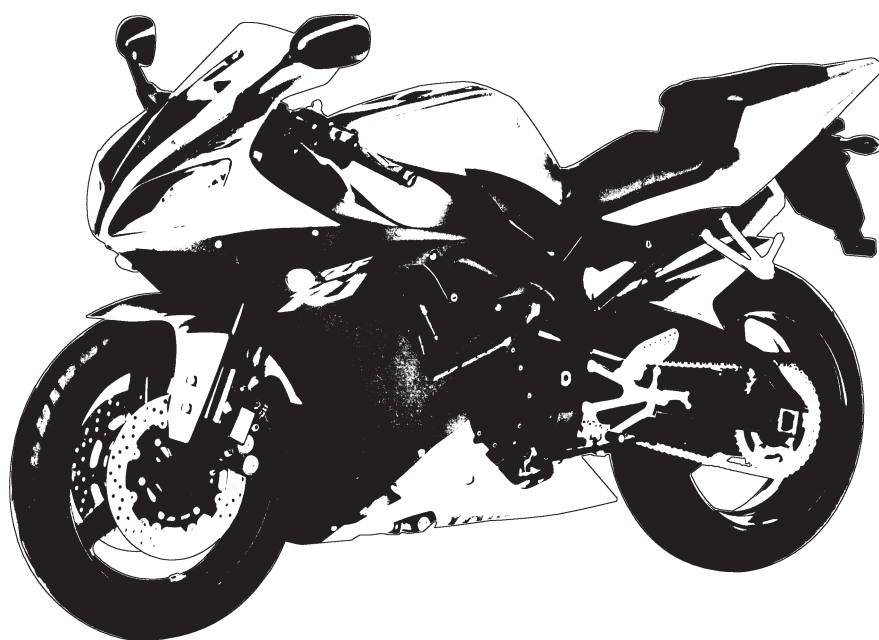




YZF-R1P YZF-R1PC

ASSEMBLY MANUAL



FOREWORD

This Assembly Manual contains the information required for the correct reassembly of this Yamaha motorcycle prior to delivery to the customer. Since some external parts of the motorcycle have been removed at the Yamaha factory for the convenience of packing, assembly by the Yamaha dealer is required. It should be noted that the reassembled motorcycle should be thoroughly cleaned, inspected, and adjusted prior to delivery to the customer.

NOTICE

The service specifications given in this assembly manual are based on the model as manufactured. Modifications and significant changes in specifications and/or procedures will be forwarded to Authorized Yamaha Dealers. The procedures below are described in the order that the procedures are carried out correctly and completely. Failure to do so can result in poor performance and possible harm to the motorcycle and/or rider.

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

CONCERNING CARTE DAMAGE:

Follow the instructions in the Dealer warranty handbook, procedure section.



The Safety Alert Symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!

WARNING

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

CAUTION:

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


NOTE:

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


SYMBOLS USED IN ASSEMBLY MANUAL


In order to simplify descriptions in assembly manuals, the following symbols are used:


 : Coat with lithium soap base grease.

 10 : Tighten to 10 Nm.
(10 Nm = 1.0 m • kg, 7.2 ft • lb)

 : Front ward of the motorcycle.

 : Provide a clearance.

 : Install so that the arrow mark faces upward.

 : Apply a motor oil.

 : Made of rubber or plastics.

| A | B | C | D | E |
|---|---|---|---|---|
| | | | | |

A: Ref No. (indicating the order or operations.)

B: Part name

C: Quantity of parts per motorcycle.

D: Place where parts are held.

V: Stored in vinyl bag.

C: Stored in carton box.

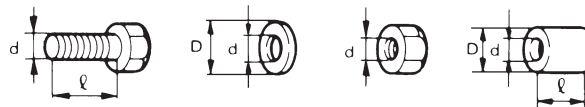
S: Fixed inside the steel frame and/or contained in the styrofoam tray (upper or lower).

★: Temporarily installed or secured.

E: Size or material of parts.

d/D: Diameter of part.

ℓ : Length of part.



ex, 5 = 5 mm (0.2 in)

YZF-R1P/YZF-R1PC ASSEMBLY MANUAL

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Printed in U.S.A.

P/N LIT-11666-15-47

PREPARATION

To assemble the motorcycle correctly, supplies and working space are required.
Supplies oils, greases, shop rags.

Workshop

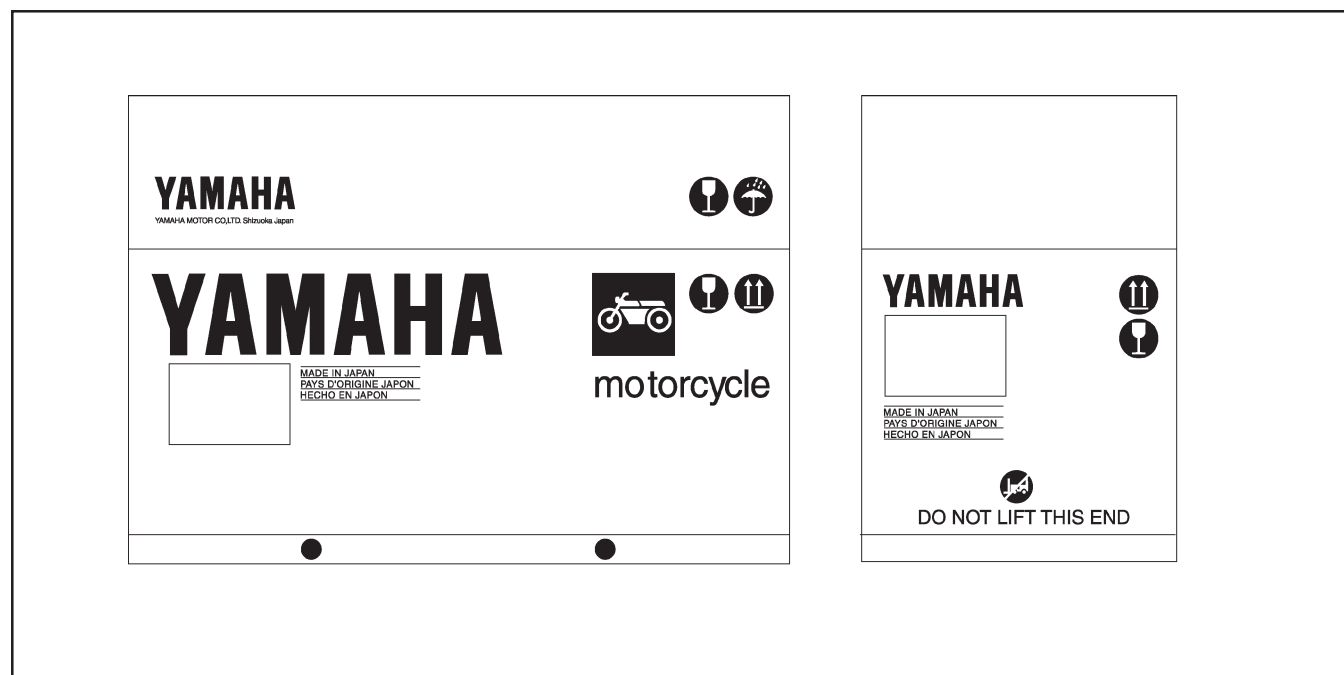
The workshop where the motorcycle is assembled should be clean and large. The floor should be level.

Self-protection

Protect your eyes with suitable safety spectacles or safety goggles when using compressed air, when grinding or when doing any operation which may cause particles to fly off.

Protect hands and feet by wearing safety gloves or doing.

SYMBOLS USED ON CRATE CARTON



Contents of the transport package are fragile therefore it shall be handled with care.



Indicates correct upright position of the transport package.



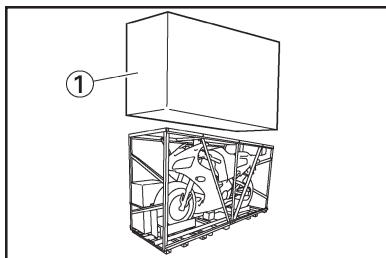
Transport package shall be kept away from rain.



Insertion of the lift arm from this side is prohibited.



Lift arm inserting position.

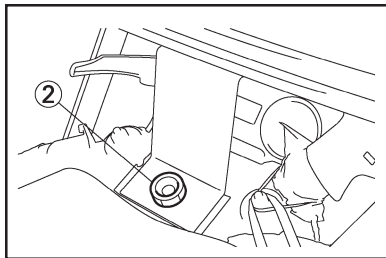


UNPACKING

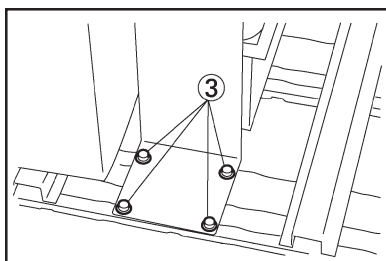
1. Remove the frame cover ①.

