YAMAHA

RD125(DX) / RD200(DX)

RD125/200 (Spoked): 1E7-200101 / 1E8-200101
RD125DX/200DX (Cast): 1E7-250101 / 1E8-250101

SUPPLEMENTARY SERVICE MANUAL

2R6-28197-80

FOREWORD

This Supplementary Service Manual for RD125 (DX)/200 (DX) has been published to supplement the Service Manual for the RD125 (B)/200 (B) (507-28197-80) and includes changes in specifications and addition to the data.

For complete information on service procedures, it is necessary to use this Supplementary Service Manual together with the Service Manual for the RD125 (B)/200 (B) (507-28197-80).

NOTE:

The research and Engineering Departments of Yamaha are continually striving to further perfect all models. Improvements and modifications are therefore inevitable.

In light of this fact, all specifications within this manual are subject to change without notice. Information regarding changes is forwarded to all Authorized Yamaha Dealers as soon as available.

SERVICE DEPT.
INTERNATIONAL DIVISION
YAMAHA MOTOR CO., LTD.

AVANT-PROPOS

Ce Manuel d'Atelier Supplémentaire pour la RD125 (DX)/200 (DX) a été publié pour compléter le Manuel d'Atelier pour la RD125 (B)/200 (B) (507-28197-80) et il comprend les changements dans les caractéristiques ainsi qu'un ajout dans la donnée.

Pour une information complète concernant les procédures d'entretien, il est nécessaire d'utiliser ce Manuel d'Atelier Supplémentaire avec le Manuel d'Atelier pour la RD125 (B)/200 (B) (507-28197-80).

N.B.:

Les sevices de recherche et d'engineering de Yamaha s'efforcent continuellement de perfectionner davantage tous les modèles. Des améliorations et modifications sont donc inévitables.

De ce fait, toutes les spécifications contenues dans ce manuel sont sujettes à modification sans notification. Les renseignements concernant les modifications sont acheminés à tous les distributeurs Yamaha autorisés aussitôt que possible.

SERVICE APRES VENTE
SECTION INTERNATIONALE
YAMAHA MOTOR CO., LTD.

VORWORT

Diese Ergänzung zur Wartungsanleitung für das Modell RD125 (DX)/200 (DX) wurde zusammengestellt, um die Wartungsanleitung für Modell RD125 (B)/200 (B) zu ergänzen (507-28197-80), und enthält alle Änderungen hinsichtlich der technischen Daten und Wartungsvorgänge.

Um vollständige Informationen über alle Wartungsvorgänge zu gewährleisten, muß diese Ergänzung gemeinsam mit der Wartungsanleitung für Modell RD125 (B)/200 (B) (507-28197-80) verwendet werden.

ANMERKUNG:

Die Forschungs- und Konstruktionsabteilungen von Yamaha sind ständig bemüht, alle von uns hergestellten Modelle noch weiter zu verbessern.

Die in diesem Handbuch enthaltenen technischen Daten und Verfahren sind daher Änderungen unterworfen. Durch Verbesserungen bedingte Änderungen werden so rasch wie möglich allen autorisierten Yamaha-Vertragshändlern mitgeteilt.

KUNDENDIENSTABTEILUNG
FACHGEBIET ÜBERSEE
YAMAHA MOTOR CO., LTD.

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

NOTE:

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

CAUTION:

A CAUTION indicates special procedures that must be followed to avoid damage to the machine.

WARNING:

A WARNING indicates special procedures that must be followed to avoid injury to a machine operator or person inspecting or repairing the machine.

Dans ce manuel, les renseignements particulièrement importants se repérées par les notations suivantes:

N.B.:

Un N.B. fournit les renseignements nécessaires pour rendre les procédures plus faciles ou plus claires.

ATTENTION:

Un ATTENTION indique les procédures spéciales qui doivent être suivies pour éviter d'endommager la machine.

AVERTISSEMENT:

Un AVERTISSEMENT indique les procédures spéciales qui doivent être suivies pour éviter ou à la personne inspectant ou réparant la machine de se blesser.

Besonders wichtige Informationen in dieser Anleitung sind wie folgt gekennzeichnet:

ANMERKUNG:

Eine ANMERKUNG enthält Informationen, die einen Vorgang einfacher oder deutlicher macht.

ACHTUNG:

Unter dem Titel ACHTUNG sind spezielle Vorgänge beschrieben, die eingehalten werden müssen, um Beschädigungen an der Maschine zu vermeiden.

WARNUNG:

Eine WARNUNG bezeichnet einen besondere Vorgang, der eingehalten werden muß, um Verletzungen des Fahrers bzw. der Mechaniker bei der Durchführung von Prüfungsoder Reparaturarbeiten zu vermeiden.

YAMAHA RD125 (DX)/RD200 (DX)
SUPPLEMENTARY
SERVICE MANUAL
1st Edition, December 1977
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JAPAN
PRINTED IN JAPAN

YAMAHA RD125 (DX)/RD200 (DX)
SUPPLEMENT AU
MANUEL D'ATELIER
1ère Edition, Décembre 1977
TOUR DROITS RESERVES PAR LA
YAMAHA MOTOR COMPANY LTD.,
JAPON
IMPRIME AU JAPON

YAMAHA RD125 (DX)/RD200 (DX)
ERGÄNZUNG ZUR
WARTUNGSANLEITUNG
1. Ausgabe, Dezember 1977
ALLE RECHTE VORBEHALTEN
YAMAHA MOTOR COMPANY LTD.,
JAPAN
GEDRUCKT IN JAPAN

Wheel inspection

1. Check for cracks, bends or warpage of wheels. If a wheel is deformed or cracked, it must be replaced.
2. Check wheel run-out
   If deflection exceeds tolerance, check wheel bearing or replace wheel as required.

