

1990

**YAMAHA SNOWMOBILES - MOTONEIGES**  
**STARTING SERIAL NUMBERS - NUMÉROS DE DÉBUT**  
**NOVEMBER, 1989**



**S90-001**

| 1990      |            | 1989     |            | 1988     |            | 1987     |            |
|-----------|------------|----------|------------|----------|------------|----------|------------|
| BR250P    | 87S-000101 | BR250N   | 86A-000101 | BR250M   | 83Y-000101 | BR250L   | 82F-000101 |
| BR250TSP  | 87P-000101 | BR250TSN | 86B-000101 | BR250TSM | 84A-000101 | BR250TSL | 82G-000101 |
| BR250TP   | 87T-000101 | BR250TN  | 86C-000101 | BR250TM  | 84E-000101 | BR250TL  | 82R-000101 |
|           |            | CF300N   | 86E-000101 | CF300M   | 83U-000101 | CF300L   | 83M-000101 |
| CS340P    | 87D-000101 | CS340N   | 85L-000101 |          |            |          |            |
| CS340EP   | 87E-000101 | CS340EN  | 85N-000101 |          |            |          |            |
| ET400TP   | 87W-000101 | ET400TN  | 85T-000101 | ET340M   | 83T-000101 | ET340L   | 82H-000101 |
| ET400TRP  | 87L-000101 | ET400TRN | 85V-000101 | EC340M   | 84H-000101 | EC340L   | 82J-000101 |
|           |            |          |            | ET340TM  | 84F-000101 | ET340TL  | 82U-000101 |
|           |            |          |            | ET340TRM | 84G-000101 | ET340TRL | 83A-000101 |
| PZ480P    | 87F-000101 | PZ480N   | 86F-000101 | PZ480M   | 84J-000101 | PZ480L   | 82K-000101 |
| PZ480EP-B | 87H-000101 | PZ480FXN | 86F-010101 | PZ480EM  | 83V-000101 | PZ480EL  | 82L-000101 |
| PZ480EP-R | 87H-000101 | PZ480EN  | 86H-000101 |          |            |          |            |
| VMX540P   | 87V-000101 | VMX540N  | 86T-000101 | VMX540M  | 83X-000101 | VMX540L  | 83H-000101 |
| SR540P    | 87U-000101 | SR540N   | 86U-000101 | SR540M   | 84L-000101 | SR540L   | 82W-000101 |
| XL540P    | 87K-000101 | XL540N   | 86K-000101 | XL540M   | 83W-000101 | XL540L   | 82V-000101 |
| EX570P    | 87M-000101 | EX570N   | 86M-000101 | EX570M   | 84M-000101 | EX570L   | 82M-000101 |
| EX570EP-L | 87N-000101 | EX570EN  | 86N-000101 | EX570EM  | 84N-000101 |          |            |
| EX570EP-R | 87N-000101 |          |            |          |            |          |            |
| VK540EP   | 87R-000101 | VK540EN  | 86R-000101 | VK540M   | 84R-000101 |          |            |
|           |            | SV80N    | 85X-000101 | SV80M    | 85G-000101 |          |            |
|           |            | SV80EN   | 85Y-000101 | SV80EM   | 85H-000101 |          |            |
| SV125EP-W | 87B-000101 |          |            |          |            |          |            |

## SV125EP

## 1990 SERVICE DATA

SEPTEMBER, 1989



S90-002

|                                              |                                        |
|----------------------------------------------|----------------------------------------|
| MODEL-                                       | SV125EP (87B)                          |
| Engine Number/Starting Frame Number          | 87B/87B-000101                         |
| ENGINE-                                      | Fan-cooled, Reed valve, Single         |
| Displacement(cc)/Bore X Stroke(mm)           | 123/56 X 50                            |
| Piston Clearance(mm)                         | 0.045~0.050                            |
| Piston Ring End Gap (Top/2nd) (mm)           | 0.15~0.35/0.15~0.35                    |
| CARBURETOR-                                  |                                        |
| Manufacturer/Type/I. D. Number               | MIKUNI/B26-20/87A00                    |
| Main Jet                                     | #97.5                                  |
| Main Air Jet                                 | φ 1.0                                  |
| Alternate Main Jets                          | #100, #95, #92.5, #90, #87.5, #85      |
| Idle Mixture Screw Turns Out                 | 1-1/2                                  |
| Pilot (Slow) Jet                             | #55                                    |
| Float Height(mm)                             | 16.3±1                                 |
| Idle RPM                                     | APPROX. 2100                           |
| AUTOLUBE PUMP-                               |                                        |
| Colour (mm)                                  | Brown                                  |
| Pump Plunger Stroke (mm)                     | 0.95±0.05                              |
| DRIVE-                                       |                                        |
| Clutch Engagement RPM                        | APPROX. 3500                           |
| Shift RPM                                    | APPROX. 7000                           |
| Secondary Sheave Spring Length (mm)          | 66.5                                   |
| Secondary Spring Rate (kgf/mm)/Preload (kgf) | 1.50/27.5                              |
| Secondary Drive Gear Ratio                   | 14/43 X 21/29                          |
| Track Tension (mm-kg)                        | 25~35-10                               |
| Ski Centre to Centre (mm)                    | 845                                    |
| Ski Toe-in or Toe-out (mm)                   | 0 +20 (Toe out)<br>-10 (Toe in)        |
| CAPACITIES-                                  |                                        |
| Fuel tank Capacity(L)/Fuel Type              | 11.7/Unleaded Regular Gasoline         |
| Oil Tank Capacity(L)/Oil Type                | 1.5/YAMALUBE 2                         |
| Gear Case Capacity(cc)/Oil Grade             | 150/SAE #75~80, API-GL3                |
| ELECTRICAL-                                  |                                        |
| Spark Plug/Gap (mm)                          | NGK BR8HS/0.6~0.7                      |
| Headlight/Taillight Wattage                  | 60-60/8-23                             |
| Ignition System/Manufacturer                 | C. D. I. /YAMAHA                       |
| Ignition timing (mm)                         | 0.9mm BTDC                             |
| Pulser Coil Resistance (Ω)                   | White/Red~Black: 500±20%               |
| Charge Coil Resistance (Ω)                   | Brown~Black: 700±20%                   |
| Lighting Coil Resistance (Ω)                 | Yellow~Black: 0.6±20%                  |
| Primary Ignition Coil Resistance (Ω)         | 0.7±20%                                |
| Secondary Ignition Coil Resistance (kΩ)      | 7.1±20%                                |
| Battery Type/Spec. Gravity/Charge Rate (A)   | GS:GM14Z-3A/1.28/1.4<br>(NIHON DENCHI) |

## BR250P

## 1990 SERVICE DATA

SEPTEMBER, 1989



S90-003

|                                              |                                  |
|----------------------------------------------|----------------------------------|
| MODEL-                                       | BR250P (87S)                     |
| Engine Number/Starting Frame Number          | 87S/87S-000101                   |
| ENGINE-                                      | Fan-cooled, Piston-port, Single  |
| Displacement(cc)/Bore X Stroke(mm)           | 246/70 X 64                      |
| Piston Clearance(mm)                         | 0.045~0.050                      |
| Piston Ring End Gap (Top/2nd) (mm)           | 0.20~0.40/0.20~0.40              |
| CARBURETOR-                                  |                                  |
| Manufacturer/Type/I. D. Number               | KEIHIN/BD32-28/80F00             |
| Main Jet                                     | #105                             |
| Alternate Main Jets                          | #102, #100, #98                  |
| Jet Needle (Clip Position)                   | -----                            |
| Idle Mixture Screw Turns Out                 | 1-1/4                            |
| Power Jet/Pilot (Slow) jet                   | -----/#78                        |
| Float Height(mm)                             | 15±2                             |
| Idle RPM                                     | APPROX. 1100                     |
| Pilot (Slow) Air Jet/Pw. A. Jet/Main Air Jet | #100/-----/-----                 |
| AUTOLUBE PUMP-                               |                                  |
| Colour/Adjustment(mm)                        | PINK/25±1-Cable Freeplay at idle |
| Pump Plunger Stroke (Min/Max) (mm)           | 0.20~0.25/1.65~1.87              |
| DRIVE-                                       |                                  |
| Primary Sheave Engagement RPM                | APPROX. 3100                     |
| Shift RPM                                    | APPROX. 5700                     |
| Sheave Center to Center(mm)                  | APPROX. 266                      |
| Sheave Offset(mm)                            | APPROX. 11                       |
| Primary Spring Colour/Length(mm)             | NONE/67.8                        |
| Primary Spring Rate (kg/mm)/Preload(kg)      | 2.40/15                          |
| Secondary Spring Colour/Length(mm)           | NONE/105                         |
| Secondary Spring Rate (kg-mm/rad)/Preload(°) | 183/160                          |
| Secondary Drive Gear Ratio                   | 13/22                            |
| Chain Free Play(mm)/Track Tension(mm-kg)     | 8~15/25~30-10                    |
| Ski Centre to Centre(mm)                     | 750                              |
| Ski Toe-in or Toe-out(mm)                    | 0~15 (Toe out)                   |
| CAPACITIES-                                  |                                  |
| Fuel tank Capacity(L)/Fuel Type              | 15/Unleaded Regular Gasoline     |
| Oil Tank Capacity(L)/Oil Type                | 1.75/YAMALUBE 2                  |
| Chain Case Capacity(cc)/Oil Grade            | 200/SAE#75~80, API-GL3           |
| Coolant Capacity(L)/Type/Ratio               | -----                            |
| ELECTRICAL-                                  |                                  |
| Spark Plug/Gap(mm)                           | NGK BR8HS/0.6~0.7                |
| Headlight/Taillight/Meterlight Wattage       | 60-60/8-23/-----                 |
| Ignition System/Manufacturer                 | C. D. I. /YAMAHA                 |
| Ignition Timing(mm)                          | 1.6 BTDC                         |
| Pulser Coil Resistance(Ω)                    | White/Red~Black:20±20%           |
| Charge Coil Resistance(Ω)                    | Brown~Black:430±20%              |
| Lighting Coil Resistance(Ω)                  | Yellow~Black:0.3±20%             |
| Primary Ignition Coil Resistance(Ω)          | 0.7±20%                          |
| Secondary Ignition Coil Resistance(kΩ)       | 7.1±20%                          |