NOTE:

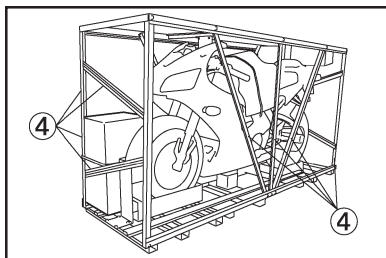
To remove the frame cover, cut the vinyl bands around the cover using a cutter or scissors.



2. Remove the bolts ② (upper bracket).



3. Remove the bolt ③ (front tire).



4. Remove the packing frames ④ (upward and sideways).

NOTE:

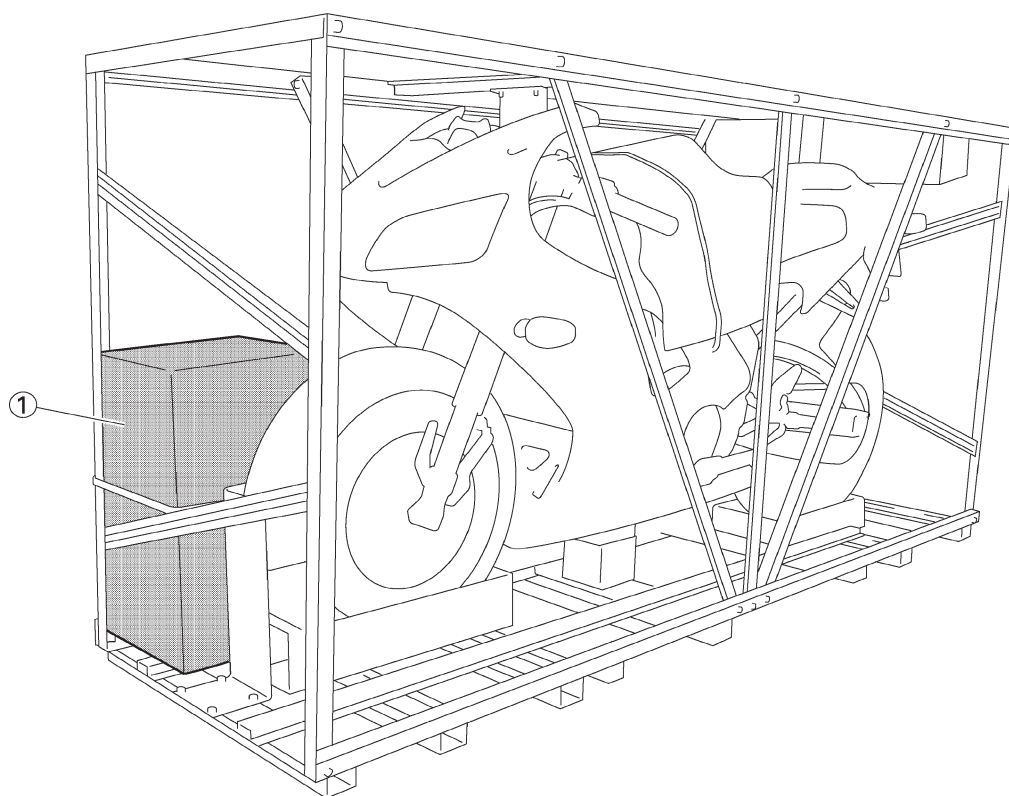
Remove the bolts while holding frame.

NOTE:

Before starting the assembly, check for damaged or missing parts. The parts are contained in the cartan and the motorcycle for damage, scratches and other defects.

PARTS LOCATION

- ① Carton box



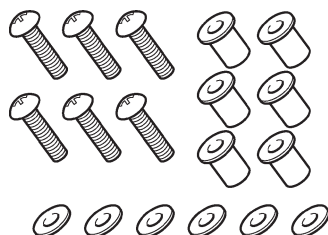
① Carton box

Vinyl bag 1

Plugs
(handle crown)



Screw, washer and special nuts
(windscreen)



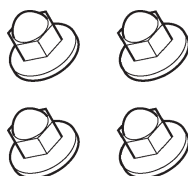
Bolt
(front master cylinder)



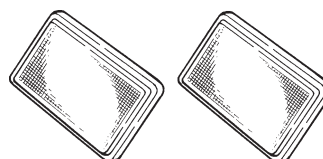
Bolt
(handle crown and handlebar)



Nut
(rear view mirror)



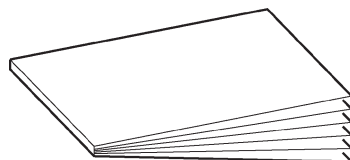
Front reflector



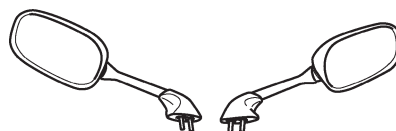
Nut
(front reflector)



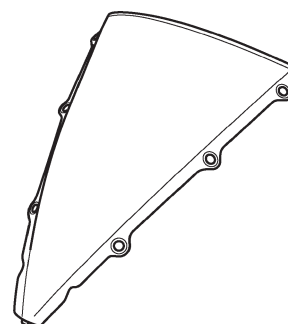
Owner's manual



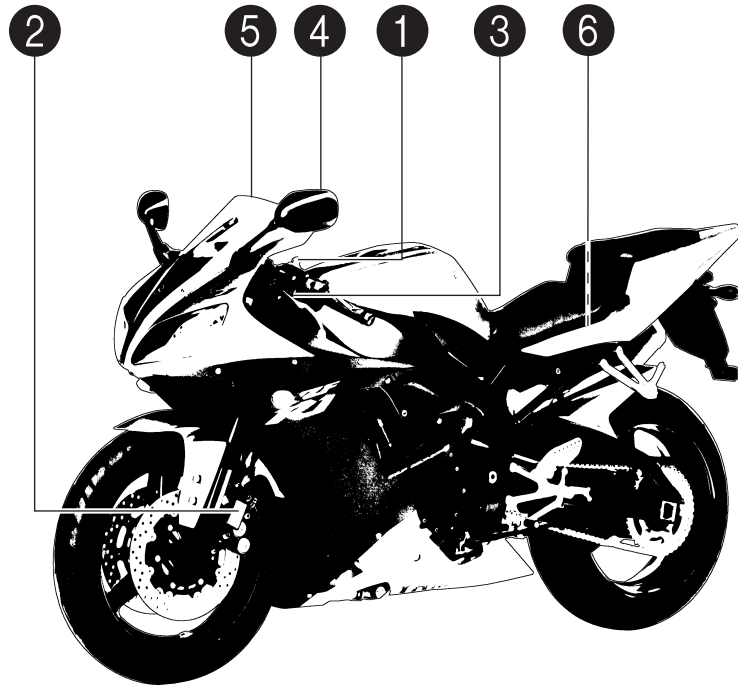
Rear view mirrors



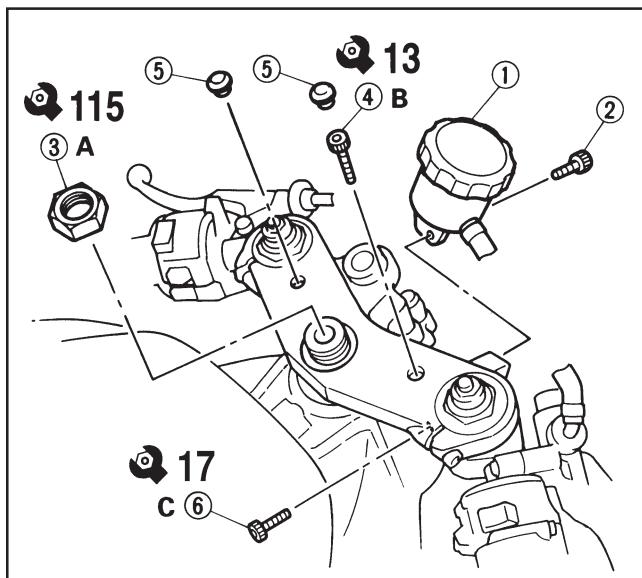
Windscreen



SETUP PROCEDURES



1. Handlebar



| | | | | |
|---|------------------------|---|---|-----------------------------|
| 1 | Reservoir tank (brake) | 1 | ★ | |
| 2 | Hexagon socket bolt | 1 | V | d = 6 (0.24), ℓ = 12 (0.47) |
| 3 | Crown nut | 1 | ★ | |
| 4 | Hexagon socket bolt | 1 | V | d = 6 (0.24), ℓ = 25 (0.98) |
| 5 | Cap | 2 | V | |
| 6 | Hexagon socket bolt | 1 | ★ | d = 8 (0.31), ℓ = 30 (1.18) |

A: Tighten the crown nut to specified torque.

