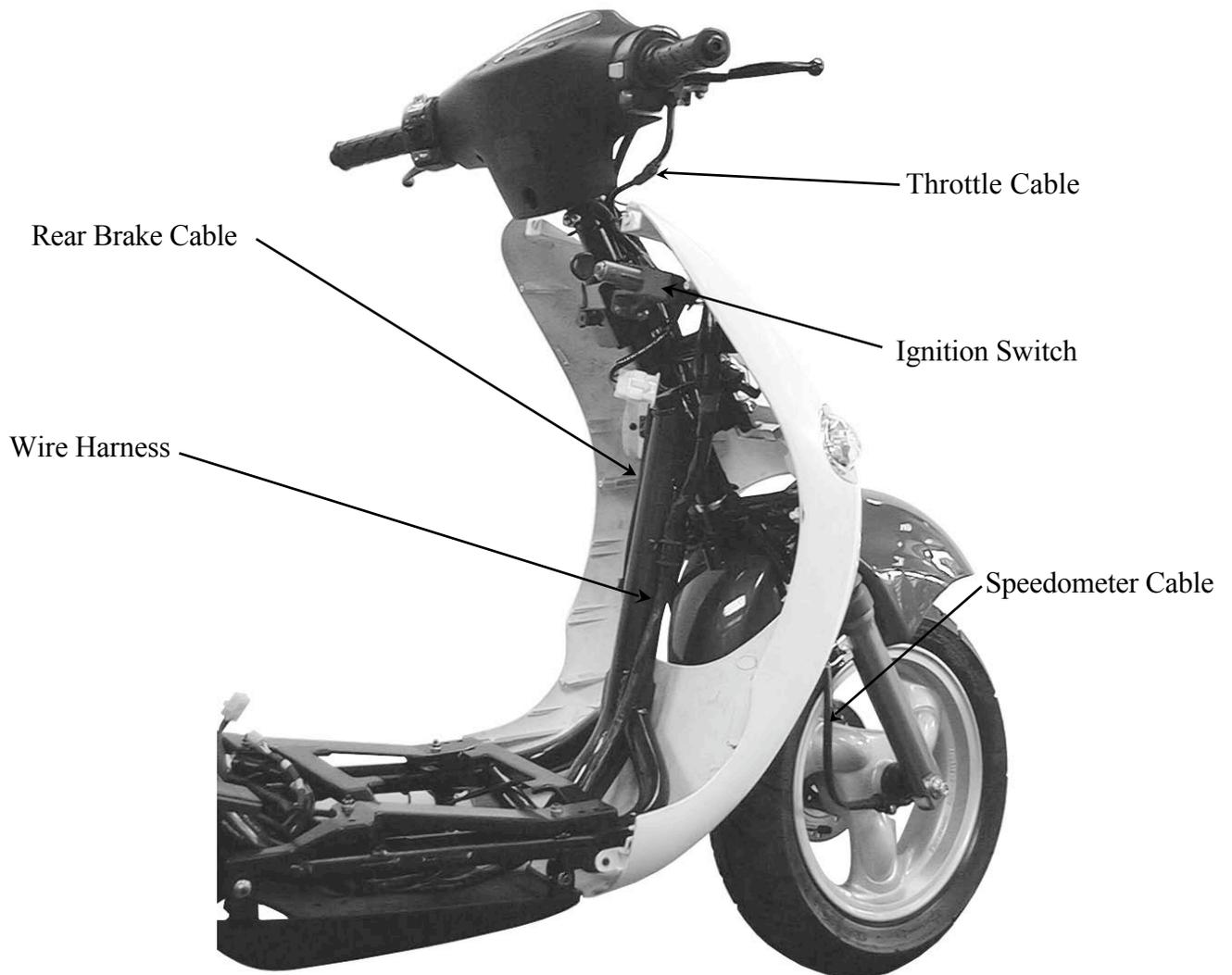
# 2. GENERAL INFORMATION

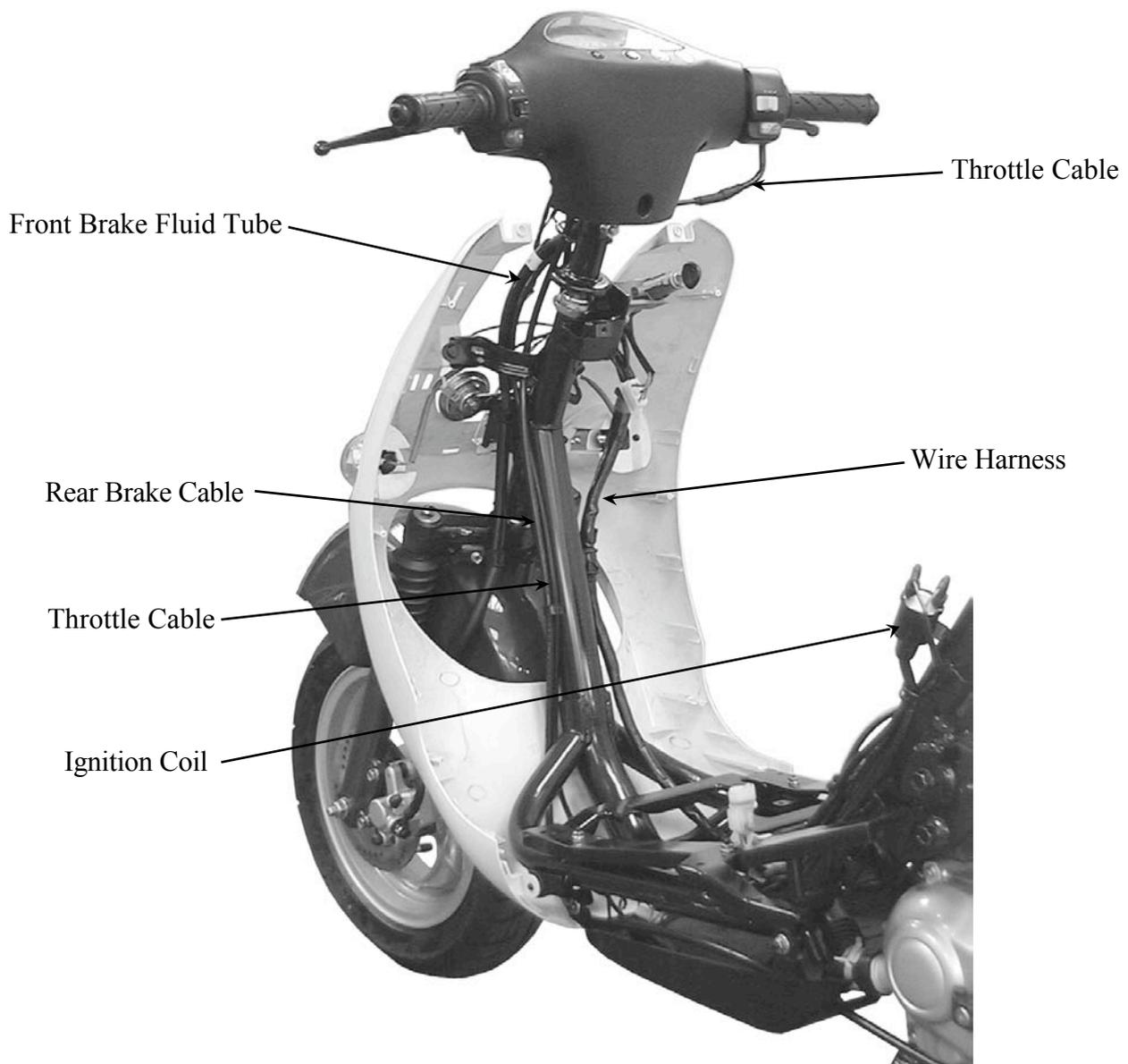