**BR250TSP**  
**1990 SERVICE DATA**  
**SEPTEMBER, 1989**



**S90-004**

|                                               |                                  |
|-----------------------------------------------|----------------------------------|
| <b>MODEL-</b>                                 | BR250TSP (87P)                   |
| Engine Number/Starting Frame Number           | 87P/87P-000101                   |
| <b>ENGINE-</b>                                | Fan-cooled, Piston-port, Single  |
| Displacement(cc)/Bore X Stroke (mm)           | 246/70 X 64                      |
| Piston Clearance (mm)                         | 0.045~0.050                      |
| Piston Ring End Gap (Top/2nd) (mm)            | 0.20~0.40/0.20~0.40              |
| <b>CARBURETOR-</b>                            |                                  |
| Manufacturer/Type/I. D. Number                | KEIHIN/BD32-28/80J00             |
| Main Jet                                      | #105                             |
| Alternate Main Jets                           | #102, #100, #98                  |
| Jet Needle (Clip Position)                    | -----                            |
| Idle Mixture Screw Turns Out                  | 1-1/4                            |
| Power Jet/Pilot (Slow) jet                    | -----/#78                        |
| Float Height (mm)                             | 15±2                             |
| Idle RPM                                      | APPROX. 1100                     |
| Pilot (Slow) Air Jet/Pw. A. Jet/Main Air Jet  | #100/-----/-----                 |
| <b>AUTOLUBE PUMP-</b>                         |                                  |
| Colour/Adjustment (mm)                        | PINK/25±1-Cable Freeplay at idle |
| Pump Plunger Stroke (Min/Max) (mm)            | 0.20~0.25/1.65~1.87              |
| <b>DRIVE-</b>                                 |                                  |
| Primary Sheave Engagement RPM                 | APPROX. 2900                     |
| Shift RPM                                     | APPROX. 5700                     |
| Sheave Center to Center (mm)                  | APPROX. 266                      |
| Sheave Offset (mm)                            | APPROX. 11                       |
| Primary Spring Colour/Length (mm)             | NONE/67.8                        |
| Primary Spring Rate (kg/mm)/Preload (kg)      | 2.40/15                          |
| Secondary Spring Colour/Length (mm)           | NONE/105                         |
| Secondary Spring Rate (kg-mm/rad)/Preload (°) | 183/160                          |
| Secondary Drive Gear Ratio                    | 12/23                            |
| Chain Free Play (mm)/Track Tension (mm-kg)    | 8~15/25~30-10                    |
| Ski Centre to Centre (mm)                     | 750                              |
| Ski Toe-in or Toe-out (mm)                    | 0~15 (Toe out)                   |
| <b>CAPACITIES-</b>                            |                                  |
| Fuel tank Capacity (L)/Fuel Type              | 15/Unleaded Regular Gasoline     |
| Oil Tank Capacity (L)/Oil Type                | 1.75/YAMALUBE 2                  |
| Chain Case Capacity (cc)/Oil Grade            | 200/SAE#75~80, API-GL3           |
| Coolant Capacity (L)/Type/Ratio               | -----                            |
| <b>ELECTRICAL-</b>                            |                                  |
| Spark Plug/Gap (mm)                           | NGK BR8HS/0.6~0.7                |
| Headlight/Taillight/Meterlight Wattage        | 60-60/8-23/-----                 |
| Ignition System/Manufacturer                  | C. D. I. /YAMAHA                 |
| Ignition Timing (mm)                          | 1.6 BTDC                         |
| Pulser Coil Resistance (Ω)                    | White/Red~Black: 20±20%          |
| Charge Coil Resistance (Ω)                    | Brown~Black: 430±20%             |
| Lighting Coil Resistance (Ω)                  | Yellow~Black: 0.3±20%            |
| Primary Ignition Coil Resistance (Ω)          | 0.7±20%                          |
| Secondary Ignition Coil Resistance (kΩ)       | 7.1±20%                          |

**BR250TP**  
**1990 SERVICE DATA**  
**SEPTEMBER, 1989**



**S90-005**

|                                                |                                  |
|------------------------------------------------|----------------------------------|
| <b>MODEL-</b>                                  | BR250TP (87T)                    |
| Engine Number/Starting Frame Number            | 87T/87T-000101                   |
| <b>ENGINE-</b>                                 | Fan-cooled, Piston-port, Single  |
| Displacement(cc)/Bore X Stroke(mm)             | 246/70 X 64                      |
| Piston Clearance(mm)                           | 0.045~0.050                      |
| Piston Ring End Gap (Top/2nd) (mm)             | 0.20~0.40/0.20~0.40              |
| <b>CARBURETOR-</b>                             |                                  |
| Manufacturer/Type/I. D. Number                 | KEIHIN/BD32-28/80J00             |
| Main Jet                                       | #105                             |
| Alternate Main Jets                            | #102, #100, #98                  |
| Jet Needle (Clip Position)                     | -----                            |
| Idle Mixture Screw Turns Out                   | 1-1/4                            |
| Power Jet/Pilot(Slow) jet                      | -----/#78                        |
| Float Height(mm)                               | 15±2                             |
| Idle RPM                                       | APPROX. 1100                     |
| Pilot(Slow) Air Jet/Power Air Jet/Main Air Jet | #100/-----/-----                 |
| <b>AUTOLUBE PUMP-</b>                          |                                  |
| Colour/Adjustment(mm)                          | PINK/25±1-Cable Freeplay at idle |
| Pump Plunger Stroke (Min/Max) (mm)             | 0.20~0.25/1.65~1.87              |
| <b>DRIVE-</b>                                  |                                  |
| Primary Sheave Engagement RPM                  | APPROX. 3200                     |
| Shift RPM                                      | APPROX. 5900                     |
| Sheave Center to Center (mm)                   | APPROX. 266                      |
| Sheave Offset (mm)                             | APPROX. 11                       |
| Primary Spring Colour/Length (mm)              | GOLD-PINK/69.5                   |
| Primary Spring Rate (kg/mm)/Preload (kg)       | 2.50/20                          |
| Secondary Spring Colour/Length (mm)            | NONE/105                         |
| Secondary Spring Rate (kg-mm/rad)/Preload (°)  | 183/160                          |
| Secondary Drive Gear Ratio                     | 10/24                            |
| Chain Free Play (mm)/Track Tension (mm-kg)     | 8~15/40~50-10                    |
| Ski Centre to Centre (mm)                      | 750                              |
| Ski Toe-in or Toe-out (mm)                     | 0~15 (Toe out)                   |
| <b>CAPACITIES-</b>                             |                                  |
| Fuel tank Capacity (L)/Fuel Type               | 15/Unleaded Regular Gasoline     |
| Oil Tank Capacity (L)/Oil Type                 | 1.75/YAMALUBE 2                  |
| Chain Case Capacity (cc)/Oil Grade             | 200/SAE#75~80, API-GL3           |
| Coolant Capacity (L)/Type/Ratio                | -----                            |
| <b>ELECTRICAL-</b>                             |                                  |
| Spark Plug/Gap (mm)                            | NGK BR8HS/0.6~0.7                |
| Headlight/Taillight/Meterlight Wattage         | 60-55/8-23/3.4                   |
| Ignition System/Manufacturer                   | C. D. I. /YAMAHA                 |
| Ignition Timing (mm)                           | 1.6 BTDC                         |
| Pulser Coil Resistance (Ω)                     | White/Red~Black: 20±20%          |
| Charge Coil Resistance (Ω)                     | Brown~Black: 430±20%             |
| Lighting Coil Resistance (Ω)                   | Yellow~Black: 0.3±20%            |
| Primary Ignition Coil Resistance (Ω)           | 0.7±20%                          |
| Secondary Ignition Coil Resistance (kΩ)        | 7.1±20%                          |

CS340P

1990 SERVICE DATA

SEPTEMBER, 1989



S90-006

|                                                   |                                                      |
|---------------------------------------------------|------------------------------------------------------|
| MODEL-                                            | CS340P (87D)                                         |
| Engine Number/Starting Frame Number               | 87D/87D-000101                                       |
| ENGINE-                                           | Fan-cooled, Piston-port, Twin                        |
| Displacement(cc)/Bore X Stroke(mm)                | 337/60 X 59.6                                        |
| Piston Clearance(mm)                              | 0.040~0.045                                          |
| Piston Ring End Gap (Top/2nd) (mm)                | 0.35~0.55/0.35~0.55                                  |
| CARBURETOR-                                       |                                                      |
| Manufacturer/Type/I.D. Number                     | TEIKEI/Y26W-2/87D00                                  |
| Main Jet                                          | #174                                                 |
| Alternate Main Jets                               | #176, #172, #170, #168, #166, #162, #160, #156, #152 |
| Jet Needle (Clip Position)                        | -----                                                |
| Idle Mixture Screw Turns Out                      | 1-1/2                                                |
| Power Jet/Pilot (Slow) jet                        | -----/#76                                            |
| Float Height(mm)                                  | 31±1                                                 |
| Idle RPM                                          | APPROX. 1800                                         |
| Pilot (Slow) Air Jet/Pw. A. Jet/Main Air Jet (mm) | φ 0.8/-----/φ 1.9                                    |
| AUTOLUBE PUMP-                                    |                                                      |
| Colour/Adjustment(mm)                             | Green/25±1-Cable Freeplay at idle                    |
| Pump Plunger Stroke (Min/Max) (mm)                | 0.20~0.25/1.65~1.87                                  |
| DRIVE-                                            |                                                      |
| Primary Sheave Engagement RPM                     | APPROX. 3500                                         |
| Shift RPM                                         | APPROX. 6600                                         |
| Sheave Center to Center (mm)                      | APPROX. 268.5                                        |
| Sheave Offset (mm)                                | APPROX. 11                                           |
| Primary Spring Colour/Length (mm)                 | GOLD/73.4                                            |
| Primary Spring Rate (kg/mm)/Preload (kg)          | 2.1/25                                               |
| Secondary Spring Colour/Length (mm)               | RED/83                                               |
| Secondary Spring Rate (kg-mm/rad)/Preload (°)     | 477/120                                              |
| Secondary Drive Gear Ratio                        | 12/22                                                |
| Chain Free Play (mm)/Track Tension (mm-kg)        | 8~15/25~30-10                                        |
| Ski Centre to Centre (mm)                         | 870                                                  |
| Ski Toe-in or Toe-out (mm)                        | 0~15 (Toe out)                                       |
| CAPACITIES-                                       |                                                      |
| Fuel tank Capacity (L)/Fuel Type                  | 30.6/Unleaded Regular Gasoline                       |
| Oil Tank Capacity (L)/Oil Type                    | 2.2/YAMALUBE 2                                       |
| Chain Case Capacity (cc)/Oil Grade                | 250/SAE#75~80, API-GL3                               |
| Coolant Capacity (L)/Type/Ratio                   | -----                                                |
| ELECTRICAL-                                       |                                                      |
| Spark Plug/Gap (mm)                               | NGK BR9ES/0.7~0.8                                    |
| Headlight/Taillight/Meterlight Wattage            | 60-60/8-23/3.4                                       |
| Ignition System/Manufacturer                      | C. D. I./YAMAHA                                      |
| Ignition timing (mm)                              | 1.6mm BTDC                                           |
| Pulser Coil Resistance (Ω)                        | White/Red~Black: 20±20%                              |
| Charge Coil Resistance (Ω)                        | Brown~Black: 275±20%<br>Red~Black: 0.8±20%           |
| Lighting Coil Resistance (Ω)                      | Yellow~Black: 0.3±20%                                |
| Primary Ignition Coil Resistance (Ω)              | 0.2±20%                                              |
| Secondary Ignition Coil Resistance (kΩ)           | 4.9±20%                                              |
| Battery Type/Spec. Gravity/Charge Rate (A)        | -----                                                |