C: Tighten the bolt to specified torque.

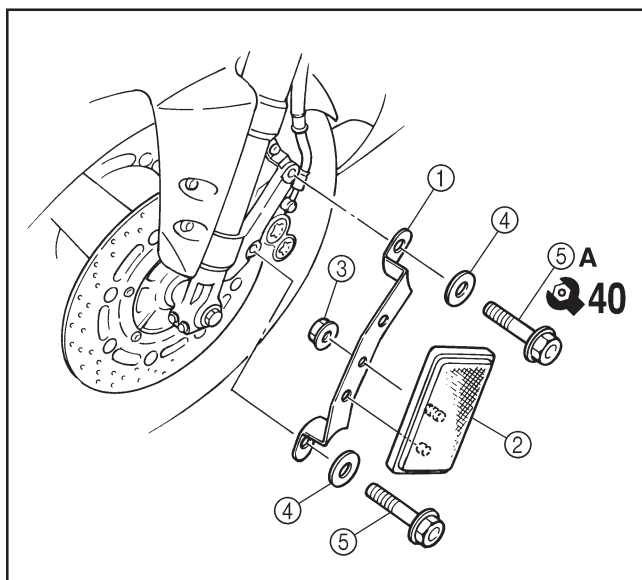
Tightening torque:
115 Nm (11.5 m • kg, 85.0 ft • lb)

Tightening torque:
13 Nm (1.3 m • kg, 4.4 ft • lb)

B: Tighten the bolt to specified torque.

Tightening torque:
13 Nm (1.3 m • kg, 9.4 ft • lb)

2. Front reflector

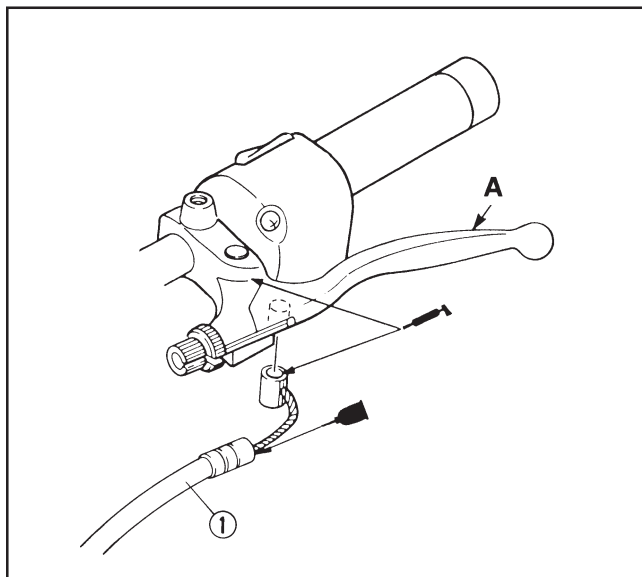


| | | | | |
|---|-------------------|---|---|------------------------------|
| 1 | Reflector bracket | 2 | ★ | |
| 2 | Reflector | 2 | V | |
| 3 | Nut | 2 | V | d = 5 (0.20) |
| 4 | Washer | 4 | ★ | d = 10 (0.39) |
| 5 | Caliper bolt | 4 | ★ | d = 10 (0.39), ℓ = 30 (1.18) |

A: Tighten the screws to specified torque.

Tightening torque:
40 Nm (4.0 m • kg, 29 ft • lb)

3. Clutch cable



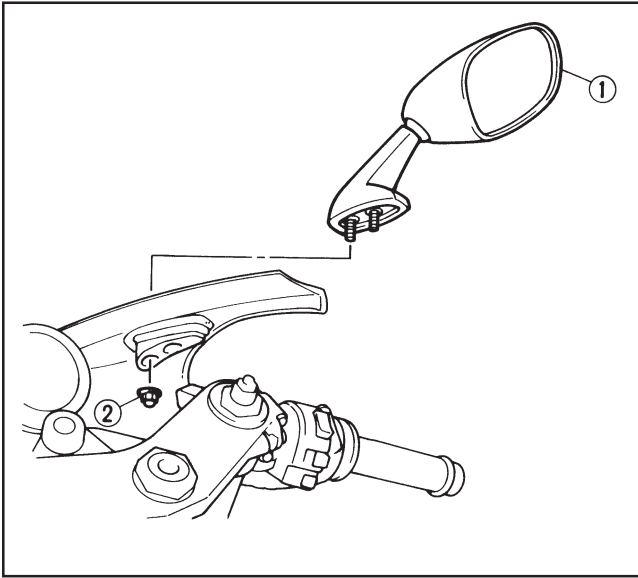
| | | | | |
|---|--------------|---|---|--|
| 1 | Clutch cable | 1 | ★ | |
|---|--------------|---|---|--|

A: Check the clutch lever for smooth action.

CAUTION:

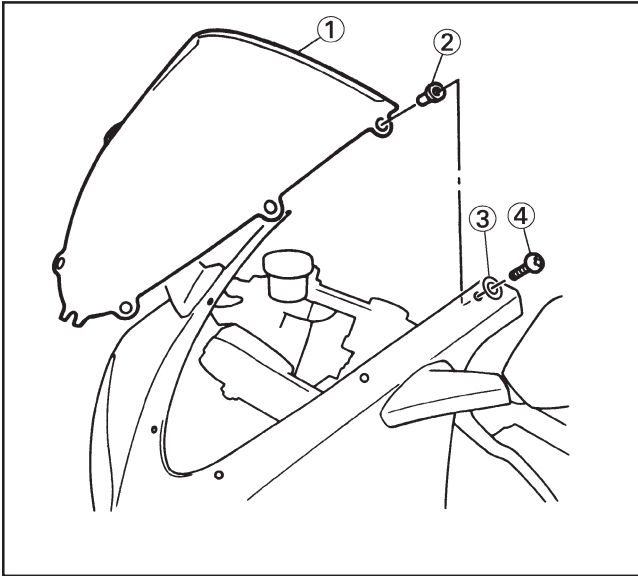
Proper cable routing is essential to assure safe motorcycle operation. Refer to "CABLE ROUTING".

4. Rear view mirror



| | | | | |
|---|--------------------------------------|---|---|--------------|
| 1 | Rear view mirror (left and right) | 2 | C | |
| 2 | Cap nut | 4 | V | d = 6 (0.24) |

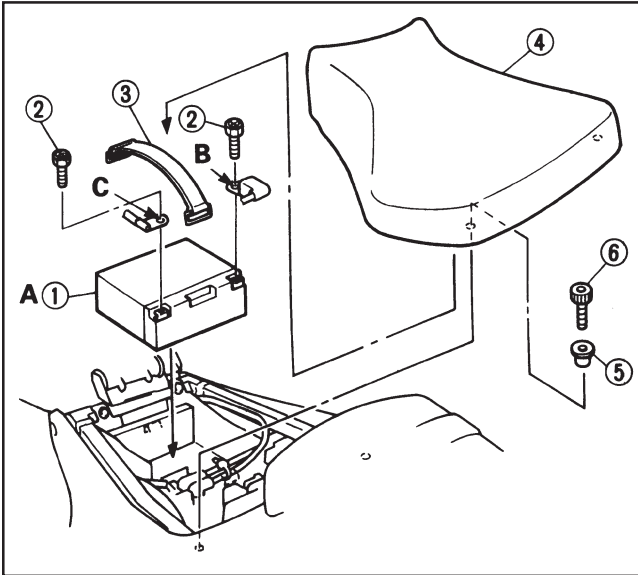
5. Windscreen



| | | | | |
|---|-------------|---|---|----------------------------------|
| 1 | Windscreen | 1 | C | |
| 2 | Special nut | 6 | V | d = 5 (0.20) |
| 3 | Washer | 6 | V | d = 5.5 (0.22) |
| 4 | Screw | 6 | V | d = 5 (0.20), ℓ = 15 (0.59) |

CAUTION: _____
The windscreen is made of an acrylate resin. Take care so that it is not scratched.

