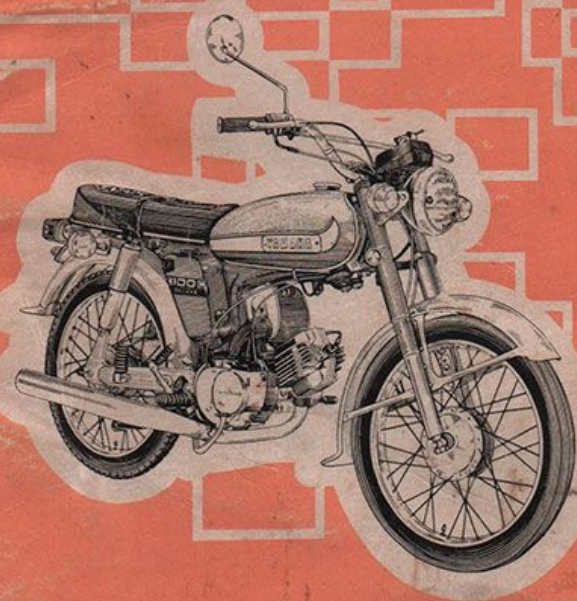


YAMAHA

OWNER'S MANUAL

YB100-100P



YAMAHA MOTOR CO., LTD.

SINCE 1887

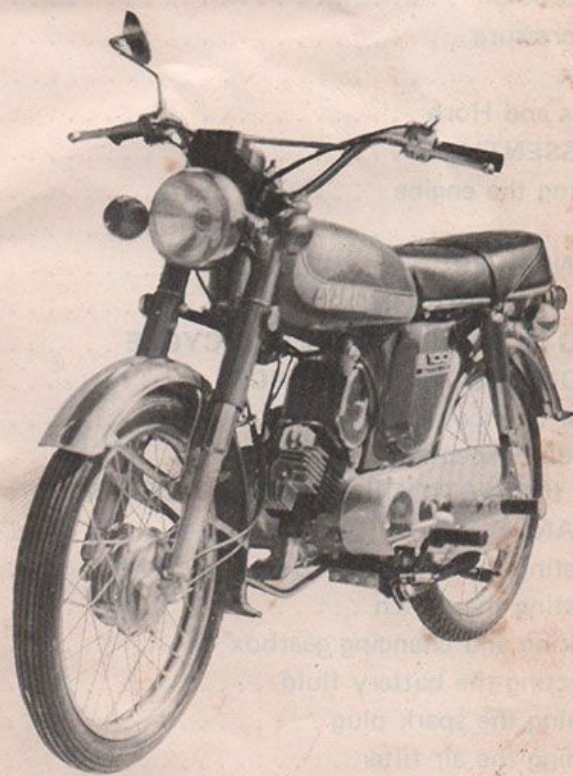
HAMAMATSU, JAPAN

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PRINTED IN JAPAN

359-28199-20

Congratulations! You are now the owner of a YAMAHA YB100-YB100P, manufactured by YAMAHA, the leading manufacturer of motorcycles in Japan. The YAMAHA YB100-YB100P is the latest member of the YAMAHA family. YAMAHA has won world wide recognition for its power ruggedness reliability handling and economy. This booklet tells you the necessary steps for the operation and care of your new machine. Please read this booklet carefully and become familiar with all the features and advantage that are built into your YAMAHA YB100-YB100P.



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SPECIAL FEATURES

1. Highly Reliable Rotary Valve Engine

This new Yamaha YB100·YB100P is equipped with the highly reliable rotary valve engine developed by the Yamaha's highest level of technology.

With stable torque characteristics, the engine assures steady performance throughout the entire range of speed from low to high.

2. Reliable Yamaha Autolube

Like every other Yamaha model, the Yamaha YB100·YB100P also employs the world-renowned Autolube.

It automatically meters the oil to the engine on demand, depending on speed and load. Thus, lubrication is extremely thorough and economical.

3. Starter-jet Built-in Carburetor

This new type of carburetor, proven in all Yamaha motorcycles, makes it easy to start and warm up your engine, even in cold weather.

4. Convenient Primary Kick Starter

The primary kick starter enables the engine to be started with the transmission in any position. This is a welcome convenience to the rider in heavy traffic.

5. Stable Braking

Waterproof, dustproof brake drums employed for both front and rear wheels provide stable, fade-free braking on wet or dusty roads.

6. Rugged 7-bone Frame

The frame is of Yamaha's unique 7-bone type.

With all-welded construction.

It does not only guarantee outstanding durability.

But it does permit a maximum of agility.

In addition further strength is ensured by the steel tube rear arms and the handle bar reinforced with bridge.

Specifications

SPECIFICATIONS & PERFORMANCE

Dimensions:

Overall length	1915 mm 75.4 in.
Overall width	775 mm 30.5 in.
Overall height	1060 mm 41.7 in.
Wheelbase	1190 mm 46.8 in.
Road clearance	140 mm 5.5 in.
Weight Gross	100 kg 220 lbs.

Performance:

Max. Speed	110 km/h
Fuel consumption on level road	60 km/l @ 40 km/h 140 mpg/65 ~ 70 mph
Climbing ability	22 degrees
Minimum turning radius.....	1870 mm 73.5 in.
Braking distance	7 m @ 35 km/h 22.6 ft at 21.8 mph.

Engine:

Model	YB100·YB100P
Lubrication system.....	Autolube (Separate lubrication)
Number & arrangement of cylinder....	Single, forward inclined
Bore & stroke.....	52 x 45.6 mm (2.046 x 1.795 in.)
Displacement.....	97 cc (5.91 cu. in.)
Compression ratio	7.2 : 1
Maximum power	9.5 hp/7,500 rpm
Maximum torque	0.94 kg-m/5,500 rpm 6.8 ft-lbs/ 5,500 rpm
Ignition system.....	Flywheel magneto
Starting system	Kick starter

Transmission:

Primary reduction method & ratio	Gears, 3.894 (74/19)
Secondary reduction method & ratio	Chain, 2.187 (35/16)
Clutch	Wet, multiple disc
Gearbox	Constant mesh 4 speed
Ratios	Gear box, Total reduction ratio
First	3.077 (40/13) 26.204
Second	1.889 (34/18) 16.087
Third	1.304 (30/23) 11.104
Fourth	0.963 (26/27) 8.201

Cushion System:

Front	Coil spring, oil damper
Rear	Coil spring, oil damper

Suspension System:

Front	Telescopic
Rear	Swinging arm

Wheels:

Caster	63.5°
Trail	84 mm (3.3 in.)
Front tire	2.50-18-4PR
Rear tire	2.75-18

Brakes:

Front	Hand operated, internal expansion
Rear	Foot operated, internal expansion

Tanks:

Gasoline tank capacity	9.3 lit. (2.5 US gallon)
Oil tank capacity	1.3 lit. (1.4 US qts.)