## CS340EP

## 1990 SERVICE DATA

SEPTEMBER, 1989



S90-007

|                                                 |                                                      |
|-------------------------------------------------|------------------------------------------------------|
| MODEL-                                          | CS340EP (87E)                                        |
| Engine Number/Starting Frame Number             | 87E/87E-000101                                       |
| ENGINE-                                         | Fan-cooled, Piston-port, Twin                        |
| Displacement(cc)/Bore X Stroke(mm)              | 337/60 X 59.6                                        |
| Piston Clearance(mm)                            | 0.040~0.045                                          |
| Piston Ring End Gap (Top/2nd)(mm)               | 0.35~0.55/0.35~0.55                                  |
| CARBURETOR-                                     |                                                      |
| Manufacturer/Type/I. D. Number                  | TEIKEI/Y26W-2/87D00                                  |
| Main Jet                                        | #174                                                 |
| Alternate Main Jets                             | #176, #172, #170, #168, #166, #162, #160, #156, #152 |
| Jet Needle (Clip Position)                      | -----                                                |
| Idle Mixture Screw Turns Out                    | 1-1/2                                                |
| Power Jet/Pilot(Slow)jet                        | -----/#76                                            |
| Float Height(mm)                                | 31±1                                                 |
| Idle RPM                                        | APPROX. 1800                                         |
| Pilot(Slow)Air Jet/Pw. A. Jet/Main Air Jet (mm) | φ 0.8/-----/φ 1.9                                    |
| AUTOLUBE PUMP-                                  |                                                      |
| Colour/Adjustment(mm)                           | Green/25±1-Cable Freeplay at idle                    |
| Pump Plunger Stroke (Min/Max) (mm)              | 0.20~0.25/1.65~1.87                                  |
| DRIVE-                                          |                                                      |
| Primary Sheave Engagement RPM                   | APPROX. 3500                                         |
| Shift RPM                                       | APPROX. 6600                                         |
| Sheave Center to Center(mm)                     | APPROX. 268.5                                        |
| Sheave Offset(mm)                               | APPROX. 11                                           |
| Primary Spring Colour/Length(mm)                | GOLD/73.4                                            |
| Primary Spring Rate(kg/mm)/Preload(kg)          | 2.1/25                                               |
| Secondary Spring Colour/Length(mm)              | RED/83                                               |
| Secondary Spring Rate(kg-mm/rad)/Preload(°)     | 477/120                                              |
| Secondary Drive Gear Ratio                      | 12/22                                                |
| Chain Free Play(mm)/Track Tension(mm-kg)        | 8~15/25~30-10                                        |
| Ski Centre to Centre(mm)                        | 870                                                  |
| Ski Toe-in or Toe-out(mm)                       | 0~15 (Toe out)                                       |
| CAPACITIES-                                     |                                                      |
| Fuel tank Capacity(L)/Fuel Type                 | 30.6/Unleaded Regular Gasoline                       |
| Oil Tank Capacity(L)/Oil Type                   | 2.2/YAMALUBE 2                                       |
| Chain Case Capacity(cc)/Oil Grade               | 250/SAE#75~80, API-GL3                               |
| Coolant Capacity(L)/Type/Ratio                  | -----                                                |
| ELECTRICAL-                                     |                                                      |
| Spark Plug/Gap(mm)                              | NGK BR9ES/0.7~0.8                                    |
| Headlight/Taillight/Meterlight Wattage          | 60-60/8-23/3.4                                       |
| Ignition System/Manufacturer                    | C. D. I. /YAMAHA                                     |
| Ignition timing (mm)                            | 1.6mm BTDC                                           |
| Pulser Coil Resistance(Ω)                       | White/Red~Black:20±20%                               |
| Charge Coil Resistance(Ω)                       | Brown~Black:275±20%                                  |
|                                                 | Red~Black:0.8±20%                                    |
| Lighting Coil Resistance(Ω)                     | Yellow~Black:0.3±20%                                 |
| Primary Ignition Coil Resistance(Ω)             | 0.2±20%                                              |
| Secondary Ignition Coil Resistance(kΩ)          | 4.9±20%                                              |
| Battery Type/Spec. Gravity/Charge Rate(A)       | YUASA:YB14L-A2/1.28/1.4                              |

**ET400TP**  
**1990 SERVICE DATA**  
**SEPTEMBER, 1989**



**S90-008**

|                                                  |                                            |
|--------------------------------------------------|--------------------------------------------|
| <b>MODEL-</b>                                    | ET400TP (87W)                              |
| Engine Number/Starting Frame Number              | 87W/87W-000101                             |
| <b>ENGINE-</b>                                   | Fan-cooled, Piston-port, Twin              |
| Displacement(cc)/Bore X Stroke(mm)               | 408/66 X 59.6                              |
| Piston Clearance(mm)                             | 0.050~0.055                                |
| Piston Ring End Gap (Top/2nd) (mm)               | 0.35~0.55/0.35~0.55                        |
| <b>CARBURETOR-</b>                               |                                            |
| Manufacturer/Type/I. D. Number                   | MIKUNI/B38-32/85T00                        |
| Main Jet                                         | #140                                       |
| Alternate Main Jets                              | #130, #131.3, #132.5, #135, #142.5         |
| Jet Needle (Clip Position)                       | -----                                      |
| Idle Mixture Screw Turns Out                     | 1-1/2                                      |
| Power Jet/Pilot(Slow)jet                         | -----/#80                                  |
| Alternate Pilot jets (for only CANADA)           | #100, #110                                 |
| Float Height(mm)                                 | 12.7±1                                     |
| Idle RPM                                         | APPROX. 1700                               |
| Pilot(Slow) Air Jet/Pw. A. Jet/Main Air Jet (mm) | φ 0.7/-----/-----                          |
| <b>AUTOLUBE PUMP-</b>                            |                                            |
| Colour/Adjustment(mm)                            | Orange/22±1-Cable Freeplay at idle         |
| Pump Plunger Stroke (Min/Max) (mm)               | 0.10~0.15/1.55~1.77                        |
| <b>DRIVE-</b>                                    |                                            |
| Primary Sheave Engagement RPM                    | APPROX. 3100                               |
| Shift RPM                                        | APPROX. 6500                               |
| Sheave Center to Center (mm)                     | APPROX. 266                                |
| Sheave Offset (mm)                               | APPROX. 11                                 |
| Primary Spring Colour/Length (mm)                | BLUE-GREEN/85.1                            |
| Primary Spring Rate (kg/mm)/Preload (kg)         | 1.06/25                                    |
| Secondary Spring Colour/Length (mm)              | NONE/105                                   |
| Secondary Spring Rate (kg-mm/rad)/Preload (°)    | 183/160                                    |
| Secondary Drive Gear Ratio                       | 12/23                                      |
| Chain Free Play (mm)/Track Tension (mm-kg)       | 8~15/40~50-10                              |
| Ski Centre to Centre (mm)                        | 800                                        |
| Ski Toe-in or Toe-out (mm)                       | 0~15 (Toe out)                             |
| <b>CAPACITIES-</b>                               |                                            |
| Fuel tank Capacity(L)/Fuel Type                  | 25/Unleaded Regular Gasoline               |
| Oil Tank Capacity(L)/Oil Type                    | 2.4/YAMALUBE 2                             |
| Chain Case Capacity(cc)/Oil Grade                | 400/SAE#75~80, API-GL3                     |
| Coolant Capacity(L)/Type/Ratio                   | -----                                      |
| <b>ELECTRICAL-</b>                               |                                            |
| Spark Plug/Gap (mm)                              | NGK BR8ES/0.7~0.8                          |
| Headlight/Taillight/Meterlight Wattage           | 60-60/8-23/3.4                             |
| Ignition System/Manufacturer                     | C. D. I. /YAMAHA                           |
| Ignition timing (mm)                             | 1.6mm BTDC                                 |
| Pulser Coil Resistance (Ω)                       | White/Red~Black: 20±20%                    |
| Charge Coil Resistance (Ω)                       | Brown~Black: 275±20%<br>Red~Black: 0.8±20% |
| Lighting Coil Resistance (Ω)                     | Yellow~Black: 0.3±20%                      |
| Primary Ignition Coil Resistance (Ω)             | 0.2±20%                                    |
| Secondary Ignition Coil Resistance (kΩ)          | 4.9±20%                                    |

**ET400TRP**  
**1990 SERVICE DATA**  
**SEPTEMBER, 1989**



S90-009

|                                                  |                                    |
|--------------------------------------------------|------------------------------------|
| MODEL-                                           | ET400TRP (87L)                     |
| Engine Number/Starting Frame Number              | 87L/87L-000101                     |
| ENGINE-                                          | Fan-cooled, Piston-port, Twin      |
| Displacement(cc)/Bore X Stroke(mm)               | 408/66 X 59.6                      |
| Piston Clearance(mm)                             | 0.050~0.055                        |
| Piston Ring End Gap (Top/2nd) (mm)               | 0.35~0.55/0.35~0.55                |
| CARBURETOR-                                      |                                    |
| Manufacturer/Type/I. D. Number                   | MIKUNI/B38-32/85T00                |
| Main Jet                                         | #140                               |
| Alternate Main Jets                              | #130, #131.3, #132.5, #135, #142.5 |
| Jet Needle (Clip Position)                       | -----                              |
| Idle Mixture Screw Turns Out                     | 1-1/2                              |
| Power Jet/Pilot(Slow) jet                        | -----/#80                          |
| Alternate Pilot jets (for only CANADA)           | #100, #110                         |
| Float Height(mm)                                 | 12.7±1                             |
| Idle RPM                                         | APPROX. 1700                       |
| Pilot(Slow) Air Jet/Pw. A. Jet/Main Air Jet (mm) | φ 0.7/-----/-----                  |
| AUTOLUBE PUMP-                                   |                                    |
| Colour/Adjustment(mm)                            | Orange/22±1-Cable Freeplay at idle |
| Pump Plunger Stroke(Min/Max) (mm)                | 0.10~0.15/1.55~1.77                |
| DRIVE-                                           |                                    |
| Primary Sheave Engagement RPM                    | APPROX. 3200                       |
| Shift RPM                                        | APPROX. 6500                       |
| Sheave Center to Center(mm)                      | APPROX. 266                        |
| Sheave Offset(mm)                                | APPROX. 11                         |
| Primary Spring Colour/Length(mm)                 | WHITE-VIOLET/77.2                  |
| Primary Spring Rate(kg/mm)/Preload(kg)           | 1.59/25                            |
| Secondary Spring Colour/Length(mm)               | GOLD/127                           |
| Secondary Spring Rate(kg-mm/rad)/Preload(°)      | 187/192                            |
| Secondary Drive Gear Ratio                       | 14/31                              |
| Chain Free Play(mm)/Track Tension(mm-kg)         | 8~15/40~50-10                      |
| Ski Centre to Centre(mm)                         | 800                                |
| Ski Toe-in or Toe-out(mm)                        | 0~15 (Toe out)                     |
| CAPACITIES-                                      |                                    |
| Fuel tank Capacity(L)/Fuel Type                  | 25/Unleaded Regular Gasoline       |
| Oil Tank Capacity(L)/Oil Type                    | 2.4/YAMALUBE 2                     |
| Chain Case Capacity(cc)/Oil Grade                | 300/SAE#75~80, API-GL3             |
| Coolant Capacity(L)/Type/Ratio                   | -----                              |
| ELECTRICAL-                                      |                                    |
| Spark Plug/Gap(mm)                               | NGK BR8ES/0.7~0.8                  |
| Headlight/Taillight/Meterlight Wattage           | 60-60/8-23/3.4                     |
| Ignition System/Manufacturer                     | C. D. I. /YAMAHA                   |
| Ignition timing (mm)                             | 1.6mm BTDC                         |
| Pulser Coil Resistance(Ω)                        | White/Red~Black:20±20%             |
| Charge Coil Resistance(Ω)                        | Brown~Black:275±20%                |
|                                                  | Red~Black:0.8±20%                  |
| Lighting Coil Resistance(Ω)                      | Yellow~Black:0.3±20%               |
| Primary Ignition Coil Resistance(Ω)              | 0.2±20%                            |
| Secondary Ignition Coil Resistance(kΩ)           | 4.9±20%                            |