Rim run-out limits:
Vertical: 2 mm (0.08 in)
Lateral: 1 mm (0.04 in)

Inspection de la roue

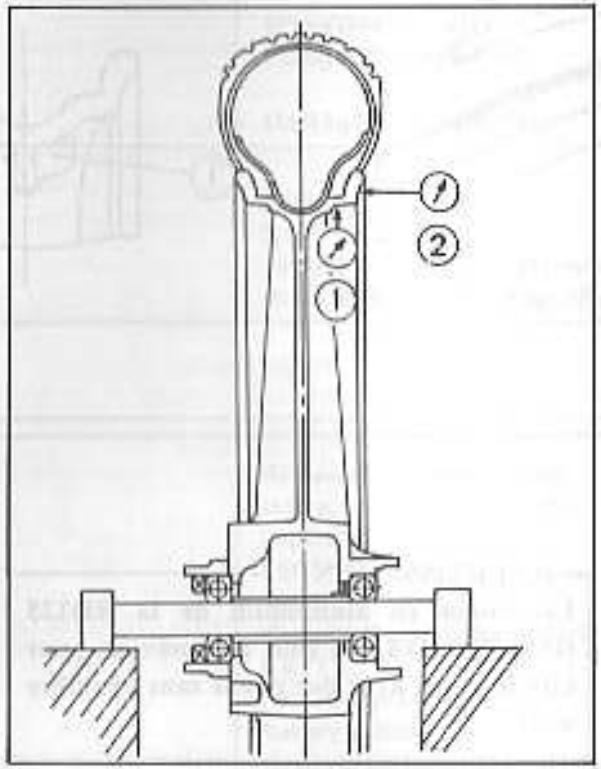
1. Vérifier si la roue présente des craquelures, des courbures ou du voile. Si une roue est craquelée ou déformée, elle doit être remplacée.
2. Vérification de l'ovalisation de la roue
   Si la déflexion dépasse les tolérances, vérifier les roulements de la roue ou remplacer la roue à la demande.

Limites d'ovalisation de la jante:
Vertical: 2 mm
Latéral: 1 mm

Prüfen des Räder

1. Vorderrad auf Risse, Schäden und Verzug absuchen. Falls das Rad deformiert oder beschädigt ist, muß es erzetzt werden.
2. Rundlauf der Felge prüfen
   Falls der Schlag die zulässige Toleranz überschreitet, die Radlager prüfen und gegebenenfalls das Rad erneuern.

Felgen-Verschleißgrenzen:
Senkrechte Unrundheit: 2 mm
Seitlicher Schlag: 1 mm



1. Vertical
2. Lateral

1. Vertical
2. Latéral

1. Senkrechte Unrundheit
2. Seitlicher Schlag

3. Check wheel balance
   Rotate wheel lightly several times and observe resting position.
   If wheel is not statically balanced, wheel will come to rest at the same position. Install balance weight at lighter position (at top) as illustrated.

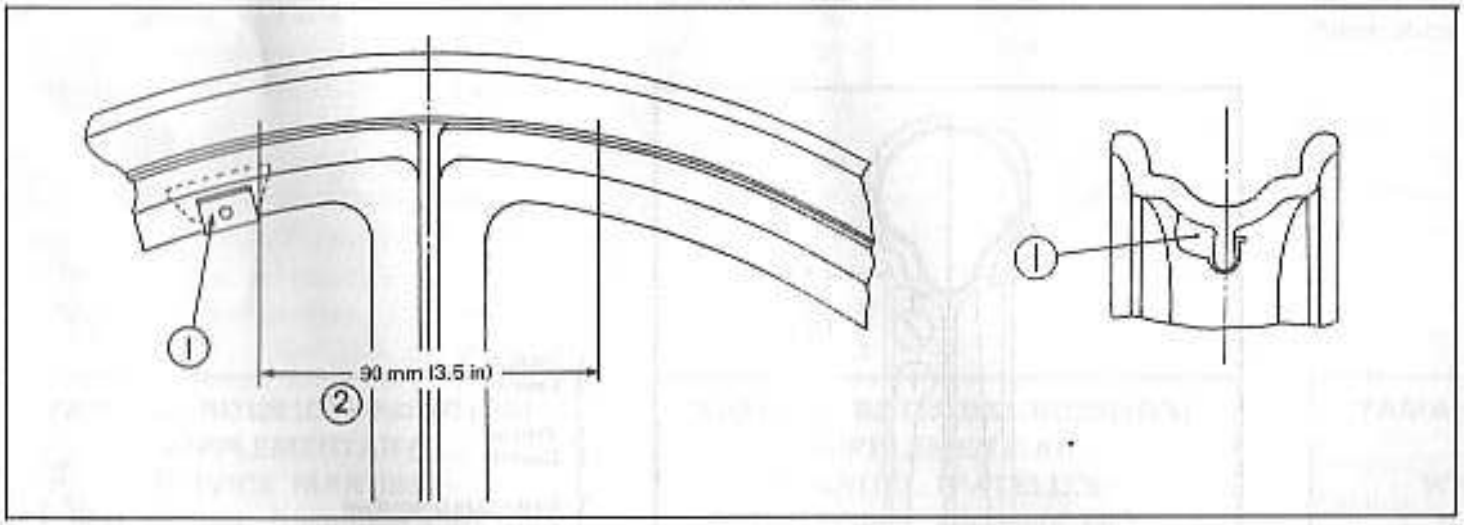
NOTE:
The wheel should be balanced with brake disc installed.

