

**TROUBLESHOOTING**

**NOTE:**

The following troubleshooting does not cover all the possible causes of trouble. It should be helpful, however, as a guide to troubleshooting. Refer to the relative procedure in this manual for inspection, adjustment and replacement of parts.

**STARTING FAILURE/HARD STARTING**

FUEL SYSTEM	PROBABLE CAUSE
Fuel tank	<ul style="list-style-type: none"> <li>• Empty</li> <li>• Clogged fuel filter</li> <li>• Clogged fuel strainer</li> <li>• Clogged fuel breather hose</li> <li>• Deteriorated fuel or fuel containing water or foreign material</li> </ul>
Fuel cock	<ul style="list-style-type: none"> <li>• Clogged fuel hose</li> <li>• Clogged fuel filter</li> </ul>
Carburetor	<ul style="list-style-type: none"> <li>• Deteriorated fuel, fuel containing water or foreign material</li> <li>• Clogged pilot jet</li> <li>• Clogged pilot air passage</li> <li>• Sucked-in air</li> <li>• Deformed float</li> <li>• Groove-worn needle valve</li> <li>• Improperly sealed valve seat</li> <li>• Improperly adjusted fuel level</li> <li>• Improperly set pilot jet</li> <li>• Clogged starter jet</li> <li>• Starter plunger malfunction</li> <li>• Improperly adjusted starter cable</li> </ul>
Air filter element	<ul style="list-style-type: none"> <li>• Clogged</li> </ul>

# STARTING FAILURE/HARD STARTING



## ELECTRICAL SYSTEM

## PROBABLE CAUSE

- Spark plug
  - Improper plug gap
  - Worn electrodes
  - Wire between terminals broken
  - Improper heat range
  - Faulty spark plug cap
- Ignition coil
  - Broken or shorted primary/secondary
  - Faulty spark plug lead
  - Broken body
- C.D.I. system
  - Faulty C.D.I. unit
  - Faulty pulser coil
  - Faulty charge coil
  - Broken woodruff key
- Switches and wiring
  - Faulty main switch
  - Faulty "ENGINE STOP" switch
  - Broken or shorted wiring
  - Faulty neutral switch
  - Faulty neutral relay
  - Faulty "START" switch
  - Faulty sidestand switch
  - Faulty clutch switch
- Starter motor
  - Faulty starter motor
  - Faulty starter relay
  - Faulty circuit cut-off relay
  - Faulty starter clutch

## COMPRESSION SYSTEM

## PROBABLE CAUSE

- Cylinder and cylinder head
  - Loose spark plug
  - Loose cylinder head or cylinder
  - Broken cylinder head gasket
  - Worn, damaged or seized cylinder
- Piston and piston ring
  - Improperly installed piston ring
  - Worn, fatigued or broken piston ring
  - Seized piston ring
  - Seized or damaged piston
- Valve, camshaft and crankshaft
  - Improperly sealed valve
  - Improperly contacted valve and valve seat
  - Improper valve timing
  - Broken valve spring
  - Seized camshaft
  - Seized crankshaft

# POOR IDLE SPEED PERFORMANCE/ POOR MEDIUM AND HIGH SPEED PERFORMANCE

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## POOR IDLE SPEED PERFORMANCE

### POOR IDLE SPEED PERFORMANCE

### PROBABLE CAUSE

Carburetor	<ul style="list-style-type: none"><li>• Improperly returned starter plunger</li><li>• Improper starter cable play</li><li>• Loose pilot jet</li><li>• Clogged pilot jet</li><li>• Clogged pilot air jet</li><li>• Improperly adjusted idle speed (Throttle stop screw)</li><li>• Flooded carburetor</li></ul>
Electrical system	<ul style="list-style-type: none"><li>• Faulty battery</li><li>• Faulty spark plug</li><li>• Faulty C.D.I. unit</li><li>• Faulty pulser coil</li><li>• Faulty charge coil</li><li>• Faulty ignition coil</li></ul>
Valve train	<ul style="list-style-type: none"><li>• Improperly adjusted valve clearance</li></ul>

## POOR MEDIUM AND HIGH SPEED PERFORMANCE

### POOR MEDIUM AND HIGH SPEED PERFORMANCE

Refer to the "STARTING FAILURE/HARD STARTING" and "POOR IDLE SPEED PERFORMANCE-valve train" section.