WHAT IS YAMAHA AUTOLUBE

Yamaha Autolube is an automatic lubricating device for 2-stroke engines. Developed by the Yamaha Technical Institute, it meters oil to the engine with respect to the engine speed and throttle opening by means of a precision pump. As a result, the Yamaha engine does not require pre-mixed gas and oil like other 2-stroke engines. Controlled lubrication is automatically applied to the working parts of the engine. This makes the Yamaha Autolube the best lubricating system ever devised for production 2-stroke engines. The oil pump is driven by the engine, through a reduction gear system and also connected to the throttle.

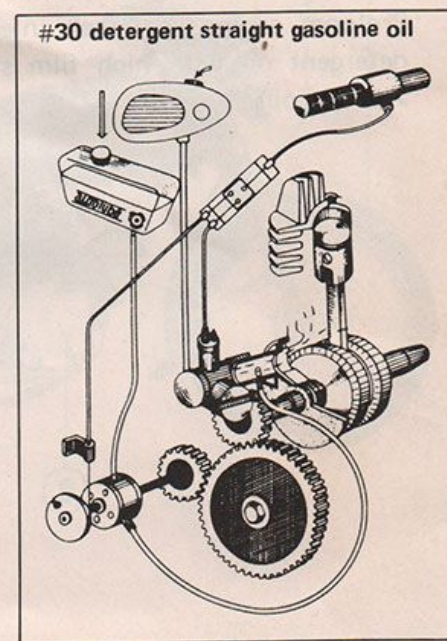
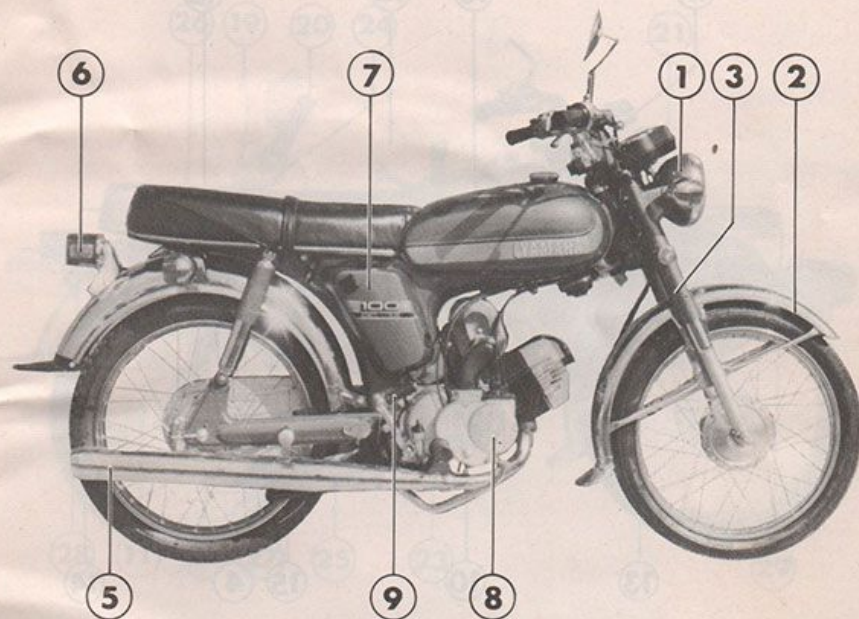


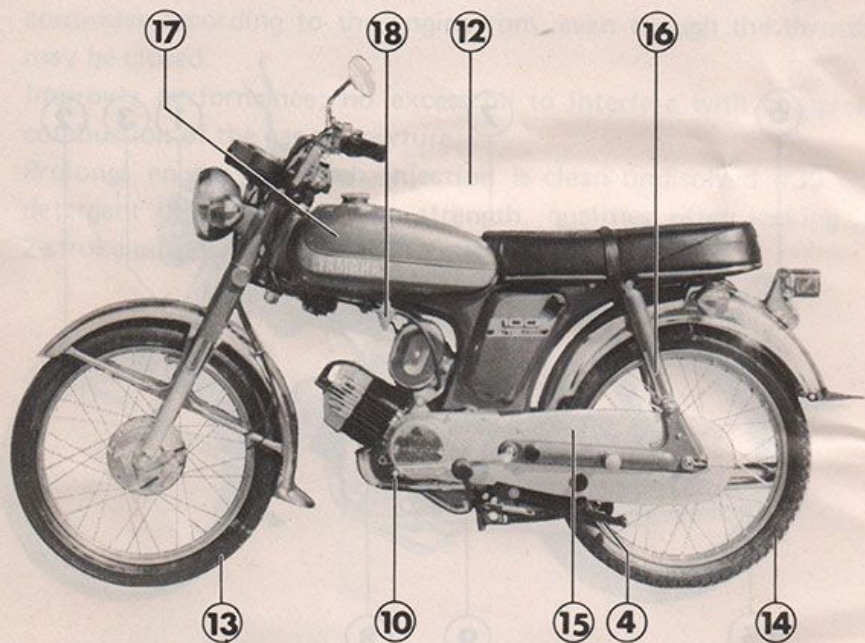
Diagram of Autolube operation

AUTOLUBE MERITS

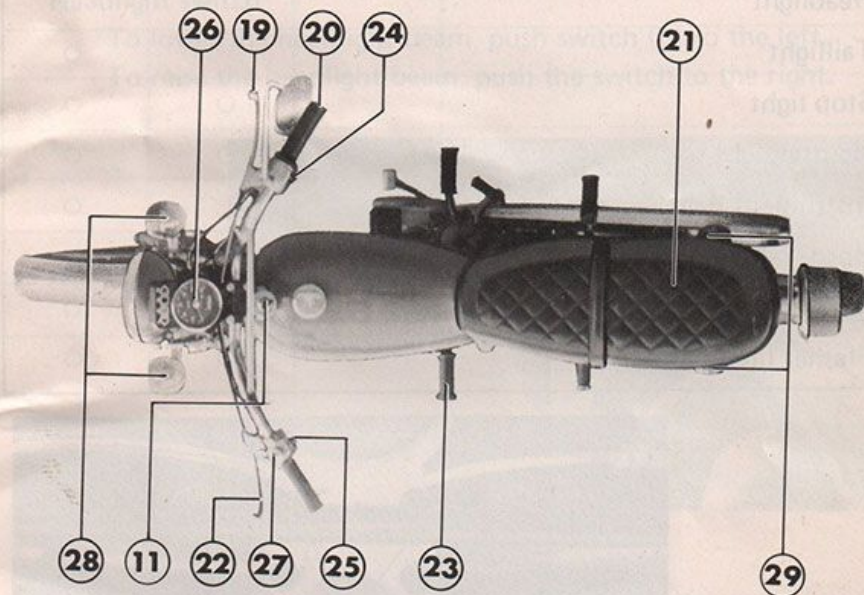
1. Eliminates the bother of pre-mixing gas and oil.
2. Maintains optimum lubrication according to both engine rpm and throttle opening.
3. Reduces sparkplug fouling by injecting just enough oil for proper lubrication.
4. Can cut oil consumption to 1/3 that of conventional 2-strokes.
5. Reduces exhaust smoke.
6. Lets you use the engine compression as a brake; the oil injection continues according to the engine rpm, even though the throttle may be closed.
7. Improves performance; no excess oil to interfere with complete combustion of the gas-air mixture.
8. Prolongs engine life; each injection is clean undissolved #30 wt. detergent oil with high film strength, qualities often lacking in 2-stroke oils.