## WIRING DIAGRAM



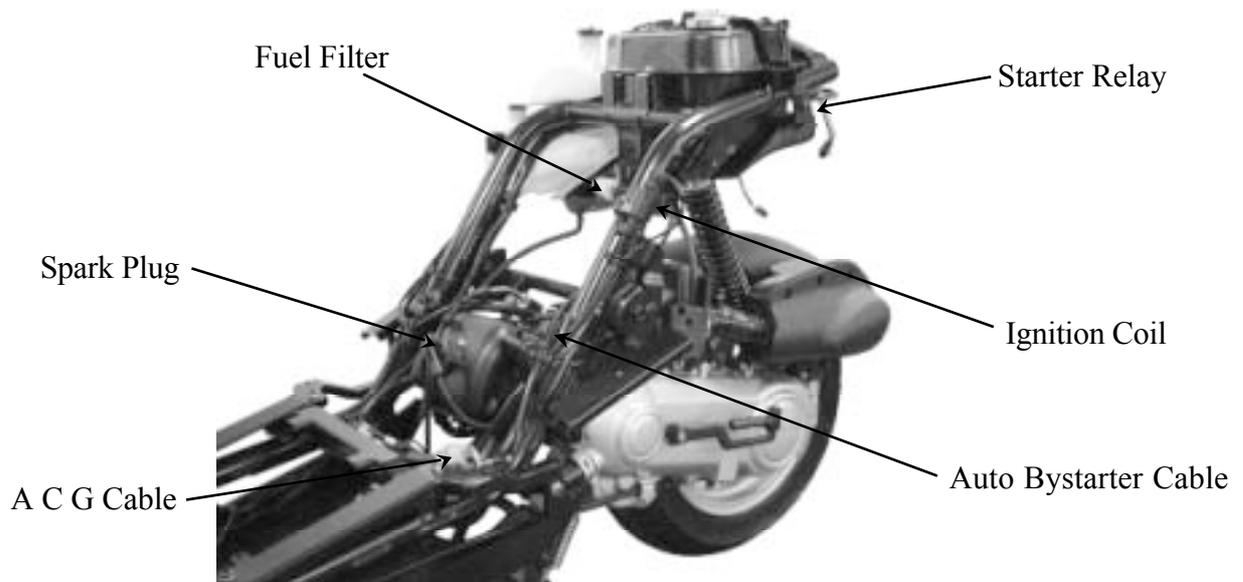
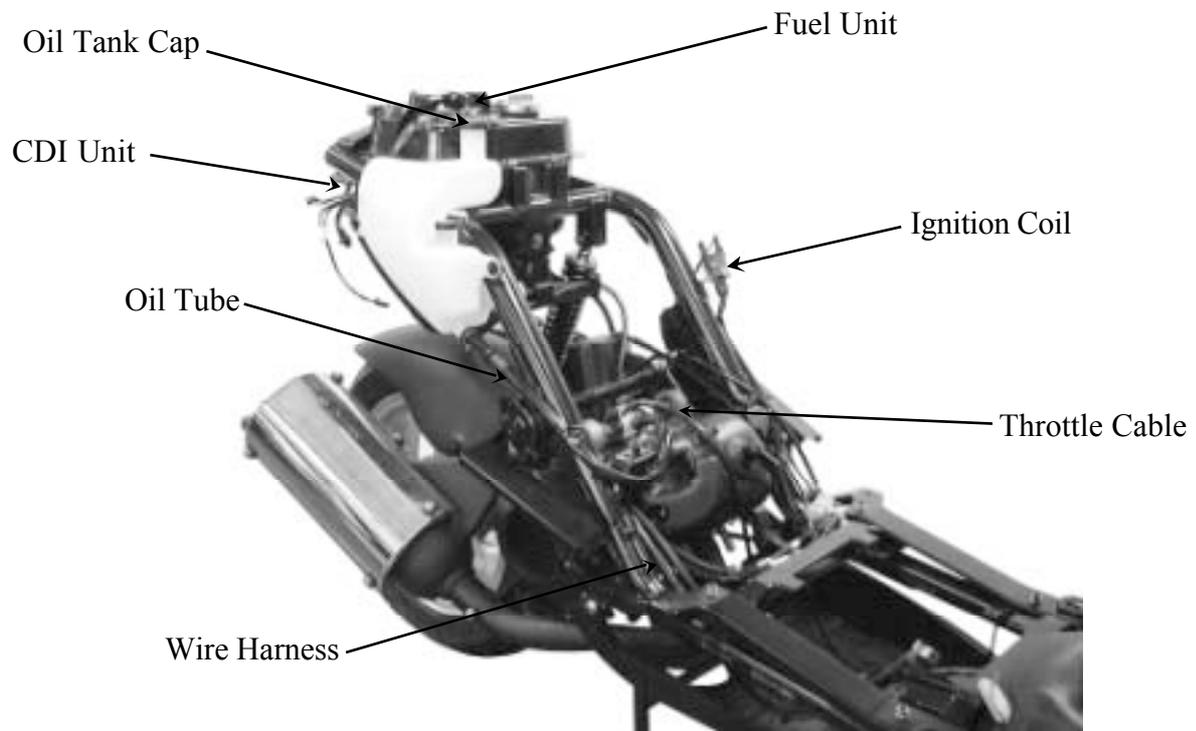
### CABLE & HARNESS ROUTING