### PROBABLE CAUSE

Carburetor	<ul style="list-style-type: none"><li>• Improper jet needle clip position</li><li>• Diaphragm malfunction</li><li>• Improperly adjusted fuel level</li><li>• Clogged or loose main jet</li><li>• Deteriorated fuel containing water or foreign material</li></ul>
Air cleaner	<ul style="list-style-type: none"><li>• Clogged air filter element</li></ul>

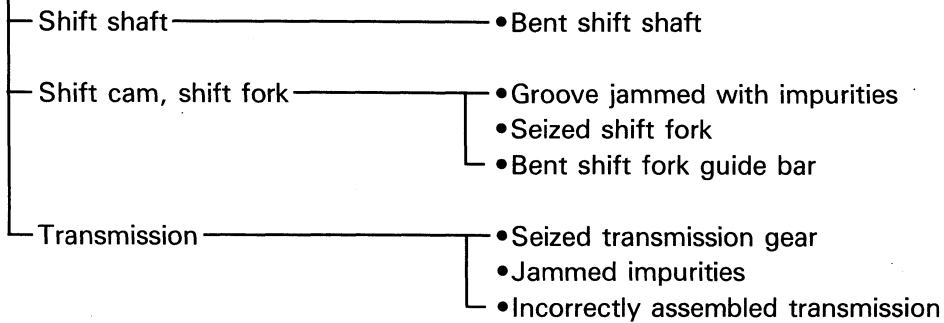
**FAULTY GEAR SHIFTING**

**HARD SHIFTING**

Refer to the "CLUTCH SLIPPING/Dragging-CLUTCH Dragging" section.