- | | | |
|-----------------|---------------|----------------------|
| 1. Headlight | 4. Main stand | 7. Oil tank |
| 2. Front fender | 5. Muffler | 8. Rear brake pedal |
| 3. Front fork | 6. Taillight | 9. Kickstarter crank |



- | | | |
|-----------------------|-----------------|-------------------------|
| 10. Gear change pedal | 13. Front wheel | 16. Shock absorber unit |
| 11. Main switch | 14. Rear wheel | 17. Fuel tank |
| 12. Side cover (left) | 15. Chain guard | 18. Fuel cock |



- | | | |
|-----------------------|---------------------------------|-------------------------|
| 19. Front brake lever | 23. Foot rest | 26. Speedometer |
| 20. Accelerator grip | 24. Flasher light switch | 27. Starter jet lever |
| 21. Dual seat | 25. Horn & Dimmer switch (left) | 28. Front flasher light |
| 22. Clutch lever | | 29. Rear flasher light |

OPERATING INSTRUCTIONS

WHAT YOU SHOULD KNOW

a. Main switch (Fig. 1)

The following chart shows the key position at which the lights and horn are switched on. (The circle (O) denotes the switch "ON")

Part Name	Key Position		
	0	1	2
Headlight			○
Taillight			○
Stop light		○	○
Neutral light		○	○
Instrument light			○
Horn		○	○
Ignition system		○	○
Flasher light		○	○

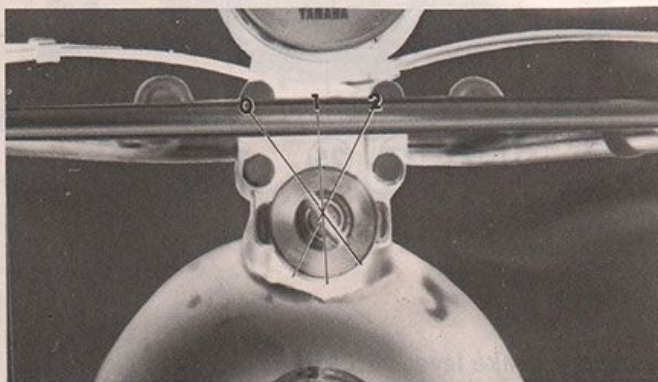


Fig. 1

Note:

- 0: When stopped
- 1: Day riding
- 2: Night riding

b. Fuel cock

Turn the fuel cock lever to open position (O) and let fuel flow into the carburetor.

If you run low of gas while riding, turn the lever to RESERVE position (R) a quarter gallon of reserve fuel will let you ride nearly 40 miles (60 km) to find a gas station.

c. Left handlebar switch

Horn button

Press button (a) to sound the horn.

Headlight switch

To lower the headlight beam, push switch (b) to the left.

To raise the headlight beam, push the switch to the right.

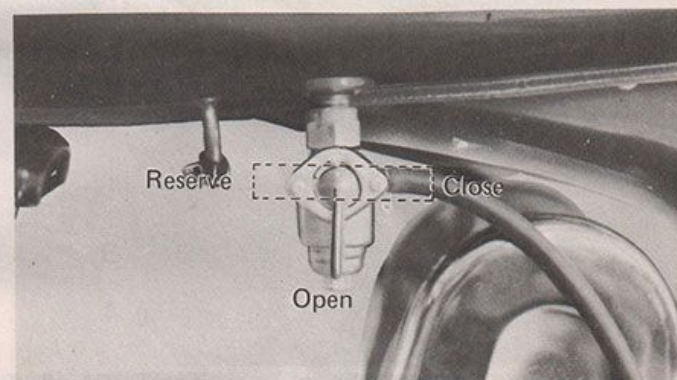


Fig. 2

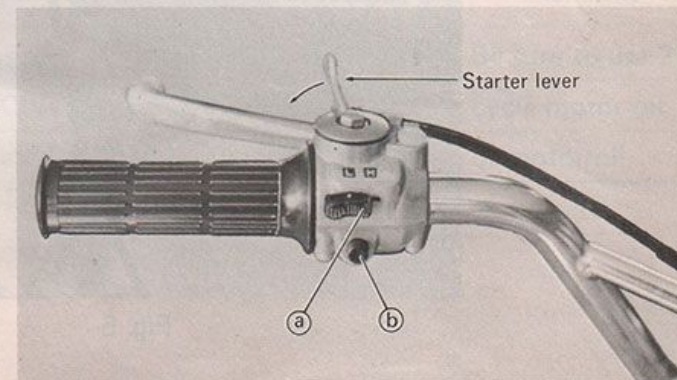


Fig. 3

d. **Right handlebar switch**

Flasher light switch

To light the left flasher light, push switch (a) to the left, and to light the right flasher light, push the switch to the right.

e. **Steering lock**

Turn the handlebars all the way left or right, then insert the key in the lock just below the front fork pivot and turn in to lock the steering.

Make sure the handlebar will not turn and then remove the key.

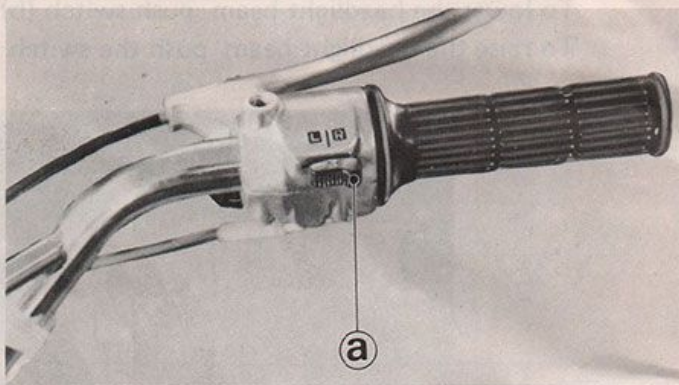


Fig. 4



Fig. 5

DAILY INSPECTION

For safety's sake, be sure to check the following before every ride.

a. **Fuel**

Do you have enough gas for your ride? If not, fill the gas tank with "straight" gasoline: The Autolube eliminates premixing with oil.

b. **Autolube oil**

To avoid running out of oil or adding fractions of quarts:

- 1) Check the oil level whenever you stop for gas and
- 2) When it reaches the middle of the viewport in the Autolube tank you can add a full quart of oil.
- 3) RECOMMENDABLE AUTOLUBE OIL.