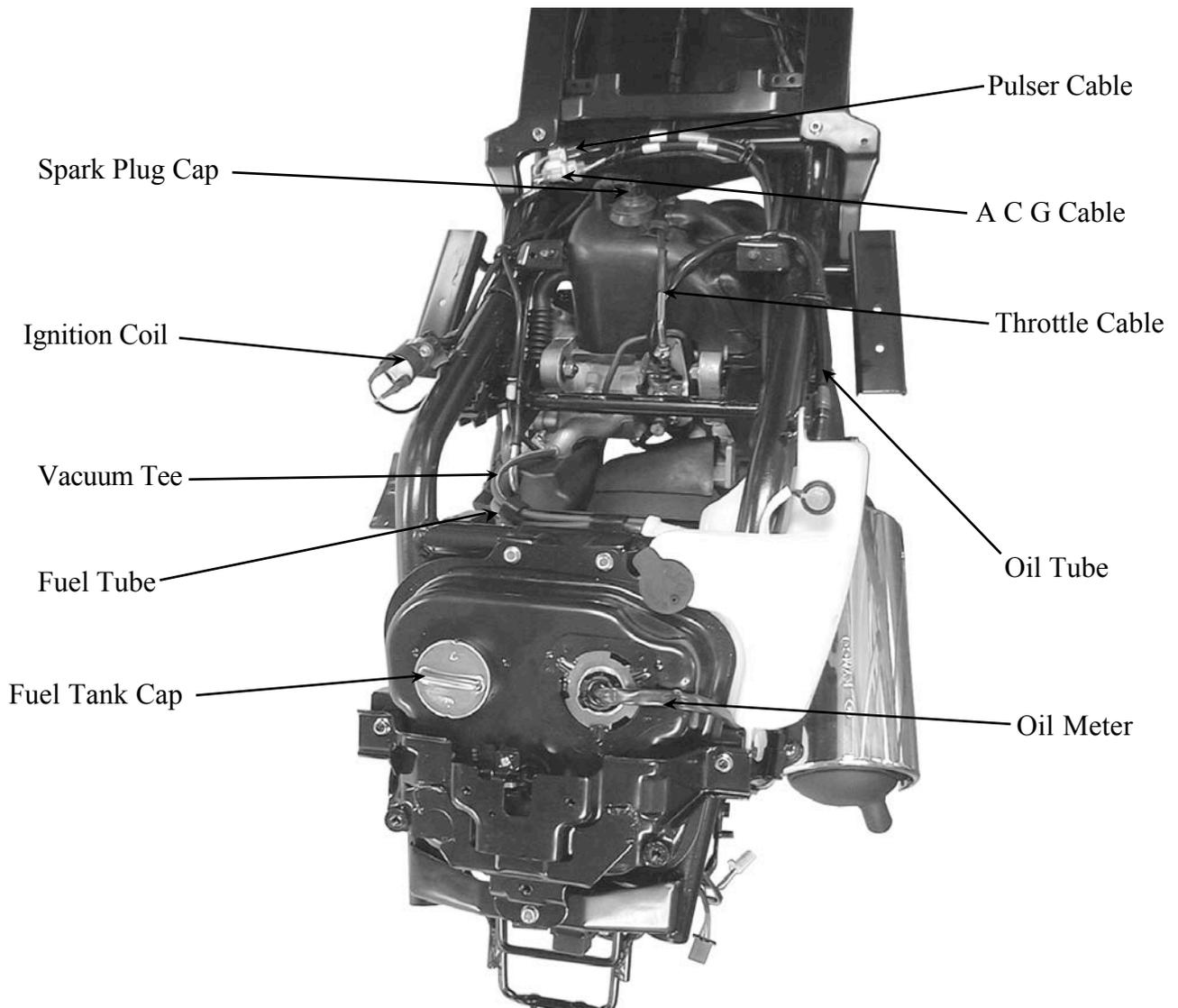






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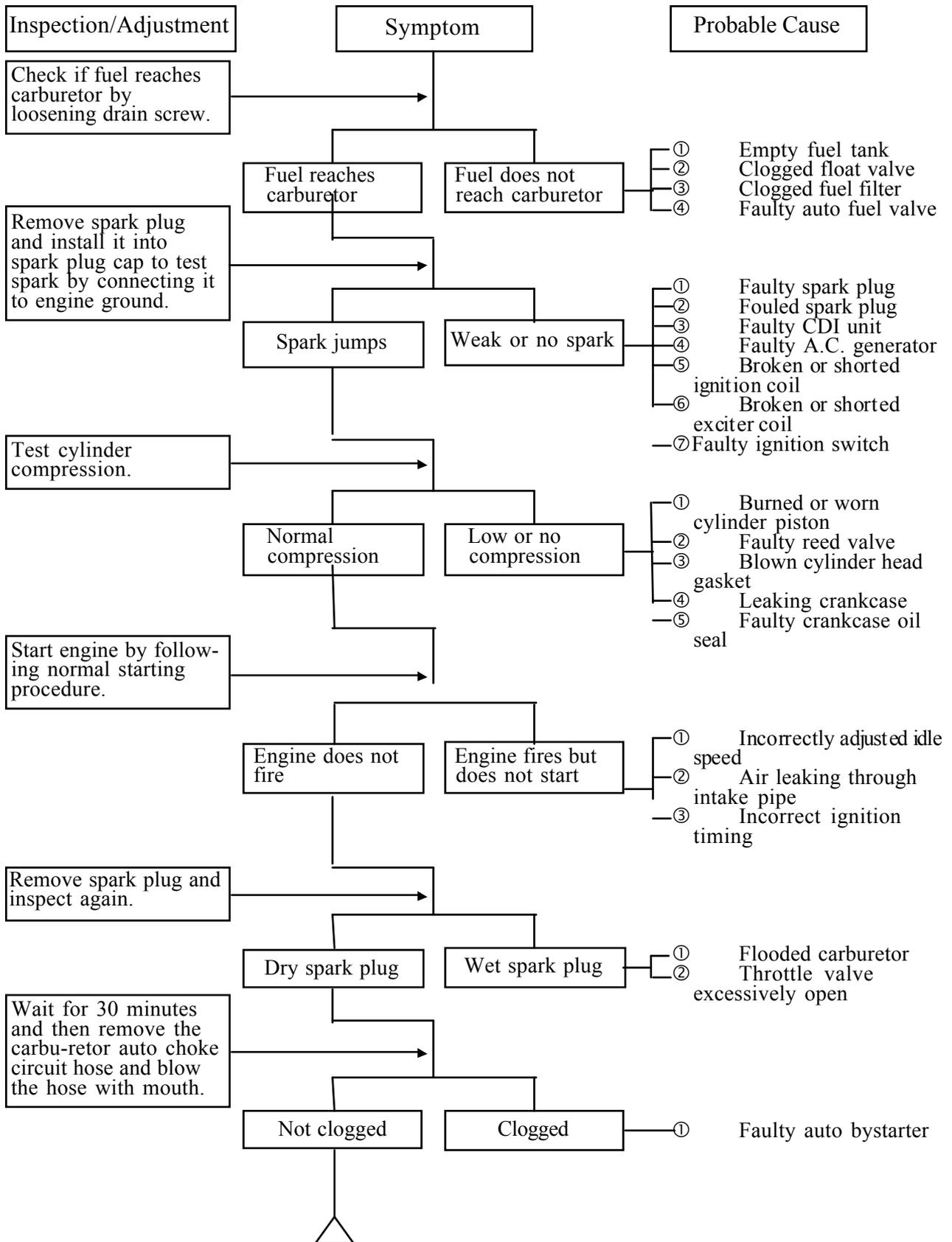




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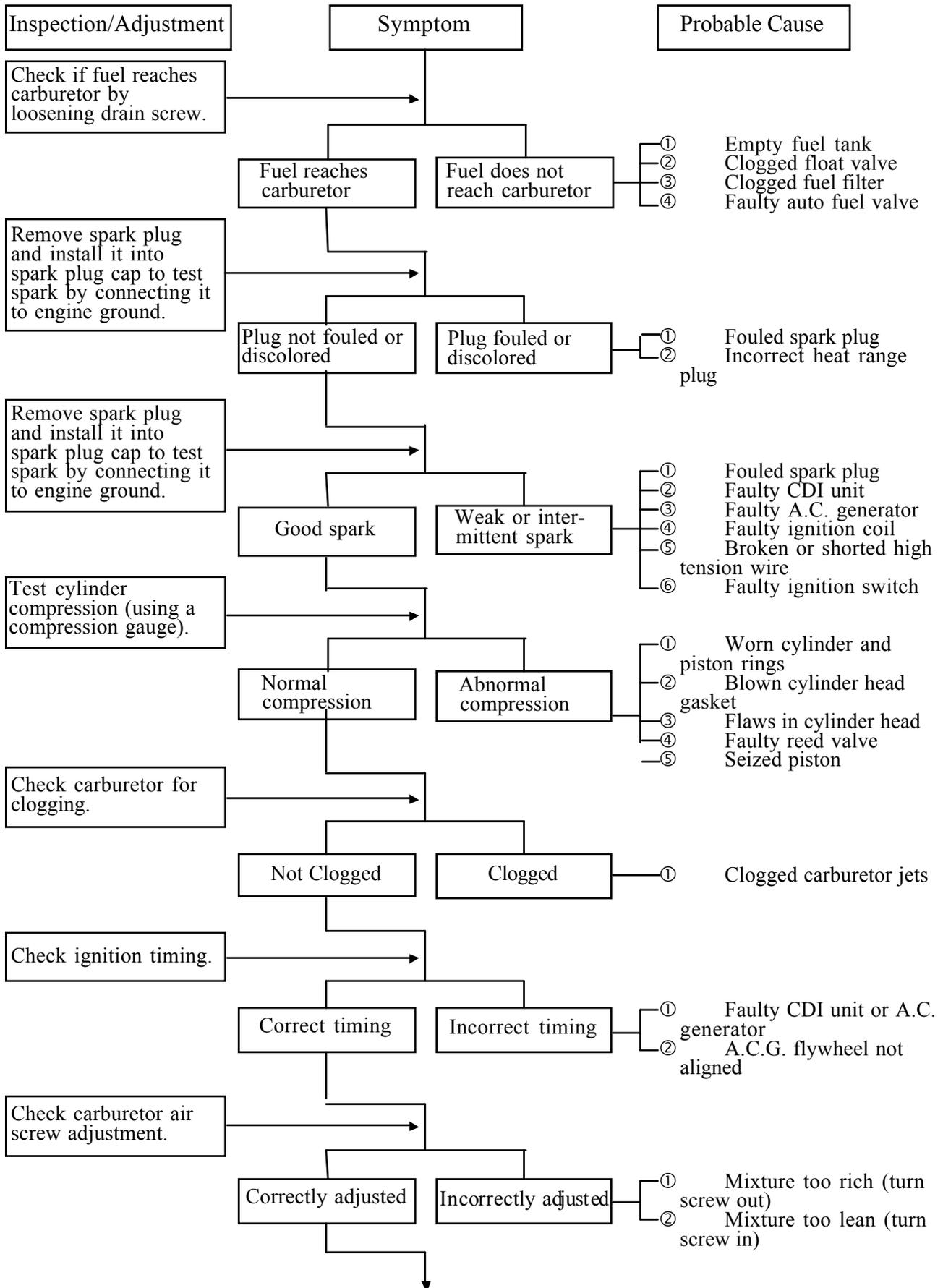
### TROUBLESHOOTING