# PZ480P

## 1990 SERVICE DATA

SEPTEMBER, 1989



S90-010

|                                                  |                                                                |
|--------------------------------------------------|----------------------------------------------------------------|
| MODEL                                            | PZ480P (87F)                                                   |
| Engine Number/Starting Frame Number              | 87F/87F-000101                                                 |
| ENGINE-                                          | Axial-fan-cooled, Torque-induction, Twin                       |
| Displacement(cc)/Bore X Stroke(mm)               | 485/72 X 59.6                                                  |
| Piston Clearance(mm)                             | 0.045~0.050                                                    |
| Piston Ring End Gap (Top/2nd) (mm)               | 0.35~0.55/0.35~0.55                                            |
| CARBURETOR-                                      |                                                                |
| Manufacturer/Type/I. D. Number                   | Mikuni/B38-32, L:8V002, R:80L02                                |
| Main Jet                                         | #143.8                                                         |
| Alternate Main Jets                              | #152.5, #150, #147.5, #138.8, #136.3<br>#131.3, #126.3, #121.3 |
| Jet Needle (Clip Position)                       | -----                                                          |
| Idle Mixture Screw Turns Out                     | 1-1/2                                                          |
| Power Jet/Pilot(Slow) jet                        | -----/#95                                                      |
| Float Height(mm)                                 | 11.5 ± 2                                                       |
| Idle RPM                                         | APPROX. 1600                                                   |
| Pilot(Slow) Air Jet/Pw. A. Jet/Main Air Jet (mm) | φ 0.5/-----/φ 1.5                                              |
| AUTOLUBE PUMP-                                   |                                                                |
| Colour/Adjustment(mm)                            | Black/22±1-Cable Freeplay at idle                              |
| Pump Plunger Stroke (Min/Max) (mm)               | 0.15~0.20/1.62~1.80                                            |
| DRIVE-                                           |                                                                |
| Primary Sheave Engagement RPM                    | APPROX. 3500                                                   |
| Shift RPM                                        | APPROX. 6850                                                   |
| Sheave Center to Center (mm)                     | APPROX. 268.5                                                  |
| Sheave Offset (mm)                               | APPROX. 11                                                     |
| Primary Spring Colour/Length (mm)                | Green-Yellow/75.1                                              |
| Primary Spring Rate (kg/mm)/Preload (kg)         | 1.58/21.5                                                      |
| Secondary Spring Colour/Length (mm)              | Green-Yellow/86                                                |
| Secondary Spring Rate (kg-mm/rad)/Preload (°)    | 571/75 (C-2)                                                   |
| Secondary Drive Gear Ratio                       | 17/29                                                          |
| Chain Free Play (mm)/Track Tension (mm-kg)       | 8~15/25~30-10                                                  |
| Ski Centre to Centre (mm)                        | 920                                                            |
| Ski Toe-in or Toe-out (mm)                       | 0~15 (Toe out)                                                 |
| CAPACITIES-                                      |                                                                |
| Fuel tank Capacity (L)/Fuel Type                 | 31.0/Unleaded Regular Gasoline                                 |
| Oil Tank Capacity (L)/Oil Type                   | 2.5/YAMALUBE 2                                                 |
| Chain Case Capacity (cc)/Oil Grade               | 250/SAE#75~80, API-GL3                                         |
| Coolant Capacity (L)/Type/Ratio                  | -----                                                          |
| ELECTRICAL-                                      |                                                                |
| Spark Plug/Gap (mm)                              | NGK BR9ES/0.7~0.8                                              |
| Headlight/Taillight/Meterlight Wattage           | 60-55/8-23/3.4                                                 |
| Ignition System/Manufacturer                     | C. D. I. /MITSUBISHI                                           |
| Ignition Timing (mm)                             | 1.5 BTDC                                                       |
| Pulser Coil Resistance (Ω)                       | White/Red~Black:14±10%                                         |
| Charge Coil Resistance (Ω)                       | Brown~Black:556±10%                                            |
| Lighting Coil Resistance (Ω)                     | Yellow~Black:0.19±10%                                          |
| Primary Ignition Coil Resistance (Ω)             | 0.2±20%                                                        |
| Secondary Ignition Coil Resistance (kΩ)          | 4.9±20%                                                        |
| Battery Type/Spec. Gravity/Charge Rate (A)       | -----                                                          |

**PZ480EP**  
**1990 SERVICE DATA**  
**SEPTEMBER, 1989**



**S90-011**

|                                                  |                                                                |
|--------------------------------------------------|----------------------------------------------------------------|
| <b>MODEL-</b>                                    | PZ480EP (87H)                                                  |
| Engine Number/Starting Frame Number              | 87H/87H-000101                                                 |
| <b>ENGINE-</b>                                   | Axial-fan-cooled, Torque-induction, Twin                       |
| Displacement(cc)/Bore X Stroke(mm)               | 485/72 X 59.6                                                  |
| Piston Clearance(mm)                             | 0.045~0.050                                                    |
| Piston Ring End Gap (Top/2nd)(mm)                | 0.35~0.55/0.35~0.55                                            |
| <b>CARBURETOR-</b>                               |                                                                |
| Manufacturer/Type/I. D. Number                   | Mikuni/B38-32, L:8V002, R:80L02                                |
| Main Jet                                         | #143.8                                                         |
| Alternate Main Jets                              | #152.5, #150, #147.5, #138.8, #136.3<br>#131.3, #126.3, #121.3 |
| Jet Needle (Clip Position)                       | -----                                                          |
| Idle Mixture Screw Turns Out                     | 1-1/2                                                          |
| Power Jet/Pilot(Slow) jet                        | -----/#95                                                      |
| Float Height(mm)                                 | 11.5 ± 2                                                       |
| Idle RPM                                         | APPROX. 1600                                                   |
| Pilot(Slow) Air Jet/Pw. A. Jet/Main Air Jet (mm) | φ 0.5/-----/φ 1.5                                              |
| <b>AUTOLUBE PUMP-</b>                            |                                                                |
| Colour/Adjustment(mm)                            | Black/22±1-Cable Freeplay at idle                              |
| Pump Plunger Stroke(Min/Max)(mm)                 | 0.15~0.20/1.62~1.80                                            |
| <b>DRIVE-</b>                                    |                                                                |
| Primary Sheave Engagement RPM                    | APPROX. 3500                                                   |
| Shift RPM                                        | APPROX. 6850                                                   |
| Sheave Center to Center(mm)                      | APPROX. 268.5                                                  |
| Sheave Offset(mm)                                | APPROX. 11                                                     |
| Primary Spring Colour/Length(mm)                 | Green-Yellow/75.1                                              |
| Primary Spring Rate(kg/mm)/Preload(kg)           | 1.58/21.5                                                      |
| Secondary Spring Colour/Length(mm)               | Green-Yellow/86                                                |
| Secondary Spring Rate(kg-mm/rad)/Preload(°)      | 571/75(C-2)                                                    |
| Secondary Drive Gear Ratio                       | 17/29                                                          |
| Chain Free Play(mm)/Track Tension(mm-kg)         | 8~15/25~30-10                                                  |
| Ski Centre to Centre(mm)                         | 920                                                            |
| Ski Toe-in or Toe-out(mm)                        | 0~15 (Toe out)                                                 |
| <b>CAPACITIES-</b>                               |                                                                |
| Fuel tank Capacity(L)/Fuel Type                  | 31.0/Unleaded Regular Gasoline                                 |
| Oil Tank Capacity(L)/Oil Type                    | 2.5/YAMALUBE 2                                                 |
| Chain Case Capacity(cc)/Oil Grade                | 250/SAE#75~80, API-GL3                                         |
| Coolant Capacity(L)/Type/Ratio                   | -----                                                          |
| <b>ELECTRICAL-</b>                               |                                                                |
| Spark Plug/Gap(mm)                               | NGK BR9ES/0.7~0.8                                              |
| Headlight/Taillight/Meterlight Wattage           | 60-55/8-23/3.4                                                 |
| Ignition System/Manufacturer                     | C. D. I. /MITSUBISHI                                           |
| Ignition Timing(mm)                              | 1.5 BTDC                                                       |
| Pulser Coil Resistance(Ω)                        | White/Red~Black:14±10%                                         |
| Charge Coil Resistance(Ω)                        | Brown~Black:556±10%                                            |
| Lighting Coil Resistance(Ω)                      | Yellow~Black:0.19±10%                                          |
| Primary Ignition Coil Resistance(Ω)              | 0.2±20%                                                        |
| Secondary Ignition Coil Resistance(kΩ)           | 4.9±20%                                                        |
| Battery Type/Spec. Gravity/Charge Rate(A)        | YUASA:YB14L-A2/1.28/1.4                                        |

SR540P

1990 SERVICE DATA

SEPTEMBER, 1989



S90-012

|                                               |                                            |
|-----------------------------------------------|--------------------------------------------|
| MODEL-                                        | SR540P (87U)                               |
| Engine Number/Starting Frame Number           | 87U/87U-000101                             |
| ENGINE-                                       | Axial-fan-cooled, Torque-induction, Twin   |
| Displacement(cc)/Bore X Stroke(mm)            | 535/73 X 64                                |
| Piston Clearance(mm)                          | 0.055~0.060                                |
| Piston Ring End Gap (Top/2nd) (mm)            | 0.20~0.40/0.20~0.40                        |
| Piston Groove Clearance (Top/2nd) (mm)        | 0.02~0.06/0.02~0.06                        |
| CARBURETOR-                                   |                                            |
| Manufacturer/Type/I. D. Number                | KEIHIN/BD44-38/8Y000                       |
| Main Jet                                      | #150                                       |
| Alternate Main Jets                           | #155, #145, #140, #135, #130, #125<br>#120 |
| Jet Needle (Clip Position)                    | -----                                      |
| Idle Mixture Screw Turns Out                  | 2.0                                        |
| Power Jet/Pilot(Slow)jet                      | #150/#92                                   |
| Float Height(mm)                              | 15±2                                       |
| Idle RPM                                      | APPROX. 1500                               |
| Pilot(Slow)Air Jet/Pw. A. Jet/Main Air Jet    | #100/#170/#180                             |
| AUTOLUBE PUMP-                                |                                            |
| Colour/Adjustment(mm)                         | Yellow/25±1-Cable Freeplay at<br>idle      |
| Pump Plunger Stroke (Min/Max) (mm)            | 0.20~0.25/1.65~1.87                        |
| DRIVE-                                        |                                            |
| Primary Sheave Engagement RPM                 | APPROX. 3400                               |
| Shift RPM                                     | APPROX. 7200                               |
| Sheave Center to Center (mm)                  | APPROX. 268.5                              |
| Sheave Offset (mm)                            | APPROX. 11                                 |
| Primary Spring Colour/Length (mm)             | Gold-White/74.8                            |
| Primary Spring Rate (kg/mm)/Preload (kg)      | 2.08/27.6                                  |
| Secondary Spring Colour/Length (mm)           | Pink/85                                    |
| Secondary Spring Rate (kg-mm/rad)/Preload (°) | 794/30 (B-1)                               |
| Secondary Drive Gear Ratio                    | 17/31                                      |
| Chain Free Play (mm)/Track Tension (mm-kg)    | 8~15/25~30-10                              |
| Ski Centre to Centre (mm)                     | 880                                        |
| Ski Toe-in or Toe-out (mm)                    | 0~15 (Toe out)                             |
| CAPACITIES-                                   |                                            |
| Fuel tank Capacity (L)/Fuel Type              | 26.6/Unleaded Premium Gasoline             |
| Oil Tank Capacity (L)/Oil Type                | 2.5/YAMALUBE 2                             |
| Chain Case Capacity (cc)/Oil Grade            | 250/SAE#75~80, API-GL3                     |
| Coolant Capacity (L)/Type/Ratio               | -----                                      |
| ELECTRICAL-                                   |                                            |
| Spark Plug/Gap (mm)                           | NGK BR9EV/0.7~0.8                          |
| Headlight/Taillight/Meterlight Wattage        | 60-55/8-23/3.4                             |
| Ignition System/Manufacturer                  | C. D. I. /MITSUBISHI                       |
| Ignition Timing (mm)                          | 1.5 BTDC                                   |
| Pulser Coil Resistance (Ω)                    | White/Red~Black:14±10%                     |
| Charge Coil Resistance (Ω)                    | Brown~Black:556±10%                        |
| Lighting Coil Resistance (Ω)                  | Yellow~Black:0.19±10%                      |
| Primary Ignition Coil Resistance (Ω)          | 0.2±20%                                    |
| Secondary Ignition Coil Resistance (kΩ)       | 4.9±20%                                    |