Fig. 6

Temperature	Recommendable oil	Remarks
20°C(68°F) or more	SAE30W, 10W/30, 20W	Be sure to use 2
0°C(32°F)~-10°C(14°F)	SAE10W/30	cycle motor oil
-10°C(14°F) or less	SAE 5W, 10W	or motor oil.

c. Tire pressures

Low tire pressure will not only impair riding comfort, but will also reduce the stability and decrease tire life.

Correct pressure	One rider	Two riders
Front tire	20 lbs./in. ²	20 lbs./in. ²
Rear tire	28 lbs./in. ²	32 lbs./in. ²

d. Brakes

Ride a few yards and apply the front and rear brakes simultaneously. Do they feel properly adjusted?

e. Lights and Horn

Turn the main switch to position 1 and check the brake light, neutral light, and horn. Turn the switch to position 2 and again check the brake light, neutral light and horn; then check the headlight, taillight and speedometer light for proper operation.

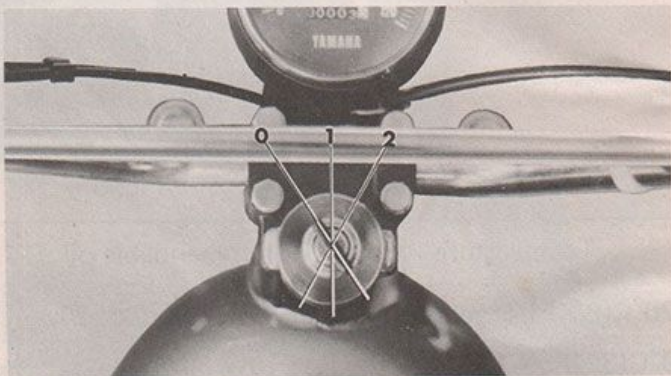


Fig. 7

RIDING ESSENTIALS

If fuel, tire pressure and brakes are O.K., you are ready to ride.

a. Starting the engine (See Fig. 2 page 14)

- 1) Turn the gasoline fuel cock to the OPEN position.
- 2) Turn on the main switch. Leave the accelerator grip closed, straddle the machine, and push down the kick starter crank once or twice until your engine starts. (Because of the primary-coupled kick starter on this machine, the kick lever may be cranked with the transmission is in any gear.)



3) Starting in cold weather.

All engines are hard to start in cold weather, but you Yamaha has a new type carburetor with built-in starter jet to enrich the fuel mixture for easy starting, even in cold weather.

Pull the starter jet lever on the left handlebar. (Fig. 8)

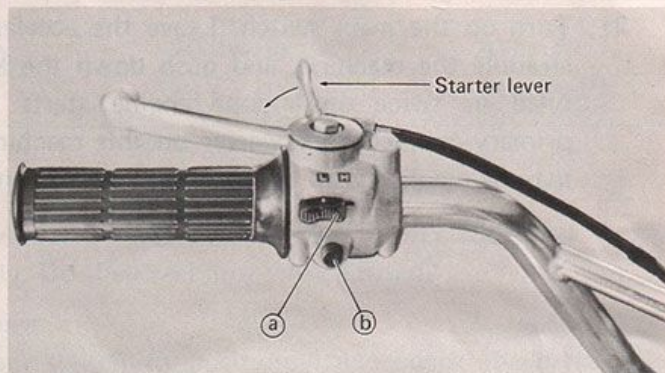


Fig. 8

4) Warming up

When the engine starts, open the throttle slightly to keep it running, but don't close the starter jet lever. The engine warm up is complete when you can close the starter lever and rev. up the engine quickly with a twist of the throttle.

5) Starting when the engine is warm.

a) Leave the starter jet lever closed.

b) Hold the throttle open $\frac{1}{4}$ to $\frac{1}{2}$ turn (Fig. 9) and push down on the kick starter crank with your foot.

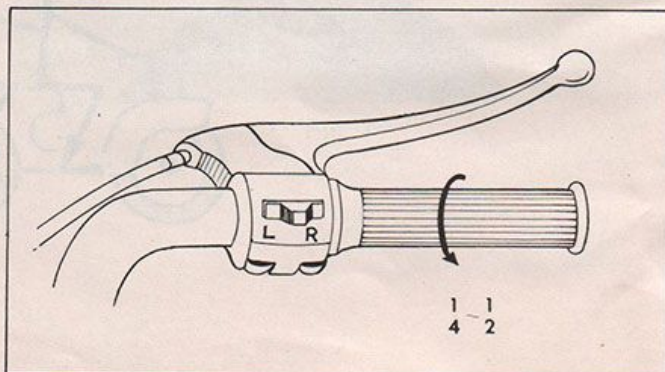


Fig. 9

RIDING

1) Shifting gears

Your Yamaha YB100-YB100P has a 4-speed transmission with a see-saw shift pedal to provide a correct balance between speed and power under varying riding conditions. To shift into neutral, press down the heel section to the lowest position. When the gear box is in neutral, the green lamp in the meter bracket will light up.

Press down toe section to select higher gear for acceleration:
Press down heel section select lower gear for deceleration:

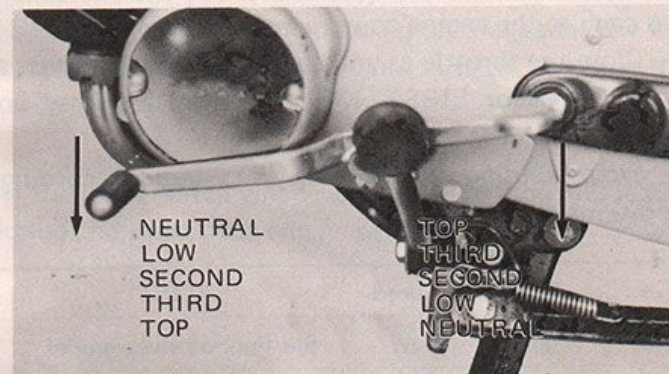


Fig. 10

- 2) After you start the engine
 - a) Squeeze the clutch lever to disengage the transmission from the engine.
 - b) Press the gear change pedal down into FIRST.
 - c) Gradually open the throttle and slowly release the clutch lever to get your machine moving.
- 3) Shifting Gears
 - a) At 10 to 12 MPH, close the throttle and, at the same time, squeeze the clutch lever;
 - b) then shift to SECOND (press the toe section down again) and
 - c) Again open the throttle as you release the clutch lever.