3. Vérifier l'équilibre de la roue
   Faire tourner la roue doucement plusieurs fois et observer la position de repos. Si la roue n'est pas statiquement équilibrée, la roue viendra reposer dans la même position. Installer la masselote d'équilibre dans une position plus légère (au sommet) comme sur l'illustration.

N.B.:
La roue doit être équilibrée avec le disque monté dessus.

3. Auswuchtung des Vorderrades prüfen
   Rad mehrmals drehen und danach bis zum Stillstand des Rades warten; die höchste Stelle markieren und diesen Vorgang mehrmals weiderholen. Falls das Rad statisch nicht ausgewuchtet ist, kommt immer die gleiche Stelle oben zu liegen. In einem solchen Fall ist eine Auswuchtgewicht an der leichtesten Stelle (oben) anzubringen, wie es in der Abbildung dargestellt ist.

ANMERKUNG:
Dieses Rad muß bei eingebauter Bremsscheibe ausgewuchtet werden.



1. Balance weight
2. Don't install balance weight

1. Masselote d'équilibre
2. Ne pas installer la masselote d'équilibre

1. Auswuchtgewicht
2. Kein Auswuchtgewicht anbringen

WARNING:
RD125 (DX)/200 (DX) aluminum wheels are not designed for use with tubeless tires.

AVERTISSEMENT:
Les roues en aluminium de la RD125 (DX)/200 (DX) ne sont pas prévues pour être utilisées avec des pneus sans chambre à air.

WARNUNG:
Die Aluminium-Flegen von Modell RD125 (DX)/200 (DX) sind nicht für die Verwendung von schlauchlosen Reifen konstruiert.

SPECIFICATIONS

NOTE: (F) ..... France (H) ..... Netherland (B) ..... Belgium
(G) ..... Germany (S) ..... Switzerland (FL) ..... Finland
(E) ..... England (Sw) ..... Sweden

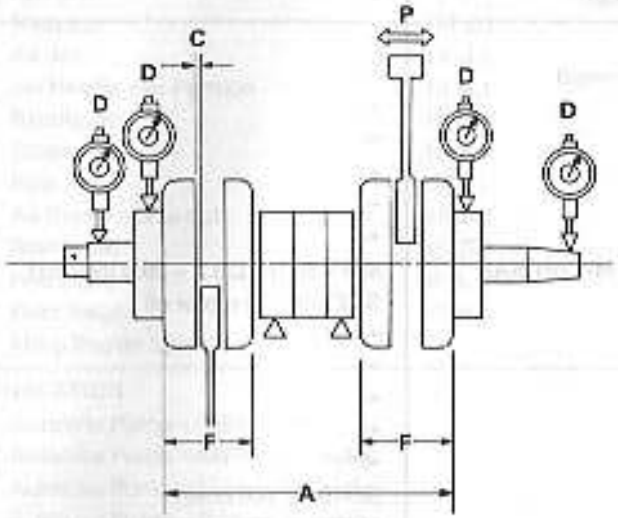
A. General

	RD125 (DX)		RD200 (DX)	
1. MODEL				
1) Model (I.B.M. No.)	RD125DX (2R6)	RD125 (2R6)	RD200DX (2R7)	RD200 (2R7)
2) Frame I.D. and Starting Number	1E7-250101	1E7-200101	1E8-250101	1E8-200101
3) Engine I.D. and Starting Number	1E7-250101	1E7-200101	1E8-250101	1E8-200101
2. DIMENSION				
1) Overall Length	1,945 mm (76.6 in), 1,950 mm (76.8 in) (Sw) (B)		1945 mm (76.6 in), 1,950 mm (76.8 in) (G)	
2) Overall Width (Straight handlebar)	755 mm (29.7 in)		←	
(Semi up handlebar)	840 mm (33.1 in)		←	
3) Overall Height (Straight handlebar)	980 mm (38.6 in)		←	
(Semi up handlebar)	1,050 mm (41.3 in)		←	
4) Seat Height	780 mm (30.7 in)		790 mm (31.1 in)	
5) Wheelbase	1,240 mm (48.8 in)		←	
6) Minimum Ground Clearance	155 mm (6.1 in)		155 mm (6.1 in), 165 mm (6.50 in) (G)	
3. WEIGHT				
1) Net Weight	111 kg (244.7 lb) (F) (E)			
	112 kg (246.9 lb) (B) (Sw)		123 kg (271.2 lb) (B) (H) (E), 124.5 kg (274.5 lb) (G)	
	111.5 kg (245.8 lb) (S) (FL)			
4. PERFORMANCE				
1) Climbing Ability	22.5°		24°	
2) Minimum Turning Radius	2,100 mm (82.7 in)		←	
3) Braking Distance	14 m/(50)/km/h (46 ft/(31) mph)		←	
4) Fuel Consumption	50 km/lit (50) km/h (118 mi/US gal (31) mph)		35 km/lit (50) km/h (82 mi/US gal (31) mph)	