6. Battery



| | | | | |
|---|------------|---|---|----------------------------------|
| 1 | Battery | 1 | ★ | |
| 2 | Bolt | 2 | ★ | d = 6 (0.24), ℓ = 12 (0.47) |
| 3 | Band | 1 | ★ | |
| 4 | Front seat | 1 | ★ | |
| 5 | Collar | 2 | ★ | d = 6 (0.24) |
| 6 | Bolt | 2 | ★ | d = 6 (0.24), ℓ = 23 (0.91) |

A: Before installing the battery, charge the battery.
NOTE: _____
Refer to "CABLE ROUTING".

NOTE: _____
Refer to "ADJUSTMENTS AND PREDELIVERY SERVICE".

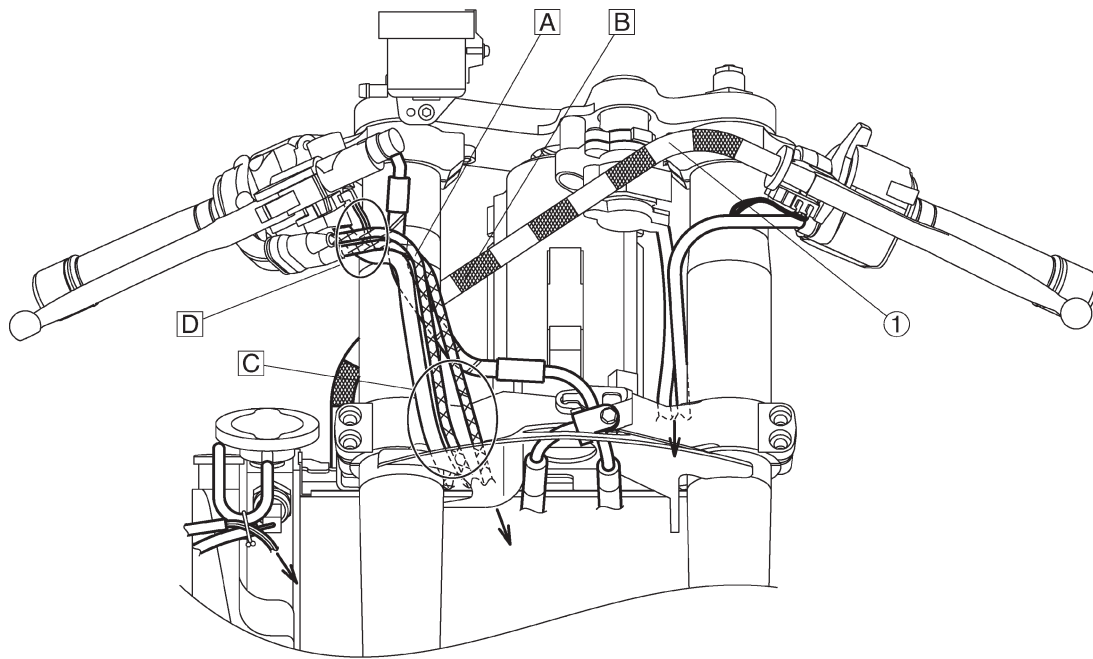
B: First, connect the \oplus lead (Red color lead) to the \oplus terminal.
C: Connect the \ominus lead (Black color lead) to the \ominus terminal.

CABLE ROUTING

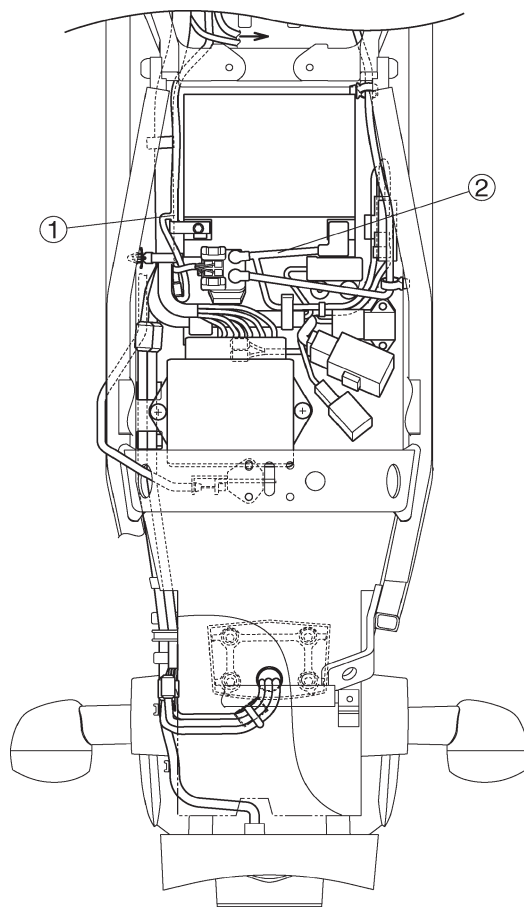
CAUTION:

Proper cable and lead routing is essential to insure safe machine operation.

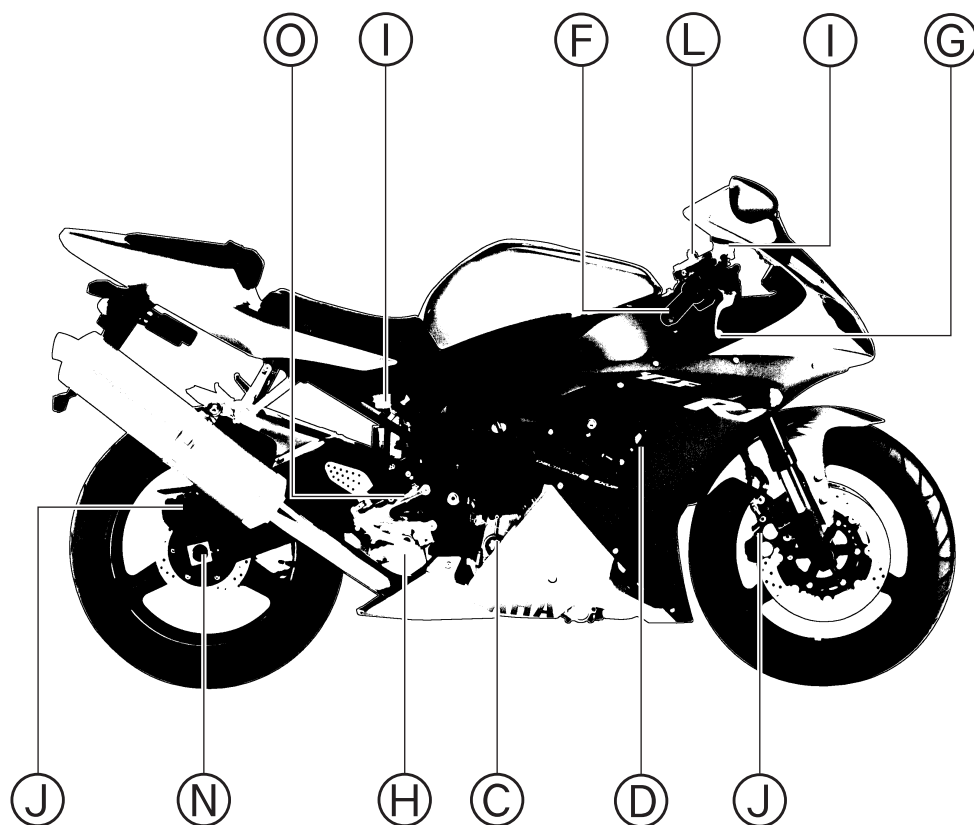
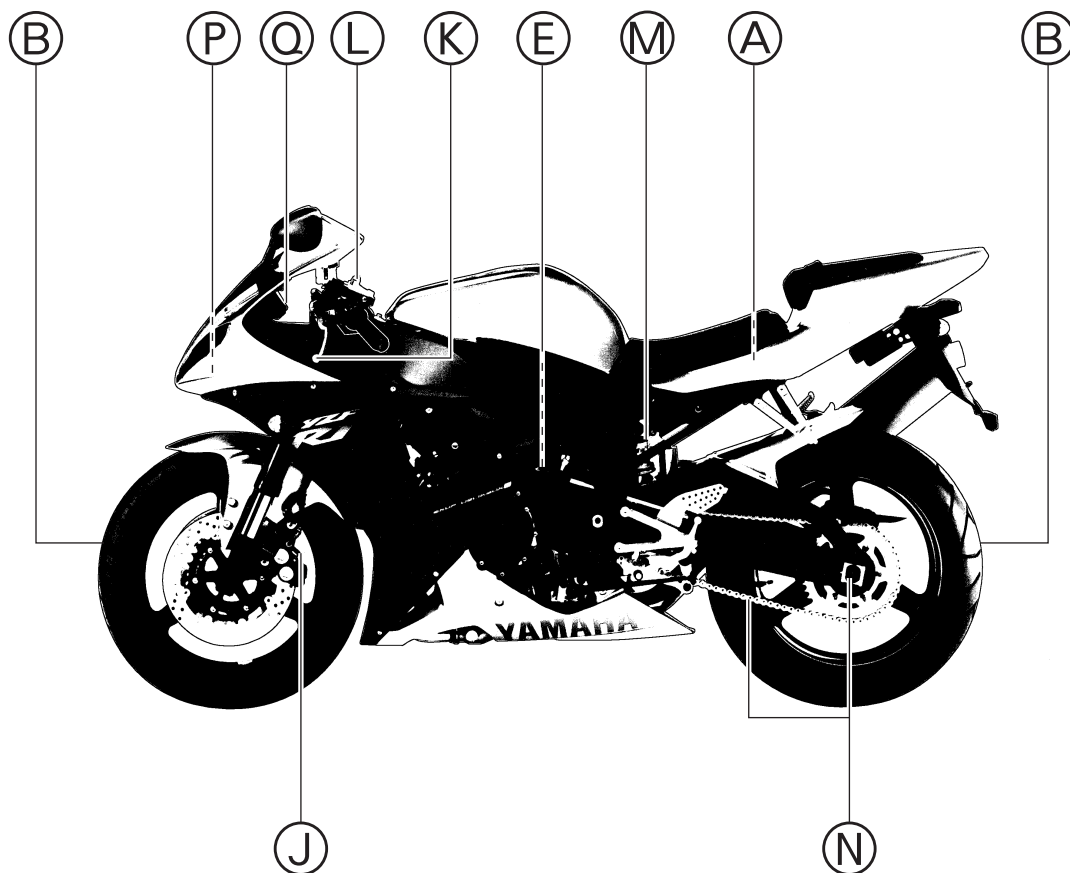
- ① Clutch cable
- A Pass the throttle cable in front of the brake hose.
- B Pass the clutch cable behind the front fork.
- C In this area, the handlebar switch lead (right side) should not be in front of the throttle cable. It should not cross the throttle cable around the guide-air.
- D In this area, pass the handlebar switch right side lead behind of the throttle cable.