You can use the engine compression to decelerate:

Close the throttle as you squeeze the clutch lever, and downshift to SECOND or FIRST. Keep the throttle closed and slowly release the clutch lever.

To avoid abusing the engine, shift gears according to your riding conditions as follows:

Gear	Power	Speed	Use	Optimum Sp.
1st	High	Slow	Starting: on steep grades	Up to 12 mph
2nd	Medium	Medium	Uphill; slow riding	10 ~ 20 mph
3rd	Medium	Medium	Gentle slopes, gravel roads	20 ~ 30 mph
4th	Low	Fast	Level riding, cruising	30 mph or more

NOTE: These speeds are recommended for after the break-in period. For break-in recommendations see page 25.

RIDING ON HILLS

- 1) Uphill

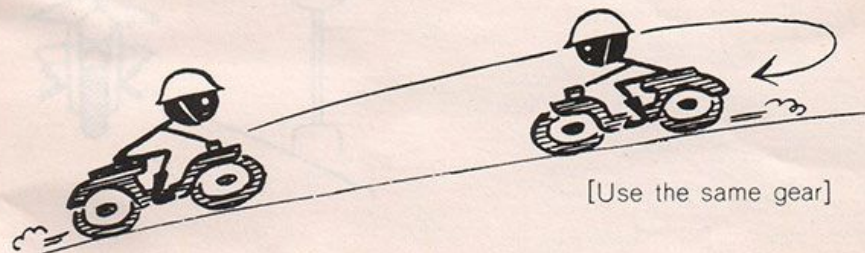
When climbing a slight grade, gradually open the throttle to avoid losing speed.

When you are climbing a steep hill, downshift promptly from THIRD to SECOND or from SECOND to FIRST, to maintain engine RPM and power.
- 2) Downhill

When riding down a long steep hill, use the engine compression as well as the brakes to hold you back: keep the throttle closed and downshift to SECOND or FIRST, depending on the grade. Use the same gear for riding down a hill as you would use for climbing the same hill.

CAUTION:

Never turn off the main switch when riding down a long hill; it will foul the sparkplug and impair the engine performance.



STOPPING AND PARKING

1) Stopping

- a) Be sure to apply the front and rear brakes at the same time. Applying only one (front or rear) brake may cause skidding or loss of control.
- b) Apply the brakes gently, not sharply.
- c) Don't overheat your brakes; apply them at repeated intervals rather than continuously when you're riding down a long hill.

2) Parking

- a) Lock the handlebars and remove the key. (See page 15)
- b) Remove the main switch key.
- c) Turn the fuel cock to STOP position.

NOTE: Be sure to observe parking regulations.
Park your machine where it will be protected.

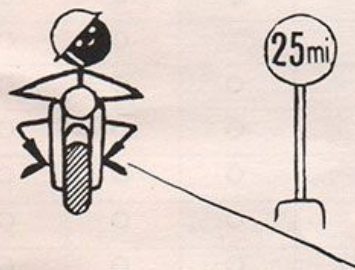
BREAKING-IN YOUR NEW MOTORCYCLE

The YAMAHA YB100-YB100P is a precision-built motorcycle. It has been tested extensively for ruggedness and dependability, but the first 600 miles (1,000 km) are still the most important. This break-in period will affect the life of the engine and all other revolving parts; carefully observe the following break-in procedure.

- a. Up to 300 miles (500 km) ride at 31 mph or less.
- b. From 300 to 600 miles (500–1,000 km) ride at 44 mph (70 km/h) or less in top gear.

BREAKING-IN SPEED LIMIT FOR EACH GEAR

Odometer mileage	Fourth	Third	Second	First
Up to 300 mi. (500 km)	31 mph	25 mph	15 mph	10 mph
300–600 mi. (500–1,000 km)	44 mph	31 mph	19 mph	12 mph



INSPECTION AND MAINTENANCE

Periodic inspection and maintenance by you and your dealer is the key to keeping your motorcycle in top condition for many years.

a. Dealer Service

All items in the list on page 27 should be inspected or serviced at maximum intervals of 1,000 miles or 4 months, whichever occurs first. These are preventative maintenance measures that will insure you of proper operation.

When the odometer shows 500 and 1,000 miles, have your Yamaha Dealer inspect and adjust your machine as indicated in the list page.

CHECK POINTS AT YAMAHA DEALER

No.	Check Points	RIDING DISTANCE			
		300 mi.	1000 mi.	2000 mi.	4000 mi.
1	Adjust Front and Rear Brakes	○	○	○	○
2	Change Transmission Oil	○	○	○	○
3	Grease		○	○	○
4	Replenish Battery Fluid	○	○	○	○
5	Clean Sparkplug	○	○	○	○
6	Adjust Ignition Timing		○	○	○
7	Adjust Carburetor			○	○
8	Adjust Autolube Cable		○	○	○
9	Clean Air Cleaner		○	○	○
10	Clean Cylinder Head & Piston		○	○	○
11	Clean Muffler		○	○	○
12	Tighten Bolts and Nuts	○	○	○	○
13	Adjust Drive Chain	○	○	○	○

* Every 2000 miles thereafter

b. Periodic Inspection

In addition to the check points listed on page 27, the following parts should be cleaned and/or adjusted by the owner every 500 miles, before every long distance trip, for every month. This section covers the maintenance of your machine with service tools.

*Before every long distance trip.

	CHECK POINTS	WHAT YOU SHOULD DO YOURSELF	PAGE
1	Front & rear brakes	Adjust cable & rod play	30, 31
2	Transmission oil	Check amount of oil, replenish, if necessary	33
3	Battery	Check battery fluid; replenish, if necessary	34
4	Sparkplug	Clean and/or replace	35
5	Air Cleaner	Clean	36
6	Clutch	Adjust cable slack	32
7	Drive Chain	Adjust and apply oil	37
8	Other Parts	Tighten bolts and nuts	39

PERIODIC INSPECTION USING SERVICE TOOLS

Identification of metric tools:

- (1) Phillips type screwdriver
- (2) Combination slotted & phillips type screwdrivers
- (3) Screwdriver handle
- (4) Pliers
- (5) 13 x 17 mm wrench
- (6) 8 x 10 mm wrench
- (7) Handle
- (8) 21 x 23 mm box wrench

Use these tools for adjustments and repair: Always keep them with the motorcycle.