B. ENGINE

1. DESCRIPTION		
1) Engine Type	Air cooled, 2-stroke, forward incline, twin, torque induction system	←
2) Engine Model	1E7	1E8
3) Displacement	124 cc	195 cc
4) Bore × Stroke	43 mm × 43 mm (1.69 × 1.69 in)	52 mm × 46 mm (2.05 × 1.81 in)
5) Compression Ratio	6.8 : 1	7.1 : 1
6) Starting System	Primary kick starter	Electric and primary kick starter
7) Ignition System	Battery ignition	←
8) Lubrication System	Separate lubrication (Yamaha Autolube)	←

	RD125 (DX)	RD200 (DX)
2. CYLINDER HEAD		
1) Combustion Chamber Volume	7.2 ± 0.15 cc (NGK B-8ES)	12.0 ± 0.25 cc (NGK B-8ES)
2) Combustion Chamber Type	Dome + Squish	←
3) Head Gasket Thickness	0.5 mm (0.02 in)	←
4) Tightening Torque		
Cylinder Head Holding Nut	0.7 m-kg (5 ft-lb) (M6 P1.0)	0.7 m-kg (5 ft-lb) (M7P1.0)
Spark Plug	2.0 m-kg (14.5 ft-lb) (M14 P1.25)	←
3. CYLINDER		
1) Material	Aluminum alloy with cast iron sleeve	←
2) Bore Size	43.00 – 43.02 mm(1.693 – 1.694 in)	52.00 – 52.02 mm (2.047 – 2.048 in)
3) Taper Limit	0.05 mm (0.002 in)	←
4) Out of Round Limit	0.01 mm (0.0004 in)	←
4. PISTON		
1) Piston Skirt Clearance	0.035 – 0.040 mm (0.0014 – 0.0016 in)	←
2) Piston Over Size	43.25 mm (1.703 in)	52.25 mm (2.057 in)
	43.50 mm (1.713 in)	52.50 mm (2.067 in)
	43.75 mm (1.722 in)	52.75 mm (2.077 in)
	44.00 mm (1.732 in)	53.00 mm (2.087 in)
3) Piston Pin Outside Diameter × Length	12 mm × 35 mm (0.47 × 1.38 in)	14 mm × 41 mm (0.55 × 1.61 in)
5. PISTON RING		
1) Piston Ring Design (Top)	Keystone ring (1.5 mm)	Keystone ring (1.2 mm)
Piston Ring Design (2nd)	Keystone ring (1.5 mm)	Keystone ring (1.2 mm)
2) Ring End Gap (Installed) (Top)	0.2 – 0.4 mm (0.008 – 0.016 in)	0.3 – 0.5 mm (0.012 – 0.020 in)
Ring End Gap (Installed) (2nd)	0.2 – 0.4 mm (0.008 – 0.016 in)	0.3 – 0.5 mm (0.012 – 0.020 in)
3) Ring Groove Side Clearance (Top)	...	...
Ring Groove Side Clearance (2nd)	...	...
6. SMALL END BEARING		
1) Type	Needle bearing	←
7. BIG END BEARING		
1) Type	Needle bearing	←
8. CRANKSHAFT		
1) Crankshaft Assembly Width (A)	$126^{0}_{-0.3}$ mm ($4.96^{0}_{-0.012}$ in)	$140^{0}_{-0.3}$ mm ($5.51^{0}_{-0.012}$ in)
Crankshaft Assembly Width (F)	$43^{-0.05}_{-0.10}$ mm ($1.69^{-0.002}_{-0.004}$ in)	$47^{-0.05}_{-0.10}$ mm ($1.85^{-0.002}_{-0.004}$ in)
2) Crankshaft Deflection (D)	0.05 mm (0.002 in)	←
3) Connecting Rod Large End Side Clearance (C)	0.3 – 0.7 mm (0.012 – 0.028 in)	←

	RD125 (DX)	RD200 (DX)
4) Connecting Rod Small End Deflection (P)	2 mm (0.079 in)	←
		