- ① (-) lead
- ② (+) lead



ADJUSTMENTS AND PREDELIVERY SERVICE



A. CHECKING AND CHARGING THE BATTERY

NOTE:

The battery used in this motorcycles is a new version maintenance free "Valve Regulated Lead Acid Battery", it has been pre-filled with electrolyte at the factory so there is no need for you to add any fluid at any time.

1. Check:

Using a digital voltmeter, the state of a discharged MF battery can be checked by measuring open-circuit voltage (the voltage measured with the positive and negative terminals being disconnected).

| | |
|----------------------|---------------------------|
| Open-circuit voltage | Charging time |
| 12.8 V or higher | Charging is not necessary |

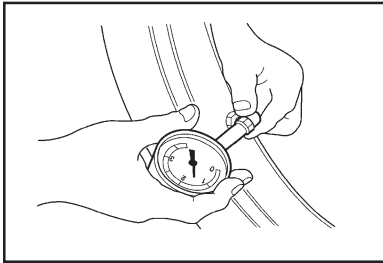
⚠ WARNING

- Do not attempt boost charging under any circumstances.
- Battery electrolyte is poisonous and dangerous, causing severe burns, etc. Contains sulfuric acid. Avoid contact with skin, eyes or clothing. Antidote: Eternal-Flush with water. Internal-Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg, or vegetable oil. Call 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 in enclosed space. Always shield eyes when working near batteries.

KEEP OUT OF REACH OF CHILDREN.

CAUTION:

- If the voltage is lower than 12.8 V the battery must be charged. If this is not done, the life of the battery will be shortened drastically. Since the procedure for charging the battery is not explained in the assembly manual, refer to the service manual for more details.
- Never remove the strip of caps, nor add any water or electrolyte.



EAA00128

B. CHECKING THE TIRE PRESSURE

1. Measure:

- tire pressure
Out of specification → Adjust.

⚠ WARNING

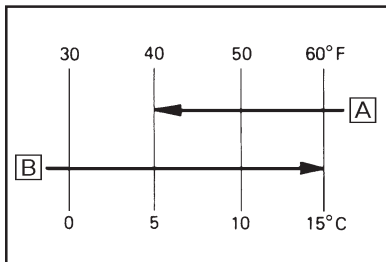
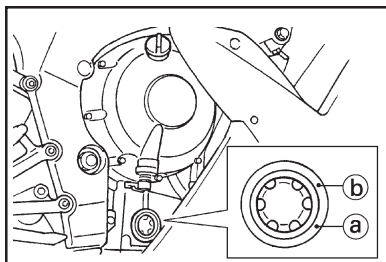
- Tire inflation pressure should be checked and adjusted when the temperature of the tire equals the ambient air temperature. Tire inflation pressure must be adjusted according to total weight of cargo, rider, and accessories (fairing, saddlebags, etc. if approved for this model), and vehicle speed.
- Proper loading of your motorcycle is important for the handling, braking and other performance and safety characteristics of your motorcycle. 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, and accessories (fairing, saddlebags, etc. if approved for this model) does not exceed the maximum load of the motorcycle. Operation of an overload motorcycle could cause tire damage, an accident, or even injury.

| | | |
|--|---|---|
| Basic weight with oil and a full fuel tank | for USA 193 kg (426 lb) for California 194 kg (428 lb) | |
| Maximum load | for USA 202 kg (445 lb) for California 201 kg (443 lb) | |
| Cold tire pressure | Front | Rear |
| Up to 90 kg (198 lb) load* | 250 kPa (2.5 kgf/cm ² , 36 psi) | 250 kPa (2.5 kgf/cm ² , 36 psi) |
| 90 kg (198 lb) maximum load* | 250 kPa (2.5 kgf/cm ² , 36 psi) | 290 kPa (2.9 kgf/cm ² , 42 psi) |
| High speed riding | 250 kPa (2.5 kgf/cm ² , 36 psi) | 250 kPa (2.5 kgf/cm ² , 36 psi) |

*: total of cargo, rider, passenger and accessories



EAA00129

C. CHECKING THE ENGINE OIL LEVEL

1. Stand the motorcycle on a level surface.

NOTE: _____

- Place the motorcycle on a suitable stand.
- Make sure that the motorcycle is upright.

2. Let the engine idle for a few minutes.

3. Check:

- engine oil level

The engine oil level should be between the minimum level marks ① and maximum level marks ②.

Below the minimum level mark → Add the recommended engine oil to the proper level.

Recommended engine oil

At 5 °C (40 °F) or higher ①:

Yamalube 4(20W40) or SAE20W40 motor oil (NON-FRICTION MODIFIED)

At 15 °C (60 °F) or below ②:

Yamalube 4(10W30) or SAE10W30 motor oil (NON-FRICTION MODIFIED)

Quantity

Without oil filter cartridge replacement
2.9 L (2.6 Imp qt, 3.1 US qt)

NOTE: _____

Recommended oil classification: API Service "SE", "SF" and "SG" type or equivalent (e.g. "SF-SE", "SF-SE-CC", "SF-SE-SD" etc.).

CAUTION: _____

- Do not add any chemical additives. Engine oil also lubricates the clutch and additives could cause clutch slippage.

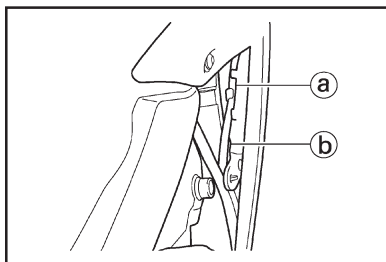
- Do not allow foreign material to enter the crankcase.

4. Start the engine, warm it up for several minutes, and then turn it off.

5. Check the engine oil level again.

NOTE: _____

Before checking the engine oil level, wait a few minutes until the oil has settled.



EAA00136

D. CHECKING THE COOLANT LEVEL

1. Stand the motorcycle on a level surface.

NOTE: _____

- Place the motorcycle on a suitable stand.
- Make sure that the motorcycle is upright.

2. Check:

- coolant level

The coolant level should be between the maximum level marks ① and minimum level marks ②.

Below the minimum level mark → Add the recommended coolant to the proper level.

CAUTION: _____

- Adding water instead of coolant lowers the antifreeze content of the coolant. If water is used instead of coolant, check and correct the antifreeze concentration of the coolant.

- Use only distilled water. Soft water may be used if distilled water is not available.