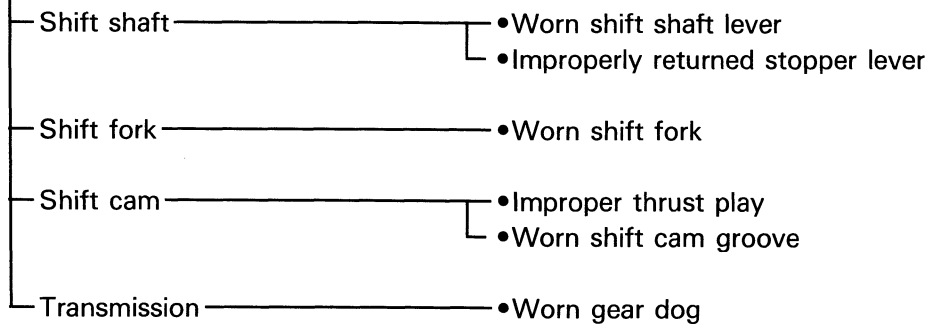
**SHIFT PEDAL DOES NOT MOVE**

**PROBABLE CAUSE**



**JUMP-OUT GEAR**

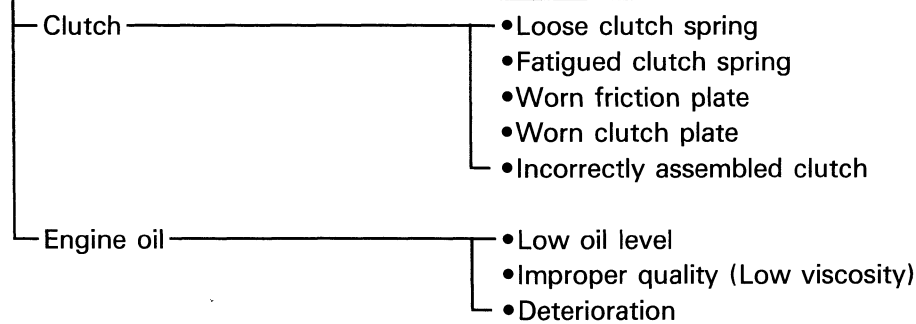
**PROBABLE CAUSE**



**CLUTCH SLIPPING/Dragging**

**CLUTCH SLIPPING**

**PROBABLE CAUSE**

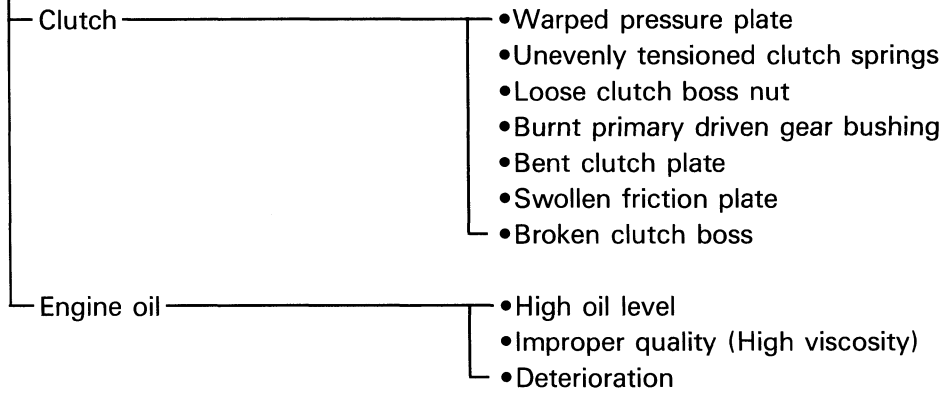


# OVERHEATING OR OVER-COOLING



## CLUTCH DRAGGING

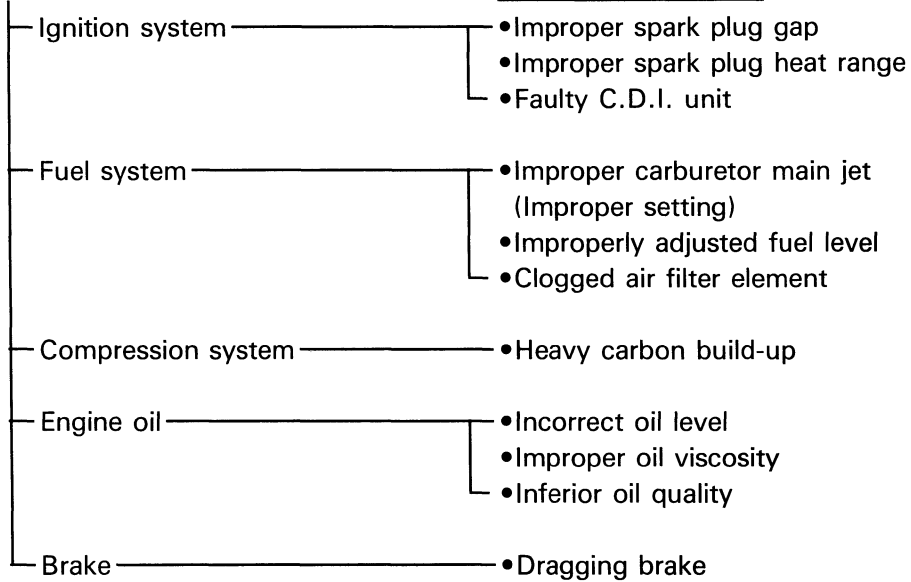
### PROBABLE CAUSE



## OVERHEATING

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### PROBABLE CAUSE

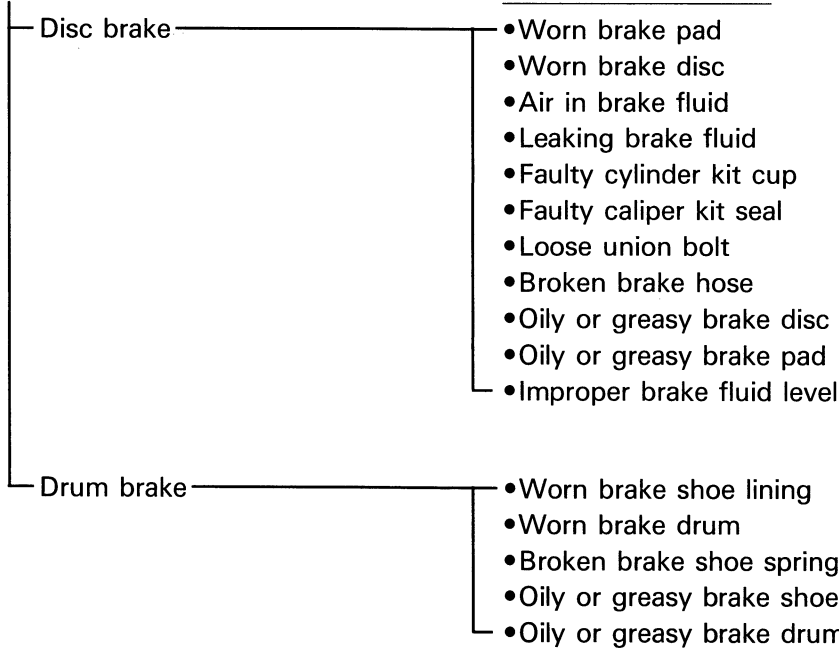


# FAULTY BRAKE/FRONT FORK OIL LEAKAGE AND FRONT FORK MALFUNCTION



## FAULTY BRAKE

### POOR BRAKING EFFECT



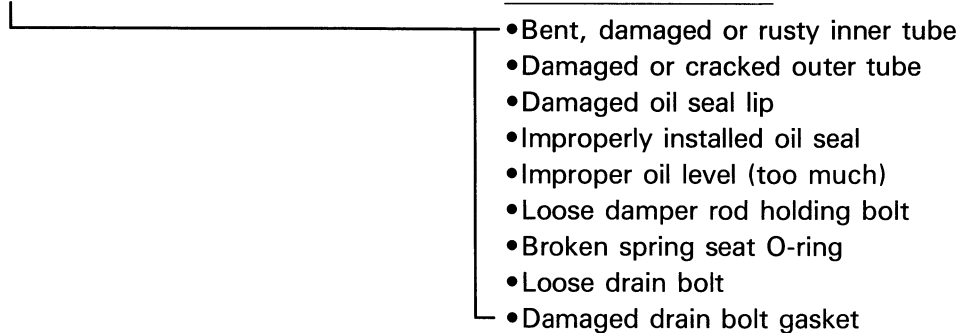
### PROBABLE CAUSE

- Worn brake pad
- Worn brake disc