**XL540P****1990 SERVICE DATA****SEPTEMBER, 1989****S90-013**

|                                                  |                                                                        |
|--------------------------------------------------|------------------------------------------------------------------------|
| <b>MODEL-</b>                                    | XL540P (87K)                                                           |
| Engine Number/Starting Frame Number              | 87K/87K-000101                                                         |
| <b>ENGINE-</b>                                   | Axial-fan-cooled, Torque-induction, Twin                               |
| Displacement(cc)/Bore X Stroke(mm)               | 535/73 X 64                                                            |
| Piston Clearance(mm)                             | 0.055~0.060                                                            |
| Piston Ring End Gap (Top/2nd) (mm)               | 0.20~0.40/0.20~0.40                                                    |
| <b>CARBURETOR-</b>                               |                                                                        |
| Manufacturer/Type/I. D. Number                   | MIKUNI/B38-32/8Y701                                                    |
| Main Jet                                         | #132.5                                                                 |
| Alternate Main Jets                              | #145, #142.5, #137.5, #130, #127.5<br>#125, #122.5, #120, #117.5, #115 |
| Jet Needle (Clip Position)                       | -----                                                                  |
| Idle Mixture Screw Turns Out                     | 1-1/2                                                                  |
| Power Jet/Pilot(Slow) jet                        | -----/#60                                                              |
| Float Height(mm)                                 | 9.7±1                                                                  |
| Idle RPM                                         | APPROX. 1200                                                           |
| Pilot(Slow) Air Jet/Pw. A. Jet/Main air Jet (mm) | φ 0.8/-----/-----                                                      |
| <b>AUTOLUBE PUMP-</b>                            |                                                                        |
| Colour/Adjustment(mm)                            | Yellow/27±1-Cable Freeplay at idle                                     |
| Pump Plunger Stroke (Min/Max) (mm)               | 0.20~0.25/1.65~1.87                                                    |
| <b>DRIVE-</b>                                    |                                                                        |
| Primary Sheave Engagement RPM                    | APPROX. 3400                                                           |
| Shift RPM                                        | APPROX. 6900                                                           |
| Sheave Center to Center(mm)                      | APPROX. 268.5                                                          |
| Sheave Offset(mm)                                | APPROX. 11                                                             |
| Primary Spring Colour/Length(mm)                 | White-Purple/77.2                                                      |
| Primary Spring Rate(kg/mm)/Preload(kg)           | 1.59/25                                                                |
| Secondary Spring Colour/Length(mm)               | Pink/85                                                                |
| Secondary Spring Rate(kg-mm/rad)/Preload(°)      | 794/50 (A-2)                                                           |
| Secondary Drive Gear Ratio                       | 17/29                                                                  |
| Chain Free Play(mm)/Track Tension(mm-kg)         | 8~15/25~30-10                                                          |
| Ski Centre to Centre(mm)                         | 875                                                                    |
| Ski Toe-in or Toe-out(mm)                        | 0~15 (Toe out)                                                         |
| <b>CAPACITIES-</b>                               |                                                                        |
| Fuel tank Capacity(L)/Fuel Type                  | 26.6/Unleaded Regular Gasoline                                         |
| Oil Tank Capacity(L)/Oil Type                    | 2.5/YAMALUBE 2                                                         |
| Chain Case Capacity(cc)/Oil Grade                | 250/SAE#75~80, API-GL3                                                 |
| Coolant Capacity(L)/Type/Ratio                   | -----                                                                  |
| <b>ELECTRICAL-</b>                               |                                                                        |
| Spark Plug/Gap(mm)                               | NGK BR9ES/0.7~0.8                                                      |
| Headlight/Taillight/Meterlight Wattage           | 60-55/8-23/3.4                                                         |
| Ignition System/Manufacturer                     | C. D. I. /MITSUBISHI                                                   |
| Ignition Timing(mm)                              | 1.5 BTDC                                                               |
| Pulser Coil Resistance(Ω)                        | White/Red~Black:14±10%                                                 |
| Charge Coil Resistance(Ω)                        | Brown~Black:556±10%                                                    |
| Lighting Coil Resistance(Ω)                      | Yellow~Black:0.19±10%                                                  |
| Primary Ignition Coil Resistance(Ω)              | 0.2±20%                                                                |
| Secondary Ignition Coil Resistance(kΩ)           | 4.9±20%                                                                |
| Battery Type/Spec.Gravity/Charge Rate(A)         | YUASA:YB16AL-A2/1.28/1.6                                               |

VK540P

1990 SERVICE DATA

SEPTEMBER, 1989



S90-014

|                                                   |                                          |
|---------------------------------------------------|------------------------------------------|
| MODEL-                                            | VK540EP (87R)                            |
| Engine Number/Starting Frame Number               | 87R/87R-000101                           |
| ENGINE-                                           | Axial-fan-cooled, Torque-induction, Twin |
| Displacement(cc)/Bore X Stroke (mm)               | 535/73 X 64                              |
| Piston Clearance (mm)                             | 0.055~0.060                              |
| Piston Ring End Gap (Top/2nd) (mm)                | 0.20~0.40/0.20~0.40                      |
| CARBURETOR-                                       |                                          |
| Manufacturer/Type/I. D. Number                    | MIKUNI/B38-34/84R00                      |
| Main Jet                                          | #141.3                                   |
| Alternate Main Jets                               | #142.5, #140, #137.5, #135.0, #132.5     |
| Jet Needle (Clip Position)                        | -----                                    |
| Idle Mixture Screw Turns Out                      | 1-1/4                                    |
| Power Jet/Pilot (Slow) jet                        | -----/#90                                |
| Float Height (mm)                                 | 12.7±1                                   |
| Idle RPM                                          | APPROX. 1200                             |
| Pilot (Slow) Air Jet/Pw. A. Jet/Main Air Jet (mm) | φ 0.8/-----/-----                        |
| AUTOLUBE PUMP-                                    |                                          |
| Colour/Adjustment (mm)                            | Black/25±1-Cable Freeplay at idle        |
| Pump Plunger Stroke (Min/Max) (mm)                | 0.20~0.25/1.65~1.87                      |
| DRIVE-                                            |                                          |
| Primary Sheave Engagement RPM                     | APPROX. 2500                             |
| Shift RPM                                         | APPROX. 6700                             |
| Sheave Center to Center (mm)                      | APPROX. 268.5                            |
| Sheave Offset (mm)                                | APPROX. 11                               |
| Primary Spring Colour/Length (mm)                 | WHITE/71.5                               |
| Primary Spring Rate (kg/mm)/Preload (kg)          | 1.5/15                                   |
| Secondary Spring Colour/Length (mm)               | WHITE/93.5                               |
| Secondary Spring Rate (kg-mm/rad)/Preload (°)     | 721/50 (2)                               |
| Secondary Drive Gear Ratio                        | 17/39                                    |
| Chain Free Play (mm)/Track Tension (mm-kg)        | 8~15/35~45-10                            |
| Ski Centre to Centre (mm)                         | 810                                      |
| Ski Toe-in or Toe-out (mm)                        | 0~15 (Toe out)                           |
| CAPACITIES-                                       |                                          |
| Fuel tank Capacity (L)/Fuel Type                  | 31/Unleaded Regular Gasoline             |
| Oil Tank Capacity (L)/Oil Type                    | 2.5/YAMALUBE 2                           |
| Chain Case Capacity (cc)/Oil Grade                | 350/SAE#75~80, API-GL3                   |
| Coolant Capacity (L)/Type/Ratio                   | -----                                    |
| ELECTRICAL-                                       |                                          |
| Spark Plug/Gap (mm)                               | NGK BR9ES/0.7~0.8                        |
| Headlight/Taillight/Meterlight Wattage            | 60-55/8-23/3.4                           |
| Ignition System/Manufacturer                      | C. D. I. /YAMAHA                         |
| Ignition Timing (mm)                              | 1.5 BTDC                                 |
| Pulser Coil Resistance (Ω)                        | White/Red~Black: 20±20%                  |
| Charge Coil Resistance (Ω)                        | Brown~Black: 275±20%                     |
| Lighting Coil Resistance (Ω)                      | Yellow~Black: 0.3±20%                    |
| Primary Ignition Coil Resistance (Ω)              | 0.2±20%                                  |
| Secondary Ignition Coil Resistance (kΩ)           | 4.9±20%                                  |
| Battery Type/Spec. Gravity/Charge Rate (A)        | YUASA: YB16AL-A2/1.28/1.6                |