5) Crank Pin Outside Diameter × Length	18 mm × 42.6 mm (0.71 × 1.677 in)	20 mm × 46 mm (0.79 × 1.81 in)
6) Crank Pin Type	Hollow type	←
7) Crank Bearing Type (Left) × Q'ty	6304C3 × 1 pc.	6205C3 × 1 pc.
Crank Bearing Type (Center) × Q'ty	6205 × 2 pcs.	←
Crank Bearing Type (Right) × Q'ty	6304C3 × 1 pc.	6305C3 × 1 pc.
8) Crank Oil Seal Type (Left) × Q'ty	SD-20-40-8 × 1 pc.	←
Crank Oil Seal Type (Center) × Q'ty	Labyrinth seal × 1 pc.	←
Crank Oil Seal Type (Right) × Q'ty	SW-28-40-8 × 1 pc.	SW-32-48-8 × 1 pc.
9. CLUTCH		
1) Clutch Type	Wet, multiple disc type	←
2) Clutch Operating Mechanism	Inner push type screw push system	←
3) Primary Reduction Ratio and Method	74/19 3.894 gear	53/16 3.312 gear
4) Friction Plate—Thickness/Quantity	3.0 mm (0.12 in)/5 pcs.	4.0 mm (0.16 in)/5 pcs.
Friction Plate—Wear limit	2.7 mm (0.11 in)	3.7 mm (0.15 in)
5) Clutch Plate—Thickness/Quantity	1.6 mm (0.063 in)/5pcs.	1.6 mm (0.063 in)/4pcs.
Clutch Plate—Warp Limit	0.05 mm (0.002 in)	←
6) Clutch Spring—Free Length—Quantity	31.5 mm (1.24 in)/5 pcs.	34.0 mm (1.34 in)/5 pcs.
Clutch Spring—Minimum Length	30.5 mm (1.20 in)	33.0 mm (1.30 in)
7) Clutch Housing Axial Play (Wear Limit)	...	...
8) Push Rod Bending Limit	0.2 mm (0.008 in)	←
9) Oil Seal Type—Push Rod	SD0-6.6-22-7	←
Oil Seal Type—Push Screw	SO-10.5-15-3	←

	RD125 (DX)	RD200 (DX)
10) Tightening Torque		
Primary Drive Gear Securing Nut	3.5 m-kg (25 ft-lb) (M12 P1.0)	←
Clutch Boss Securing Nut	3.5 m-kg (25 ft-lb) (M12 P1.0)	8.0 m-kg (58 ft-lb) (M16 P1.0)
Clutch Spring Screw	0.9 m-kg (6.5 ft-lb) (M5 P0.8)	←
10. TRANSMISSION		
1) Type	Constant mesh, 5-speed foward	←
2) Gear Ratio 1st (Teeth) (Ratio)	34/12 2.833	←
2nd	29/17 1.705	←
3rd	25/20 1.250	←
4th	23/22 1.045	←
5th	22/24 0.916	←
3) Transmission Gear Oil Quantity and Type	700 – 800 cc (24.6 – 28.2 IMP. oz), SAE 10W/30 motor oil	800 – 850 cc (28.2 – 29.9 IMP. oz), SAE 10W/30 motor oil
4) Bearing Type – Main Axle (Left)	Needle bearing (15-22-12)	←
Bearing Type – Main Axle (Right)	6303Z	←
Bearing Type – Drive Axle (Left)	6304	←
Bearing Type – Drive Axle (Right)	Needle bearing (15-22-12)	←
5) Oil Seal Type – Drive Axle (Left)	SD-28-44-7	←
6) Secondary Reduction Ratio and Method	39/14 2.786 chain	39/15 2.600 chain
	39/15 2.600 chain (F)	39/16 2.438 chain (B)
7) Tightening Torque		
Drive Sprocket Securing Nut	8.5 m-kg (61.5 ft-lb) (M16 P1.0)	←
11. SHIFTING MECHANISM		
1) Type	Return type	←
2) Oil Seal Type – Change Lever	S-12-22-5	←
3) Tightening torque – Change Pedal	1.1 m-kg (8 ft-lb) (M6 P1.0)	←
12. KICK STARTER		
1) Type	Rachet type	←
2) Oil Seal Type	SD0-15-26-6	←
3) Tightening Torque – Kick Crank	0.4 m-kg (3 ft-lb) (M6 P1.0)	←
13. CRANKCASE		
1) Tightening Torque	0.35 m-kg (2.5 ft-lb) (M6 P1.0)	←
14. INTAKE		
1) Air Cleaner – Type Quantity	Oiled foam rubber	←
2) Induction System	Torque induction system	←
3) Reed Valve		
Type	"V" type	←
Bending Limit	0.5 mm (0.020 in) or less	←
Valve Lift	7 ± 0.3 mm (0.28 ± 0.12 in)	←
Tightening Torque	0.08 m-kg (0.6 ft-lb) (M3 P0.5)	←

		RD125 (DX)	RD200 (DX)
15. CARBURETOR			
1) Type and Manufacturer/Quantity		Y-18P-2A TEIKEI/2 pcs.	Y-20P-2A TEIKEI/2 pcs.
2) I.D. Mark		2R600 2R610 (S)	1E690
3) Main Jet	(M.J.)	#84	#80
4) Air Jet	(A.J.)	ø2.5	ø2.0
5) Jet Needle-clip Position	(J.N.)	4D50-2	4F51-2
6) Needle Jet	(N.J.)	N-80	←
7) Cutaway	(C.A.)	1.5 1.7 (S)	2.5
8) Pilot Jet	(P.J.)	#40 #38 (S)	#44
9) Air Screw (turns out)	(A.S.)	1-1/2 2-1/2 (S)	1-1/4
10) Starter Jet	(G.S.)	#70	←
11) Fuel Level	(F.L.)	25 ± 1 mm (0.98 ± 0.04 in)	←
12) Float Height	(F.H.)	20 ± 1 mm (0.79 ± 0.04 in)	←
13) Idling Engine Speed		1,200 ± 50 r/min	←
16. LUBRICATION			
1) Autolube Pump — Color Code		Gray	Red
2) Autolube Pump — Minimum Stroke		0.20 ~ 0.25 mm (0.008 ~ 0.010 in)	←
3) Autolube Pump — Maximum Stroke		1.66 ~ 1.91 mm (0.065 ~ 0.075 in)	2.05 ~ 2.25 mm (0.081 ~ 0.089 in)
4) Autolube Pump — Reduction Ratio		34/19 × 85/1 = 152.1	20/16 × 85/1 = 106.3
5) Autolube Pump — Minimum Output/200 Strokes		0.5 ~ 0.6 cc (0.018 ~ 0.021 IMP. oz)	←
6) Autolube Pump — Maximum Output/200 Strokes		4.2 ~ 4.8 cc (0.148 ~ 0.169 IMP. oz)	5.1 ~ 5.7 cc (0.180 ~ 0.201 IMP. oz)
7) Throttle Position (Adjusting Mark)		At full open (□)	←
8) Oil Tank Capacity		1.2 lit (0.26 IMP. gal)	←
9) Oil Grade		2-stroke engine oil	←