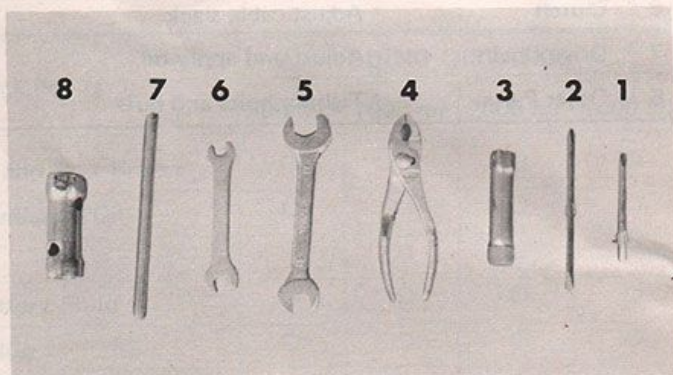


Fig. 11

MAINTENANCE

1) Adjusting the brakes

a. Front brake

- (1) Adjust by turning the adjusting nut at end of the brake cable a halfturn at a time (counter clockwise to remove slack).
- (2) The proper brake lever free play is 5 to 8 mm (3/16–5/16 in.)
(See Figs. 12 & 13)

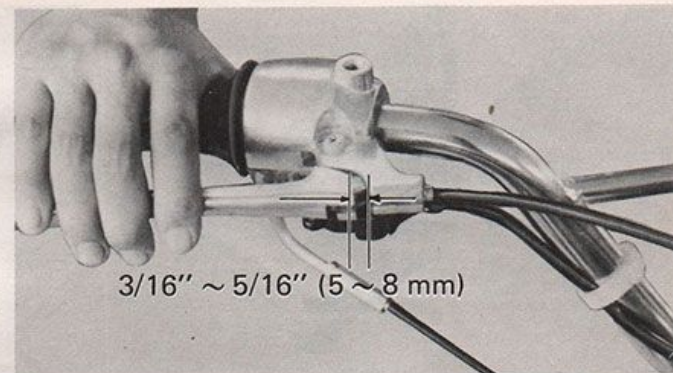


Fig. 12

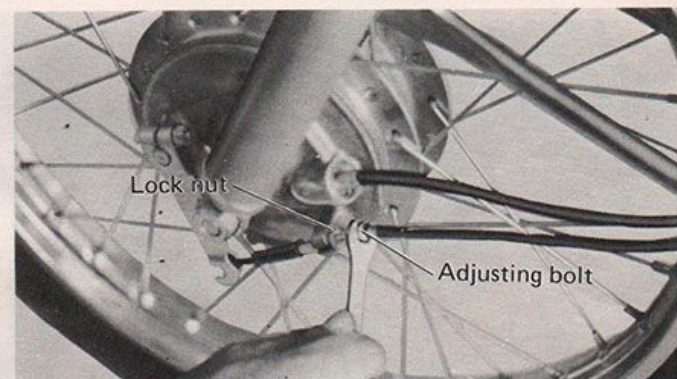


Fig. 13

b. Rear brake

- (1) Adjust by turning the adjusting nut the end of the brake rod a half turn at a time (clockwise to remove slack).
- (2) The proper amount of free play the brake pedal is 1.0 in. to 1-3/16 in.
(25 mm to 30 mm)

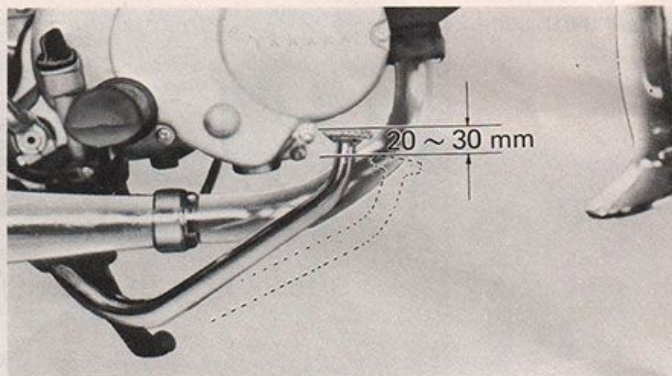


Fig. 14

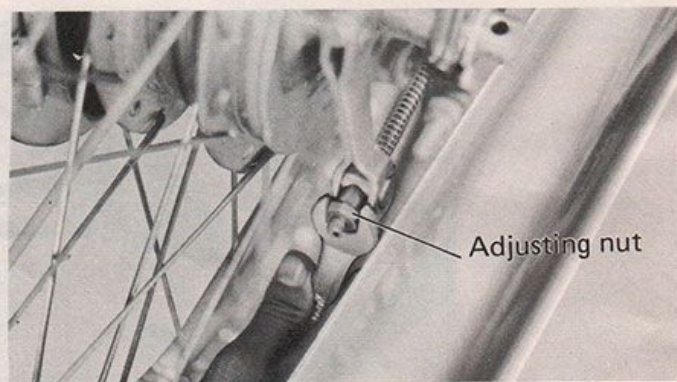


Fig. 15

2) Adjusting the clutch

Clutch lever free play must be adjusted to 1/12–1/8 inch to let the clutch springs apply full pressure to the clutch facings.

With excessive lever play, the clutch will not completely disengage, but without play slipping will occur.

- a. Loosen locknut at the top of the right crankcase cover.
- b. To decrease play, loosen adjusting bolt (counterclockwise); to increase play, tighten the bolt (clockwise). When your adjustment is correct, tighten the locknut.

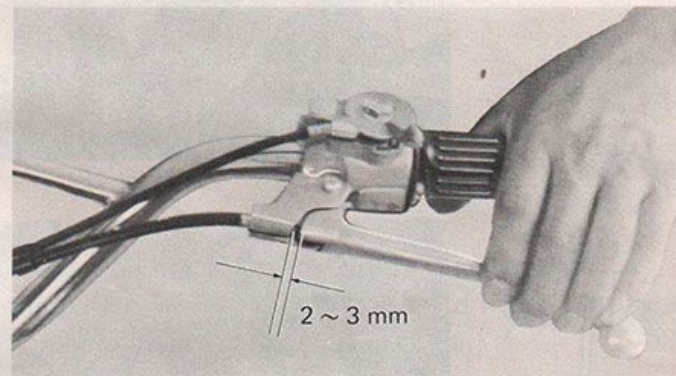


Fig. 16

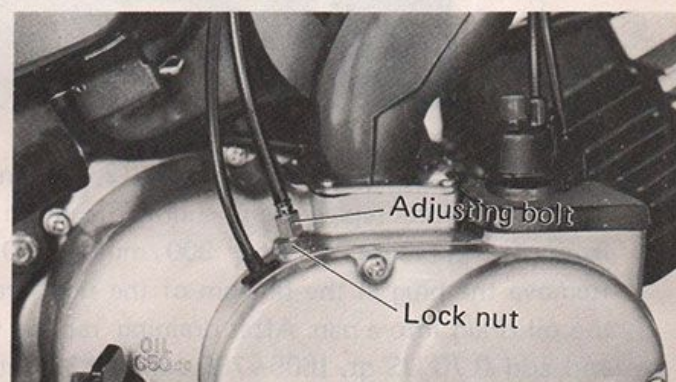


Fig. 17

3) Checking and changing gearbox oil

a. Oil level

Remove the check plug in the rear edge of the right crankcase cover and insert the oil gauge as illustrated. (Fig. 18) If the flat section of the gauge comes out covered with oil, your gearbox oil level is correct. If not, add oil as described below.