3. Start the engine, warm it up for several minutes, and then turn it off.

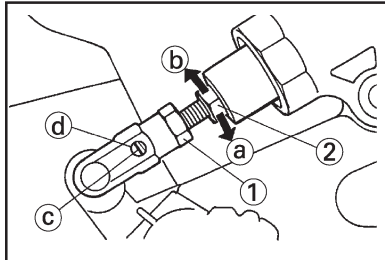
4. Check:

- coolant level

NOTE: _____

Before checking the coolant level, wait a few minutes until it settled.






EAA00146

H. ADJUSTING THE REAR BRAKE

1. Measure:
 - brake pedal position
(distance @ from the top of the rider footrest to the top of the brake pedal)
Out of specification → Adjust.

Brake pedal position (below the bottom of the rider footrest bracket)
38 ~ 42 mm (1.50 ~ 1.65 in)

2. Adjust:
- brake pedal position
- 
- a. Loosen the locknut ①.
- b. Turn the adjusting bolt ② in direction ④ or ⑤ until the specified brake pedal position is obtained.

| | |
|---------------|-------------------------|
| Direction (a) | Brake pedal is raised. |
| Direction (b) | Brake pedal is lowered. |

⚠ WARNING

After adjusting the brake pedal position, check that the end of the adjusting bolt ③ is visible through the hole ④.

- c. Tighten the locknut ① to specification.



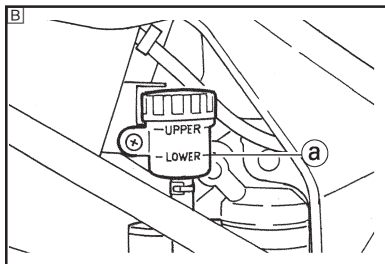
Locknut
16 Nm (1.6 m • kg, 12 ft • lb)

⚠ WARNING

A soft or spongy feeling in the brake pedal can indicate the presence of air in the brake system. Before the vehicle is operated, the air must be removed by bleeding the brake system. Air in the brake system will considerably reduce braking performance and could result in loss of control and possibly an accident. Therefore, check and, if necessary, bleed the brake system.

CAUTION:

After adjusting the brake pedal position, make sure that there is no brake drag.



EAA00151

I. CHECKING THE BRAKE FLUID LEVEL

1. Stand the motorcycle on a level surface.

NOTE:

- Place the motorcycle on a suitable stand.
- Make sure that the motorcycle is upright.

2. Check:
- brake fluid level
- Below the minimum level mark (a) → Add the recommended brake fluid to the proper level.



Recommended brake fluid
DOT 4

- ☐ A Front brake
- ☐ B Rear brake

⚠ WARNING

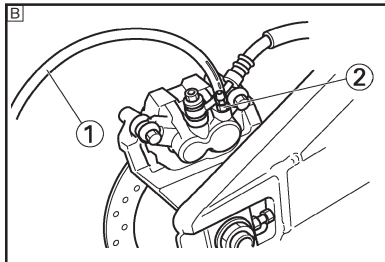
- Use only the designated brake fluid. Other brake fluids may cause the rubber seals to deteriorate, causing leakage and poor brake performance.
- Refill with the same type of brake fluid that is already in the system. Mixing brake fluids may result in a harmful chemical reaction, leading to poor brake performance.
- When refilling, be careful that water does not enter the reservoir. Water will significantly lower the boiling point of the brake fluid and could cause vapor lock.

CAUTION:

Brake fluid may damage painted surfaces and plastic parts. Therefore, always clean up any spilt brake fluid immediately.

NOTE:

In order to ensure a correct reading of the brake fluid level, make sure that the top of the reservoir is horizontal.



EAA00154

J. BLEEDING THE HYDRAULIC BRAKE SYSTEM

⚠ WARNING

Bleed the hydraulic brake system whenever:

- the system was disassembled,
- a brake hose was loosened or removed,
- the brake fluid level is very low,
- brake operation is faulty.

NOTE:

- Be careful not to spill any brake fluid or allow the brake fluid reservoir to overflow.
- When bleeding the hydraulic brake system, make sure that there is always enough brake fluid before applying the brake. Ignoring this precaution could allow air to enter the hydraulic brake system, considerably lengthening the bleeding procedure.
- If bleeding is difficult, it may be necessary to let the brake fluid settle for a few hours. Repeat the bleeding procedure when the tiny bubbles in the hose have disappeared.

1. Bleed:

- hydraulic brake system

- Add the recommended brake fluid to the proper level

- b. Install the brake fluid reservoir diaphragm.

- c. Connect a clear plastic hose ① tightly to the bleed screw ②.

A Front

B Rear

- d. Place the other end of the hose into a container.
- e. Slowly apply the brake several times.
- f. Fully squeeze the brake lever or fully depress the brake pedal and hold it in position.
- g. Loosen the bleed screw.
This will release the tension and cause the brake lever to contact the throttle grip or the brake pedal to fully extend.
- h. Tighten the bleed screw and then release the brake lever or brake pedal.
- i. Repeat steps (e) to (h) until all of the air bubbles have disappeared from the brake fluid in the plastic hose.
- j. Tighten the bleed screw to specification.

Bleed screw

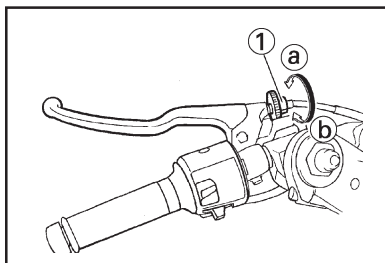
6 Nm (0.6 m • kg, 4.3 ft • lb)

- k. Fill the reservoir to the proper level.

Refer to "CHECKING THE BRAKE FLUID LEVEL".

⚠ WARNING

After bleeding the hydraulic brake system, check the brake operation.



K. ADJUSTING THE CLUTCH CABLE FREE PLAY

1. Check:

- clutch cable free play (a)
Out of specification → Adjust.

Clutch cable free play (at the end of the clutch lever)
10 ~ 15 mm (0.39 ~ 0.59 in)

2. Adjust:

- clutch cable free play

- a. Turn the adjusting dial ① in direction ② or ③ until the specified clutch cable free play is obtained.

| | |
|---------------|--------------------------------------|
| Direction (a) | Clutch cable free play is increased. |
| Direction (b) | Clutch cable free play is decreased. |

- c. Tighten the locknut.

NOTE:

If the specified clutch cable free play cannot be obtained on the handlebar side of the cable, use the adjusting nut on the engine side.

L. ADJUSTING THE FRONT FORK LEGS

The following procedure applies to both of the front fork legs.

⚠ WARNING

- Always adjust both front fork legs evenly. Uneven adjustment can result in poor handling and loss of stability.
- Securely support the motorcycle so that there is no danger of it falling over.

Spring preload

CAUTION:

- Grooves are provided to indicate the adjustment position.
- Never go beyond the maximum or minimum adjustment positions.

2. Adjust:

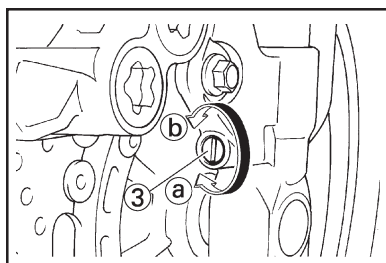
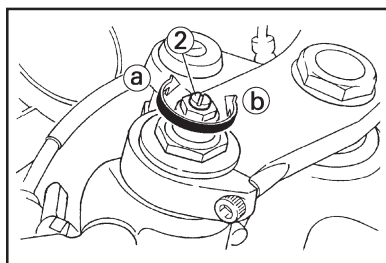
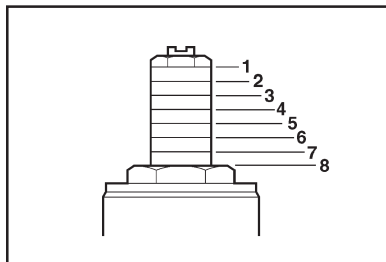
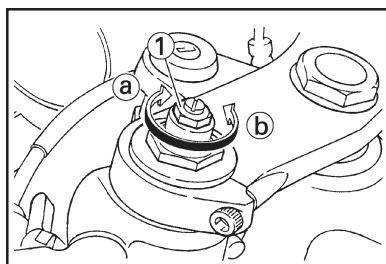
- spring preload

a. Turn the adjusting bolt ① in direction ③ or ④.

| | |
|-------------|--|
| Direction ③ | Spring pre-load is increased (suspension is harder). |
| Direction ④ | Spring pre-load is decreased (suspension is softer). |

Adjuster position:

Standard: 6
Minimum: 8
Maximum: 1



Rebound damping

CAUTION:

Never go beyond the maximum or minimum adjustment positions.