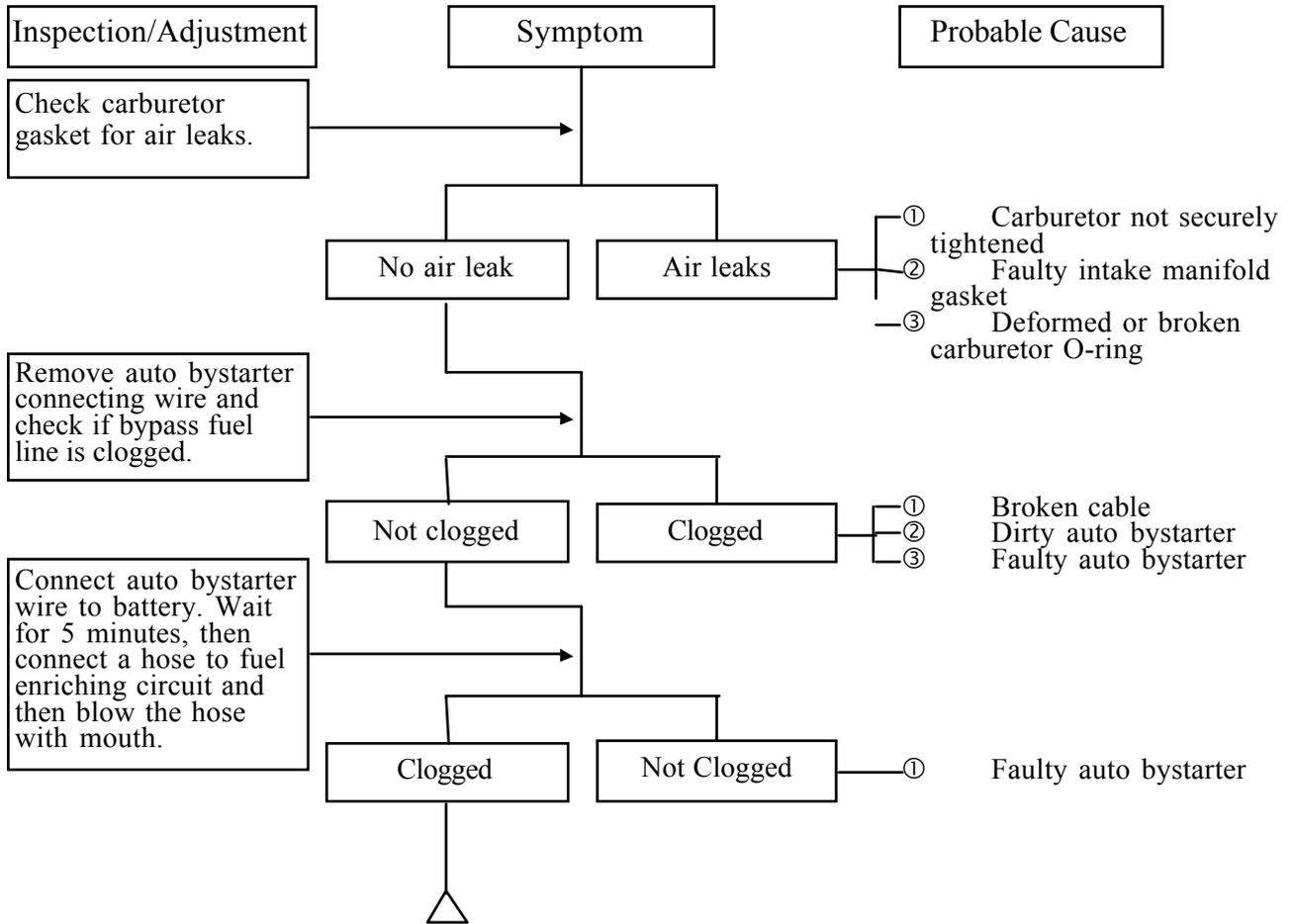
#### ENGINE WILL NOT START OR IS HARD TO START



## 2. GENERAL INFORMATION

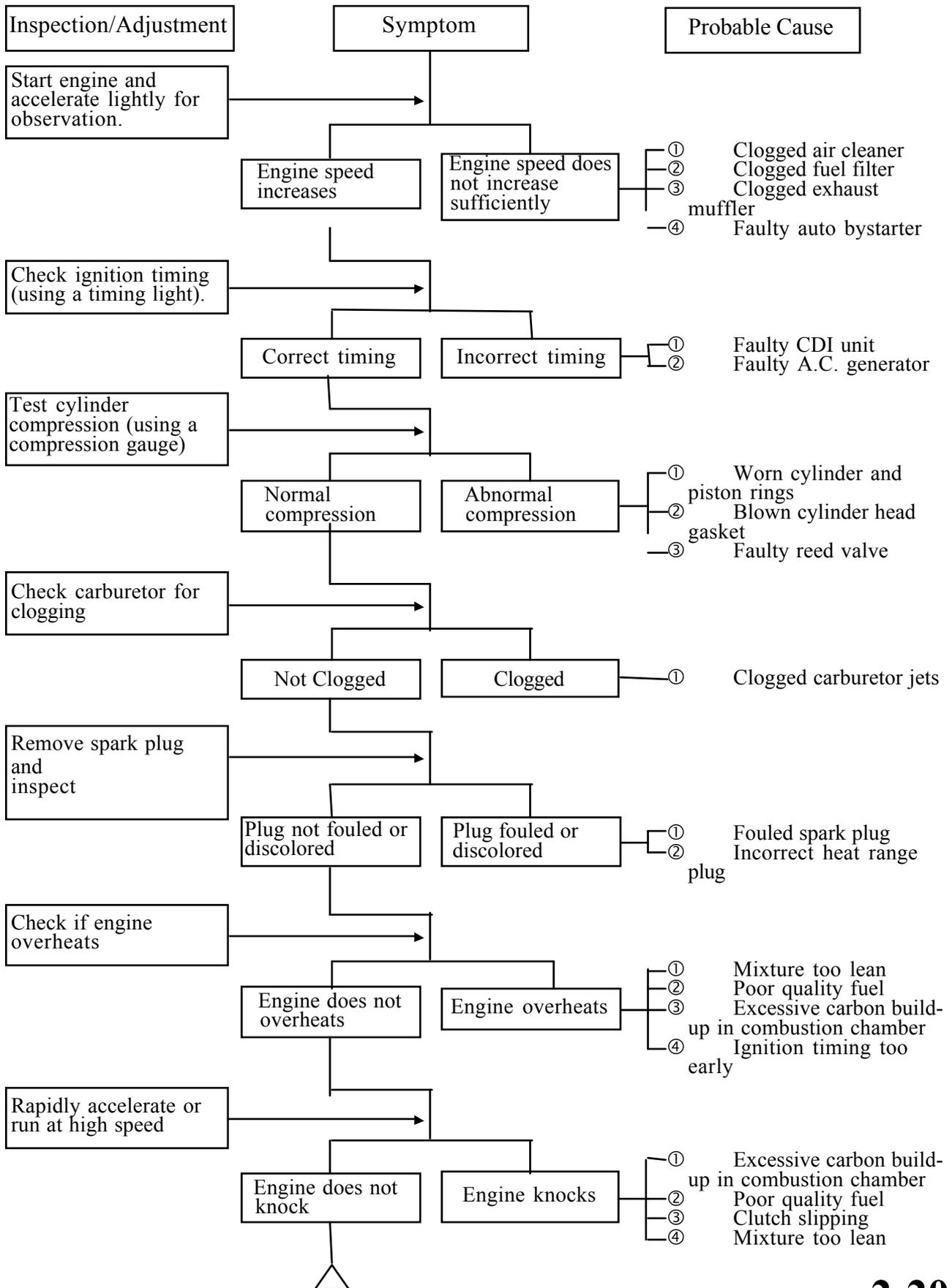
### ENGINE STOPS IMMEDIATELY AFTER IT STARTS



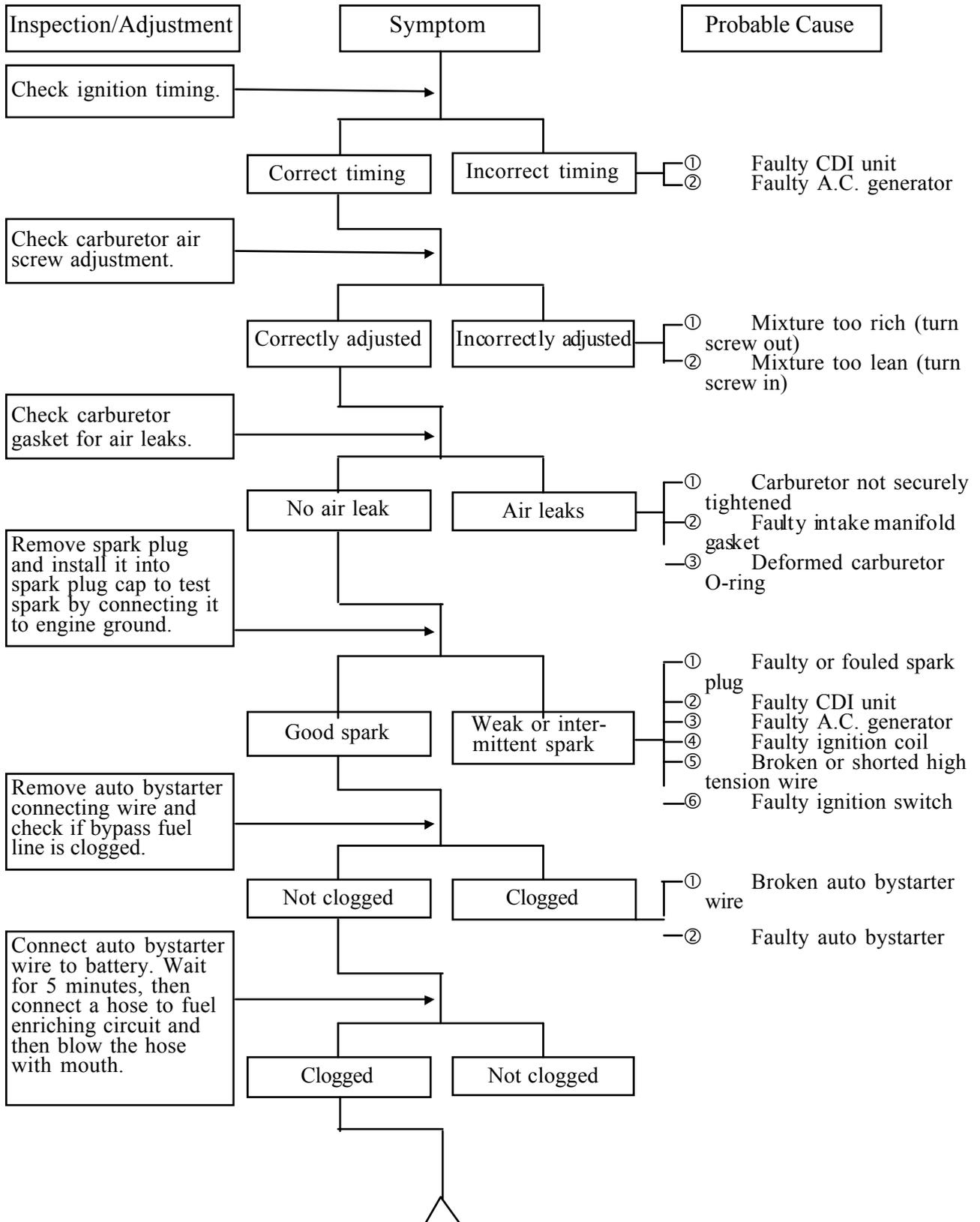


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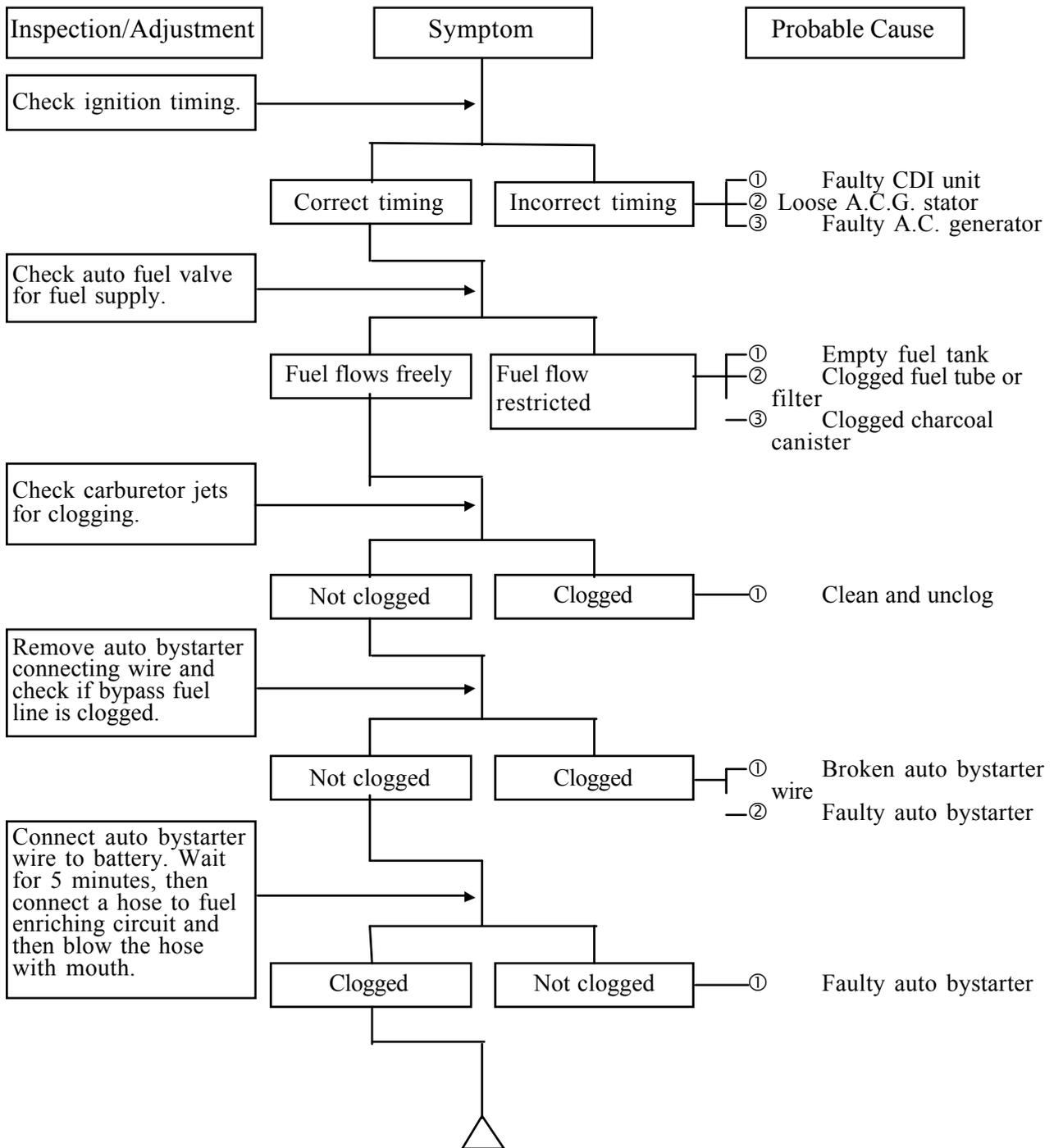
### ENGINE LACKS POWER



## POOR PERFORMANCE (ESPECIALLY AT IDLE AND LOW SPEEDS)



## POOR PERFORMANCE (AT HIGH SPEED)



## 2. GENERAL INFORMATION

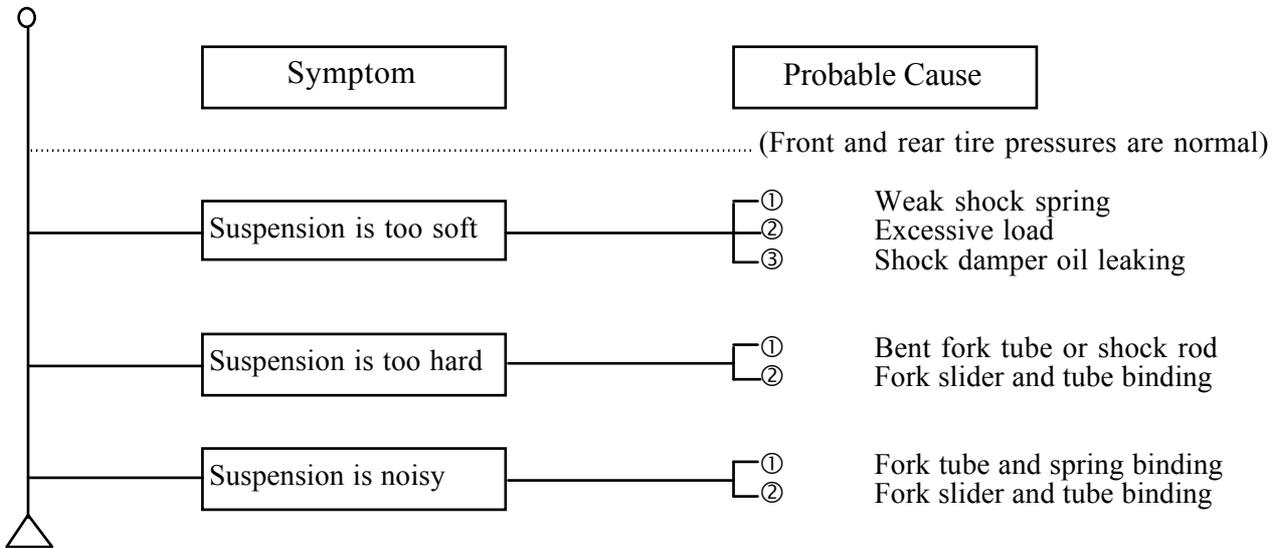
### CLUTCH, DRIVE AND DRIVEN PULLEYS

Symptom	Probable Cause
Engine starts but motor-cycle does not move	<ul style="list-style-type: none"> <li>① Worn or slipping drive belt</li> <li>② Broken ramp plate</li> <li>③ Broken driven face spring</li> <li>④ Separated clutch lining</li> <li>⑤ Damaged driven pulley shaft splines</li> <li>⑥ Damaged final gear</li> <li>⑦ Seized final gear</li> </ul>
Motorcycle creeps or engine starts but soon stops or seems to rush out (Rear wheel rotates when engine idles)	<ul style="list-style-type: none"> <li>① Broken shoe spring</li> <li>② Clutch outer and clutch weight stuck</li> <li>③ Seized pivot</li> </ul>
Engine lacks power at start of a grade (poor slope performance)	<ul style="list-style-type: none"> <li>① Worn or slipping drive belt</li> <li>② Worn weight rollers</li> <li>③ Seized drive pulley bearings</li> <li>④ Weak driven face spring</li> <li>⑤ Worn or seized driven pulley bearings</li> </ul>
Engine lacks power at high speed	<ul style="list-style-type: none"> <li>① Worn or slipping drive belt</li> <li>② Worn weight rollers</li> <li>③ Worn or seized driven pulley bearings</li> </ul>
There is abnormal noise or smell while running	<ul style="list-style-type: none"> <li>① Oil or grease fouled drive belt</li> <li>② Worn drive belt</li> <li>③ Weak driven face spring</li> <li>④ Worn or seized driven pulley bearings</li> </ul>