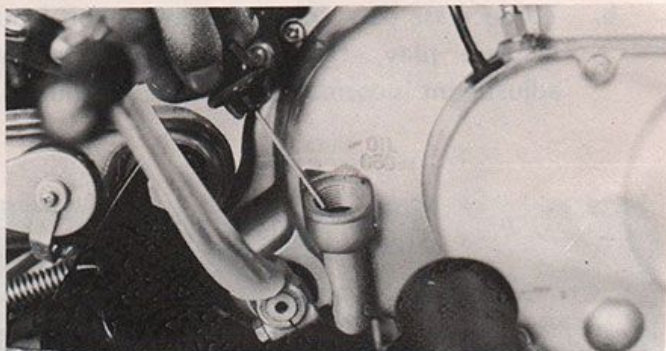


Fig. 18

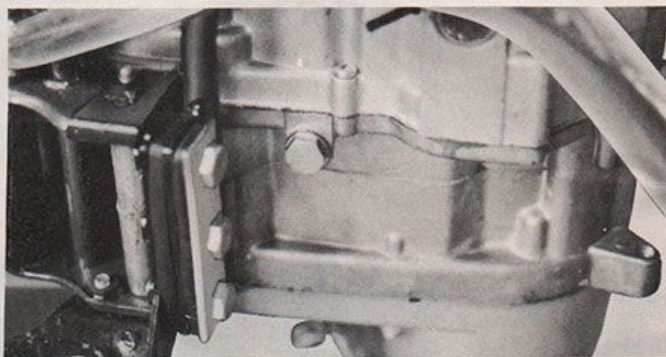
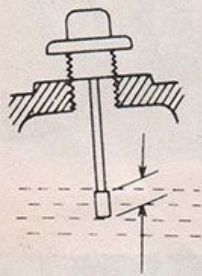


Fig. 19

b. Changing the gear oil

Change gear oil every 1,200 miles (2,000 km). During the break-in period, replacement should be made after 30 days from the purchase or after 300 miles (500 km) running. Remove the plug in the bottom of the right crankcase and let the oil drain into a pan. After draining, replace the plug firmly and add 0.70 US qt. (605~700 cc) of #30 detergent oil into your machine. Start your machine and let it run a few minutes; then check the oil level: clutch lubrication depends on transmission oil overflow, so a correct gearbox oil level means the clutch also has proper lubrication.

4) Inspecting the battery fluid

Remove the left side cover and check the battery: its fluid level should be always between the maximum and minimum levels as illustrated. (Fig. 20)

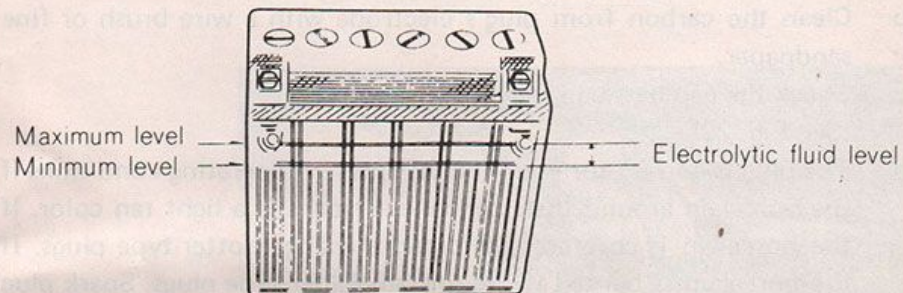


Fig. 20

If your motorcycle will not be used for more than a month:

- remove the battery from your machine and keep it in a cool, dry place or have your dealer store it for you;
- have your dealer recharge it once a month.

NOTE: After long storage, you should completely recharge your battery before reinstallation.

5) Cleaning the spark plug

The spark plug ignites the carburetor's air-fuel mixture. The defective or fouled plug will cause hard starting, poor acceleration, engine misfiring, etc. Check the plug to keep your engine running smoothly.

- a. Pull off the sparkplug wire and unscrew the plug with the 21 mm socket wrench as illustrated. (Fig. 21)
- b. Clean the carbon from plug's electrode with a wire brush or fine sandpaper.
- c. Check the gap between the electrodes. (See Fig. 22)
- d. The plug is correct for your engine's present operating conditions if the porcelain around their center electrodes is a light tan color. If the porcelain is covered with carbon, change hotter-type plugs. If the porcelain is burned white, install colder-type plugs. Spark plug heat range requirements differ with individuals riding habits, so consult your dealer before you switch plugs. For example: if your standard B-7HS plug is covered with carbon, as some times during early break-in, your dealer may suggest hotter-type B-6HS plug.

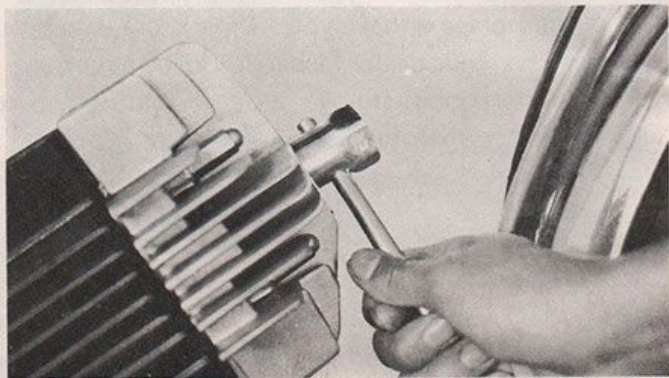


Fig. 21

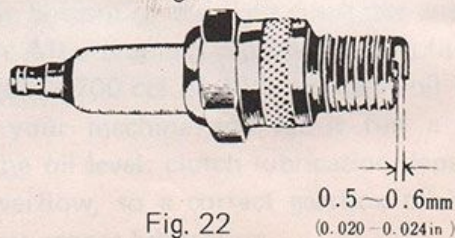


Fig. 22

6. Cleaning the air filter

The air filter protects the engine from dust and grit, but it must be kept clean to stay efficient.

- a. Remove the bolt and nut holding a cover to the cleaner; then remove the cover.
- b. Remove the joint rubber holding clip, and pull out the air cleaner.