C. CHASSIS

1. FRAME			
1) Frame Design		Steel tubing, diamond structure	←
2) Tightening Torque			
Engine Mounting Bolt		2.5 m-kg (18 ft-lb) (M8 P1.25)	←
2. STEERING SYSTEM			
1) Caster		62°30'	←
2) Trail		95 mm (3.74 in)	←
3) Number and Size of Balls in Steering Head			
Upper Race		19 pcs. 1/4 in	←
Lower Race		19 pcs. 1/4 in	←

	RD125 (DX)	RD200 (DX)
4) Tightening torque		
Handle Crown and Steering Shaft	8.0 m-kg (58 ft-lb) (M16 P1.5)	←
Handle Crown and Handle Holder	2.0 m-kg (14.5 ft-lb) (M8 P1.25)	←
3. FRONT SUSPENSION		
1) Type	Telescopic fork	←
2) Damper Type	Oil damper, coil spring	←
3) Front Fork Cushion Travel	110 mm (4.3 in)	←
4) Front Fork Spring		
Free Length	301.5 mm (11.87 in)	←
Wire Diameter × Winding Diameter	3.2 mm × 22.5 mm (0.126 × 0.89 in)	←
Spring Constant	K = 0.388 kg/mm	←
5) Inner Tube Outside Diameter	30 mm (1.18 in)	←
6) Oil Seal Type	SD-30-42-10.5	←
7) Front Fork Oil Quantity and Type	156 ± 5 cc, SAE 10W/30 Motor Oil	
8) Tightening Torque	(5.49 ± 0.18 IMP. oz)	←
Front Fork Cap Bolt	2.3 m-kg (16.5 ft-lb) (M26 P1.0)	←
Under Bracket and Inner Tube	2.0 m-kg (14.5 ft-lb) (M10 P1.25)	←
Handle Crown and Inner Tube	1.0 m-kg (7 ft-lb) (M8 P1.25)	←
4. REAR SUSPENSION		
1) Type	Swing arm	←
2) Damper Type	Oil damper, coil spring	←
3) Rear Shock Absorber Travel	70 mm (2.76 in)	←
Set Length	322.2 mm (12.69 in)	323.7 mm (12.74 in)
4) Rear Shock Absorber Spring		
Set Length	188.4 mm (7.42 in)	←
Free Length	196.4 mm (7.73 in)	189.4 mm
Wire Diameter × Winding Diameter	6.5 mm × 49 mm (0.256 × 1.93 in)	6.7 mm × 51.4 mm (0.264 × 2.02 in)
Spring Constant	K_1 = 1.6 kg/mm, K_2 = 2.48 kg/mm	K_1 = 1.86 kg/mm, K_2 = 2.85 kg/mm
	K_3 = 3.3 kg/mm	
5) Swing Arm Free Play (Limit)	1 mm (0.04 in)	←
6) Pivot Shaft—Outside Diameter	12 mm (0.47 in)	15 mm (0.59 in)
7) Tightening Torque		
Rear Shock Absorber (Upper)	3.0 m-kg (22 ft-lb) (M10 P1.25)	←
Rear Shock Absorber (Under)	1.8 m-kg (13 ft-lb) (M8 P1.25)	←
Pivot Shaft	4.3 m-kg (31 ft-lb) (M12 P1.25)	6.0 m-kg (43.5 ft-lb) (M14 P1.5)
5. FUEL TANK		
1) Capacity	11.5 lit (2.5 IMP. gal)	←
2) Fuel Grade	Regular gasoline	←