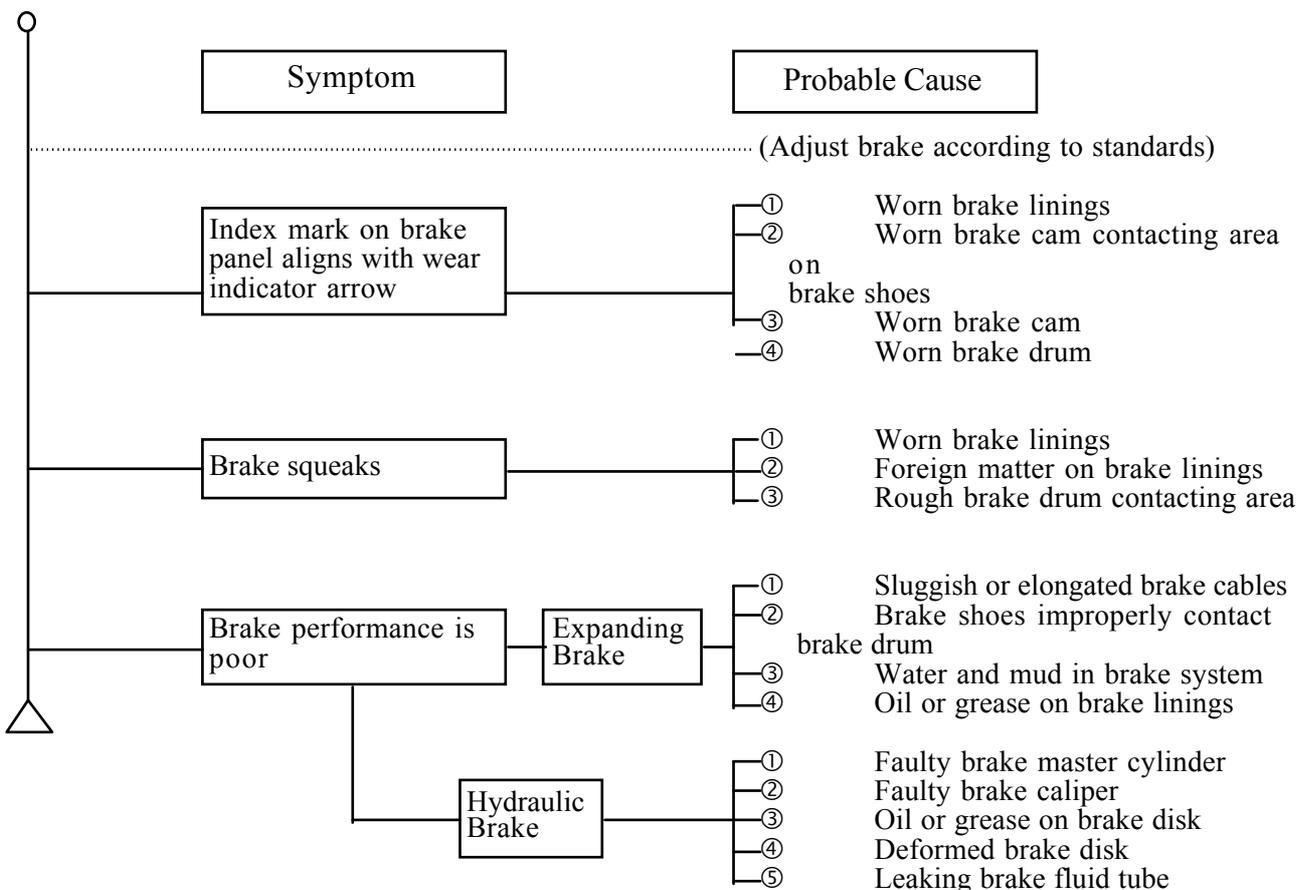
### STEERING HANDLEBAR DOES NOT TRACK STRAIGHT

Symptom	Probable Cause
(Front and rear tire pressures are normal)	
Steering is heavy	<ul style="list-style-type: none"> <li>① Steering stem nut too tight</li> <li>② Broken steering steel balls</li> </ul>
Front or rear wheel is wobbling	<ul style="list-style-type: none"> <li>① Excessive wheel bearing play</li> <li>② Bent rim</li> <li>③ Loose axle nut</li> </ul>
Steering handlebar pulls to one side	<ul style="list-style-type: none"> <li>① Misaligned front and rear wheels</li> <li>② Bent front fork</li> </ul>