**VMX540P**  
**1990 SERVICE DATA**  
**SEPTEMBER, 1989**



**S90-015**

|                                               |                                                               |
|-----------------------------------------------|---------------------------------------------------------------|
| <b>MODEL-</b>                                 | VMX540P (87V)                                                 |
| Engine Number/Starting Frame Number           | 87V/87V-000101                                                |
| <b>ENGINE-</b>                                | Liquid-cooled, Piston-valve, Twin                             |
| Displacement(cc)/Bore X Stroke (mm)           | 535/73 X 64                                                   |
| Piston Clearance (mm)                         | 0.065~0.075                                                   |
| Piston Ring End Gap (Top/2nd) (mm)            | 0.35~0.55/0.35~0.55                                           |
| <b>CARBURETOR-</b>                            |                                                               |
| Manufacturer/Type/I. D. Number                | MIKUNI/VM38/83X00                                             |
| Main Jet                                      | #290                                                          |
| Alternate Main Jets                           | #330, #310, #270, #250, #240, #230<br>#220, #210, #200, #180  |
| Jet Needle (Clip Position)                    | 6DH27 (3)                                                     |
| Idle Mixture Screw Turns Out                  | 1                                                             |
| Power Jet/Pilot (Slow) jet                    | LH: #150, RH: #130/#40                                        |
| Float Height (mm)                             | 18.1±1 (without gasket)                                       |
| Idle RPM                                      | APPROX. 1500                                                  |
| Pilot (Slow) Air Jet/Pw. A. Jet/Main Air Jet  | -----/LH: φ 1.2, RH: φ 1.3/φ 2.5                              |
| <b>AUTOLUBE PUMP-</b>                         |                                                               |
| Colour/Adjustment (mm)                        | Red/Align with cable adjuster at full throttle                |
| Pump Plunger Stroke (Min/Max) (mm)            | 0.50~0.55/2.15~2.27                                           |
| <b>DRIVE-</b>                                 |                                                               |
| Primary Sheave Engagement RPM                 | APPROX. 4000                                                  |
| Shift RPM                                     | APPROX. 8200                                                  |
| Sheave Center to Center (mm)                  | APPROX. 305                                                   |
| Sheave Offset (mm)                            | APPROX. 11                                                    |
| Primary Spring Colour/Length (mm)             | White-Yellow/75.7                                             |
| Primary Spring Rate (kg/mm)/Preload (kg)      | 2.20~2.30/30.8~32.7                                           |
| Secondary Spring Colour/Length (mm)           | PINK/85                                                       |
| Secondary Spring Rate (kg-mm/rad)/Preload (°) | 794/40 (C-2)                                                  |
| Secondary Drive Gear Ratio                    | 18/33                                                         |
| Chain Free Play (mm)/Track Tension (mm-kg)    | 8~15/25~30-10                                                 |
| Ski Centre to Centre (mm)                     | 880                                                           |
| Ski Toe-in or Toe-out (mm)                    | 0~15 (Toe out)                                                |
| <b>CAPACITIES-</b>                            |                                                               |
| Fuel tank Capacity (L)/Fuel Type              | 24/Unleaded Premium Gasoline                                  |
| Oil Tank Capacity (L)/Oil Type                | 2.5/YAMALUBE 2                                                |
| Chain Case Capacity (cc)/Oil Grade            | 250/SAE#75~80, API-GL3                                        |
| Coolant Capacity (L)/Type/Ratio               | 3.1/Aluminum-compatible ethylene glycol/6:4 (Distilled water) |
| <b>ELECTRICAL-</b>                            |                                                               |
| Spark Plug/Gap (mm)                           | NGK BR9EV/0.7~0.8                                             |
| Headlight/Taillight/Meterlight Wattage        | 60-55/8-23/3.4                                                |
| Ignition System/Manufacturer                  | C. D. I. /HITACHI                                             |
| Ignition Timing (mm)                          | 1.6 BTDC                                                      |
| Pulser Coil Resistance (Ω)                    | White/Green~Black: 100±10%                                    |
| Charge Coil Resistance (Ω) (High)             | Red~White/Red: 50.5±10%                                       |
| (Low)                                         | Brown~Red: 245±10%                                            |
| Lighting Coil Resistance (Ω)                  | Yellow~Black: 0.247±10%                                       |
| Primary Ignition Coil Resistance (Ω)          | 0.12±8%                                                       |
| Secondary Ignition Coil Resistance (kΩ)       | 4.0±20%                                                       |

**EX570P****1990 SERVICE DATA****SEPTEMBER, 1989****S90-016**

|                                                   |                                                               |
|---------------------------------------------------|---------------------------------------------------------------|
| <b>MODEL-</b>                                     | EX570P (87M)                                                  |
| Engine Number/Starting Frame Number               | 87M/87M-000101                                                |
| <b>ENGINE-</b>                                    | Liquid-cooled, Piston-valve, Twin                             |
| Displacement(cc)/Bore X Stroke (mm)               | 569/73 X 68                                                   |
| Piston Clearance (mm)                             | 0.085~0.090                                                   |
| Piston Ring End Gap (Top/2nd) (mm)                | 0.20~0.40/0.20~0.40                                           |
| <b>CARBURETOR-</b>                                |                                                               |
| Manufacturer/Type/I.D. Number                     | MIKUNI/VM38/87M00                                             |
| Main Jet                                          | #320                                                          |
| Alternate Main Jets                               | #330, #310, #300, #290, #280                                  |
| Jet Needle (Clip Position)                        | 6FL68 (3)                                                     |
| Idle Mixture Screw Turns Out                      | 5/8                                                           |
| Power Jet/Pilot (Slow) jet                        | ----/#42.5                                                    |
| Float Height (mm)                                 | 18.1±1 (without gasket)                                       |
| Idle RPM                                          | APPROX. 1500                                                  |
| Pilot (Slow) Air Jet/Pw. A. Jet/Main Air Jet (mm) | -----/-----/φ 2.5                                             |
| <b>AUTOLUBE PUMP-</b>                             |                                                               |
| Colour/Adjustment (mm)                            | PINK/Align adjustment mark at full throttle                   |
| Pump Plunger Stroke (Min/Max) (mm)                | 0.15~0.20/1.62~1.80                                           |
| <b>DRIVE-</b>                                     |                                                               |
| Primary Sheave Engagement RPM                     | APPROX. 3700                                                  |
| Shift RPM                                         | APPROX. 7250                                                  |
| Sheave Center to Center (mm)                      | APPROX. 268.5                                                 |
| Sheave Offset (mm)                                | APPROX. 11                                                    |
| Primary Spring Colour/Length (mm)                 | Blue-Blue-White                                               |
| Primary Spring Rate (kg/mm)/Preload (kg)          | 1.36/31.5                                                     |
| Secondary Spring Colour/Length (mm)               | WHITE/93.5                                                    |
| Secondary Spring Rate (kg-mm/rad)/Preload (°)     | 794/50 (A-2)                                                  |
| Secondary Drive Gear Ratio                        | 17/31                                                         |
| Chain Free Play (mm)/Track Tension (mm-kg)        | 8~15/25~30-10                                                 |
| Ski Centre to Centre (mm)                         | 920                                                           |
| Ski Toe-in or Toe-out (mm)                        | 0~15 (Toe out)                                                |
| <b>CAPACITIES-</b>                                |                                                               |
| Fuel tank Capacity (L)/Fuel Type                  | 30.5/Unleaded Premium Gasoline                                |
| Oil Tank Capacity (L)/Oil Type                    | 3.0/YAMALUBE 2                                                |
| Chain Case Capacity (cc)/Oil Grade                | 250/SAE#75~80, API-GL3                                        |
| Coolant Capacity (L)/Type/Ratio                   | 4.2/Aluminum-compatible ethylene glycol/6:4 (Distilled water) |
| <b>ELECTRICAL-</b>                                |                                                               |
| Spark Plug/Gap (mm)                               | NGK BR9ES/0.7~0.8                                             |
| Headlight/Taillight/Meterlight Wattage            | 60-55/8-23/3.4                                                |
| Ignition System/Manufacturer                      | C. D. I. /MITSUBISHI                                          |
| Ignition Timing (mm)                              | 1.5 BTDC                                                      |
| Pulser Coil Resistance (Ω)                        | White/Red~Black: 14±10%                                       |
| Charge Coil Resistance (Ω)                        | Brown~Black: 556±10%                                          |
| Lighting Coil Resistance (Ω)                      | Yellow~Black: 0.19±10%                                        |
| Primary Ignition Coil Resistance (Ω)              | 0.2±20%                                                       |
| Secondary Ignition Coil Resistance (kΩ)           | 4.9±20%                                                       |
| Battery Type/Spec. Gravity/Charge Rate (A)        | -----                                                         |

**EX570EP**  
**1990 SERVICE DATA**  
**SEPTEMBER, 1989**



**S90-017**

|                                                  |                                                               |
|--------------------------------------------------|---------------------------------------------------------------|
| <b>MODEL-</b>                                    | EX570EP (87N)                                                 |
| Engine Number/Starting Frame Number              | 87N/87N-000101                                                |
| <b>ENGINE-</b>                                   | Liquid-cooled, Piston-valve, Twin                             |
| Displacement(cc)/Bore X Stroke(mm)               | 569/73 X 68                                                   |
| Piston Clearance(mm)                             | 0.085~0.090                                                   |
| Piston Ring End Gap (Top/2nd) (mm)               | 0.20~0.40/0.20~0.40                                           |
| <b>CARBURETOR-</b>                               |                                                               |
| Manufacturer/Type/I. D. Number                   | MIKUNI/VM38/87M00                                             |
| Main Jet                                         | #320                                                          |
| Alternate Main Jets                              | #330, #310, #300, #290, #280                                  |
| Jet Needle (Clip Position)                       | 6FL68(3)                                                      |
| Idle Mixture Screw Turns Out                     | 5/8                                                           |
| Power Jet/Pilot(Slow) jet                        | ----/#42.5                                                    |
| Float Height(mm)                                 | 18.1±1 (without gasket)                                       |
| Idle RPM                                         | APPROX. 1500                                                  |
| Pilot(Slow) Air Jet/Pw. A. Jet/Main Air Jet (mm) | -----/-----/φ 2.5                                             |
| <b>AUTOLUBE PUMP-</b>                            |                                                               |
| Colour/Adjustment(mm)                            | PINK/Align adjustment mark at full throttle                   |
| Pump Plunger Stroke(Min/Max) (mm)                | 0.15~0.20/1.62~1.80                                           |
| <b>DRIVE-</b>                                    |                                                               |
| Primary Sheave Engagement RPM                    | APPROX. 3700                                                  |
| Shift RPM                                        | APPROX. 7250                                                  |
| Sheave Center to Center(mm)                      | APPROX. 268.5                                                 |
| Sheave Offset(mm)                                | APPROX. 11                                                    |
| Primary Spring Colour/Length(mm)                 | Blue-Blue-White                                               |
| Primary Spring Rate(kg/mm)/Preload(kg)           | 1.36/31.5                                                     |
| Secondary Spring Colour/Length(mm)               | WHITE/93.5                                                    |
| Secondary Spring Rate(kg-mm/rad)/Preload(°)      | 794/50(A-2)                                                   |
| Secondary Drive Gear Ratio                       | 17/31                                                         |
| Chain Free Play(mm)/Track Tension(mm-kg)         | 8~15/25~30-10                                                 |
| Ski Centre to Centre(mm)                         | 920                                                           |
| Ski Toe-in or Toe-out(mm)                        | 0~15 (Toe out)                                                |
| <b>CAPACITIES-</b>                               |                                                               |
| Fuel tank Capacity(L)/Fuel Type                  | 30.5/Unleaded Premium Gasoline                                |
| Oil Tank Capacity(L)/Oil Type                    | 3.0/YAMALUBE 2                                                |
| Chain Case Capacity(cc)/Oil Grade                | 250/SAE#75~80, API-GL3                                        |
| Coolant Capacity(L)/Type/Ratio                   | 4.2/Aluminum-compatible ethylene glycol/6:4 (Distilled water) |
| <b>ELECTRICAL-</b>                               |                                                               |
| Spark Plug/Gap(mm)                               | NGK BR9ES/0.7~0.8                                             |
| Headlight/Taillight/Meterlight Wattage           | 60-55/8-23/3.4                                                |
| Ignition System/Manufacturer                     | C. D. I. /MITSUBISHI                                          |
| Ignition Timing(mm)                              | 1.5 BTDC                                                      |
| Pulser Coil Resistance(Ω)                        | White/Red~Black:14±10%                                        |
| Charge Coil Resistance(Ω)                        | Brown~Black:556±10%                                           |
| Lighting Coil Resistance(Ω)                      | Yellow~Black:0.19±10%                                         |
| Primary Ignition Coil Resistance(Ω)              | 0.2±20%                                                       |
| Secondary Ignition Coil Resistance(kΩ)           | 4.9±20%                                                       |
| Battery Type/Spec. Gravity/Charge Rate(A)        | YUASA YB16AL-A2/1.28/1.6                                      |

## ALL SNOWMOBILE DEALERS

ET400TN/TRN, ET400TP/TRP PINGING/KNOCKING NOISE

SEPTEMBER, 1989



S90-018

**INTRODUCTION**

**PROBLEM:** Some of the above mentioned models may experience minor detonation (knocking/pinging). This was found to be irritating but it should be noted that the problem will not cause a mechanical failure.