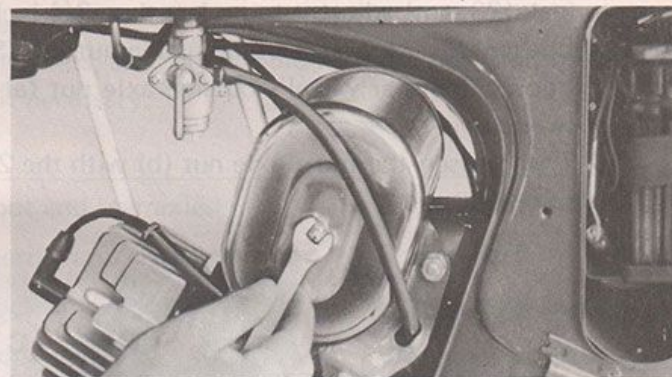


Fig. 23

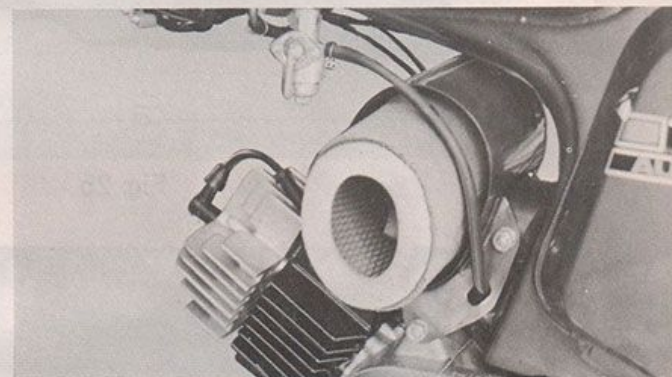


Fig. 24

- c. Knock off dust and dirt by tapping the element on the floor.
- NOTE:** The element is a dry paper type so careful to keep it free of oil and grease that would impair filtration. Very dirty or oil be saturated elements must be replaced to regain peak engine performance.

7. Adjusting the drive chain

- Move the chain up and down to check chain play with the rear wheel on the ground (Fig. 26). If total play is more than 7/8 inch (23 mm) adjust it to no less than 3/4 inch (20 mm).
- Loosen the rear brake rod adjusting nut (c). (See Fig. 25)
- Loosen the rear wheel's outside axle nut (a) with the 17 mm wrench.
- Then loosen the inner axle nut (b) with the 23 mm socket and screwdriver.

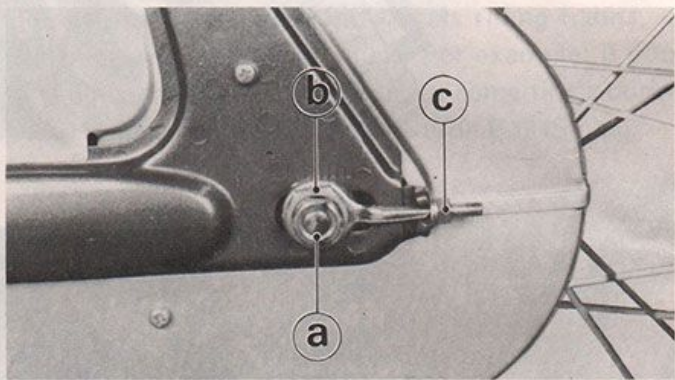


Fig. 25

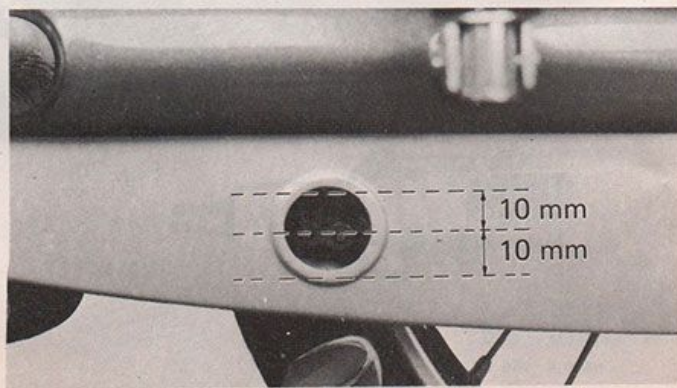


Fig. 26

- Tighten the 10 mm adjusting nuts (c) to increase chain play, loosen them and knock the wheel backward to decrease play. Adjust both adjusting plates to equal marks on the swing arm.
- After adjustment, tighten nut (b), (a) and (c).
- Readjust brake pedal play to 1-1/4 inches.
- Oil the chain every 500 miles (1,000 km). Lack of oil will impair performance and shorten chain life.

8. Checking other parts

Check all bolts, nuts, and screws holding the parts listed below and tighten them if necessary.

Front and rear axles	Engine case
Steering arm shaft	Chain guard
Shock absorber units	Handle lever holders
Handlebars	Crankcase covers
Footrests	Cylinder head
Center and side	Carburetor
Mufflers	Air cleaner cover
Seat	Others

OTHER PERIODIC MAINTENANCE

1. Cleaning the muffler

Carbon coated exhaust pipe and muffler can cause power loss, poor acceleration, and overheating. Use a + driver to remove the bolt holding the inner baffle out with pliers. Scrape off carbon with a wire brush. Remove hard-to-reach carbon by tapping the baffle on a hard surface. (See Figs. 27 & 28)



Fig. 27



Fig. 28

2. Cleaning the cylinder head and piston

Carbon covered cylinder head and piston may cause overheating, loss of power, engine knock, etc.

- a) Remove the cylinder head nuts with the 10 mm socket wrench. (Fig. 29) Pull off the cylinder head and scrape the carbon from combustion chamber.
- b) Move piston to top dead center and scrape the carbon from its crown with a wire brush or screwdriver, then clean it with a rag moistened in gasoline.

3. Cleaning the fuel cock filter

The filter keeps impurities from entering the carburetor. A dirty filter will limit the flow of gasoline and cause other engine troubles. Use 10 mm wrench to unscrew the cap below the fuel cock; remove the filter element, and wash it in gasoline. (Fig. 30)

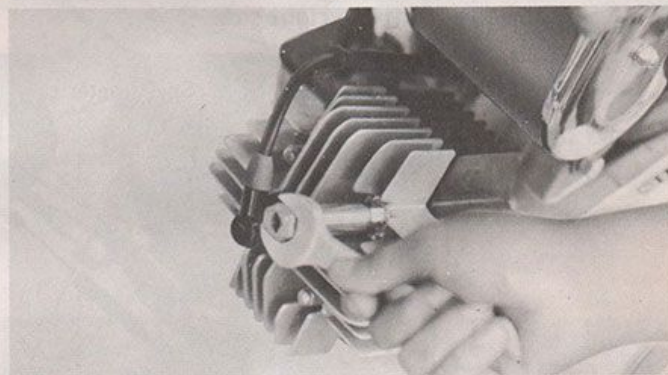


Fig. 29



Fig. 30