### POOR SUSPENSION PERFORMANCE

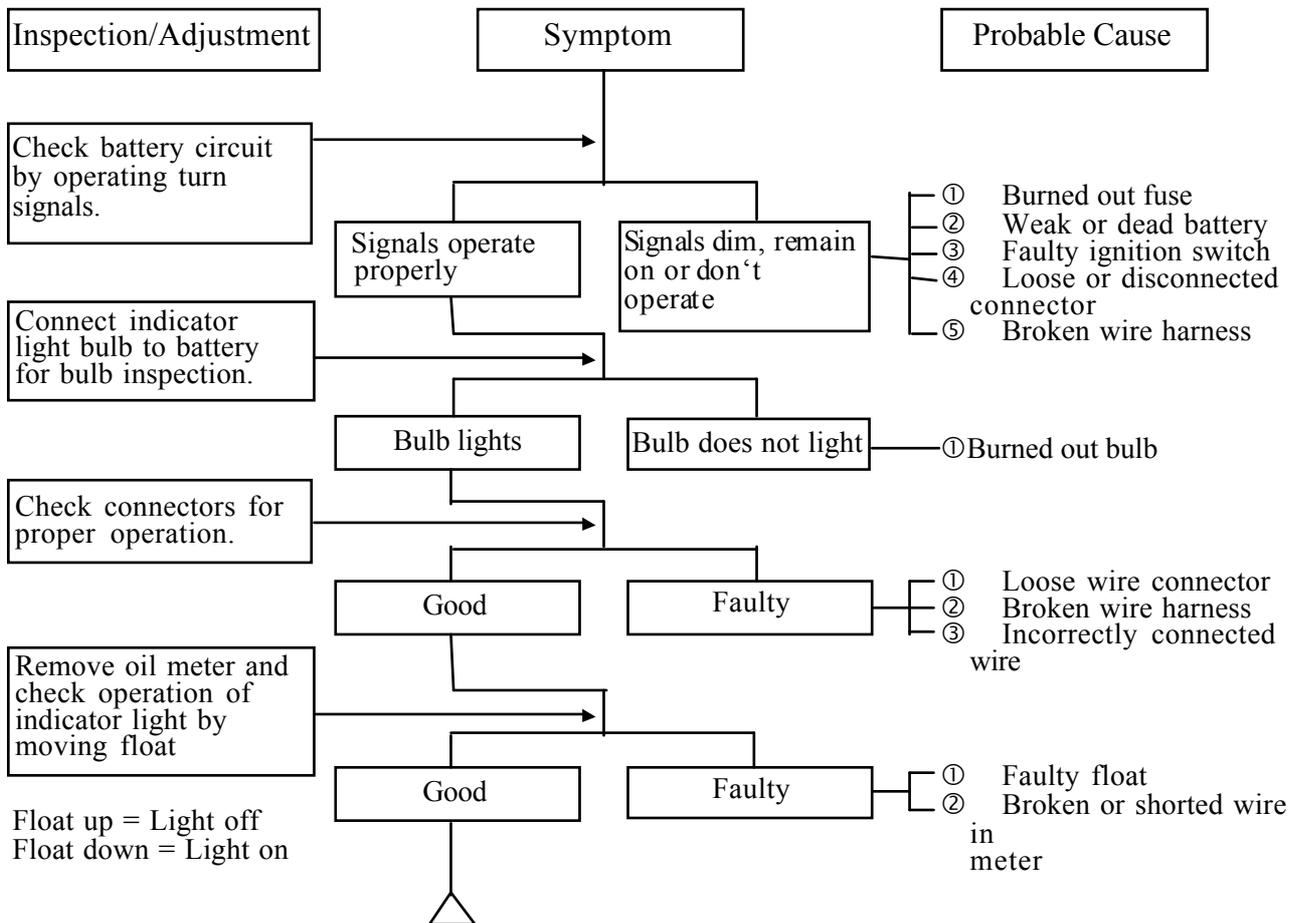


### POOR BRAKE PERFORMANCE

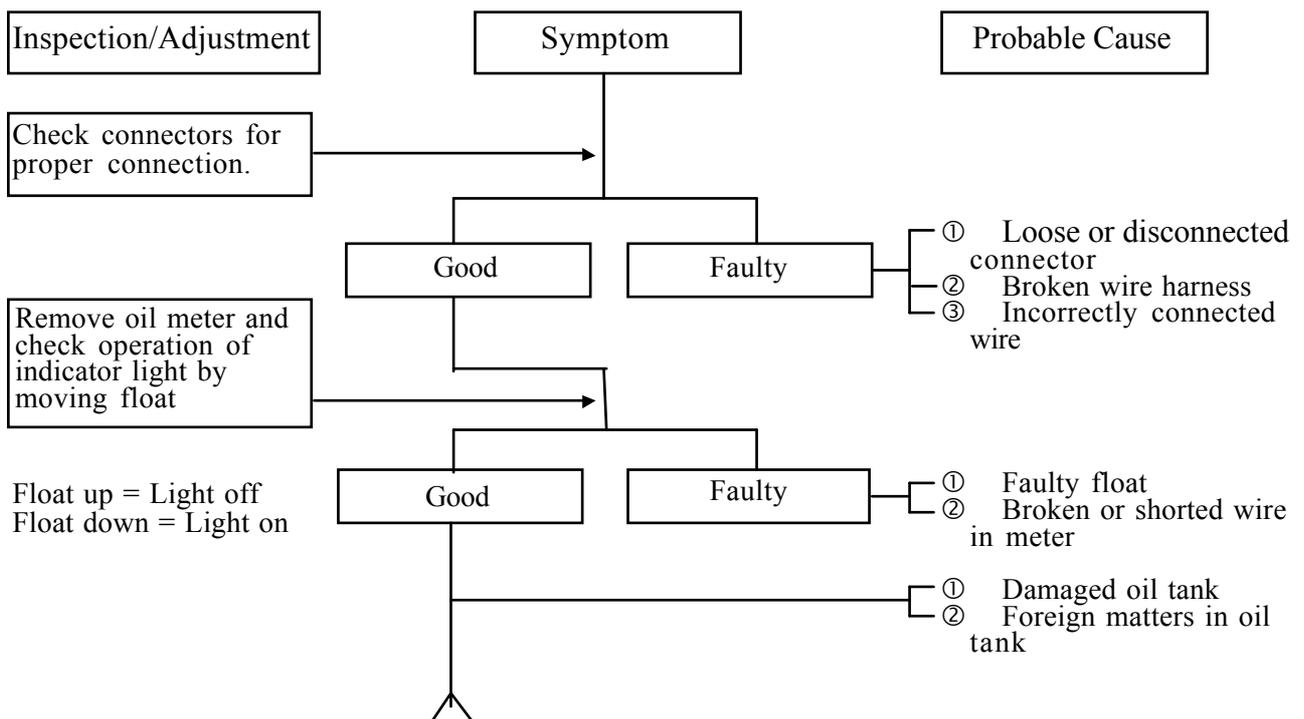


## OIL METER

1. Motor oil indicator light does not come on when there is no motor oil (Ignition switch ON)

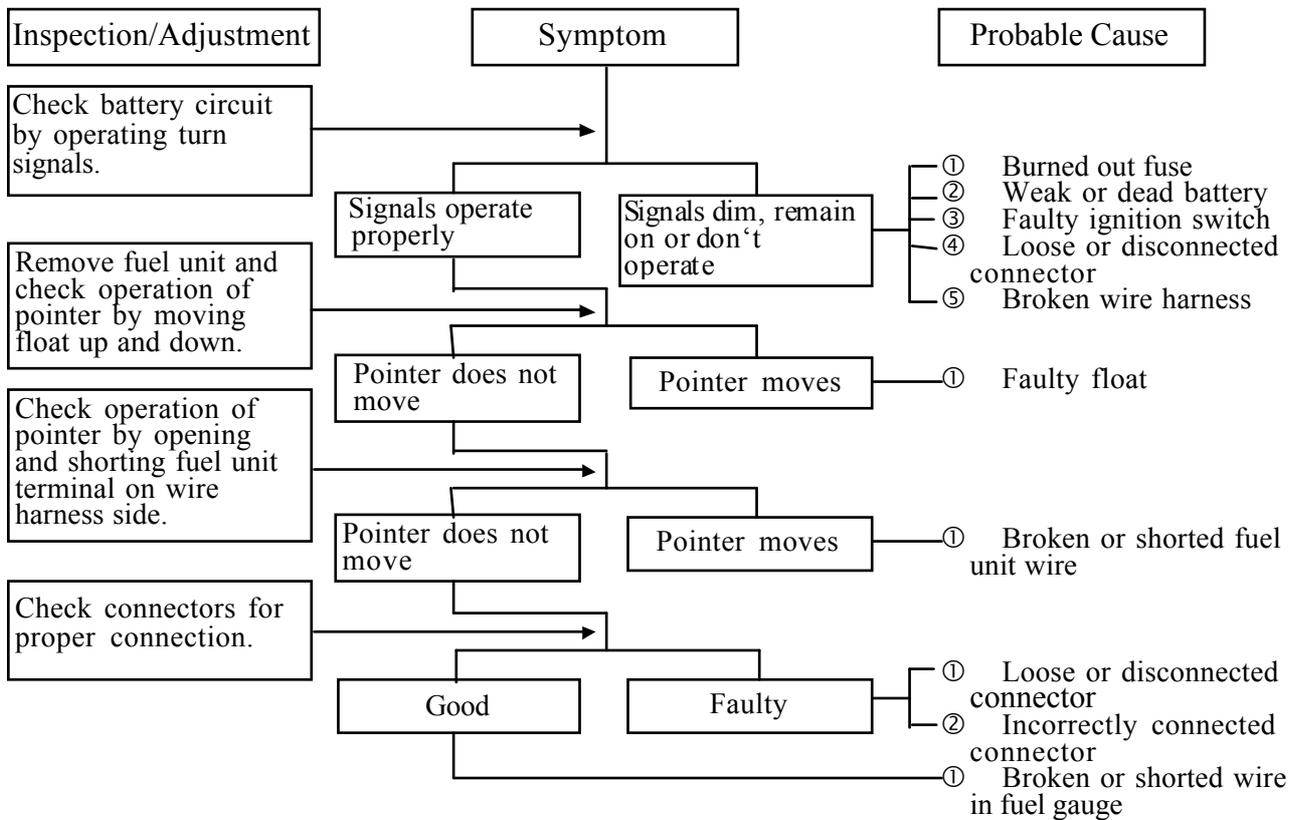


2. Motor oil is sufficient but the indicator light remains on (Ignition switch ON)

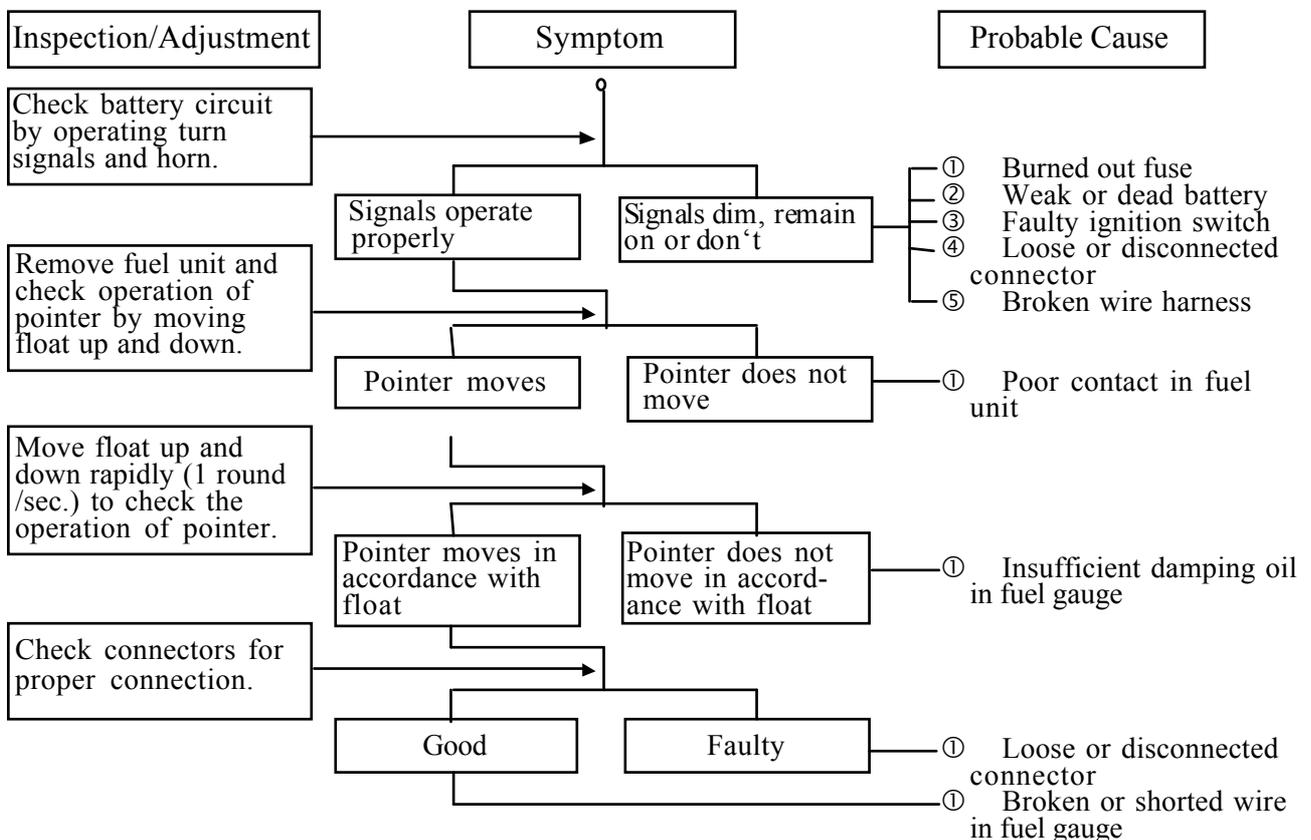