**REMEDY:** The cause of the problem is high crankcase temperatures which leans out the intake charge.

If your customer complains about the knocking/pinging noise, please change the pilot jet from stock #80 to #110.

**PARTS ORDERING INFORMATION**  
**ET400TP/TRP**

No parts ordering is required for these models as the alternative size pilot jet is included in the crate with the spare parts package.

**ET400TN/TRN**

Please order the parts through normal parts channels.

**Part number**  
193-1414F-10

**Dealer Net**  
\$3.24

**WARRANTY**

Please submit a normal warranty claim for units you have modified.  
Trouble code S018

Labour Code: 3105 @ 1.0 hour

You may indicate up to 10 serial numbers on one claim if it applies to the same model.

# ALL SNOWMOBILE DEALERS

## EX570 WITH 89 SPECIFICATION VM CARBURETORS CARBURETOR RECALIBRATION

SEPTEMBER, 1989



S90-019

### INTRODUCTION

**PROBLEM:** Last years Exciter with VM style carburetors experienced fuel flow problems under certain riding conditions. These problems can be summarized as follows:

- 1) The power jet circuit used in the VM carburetor can create a fuel delivery problem when ridden over rough terrain. This is caused by the unregulated fuel in the delivery lines.
- 2) The main jets located in the float bowls were sensitive to erratic fuel level as well as the tendency of the "O" rings on the jet setter to be cut during assembly.

- 3) High undercowl turbulence caused by the secondary clutch created a low pressure area at the vent hose ends. This would reduce the fuel flow characteristics at high speed.

### REMEDY:

- 1) Eliminate power jet circuit by blocking the fuel delivery lines.
- 2) Relocate the main jets from their present location in the float bowls to the needle jet in the carb body.
- 3) Install longer vent hoses, directing their ends away from the secondary clutch.

### AFFECTED UNITS

All EX570N/EN

All EX570M/EM with S88-37 airbox modification

All EX570L with S88-25 carb kit and S88-037

### DEALER ACTION SUMMARY

**UNSOLD UNITS:** Perform the modification in this bulletin during assembly/pdi of all your affected units.

**SOLD UNITS:** Contact the owners of all sold/affected units and have the units modified a.s.a.p. No customer letter will be issued.

**NOTE:** Last season the service department conducted a phone campaign instructing relocation of the main jet and blocking of the power jet circuit. There are additional steps for modification, please read the complete procedure and do not assume the repairs have already been made. There will be units that require the complete modification and some that only require the vent hoses.

## SERVICE PROCEDURE

For units that have been previously modified (ie. relocated M.J. and blocked PWJ), the procedure for the vent hose starts at item #6

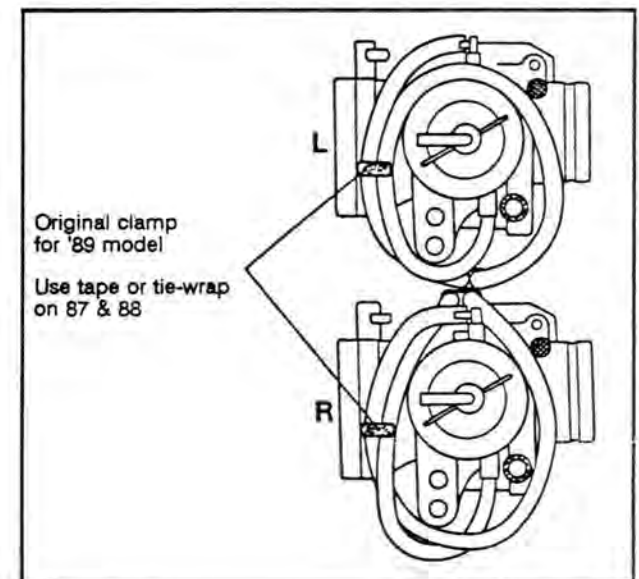
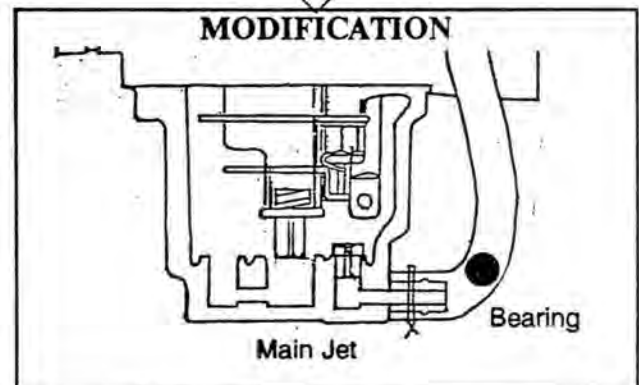
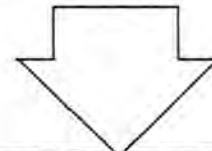
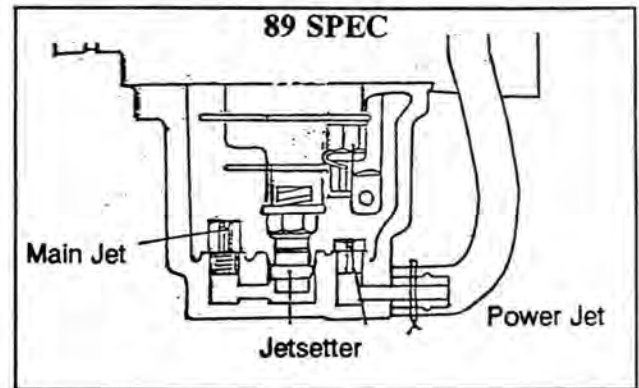
1. Remove the carburetors and remove the float bowls as per instructions in the service manual. It is not necessary to remove the carb slides from the carbs.
2. Remove the needle jet setter and set it aside it will not be reused.
3. Remove the stock #320 main jets from the float bowl and install them directly into the needle jets using the main jet washers.

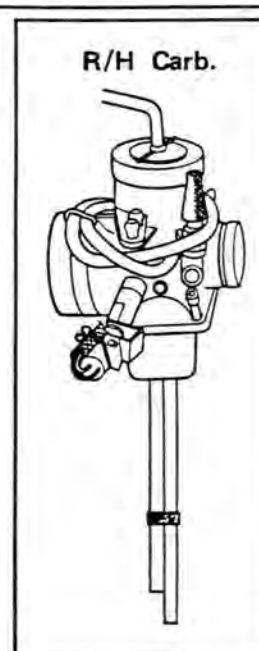
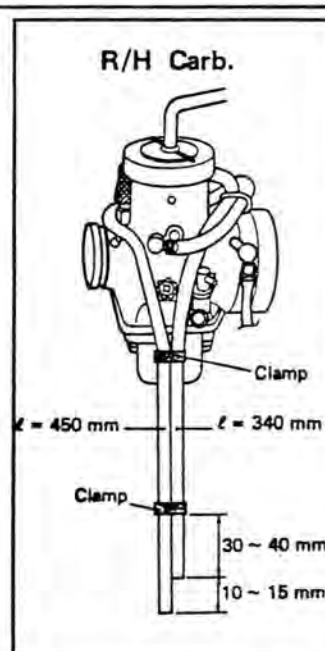
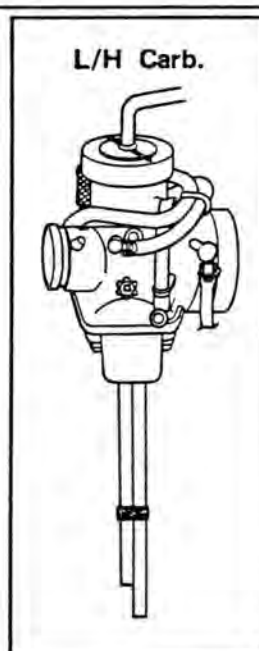
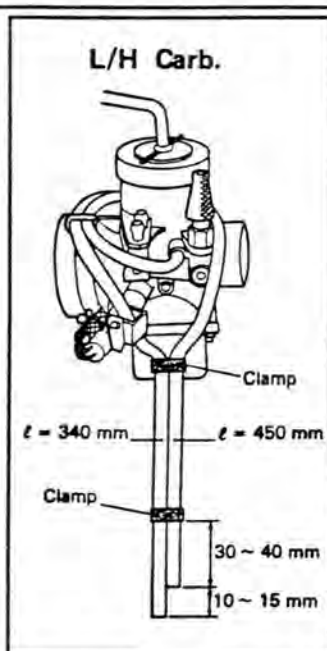
At this time it is recommended that the float height be checked, specification is  $18.1 \text{ mm} \pm 1 \text{ mm}$ .

4. Using the bearings supplied, plug the power jet fuel delivery lines that run from the float bowl to the bellmouth of the carbs.
5. Reassemble the float bowl but do not install on the unit.

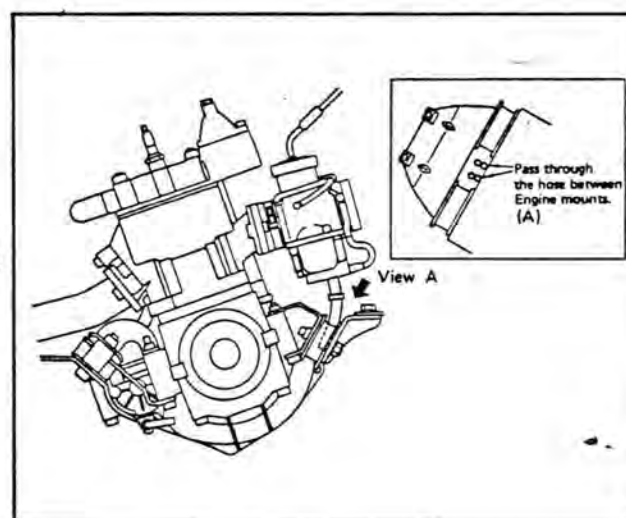
**Start the modification from this point if the unit already has the relocation main jet and blocked power jet.**

6. Remove the original vent hoses and replace with the 4 hoses enclosed in the kit, be sure to follow the routing instructions.





7. Install the carbs on the unit ensuring that the vent hoses are routed properly between the motor mount as illustrated.
8. Block off the power jet air circuit by connecting both carbs together with one black hose. Remove the R/M carb hose, using the clip for the loose end of the L/M hose. Install the loose end of the L/M hose to the R/M carb.
9. Check all cable routing, especially the junction block for the throttle cables. Synchronize the carbs if required.



## PARTS INFORMATION

**Kit part number**

90891-50110

**Dealer Net**

\$5.87

(Note: Only 1 kit is required per machine.)

## Kit Contains

- 2 #320 main jets
- 2 #450mm hoses
- 2 #340 mm hoses

- 4 clips
- 2 bearings

**WARRANTY INFORMATION**

This modification will not require an authorization number from the service department on expired units.