	RD125 (DX)		RD200 (DX)	
6. WHEEL				
1) Type	Casting wheel (RD125DX), Spoke wheel (RD125)		Casting wheel (RD200DX), Spoke wheel (RD200)	
2) Tire Size (Front)	2.75—18—4PR		2.75—18—4PR	
Tire Size (Rear)	3.00—18—4PR, (FI IE) 3.00—18—6PR, (FL) (Sw) (S) (B)		3.00—18—4PR 3.25—18—6PR (G)	
3) Tire Pressure (Front): Normal Riding	1.5 kg/cm² (21 lb/in²)		←	
:High Speed Riding	1.8 kg/cm² (26 lb/in²)		←	
Tire Pressure (Rear): Normal Riding	1.6 kg/cm² (23 lb/in²)		←	
:High Speed Riding	2.0 kg/cm² (28 lb/in²)		←	
4) Rim Run Out Limit (Front/Rear)				
Vertical	2 mm (0.08 in)		←	
Lateral	1 mm (0.04 in)		←	
5) Bearing Type	(RD125DX)	(RD125)	(RD200DX)	(RD200)
Front Wheel (Left)	6302 ZZ	6302 RS	6302 ZZ	6302 RS
Front Wheel (Right)	6302 ZZ	6302 Z	6302 ZZ	6302 Z
Rear Wheel (Left)	6204 ZZ	6202 Z	6204 ZZ	6204 Z
Rear Wheel (Right)	6202 ZZ	6202	6302 ZZ	6202 Z
Clutch Hub	—	6004 Z	—	6004 Z
6) Oil Seal Type				
Front Wheel (Left)	SDO-45-56-6	←	←	←
Front Wheel (Right)	SD-22-42-7	←	←	←
Rear Wheel (Left)	SD-28-47-7	DD-26-42-8	SD-28-47-7	DD-30-42-8
Rear Wheel (Right)	SD-22-42-7	SO-22-35-5	SD-22-42-7	S-42-56-6
7) Secondary Drive Chain Type				
Type	DK428		←	
Number of Links	112L + Joint		←	
Chain Pitch	12.7 mm (0.5 in)		←	
Chain Free Play	20 ~ 30 mm (0.8 — 1.2 in)		←	
8) Tightening Torque				
Front Wheel Axle	8.5 m-kg (61.5 ft-lb) (M14 P1.5)		←	
Front Axle Holder	1.0 m-kg (7.0 ft-lb) (M8 P1.25)		←	
Rear Wheel Axle	8.5 m-kg (61.5 ft-lb) (M14 P1.5)		←	
Sprocket Shaft	14.5 m-kg (105 ft-lb) (M20 P1.0) (RD125)		14.5 m-kg (105 ft-lb) (M20 P1.0) (RD200)	

	RD125 (DX)	RD200 (DX)
7. BRAKE		
1) Front		
Type	Hydraulic disc type	←
Disc Size (Outside Dia. × Thickness)	245 mm × 5 mm (9.65 × 0.20 in)	←
Disc Wear Limit	4.5 mm (0.18 in)	←
Disc Pad Size (Outer)	16.0 mm (0.63 in)	←
Disc Pad Size (Inner)	10.0 mm (0.39 in)	←
Pad Wear Limit (Outer)	11.0 mm (0.43 in)	←
Pad Wear Limit (Inner)	5.0 mm (0.20 in)	←
Master Cylinder Inside Dia.	14.0 mm (0.55 in)	←
Caliper Cylinder Inside Dia.	38.1 mm (1.50 in)	←
Brake Fluid Type	DOT #3	←
Tightening Torque:		
Master Cylinder and Bracket Master	0.8 m-kg (5.8 ft-lb) (M6 P1.0)	←
Master Cylinder and Bracket Hose	2.5 m-kg (18.0 ft-lb) (M10 P1.0)	←
Brake Hose and Caliper	2.5 m-kg (18.0 ft-lb) (M10 P1.0)	←
Front Hub and Disc	2.5 m-kg (18.0 ft-lb) (M8 P1.25)	←
2) Rear	(RD125) | (RD125DX)	
Type	Drum brake | ←	Drum brake
Drum Diameter (Limit)	132 mm (5.2 in) | 152 mm (6.0 in)	152 mm (6.0 in)
Shoe Diameter × Width	130 × 28 mm (5.1 × 1.1 in) | 150 × 25 mm (5.9 × 1.0 in)	150 × 25 mm (5.9 × 1.0 in)
Shoe Spring Free Length	36.5 mm (1.44 in) | 68 mm (2.7 in)	68 mm (2.7 in)
Lining Thickness (Wear Limit)	2 mm (0.08 in) | ←	2 mm (0.08 in)
Tightening Torque:	RD125 RD125DX	RD200 RD200DX
Tension Bar and Brake Plate	1.8 m-kg (13 ft-lb) (M8 P1.25) (M10 P1.25)	1.8 m-kg (13 ft-lb) (M8 P1.25) (M10 P1.25)
Tension Bar and Brake Rear Arm	1.8 m-kg (13 ft-lb) (M8 P1.25)	←
Camshaft Lever	0.8 m-kg (6 ft-lb) (M6 P1.0)	←