## FUEL GAUGE

### 1. Pointer does not register correctly (Ignition switch ON)



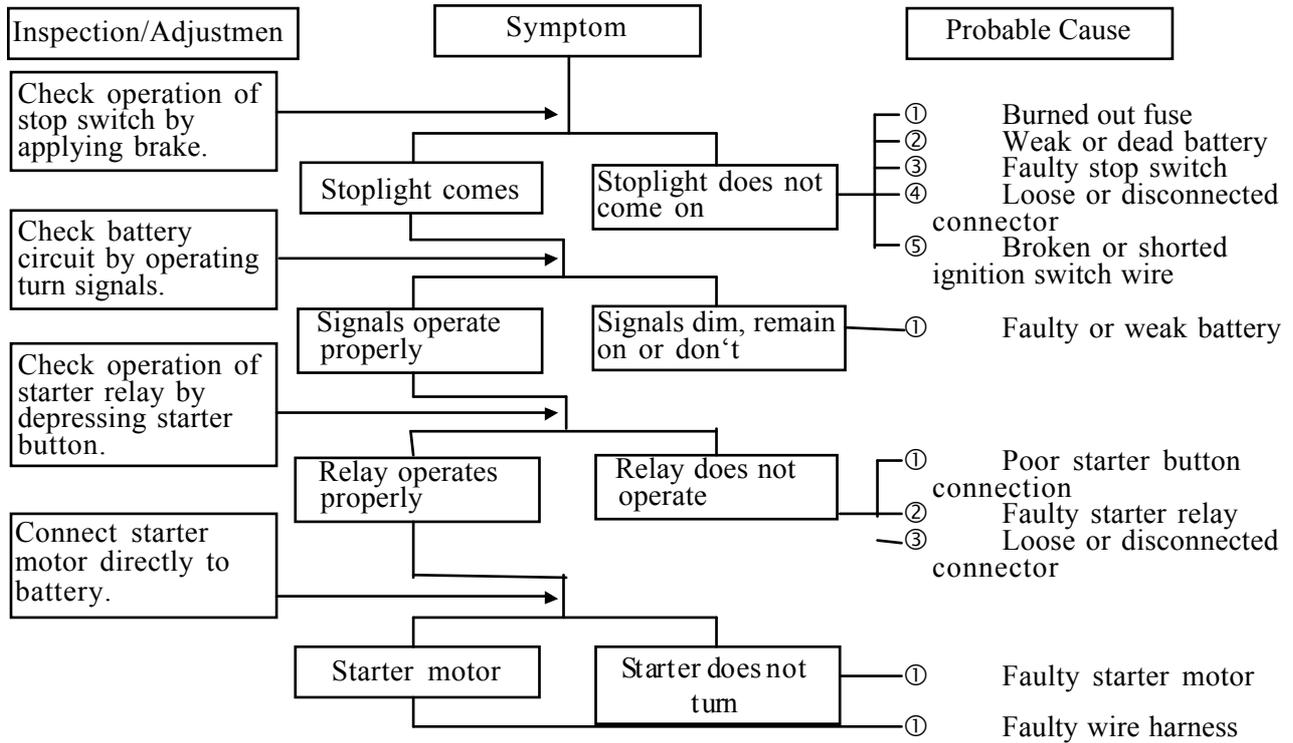
### 2. Pointer fluctuates or swings (Ignition switch ON)



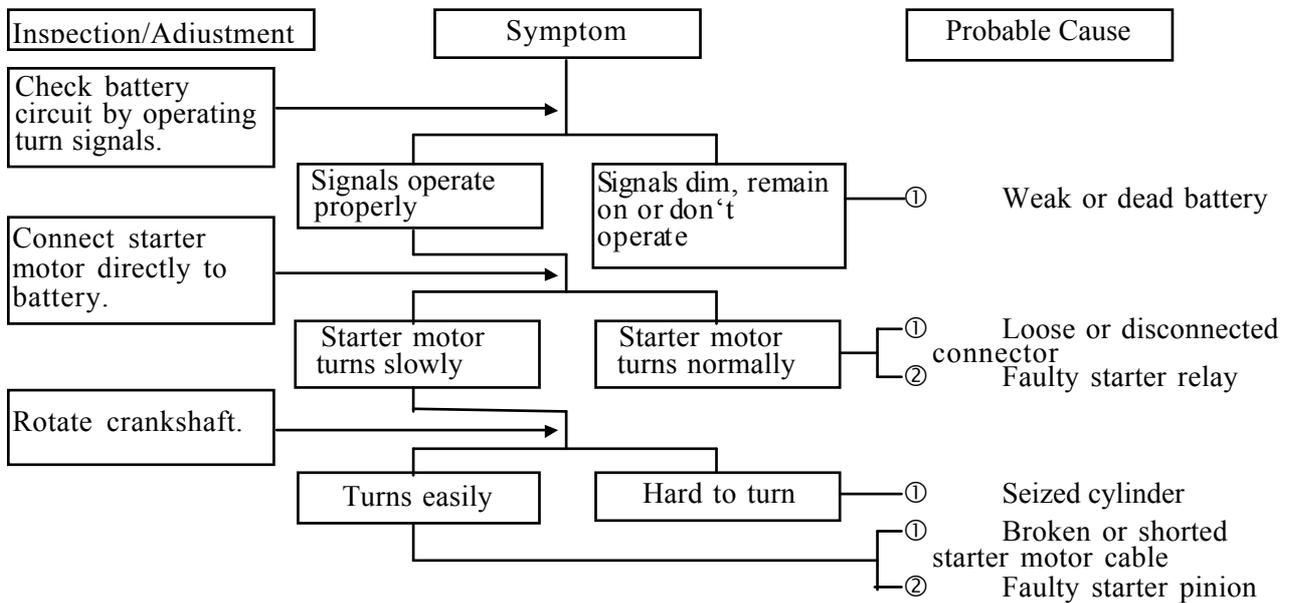
## 2. GENERAL INFORMATION

### STARTER MOTOR

#### 1. Starter motor won't turn



#### 2. Starter motor turns slowly or idles



#### 3. Starter motor does not stop turning