As with previous modifications the engine should be inspected for damage by removing the Y-pipe (The labour includes this procedure). If additional repairs are required, please contact your service representative for warranty consideration.

Trouble code: S019

Labour: 1.2 hours for complete modification  
or

0.5 hours for vent hose installation on units which have previously been modified.

Please indicate which job you are claiming

for by listing the applicable labour in the "Extra Labour" section of the claim form.

**NOTE:**

1. If you are claiming multiple serial #'s on one claim form:
  - i) be sure all model designations on the claim are identical.
  - ii) be sure only one type of modification is listed per claim ie. complete modification  
or  
vent hose modification
2. Submit a warranty claim only for units for which you have modified.

## ALL SNOWMOBILE DEALERS

## SV125EP OWNER'S MANUAL WIRING DIAGRAM CORRECTION

SEPTEMBER, 1989

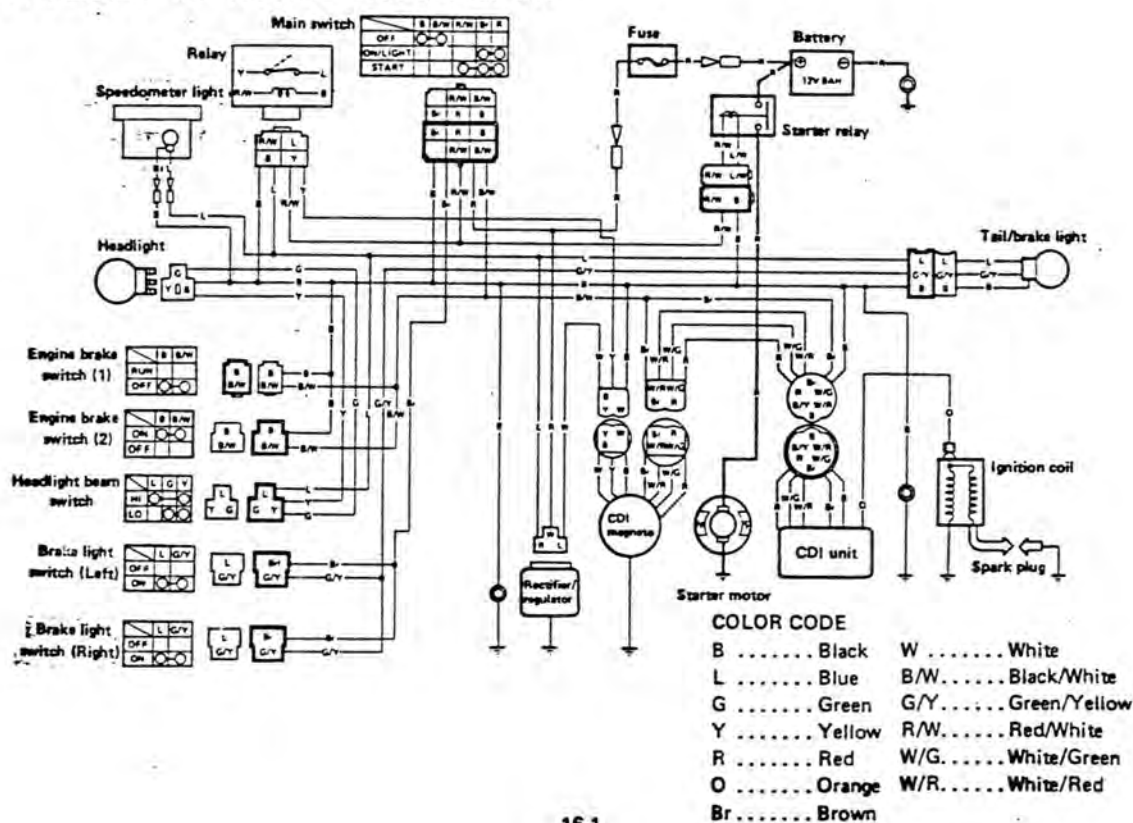


S90-020

This is to advise you of revisions to the wiring diagram on page 16-1 in the SV125EP Owner's Manual.

## INCORRECT

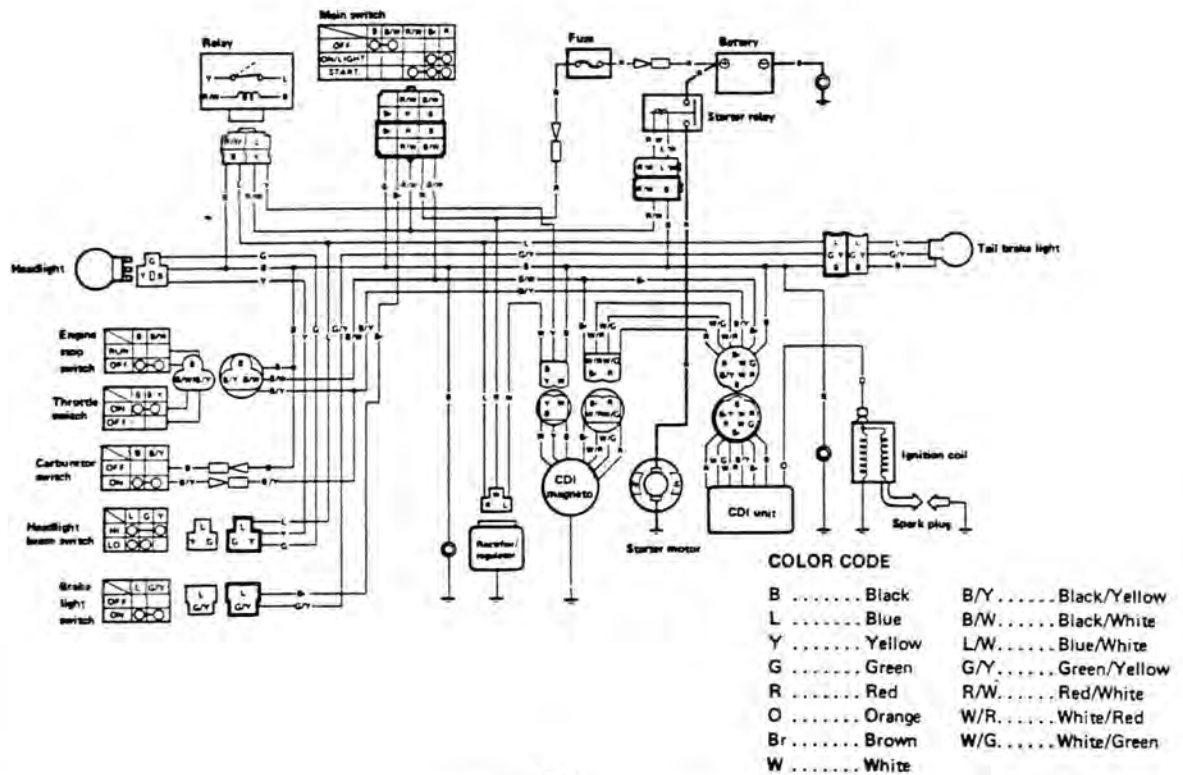
## SV125EP WIRING DIAGRAM



16-1

CORRECT

## SV125EP WIRING DIAGRAM

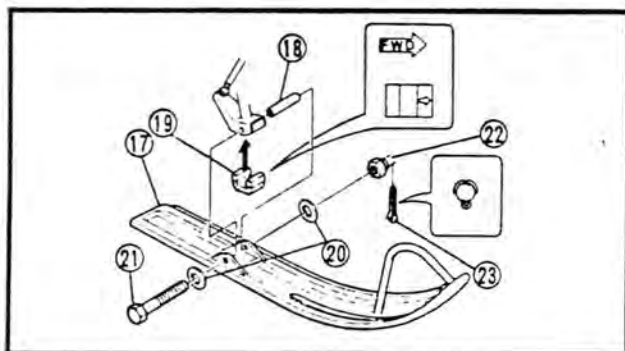




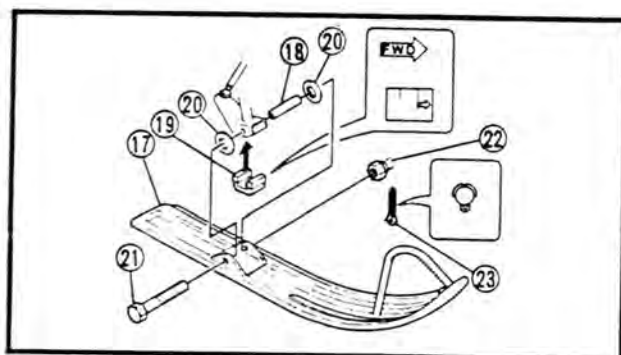
Please be advised of an error in the assembly manual concerning the ski installation.

The illustration on page number 9 of the assembly manual (# 87B-28107-J0) shows the bolt washers located on the outside of ski saddle flange. This is incorrect, the washers should be located on the inside of the flange.

Thank you for your co-operation.



INCORRECT



CORRECT

## ALL SNOWMOBILE DEALERS

## 1989 NON-CURRENT EX570 CLUTCH UPDATE

DECEMBER 1989



S90-022

Yamaha Motor Canada Service Department in conjunction with the Sales department is pleased to announce a clutch update program on the non-current EX570. It is the intention of the program to increase the value of the unit for the consumer by improving durability, thus ensuring greater customer satisfaction.

The changes include changing the primary clutch torque transfer sliders. (The 87M part reduces clearance and will decrease wear). The spider roller mounting will also be changed to 1990 specifications and this will prevent the washers from wearing into the spider.

**Unit Eligibility:**

The units must meet the following conditions to be eligible for the update:

1. EX570N/EN presently in dealer stock
  - or
  2. Any EX570N/EN that has been retailed since July 1, 1989.
  - or
  3. Any EX570N/EN that you take delivery of between now and Feb 28, 1990.
- \* This update program will expire Feb 28, 1990.

**Procedure:**

1. Remove primary clutch bolt.
2. Remove the primary sheave cap and spring.
3. Exchange the 3 torque transfer sliders.
4. Exchange the 3 spider roller collar's and conical washers with new collars solid plate washers, bolt and nut. Torque the spider bolts to 0.5kg/m (3.6ft/lb.) Be sure to install roller bolts with their threaded portion pointed in a clockwise direction.
5. Reinstall the primary clutch spring and sheave cap. Torque 6mm bolts to 1.4kg/m (10ft/lb).
6. Install clutch bolt and torque to 5.8kg/m (42ft/lb).

**Parts Information**

| <u>Part Number</u> | <u>Description</u> | <u>Qty</u> | <u>Dealer Cost</u> |
|--------------------|--------------------|------------|--------------------|
| 87M-17653-00       | Slider             | 3          | 3.21 ea.           |
| 90387-057W5        | collar             | 3          | 2.29 ea.           |
| 97022-05035        | bolt               | 3          | .28 ea.            |
| 95612-05100        | nut                | 3          | 1.06 ea.           |
| 90201-050P9        | washer             | 6          | .53 ea.            |

### **Warranty Information**

Complete a warranty claim for the repair following normal policy using the following codes:

Trouble code: S022

Labour code: S022 @ 0.5hr/unit

Multiple serial numbers can be listed on one claim only if it applies to the same model.

1990 ~~PZ~~ PZ 480EP electric

# Thunk warmer  
higher output

88T-42138-00