1. Adjust:

- rebound damping

a. Turn the adjusting screw ② in direction ⑤ or ⑥.

| | |
|-------------|--|
| Direction ⑤ | Rebound damping is increased (suspension is harder). |
| Direction ⑥ | Rebound damping is decreased (suspension is softer). |

Adjuster position:

Standard: 13 clicks out*
Minimum: 26 clicks out*
Maximum: 1 click out*

*: from the fully turned-in position

Compression damping

CAUTION:

Never go beyond the maximum or minimum adjustment positions.

1. Adjust:

- compression damping

a. Turn the adjusting screw ③ in direction ⑤ or ⑥.

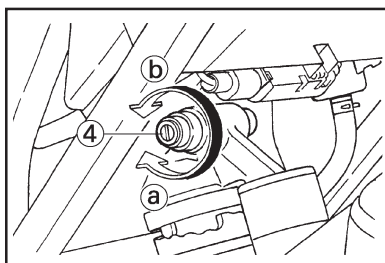
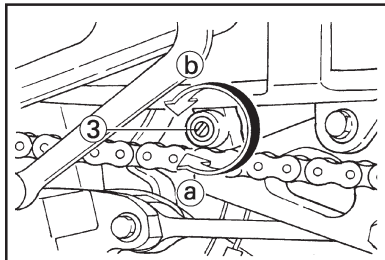
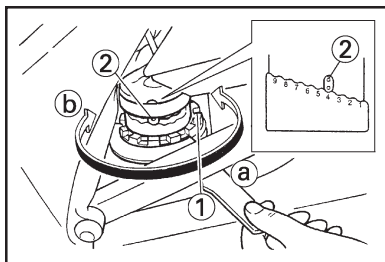
| | |
|-------------|--|
| Direction ⑤ | Compression damping is increased (suspension is harder). |
| Direction ⑥ | Compression damping is decreased (suspension is softer). |

Adjuster position:

Standard: 13 clicks out*
Minimum: 20 clicks out*
Maximum: 1 click out*

*: from the fully turned-in position

M. ADJUSTING THE REAR SHOCK ABSORBER ASSEMBLY



⚠ WARNING

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

Spring preload

CAUTION:

Never go beyond the maximum or minimum adjustment positions.

1. Adjust:
 - spring preload

NOTE:

Adjust the spring preload with the special wrench included in the owner's tool kit.

- a. Turn the adjusting ring ① in direction ④ or ⑤.
- b. Align the desired position on the adjusting ring with the stopper ②.

| | |
|-------------|---|
| Direction ④ | Spring preload is increased (suspension is harder). |
| Direction ⑤ | Spring preload is decreased (suspension is softer). |

Adjuster position:

Standard: 4
Minimum: 1
Maximum: 9

Rebound damping

CAUTION:

Never go beyond the maximum or minimum adjustment positions.

1. Adjust:
 - rebound damping

- a. Turn the adjusting screw ③ in direction ⑥ or ⑦.

| | |
|-------------|--|
| Direction ⑥ | Rebound damping is increased (suspension is harder). |
| Direction ⑦ | Rebound damping is decreased (suspension is softer). |

Adjuster position:

Standard: 15 clicks out*
Minimum: 20 clicks out*
Maximum: 1 click out*

*: from the fully turned-in position

Compression damping

CAUTION:

Never go beyond the maximum or minimum adjustment positions.

1. Adjust:
 - compression damping

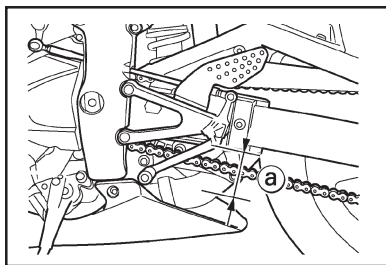
- a. Turn the adjusting screw ④ in direction ⑧ or ⑨.

| | |
|-------------|--|
| Direction ⑧ | Compression damping is increased (suspension is harder). |
| Direction ⑨ | Compression damping is decreased (suspension is softer). |

Adjuster position:

Standard: 15 clicks out*
Minimum: 20 clicks out*
Maximum: 1 click out*

*: from the fully turned-in position



EAA00178

N. ADJUSTING THE DRIVE CHAIN SLACK

NOTE: _____
The drive chain slack must be checked at the tightest point on the chain.

CAUTION:

A drive chain that is too tight will overload the engine and other vital parts, and one that is too loose can skip and damage the swingarm or cause an accident. Therefore, keep the drive chain slack within the specified limits.

1. Stand the motorcycle on a level surface.

WARNING

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

NOTE: _____
Both wheels should be on the ground without a rider on the motorcycle.

2. Rotate the rear wheel several times and check the drive chain to locate its tightest point.
3. Measure:
 - drive chain slack ①
 Out of specification → Adjust.

Drive chain slack
40 ~ 50 mm (1.57 ~ 1.97 in)

4. Loosen:
 - wheel axle nut ①
5. Adjust:
 - drive chain slack

- a. Loosen both locknuts ②.
- b. Turn both adjusting bolts ③ in direction ① or ② until the specified drive chain slack is obtained.

| | |
|-------------|---------------------------|
| Direction ① | Drive chain is tightened. |
| Direction ② | Drive chain is loosened. |

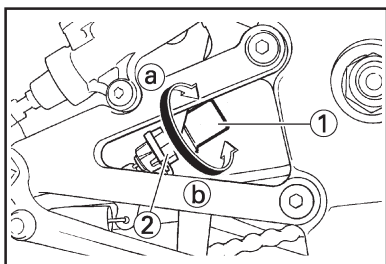
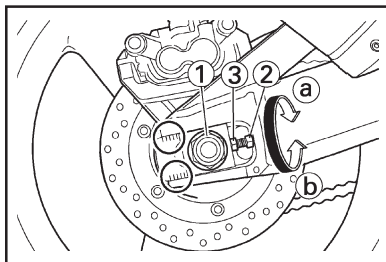
NOTE: _____
 • To maintain the proper wheel alignment, adjust both sides evenly.
 • Push the rear wheel forward to make sure that there is no clearance between the wheel axle plates and the end of the adjusting bolts.

- c. Tighten the wheel axle nut to specification.

Wheel axle nut
150 Nm (15 m • kg, 108 ft • lb)

- d. Tighten the locknuts to specification.

Locknut
16 Nm (1.6 m • kg, 12 ft • lb)



EAA00181

O. ADJUSTING THE REAR BRAKE LIGHT SWITCH

NOTE: _____
The rear brake light switch is operated by movement of the brake pedal.

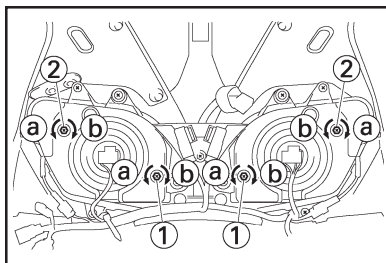
The rear brake light switch is properly adjusted when the brake light comes on just before the braking effect starts.

1. Check:
 - rear brake light operation timing
 Incorrect → Adjust.

2. Adjust:
 - rear brake light operation timing

- a. Hold the main body ① of the rear brake light switch so that it does not rotate and turn the adjusting nut ② in direction ① or ② until the rear brake light comes on at the proper time.

| | |
|-------------|------------------------------|
| Direction ① | Brake light comes on sooner. |
| Direction ② | Brake light comes on later. |



EAA00184

P. ADJUSTING THE HEADLIGHT BEAMS

The following procedure applies to both of the headlights.

1. Adjust:
 - headlight beam (vertically)

- a. Turn the adjusting screw ① in direction ① or ②.

| | |
|-------------|----------------------------|
| Direction ① | Headlight beam is raised. |
| Direction ② | Headlight beam is lowered. |

2. Adjust:
 - headlight beam (horizontally)

- a. Turn the adjusting screw ② in direction ① or ②.

| | |
|-------------|------------------------------------|
| Direction ① | Headlight beam moves to the right. |
| Direction ② | Headlight beam moves to the left. |



Turn the key to “ON”.

To change the display back to the prior mode, push the "SELECT" button ③.

- Push the “SELECT” button ③ and “RESET” button ② together for at least two seconds.
- When the hour digits start flashing, push the “RESET” button ② to set the hours.
- Push the “SELECT” button ③, and the minute digits will start flashing.
- Push the “RESET” button ② to set the minutes.
- Push the “SELECT” button ③ and then release it to start the clock.