D. ELECTRICAL

	RD125 (DX)	RD200 (DX)
1. IGNITION SYSTEM		
1) Battery (A.C. Generator)		
Model/Manufacturer	K108-12 HITACHI	.....
Voltage	12V	.....
Rotor Thread Size	M10 P1.25	.....
Tightening Torque (Rotor)	2.0 m-kg (14.5 ft-lb)	.....
Tightening Torque (Startor)	0.9 m-kg (6.5 ft-lb)	.....
2) Battery (Starter Generator)		
Model/Manufacturer	.....	GS214-02 HITACHI
Voltage	.....	12V
Rotor Thread Size	.....	M10 P1.25
Tightening Torque (Rotor)	.....	2.0 m-kg (14.5 ft-lb)
Tightening Torque (Startor)	.....	0.9 m-kg (6.5 ft-lb)
3) Ignition Timing (mm B.T.D.C.)	1.5 ± 0.15 mm (0.06 ± 0.006 in)	1.8 ± 0.15 mm (0.07 ± 0.006 in)
4) Ignition Coil		
Model/Manufacturer	CM11-50B HITACHI	←
Spark Gap	6 mm or more/500 r/min	←
Primary Winding Resistance	3.9Ω ± 10%20°C (68°F)	←
Secondary Winding Resistance	8kΩ ± 20%20°C (68°F)	←
5) Spark Plug		
Type/Quantity	NGK B-8ES	←
Spark Plug Gap	0.7 ~ 0.8 mm (0.028 ~ 0.031 in)	←
6) Contact Breaker		
Manufacturer/Quantity	HITACHI/2 pcs.	←
Point Gap	0.30 ~ 0.40 mm (0.012 ~ 0.016 in)	←
Point Spring Pressure	700 ± 50 g	←
7) Condenser		
Capacity	0.15 μF	0.22 μF
Insulation Resistance	3MΩ or more	←
Q'ty	2 pcs.	←
2. CHARGING SYSTEM		
1) A.C. Generator		
Charging Output	14V—8A	
Startor Coil Resistance (Yellow)	0.6Ω ± 10 % at 20°C (68°F)	.....
Startor Coil Resistance (Green)	1.0Ω ± 10 % at 20°C (68°F)	.....

	RD125 (DX)	RD200 (DX)
2) Starter Generator		
Charging Output	.....	14V, 10A
Charge Field Coil Resistance (Shunt) (White—Green)	.....	4.6 Ω ± 10 % at 20°C (68°F)
Starter Field Coil Resistance (Series) (White—Light green)	.....	0.0135 Ω ± 10 % at 20°C (68°F)
Brush Size/Quantity	.....	4.5 mm × 8 mm × 21 mm (0.18 × 0.31 × 0.83 in)/4 pcs.
Brush Wear Limit		11.5 mm (0.45 in)
Brush Spring Pressure	.....	600 g ± 15 %
3) Rectifier	.....	
Type	Full wave type	.....
Model/Manufacturer	DE210/STANLEY	.....
Capacity	8A	.....
Withstand Voltage	400V	.....
4) Regulator		
Type	.....	Tirrill type
Model/Manufacturer	.....	T107-58 HITACHI
Regulating Voltage	.....	15.8 ~ 16.5V/2,500 r/min
Core Gap (Voltage Regulator)	.....	0.4 ~ 0.7 mm (0.016 ~ 0.028 in)
Yoke Gap (Voltage Regulator)	.....	0.6 ~ 2.7 mm (0.024 ~ 0.106 in)
Volgate Coil Resistance	.....	11.8 Ω ± 15 %
Cut In Voltage (Cut in Relay)	.....	13.0 ± 0.5V
Core Gap (Cut Out Relay)	.....	0.8 ~ 1.0 mm (0.031 ~ 0.039 in)
Point Gap (Cut Out Relay)	.....	0.6 ~ 0.8 mm (0.024 ~ 0.031 in)
Starting Coil Resistance	.....	11.2 Ω ± 15 %
5) Battery		
Model/Manufacturer/Quantity	12N 5.5-3B/GS or FB/1 pc.	12N 9-3A/GS/1 pc.
Capacity	12V, 5.5 AH	12V,9 AH
Charging Rate	0.55A × 10 hours	0.9A × 10 hours
Specific Gravity	1.280 ± 0.01/20°C	←
3. LIGHTING SYSTEM		
1) Headlight Type	Bulb	
2) Bulb-Wattage/Quantity		
Headlight Wattage	12V, 35W/35W, 12V, 36W/36W (F)	12V, 35W/35W
	12V, 35W/25W, (E)	12V, 35W/25W (E)
Tail/Brake Light Wattage	12V, 5W/21W	12V, 5W/21W
Flasher Light Wattage	12V, 8W, 12V, 21W (FL) (S)	12V, 8W, 12V, 21W (G)
Flasher Pilot Light Wattage	12V, 3.4W	←
Meter Light Wattage	12V, 3.4W	←
High Beam Indicator Light Wattage	12V, 2W	←
Neutral Light Wattage	12V, 3.4W	←
Charge Light Wattage	.....	12V, 3.4W
Auxiliary Light Wattage	12V, 4W, 12V, 3.4W (E)	←

	RD125 (DX)	RD200 (DX)
3) A.C. Regulator		
Model/Manufacturer	SRA-126Y/STANLEY	.....
Voltage	14.5 $^{+0.1}_{-0.5}$ V	.....
4) Horn		
Model/Manufacturer	SF-12/NIKKO (FL) (FI Sw) (S)	SF-12/NIKKO (H)
	YP-12/NIKKO (B) (E)	YP-12/NIKKO (B) (E) (G)
Maximum Amperage	2.5A (FL) (FI Sw) (S)	2.5A (H)
	2.0A (B) (E)	2.0A (B) (E) (G)
5) Flasher Relay		
Type	Condenser type	←
Model/Manufacturer	061300-4820/NIPPON DENSO	←
	061300-4800/NIPPON DENSO (S) (FL)	061300-4800/NIPPON DENSO (G)
Flash Cycle	85 cycle/min	←
	95 cycle/min (S) (FL)	95 cycle/min (G)
Capacity	8W × 2 + 3.4W	←
	21W × 2 + 3.4W (S) (FL)	21W × 2 + 3.4W (G)
6) Fuse		
Rating/Quantity	20A/2pcs.	←