- Air in brake fluid
- Leaking brake fluid
- Faulty cylinder kit cup
- Faulty caliper kit seal
- Loose union bolt
- Broken brake hose
- Oily or greasy brake disc
- Oily or greasy brake pad
- Improper brake fluid level

- Worn brake shoe lining
- Worn brake drum
- Broken brake shoe spring
- Oily or greasy brake shoe lining
- Oily or greasy brake drum

## FRONT FORK OIL LEAKAGE AND FRONT FORK MALFUNCTION

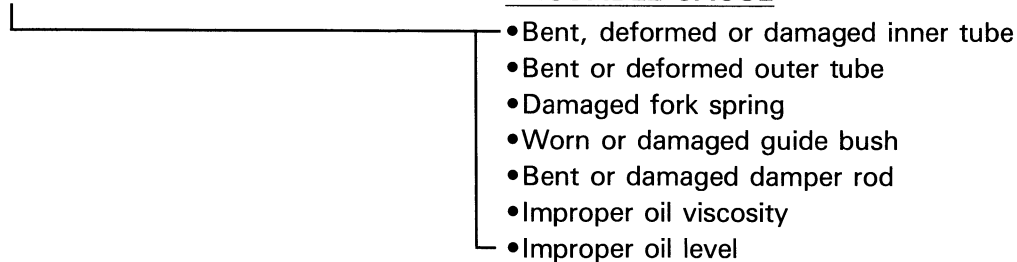
### OIL LEAKAGE



### PROBABLE CAUSE

- Bent, damaged or rusty inner tube
- Damaged or cracked outer tube
- Damaged oil seal lip
- Improperly installed oil seal
- Improper oil level (too much)
- Loose damper rod holding bolt
- Broken spring seat O-ring
- Loose drain bolt
- Damaged drain bolt gasket