APPENDICES

SERVICE DATA

| YZF-R1P/YZF-R1PC | | | |
|---|---------------------------------|--|---|
| Engine idling speed: | | 1,000 ~ 1,100 r/min | |
| Spark plug: Type Gap | | CR9EIA 9 (NGK), IU27D (DENSO) 0.8 ~ 0.9 mm (0.031 ~ 0.035 in) | |
| Fuel: Recommended fuel Fuel tank capacity Total: | | Premium unleaded gasoline only 17 L (3.74 Imp gal, 4.49 US gal) | |
| Valve clearance (cold): <div>IN</div> <div>EX</div> | | 0.11 ~ 0.20 mm (0.0043 ~ 0.0079 in) 0.21 ~ 0.27 mm (0.0083 ~ 0.0106 in) | |
| Maximum load ★ | | 202 kg (445 lb) for USA 201 kg (443 lb) for California | |
| Tire pressure | Up to 90 kg (198 lb) load ★ | Front | Rear |
| | | 250 kPa (2.5 kgf/cm ² , 36 psi) | 250 kPa (2.5 kgf/cm ² , 36 psi) |
| | | 250 kPa (2.5 kgf/cm ² , 36 psi) | 290 kPa (2.9 kgf/cm ² , 42 psi) |
| | 90 kg (198 lb) ~ Maximum load ★ | 250 kPa (2.5 kgf/cm ² , 36 psi) | 250 kPa (2.5 kgf/cm ² , 36 psi) |
| | | 250 kPa (2.5 kgf/cm ² , 36 psi) | 290 kPa (2.9 kgf/cm ² , 42 psi) |
| | | 250 kPa (2.5 kgf/cm ² , 36 psi) | 250 kPa (2.5 kgf/cm ² , 36 psi) |

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

STANDARD EQUIPMENT

| No. | Part name | Q'ty |
|-----|------------------|------|
| 1 | Owner's manual | 1 |
| 2 | Owner's tool kit | 1 |

OWNER'S TOOL KIT

| No. | Part name | Q'ty |
|-----|------------------------------------|------|
| 1 | Owner's tool bag | 1 |
| 2 | Pliers | 1 |
| 3 | Wrench (8 - 10) | 1 |
| 4 | Wrench (10 - 12) | 1 |
| 5 | Wrench (12 - 14) | 1 |
| 6 | Wrench (32) | 1 |
| 7 | Special wrench | 1 |
| 8 | Extension bar | 1 |
| 9 | Spark plug wrench | 1 |
| 10 | Screwdriver grip | 1 |
| 11 | Screwdriver bit (phillips-slotted) | 1 |
| 12 | Screwdriver bit (phillips) | 1 |
| 13 | Hexagon wrench (4) | 1 |
| 14 | Hexagon wrench (5) | 1 |

TIGHTENING TORQUE

| Part to be tightened | Thread size | Tightening torque | | |
|---|-------------|-------------------|--------|---------|
| | | Nm | m • kg | ft • lb |
| Engine: | | | | |
| Spark plugs | M10 | 13 | 1.3 | 9.4 |
| Engine oil drain bolt | M14 | 43 | 4.3 | 31 |
| Chassis: | | | | |
| Upper bracket and front fork | M8 | 26 | 2.6 | 19 |
| Steering stem nut | M28 | 115 | 11.5 | 83 |
| Handlebar and front fork | M6 | 13 | 1.3 | 9.4 |
| Handlebar and upper bracket | M6 | 13 | 1.3 | 9.4 |
| Lower ring nut | M30 | See NOTE | | |
| Lower bracket pinch bolts | M8 | 23 | 2.3 | 17 |
| Main switch and handle crown | M8 | 26 | 2.6 | 19 |
| Brake fluid reservoir cap stopper | M4 | 1.2 | 0.12 | 0.9 |
| Front brake hose union bolts | M10 | 30 | 3.0 | 22 |
| Front brake master cylinder and bracket | M6 | 9 | 0.9 | 6.5 |
| Meter and cowling stay | M5 | 1 | 0.1 | 0.7 |
| Headlight and cowling stay | M5 | 1 | 0.1 | 0.7 |
| Upper cowling and headlight | M5 | 1 | 0.1 | 0.7 |
| Side, bottom cowling and frame, engine | M6 | 5 | 0.5 | 3.6 |
| Wind screen and upper cowling | M5 | 0.4 | 0.04 | 0.3 |
| Side cowling and console panel | M5 | 1 | 0.1 | 0.7 |
| Side cowling and inner panel | M5 | 1 | 0.1 | 0.7 |
| Grip end and handlebar | M6 | 4 | 0.4 | 2.9 |
| Brake hose holder and under bracket | M6 | 7 | 0.7 | 5.1 |
| Engine mounting | | | | |
| Front mounting bolts | M10 | 45 | 4.5 | 33 |
| Rear mounting bolts (upper and lower) | M10 | 50 | 5.0 | 36 |
| Pinch bolts (front) | M8 | 24 | 2.4 | 17 |
| Engine mount adjust bolt (rear) | M16 | 7 | 0.7 | 5.1 |
| Exhaust pipe bracket and frame | M8 | 34 | 3.4 | 25 |
| Clutch cable adjuster locknut (engine side) | M8 | 7 | 0.7 | 5.1 |
| Main frame and rear frame | M10 | 40 | 4.0 | 29 |
| Throttle cable adjuster locknut (engine side) | M6 | 5 | 0.5 | 3.6 |
| Pivot shaft nut | M18 | 105 | 10.5 | 76 |
| Pivot shaft adjust bolt | M25 | 5 | 0.5 | 3.6 |
| Connecting arm and frame | M10 | 45 | 4.5 | 33 |
| Relay arm and connecting rod | M10 | 45 | 4.5 | 33 |
| Relay arm and swingarm | M10 | 45 | 4.5 | 33 |
| Rear shock absorber and relay arm | M10 | 45 | 4.5 | 33 |
| Rear shock absorber and frame | M10 | 45 | 4.5 | 33 |
| Drive chain guard | M6 | 7 | 0.7 | 5.1 |
| Fuel tank and fuel pump | M5 | 4 | 0.4 | 2.9 |
| Fuel tank stay and fram (front) | M6 | 7 | 0.7 | 5.1 |
| Fuel tank and stay (rear) | M6 | 10 | 1.0 | 7.2 |
| Fuel tank and fuel tank side cover | M5 | 4 | 0.4 | 2.9 |
| Rider seat and frame | M6 | 7 | 0.7 | 5.1 |
| Coolant reservoir and radiator | M6 | 5 | 0.5 | 3.6 |
| Tail cowling and frame | M5 | 4 | 0.4 | 2.9 |
| Battery box and frame | M6 | 7 | 0.7 | 5.1 |
| Taillight and battery box | M5 | 3 | 0.3 | 2.2 |
| ECU and battery box | M6 | 1 | 0.1 | 0.7 |
| Passenger seat lock and battery box | M6 | 3 | 0.3 | 2.2 |
| Atmospheric pressure sensor and battery box | M5 | 0.7 | 0.07 | 0.5 |

| Part to be tightened | Thread size | Tightening torque | | |
|--|-------------|-------------------|--------|---------|
| | | Nm | m • kg | ft • lb |
| Lean angle cut-off switch sensor and battery box | M4 | 2 | 0.2 | 1.4 |
| Rider footrest bracket and frame | M8 | 28 | 2.8 | 20 |
| Passenger footrest bracket and frame | M8 | 28 | 2.8 | 20 |
| Rear master cylinder | M6 | 18 | 1.8 | 13 |
| Rear brake hose union bolts | M10 | 30 | 3.0 | 22 |
| Sidestand | M10 | 63 | 6.3 | 46 |
| Front wheel axle and bolt | M14 | 90 | 9.0 | 65 |
| Rear wheel axle nut | M24 | 150 | 15.0 | 108 |
| Front brake caliper and front fork | M10 | 40 | 4.0 | 29 |
| Brake disc and wheel | M6 | 18 | 1.8 | 13 |
| Rear wheel sprocket and rear wheel drive hub | M10 | 100 | 10 | 72 |
| Brake caliper and bleed screw | M8 | 6 | 0.6 | 4.3 |
| Pinch bolt (front wheel axle) | M8 | 18 | 1.8 | 13 |

NOTE:

1. First, tighten the ring nut to approximately 50 Nm (5.0 m • kg, 36 ft • lb) with a torque wrench, then loosen the ring nut completely.
2. Retighten the ring nut 9 Nm (0.9 m • kg, 6.5 ft • lb).



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