### MALFUNCTION



### PROBABLE CAUSE

- Bent, deformed or damaged inner tube
- Bent or deformed outer tube
- Damaged fork spring
- Worn or damaged guide bush
- Bent or damaged damper rod
- Improper oil viscosity
- Improper oil level

**INSTABLE HANDLING**

**INSTABLE HANDLING**

**PROBABLE CAUSE**

Handlebars	• Improperly installed or bent
Steering	<ul style="list-style-type: none"> <li>• Improperly installed handlebar crown</li> <li>• Bent steering stem</li> <li>• Improperly installed steering stem (Improperly tightened ringnut)</li> <li>• Damaged bearing or ball race</li> </ul>
Front forks	<ul style="list-style-type: none"> <li>• Uneven oil levels on both sides</li> <li>• Broken spring</li> <li>• Twisted front forks</li> </ul>
Tires	<ul style="list-style-type: none"> <li>• Uneven tire pressures on both sides</li> <li>• Incorrect tire pressure</li> <li>• Unevenly worn tires</li> </ul>
Wheels	<ul style="list-style-type: none"> <li>• Deformed aluminum rim</li> <li>• Loose bearing</li> <li>• Bent or loose wheel axle</li> <li>• Excessive wheel run-out</li> </ul>
Frame	<ul style="list-style-type: none"> <li>• Twisted</li> <li>• Damaged head pipe</li> <li>• Improperly installed bearing or ball race</li> </ul>
Swingarm	<ul style="list-style-type: none"> <li>• Worn collar or bush</li> <li>• Bent or damaged</li> </ul>
Rear shock absorber	<ul style="list-style-type: none"> <li>• Fatigued spring</li> <li>• Improperly adjusted spring preload</li> <li>• Oil and gas leakage</li> </ul>
Drive chain	• Improperly adjusted chain slack

**FAULTY SIGNAL AND LIGHTING SYSTEM**

**HEADLIGHT DARK**

**PROBABLE CAUSE**

- Improper bulb
- Too many electric accessories
- Hard charging (Broken stator coil and/or faulty rectifier/regulator)
- Incorrect connection
- Improperly grounded
- Poor contacts main or "LIGHTS" (Dimmer) switch
- Bulb life expired

**BULB BURNT OUT**

**PROBABLE CAUSE**

- Improper bulb
- Faulty battery
- Faulty rectifier/regulator
- Improperly grounded
- Faulty main and/or "LIGHTS" (Dimmer) switch
- Bulb life expired

**FLASHER DOES NOT LIGHT**

**PROBABLE CAUSE**

- Improperly grounded
- Discharged battery
- Faulty "TURN" switch
- Faulty flasher relay
- Broken wireharness
- Loosely connected coupler
- Bulb burnt out

**FLASHER KEEPS ON**

**PROBABLE CAUSE**

- Faulty flasher relay
- Insufficient battery capacity (nearly discharged)
- Bulb burnt out

# FAULTY SIGNAL AND LIGHTING SYSTEM



**FLASHER WINKS SLOWER**

**PROBABLE CAUSE**

- Faulty flasher relay
- Insufficient battery capacity (nearly discharged)
- Improper bulb
- Faulty main and/or "TURN" switch

**FLASHER WINKS QUICKER**

**PROBABLE CAUSE**

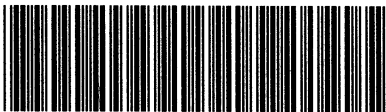
- Improper bulb
- Faulty flasher relay

**HORN IS INOPERATIVE**

**PROBABLE CAUSE**

- Faulty battery
- Faulty main and/or "HORN" switch
- Improperly adjusted horn
- Faulty horn
- Broken wireharness

***PROTECT YOUR INVESTMENT***  
***Use Genuine YAMAHA Parts And Accessories***



LIT-11616-XT-25

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PRINTED IN U.S.A.